



ALASKA HIGHWAY SAFETY OFFICE

FFY 2025 HIGHWAY SAFETY OFFICE

presented to

Potential Grantees

presented by

Alaska Highway Safety Office

April 11, 2024

WEBINAR AGENDA

- Continued AHSO Support
- Alaska Crash Trends
- Focus for FFY 2025 Highway Safety Plan (HSP)
- Federal Requirements and NHTSA's Focus
- FFY 2025 Highway Safety Grant Application

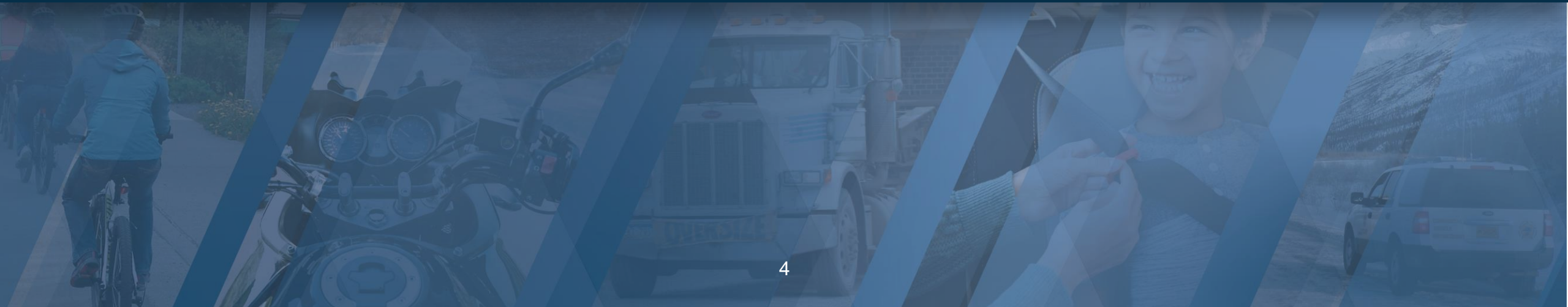


CONTINUED AHSO SUPPORT

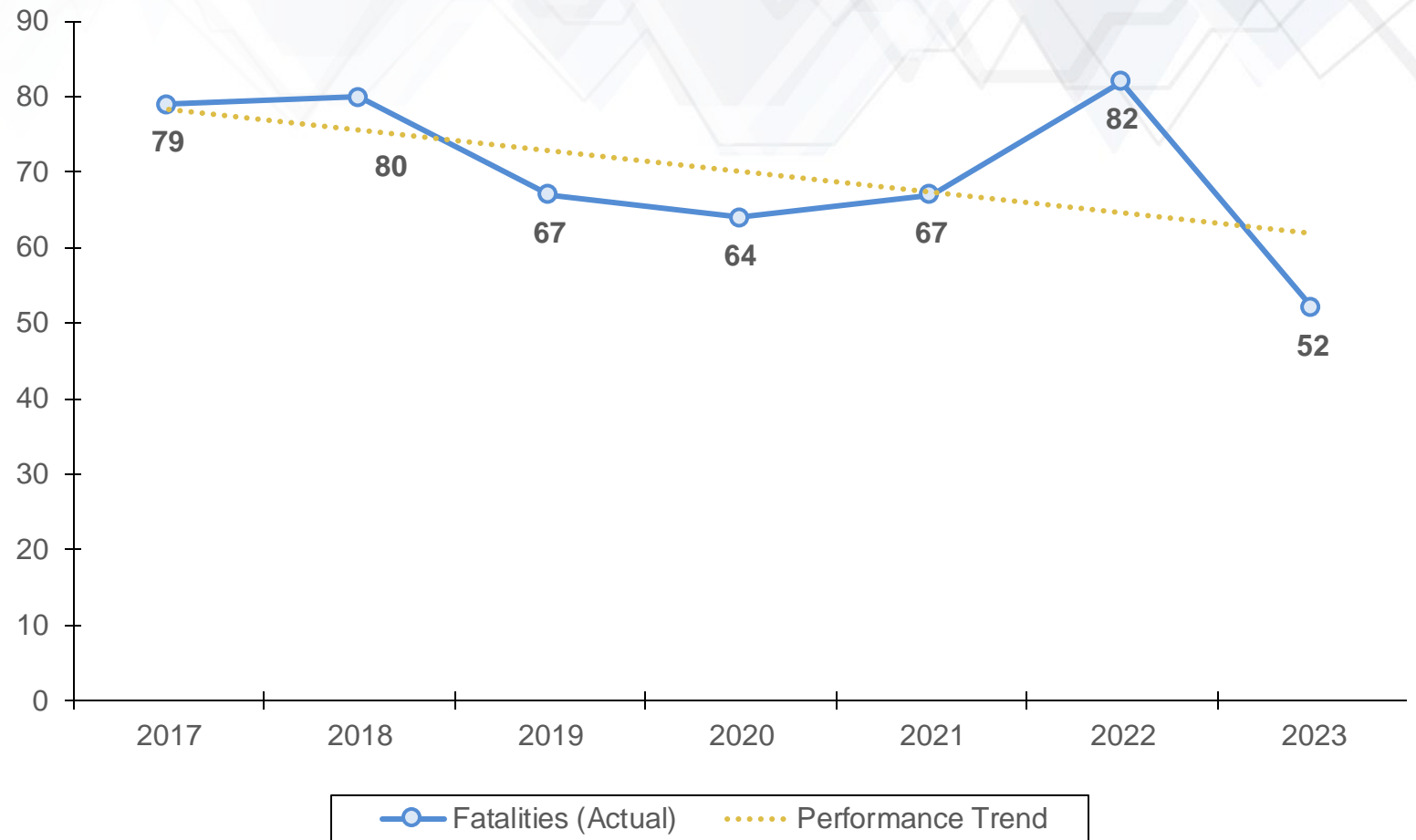
- Law Enforcement Liaison (LEL)
 - Encourages law enforcement officers and leaders to support the enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection, distracted driving, and speed management.
 - Available as a resource to law enforcement agencies throughout the state.



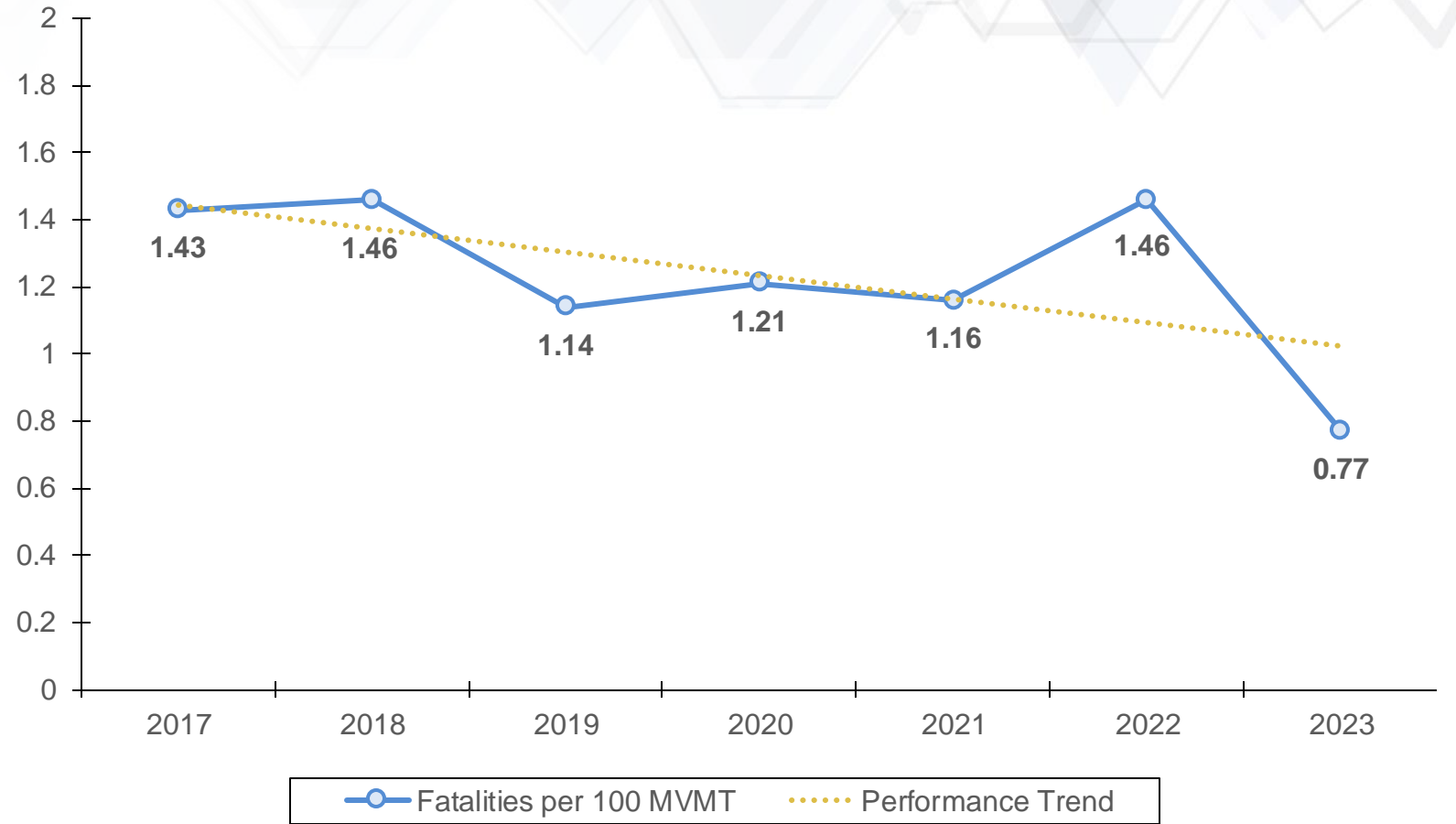
ALASKA CRASH TRENDS



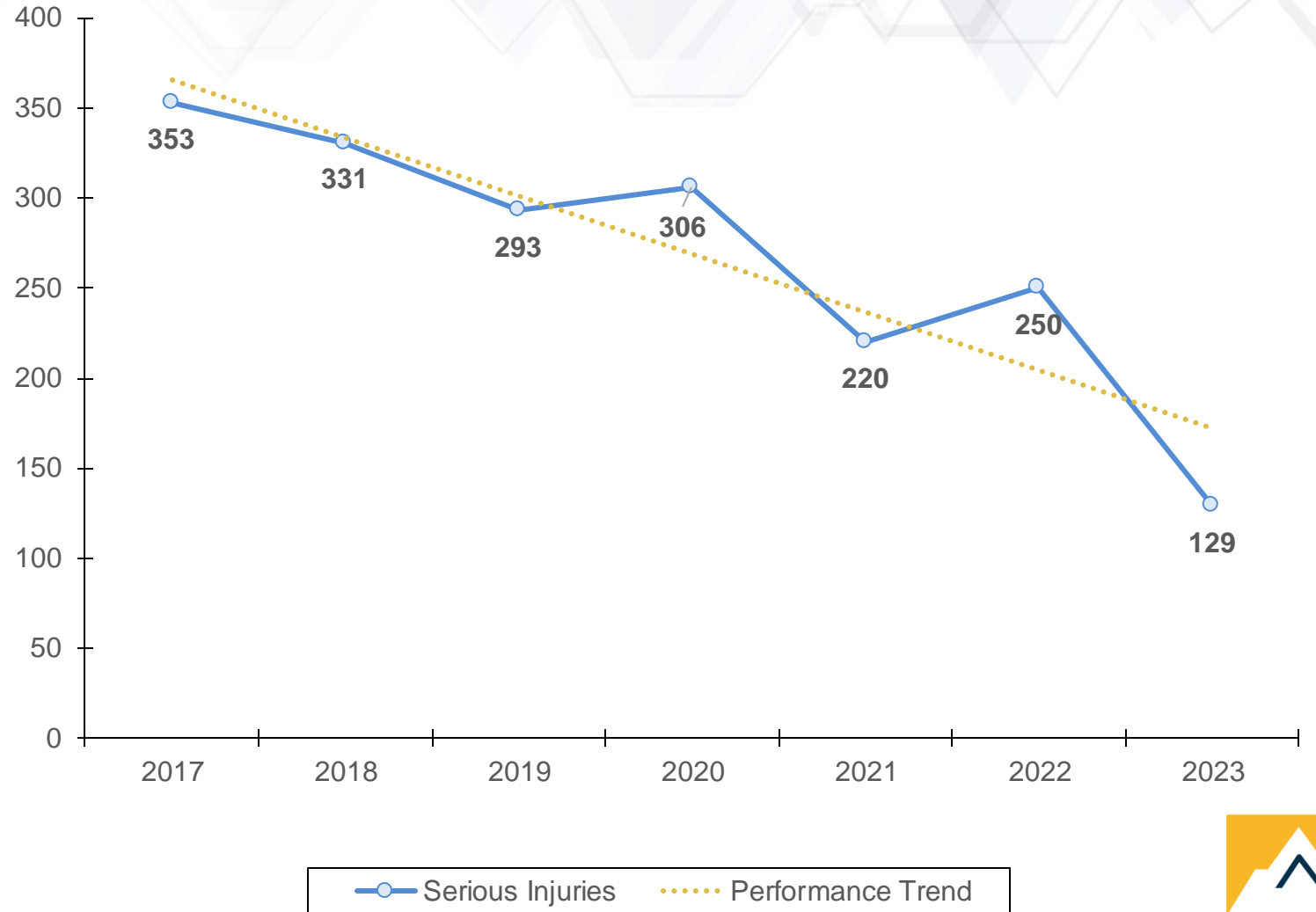
ALASKA CRASH TRENDS ***FATALITIES***



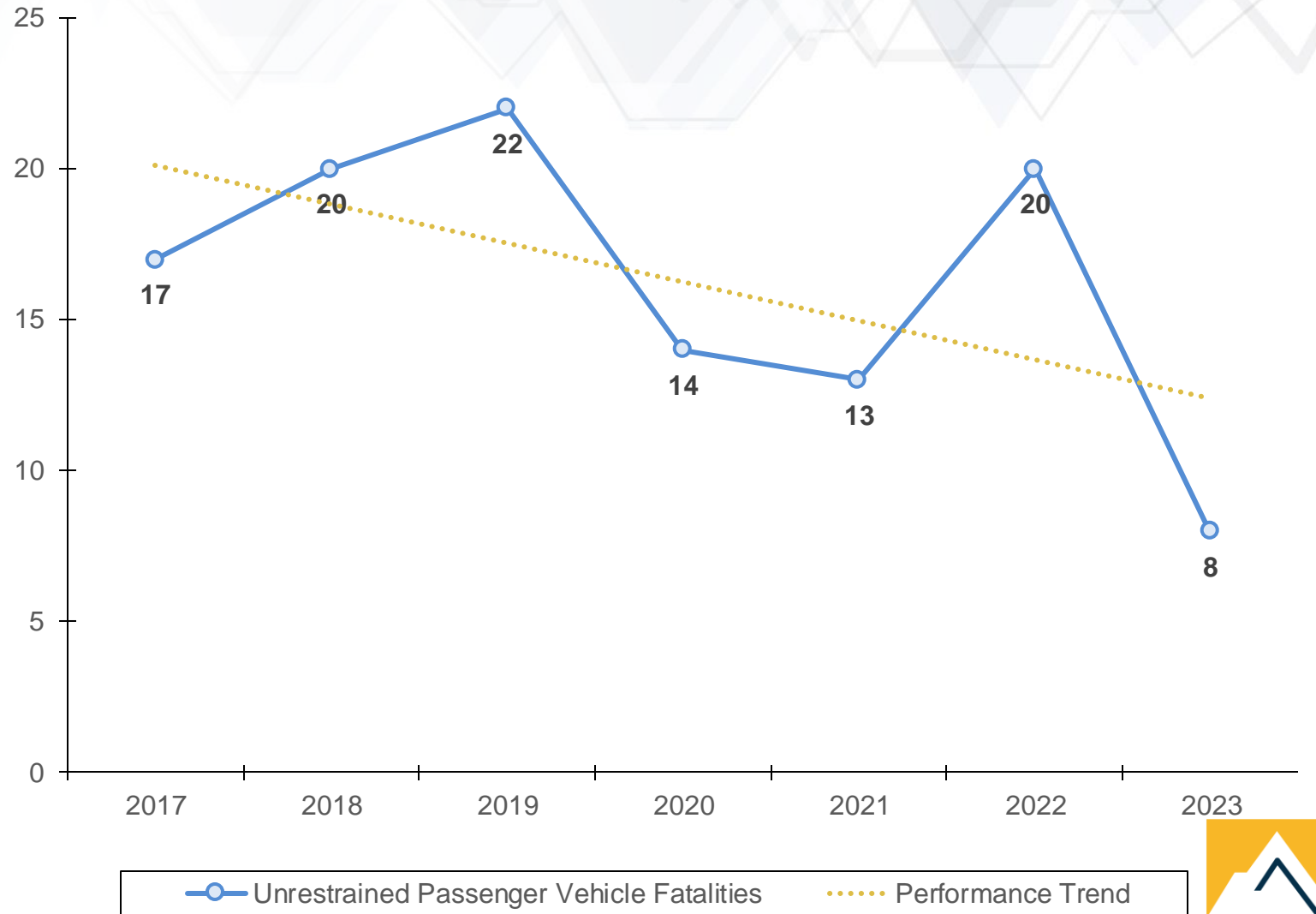
ALASKA CRASH TRENDS **FATALITY RATE**



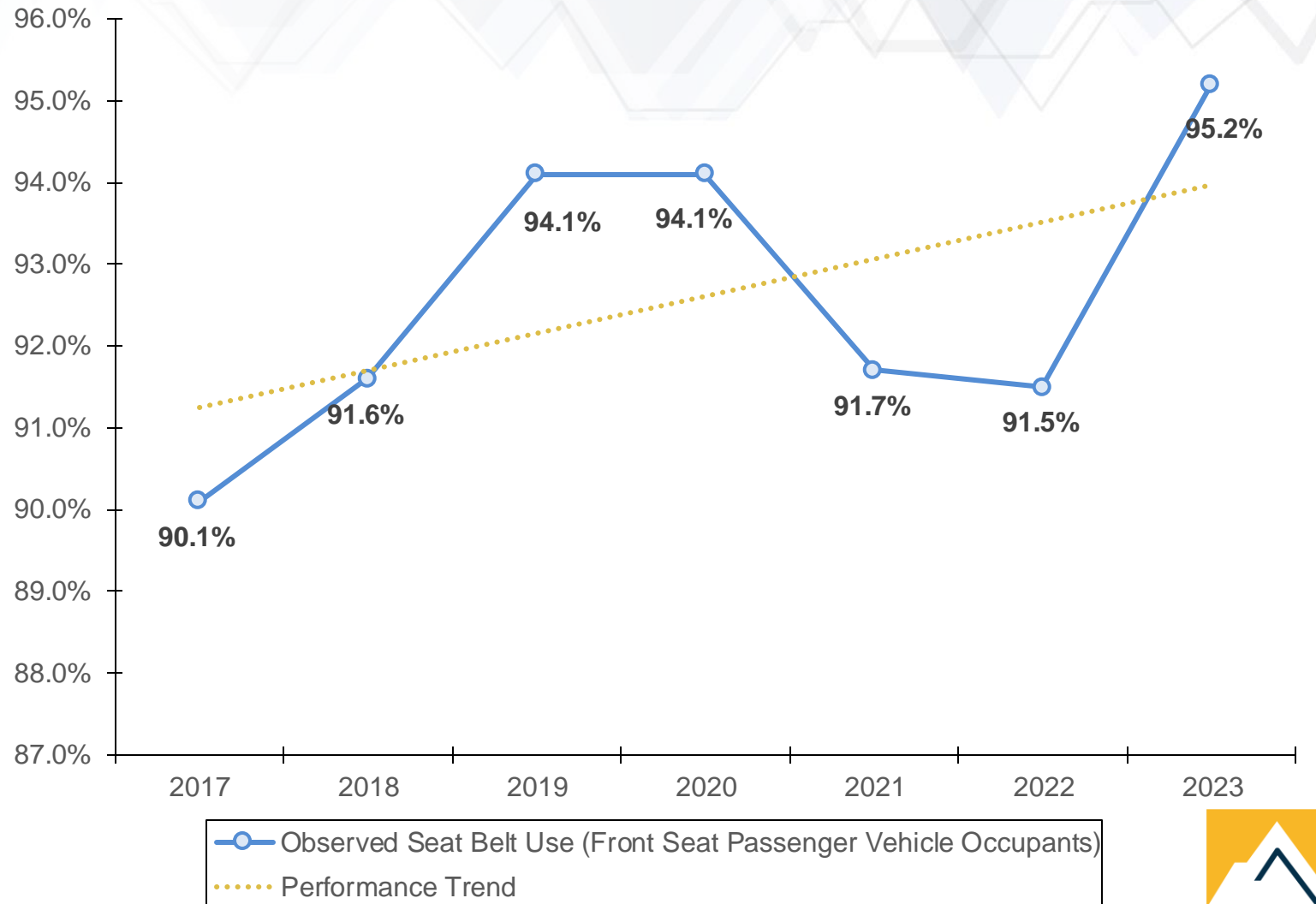
ALASKA CRASH TRENDS ***SERIOUS INJURIES***



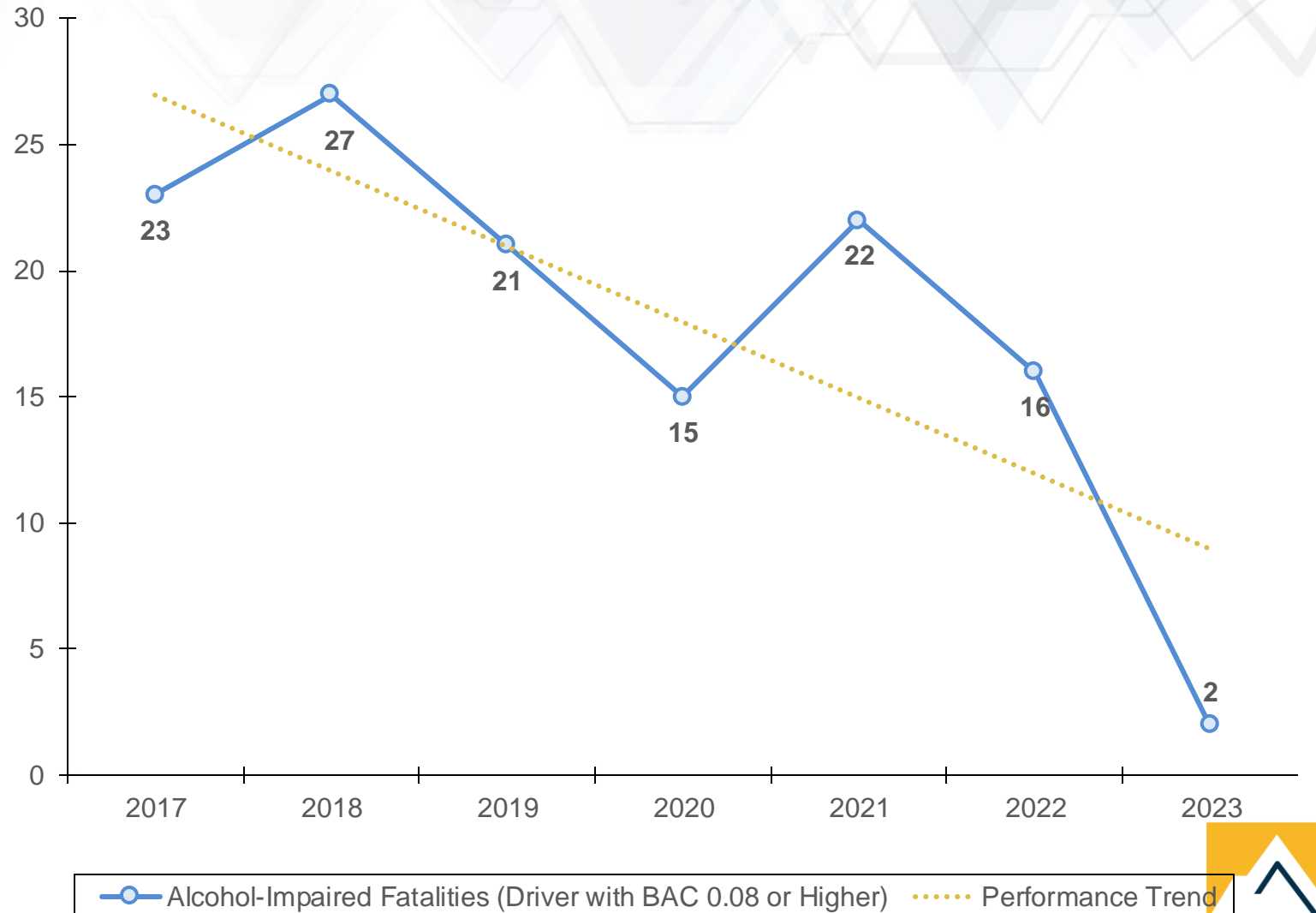
ALASKA CRASH
TRENDS
***UNRESTRAINED
PASSENGER
VEHICLE
OCCUPANT
FATALITIES***



ALASKA CRASH TRENDS ***OBSERVED BELT USE – PASSENGER VEHICLES***



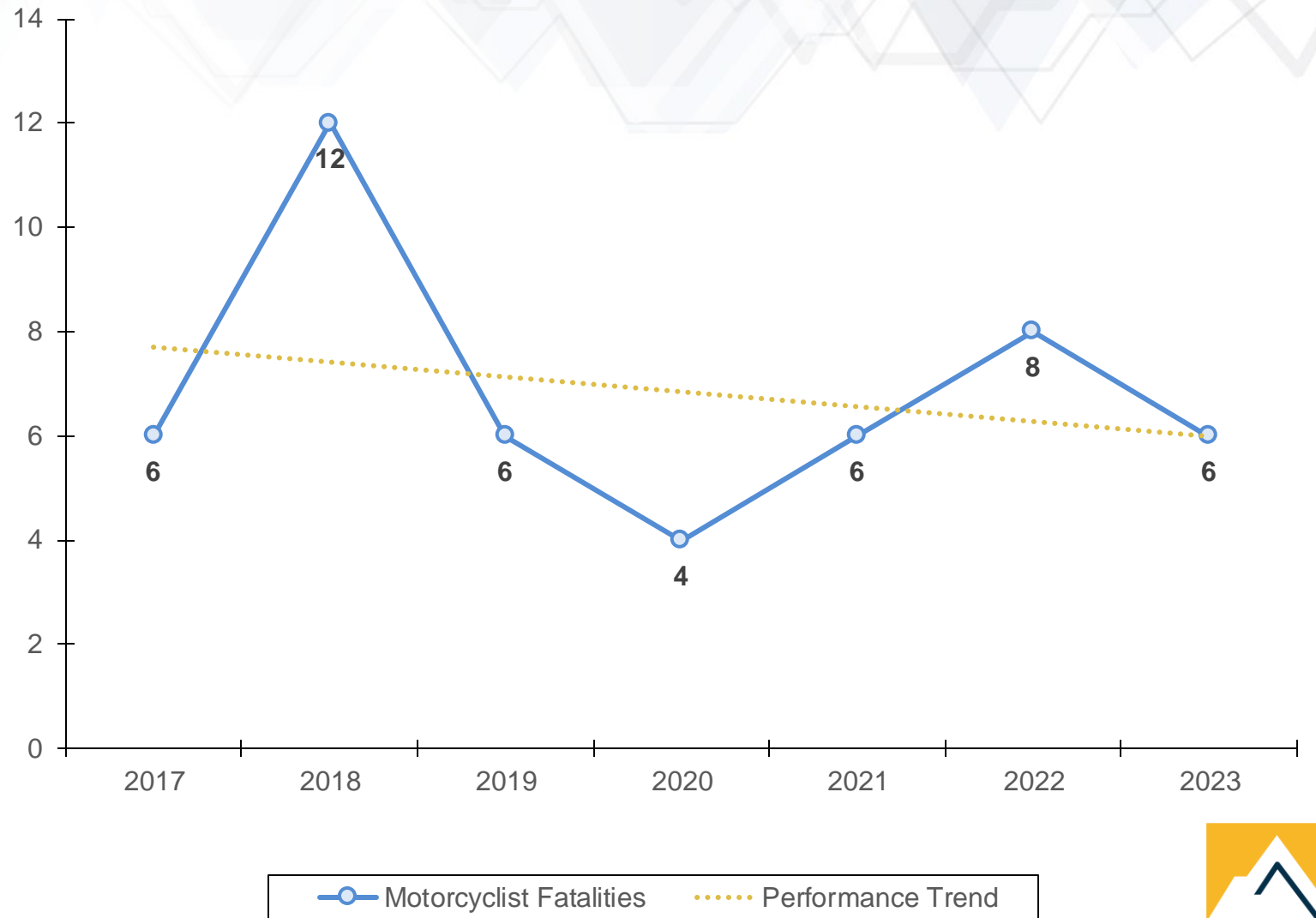
**ALASKA
CRASH
TRENDS
FATALITIES
INVOLVING
DRIVER OR
MOTORCYCLE
OPERATOR
WITH
GREATER
THAN .08 BAC**



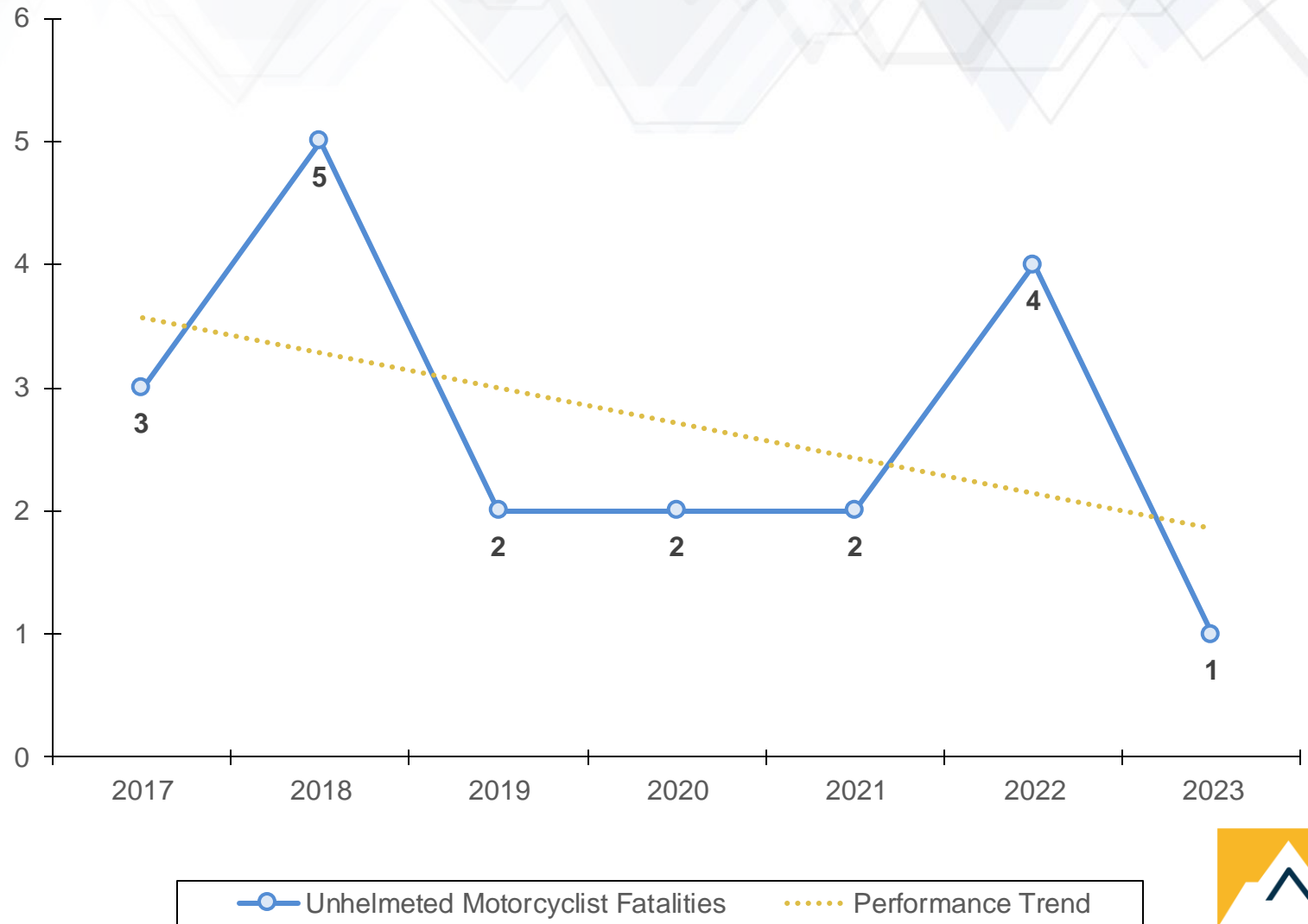
ALASKA CRASH TRENDS ***SPEEDING RELATED FATALITIES***



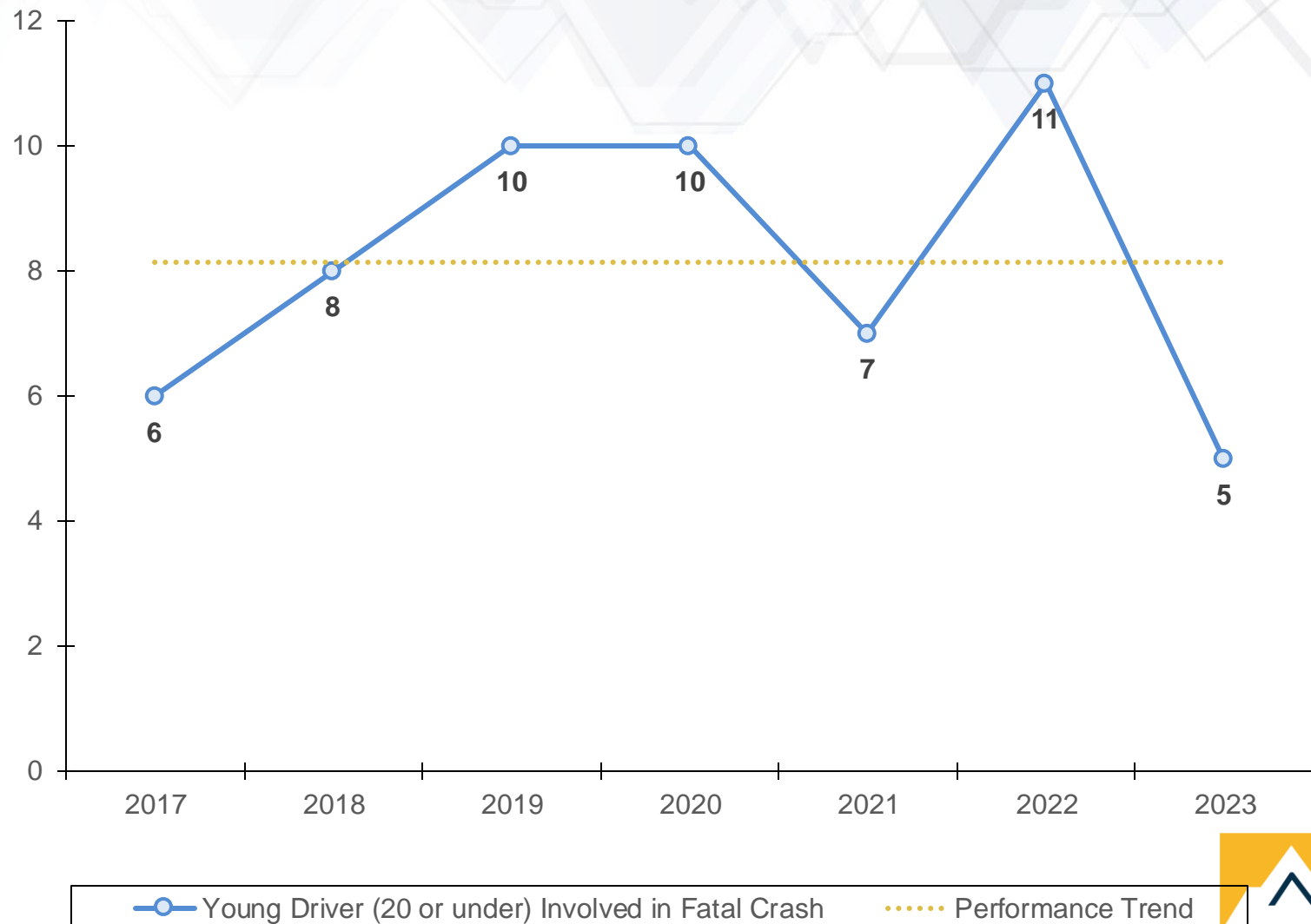
ALASKA CRASH TRENDS **MOTORCYCLIST FATALITIES**



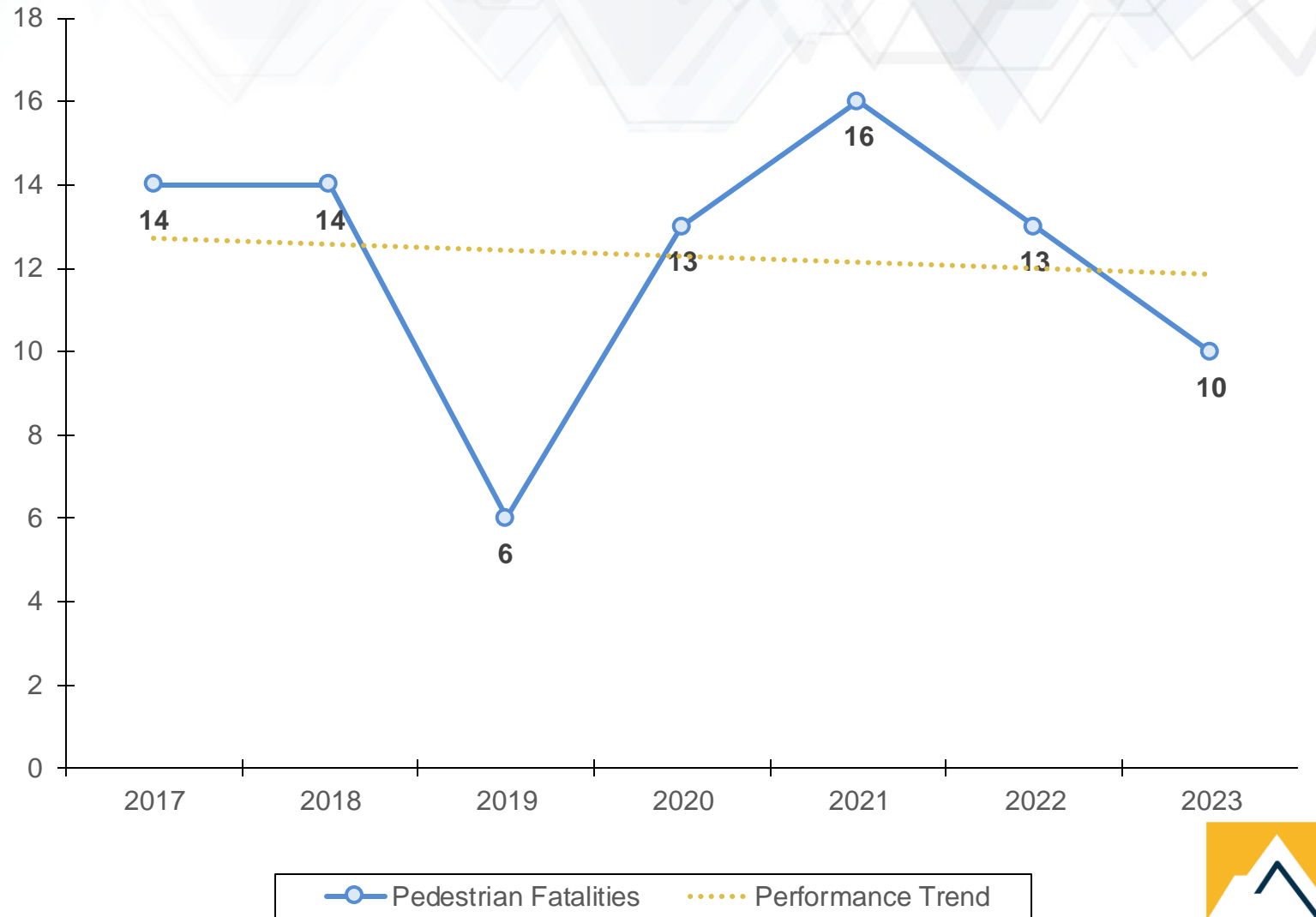
ALASKA CRASH TRENDS ***UNHELMETED MOTORCYCLIST FATALITIES***



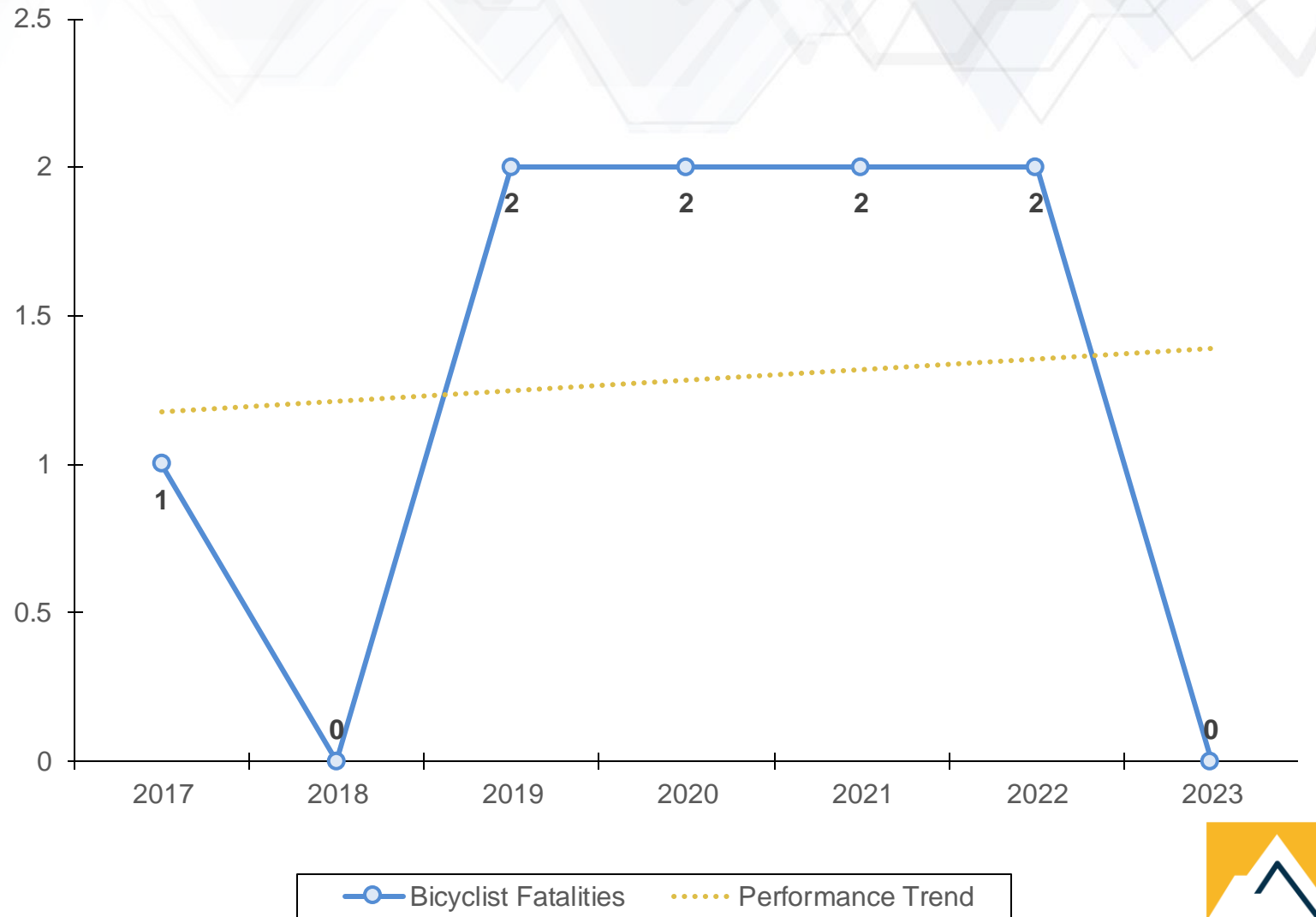
ALASKA
CRASH
TRENDS
***DRIVERS
AGE 20 OR
YOUNGER
INVOLVED
IN FATAL
CRASHES***



ALASKA CRASH TRENDS ***PEDESTRIAN FATALITIES***

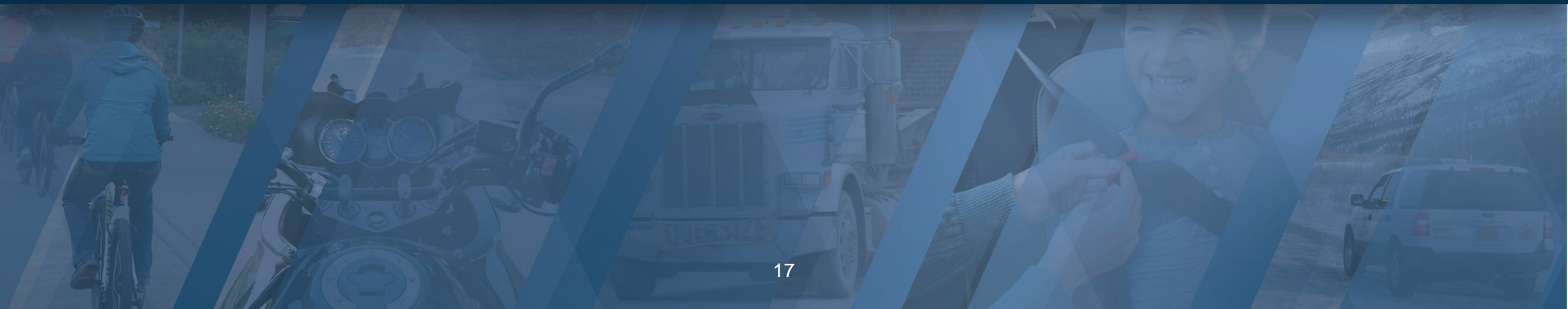


ALASKA CRASH TRENDS ***BICYCLIST FATALITIES***





FOCUS FOR FFY 2025



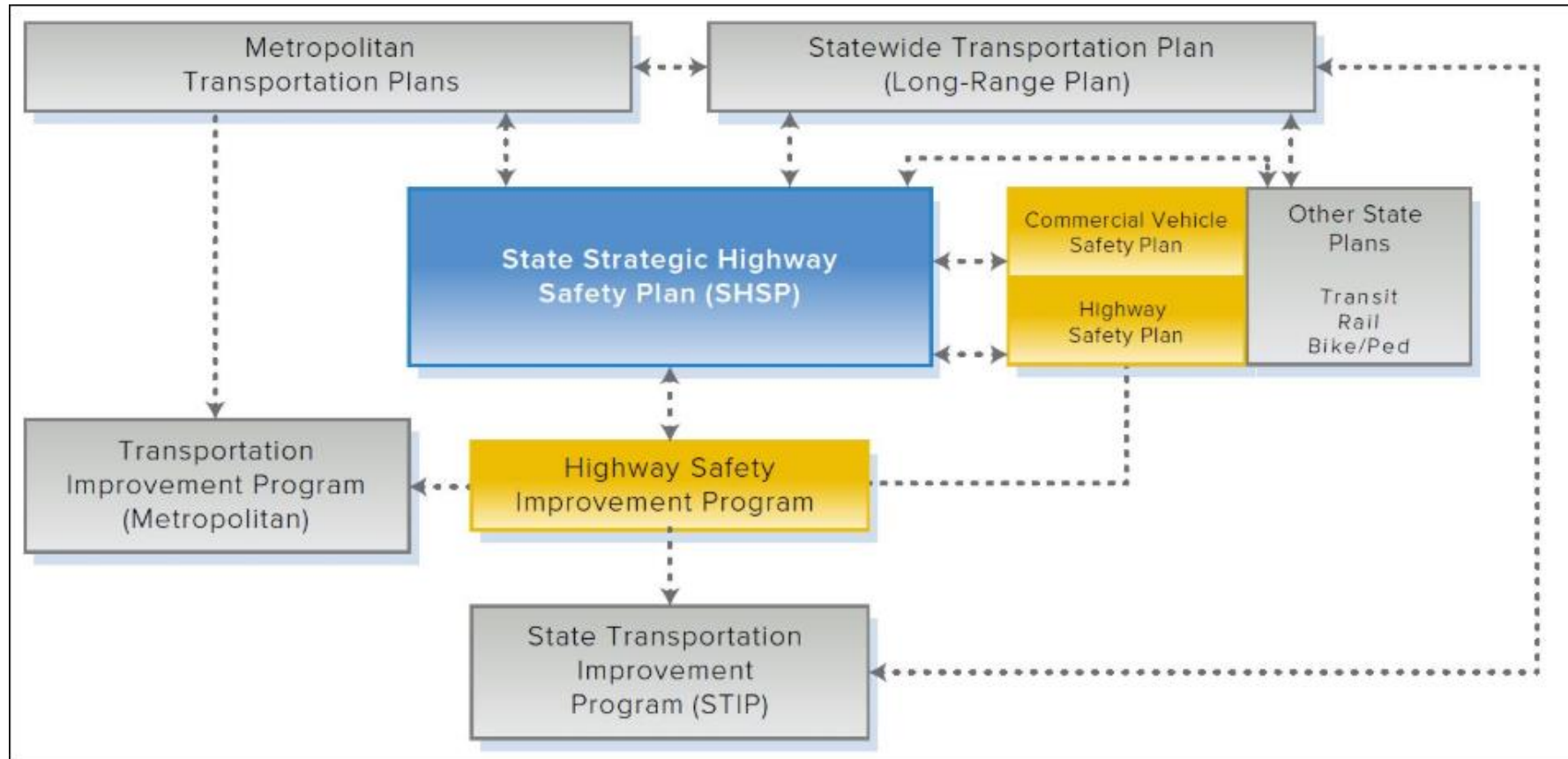
STRATEGIC HIGHWAY SAFETY PLAN

The SHSP is:

- A five-year statewide, comprehensive roadway safety plan;
- Provides a coordinated framework for reducing fatalities and serious injuries on all public roads; and
- Is the “umbrella” document for other state, regional, and local safety plans – including the Highway Safety Plan.

STRATEGIC HIGHWAY SAFETY PLAN

Relationship of the Strategic Highway Safety Plan to other Plans and Programs



ALASKA'S 2023-2027 SHSP

- Identifies priority emphasis areas Alaska partners will address;
- Uses data to identify critical factors contributing to crashes;
- Establishes common performance targets for reducing roadway fatalities and serious injuries;
- Provides proven strategies and actions for each emphasis area; and
- Monitors process and performance to determine progress and where additional focus/effort is needed.

SHSP EMPHASIS AREAS

- Based on the Safe System Approach



SHSP EMPHASIS AREAS

- Safe Road Users
 - Young and Older Drivers
 - Pedestrians and Bicyclists
 - Motorcycles, All-Purpose Vehicles
 - Dangerous Driving
- Safe Vehicles
 - Vehicle Safety



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<https://dot.alaska.gov/stwdplng/shsp/>

SHSP EMPHASIS AREAS

- Safe Roads and Safe Speeds
 - Roadways (departures and intersections)
 - Speed Management
- Post-Crash Care
 - Emergency Response
 - Traffic Records



<https://dot.alaska.gov/stwdplng/shsp/>

FFY 2024-2026 HSP FOCUS AREAS

- Occupant Protection
- Impaired Driving
- Speeding
- Motorcycle Safety
- Non-motorized Safety (Pedestrian and Bicycle Safety)
- Drivers Under 21
- Distracted Driving
- Older Drivers
- Traffic Records



BIPARTISAN INFRASTRUCTURE LAW (BIL)

- Reauthorizes surface transportation programs
 - Five-year authorization 2022 - 2026
- Focus on Safe System approach
- Provides additional resources and mandates to deliver effective and impactful programming



IMPACTFUL PROGRAMS AND BIL

An Impactful Program:

- Connects performance targets, countermeasures and objectives
- Evaluates the impact of programming
- Embraces the Safe System Approach
- Introduces innovative countermeasures
- Refines existing countermeasures
- Continually assesses progress
- Actively collaborates with diverse stakeholders

BIL PUBLIC PARTICIPATION AND ENGAGEMENT REQUIREMENT (PP&E)

Congress added a requirement that State highway safety programs result from meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities.

- 23 U.S.C. 402(b)(1)(B)



**SHARE IDEAS
ON HOW WE
CAN BETTER
COLLECT
INPUT FROM
THE
COMMUNITIES
YOU SERVE**

Grantees Should Support AHSO on PP&E

- PP&E focus for FFY 2024-2026 HSP:
 - Vulnerable Road Users (VRU)
 - Tribal population
 - Unrestrained occupants
- Support AHSO efforts to:
 - Improve demographic data analysis
 - Implement meaningful public outreach and engagement (virtual, in-person, surveys, focus groups) with impacted communities

BIPARTISAN INFRASTRUCTURE LAW (BIL)

- Section 402 Funding – State and Community Highway Safety Grant Program
- Section 405 Funding* – National Priority Safety Program with new grants for:
 - Preventing Roadside Deaths
 - Driver and Officer Safety Education

* Not all states qualify for all program areas



BIL - SECTION 402 FUNDING

- Programs* can include:

- Occupant protection
- Impaired driving
- Speeding
- Motorcyclist safety
- Unsafe driving behavior (aggressive, distracted driving and drowsy)
- Driver improvement (driver education, testing and examinations, and driver licensing)
- Law enforcement improvement
- Pedestrian and bicycle safety
- Older and young driver safety
- Traffic records improvement

* Programs must be consistent with NHTSA's uniform guidelines.



BIL - SECTION 402 FUNDING

- State's THSP submission deadline July 1st every three years (FFY 2024-2026)
- Performance Measurement (PM) Requirements
 - Documentation of current safety levels for each PM
 - Quantifiable annual performance targets for each PM
 - Justification for each performance target that explains why each target is appropriate and evidence-based
- Data and data analysis supporting the effectiveness of proposed countermeasures

BIL - SECTION 405 FUNDING

- National Priority Safety Program

- Occupant protection
- Traffic records
- Impaired driving
- Motorcyclist safety
- Distracted driving
- State Graduated Driver Licensing laws
- Non-motorized safety

Plus:

- Preventing Roadside Deaths
- Driver and Officer Safety Education

Submitted/renewed as part of **Annual Grant Application** due every year by August 1



BIL KEY TAKEAWAYS

- Per 1300.21 Occupant Protection (OP) Grants
 - At least 10% of funds must be used to implement CPS programs for low-income and underserved populations.

BIL KEY TAKEAWAYS

- Per 1300.26 Nonmotorized Safety Grants
 - Expanded the definition of nonmotorized beyond pedestrians and bicyclists to include users of nonmotorized modes of transportation such as a scooter or personal conveyance and an individual using a low-speed or low-horse powered motorized vehicle, including an electric bicycle, electric scooter, personal mobility assistance device, personal transporter, or all-terrain vehicle.

BIL KEY TAKEAWAYS

- Per 1300.27 Preventing Roadside Deaths Grants
 - New grant program to prevent deaths and injuries from crashes involving motor vehicles striking other vehicles and individuals stopping at the roadside.

BIL KEY TAKEAWAYS

- Per 1300.28 Driver and Officer Safety Education Grants
 - New grant program to States that enact and enforce laws or adopt and implement programs that include certain information on law enforcement practices during traffic stops in driver education and driving safety courses or law enforcement training programs.

BIL KEY TAKEAWAYS

- Allows for automated enforcement systems (red light and speeding only) in school zones and work zones - State must follow state and/or local requirements for use.
- States must use a portion of grant fund to educate the public regarding the risks of vehicular hyperthermia.
- States that have legalized medicinal or recreational marijuana shall consider programs to:
 - Educate on the risks associated with marijuana- impaired driving;
 - Reduce injuries and deaths related to marijuana-impaired driving.

NATIONAL PERFORMANCE MEASURES

- Core Outcome Measures:

- Number of traffic fatalities
- Number of serious injuries in traffic crashes
- Fatalities per 100M VMT
- Number of unrestrained vehicle occupant fatalities (all seat positions)
- Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- Number of speeding-related fatalities
- Number of motorcyclist fatalities
- Number of unhelmeted motorcyclist fatalities
- Number of drivers age 20 or younger involved in fatal crashes
- Number of pedestrian fatalities
- Bicyclists Fatalities

NATIONAL PERFORMANCE MEASURES

- Core Behavior Measure:
 - **Observed seat belt use** for passenger vehicles, front seat outboard occupants
- Activity Measures (Targets not required):
 - Number of **seat belt citations** issued during grant-funded enforcement activities
 - Number of **impaired driving arrests** made during grant-funded enforcement activities
 - Number of **speeding citations** issued during grant-funded enforcement activities

NHTSA's Focus = Impactful Programs

An Impactful Program:

- Connects performance targets, countermeasures and objectives
- Evaluates the impact of programming
- Embraces the Safe System Approach
- Introduces innovative countermeasures
- Refines existing countermeasures
- Continually assesses progress
- Actively collaborates with diverse stakeholders



EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

- To prevent traffic violations, crashes, crash fatalities and injuries in areas most at risk for such incidents
- Must include:
 - An analysis of crashes, crash fatalities and areas of highest risk (answer the who, what, when, where, and why)
 - Deployment of resources based on the analysis
 - Process of continuous monitoring, assessing, and evaluating the effectiveness of the law enforcement program/projects

BIL ENFORCEMENT COMMUNITY COLLAB AND DATA SUPPORT

- State programs *shall* support:
 - “(i) data-driven traffic safety enforcement programs that foster *effective community collaboration* to increase public safety; and”
 - “(ii) *data collection and analysis* to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities;”
- Activities to be reported to NHTSA at the end of the grant year in a final Annual Report

NHTSA TITLE VI REQUIREMENTS

- NHTSA creating new Title VI Civil Rights reporting requirements for its grants, due possibly later this year
- AK DOT already has a federally-compliant Civil Rights Department, fully active Title VI Program Plan
- More to come, but we hope to minimize impact on grantees



NHTSA'S FOCUS

- Evidence-based countermeasures, strategies, and projects to address problems and achieve performance targets
 - Strategy must be **specifically** linked to achievement of target and have potential to be effective
 - ✓ i.e., performance measure cannot be to reduce total fatalities as a measure for distracted driving program
 - Emphasis on data: new sources and use of data to evaluate strategies and measure performance



NHTSA'S FOCUS...NOTICE A THEME?

- Data-driven performance measures
 - Quantifiable annual performance targets
 - Justification for each performance target that explains why the target is appropriate and data-driven
 - Strategy must be linked to achievement of target and have potential to be effective

PERFORMANCE MANAGEMENT REQUIREMENTS

- All proposals ***must*** demonstrate how their activities will help Alaska meet its performance targets (refer to performance measures outlined in current HSP) otherwise they will not be funded

WHEN SETTING TARGETS, CONSIDER THE FOLLOWING:

- Were **quality data** sources used to inform the target?
- Is the CY 2025 target **attainable** by 12/31/2025?
- Is there a clear **linkage** between problem ID, targets, countermeasures, and funding? (Activities/investments should allow the State to meet its targets)
- Does the 2025 target **guide** your FY 2025 investments?
 - If you answered **no** to any of the questions your proposal will be rejected

WHEN SETTING TARGETS, CONSIDER THE FOLLOWING:

- Does this justification:
 1. Explain how the target is data-driven, realistic and attainable?
 2. Discuss influencing factors? Address external factors (if needed)?
 3. Address investments beyond the SHSOs influence (if needed)?
 - If you answered **no** to any of the questions your proposal will be rejected

NHTSA RULES ON EQUIPMENT PURCHASES

- Any single piece of equipment must be approved **in advance of purchase**
 - Cost over \$5,000: AHSO and NHTSA
 - Cost less than \$5,000: AHSO
- Equipment requests to AHSO must include description, price quote and desired quantity
- When equipment has been purchased, an Equipment Record must be completed and submitted to AHSO

NHTSA RULES PROHIBIT GRANTS JUST TO PURCHASE EQUIPMENT

- NHTSA regulations require all expenditures to be tied to a broader traffic safety program and used for its performance.

Allowed	Not Allowed
A speed management program that includes high-visibility enforcement mobilizations, including the purchase of radar guns for use in grant-funded activities	A grant to only purchase radar guns for a grantee
A community engagement campaign that includes data analysis, mass media, and educational events, including the purchase and data-driven distribution of bicycle helmets	A grant to only purchase bicycle helmets for a grantee
A program to prevent roadside crashes that includes public education on move over laws, roadside enforcement, and the purchase and data-driven distribution of digital alerting technology	A grant to only purchase digital alerting technology for a grantee's vehicles

NHTSA RULES IMPOSE LIMITS ON PURCHASE OF MULTI-USE EQUIPMENT

- Equipment must be pro-rated based on its use for traffic safety purposes
- Pro-rated use is often unforeseeable, calculations are difficult for both AHSO and grantees:
 - Toxicology equipment used in a lab in part for non-traffic safety cases
 - A vehicle used in part for non-traffic safety activities
- AHSO will generally only authorize purchases for equipment used 100% for traffic safety
- Transfer to the state for other uses involves a federal “disposition” procedure

NHTSA RULES ON ITEMS FOR PUBLIC DISTRIBUTION

- Allowed: “educational materials” that only convey substantive information about highway safety (e.g. traffic safety-themed coloring book, educational pamphlets and materials)
- Not allowed: “promotional items” whose purpose is to generate good will, to incentivize behavior, or that can also be used for non-traffic safety purposes (e.g. bumper stickers, thumb bands, keychains, pens, shirts)
- Few items specifically exempted: child restraints and bicycle helmets

BUY AMERICA REQUIREMENT

The Buy America Act, 23 U.S.C. §313, prohibits States from using highway safety grant funds under 23 U.S.C. Chapter 4 to purchase products, unless they are produced in the United States.

This prohibition applies to steel, iron, and **all manufactured products**, unless the Secretary of Transportation has determined that it is appropriate to waive the Buy America Act requirement.

Before purchasing any equipment through a NHTSA funded grant please contact the AHSO.

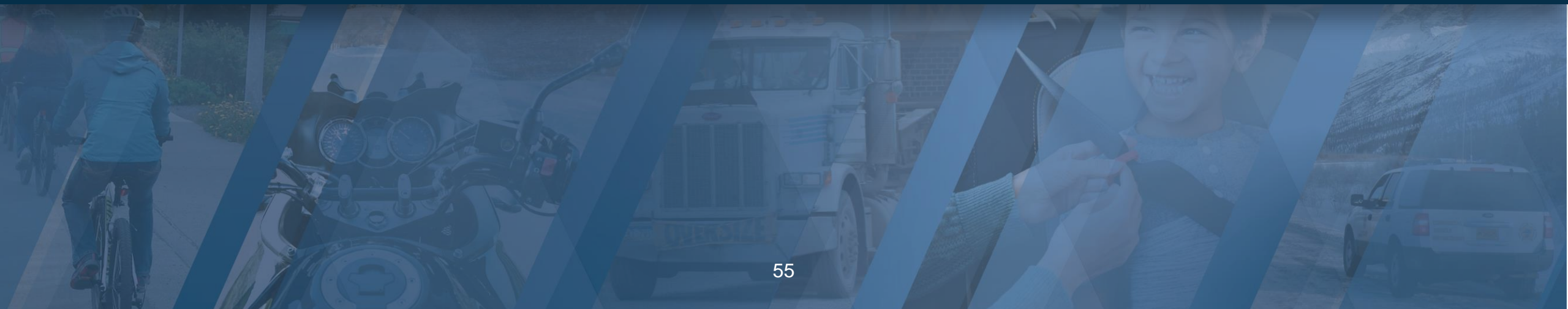


PLEASE KEEP IN MIND

- Funding is not automatic or guaranteed even if in the 2nd or 3rd year of project
- Specific criteria and process for each grant program
- Not all states meet NHTSA grant funding criteria, including Alaska
- Projects must be data-driven and evidence-based



FFY 2025 HIGHWAY SAFETY GRANT APPLICATION



FFY 2025 APPLICATION COMPONENTS

- I. General Administrative Information
- II. Project Plan and Supporting Data
- III. Project Detail Budget
- IV. Budget Narrative
- V. Public Participation and Engagement



GENERAL ADMINISTRATIVE INFORMATION

The following are required:

- S/B
- UEI#
- AK business license
- Signed letter from agency head required



**FFY 2025
GRANT APPLICATION
FOR HIGHWAY SAFETY
FUNDS**

State of Alaska
Department of Transportation & Public Facilities
Alaska Highway Safety Office
P.O. 112500, Suite #200
Juneau AK 99811-2500
Ph: 907-465-8944
Fax: 907-465-4030
www.dot.alaska.gov/ahso

<i>For DOT&PF Use Only</i> Project Number: <input type="text"/>	
Federal Funds Allocated: <input type="text"/>	Date Approved: <input type="text"/>
Subgrant Period: <input type="text"/>	Date Revised: <input type="text"/>
PART I: GENERAL ADMINISTRATIVE INFORMATION (See FFY 2025 Highway Safety Grant Application Instructions)	
1 Project Title: <input type="text"/>	
2. Requested Subgrant Period: <input type="text"/> to <input type="text"/>	
3. Support Sought: <input type="text"/>	Matching Share: <input type="text"/> Total Budget: <input type="text"/>
5. Applicant Agency (Subgrantee): Telephone: <input type="text"/>	6. Implementing Agency: Telephone: <input type="text"/>
7. Federal ID Number: <input type="text"/>	8. UEI Number: <input type="text"/>
9. Alaska Business License Number: <input type="text"/> <small>NOTE: Attach a copy of your Business License with your application</small>	10. Non-Profits: Attach a copy of your Non-Profit Certificate (401.C3 or 501.C3) with your application
11. Chief Financial Officer: <input type="text"/> Telephone: <input type="text"/> Fax Number: <input type="text"/> E-mail Address: <input type="text"/>	12. Project Director: <input type="text"/> Telephone: <input type="text"/> Fax Number: <input type="text"/> E-mail Address: <input type="text"/>
<small>Subgrant funds provided by the U.S. Department of Transportation, National Highway Traffic Safety Administration. Catalog of Federal Domestic Assistance Number – 20.6 __. State and Community Highway Safety Program, through the Alaska Department of Transportation. Compliance requirements applicable to the Federal resources awarded pursuant to this agreement are: Activities Allowed or Unallowed, Matching, Level of Effort, Earmarking and Reporting.</small>	



PROJECT PLAN AND SUPPORTING DATA

- Statement of Problem (narrative)
 - Provide data identifying your problem
 - State if your project supports the SHSP, the Traffic Records Strategic Plan, or another State or local plan
- Proposed Countermeasure/Program
 - Describe what **evidence based** strategies and action steps you will implement to address the problem.
 - Your countermeasure/initiative must show a logical relationship to your identified problem.

PROJECT PLAN AND SUPPORTING DATA

- Objectives:

- Are clear and concise
- State what kind of change you intend to accomplish
- Are specific, measurable, include a target, baseline and timeline
- **Examples:**
 - Reduce alcohol impaired driving fatalities by 10 percent from 20 (2017-2022 average) to 18 by December 31, 2025.
 - Increase observed seat belt usage in (Town) from 85 percent in 2023 to 92 percent by September 30, 2025.

PROJECT PLAN AND SUPPORTING DATA

- Traffic records projects must:
 - Clearly detail how the project supports one or more objectives in Alaska's Traffic Records Strategic Plan, and
 - Identify key data fields, and include the definition of each field, needed to facilitate linking three of Alaska's six traffic records information systems by September 1, 2025.

PROJECT PLAN AND SUPPORTING DATA

- Evaluation

- Describe how you will measure progress
 - ✓ Specifically identify the performance measure(s) you will use to determine your project's success
- Your data should identify the status (baseline) for each performance measure before you start project activity

PROJECT PLAN AND SUPPORTING DATA

- Milestones

- Use the form provided to identify your project milestones
- Identify each project activity (include reports and meetings)
- Identify the quarter(s) in which each activity will occur

PROJECT DETAIL BUDGET

- Do not fill in the project number or contract number
- Include only allowable costs
- Budget items must directly correlate to your problem statement and project scope or work
- ***Ensure your math is correct***, the budget form does not check math

BUDGET NARRATIVE

- Costs must be allowable, reasonable, and proportional to the stated problem and proposed project scope of work.
- Include the amount of matching funds in the budget detail and describe the source(s) in the budget narrative. A “hard” match is required; funds must be **traceable** and **auditable**.

20% minimum match required for all projects



SUBMITTING MATCH ON APPLICATION

- Include your match on the application
- If your agency cannot meet the 20% match level, provide a description of why the match cannot be met in a separate letter and submit it with your grant application
- The AHSO will assist your agency with identifying potential match options

ELIGIBLE MATCHING FUNDS

- Matching funds cannot be utilized by another Federal, State, or local agency as matching funds in a different Federal project.
- Expenditures used as match can be cash match.
- Documentation of matching funds used must be available for NHTSA audits upon request.

ELIGIBLE MATCHING FUNDS

- Allowable match must also follow eligibility rules of highway safety activities for Section 402 and 405. For example:
 - LIDAR training for officers for speed enforcement grant or CPS certification training for occupant protection would qualify.
 - Officer vacation or benefits pay would not qualify.
- If you are unsure if your matching funds qualify, please contact the AHSO.

PUBLIC PARTICIPATION AND ENGAGEMENT

- Increased focus on public participation and engagement
 - Affected communities most impacted by traffic crashes resulting in injuries and fatalities
 - Opportunity to engage with your community
 - Seek input
 - Gain additional partnerships and stakeholders

DON'T FORGET TO INCLUDE...

- A cover letter signed by the head of your agency
- A “**Certificate of Status**” from the Alaska Department of State, Division of Corporations, verifying not-for-profit status (non-profit applicants)
- Your Alaska Business License
- A description of your required matching funds in Part III (in both the budget and budget narrative)
- Your fully completed application (don't forget to check your budget math)

APPLICATION REVIEW

100 Total Points Possible

- I. General Administrative Information (10 pts)
- II. Project Plan and Supporting Data (60 pts)
- III. Project Detail Budget & Budget Narrative (30 pts)

*The grant application review form and
Traffic Records grant application documents are posted
on the AHSO website*

http://www.dot.state.ak.us/stwdplng/hwysafety/grants_overview.shtml

CRITICAL APPLICATION INFORMATION

- I. Federal ID #, S/B, UEI, and Alaska Business License Number
- II. Project objectives directly tied to HSP, SHSP, Traffic Records Strategic Plan (required for all traffic records related applications), or other State plan.
- III. Correct budget math

Failure to meet the above criteria will result in loss of ALL points for that section.

APPLICATION SUBMISSION DEADLINE

Your grant application must be received (not post marked)
by 5:00 p.m. on April 30, 2024.

This deadline is firm, it does not matter how you send or deliver the application.

*Note: email is not reliable; proposals should
be submitted via mail or hand delivered.*

QUESTIONS

Please contact Tammy Kramer at 465-8944 or Tammy.Kramer@Alaska.gov



Please visit the AHSO website
for more information

<http://www.dot.state.ak.us/stwdplng/hwysafety/index.shtml>

