

**Motor Vehicle Administration
Maryland Highway Safety Office
FFY 2017 GRANT APPLICATION OVERVIEW**

Introduction

The purpose of this document is to provide potential grantees with information on the Maryland Highway Safety Office's (MHSO) grant application process. This information is provided to assist the applicant agency in developing a highway safety project. Grants awarded for the FFY 2017 will begin on October 1, 2016 and will end on September 30, 2017.

The MHSO's Highway Safety Program

The MHSO administers grant-funded programs that address priority areas such as impaired driving prevention, occupant protection, aggressive driving prevention, distracted driving prevention, and the safety of pedestrians, bicyclists, motorcyclists, younger drivers, and older drivers. In addition, grant funds can be awarded for projects that help improve the quality of traffic safety data.

Problem Statement

Motor vehicle crashes are one of the leading causes of death in Maryland, eclipsing homicides in virtually every jurisdiction, and are the leading cause of death nationally. On average, there are more than 92,000 motor vehicle crashes in Maryland each year, resulting in an average of 481 deaths and 3,436 serious injuries.

Grant Program Eligibility

State and local government agencies, law enforcement agencies, non-profit organizations, institutions of higher education, and hospitals are eligible for funding. Collaboration with the "four E's" of highway safety, education, enforcement, engineering, and emergency medical services, is encouraged.

How to Apply

The application must be completed and submitted electronically through the MHSO's online grants system, SHARP. This site is used to apply for and manage grant-funded projects. There are two types of grant applications available, one specifically for law enforcement and another for general applications. The deadline for both the general and the law enforcement applications is February 26, 2016.

Description of the MHSO's Available Law Enforcement Funding Opportunities

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement, targeting a specific safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. Law enforcement agencies should develop sustained HVE plans across all areas of traffic using the HVE approach: Enforcement, Visibility, and Publicity. Maryland's HVE Campaigns include: Smooth Operator, Phone in One Hand Ticket in the Other, Checkpoint Strikeforce, Click It or Ticket and Street Smart. Funding will be provided in the following programs areas.

Aggressive Driving

Funding will be provided for officer overtime for aggressive driving enforcement patrols. Examples of aggressive driving infractions include speeding, red light running, failure to yield, reckless driving, following too close, improper turn, and other hazardous violations. Operations must be data driven and targeted in areas of greatest need as determined by crash data. Highway safety funds can be used to implement a year-round aggressive driving enforcement strategy and to participate in the MHSO's Smooth Operator Program, a high-visibility enforcement effort with four waves typically deployed in the summer months. In addition to officer overtime, funds may be used for training and equipment if a need is demonstrated and funds are available. Educational materials may be available through the MHSO.

Distracted Driving

Funding will be provided for officer overtime for distracted driving enforcement patrols. These funds are designed to decrease distracted driving violations by enforcing Maryland's hand held cell phone and texting laws, during the National Distracted Driving Enforcement Mobilization in April. Operations must be data driven, with target locations being based on crash and citation data. Funds will be available for officer overtime and training if a need is demonstrated and funds are available. Educational materials may be available through the MHSO.

Impaired Driving

Funding will be provided to projects that target high crash locations and corridors with high incidence of DUI related crashes and arrests. Evidence-based enforcement operations include saturation patrols (consisting of two or more officers patrolling high-crash areas during peak times), sobriety checkpoints, and/or channelization's during Maryland high visibility enforcement waves. Funds will be available for

officer overtime, training, and equipment if a need is demonstrated and funds are available. Educational materials may be available through the MHSO.

Occupant Protection

Funding will be provided to projects that are evaluated to best increase seat belt use and promote the proper use of child safety seats. These projects include enforcement activities to increase nighttime seatbelt use. Operations must be data driven and target locations based on crash and citation data. Funding will be provided for officer overtime during nighttime hours (9:00 pm -5:00 am), training, and equipment if a need is demonstrated and funds are available. Educational materials may be available through the MHSO.

Pedestrian/Bicycle

Funding will be provided to projects designed to improve pedestrian/bicyclist safety, and to those projects that increase motorist awareness through enforcement. Operations must be data driven with target locations being based on crash and citation data. Funding will be provided for officer overtime, training, and equipment if a need is demonstrated and funds are available. Educational materials may be available through the MHSO.

Description of the MHSO's Available General Funding Opportunities

General grant applicants are encouraged to develop proposals for outreach initiatives that focus on Maryland's highway safety priorities: impaired driving prevention, distracted driving prevention, aggressive driving prevention, occupant protection, and the safety of pedestrians, bicyclists, motorcyclists, young, and older drivers. Applicants interested in submitting proposals that focus on police traffic services 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. Projects with data driven problems have the greatest potential for success and will take priority for funding considerations. The following should be addressed in your application:

- What highway safety problem will be addressed?
- Who is the target population? Is this a local or statewide effort?
- What proposed solution will be implemented to resolve the highway safety problem?
- How will the program be evaluated?

Information on previously funded projects can be found in the MHSO's Annual Report located on MHSO's website a <http://www.mva.maryland.gov/safety/docs/mhsoannualreport2014.pdf>

Additional Resources Available

The National Highway Traffic Safety Administration's Countermeasures That Work

<http://www.ghsa.org/html/publications/countermeasures.html>

The Maryland Strategic Highway Safety Plan

<http://www.mva.maryland.gov/safety/mhso/state-highway-safety-plan.htm>

**The National Highway Traffic Safety Administration's Highway Safety
Grants Management Manual**

http://www.nhtsa.gov/nhtsa/whatsup/TEA21/GrantMan/HTML/00_Manl_Contents1_01.html

**Technical and programmatic assistance is available to you by contacting the Maryland Highway
Safety Office at 410-787-4050.**