



Motorcycle Riders Foundation Guide to the National Highway Traffic Safety Administration Motorcyclist Safety Grant Program.

Background:

In August of 2005 the President signed into law SAFETEA-LU, a sweeping transportation bill. The legislation contains language that calls for the creation of a 4 year grant program to assist states with motorcycle training and awareness. The program sets aside \$25 million to be made available in amounts of no less than \$100,000.00 each year through 2009. Eligibility is awarded to states that can demonstrate compliance with one of six criteria the first year and two if the six the second and subsequent years.

This program was the product of the MRF working alongside the State Motorcycle Rights Organizations to encourage the Congress to allocate resources to motorcycle safety.

In accordance with public law 109-59, the funds made available to the State through this program as eligible for sub allocation to a non profit incorporated in that State to carry out activities relating to motorcycle safety.

The Qualifications and Requirements:

1. Motorcycle Rider Training Courses.

To qualify for a grant based on this qualifier a state must have an “effective motorcycle rider training course that is offered throughout the State, provides formal instruction in accident avoidance and other safety oriented operational skills...”

Agency Requirements:

- The curriculum must be approved by the State or the designated State authority.
- The training must be offered in a majority of the States political subdivisions or counties or offer the course in the political subdivisions or counties that account for a majority of the States registered motorcycles.
- The course instructors must be recognized by the designated state authority or by a national motorcycle safety organization with certification capability.
- Use quality control procedures to assess the courses conducted in the state.

State Requirements:

- 1) A copy of the official State document identifying the designated State authority having jurisdiction over motorcycle safety issues.
- 2) Documents identifying the training curriculum is approved by the State authority and includes instruction on crash avoidance both in class and on a motorcycle.
- 3) A list of political subdivisions or counties noting in where and when training occurred in the last 12 months.
- 4) Documents demonstrating that the State uses motorcycle training instructors who are certified by the State or a national motorcycle safety organization.
- 5) A brief description of the quality control procedures conducted in that State.

To demonstrate compliance for the second and subsequent years a State would submit information documenting any changes previously submitted to NHTSA, or if there are no changes a statement certifying no changes have been made and the State continues to offer the training program.

2. Motorcycle Awareness Program

To qualify for a grant based on this section the State must have “an effective statewide program to enhance motorist awareness of motorcycles...”. Motorcycle Awareness programs are defined as informational or public awareness campaign designed to enhance motorist awareness of motorcycles that is developed by or in conjunction with the State authority over motorcycle safety.

Agency Requirements:

- Awareness program developed by or in conjunction with the designated State authority.
- Uses State data to identify and prioritize problem areas.
- Encourage collaboration among State agencies responsible for, or impacted by, motorcycle safety.
- Incorporate a strategic communications plan that supports the program and is designed to educate motorists in high problem areas. The plan should include marketing and educational efforts as well as use a mix of mechanisms to draw attention to the problem.

State Requirements:

To qualify for a grant based on this section a State would submit to NHTSA the following:

- 1) A copy of the official State document identifying the designated State authority having jurisdiction over motorcycle safety issues.
- 2) A letter from the Governors Highway Safety Representative stating that program was developed by in conjunction with the State.
- 3) Data used to determine high problem areas, including a list of counties or political subdivisions ranked in order of highest to lowest number of motorcycle crashes over the past 12 months.
- 4) Brief description of how the State has achieved collaboration among agencies responsible for motorcycle safety issues.
- 5) Copy of strategic communications plan showing that is supports the overall policy of the program.

To demonstrate compliance for the second and subsequent years a State would submit information documenting any changes previously submitted to NHTSA, or if there are no changes a statement certifying no changes have been made and the State continues to offer the awareness program.

3. Reduction of Fatalities and Crashes Involving Motorcycles.

To qualify for a grant under this section requires a State to have experienced a reduction of crashes for the preceding calendar year in the number of motorcycle fatalities and rate of crashes involving motorcycles in the state, expressed as a function of 10,000

motorcycle registrations on final FARS numbers, show a reduction of one in the number of motorcycle fatalities and crashes involving motorcycles

Agency Requirements

To qualify for a grant under this section, in any fiscal year, a State must:

- Have a reduction of one motorcycle fatality for the preceding calendar year over the prior year.
- Demonstrate a reduction of at least one in the rate of motor vehicle crashes involving motorcycles for the preceding calendar year over the year prior, based on State crash data.

State Requirements

In order to qualify for a grant under this section a State must submit:

- 1) State data showing the total number of motor vehicle crashes involving motorcycles for the preceding calendar year and for the year prior to the preceding year.
- 2) A description of the States methods for collecting and analyzing crash data including a description of the States efforts to make reporting of motorcycle crashes as complete as possible. Methods of collection and analysis must be the same for both years being compared.

4. Impaired Driving Program

To qualify for a grant under this section a State must “implement a statewide program to reduce impaired driving including operating a motorcycle”

Agency Requirements:

- State must have an impaired driving program that uses State data to identify and prioritize impaired driving and motorcycle use problem areas.
- Impaired driving program must include specific countermeasures to reduce impaired motorcycle use with strategies to focus on areas where incidence of impaired motorcycle use is highest.

State Requirements

In order to qualify under this section a state would submit;

- 1) State data used to identify problem areas within the State including a list of counties or political subdivisions ranked highest to lowest in terms of impaired motorcycle crashes for the preceding calendar year.
- 2) A description of the States impaired driving program as implemented including a specific description to reduce impaired driving crashes involving motorcycles and how to reach out to high problem areas where incidence of crashes is highest.

To demonstrate compliance for the second and subsequent years a State would submit information documenting any changes previously submitted to NHTSA, or if there are no changes a statement certifying no changes have been made and the State continues to offer the impaired driving program.

5. Reduction of Fatalities and Accidents Involving Impaired Motorcyclists.

To qualify for a grant under this section a State must show a reduction for the preceding calendar year in the number of fatalities and the rate of reported crashes involving alcohol or drug impaired motorcycle operators, expressed as a function of 10,000 motorcycle registrations.

Agency requirements

To qualify under this section a State must provide:

- Documentation that number of fatal crashes involving impaired motorcyclist has dropped by one over the past calendar year, according to the FARS data.
- Based on State crash data expressed as a function of 10,000 motorcycles, show a reduction of one whole number of a reduction of 1.0 in the rate of crashes reported involving impaired motorcyclists in the preceding year over the year prior.

State Requirements

To demonstrate compliance for any fiscal year a State would submit;

- 1) Data showing the total number of reported crashes involving impaired motorcycle operators for the preceding year and year prior to the preceding year.
- 2) Description of the States methods for collection and interpretation of crash data of impaired motorcycle operators for the years in question including the States efforts to make reporting crashes involving impaired motorcyclist as complete as possible.
- 3) A copy of the States law or regulation defining alcohol and drug impairment.

6. Use of Fees Collected From Motorcyclists for Motorcycle Programs

To qualify for a grant under this section requires that “All fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs will be used for motorcycle training and safety programs.”

Agency requirements:

- A State may qualify for a grant under this section as a “Law” state or “Data” state. A “law” state would mean that a state that has a law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding training and safety programs are to be used for the for the training and safety programs.
- A “Data” state does not have such law or regulation.
- To qualify as a “Law” State, the State must have such a law in place.
- To qualify as a “Data” State, the State must demonstrate that revenues collected for the purposes motorcycle training and awareness are placed into a distinct account and not used for any other purposes.

State Requirements

In order to demonstrate compliance as a “Law” State a State would submit a copy of the law, statute or regulation requiring that all fees that are collected from motorcyclists in the name of training and awareness are spent on training and awareness.

To demonstrate compliance as a “Data” State a State would submit data and or documentation from official records from the previous State fiscal year showing that all

fees collected from motorcyclists for the purpose of training and awareness are spent in that manner.

Administrative Issues.

DEADLINE: APPLICATIONS MUST BE SUBMITTED TO NHTSA NO LATER THAN AUGUST 18th 2006 and August 1st for fiscal years '07, '08 and '09.

Applications must be submitted by State Highway Safety Agency
Submit the original plus two copies to the appropriate regional NHTSA Administrator.
As well as any required forms or appendixes as needed.

Please refer to the complete application located in the federal register as there are some additional post-award requirements.

For any additional questions please contact the MRF Office at 202-546-0983 or by email Jeff@MRF.org

For the complete application process directly from NHTSA please refer to the MRF website. WWW.MRF.ORG

