

EXAMPLE APPLICATION

Project Information

Project Title :

Example Application for 2013 JAG or STOP

Project Start Date :

01/01/2014

Project Duration :

1 year(s)

Applying For :

Goals Test (RSAT 2010, 25% match)

Application Status :

unsubmitted

Agency Information

Applicant Agency :

Idaho State Police

Applicant Agency Region :

Statewide

Implementing Agency :

Idaho State Police

Agency EIN :

123456789

Agency Zip Code :

83642-6202

Agency Congressional District :

1

Agency DUNS Number :

987654321

Agency Registered with Central Contractor Registry :

Yes

Roles

Project Director / Phone / E-mail / Agency Affiliation :

Kara Director (888) 888-8888 kara@director

Applicant Agency

Financial Officer / Phone / E-mail / Agency Affiliation :

Officer Financial (208) 111-1111 financial@none

Applicant Agency

Applicant Author :

Kara Director

Program Narrative

1. Statement of the Problem

In 2012, there were 200 fatalities on Idaho roadways representing a 19.8% increase over the 167 fatalities reporting in 2011 (WebCARS - Idaho Transportation Department crash database). Fatalities also increased between 2010 (160 fatalities) and 2011, but by a much smaller percentage, 4.4%. The Idaho State Police (ISP) is requesting Byrne Justice Assistance Grant (JAG) funding to enhance patrols in high crash locations around the state in an effort to decrease fatalities. ISP Captains will determine the two (2) areas with the highest

The information, proposed project, and statistics in this example application are FICTION. While the agencies are real, the data is NOT. The purpose of this application is to provide an example of how to identify the different elements in the Program Narrative and how to complete the Expense/Match Budget Detail Worksheet (calculations; budget narratives; and match, if required). **All required elements are NOT addressed in this application – Review the RFP carefully.**

fatalities in their district and schedule 12 emphasis patrols in each area annually. Two (2) troopers, working 10 hour overtime shifts, will be assigned to each high crash location to saturate the area during the emphasis patrols. This equates to 48 extra patrol shifts per district and 288 additional shifts statewide. Press releases detailing the purpose of the emphasis patrols in combination with the additional ISP presence in high crash locations should increase the traveling public's awareness of the problem, in turn, decreasing the number of fatalities. According to statistics from ISP's Computer Aided Dispatch (CAD) system, ISP investigated 120 fatalities in 2012; 60% of all fatalities in Idaho. In addition to the fatalities, ISP investigated 600 injury crashes and 1,423 property damage crashes. In 2011, ISP investigated 135 fatalities, 546 injury crashes, and 1,792 property damage crashes. Both fatalities and injury crashes increased between 2011 and 2012, while property damage crashes decreased. ISP will track the emphasis location (interstate, state highway, city, or county road); number of crashes investigated (fatalities, injury, or property damage); number and type of citation(s) issued for the crash; number of seat belt, aggressive driving, and distracted driving citations issues; and the number of impaired driving arrests to determine the impact of the additional emphasis patrols on the number of fatalities statewide.

2. Project Design and Implementation

- Amount of federal funds requested: \$87,926
- Proposed project period: January 1, 2014 – December 31, 2014
- JAG Purpose Areas: This project fits under the law enforcement programs JAG Purpose Area, as funding is requested for overtime shifts for ISP Troopers to conduct emphasis patrols in high crash locations.
- Collaboration: ISP will partner with city and county law enforcement agencies in the high crash locations to coordinate the emphasis patrols when local law enforcement agencies can also provide officers dedicated to decreasing fatalities in the high crash locations. ISP will also coordinate overtime shifts with the Office of Highway Safety (OHS) to ensure our efforts coincide with the OHS mobilizations. ISP will provide data to OHS during the mobilizations regarding our efforts.
- Evidence-based or best practice: Increased officer presence in high crash locations has proven to decrease the fatalities in those areas. A recent study conducted by the Idaho Statistical Analysis Center (ISAC) compared crash statistics in a construction zone on Interstate 84 near Boise to determine the impact of additional patrol shifts. During the first half of the construction, no additional ISP shifts were scheduled in the area. During the second half of the construction, two (2) additional overtime shifts were scheduled each day; a day shift and a night shift. Once the construction was completed, ISAC compared the data on crashes and determined that the increased patrol shifts resulted in a 29% decrease in fatalities from 17 during the first half to 12 during the second half of construction. Injury and property damage crashes also decreased.
- Sustainability: In order to sustain this project after grant funding has expired, ISP will request an increase in overtime funding from the Idaho Legislature. In the event this request is denied, ISP will seek other grant funding to continue the project. Decreasing fatalities is a priority for ISP. ISP command staff recognize the importance of continued funding for this project and have assured they will investigate all available funding sources, state and federal.

3. Data Collection and Project Administration

- Data Collection: The data identified in the Performance Measures will be collected on a data sheet specifically designed for this project to collect relevant data. Data sheets will be collected at the District level and forwarded to the project director at ISP Headquarters on a quarterly basis to complete the quarterly progress report. In addition to the data mentioned in the first section of the Program Narrative, other data collected will include: ISP District, date, mileage at the beginning and end of each overtime shift (for match), number of contacts, and the number of warnings issued for aggressive and distracted driving.
- Project Administration: Grant funds are tracked separately in ISP's financial management system by the unique subgrant number assigned to each individual grant award. All grant charges, including match, must include the subgrant number. The troopers working the overtime emphasis patrols will be required to enter the subgrant number and hours worked on their bi-weekly timesheets.

4. Disclosure of Pending Applications

In January 2013, ISP applied for an OHS grant for trooper overtime in high crash locations. OHS awards have not been released as of the date of this JAG application.

- Funding Agency: Office of Highway Safety
- Grant Title: Idaho State Police Statewide Overtime

5. For Projects Containing Grant Funded Research Components

N/A

Goals

Goal: Reduce Fatalities on Idaho Roadways

Starts: 01/01/2014

Reduce the number of fatalities on Idaho roadways investigated by ISP.

Objective: Reduce Fatalities by 10%

Starts: 01/01/2014

Decrease fatalities in high crash locations by 10%.

Performance Measure: Fatalities

Starts: 01/01/2014

Number of fatalities per quarter. Compare 2012 and 2013 data.

Performance Measure: Injury and Property Damage Crashes

Starts: 01/01/2014

Number of injury and property damage crashes per quarter. Compare data from 2012 and 2013.

Performance Measure: Citations Issued

Starts: 01/01/2014

Number of Aggressive Driving, Seat Belt, and Distracted Driving Citations issued. Compare data from 2012 and 2013.

Performance Measure: Impaired Driving Arrests

Starts: 01/01/2014

Number of Impaired Driving Arrests. Compare data from 2012 and 2013.

Budget

	Expense Budget	Match Budget
Personnel	\$ 87,926	\$ 18,953
Operating/Consultant	\$ 0	\$ 11,988
Travel	\$ 0	\$ 0
Equipment	\$ 0	\$ 0
Other Funds	\$ 0	\$ 0
Total	\$ 87,926	\$ 30,941

Attachments

[Expense/Match Budget Detail Worksheet - 8-22-13](#)