

## SECTION 405 OCCUPANT PROTECTION GRANTS

| Year                     | 2013     | 2014     |
|--------------------------|----------|----------|
| Authorization (\$1,000s) | \$42,400 | \$43,520 |

**Purpose:** To encourage States to adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from unrestrained or improperly restrained vehicle occupants.

**Eligibility:** 50 States, the District of Columbia (DC), Puerto Rico, and four territories are eligible for this grant. To receive an occupant protection grant, a State must either:

(A) Have an observed seat belt use rate of 90 percent or higher (High Seat Belt Use Rate State) and

- Submit an occupant protection plan (FY 2013 only).
- Participate in the *Click It or Ticket* national mobilization.
- Have an active network of child restraint inspection stations.
- Have a plan to recruit, train and maintain a sufficient number of child passenger safety technicians. Or

(B) Have an observed seat belt use rate below 90 percent (Low Seat Belt User Rate State) and

- Comply with all four requirements listed under (A) above and
- Meet at least three (3) of the following criteria:
  - ✓ Conduct sustained (on-going and periodic) seat belt enforcement at a defined level of participation during the year.
  - ✓ Enact and enforce a primary enforcement seat belt use law.
  - ✓ Implement countermeasure programs for high-risk populations, such as drivers on rural roadways, unrestrained nighttime drivers or teenage drivers.
  - ✓ Enact and enforce occupant protection laws requiring front and rear occupant protection use by all occupants in an age-appropriate restraint.
  - ✓ Implement a comprehensive program in which the State has:
    - Conducted a program assessment;
    - Developed a statewide strategic plan;
    - Designated an occupant protection coordinator; and
    - Established a statewide occupant protection task force.
  - ✓ And either:
    - Completed an assessment of the occupant protection program during the 3-year period preceding the grant year; or
    - Will conduct such an assessment during the first year of the grant.

**Use of Funds:** To implement and enforce occupant protection programs, including but not limited to:

- High-visibility enforcement mobilizations including paid media;

Office of Traffic Injury Control  
National Highway Traffic Safety Administration

- Training of occupant protection safety professionals, police officers, fire and emergency medical personnel, educators and parents about all aspects of the use of child restraints and occupant protection;
- Public education concerning proper use and installation of child restraints, including related equipment and information systems;
- Community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints;
- Purchase and distribution of child restraints to low-income families (maximum of 5 percent of funds apportioned in a fiscal year);
- Establish and maintain occupant protection information systems, including the collection and administration of child passenger safety and occupant protection surveys.

Note: High Seat Belt Rate States may use up to 75 percent of grant awards for any project or activity eligible for funding under Section 402.

**Allocation of Funds to States:**

The allocation of Occupant Protection Grant funds to a State meeting the eligibility requirements shall be in proportion to the State's apportionment under Section 402 for fiscal year 2009.

**Federal Share:**

The Federal share of these grants shall not exceed 80%.

**Maintenance of Effort:** State must maintain its aggregate expenditures from all State and local sources at or above the average level of such expenditures in its 2 fiscal years preceding July 6, 2012.