

# governmentattic.org

"Rummaging in the government's attic"

Description of document:	National Highway Traffic Safety Administration (NHTSA) FY 2010 Regional Action Plans for Regions 1, 4-10
Requested date:	14-April-2017
Released date:	17-May-2017
Posted date:	03-July-2017
Source of document:	FOIA request NHTSA Executive Secretariat 1200 New Jersey Avenue, SE West Building, 41-304 Washington, D.C. 20590 Fax: (202) 493-2929 Online FOIA Request Email submission form

The governmentattic.org web site ("the site") is noncommercial and free to the public. The site and materials made available on the site, such as this file, are for reference only. The governmentattic.org web site and its principals have made every effort to make this information as complete and as accurate as possible, however, there may be mistakes and omissions, both typographical and in content. The governmentattic.org web site and its principals shall have neither liability nor responsibility to any person or entity with respect to any loss or damage caused, or alleged to have been caused, directly or indirectly, by the information provided on the government agencies using proper legal channels. Each document is identified as to the source. Any concerns about the contents of the site should be directed to the agency originating the document in question. GovernmentAttic.org is not responsible for the contents of documents published on the website.

-- Web site design Copyright 2007 governmentattic.org --



1200 New Jersey Avenue, SE Washington, DC 20590

#### National Highway Traffic Safety Administration

# VIA CERTIFIED MAIL - RETURN RECEIPT REQUESTED

May 17, 2017

Re: Freedom of Information Act (FOIA) Request ES17-001140

This responds to your April 14, 2017 FOIA request for a copy of the most recent Regional Action Plans submitted to the National Highway Transportation Safety Administration Research & Program Development office.

Enclosed is information responsive to your request.

Pursuant to the provisions of 49 C.F.R. Part 7, there is no charge for this response.

I am the person responsible for this determination. If you wish to appeal this decision, you may do so by writing to the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, S.E., West Building, W41-227, Washington, DC 20590, pursuant to 49 C.F.R. § 7.32(d). Alternatively, you may submit your appeal via electronic mail to <u>nhtsa.foia.appeal@dot.gov</u>. An appeal must be submitted within 90 days from the date of this determination. It should contain any information and argument upon which you rely. The decision of the Chief Counsel will be administratively final.

You also have the right to seek dispute resolution services from NHTSA's FOIA Public Liaison, Mary Sprague, who may be contacted on (202) 366-3564 or by electronic mail at <u>Mary.Sprague@dot.gov</u>. Further dispute resolution is available through the Office of Government Information Services (OGIS). You may contact OGIS on (202) 741-5770 or by electronic mail at <u>ogis@nara.gov</u>.

Very Truly Yours,

Andrew J. DiMarsico Senior Attorney

Enclosures

Page 001 of 317

# National Highway Traffic Safety Administration Region 1



FY 2010 Regional Action Plan August 28, 2009







#### U.S. Department of Transportation National Highway Traffic Safety Administration Region 1 FY 2010 Regional Action Plan Connecticut – Maine – Massachusetts – New Hampshire – Rhode Island – Vermont

The National Highway Traffic Safety Administration (NHTSA) Region 1 Regional Action Plan (RAP) for FY 2010 includes the priority program areas of occupant protection, impaired driving, data enhancement and grants management.

The optional priority program area for motorcycle safety, added in FY 2007 to focus efforts toward reversing the increasing number of motorcyclist fatalities in the states, region and the nation, continues in FY 2010. In 2007, motorcycle rider fatalities increased nationally for the tenth straight year, and rider fatalities in Region 1 continued a declining trend that began in 2005. The optional priority program area for speed management, added in FY 2008 to support state and local efforts to address the significant involvement of speed in injury crashes, also continues in FY 2010. Speeding-related fatalities involving speed continues to be greater than those fatalities involving an alcohol impaired operator. A young driver support program added in FY 2009 to focus on the involvement of young drivers in fatalities related to lack of seat belt use, under age alcohol use, and speeding will also continue for FY 2010. In 2007, young drivers involved in fatal crashes declined for the third straight year.

The NHTSA Region 1 RAP goals support the DOT goal of 0.99 passenger vehicle occupant highway fatality per 100 million passenger vehicle miles traveled (VMT) by 2010. Further guidance was taken from NHTSA Senior Associate Administrator for Traffic Injury Control and Associate Administrators for Regional Operations and Program Delivery (ROPD) and Research and Program Development (RPD) on program priorities, funding initiatives and grants oversight.

Congressional requirements and ROPD leadership have produced clear guidance on management oversight. These include voucher reviews, timely fund obligation and liquidation, data driven and science based countermeasures, project/program monitoring, and management reviews and special program management reviews. These activities are designed and conducted to ensure effective highway safety program efforts to prevent injury and death from motor vehicle crashes.

Consistent with NHTSA's policy of including diverse populations in all traffic safety programs, the Region 1 RAP identifies appropriate opportunities for regional and state involvement in such efforts. We will continue to explore opportunities to broaden traffic safety efforts for the benefit of all populations, especially those at identified risk.

The NHTSA Region 1 RAP does not address activities that are a routine part of daily operations, or are associated with the many other program areas in highway safety.

Simply put, only significant activities involving direct efforts by the Region 1 team in the national priority program areas and optional priority program areas identified through data analysis are included in this RAP – those actions that will help save lives.

The FY 2010 RAP addresses what has been identified by data analysis as the most significant traffic safety problems. We will continue to carefully monitor trends for emerging traffic safety problems. Specifically, we will monitor pedestrian safety, an optional priority program area in the FY 2006 RAP. Analysis of the data indicates that pedestrian fatalities have gradually increased since 2006, although still remain below the highest level over the past 10 years. Also, we will monitor the projections from the U.S. Census Bureau showing that the percentage of persons age 65 and older will increase over the next 20 years, with the six States in Region 1 ranking in the top 25 States by 2030. In 2007, a total of 194 drivers age 65 and older were involved in fatal traffic crashes in Region 1, a slight decrease from 2006 and 2005.

As illustrated in the charts included in this RAP, traffic safety professionals in Region 1 have been successful in reducing motor vehicle crash related fatalities, increasing seat belt use, and lowering involvement of alcohol impairment, speeding and young drivers in fatal motor vehicle crashes. Further, recently released data for fatalities in 2008 indicate a reduction of 10 percent over the fatalities in 2007 for the states in Region 1, slightly better than the 9.7 percent reduction for the nation.

The entire NHTSA Region 1 team looks forward to working with our state, local and federal partners in order to reach our mutual goals to prevent motor vehicle crashes and reduce the injuries and fatalities resulting from such crashes. Together we will succeed in saving lives by making data system improvements, completing data driven strategic planning and coordinating our efforts to implement effective programs.

Philip J. Weiser Regional Administrator

USDOT - NHTSA Region 1 55 Broadway Cambridge, MA 02142 617-494-3427 617-494-3646 fax philip.weiser@dot.gov

August 28, 2009

#### NHTSA Region 1 Priority Program Occupant Protection

# National Goal Increase seat belt use to 86 percent by 2010

#### Regional Goal Increase seat belt use to 79 percent by 2010

# Performance Measures

- Increase Region-wide Law Enforcement participation in the 2010 CIOT Mobilization by 6 percent to a level of 57 percent. 2009 participation level was 51 percent.
- Decrease number of unrestrained passenger vehicle fatalities from 363 in 2008 to 320 by 2010.

	Region 1 Seat Belt Use by State										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009+	
Connecticut	76.3%	78.0%	78.0%	78.0%	82.9%	81.6%	83.5%	85.8%	88.0%	TBD	
Massachusetts	50.0%	56.0%	51.0%	61.7%	63.3%	64.8%	66.9%	68.7%	66.8%	73.6%	
Maine	66.8%	69.4%	59.2%	59.2%	72.3%	75.8%	77.2%	79.8%	83.0%	TBD	
^New Hampshire	60.1%	50.8%	65.5%	49.6%	49.6%	49.6%	63.5%	63.8%	69.2%	68.9%	
Rhode Island	64.4%	63.2%	70.8%	74.2%	76.2%	74.7%	74.0%	79.1%	72.0%	TBD	
Vermont	61.6%	67.4%	84.9%	82.4%	79.9%	84.7%	82.4%	87.1%	87.3%	TBD	
*Regional	61.0%	63.6%	63.3%	66.3%	69.5%	70.4%	73.1%	75.3%	75.6%	TBD	
US (NOPUS)	72%	73%	79%	79%	80%	82%	81%	82%	83%	TBD	

# **Problem Identification and Program Assessment**

Region 1 Seat Belt Lice by State

+ Preliminary \* VMT Weighted Average

New Hampshire rates for 2003, 2004 and 2005 are based on NHTSA approved survey conducted in 2003
 Shaded values indicate primary enforcement seat belt law in effect

Source: National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts, Crash\*Stats, April 2009. DOT HS 811 106; and State reported seat belt use rates (23 CFR 1340)

As shown in the table above, the Region 1 seat belt use rate (VMT weighted average) has been steadily increasing since 2002. Additionally, the difference between the national seat belt use rate and the Region 1 use rate has been steadily decreasing. More importantly, non-belt use in Region 1 has decreased by 18 percent (conversion rate) from 2005 to 2008, compared to only a 6 percent conversion rate nationally for the same time period.

Since 2005, four Region 1 States have been identified for Seat Belt Special Management Reviews (SMR) based on reported seat belt use rates that were below the national VMT weighted average of all state rates, and a performance that was less than half the national performance. Only three Region 1 States have completed an Occupant Protection (OP) Assessment and none have completed an Occupant Protection for Children (OPC) Assessment, as shown in the table below. Occupant protection and child passenger safety programs in each of the Region 1 States would benefit from completing both of these assessments.

NHTSA Regi	NHTSA Region 1 Occupant Protection Assessments & Seat Belt SMR								
OP Assessment CPS Assessment Seat Belt SMF									
Connecticut	None	None	None						
Maine	September 2008	None	June 2005						
Massachusetts	Dec. 1990 / Mar. 2007	None	August 2009						
New Hampshire	None	None	June 2005						
Rhode Island	December 1991	None	September 2007						
Vermont	None	None	None						

The most recent change to State seat belt laws in Region 1 has been the enactment of a primary enforcement law in Maine effective September 20, 2007, with enforcement beginning April 1, 2008. Maine qualified for Section 406 incentive grant funds in FY 2008.

	NHTSA Region 1 S	State Seat	Belt Use Laws	
State	Primary or Secondary	Seating Position	Fine/Pts	2009 Legislative Activity
СТ	Primary (Front seat only 16 and older – under 16 all seating positions)	Front	\$37	NA
МЕ	Primary	All	3 tier fine structure 1 <sup>st</sup> offense \$70 2 <sup>nd</sup> offense \$160 3 <sup>rd</sup> offense 310	NA
МА	Secondary	All	\$25	PBL Bill in Committee
NH	Primary (< age 18)	All	\$25	PBL Bill Tabled in Senate
RI	Secondary	All	\$75	PBL Bill – Dead
νт	Secondary	All	\$25	PBL Bill in Committee

The most recent change to State booster seat laws in Region 1 has been the enactment of a booster seat law in Rhode Island with an effective and enforcement date of June 30, 2009. Enactment of this law qualified Rhode Island for a Section 2011 Child Safety and Child Booster Seat Incentive Grant in FY 2009. Massachusetts also passed a booster seat law effective July 10, 2008, with enforcement beginning immediately.

NHTSA Region	NHTSA Region 1 State Booster Seat Law Requirements by Age									
	Uр То	Up To	Uр То	2009						
	Age 6	Age 7	Age 8	Legislation						
Connecticut		X		None						
Maine			X	None						
Massachusetts			X	None						
New Hampshire	Х			None						
Rhode Island			X	Enacted June 30, 2009						
Vermont			X	None						

The Regional belt use rate increased slightly from 75.3 percent in 2007 to a use rate of 75.6 percent in 2008, even though law enforcement agency participation levels decreased from 55 percent in 2007 to 47 percent in 2008. Preliminary reports for 2009 agency participation indicate an increase to a 58 percent level.

	2007 - 2009 "Click it Or Ticket" Region 1 Participation										
State	Agency Totals₊	2007 Participation	Percent	2008 Participation	Percent	2009 Participation*	Percent				
СТ ^	198	162	82%	93	47%	198	100%				
MA	393	250	64%	247	63%	244	62%				
ME	148	87	59%	79	53%	69	47%				
NH	252	25	10%	28	11%	28	11%				
RI	42	36	86%	41	98%	36	86%				
VT	82	54	66%	36	44%	68	83%				
Total	1,115	614	55%	524	47%	643	58%				

\*Number of agencies signed up to participate as of 7/20/09

+Agency Totals from National Directory of Law Enforcement Administrators 2007

^CT Agency total and Participation total includes 59 Resident Troopers

The following table shows the estimated total number of law enforcement agencies by State that were reported as participating during the May 2009 CIOT mobilization (643 out of a total of 1,115) by a distribution of agency size, as defined by number of officers. It is interesting to note that about 85 percent of the participating agencies fall into the categories of 5 or more officers, with the majority of agencies falling in the category of 5 to 20 officers. While agency size by number of officers is one way of viewing the extent of traffic enforcement coverage, it is important to note that an effective high visibility enforcement effort should also gauge such coverage on the basis of population, with an objective of covering at least 85 percent of the population.

	2009 "Click it or Ticket" Region 1 Participating Agencies											
State	Agency Totals+	2009* Participation	4 or less Officers	5- 20 Officers	21- 40 Officers	41 or More Officers						
CT^	198	198	61	43	33	61						
МА	393	244	11	106	55	72						
ME	148	69	7	42	13	7						
NH	252	28	0	12	9	7						
RI	42	36	0	9	10	17						
VT	82	68	15	50	3	0						
Total	1,115	643	94 (15%)	262 (41%)	123 (19%)	164 (26%)						

\*Number of agencies signed up to participate as of 7/20/09

^CT Agency total and Participation total includes 59 Resident Troopers

\* State Police participation not included in size

+Agency Officer counts from National Directory of Law Enforcement Administrators 2007

The following table provides the distribution of total agencies in each Region 1 State by the number of officers. A comparison with the table above will illustrate the potential gaps in agency participation for CIOT. While maximum agency participation is an ultimate objective, it is again recommended that population coverage by participating agencies should be at least 85 percent.

	Region 1 Agencies by Agency Staff Size*										
State	Agency Totals+	4 or less Officers	5-20 Officers	21-40 Officers	41 or More Officers						
CT^	198	61	43	33	61						
МА	393	35	173	93	92						
ME	148	27	90	19	12						
NH	252	63	158	21	10						
RI	42	1	12	12	17						
VT	82	15	50	15	2						
Total	1,115	202 (18%)	526 (47%)	193 (17%)	194 (17%)						

+ Agency Officer counts from National Directory of Law Enforcement Administrators 2007 ^CT Agency total includes 59 Resident Troopers

\* State Police participation not included in size

#### Legislation

NHTSA Region 1 will continue to work with the SHSO's and other traffic safety partners to identify and promote the benefits of primary enforcement seat belt laws and enhancement of current CPS laws. We will respond to technical assistance and information requests from coalitions, legislative bodies, policy officials, advocates, the media and others relative to efforts to achieve primary belt laws.

Four NHTSA Region 1 States had proposed legislation for Primary Belt Laws (PBL) during the 2009 legislative session. Rhode Island's PBL was defeated in committee. PBL legislation in both Massachusetts and Vermont has stalled in committee and will be

carried forward to 2010, the second year of the two year legislative session. The New Hampshire PBL has passed the House and has been tabled in the Senate; proponents hope to secure the necessary votes to pass this bill in 2010, the second year of the two year legislative session. Rhode Island successfully enacted a Booster Seat Law with an effective and enforcement date of June 30, 2009.

#### Enforcement

The Regional LEL will continue to work closely with the SHSO's in obtaining the support of the Police Chiefs and Sheriffs Associations, the New England State Police Administrators and the New England Association of Chiefs of Police for greater participation in CIOT mobilizations. Additionally, the Regional LEL will assist those States without a full time State LEL. All States continue to use the CIOT Online Reporting System to document and report mobilizations participation.

Additionally, the Regional LEL with support from the Regional staff will continue to provide technical assistance and best practices to increase nighttime belt enforcement efforts based on FARS data and observational surveys, and that take into account and address officer safety.

#### **Partnerships**

Currently Massachusetts, Maine, New Hampshire, Rhode Island and Vermont have active traffic safety coalitions. This office will continue to work with grassroots activist organizations already involved in injury prevention and wellness, particularly local Health Directors, emergency nurses, physicians and EMS to expand the network that can influence policymakers in their States.

During the summer of FY 2008, Region 1 and the American Schools of Public Health hosted an intern. A major aspect of this collaboration was the development of a database of partners throughout the region at the state, county, city, and grassroots level. In FY 2010, Region 1 staff will continue to work with each SHSO to utilize this database to expand partnerships with theses organizations and develop a network that can influence positive changes in their respective State.

NHTSA Region 1 will also seek and foster relationships with organizations that provide services to emerging populations and communities of color. We will make available existing traffic safety program materials and modify as needed.

#### PI&E

In FY 2010, each of the six States in NHTSA Region 1 are planning to conduct media kick-offs for the CIOT mobilization and the Join the New Hampshire Clique. Technical assistance will continue to be provided to State media contractors to promote high visibility enforcement during the CIOT mobilization periods with paid and earned media activities and events. Regional staff will continue to actively participate in the development of media plans for CIOT mobilizations and other State occupant protection campaigns. NHTSA Region 1 media contractor conducts media trainings, as needed,

for SHSO, Law Enforcement and other advocates, plus markets and provides media service available via the NHTSA Region 1 and National media contracts.

# STRATEGIES/TASKS

- Work with the NHTSA Region 1 Governors' Highway Safety Offices and State Traffic Safety Coalitions and advocates to enhance child restraint and adult seat belt laws by providing fact sheets, model laws and research notes. Specifically, work with SBL States to enhance their existing laws. Additionally, continue to provide technical assistance to primary seat belt law efforts in Massachusetts, New Hampshire, Vermont and Rhode Island.
- Conduct an Occupant Protection assessment in at least one State that has not previously conducted such assessment in the most recent five years and has exhibited minimal performance in increasing seat belt use (NH and RI).
- Conduct an Occupant Protection for Children assessment in at least one State that has not previously conducted such assessment in the most recent five years and has recently upgraded state child safety seat laws or attempted to upgrade state child safety seat laws (CT, MA, ME, NH, RI and VT).
- Along with the SHSO's, provide current occupant protection information and materials to grassroots activist organizations already involved in injury prevention and wellness, particularly local Health Directors, emergency nurses and physicians, to encourage the embracing of the occupant protection and child passenger safety message.
- Work with SHSO's to expand *Click It or Ticket* and *Join the NH Clique* enforcement and media campaign during the FY 2010 national mobilization and for sustained enforcement efforts throughout the year.
- Continue to provide technical assistance to Massachusetts for the successful implementation of the Section 403 demonstration project *Click It or Ticket Next Generation*.
- Provide technical assistance and actively support State's Strategic Highway Safety Planning efforts.
- Work with the SHSO's to explore, develop and enhance Diversity/Multicultural initiatives; i.e., listening sessions, workshops, forum, data analysis and incorporation of emerging multicultural population's traffic safety needs in individual State Highway Safety Plans.
- Work with SHSO's to enhance the LEL function in States that have a dedicated LEL position.
- Work with SHSO's without dedicated LEL's to get those States to recognize and act on the value of a dedicated LEL to the traffic safety enforcement program.
- Foster participation in national recognition and awards programs: e.g. IACP Law Enforcement Challenge.
- Provide technical assistance and best practices to increase nighttime belt enforcement efforts that take into account and address officer safety.
- Provide pre-mobilization briefings or trainings to States, so that NHTSA Region 1 staff provides the maximum amount of technical assistance to ensure and enhance State participation, especially in the earned and paid media arena.

- Market and support the delivery of "Conducting the Complete Traffic Stop" (CCTS) training to all Region 1 States.
- Market and support the delivery of the updated TOPS training to all Region 1 States.

# **Research and Evaluation comments/needs**

• Best practices and other technical assistance to increase nighttime belt enforcement.

# Training needs

• Best practices and other technical assistance to increase nighttime belt enforcement.

# NHTSA Region 1 Priority Program Impaired Driving

#### National Goal Reduce the rate of alcohol-related (impaired driving) fatalities in 0.08+ BAC crashes per 100M VMT to 0.46 by 2010.

**Regional Goal** 

Reduce the rate of alcohol-related (impaired driving) fatalities in 0.08+ BAC crashes per 100M VMT to 0.28 by 2010.

#### **Performance Measures**

• Reduce the Region 1 number of alcohol-impaired driving fatalities (crashes involving at least one driver/motorcycle rider with a BAC ≥0.08) from 335 in 2008 to 302 or fewer by 2010.

	Alcoho	ol-Impaire	d Driving	Fatalitie	S	
State	2004	2005	2006	2007	2008	5 Year Average
СТ	112	98	113	111	86	104
ME	57	50	52	66	43	54
MA	169	148	144	155	124	148
NH	51	54	46	34	45	46
RI	38	34	30	22	25	30
VT	20	28	26	22	12	22
Region 1	447	412	411	410	335	403
U.S.	13,099	13,582	13,491	13,041	11,773	12,997

# **Problem Identification and Program Assessment**

Source: FARS

Alcohol-Impaired Driving Fatality Rates per 100M VMT									
State	2003	2004	2005	2006	2007				
СТ	0.37	0.35	0.31	0.36	0.35				
ME	0.44	0.38	0.34	0.35	0.44				
МА	0.29	0.31	0.27	0.26	0.28				
NH	0.27	0.38	0.40	0.34	0.25				
RI	0.60	0.45	0.41	0.36	0.25				
VT	0.25	0.25	0.36	0.33	0.29				
*Region 1	0.34	0.34	0.31	0.31	0.30				
U.S.	0.45	0.44	0.45	0.45	0.43				

Source: FARS (2008 VMT data not yet available) \* VMT weighted average

As shown in the table above, the alcohol-impaired driving fatality rate (crashes involving at least one driver/motorcycle rider with a BAC  $\geq$ 0.08) for the States in Region 1, along with the Regional average, has been consistently below the U.S. rate since 2003 and prior years, with the exceptions of Rhode Island in 2003 and 2004, and Maine in 2007. Further analysis will be needed, given the much smaller numbers of fatalities represented in these rates.

State	Agency Totals+	2007 Participation	2007 Percent	2008 Participation	2008 Percent	2009 Participation^	2009 Percent^
ст	198	120	61%	115	58%	111	56%
ME	148	60	41%	62	42%	71	48%
MA	393	231	59%	289	74%	254	65%
NH	252	46	18%	61	24%	75	30%
RI	42	42	100%	20	48%	41	98%
VT	82	39	48%	47	57%	57	70%
Total	1,115	538	48%	594	53%	609	55%

#### 2007 – 2009 August "Impaired Driving Mobilization" NHTSA Region 1 Participation

+ Source: National Directory of Law Enforcement Administrators 2007

^As of 8-21-09

Beginning in 2007, NHTSA Region 1 staff and the Region 1 Law Enforcement Liaison assisted each state with recruitment and recognition of participating law enforcement agencies, with the objective of achieving the maximum level of enforcement participation while recognizing some small agencies may lack the human resources to participate, and improving reporting. Of the estimated total of 1,115 municipal law enforcement agencies in Region 1, 16 percent (174) are classified with 4 or fewer officers and 80 percent are classified as having less than 40 officers.

	СТ	ME	MA	NH	RI	۷Т
Low Fatality Rate (2007Annual FARS)	Yes	No	Yes	Yes	Yes	Yes
Programmatic*						
High visibility law enforcement campaigns using checkpoints/saturation patrols	Х	x	x	x	x	x
Prosecution & adjudication outreach	Х		x	X	Х	X
Program to increase the rate of BAC testing of drivers of fatal crashes	х	x	x	x	х	x
Law imposing stronger sanctions or additional penalties for high-risk drivers with BAC of 0.15 or higher	х			x		
Effective alcohol rehabilitation or program to refer repeat offenders to DWI Courts	Х	x		x		
Effective strategy to prevent drivers under 21 from obtaining alcohol & for preventing others making alcohol available	х	x	x	x	x	x
Administrative Driver's license suspension or revocation program for driving under the influence	х		x	x		x
Significant portion of fines/surcharges collected from individuals driving under the influence returned to communities so comprehensive self-sustaining impaired driving prevention programs be created						
High Fatality Rate (2007Annual FARS)	No	No	No	No	No	No

\* Programmatic criteria for ME are based on FY 2009 Section 410 application; other states are based on state reports

The above table illustrates the Section 410 program criteria for each of the Region 1 States. Five of the six States in Region 1 have consistently qualified for the Section 410 grant as a low fatality rate state. Rhode Island was an exception and qualified as a programmatic state in FY 2006 and FY 2007 but could not qualify in FY 2008; however, Rhode Island qualified as a low fatality rate state in FY 2009 (2007 data). Maine has traditionally qualified as a low fatality rate state until FY 2009 (2007 data) because of increases in impaired driving fatalities, and could not qualify as a programmatic state (must meet 5 criteria).

			<b>U</b>		•	5	
State	ALR	Open container	Repeat offender	Check Points	Ignition Interlocks	Other significant laws or gaps	Impaired Driving Assessment
СТ	1990	No	Yes	Yes	Permissive	ALR dismissals	2/93 & 11/00
ME	1984	Yes	Yes	Yes	Permissive		Tentatively Scheduled 03/10
МА	1994	Yes	Yes	Yes	Mandatory (2 <sup>nd</sup> Offense)	High refusal rate	7/05
NH	1992	Yes	Yes	Yes	Permissive (Mandatory for High BAC conviction)	High refusal rate	None
RI	No	Yes	No	No	Permissive*	High refusal rate*	6/03
VT	1989	Yes	No	Yes			12/01

NHTSA Region 1 State Impaired Driving Laws

\* Rhode Island currently has no interlocks installed in vehicles. The data for refusal rates in RI is old, however, it is reported that this number continues to remain high.

#### Legislation

As identified above, Connecticut has not enacted compliant legislation for open container (Section 154) and both Rhode Island and Vermont have not enacted compliant legislation for repeat offender penalties (Section 164). Legislation addressing these federal requirements is generally filed each year in these States; however, the current provisions regarding the transfer of federal-aid highway funds has not provided sufficient incentive for adoption of compliant laws.

Also identified above, Massachusetts, New Hampshire and Rhode Island have experienced a history of high refusal rates to take the breath alcohol test. This issue is complicated not only by current law (low penalties for refusal and prohibition on entering refusal in a DWI trial), but also judicial procedures and case law. Since 2000, Connecticut, Massachusetts, Rhode Island and Vermont have completed impaired driving assessments, which included legislative recommendations. These recommendations are being addressed, and the annual approval of the State's HSP includes a reminder to address those recommendations not yet satisfied. For example, Connecticut has made progress in reducing the number of ALR dismissals, but this continues to remain problematic. Legislation to strengthen state DWI laws is typically introduced during each session in each of the NHTSA Region 1 States, and the Regional staff works closely with SHSO staff and others in the review of this legislation to ensure compliance with federal law and regulation, and to ensure that laws known to be effective are adopted.

Legislation is also typically proposed every legislative session that includes making changes and upgrades to state DWI laws, including harsher penalties, ignition interlocks, treatment programs, as well as several other policies and programs. We

monitor all this legislation closely to ensure it remains compliant with Sections 154, 164 and 410, as well as to see if any model laws are passed during each legislative session.

#### Enforcement

All NHTSA Region 1 States conduct adequate, sustained DWI enforcement activities to meet the Section 410 criterion of saturation patrols and/or regular sobriety checkpoints, as well as participate in national DWI enforcement mobilizations in compliance with the Section 402 assurances. One challenge for the Region 1 States is to maintain, and in some instances increase, the enforcement effort given competing demands of Homeland Security and other enforcement priorities. Regional staff have also been working closely with each SHSO to analyze current DWI enforcement planning and coordination efforts, and using data to enhance these efforts for maximum impact on reducing alcohol-impaired driving fatalities.

All Region 1 States are participating in the 2009 Labor Day national DWI enforcement mobilization, in addition to sustained DWI enforcement focused on high alcoholimpaired fatality time periods and locations. Regional participation in the national mobilization has gradually increased from 2007 to 2009. Beginning in 2007, Regional staff and the Regional LEL worked with each SHSO to increase marketing efforts and improve reporting for the mobilization. NHTSA Regional staff and the Regional LEL will continue with presentations to law enforcement associations in the Region to promote and enhance participation in the national DWI mobilization and sustained impaired driving enforcement efforts.

NHTSA Region 1 continues to increase efforts to get completed activity/data reports in a timely fashion on national mobilizations. Most States make every effort in this regard, and experience minimal difficulty in collecting data from agencies under contract for DWI enforcement efforts. However, obtaining data from all non-contract agencies has proven to be problematic. It is clear based on experience that States with a dedicated LEL do better in gathering data and reporting on enforcement activities. The Region 1 state LEL status continues to fluctuate. Currently there are full time LEL's in Connecticut, Rhode Island and Vermont. Maine started the process during FY 2009 to contract for the services of a LEL. New Hampshire is not interested in fully participating in the LEL program. Region 1 staff and the Regional LEL will continue to assist the SHSO staff in each Region 1 State to fully utilize LEL's and try to structurally address the need for the services of an LEL.

#### **Partnerships**

Currently Massachusetts, Maine, New Hampshire, Rhode Island and Vermont have active traffic safety coalitions. This office will continue to work with grassroots activist organizations already involved in injury prevention and wellness, particularly local Health Directors, emergency nurses, physicians and EMS to expand the network that can influence policymakers in their states.

Five Traffic Safety Resource Prosecutors (TSRP) supported by the SHSO's are active in Connecticut, Massachusetts, New Hampshire, Rhode Island and Vermont. Maine continues to show interest and will continue efforts to find a partner to negotiate a TSRP position with the state prosecutors association or a prosecutor's office during FY 2010. Regional staff assist the TSRP's through networking on both a Regional and National basis. Historically in the Region, these Attorneys have served as a very valuable asset to the State's impaired driving program.

Regional staff will continue to assist those States in Region 1 exhibiting an interest as candidates for DWI Courts, including assistance in applying for BJA funding. As an example, two courts in Massachusetts applied for DWI Court training during FY 2008 and FY 2009. Regional staff will also continue to assist the SHSO's in providing judicial training for judges handling impaired driving cases.

The Region's initial venture into the area of alcohol screening and brief intervention has been productive. Region staff has assisted with the Boston University School of Public Health staff in training hospital staff in SBIRT. Regional staff will continue to foster these types of partnerships and continue to explore additional opportunities for expanding and developing these programs.

During the summer of FY 2008, Region 1 and the American Schools of Public Health hosted an intern. A major aspect of this collaboration was the development of a database of partners throughout the region at the state, county, city, and grassroots level. In FY 2010, Region 1 staff will continue to work with each SHSO to utilize this database to expand partnerships with theses organizations and develop a network that can influence positive changes in their respective State. This database includes all Trauma Centers in the regions and will improve the ability of the Region to service those Centers and expand upon SBIRT efforts.

NHTSA Region 1 will also seek and foster relationships with organizations that provide services to emerging populations and communities of color. We will make available existing traffic safety program materials and modify as needed.

#### Marketing

All NHTSA Region 1 States operate on the basis that marketing of all countermeasure activities is a key to their effectiveness. The challenge now is to help the NHTSA Region 1 States become more successful in implementing this concept with their enforcement partners, and to expand marketing to other impaired driving prevention stakeholders.

#### **Public Information and Education**

NHTSA Region 1 States all have highly evolved programs of Public Information and Education in place on impaired driving. It does appear that earned media to support program efforts is typically utilized in only limited ways in some jurisdictions. The NHTSA Region 1 media contractor has worked with several of the Region 1 States in gaining earned media coverage and has continued to provide training to law

enforcement partners in better marketing their activities. The Communications training from OCCI is tentatively scheduled for delivery in October 2009 for all states in the Region to assist in improving delivery of earned and paid media support to programs and high visibility enforcement.

We have made significant progress within the Region on acceptance of using enforcement-themed paid media to support enforcement. Current Regional efforts have focused on assisting each SHSO in developing well-coordinated media and enforcement plans for yearly efforts.

Region staff has also been exploring alternative forms of media such as social marketing and social media. This includes promotion of the CDC Social Marketing program and encouraging states to explore using non-traditional forms of media to communicate their impaired driving and other traffic safety messages.

# Strategies/Tasks

- Continue support for national impaired driving enforcement mobilization and maximum law enforcement agency participation from all six Region 1 States.
- Continue support for coordinated and highly visible sustained impaired driving enforcement responsive to data.
- Continue to assist all Region 1 States to implement and continue Departmental and Officer Recognition and award programs.
- Enhance the LEL function in each State through the Region 1 LEL contract. Work with the ME SHSO to contract for a State LEL.
- Continue to assist SHSO's in identifying and servicing judicial educational needs to stay current with case law and technology. This includes supporting the strong five-state cadre of TSRP's and establishing a TSRP in Maine.
- When requested, provide legislative assistance to Region 1 States with obtaining compliant legislation for Sections 154 and 164 (CT, RI and VT), breath test refusals, ignition interlocks, and other impaired driving related legislative issues.
- Continue to assist SHSO's (CT, RI, and VT) with development of plans and budgets to support requests for the "splits" derived under the Section 154 and 164 transfer programs.
- Continue follow up on recommendations from previous state Impaired Driving Assessments by identifying unmet priority recommendations in the annual HSP approval.
- Continue to provide Region 1 LEL and Regional staff support to adoption and institutionalization of DRE program in Connecticut.
- Assess the operation of the SFST training program in each Region 1 State and provide assistance, as needed, to ensure the most current level of training is being provided, including SFST refresher training, and all enforcement personnel participating in grant funded DWI enforcement have been trained in the most current SFST.
- Work with the SHSO's to develop and enhance Diversity/Multicultural initiatives; i.e., listening sessions, workshops, forums, and incorporation of emerging multicultural population's traffic safety needs in individual State Highway Safety Plans.

- Promote participation in the TSI course on Impaired Driving to each SHSO and others within the impaired driving system. Include this course as part of the Core Competency training for each Regional staff member.
- Provide technical support through each SHSO for the efforts of each state's Underage Drinking prevention program.
- Continue to assist RPD staff in the monitoring of the model DWI Tracking System demonstration project in Connecticut.
- Facilitate the completion of one Impaired Driving Assessment in a State that has not conducted an assessment in the most recent five year period (CT, ME, NH, VT).
- Facilitate the completion of one SFST Assessment in a State that has not conducted an assessment in the most recent five year period (MA, NH, RI, VT).
- Conduct during the first quarter of the fiscal year at the Volpe Center a Strategic Communications seminar on developing, planning and implementing effective communications to support highway safety programs for all SHSO's and state media contractors.
- Expand DDACTS into one more state.

#### **Research and Evaluation comments/needs**

Region 1 states are a relatively new entry into the area of mandatory use of ignition interlocks for recidivist DWI's. Currently, Vermont has a legislative time line which will result in broad use of ignition interlocks within about 18 months. Maine (2008 session) and New Hampshire (2007 session) have new laws mandating the use of ignition interlocks on a broad basis. New Hampshire DWI law has changed to required use of ignition interlocks (as opposed to permissive) and has a system which is just being developed and implemented. Massachusetts has a system of law, implementing regulations and service providers which have been up and operating for over a year. On its face the system seems to be well thought out and planned. Massachusetts appears to have made a substantial effort to collect data in regards to those efforts. Given the relative youth of these efforts it seems that evaluation of the implementation of this technology could be helpful.

#### Training needs

- Media Training (both earned and paid). Utilize services of the Region 1 Media Contractor and TSI to conduct the Media Skills Training in time to support CIOT and Over/Under mobilizations.
- RPD support for Impaired Driving Assessments and SFST Assessments.

# NHTSA Region 1 Priority Program Data Enhancement

# National Goal

Timely, accurate, complete, uniform, integrated and accessible traffic safety data.

# Regional Goal

# Implementation of state traffic safety information systems that are timely, accurate, complete, uniform, integrated and accessible.

# Performance Measures

- Support all States in effectively applying and qualifying for Section 408 funding for FY 2010. Work with all States to prequalify on the basis of documented performance measure progress.
- Support all States in updating and implementing their Traffic Records Strategic Plans.
- Assure that all States have effective and functioning Executive and implementation level Traffic Records Coordinating Committees (TRCCs)
- Support continued progress in the adoption of MMUCC and NEMSIS model data elements. Encourage reporting of NEMSIS compliant data to the NEMSIS Technical Assistance Center.
- Track priority recommendations in most recent State Traffic Records Assessments.
- Support the use of automated data collection for crash, citation and EMS data bases.
- Work to improve the quality of FARS data in all States.

# **Problem Identification and Program Assessment**

	NHTSA Region 1 States - Section 408 Management Elements										
	СТ	ME	MA	NH	RI	VT					
Traffic Records Assessments	1994; 1999; Consultant - 2004; NHTSA March 2007	1994; NHTSA Nov 2006	1999; FHWA 2002; Consultant April 2005; NHTSA March 2009	1996 Consultant 2008	1995; Consultant March 2005	1996; NHTSA Feb 2007					
Strategic Plan	Contractor Plan 2005; Section 408 Plan updated FY 2006-FY 2008	In house Plan 1995 Section 408 Plan updated FY 2006-FY 2008	Contractor Plan 2005 Section 408 Plan updated FY 2006-FY 2008	In house Plan 1997; Section 408 Plan updated FY 2007-FY 2008	Contractor Plan 2006 Section 408 Plan updated FY 2006-FY 2008	Contractor Plan1997 Section 408 Plan updated FY 2006-FY 2008					

	NHTSA Region 1 States - Section 408 Management Elements									
	СТ	ME	MA	NH	RI	νт				
Functioning TRCCs/ Frequency of Meetings	Yes Quarterly	Yes Quarterly	Yes Monthly	Yes Quarterly	Yes Quarterly	Yes Quarterly				
Electronic Crash Submission	No: DOT pilot testing State Police application	Yes for all departments and State Police to DPS	Yes for 80 agencies and State Police to the RMV	No	Yes for all departments and State Police To DOT	Yes for State Police and selected departments to DOT				

# **MMUCC and NEMSIS Compliance Status**

	СТ	ME	MA	NH	RI	VT
MMUCC Model Data Element Compliance	23 of 77 Crash Report Data Dictionary TBD	64 of 77 Crash Report 0 of 111 Data Dictionary	62 of 77 Crash Report 71 of 111 Data Dictionary	77 of 77 Crash Report Data Dictionary Under Review	37 of 77 Crash Report 0 of 111 Data Dictionary	58 of 77 Crash Report 68 of 111 Data Dictionary
NEMSIS Model Data Element Compliance	83 of 83 elements	83 of 83 based on data dictionary	82 of 83 based on data dictionary	Currently under review	38 of 83 based on EMS run form	0 of 83
CODES State	Yes	Yes	Yes	No	Yes	No

\* NEMSIS data compliance based on run forms/data dictionaries provided to date to TSASS for entry into on line 408 tracking system

#### Liquidation Rates for Section 408 Funds

States continue to carry forward large amounts of Section 408 funds. As of the third quarter of FY 2009, two States have submitted no claims. Liquidation rates of all Section 408 funds awarded since FY 2006 for the remaining States range from 6 to 35 percent.

#### Updating Key Elements of Traffic Records Strategic Plans

All NHTSA Region 1 States are currently updating deficiencies, performance measures goals and progress, and project summaries to reflect current status of activity from all funding sources. States are also being encouraged to track performance measure results at the project level to show incremental progress for a subset of records.

Participation in NHTSA's on-line 408 tracking system is optional. States are being encouraged to work with TSASS to assure current information submitted is accurate and up to date.

All States received copies of MMUCC compliance reports in May 2006; TSASS is reviewing any updates and also providing a review of EMS run forms/data dictionaries for NEMSIS compliance.

#### **Updates of State Traffic Records Assessments**

Massachusetts completed a NHTSA team assessment in March 2009. New Hampshire completed a NHTSA approved consultant assessment in June 2008. Three NHTSA Region 1 States updated their Traffic Records (TR) assessments with NHTSA approved team based reviews in FY 2007 (CT, ME and VT). Rhode Island completed a NHTSA approved consultant based Assessments in 2005, and has scheduled a NHTSA team assessment for March 2010.

# State Traffic Records Coordinating Committees

Traffic Records Coordinating Committees (TRCCs) were documented as functioning for FY 2006 awards in five NHTSA Region 1 States. New Hampshire documented a Section 408 compliant TRCC for FY 2007 application purposes. Rhode Island and Maine have established a Traffic Records Executive Committee (TREC). NHTSA Region 1 State TRCCs meet at least quarterly and distribute minutes. All have documentation to support the authority of the TRCC to review/approve the TR Strategic Plans.

# **Electronic Crash and E-Citation Reporting**

All NHTSA Region 1 States are committed to electronic data capture and transmission of crash data to a central repository.

- Rhode Island and Maine have fully operational systems that capture and upload crash data on a daily or weekly basis.
- An active e-citation program is underway in Rhode Island with the State Police and selected pilot communities.
- Vermont has upgraded its crash repository and is implementing Web-based crash reporting.
- Massachusetts has up to 80 pilot communities and the State Police currently uploading electronic crash data to the Registry using their CJIS system.
- Connecticut DOT is evaluating State Police electronic crash reports for validations and edit and building a new "back end" crash repository. State Police already capture electronic crash data for the CVARS system.
- New Hampshire tested an electronic crash report in 2008.
- All states are moving towards XML technology for data exchange and XSL standards for data quality checks.

# Demonstrated Progress in the Use of MMUCC and NEMSIS Data

All NHTSA Region 1 States were provided MMUCC compliance reports analyzing their paper based crash reports. Several States have developed a data dictionary to capture what data elements are entered into the file.

All NHTSA Region 1 States have signed the NEMSIS MOU committing to the adoption of NEMSIS in their States. Maine has implemented an on-line Web based EMS

reporting system. Automated EMS data capture projects are being implemented in New Hampshire, Connecticut and Massachusetts. NEMSIS reviews are being completed by TSASS.

#### Innovative State Projects

Connecticut has received a Section 403 grant to develop a model DWI tracking system (CIDRIS). Rhode Island is the first State in the Region to automate its citation form and to pilot test an e-citation in the field. Massachusetts and Connecticut are developing e-citation projects; both of these projects will be monitored for technology sharing within the Region.

# Gaps in State FARS Reporting for Belt Use and BAC Levels

NHTSA Region 1 States rank high in terms of BAC reporting for fatally injured drivers but lack the legislative/regulatory tools and procedures necessary to capture data for surviving drivers. The number of unknown cases for occupant restraint use in fatal crashes is also a challenge. Efforts were made this past year to use LEL's to assure that complete data on FARS cases was submitted and included in the national file.

# Challenges Regarding Use of Region 1 Crash Data for Analytical Purposes

- Limited State participation (only CT shares its crash files) in NHTSA's SDS system provides incomplete injury data to analyze national trends and issues.
- New Hampshire, Maine and Massachusetts use CODES data for HSP Planning, although updated CODES data was not available for FY 2007 planning. Only Vermont currently has not implemented CODES.
- On-line data query systems and data rich Web sites are generally not in use in NHTSA Region 1 States. Training has been provided to Rhode Island on the NHTSA funded CARE analysis software, although the system has not been fully implemented as yet.
- NHTSA's Data Analysis and Evaluation course was conducted in Rhode Island in March 2008 for Region 1 and 2 States.

# **Challenges Regarding Section 408 Oversight**

- States are making progress fully implementing Section 408 projects and conducting adequate project level monitoring to document operational and performance measure progress.
- Sharing of state of the art 'best practice" information among the States was done at a "BRIDGE" workshop in Mystic, CT in February 2009 for 80 participants. CD copies of all workshop presentations and a newsletter have been distributed to the States.
- States have also faced challenges in coordinating project activities with senior level IT policymakers/managers and technology improvement efforts in partner agencies that can have a direct impact on Section 408 projects.
- The need to improve performance measure tracking at the system and project level exists.

# Strategies/Tasks

#### Program Oversight/Technical Assistance

- Work with NHTSA Region 1 States to monitor progress reports for TR projects, funded with Section 408 and other funds, to assure tasks and milestones are being met, performance measures are being tracked and federal funds expended in a timely fashion.
- Plan with Region 1 staff and state staff to document at least one on-site monitoring visit each fiscal year of a Section 408 project in each State. States will be encouraged to conduct desk and telephone monitoring on a minimum of a quarterly basis.
- Work with all States to develop Section 408 Interim Progress Reports for submission to the Region during FY 2010 to pre-qualify for performance measure progress. Provide feedback from the 408 team to assure States develop valid measures and time frames for their next 408 application.
- Work with Region 1 staff to cover all TRCC meetings in each State either on-site or through conference calls.
- Encourage consistent FHWA/FMCSA participation in Section 408 process.
- Work with TRCC Chairs to assure full representation of IT policy makers from partner agencies on TRCCs.

# Section 408 Program Tracking

- Work with all NHTSA Region 1 States to monitor updates to NHTSA's 408 Tracking System.
- Work with TSASS and NHTSA Region 1 States to update MMUCC compliance reviews, access MMUCC training, and make specific plans for compliance improvements.
- Work with NHTSA's OEMS and TSASS to achieve full compliance with national NEMSIS data elements as part of EMS data improvement project funding.

# Traffic Records Assessments

- Facilitate the completion of a NHTSA compliant TR Re-Assessment for Rhode Island before submission of their of FY 2010 Section 408 application.
- Track implementation of priority TR Assessment recommendations through a Regional Tracking form.

#### Electronic Crash, Citation, and EMS Improvements

- Provide technical support to Massachusetts, Connecticut, and Vermont in pilot testing electronic crash reporting projects to facilitate data transmission from many different software applications.
- Provide technical support to Rhode Island for pilot electronic citation reporting system, including data collection on race and ethnicity of drivers and all passengers for each motor vehicle stop.
- Work with Connecticut to develop an e-citation pilot application in cooperation with the State Police and selected local departments.

• Monitor and assist four States (CT, MA, ME and NH) in the development and pilot testing of electronic transfer of EMS data to a central repository.

# Data Quality Improvements

- Recruit two additional States to participate in SDS.
- Promote use of the FHWA crash data quality manual to track improvements in State data bases.
- Provide support for decreasing the level of missing FARS data relative to seat belt use and driver BAC levels in all States.
- Conduct quarterly query of all States to ascertain which FARS elements are not being reported or contain a high percentage of unknowns.
- Conduct conference calls and on site visits with State FARS analysts to assess issues and problems. Provide technical assistance and guidance as needed.
- Work with Connecticut to assure complete reporting of all fatalities and with Massachusetts and Rhode Island to improve the data quality of FARS cases.
- Work with all States to implement FARS early notification systems.

# Data Access and Analysis

- Assist two States in developing limited pilot on-line query systems for TRCC partners.
- In conjunction with one State, co-host a CODES meeting to enhance data analysis and sharing.

# Training and Information Sharing

- Promote NHTSA's Data Analysis and Evaluation course and the TR Management 101 on-line course to SHSO staff and TRCC members.
- In coordination with NHTSA Region 2, conduct a Bi-Regional TR Workshop during second quarter of FY 2010 to share "best practices."
- Using the TRCC network list, broadcast information quarterly on latest developments in Region 1 States.
- Work with NCSA to sponsor a "best practices" Webinar among States conducting similar projects.

# Training/Resource Needs

- A national agenda of Traffic Records priorities.
- Development of a Traffic Records Management Course for State highway safety staffs.
- Updating the content of the Data Analysis and Evaluation Course to include performance based planning.
- Resources for delivery of State specific training in CARE, MMUCC, NEMSIS, ANSI-D-16.
- Technical support to the States in establishing Web-based data query programs.
- Web based crash data video for local law enforcement agencies on importance of collecting crash data.
- Quarterly Webinars or conference calls for Regional TR Coordinators and States; periodic calls on technical issues such as MMUCC, BAC reporting, TraCs, etc.

- Listing of technical assistance services available under NCSA contracts.
- Periodic TR Newsletter to share "best practices" and DOT TRCC activities.
- Link data analysis services of Regional data support contractors to NCSA analytical support.
- Resources to support Bi-Regional Traffic Records Workshop presentations from States outside of the Region.

#### NHTSA Region 1 Priority Program Grants Management

# National Goal Ensure effective stewardship of taxpayers' money

# **Regional Goal**

Provide exemplary oversight and guidance of Region 1 State grant programs in accordance with procedures outlined in the April 23, 2004, Memorandum on Guidance and Oversight for State Highway Safety Programs.

# **Performance Measures**

- Full obligation of grant funds in GTS within 30 days of award.
- Assist each State in preparing an annual Highway Safety Plan (HSP) that includes projects and activities that fully utilize all funds that will be available during the fiscal year, as measured by total approved HSP amount and total obligated amount.
- Complete four monitoring visits per State.
- Conduct two Management Reviews in FY 2010 (CT and MA)

# Problem Identification & Program Assessment

# **Obligation to GTS**

In FY 2008 and FY 2009, all States obligated their funds within 30 days of grant award in GTS. In FY 2010, we will continue to monitor all obligations of fund awards and remind states to obligate funds within 30 days of award.

# Assignment to projects

We will continue to review State project grant agreements between the States and their sub-grantees during monitoring visits to ensure funds are quickly committed to valid projects. Follow-up comments and program or management concerns are provided to the States.

# **HSP Development**

From FY 2005 through FY 2008, State HSP's submitted for approval each September 1 did not fully plan for all funds that were obligated during the fiscal year, based on Regional totals (see the following table); this is a requirement under 23 CFR 1200.10(b). In FY 2009 planning has now reached levels closer to the expected total of available funds. By not planning for all funds available during the fiscal year, States were not fully prepared to utilize all available fiscal resources in a timely manner for implementation of effective programs, as evidenced by the low expenditure levels compared to available funds. Since FY 2008, four of the six States in Region 1 have developed HSP's that planned for all available funds. Additional time is needed to determine if expenditures will increase in relation to available funds.

	ст	Total Federa ME	ited - Expende RI	d VT	Total		
FY 2006 HSP							
Approved	\$17,500,000	\$3,011,635	\$26,019,446	\$1,328,100	\$6,308,187	\$8,235,300	\$62,402,669
FY 2006 Total Obligated	\$25,408,067.71	\$4,272,036.22	\$37,022,607.96	\$2,888,762.91	\$12,279,431.58	\$12,142,835.07	\$94.013,741
FY 2006 Total	φ20,700,007.7 T	ψ+,L72,000.22	\$07,022,007.00	¢2,000,702.01	φ12,270,401.00	φ12,142,000.07	\$04,010,741
Expended	\$7,651,564.11	\$1,273,443.16	\$6,933,682.80	\$1,267,954.60	\$2,805,857.00	\$2,261,690.24	\$22,194,192
FY 2007 HSP	404 075 000	#0.005.050	007 5 40 0 40	<b>#1 070 000</b>	A0 704 500	A10 000 570	074 000 004
Approved	\$21,275,000	\$3,035,058	\$27,540,319	\$1,978,800	\$8,791,566	\$12,068,578	\$74,689,321
FY 2007 Total Obligated	\$26,267,493.61	\$5,548,479.06	\$33,596,044.16	\$3,678,506.31	\$13,852,068.06	\$14,128,108.64	\$97,070,700
FY 2007 Total Expended	\$10,916,575.45	\$2,421,480.36	\$8,190,677.61	\$1 511 500 78	\$6,180,322.62	\$3,921,928.37	\$33,142,494
	\$10,916,575.45	\$2,421,400.30	\$0,190,077.01	\$1,511,509.78	\$0,100,322.02	\$3,921,920.37	\$33,142,494
FY 2008 HSP							
Approved	\$23,500,000	\$6,921,021	\$31,495,339	\$2,296,800	\$7,228,716	\$13,459,874	\$84,901,750
FY 2008 Total Obligated	\$23,840,490.75	\$8,597,101.70	\$40,910,904.55	\$5,513,082.53	\$11,537,184.13	\$16,205,917.27	\$106,604,681
FY 2008	φ <b>23,</b> 040,490.75	φ0,397,101.70	\$40,910,904.55	\$3,313,062.33	φ11,007,104.10	\$10,203,517.27	\$100,004,001
Total Expended	\$7,974,571.53	\$2,245,627.21	\$12,619,967.06	\$2,224,161.52	\$5,086,591.78	\$5,200,285.19	\$35,351,204.29
FY 2009 HSP				<b>, , , , , , , , , , , , , , , , , , , </b>			·····
Approved	\$24,335,000.00	\$9,832,550.42	\$36,238,096.00	\$3,977,525.00	\$9,481,711.24	\$20,444,325.00	\$104,309,207.66
FY 2009 Total Obligated	\$24,998,281.22	\$9,109,989.49	\$33,760,876.49	\$5,550,446.01	\$11,426,904.35	\$17,005,783.08	\$101,852,281
FY 2009 Total							
Note: HSP	\$4,459,717.36 ants Tracking S Approved is fro are as of Augus	m HSP-1	\$7,328,963.38	\$612,303.32	\$1,848,753.74	\$3,890,269.98	\$20,789,349

#### Liquidation of Obligations

State liquidation rates are reviewed and discussed with the State at least quarterly to ensure monthly vouchering and prompt liquidation of Federal funds, especially funds that were awarded four or more years from the current fiscal year. Updated GTS reports are provided to each RPM on a monthly basis. Currently, on a quarterly basis we provide to all Governors' Representatives and GTS users a status report on obligations, expended funds and balances, as well as status of old funds.

#### **Program Reviews**

We will continue to conduct Program Reviews of each State Performance Plan and Highway Safety Plan (HSP) to: (1) ensure that each State Highway Safety Office adequately follows specified requirements and procedures in developing these plans, (2) ensure that all consensus performance measures have been included in the HSP and associated annual report beginning in FY 2010, and (3) compare the goals and performance measures proposed in the HSP against the appropriate annual report and the most recent available data to measure State safety performance progress. Continuing with the review of the FY 2010 HSP, comments and suggestions will be provided in the HSP approval letter on program improvements.

We will continue to review Annual Reports to assess the State's progress in achieving the goals identified in its performance plan and provide comments to the State regarding the strengths and weaknesses of the program. We will continue to provide data analysis to assist in the subsequent year HSP development particularly focusing on improved Problem Identification and implementation of effective countermeasures.

М	Region 1 Management Review and Special Management Review Schedule										
State	Last MR	Planned MR	Last SMR	Planned SMR							
СТ	5/07 (FY2007)	FY 2010	None	None							
ME	3/08 (FY2008)	FY 2011	6/05 (FY2005) belts	None							
MA	7/07 (FY2007)	FY 2010	8/09 (FY2009) belts	None							
NH	1/09 (FY2009)	FY 2012	6/05 (FY2005) belts	None							
RI	4/08 (FY2008)	FY 2011	9/07 (FY2007) belts	None							
VT	9/09 (FY2009)	FY 2012	None	None							

# Strategies/Tasks

- By September 30, send copies of signed HSP approval letters and signed HSP certifications to ROPD Associate Administrator. HSP approval letters will specifically address compliance with use of consensus performance measures.
- By January 31, the Senior Associate Administrator for Traffic Injury Control will issue a program guidance memorandum to highlight NHTSA's safety program priorities for the upcoming fiscal year. This guidance will be provided to each GR within two weeks of receipt.
- By February 15, each Annual Report will be reviewed with feedback to each State.
- By April 15, provide each State with FARS data and data analysis from Regional Data Contractor to assist in the FY 2011 planning by assessing the State's safety performance trend and performance in relation to the Nation on major highway safety indicators.
- Conduct voucher reviews of first two to three FY 2010 vouchers submitted by each State. Complete reviews by March 15.

- Conduct quarterly on-site fiscal reviews of each State to determine obligation of federal funds to valid projects and discuss the timely liquidation of federal funds, especially funds awarded four or more years in the past.
- In accordance with NHTSA monitoring procedures, conduct a minimum of four onsite project monitoring reviews and two internal reviews. The on-site reviews will be completed and documented with suggested corrective action sent to the States by July 30.
- Provide monthly updates of obligation and expenditure rates to each program manager for use in discussions with States during on-site and internal fiscal reviews.
- Search Single Audit Clearinghouse quarterly to insure that all states in the Region have completed the Single Audit each fiscal year as required by OMB Circular A-133 and provide technical assistance to states as necessary.
- Conduct Special Management Reviews, where indicated by an analysis of FARS data and state reported seat belt use data, and scheduled as a result of a State's performance that has consistently been below the national average and the improvement has also been less than half the improvement of the nation.
- Monitor progress in implementing Management Review Correction Action Plans and Special Management Review Performance Enhancement Plans.
- Review relevant data for each Region 1 state to monitor potential SMR candidates and provide assistance to states as necessary.
- Continue to provide Highway Safety Grant, Project and Program Management training courses to States and sub-grantees.
- Monitor obligation of newly awarded funds to ensure funds are obligated within 30 days of award.
- Regional staff will review and process all GTS transactions within five (5) business days of receipt.
- Provide assistance to Region 1 states in development of Strategic Highway Safety Plans.
- Provide each Region 1 state with copies of the draft Region 1 RAP for review and comment prior to final submission to Headquarters.
- Monitor state financial close out to ensure known carry forward funds are obligated within 30 days of October 1, and close out is completed by December 31.

# **Training Needs**

Support and assistance from ROPD and TSI to deliver highway safety training programs (i.e., Data Analysis & Evaluation, Project Management, Program Management, Management Reviews and Managing Federal Finances) in Region 1.

# NHTSA Region 1 Optional Priority Program Motorcycle Safety

#### National Goal Reduce motorcycle rider highway fatalities per 100,000 registrations to 78 by 2010

# Regional Goal Reduce motorcycle rider highway fatalities per 100,000 registrations to 40 by 2010

# Performance Measures

- Reduce the Region 1 motorcycle fatalities from 161 in 2008 to 145 in 2010
- Assist each of the six Region 1 States with successful application for FY 2010 Section 2010 funds.

SAFETEA-LU Section 2010 Grants									
СТ	ME	МА	NH	RI	VT				
2006 2007 2008 2009	2006 2007 2008 2009	2006 2007 2008 2009	2007 2008 2009	2006 2007 2008 2009	2007 2008 2009				
	2007 2008 2009	2007 2008 2009							
			2008		2008 2009				
2007 2008 2009			2006 2007 2008 2009	2007 2008 2009					
	CT 2006 2007 2008 2009 2009 2009	CT         ME           2006         2007           2008         2008           2009         2008           2009         2008           2009         2009           2009         2007           2008         2009           2009         2008           2009         2007           2008         2009           2009         2007           2009         2007           2007         2008           2007         2008	CT         ME         MA           2006         2006         2006           2007         2007         2007           2008         2008         2008           2009         2009         2008           2009         2007         2007           2008         2009         2009           2009         2007         2007           2008         2009         2009           2009         2007         2008           2009         2009         2009           2009         2009         2009           2009         2009         2009           2009         2009         2009           2009         2009         2009           2009         2009         2009           2009         2009         2009           2009         2009         2009           2009         2009         2009           2009         2009         2009           2007         2008         2009           2007         2008         2009	CT         ME         MA         NH           2006         2006         2007         2007           2008         2007         2007         2008           2009         2009         2009         2009           2009         2009         2009         2009           2009         2009         2009         2009           2009         2009         2009         2009           2009         2009         2009         2009           2009         2009         2009         2009           2009         2009         2009         2009           2009         2009         2009         2009           2008         2009         2009         2008           2009         2009         2009         2008           2009         2009         2009         2008           2009         2009         2009         2008           20017         2008         2009         2008           20017         2008         2006         2007           2008         2009         2008         2006           2009         2009         2008         2008	CT         ME         MA         NH         RI           2006         2006         2007         2007         2007         2007           2008         2009         2009         2008         2009         2008         2009           2009         2009         2009         2009         2009         2009         2008           2009         2009         2009         2009         2009         2009         2009           2009         2009         2009         2009         2009         2009         2009           2009         2008         2009         2009         2008         2009         2008         2009         2008         2009         2008         2009         2009         2009         2009         2009         2009         2008         2007         2008<				

# **Problem Identification and Program Assessment**

Criteria for 2006 are based on FY 2006 Section 2010 approval letters; 2007 based on FY 2007 Section 2010 approval letters; 2008 based on FY 2008 Section 2010 approval letters; 2009 based on FY 2008 Section 2010 Approval letters and 2007 fatality numbers

State	2004	2005	2006	2007	2008	5 Year Average 2004-2008				
СТ	58	43	57	41	57	51				
ME	22	15	23	21	18	20				
MA	60	56	50	62	42	54				
NH	28	44	21	25	30	30				
RI	10	14	16	13	7	12				
VT	11	14	10	7	7	10				
Region 1 Total	189	186	177	168	161	176				
US Total	4,028	4,576	4,837	5,174	5,290	4,781				
Source: FARS										

 Table 1 - Motorcyclist Fatalities

Source: FARS

Motorcyclist fatalities nationally, regionally and in most States have been on the increase for the past 11 years. In fact, motorcyclist fatalities nationally in 2008 have increased 31 percent since 2004. As displayed in Table 1, motorcyclist fatalities in NHTSA Region 1 have actually decreased 15 percent since 2004. It should be noted that in 2008, five of the six Region 1 states, motorcycle fatalities fell at or below their five year average.

State	2004	2005	2006	2007	2008	5 Year Average 2004-2008
СТ	20%	15%	18%	15%	22%	18%
ME	11%	9%	12%	11%	12%	11%
MA	13%	13%	12%	14%	12%	13%
NH	16%	27%	17%	19%	22%	20%
RI	12%	16%	20%	19%	11%	16%
VT	11%	19%	11%	11%	10%	12%
<b>REGION 1 Total</b>	14%	15%	14%	15%	15%	15%
US Total	<del>9</del> %	11%	11%	13%	16%	13%

Table 2 - Motorcyclist Fatalities as Percent of Total Occupant Fatalities

Source: FARS

During the period of 2004 through 2008, motorcyclist fatalities accounted for an average of 15 percent of all fatalities in the Region, compared to an average of 13 percent nationally, as shown in Table 2. Maine, Massachusetts, and Vermont were the only Region 1 states to fall at or below the national average in 2008.

Tab	le 3 - Moto					and Fatalitie	es per
			0,000 Registe	ered Moto			
State		2006			2007		Changes
	Fatalities	Registered	Rate/100,000	Fatalities	Registered	Rate/100,000	Fatal
		Motorcycles	Motorcycles		Motorcycles	Motorcycles	rate '07
							minus
							ʻ06
CT	57	64,594	88.24	43	64,484	66.68	-21.56
ME	23	45,369	50.70	21	49,835	42.14	-8.56
MA	50	143,853	34.76	62	144,458	42.92	8.16
NH	21	70,778	29.67	25	75,559	33.09	3.42
RI	16	31,050	51.53	13	31,146	41.74	-9.79
VT	10	24,542	40.75	7	25,804	27.13	-13.62
Region	177	380,186	46.56	171	391,857	43.64	-2.92
1 Total							
US	4,837	6,634,506	72.91	5,174	7,093,163	72.94	.03
Total							

Source: FARS for fatalities and FHWA for registrations (2008 registration data not yet available)

Motorcycling is a popular and growing mode of transportation in New England, as evidenced by the increasing number of registered motorcycles (Table 3). In addition, New Hampshire has one of the highest per capita rates of motorcycle ownership in the country (Motorcycle Industry Council). It is important to note that in both 2006 and 2007 the U.S. motorcyclist fatality rate per 100,000 motorcycle registrations was much higher then all the Region 1 States, with the exception of Connecticut in 2006. The Regional fatality rate per 100,000 motorcycle registrations was 67 percent lower then the U.S. rate in 2007.

#### Table 4 – Motorcyclist Fatalities - Percent Helmet Not Used, 2004-2008

US	Region 1	CT	ME	MA	NH	Rİ	VT
40.6%	44.0%	64.3%	64.6%	8.1%	64.2%	58.3%	14.3%
Source: F/	ARS /	All rider heln	net laws in l	MA and V	Г		

Over the period of 2004 through 2008 the percent of motorcyclist fatalities not wearing a helmet was comparable between Region 1 and the nation, 44.0 percent in Region 1 and 40.6 percent in the U.S. As would be expected, the percent of non-helmeted fatalities was lowest in the two states with all rider helmet laws – Massachusetts and Vermont. Four of the States in Region 1 exceeded the US and Regional percent of non-helmeted motorcyclist fatalities. Increased use of helmets throughout the Region could significantly reduce motorcyclist fatalities, as NHTSA estimates that helmets reduce the likelihood of a fatality in a crash by 37 percent.

1 5.8%	5.0%	E 404				
5.8%	5.0%	E 404				í
	J.U /0	5.1%	4.8%	6.8%	5.0%	14.3%
25.0%	31.4%	21.2%	28.5%	16.2%	31.7%	18.4%
18.9%	19.8%	11.1%	23.0%	20.9%	15.0%	10.2%
25.0%	26.0%	30.3%	21.1%	25.0%	30.0%	24.5%
17.9%	13.6%	20.2%	18.1%	24.3%	11.7%	22.4%
6.3%	4.3%	14.1%	4.4%	6.8%	6.7%	10.2%
	18.9% 25.0% 17.9%	18.9%19.8%25.0%26.0%17.9%13.6%	18.9%19.8%11.1%25.0%26.0%30.3%17.9%13.6%20.2%	18.9%19.8%11.1%23.0%25.0%26.0%30.3%21.1%17.9%13.6%20.2%18.1%	18.9%19.8%11.1%23.0%20.9%25.0%26.0%30.3%21.1%25.0%17.9%13.6%20.2%18.1%24.3%	18.9%19.8%11.1%23.0%20.9%15.0%25.0%26.0%30.3%21.1%25.0%30.0%17.9%13.6%20.2%18.1%24.3%11.7%

#### Table 5 - Percent of Motorcyclist Fatalities by Age, 2004-2008

Source: FARS

Over the period of 2004-2008, the percent of motorcyclist fatalities by age varied between the Region 1 States. The majority of motorcyclist fatalities in Maine, New Hampshire, and Vermont are 40-49 riding population; for Connecticut, Massachusetts, and Rhode Island it is in the 20-29 riding population.

Table 6	– Percent o	f Motorcy	clist Fat	alities by	Male Ge	nder, 200	3 - 2007

US	Region 1	CT	ME	MA	NH	RI	VT
90.4%	91.3%	92.5%	88.1%	93.1%	89.8%	93.9%	84.8%
Source: FARS (2008 motorcycle data by gender is not yet available)							

For the period of 2003 through 2007, males were most frequently killed in motorcycle crashes. Motorcyclist fatalities were 90.4 percent male nationally and 91.3 percent in Region 1. It should be noted that the percent of male fatalities in Maine, New Hampshire and Vermont were below the national and regional averages, which may indicate a higher number of female motorcycle operators and passengers.

Table 7 - Percent of Motorcyclist Patanties by Alcohol and Speed, 2003 - 2007								
	US	Region	СТ	ME	MA	NH	RI	VT
		1						
BAC ≥.01%	39.1%	41.7%	41.9%	40.0%	44.8%	38.8%	50.0%	30.0%
Speeding	38.0%	39.6%	37.4%	35.9%	39.0%	38.5%	50.0%	50.0%

# Table 7 – Percent of Motorcyclist Fatalities by Alcohol and Speed, 2003 - 2007

Source: FARS (2008 motorcycle data by BAC and speed is not yet available)

In Region 1, the percent of motorcyclist fatalities in which alcohol was involved and the percent of motorcyclist fatalities in which speeding was involved were greater than national levels. Overall, 41.7 percent of the motorcycle operators killed in Region 1 during the period of 2003 through 2007 had some measurable level of alcohol in their system at the time of their death, compared to 39.1 percent nationally. Alcohol involvement in fatal motorcycle crashes is highest in Connecticut, Massachusetts, and Rhode Island, while speeding involvement is highest in Rhode Island and Vermont.

Motorcyclist Fatal Crashes by Month, Day and Time:

The typical riding season in New England is generally limited to the warmer months of April through October. In fact, the vast majority of fatal motorcycle crashes occur during the months of May through September. Over the five years, 2003 through 2007, 78.0 percent of fatal motorcycle crashes in the Region occurred between May and September, while 61.1 percent of U.S. fatal motorcycle crashes occurred during these months.

During 2007, 50.3 percent of the fatal motorcycle crashes occurred on Saturdays and Sundays in the Region, similar to the 50.1 percent for the U.S. National and Regional trends on time of day during 2007 also track closely, with 47.9 percent of regionally and 45.1 percent of U.S. motorcycle fatal crashes occurring between the nine hour period from 6:00 pm to 3:00 am.

License Status of MC Operators Involved in Fatal MC Crashes:

For the period of 2003 through 2007, 77.5 percent of the motorcycle operators involved in a fatal collision in a Region 1 State had a valid motorcycle operator's license, a 1.6 percent increase from the period of 2002-2006. This compares to 71.9 percent nationally in the period 2003-2007.

Region 1 staff will work to continue to increase this trend by encouraging motorcycle operators to become properly licensed. In Connecticut, Maine, Massachusetts, and New Hampshire, the skills portion and/or the knowledge portion of the licensing test is waived if the rider completes a basic rider course. In Vermont, those who participate in an experienced rider course are granted a waiver for the licensing test. Rhode Island offers no licensing waiver for completing a rider training course.

State	FY 2007	FY 2008	Percent Difference
СТ	5,832	6,043	3.62%
ME	6,951	8,062	15.98%
MA	8,579	9,837	14.66%
NH	3,024	3,000	-0.79%
RI	2,997	2,872	-4.17%
VT	1,466	1,527	4.16%
Region 1 Total	28,849	31,341	8.64%

Table 8	- Number (	of Participants i	in Rider	Training Courses
---------	------------	-------------------	----------	------------------

Source: 2010 Applications and State Rider Training Programs

Rider Training:

Participation in rider training courses has been increasing throughout the Region 1 States. Most states in Region 1 have begun adding additional courses for both beginning and advanced riders, yet many states still continue to see waiting lists for people wanting to take rider training courses. Many Region 1 states have taken steps to train additional rider coaches, open new training sites, and developing mobile ranges in order to expand rider training opportunities to address this growing demand. This is encouraging news since use of safety equipment and safe riding practices are discussed and practiced in the duration of the course.

Connecticut, Maine, Massachusetts, Rhode Island and Vermont use training materials from the Motorcycle Safety Foundation (MSF). New Hampshire uses both the MSF and Riders Edge® materials, depending on the training site.

### **Retail Sales:**

In 2007, the Motorcycle Industry Council estimated there were 49,490 new motorcycles sold in the Region 1 states, representing 4.4 percent of all new motorcycles sold in the U.S. For 2003, there were 52,270 new motorcycles sold in Region 1, which indicates a 5 percent decrease in sales when comparing 2003 to 2007. Meanwhile, sales of new motorcycles in the U.S. grew 12 percent when comparing the same two years. We will continue to monitor the trend in sales of new motorcycles to anticipate potential changes in motorcycle exposure rates.

### Legislation

Two Region 1 States require motorcycle helmets for all riders – Massachusetts and Vermont. There has been no legitimate threat of repeal to the Vermont helmet law in fact it was upgraded in 2009 to specifically reference 49 CFR 571.218. However, in Massachusetts the repeal movement is committed and active. Maine recently updated their law which now requires that all riders under the age of 18 wear a helmet (previously only passengers under age 18). NHTSA Region 1 staff will promote to highway safety partners and motorcyclists the benefits of helmet use for all riders, and will educate these groups to the benefits of all rider helmet laws to increase helmet use. Region 1 staff will respond to requests for technical assistance and information from coalitions, legislative bodies, and policy officials relative to efforts to achieve helmet use legislation, using FMVSS 218 compliant helmets, and the dangers of repealing current motorcycle helmet use laws. Region 1 staff will also assess other relevant safety laws pertaining to motorcycle operation, such as mandatory motorcycle operator training.

	СТ	ME	MA	NH	RI	VT
Helmet	17 years and younger	All passengers and operators under the age of 18, and anyone within 1 year of obtaining a motorcycle	All riders	No; current statute would require 17 years and younger, if federal law requires use as condition to receive federal funds	Under 21 years and all ages during first year of MC licensure, and all passengers	All riders

	СТ	ME	MA	NH	RI	VT
		license				
Eye Protection	Yes	No	Yes	Yes, or windscreen	Yes	Yes
Training program	Yes	Yes	Yes	Yes	Yes	Yes
Training Required	Under age 18	Yes	No	No	Yes	No
License test waiver for training	Skill test	No	Skill test	Skill test	No	Skill & knowledge tests
Daytime headlight use	Yes	Yes	No	No	No	No

### Table 9 - Laws on Motorcycle Operation

Sources: NHTSA, MSF, IIHS

### Enforcement

Both Massachusetts and Vermont fully enforce the state's all ages helmet law, but in both States a tactic taken by riders is to challenge law enforcement's ability to determine whether or not the helmet is FMVSS 218 compliant. Fatal crash data seems to indicate minimal emphasis on enforcement of impaired or speeding motorcyclists in the Region. Region 1 staff will work with each SHSO and traffic enforcement personnel to increase such emphasis and utilize data to direct sustained enforcement efforts during peak riding season, as well as include motorcycle enforcement in existing crackdowns and mobilizations.

Region 1 staff will explore other types of enforcement methods to utilize with state and local enforcement. The Regional LEL and Region 1 staff will work to promote motorcycle checkpoints, such as the program in New York, motorcycle impoundment programs, and other innovative forms of motorcycle enforcement to state and local law enforcement.

# Partnerships

To help guide our partners in addressing motorcycle safety problems in a more systematic way, NHTSA Region 1 and Region 2 co-hosted a motorcycle safety forum in December 2004, November 2006, and November 2008. Each jurisdiction developed an action plan that included enforcement of State licensing requirements, increased rider training and enforcement of all traffic laws – including DWI and speed – as they pertain to motorcyclists. We built on the progress made at the 2004 and 2006 forums, and engendered an increased focus on effective countermeasures to prevent motorcycle crashes. We will also continue to work with MSF and the National Association of State Motorcycle Safety Administrators (SMSA) to provide assistance to States in developing, implementing, administering, and evaluating State motorcycle rider education and licensing programs.

# PI&E

Connecticut currently has a very visible PI&E campaign focusing on rider training, safe motorcycling and prevention of impaired riding (<u>www.ride4ever.org</u>). Connecticut has conducted an impaired riding campaign titled "Open the Throttle Not the Bottle: Ride Sober;" however, both alcohol and speeding remain at high levels in Connecticut motorcyclist fatalities. Massachusetts recently implemented a paid advertising (TV and radio) campaign to increase motorist awareness of motorcycles, Maine annually observes May as Motorcycle Safety Awareness Month by running TV and radio paid messages, and New Hampshire conducts an annual motorcycle safety awareness rally and motorist awareness campaign.

NHTSA Region 1, along with our Regional media contractor, will work with each Region 1 State to promote motorist awareness programs such as National Motorcycle Safety Awareness Month, which is observed every May. We will work with appropriate organizations to promote messages that will discourage drinking and riding, encourage the use of personal protective gear, and warn all motorists to be aware of motorcycles on the roadways.

### Strategies/Tasks

- Obtain a commitment from the six Region 1 States to integrate motorcycle traffic enforcement and media support (paid and earned) into their existing enforcement mobilizations and sustained traffic enforcement during peak riding season.
- Assist each of the six Region 1 States with implementation of activities funded under the Section 2010 Motorcycle Safety grants.
- Support enhanced motorcycle crash problem analysis in each Region 1 State through collection and analysis of crash data by the NHTSA Data Contractor, as well as, motorcycle crash injury information from CODES, where available, to enhance data analysis efforts and to support motorcycle safety advocacy.
- Market the state motorcycle safety assessment to all Region 1 States (CT, MA and NH have expressed interest).
- Assist States with a review of the state's motorcycle safety programs to determine areas for enhancement based on the Implementation Guide for the National Agenda for Motorcycle Safety.
- Share motorcycle helmet use research and additional motorcycle safety information with all motorcycle safety advocates as it becomes available.
- Explore strategies to educate state highway safety leaders and the public on the benefits of upgrading the Connecticut, Maine, New Hampshire and Rhode Island helmet use laws to include all ages. Continue to monitor the motorcycle helmet repeal efforts in the Region 1 States. Assistance will be provided as needed and requested.
- Given the large disparity between licensed motorcycle operators and registered motorcycles, promote direct mail campaign by states to each registered motorcycle owner to remind them of licensing requirement and to promote rider training program.

- Promote the TSI Motorcycle 101 course to the Region 1 States. In response to state travel restrictions, work with RPD and TSI to create a webinar or other alternative training method for state motorcycle safety coordinators.
- Promote the new Riders-Helping-Riders interactive CD-ROM when it becomes available
- Facilitate the delivery of motorcycle safety training course for law enforcement personnel and market participation to all Region 1 states.

# **Research and Evaluation Comments/Needs**

Conduct research to determine the true costs of lack of a universal helmet law in a State, like Connecticut, with a highly developed rider education, licensing program and PI&E campaign and no helmet law for all ages. Factors to include are overall fatality rates for helmeted and non-helmeted riders, licensed vs. unlicensed, completion or non-completion of training, causative factors such as alcohol and speeding, and overall costs of long term, permanent disabilities and catastrophic injuries.

Additional research is needed for non-compliant helmet use in states with all rider helmet laws, like Massachusetts and Vermont, and the effect (or lack of effect) of these helmets in fatal crashes.

### **Requested Assistance from Headquarters**

- Provide information on best practices regarding enforcement of impaired motorcycle operators and speeding motorcycle riders.
- Research involvement of Scooters in fatal and injury crashes and provide best practices for Scooter programs and policies for safe operation.
- Provide examples of targeted, effective impaired riding media materials.
- Provide market data information to reach motorcycle riders.
- Provide support for conducting one state motorcycle assessment in Region 1 during FY 2010.

# Training needs

 Due to the large number of states facing travel restrictions, the development of a webinar-based Motorcycle 101 curriculum that can be stretched over a number of on-line sessions.

# NHTSA Region 1 Optional Priority Program Speed Management

### National Goal Reduce speeding-related crashes, injuries, and fatalities.

Regional Goal Reduce speeding-related crashes, injuries and fatalities in NHTSA Region 1 through data driven efforts and implementation of the NHTSA Speed Management Workshop principles.

### **Performance Measures**

- Decrease speed related fatalities from 318 in 2008 to 290 by 2010.
- Increase Region 1 development of Local Speed Management workshops in states with a high percentage of speeding-related fatalities (ME, CT and VT), and communities that have high speed data segments of roads.

### **Problem Identification and Program Assessment**

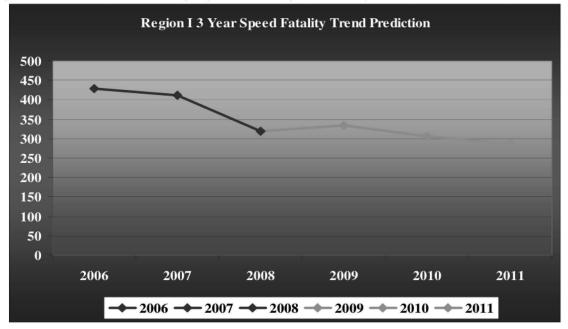
Speed-related fatalities have decreased over the past several years in Region 1. While the Region has seen speeding-related fatalities drop from 432 in 2006 to 318 in 2008, speeding-related fatalities as a percent of all fatalities are over the national average of 31.3 percent in Maine, Vermont, and Connecticut. As shown in the Speeding-Related Fatalities table, the percent of speeding-related fatalities for Region 1 states had been consistently above the U.S. rate prior to 2008.

			Sheen	ing-neid	ileu rala	11162			
	Fatalities Speeding-Related		То	<b>Total Fatalities</b>			Percent of Total Fatalities		
	2006	2007	2008	2006	2007	2008	2006	2007	2008
СТ	95	99	83	311	296	264	30.5%	33.4%	31.4%
ME	72	86	53	188	183	155	38.3%	46.9%	34.2%
MA	148	143	97	429	434	363	34.5%	32.9%	26.7%
NH	42	41	40	127	129	139	33.1%	31.8%	28.8%
RI	42	20	20	81	69	65	51.9%	28.9%	30.8%
VT	33	23	25	87	66	73	37.9%	34.8%	34.2%
Region 1	432	412	318	1,223	1,177	1,059	35.3%	35.0%	30.0%
US	13,543	13,040	11,674	42,708	41,259	37,261	31.7%	31.6%	31.3%

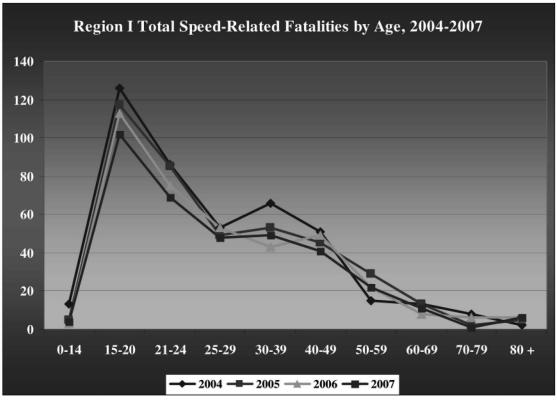
# **Speeding-Related Fatalities**

Page 040 of 317

As shown in the *Region 1 3 Year Speed Trend Prediction* chart, the three year moving prediction has fatalities slightly decreasing in the Region.

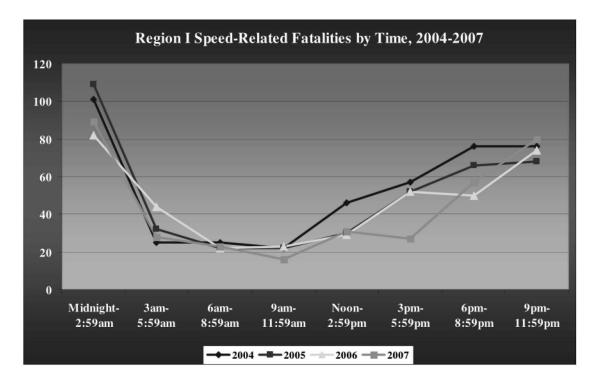


As shown in the chart *Region 1 Total Speed-Related Fatalities by Age, 2004-2007,* Region 1 continues to be plagued with high speeding-related fatalities in the 15-20 age group, but has seen improvement over the last two years.

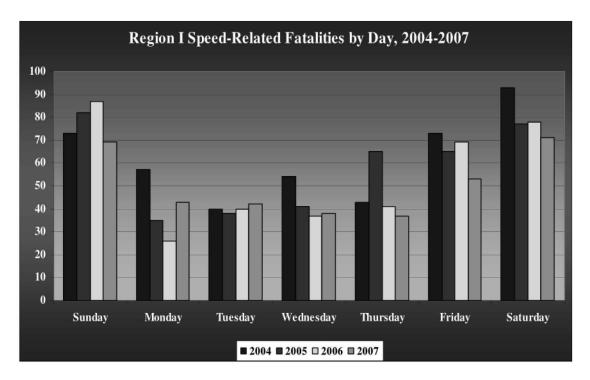


NHTSA Region 1 FY 2010 Regional Action Plan

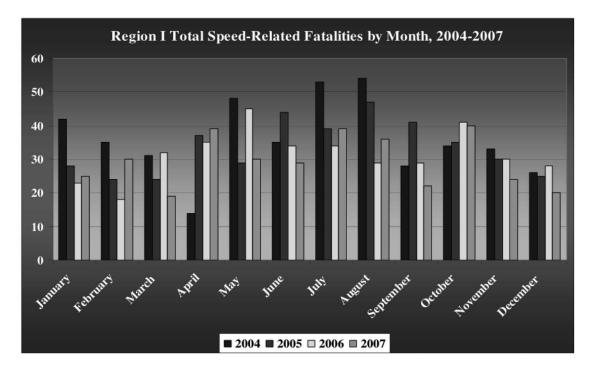
Page 041 of 317



As show in the chart *Region 1 Speed-Related Fatalities by Time, 2004-2007,* the early morning hours of Midnight – 2:59 am is consistently the deadliest time for speeding-related fatalities.



As shown in the chart *Region 1 Speed-Related Fatalities by Day 2004-2007*, Saturday followed closely by Sunday, continue to be the most dangerous days for speeding-related fatalities.

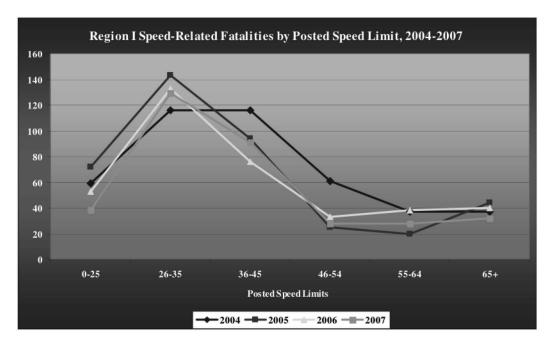


As shown in the chart *Region 1 Total Speed-Related Fatalities by Month, 2004-2007*, below are the top three deadliest months for speeding-related fatalities by year. For the four year time period, July is the only month that is identified for three of the four years, with April, May, August and October identified for two of the four years.

2004 August, July, and May2006 May, October, and April

2005 August, July-June tied, and September2007 October, April, and July.

Page 043 of 317



As shown in the chart *Region 1 Speed-Related Fatalities by Posted Speed Limit, 2004-2007,* posted speed limits from 26 - 35 (mph) consistently were the most dangerous for speeding-related fatalities in Region 1.

### **Strategies and Tasks**

# Enforcement/Adjudication

- Effectively employ data to identify high-speed crash locations, times, and dates, and work in partnership with communities to focus enforcement efforts in those high incident locations.
- Encourage law enforcement to continue targeting egregious and crash producing violators (those traveling above the 85<sup>th</sup> percentile speed).
- Assist states conducting state specific Speed Management Workshops to develop cooperative inter-agency action plans and local coalitions.
- Encourage law enforcement to properly report speeding-related crashes, and properly cite drivers involved in speeding-related crashes.
- Engage community organizations in support of speed enforcement zone efforts.
- Encourage State partners to explore the feasibility of traffic calming measures and other non-enforcement practices.
- Continue to work with the judicial sector through state TSRP's to inform that a
  reduction in a speeding ticket, or dismissal, is not the message to send to the
  offender, especially a repeat offender.
- Encourage states to work with bordering states on multi-jurisdictional speed enforcement campaigns.
- Provide information regarding emerging technology, and promote adoption of its evidence-based use within the Region, particularly with regard to visual speed monitoring devices, advisory signage and variable message boards.

• Continue to stress the importance of enforcing speed zones as a primary stop to enforce secondary seat belt laws.

# **Partnerships**

- Continue developing partnerships associated with commercial vehicle enforcement teams.
- Develop inter-agency cooperation to develop effective speed enforcement strategies involving local communities with roadways that have high incidents of speeding-related crashes.
- Collaborate with FHWA partners in encouraging states to include speed management in the Strategic Highway Safety Planning process.
- Model cooperative efforts on speed management between behavioral and engineering disciplines by continuing partnerships between NHTSA Region 1 staff, FHWA, and FMCSA Divisions in each state.
- Establish partnerships in the health and medical communities to include speed management as a priority safety and public health issue.

# Marketing

- Continue to market the Local Speed Workshop to communities that have high rates of speeding-related fatal crashes. Provide guidance and assistance to implement such workshops.
- Challenge all Region 1 states to market establishment of local traffic safety coalition's to communities with speeding related roadway issues.
- Promote the application of automated speed enforcement systems in high speedingrelated crash areas that do not allow for safe officer enforcement.
- Promote the use of the NHTSA Speed Tool Kit and all countermeasure activities as a part of effective programs.

# PI&E

- Continue to provide speeding-related research and technology to Regional LEL for distribution to State LEL's and local law enforcement partners.
- Public information and education on speeding-related traffic safety issues will be broadly disseminated to emphasize that speeding is a local issue requiring local action.
- Increase the use of earned and paid media to support program efforts, with assistance from the Region 1 media contractor.
- Replicate Connecticut web cast of "The Concepts of Speed Management" to other states within the Region.

# **Research and Evaluation comments/needs**

- Continue to keep Regional personnel aware of research and demonstration projects on the most effective technology and techniques to impact speeding-related crashes.
- Assist the Region with marketing the Speed Management workshops to states, especially through headquarters with support from FHWA and FMCSA.

- Provide publication on results of rational speed management demos, information on rational speed limit setting for law enforcement personnel, sample speed management enforcement polices based on 85<sup>th</sup> percentile violators, understanding engineering technology for the non-engineer.
- Provide links in NHTSA web to partner information, including TRB reports, traffic calming informational web sites, and US Limits.

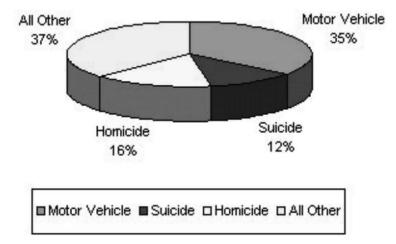
# NHTSA Region 1 RAP Support Program

Young Divers (Under age 21)

Performance Measures

- Reduce the number of young driver fatalities by 10 percent from 165 in 2007 to 148 in 2010.
- Reduce the number of youth unrestrained fatalities by 10 percent from 464 in 2007 to 418 in 2010.
- Reduce the number of youth speed-related fatalities by 10 percent from 51 in 2007 to 46 in 2010.

**Problem Identification and Program Assessment** 



# Leading Causes of Death for Teens

Source: CDC and FARS

Table 1: Young Driver (15-20) Involved in Fatal Crashes										
	2004	2005	2006	2007	2008	Average				
						2004-2008				
СТ	61	45	61	54	32	51				
ME	40	34	38	26	19	31				
MA	89	88	69	76	60	76				
NH	39	25	19	23	23	26				
RI	17	20	14	15	9	15				
VT	21	16	14	12	14	15				
Region 1	267	228	215	206	157	215				
ŬS	7,599	7,161	7,180	6,669	NA*	7,152				

Source: FARS

	Table 2: Young Driver (16-20) Fatalities										
	2003	2004	2005	2006	2007	Average 2003-2007					
СТ	48	40	36	49	39	42					
ME	19	35	27	31	26	28					
MA	65	65	63	55	66	63					
NH	21	24	18	15	15	19					
RI	18	15	14	9	13	14					
VT	11	18	12	14	6	12					
Region 1	182	197	170	173	165	177					
US	5,665	5,597	5,373	5,324	4,990	5,390					

Source: FARS (2008 data not yet available)

Table 3:	Table 3: Young Driver Fatalities (16-20) as Percent of Total											
	Fatalities											
	2003	2004	2005	2006	2007							
CT	18.4%	15.3%	15.1%	18.3%	16.2%							
ME	9.8%	19.1%	17.3%	17.9%	15.3%							
MA	17.9%	17.0%	17.7%	15.2%	19.1%							
NH	20.0%	15.5%	11.5%	12.6%	13.3%							
RI	20.2%	19.7%	19.4%	13.8%	23.6%							
VT	18.0%	20.0%	17.1%	16.1%	9.7%%							
Region 1	17.0%	17.2%	16.2%	16.1%	16.7 %							
US	15.2%	15.0%	14.3%	14.4%	14.0%							

Source: FARS (2008 data not yet available)

Motor vehicle fatalities are the leading cause of death for teens across the United States, and Region 1 is no exception. Young driver fatalities as a percentage of total fatalities is higher in the Region 1 states compared to the rest of the U.S. The good news is that the total number of youth fatalities, as well as the number of young drivers involved in fatal crashes, is on the decline in Region 1. Due to the heightened urgency to the issue of young drivers in Region 1, many states have taken action to make

changes and updates to their GDL laws, as well as creating task forces to address this issue.

Table 4: 2003-2	Table 4: 2003-2007 Fatalities for Young Drivers by Restraint Use									
State	Restrained	Unrestrained								
СТ	70	83								
ME	34	70								
MA	60	179								
NH	23	59								
RI	15	42								
VT	16	31								
Region 1	220	464								
ŨS	8,630	14,126								

Source: FARS (2008 data unavailable)

Table 5:           Percentage of High School Students Who Rarely or Never Wore a Seat Belt										
	Fen	nale	Ma	ale	Tc	otal				
	%	CI	%	CI	%	CI				
СТ	7.5	5.8-9.7	10.6	8.0-14.0	9.1	7.2-11.5				
ME	6.9	5.0-9.6	15.3	12.2-19.1	11.2	9.4-13.4				
MA	11.8	9.5-14.6	17.3	14.6-20.4	14.7	12.4-17.3				
NH	8.3	6.3-10.9	15.0	11.8-18.9	11.7	9.5-14.4				
RI	10.7	7.7-14.7	16.5	12.9-20.8	13.7	11.1-16.6				
VT	6.1	4.6-7.9	10.4	7.9-13.7	8.4	6.6-10.8				
US	8.3	4.1-14.6	13.9	6.7-25.1	11.2	6.0-19.4				
	(median)	(range)	(median)	(range)	(median)	(range)				

Source: YRBSS 2007

CI - Cumulative Incidents

Unrestrained youth passenger vehicle fatalities continue to be a problem in Region 1. With a lack of a primary enforcement seat belt law in four of the six States, and States with some of the lowest seat belt use rates in the country, the number of unbelted youth fatalities has remained higher then the national average. However, the YRBSS showed that Region 1 youth are at equal risk for seat belt usage compared to the rest of the nation's youth, with the exception of Massachusetts who were at higher risk, indicating an environment for change.

	Table 6: Percent of Alcohol Use and Binge Alcohol Use in Past Month among           persons Aged 12-20, by State: 2005-2006 and 2006-2007 National Survey on Drug										
Use and Health											
	Alcohol Use i	n Past Month	Binge Alcohol U	se in Past Month							
	2005-2006	2006-2007	2005-2006	2006-2007							
СТ	31.70	32.82	21.19	23.45							
ME	32.30	29.60	22.07	20.81							
MA	31.97	33.20	23.42	24.60							
NH	32.46	33.60	22.79	24.13							
RI	36.15	37.76	23.62	25.68							
VT	38.29	39.27	28.02	28.93							
US	28.29	28.12	18.87	18.80							

Source: Substance Abuse and Mental Health Services Administration

	Table 7: Percentage of High School Students Who Rode in a Car or OtherVehicle Driven by Someone Who Had Been Drinking Alcohol										
	Fen	nale	Ma	ale	To	otal					
	%	CI	%	CI	%	CI					
CT	27.4	24.4-30.5	27.0	24.4-29.9	27.3	25.2-29.5					
MA	21.6	17.6-26.2	21.9	17.5-26.9	21.8	18.1-26.1					
ME	26.1	23.1-29.4	25.4	22.9-28.1	25.8	23.3-28.4					
NH	26.1	23.1-29.4	24.7	21.5-28.2	25.4	23.0-28.1					
RI	26.4	22.6-30.6	28.5	24.6-32.9	27.5	24.5-30.8					
VT	22.5	20.5-24.5	24.6	22.2-27.1	23.6	21.7-25.6					
US	27.7	14.1-35.6	26.7	14.8-35.5	27.4	14.8-35.6					
	(median)	(range)	(median)	(range)	(median)	(range)					

Source: YRBSS 2007

CI – Cumulative Incidents

Table 8: I	Table 8: Percentage of High School Students Who Drove in a Car or OtherVehicle When They Had Been Drinking Alcohol										
	Fen	nale	Ma	ale	To	tal					
	%	CI	%	CI	%	CI					
CT	8.4	6.9-10.1	11.8	9.2-15.0	10.2	8.4-12.2					
MA	6.5	4.2-9.9	11.1	8.4-14.5	8.8	6.7-11.6					
ME	9.4	7.5-11.8	11.7	9.4-14.4	10.6	8.8-12.6					
NH	10.0	7.9-12.7	13.7	11.0-16.9	11.9	9.9-14.3					
RI	7.4	5.2-10.4	12.3	9.9-15.2	9.8	8.5-11.4					
VT	6.5	6.2-6.9	11.6	10.0-13.4	9.2	8.4-10.1					
US	8.6	3.5-18.4	12.3	5.8-18.9	10.4	4.7-18.7					
	(median)	(range)	(median)	(range)	(median)	(range)					

Source: YRBSS 2007

At all levels of BAC, the risk of being involved in a crash is greater for young people than for older people. Region 1 also has some of the highest rates of underage alcohol use per month and binge alcohol use per month in the country with all States ranking well above the national average. In many states, this consumption trend is increasing. Despite consuming more alcohol, Maine, Massachusetts, New Hampshire, and Vermont youth are at less risk for riding in vehicle with someone who had been drinking; Rhode Island and Connecticut are at equal risk compared to the rest of the county.

Speeding-related fatalities involving young drivers continue to be a problem for the Region 1 states. Progress has been made since 2003 in reducing speeding-related fatalities in the region by 29 percent, with all states seeing reductions except Maine. Despite the progress being made, Region 1 is still substantially higher in speeding-related fatalities with 61 percent of 16-20 year old fatalities involving speed, compared to the U.S. average of 46 percent (see table on the following page).

# Page 051 of 317

		Та	ble 9: 16-2	0 Year Old	Driver Fat	alities by S	State, Drive	ers Speedi	ng Involve	ment, and '	Year (2003	-2007)			
Spe	y Drivers eeding vement	20	003	2004		20	005	20	006	20	07	Ave (2003	Percent Change (2003-		
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	2007)	
	Not Speeding	12	41%	12	17%	4	17%	18	53%	10	45%	11	41%	-17%	
СТ	Speeding	17	59%	17	83%	19	83%	16	47%	12	55%	16	59%	-29%	
	Total	29	100%	29	100%	23	100%	34	100%	22	100%	27	100%	-24%	
	Not Speeding	6	46%	6	38%	6	38%	10	43%	4	31%	6	37%	-33%	
ME	Speeding	7	54%	15	63%	10	63%	13	57%	9	69%	11	63%	29%	
	Total	13	100%	21	100%	16	100%	23	100%	13	100%	17	1005	0	
	Not Speeding	17	40%	16	41%	17	41%	12	36%	15	42%	15	40%	-12%	
MA	Speeding	26	60%	23	59%	24	59%	21	64%	21	58%	23	60%	-19%	
	Total	43	100%	39	100%	41	100%	33	100%	36	100%	38	100%	-16%	
NH	Not Speeding	7	50%	10	78%	7	78%	1	9%	4	40%	6	47%	-43%	
	Speeding	7	50%	8	22%	2	22%	10	91%	6	60%	7	53%	-14%	
	Total	14	100%	18	100%	9	100%	11	100%	10	100%	12	100%	-29%	
51	Not Speeding	2	18%	2	29%	2	29%	1	20%	5	83%	2	32%	150%	
RI	Speeding	9	82%	6	71%	5	71%	4	80%	1	17%	5	68%	-89%	
	Total	11	100%	8	100%	7	100%	5	100%	6	100%	7	100%	-45%	
VT	Not Speeding	3	33%	2	20%	2	20%	6	50%	1	33%	3	32%	-67%	
	Speeding	6	67%	8	80%	8	80%	6	50%	2	67%	6	68%	-67%	
	Total	9	100%	10		10	100%	12	100%	3	100%	9	100%	-67%	
Region	Not Speeding	47	39%	48	36%	38	36%	48	41%	39	43%	44	39%	-17%	
1	Speeding	72	61%	77	64%	68	64%	70	59%	51	57%	68	61%	-29%	
	Total	119	100%	125	100	106	100%	118	100%	90	100%	112	100%	-24%	
	Not Speeding	1,973	55%	1,944	55%	1,853	55%	1,812	53%	1,667	54%	1,850	54%	-16%	
US	Speeding	1,615	45%	1,594	45%	1,529	45%	1,595	47%	1,441	46%	1,555	46%	-11%	
	Total	3,588	3,588 100%		100%	3,382	100%	3,407	100%	3,108	100%	3,405	100%	-13%	

### Page 052 of 317

### **NHTSA Recommended GDL Components**

	Learner's Permit										Intermediate License												Full License		
State	Age 16	V&K Tests	Basic DT	Licensed Adult	Sa'ety Belts	Zero Tol.	Distinct Permit	6 Mos C&C Free	30-50 Hrs Parent Certified	No Portable Devices	Age 16 5	Road Skills Test	Advanced Driver Training	Safety Belts	Night Restriction 10-5	Zero Tol	Driver Improvement	Distinct License	Pass. Restrict.	12 Mos C&C Free	No Portable Devices	Age 18 Restrictions Lifted	Zero Tol.	Distinct License Under 21	
CT	X	Х	Х	Х	Х	Х	Х	Х	Х	Cell		Х		Х		Х	Х	Х	Х		Cell		Х	Х	
ME		Х	Х	Х	Х	Х	Х	Х	Х	Cell		Х		X		Х		Х			Cell		Х	Х	
MA	X	Х	Х	Х		Х	Х	Х	Х		Х	Х				Х	Х	Х		Х			Х	Х	
NH	X	X	Х	Х		X	X			Cell		Х				Х		Х			Cell		Х	Х	
RI	Х	Х	Х	Х	Х	Х	Х	Х	Х	Cell	Х	Х		Х		Х		Х	X*	Х	Cell		Х	Х	
VT		Х	Х	Х		Х	Х	Х	Х			Х				X		Х					Х	Х	

\* Family exempt

#### Learner's Permit (Stage 1)

Minimum age for a learner's permit at no younger than 16 years of age.

Vision and knowledge tests, including rules of the road, signs, and signals

Completion of basic driver training

Licensed adult (who is at least 21 years old) required in the vehicle at all times.

All occupants must wear safety belts

Zero Alcohol while driving

Learners Permit is visually distinctive from other driver licenses

Must remain crash- and conviction-free for at least six consecutive months to advance to the next level, including violations of the seat belt, zero tolerance and other GDL

#### provisions, and moving violations.

Parental certification of 30 -50 hours of practice driving

#### No use of portable electronic communication and entertainment devices.

#### Intermediate (Provisional) License (Stage 2)

Completion of Stage 1.

Minimum age for an intermediate license at no younger than 16 1/2 years of age.

Completion of intermediate driver education training (e.g., safe driving decision-making, risk education, etc.).

All occupants must wear safety belts.

Licensed adult required in the vehicle from 10 p.m. to 5 a.m. (e.g., night-time driving restriction). Only limited exceptions (i.e., religious, school, medical, or employment related driving).

Zero alcohol while driving.

Driver improvement actions are initiated at lower point level than for regular drivers.

Provisional license is visually distinctive from a regular license.

Teenage-passenger restrictions: Not more than 1 teenage passenger for the first 12 months of Intermediate License. Afterward, limit the number of teenage passengers to 2 until age 18. Must remain crash-and conviction-free for at least 12 consecutive months to advance to the next stage, including violations of the seat belt, zero tolerance and other GDL provisions, and moving violations.

No use of portable electronic communication and entertainment devices.

#### Full Licensure (Stage 3)

Completion of Stage 2 State sets minimum age of 18 for lifting of passenger and nighttime restrictions. Zero alcohol while driving. Visually distinctive license for drivers under the age of 21.

### Legislation

In FY 2008, there was a considerable amount of legislative activity surrounding young drivers. Of note, Connecticut passed a Graduated Driver License bill with harsher provisions and fines that went into effect August 1, 2008. Rhode Island passed a bill that eliminated the loophole in their Social Host statue and increased penalties for underage procession of alcohol, use of fake IDs, and purchasing alcohol for a minor; this law was effective July 3, 2008.

In FY 2009, there was legislation in both New Hampshire and Vermont to reduce the Minimum Legal Drinking Age to 18; both efforts failed, but it is expected similar legislation will continue to be proposed in FY 2010. All states in the Region introduced legislation that banned cell phone use and/or text messaging, as well as legislation that would make minor changes to the state's GDL laws. New Hampshire was successful in passing an all driver text messaging ban; this law also prohibits the use of typing on laptops and other electronic devices while driving. Maine passed legislation extending motorcycle helmet requirements to those under the age of 18.

Legislation is expected to be proposed in the 2010 session on youth traffic safety issues, as well as legislation that affects all drivers (such as primary seat belt laws and banning electronic devices). NHTSA Region 1 staff will work with the SHSO's and other traffic safety partners to identify and promote the benefits of ideal GDL laws and enhancement of other laws affecting young drivers. When enacted, Region 1 staff will work with the states and partners to develop effective implementation strategies.

### Enforcement

Enforcement of young driver traffic laws starts first and foremost with the parents/guardians of young drivers. Some of our states send mailings to the parents/guardians of all their new drivers, and some states promote the use of Parent-Teen Driving Agreements. These efforts and use of other methods and materials, such as the NHTSA Parental Materials, should continue to be utilized and expanded.

There is a legitimate concern among law enforcement in the Region 1 States about methods to address enforcing GDL provisions, as well as focusing on young drivers without profiling.

Massachusetts used an incentive program where seat belt checkpoints were set up around schools and coincided with the dismissal of students. "Operation Every Teen Counts" awarded students who were wearing their seat belt and issued warnings for those who were not wearing their seat belts and citations to those who were violating the passenger restriction. Letters were also sent to each school principal requesting the establishment of a school policy requiring seat belt use on school property.

Region 1 will continue to explore ways to work with enforcement, both in the home and on the road, to find ways to enforce laws with young drivers.

### Adjudication

Based on state data, many citations given to junior operators are being dismissed in court. Based on discussions with law enforcement, this is occurring in part due to the dollar amount of the fines and the current economic conditions of the country. Region 1 will continue to monitor this situation closely and continue to work with court personnel, as well as TSRP's, to find ways to deter youth from violating graduated driver license provisions.

### **Partnerships**

Currently Massachusetts, Maine, New Hampshire, Rhode Island and Vermont have active traffic safety collations. Connecticut, Maine, and Massachusetts have active coalitions/task forces that are specific to young drivers. There are also pilot sites for the "Teens in the Driver's Seat" program in Connecticut.

During the summer of FY 2008, Region 1 and the American Schools of Public Health hosted an intern. A major aspect of this collaboration was the development of a database of partners throughout the region at the state, county, city, and grassroots level. In FY 2010, Region 1 staff will continue to work with each SHSO to utilize and enhance this database to expand partnerships with theses organizations and develop a network that can influence positive changes in their respective State.

Whenever youth programs are being developed, adolescents should play a critical role in the development process. Partnerships with organizations that are youth lead and youth focused will continue to be a vital partner in all youth programs taking place in Region 1.

### PI&E

Paid media is utilized on a limited basis for young driver issues throughout the Region 1 States. Earned media is utilized by some SADD chapters and student organizations throughout the Region. Connecticut and Massachusetts have also worked on developing earned media and marketing efforts with private partners for their GDL laws. Currently Maine is working in cooperation with AAA to develop a teen driver website.

Region 1 will continue to promote utilization of teens in the development of marketing and media strategies, as well as to explore alternative media strategies for young drivers such as social media and social marketing.

The NHTSA Region 1 media contractor has worked with several of the Region 1 States in gaining earned media coverage and, in cooperation with the Region 1 LEL, has continued to provide training to Law Enforcement partners in better marketing their activities. These types of partnerships will continue to be developed when the message is specifically relating to teens and their parents/guardians.

Region 1 will continue to expand on current efforts in marketing enforcement of laws involving young drivers to the law enforcement community as well as enforcement in the home by parents.

# Strategies/Tasks

- Work with NHTSA Region 1 State Highway Safety Offices, State Traffic Safety Coalitions and advocates to enhance and expand traffic safety programs and enforcement of laws pertaining to youth by providing technical support, fact sheets, model programs, best practices, and research notes.
- Work with the SHSO's to integrate parent/guardian enforcement and education into youth safety programs, develop and enhance Diversity/Multicultural initiatives, and assess and evaluate youth programs.
- Work with SHSO's to integrate youth enforcement and media support (paid or earned) in existing enforcement mobilizations and crackdowns, as well as sustained traffic enforcement in areas populated by adolescents. Additionally, identify areas where teens have been traditionally speeding (based on citation data and crash data), and target those zones for high visibility enforcement.
- Utilize LEL's in informing and educating law enforcement, including school resource officers, about laws pertaining to young drivers and providing best practices for the enforcement of those laws.
- Encourage LEL's to work with each State's alcohol regulation agencies to prevent underage drinking and combat establishments selling to minors. Integrate parental enforcement and social host into enforcement efforts.
- Continue to provide technical assistance to all Region 1 states to support upgrades to GDL or youth traffic safety related laws.
- Along with SHSO's, work with grassroots and activist organizations already involved with youth safety issues, such as local collations and public health organizations, to encourage and promote inclusion of youth oriented programs and messaging into their existing efforts.
- Utilizing the Region 1 media contractor, provide technical assistance to SHSO's, grassroots and activist organizations, and other partners in methods for outreach to youth populations as well as messages to use that are specific to youth. When creating youth materials or youth messaging, encourage that teens be included in the development and implementation of those programs and messages. In addition, work on utilizing a teachable moment when a crash occurs. This could involve using the Youth-Turn or other peer lead approaches.
- Provide technical assistance and actively support state's Highway Safety Plan and Strategic Highway Safety Plan efforts as part of a coordinated and comprehensive approach to youth traffic safety.
- Promote adoption of driver education national standards developed in FY 2009 to ensure consistency, uniformity and quality
- Promote the new information on the NHTSA Youth site, including the parental materials and the Facebook site.
- Continue to gather information about the feasibility of conducting a Region-wide youth traffic safety conference or summit.

# **Research Evaluation comments/needs**

 Best practices and technical assistance in utilizing social and alternative media for youth populations.

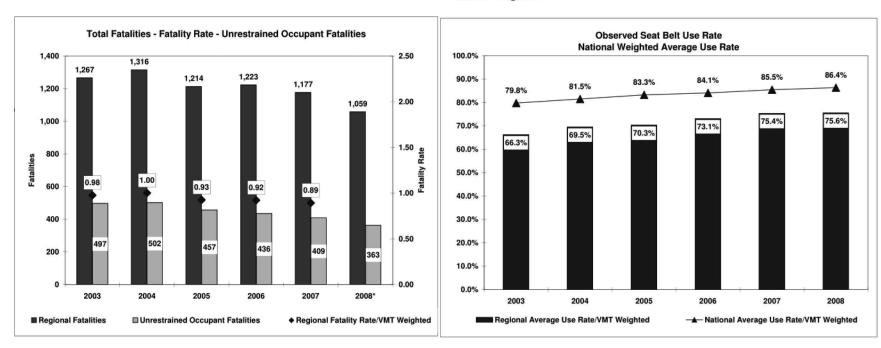
- Best practices for the enforcement and adjudication of GDL provisions.
- Best practices and technical assistance on the issue of street racing by teens.
- Development of a Teen Driving Program Assessment
- Updated evaluation of distracted driving in teen populations, with specific focus on texting.

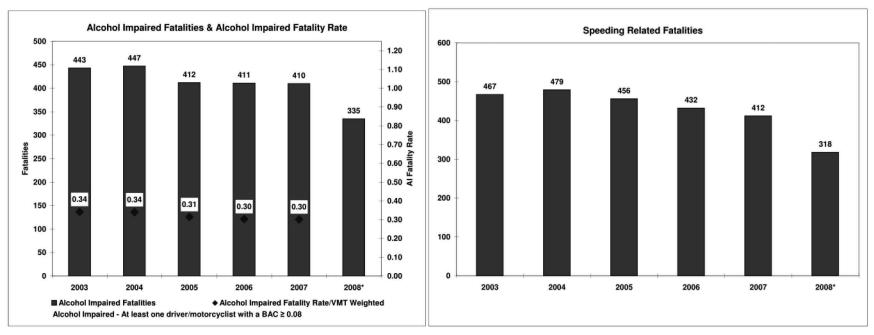
# Training needs

• At this time training needs are being evaluated but none have yet to be identified.

# Page 057 of 317

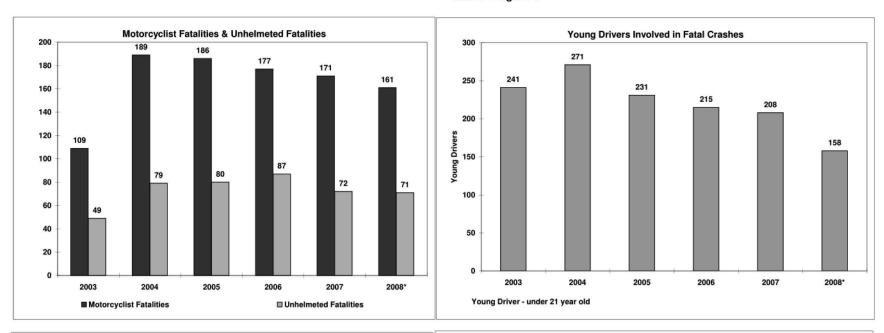
#### NHTSA Region 1

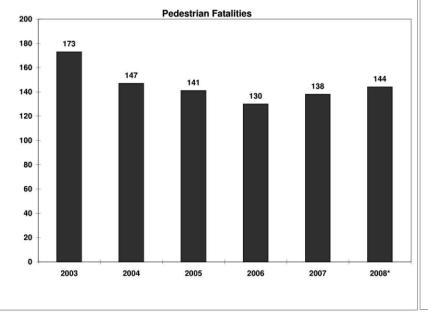


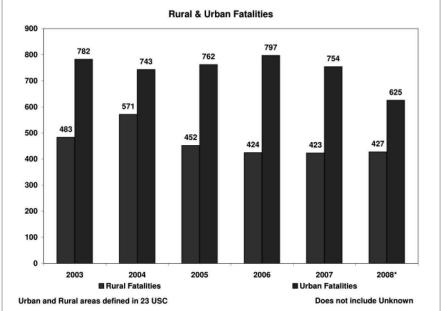


# Page 058 of 317

NHTSA Region 1

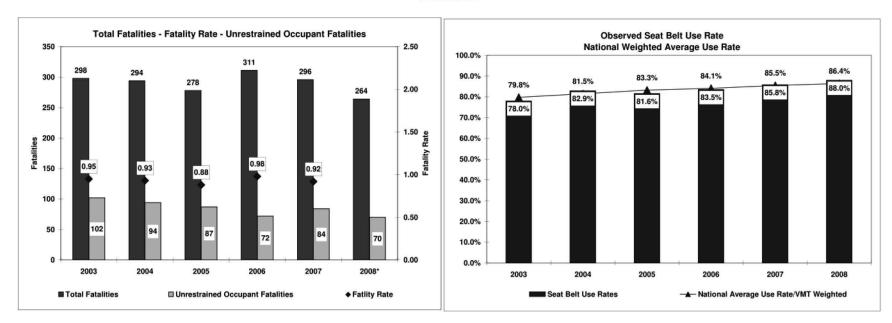


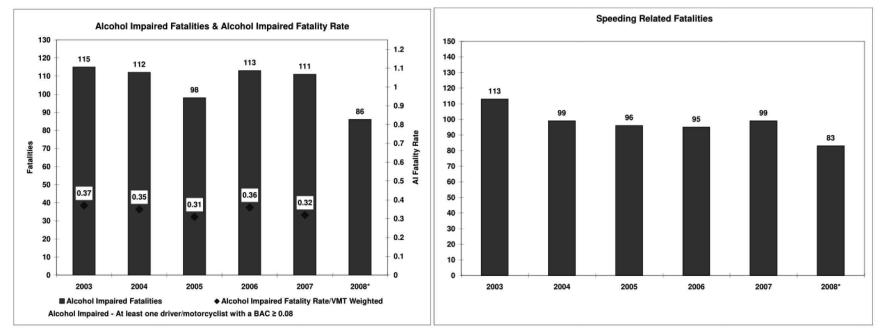




# Page 059 of 317

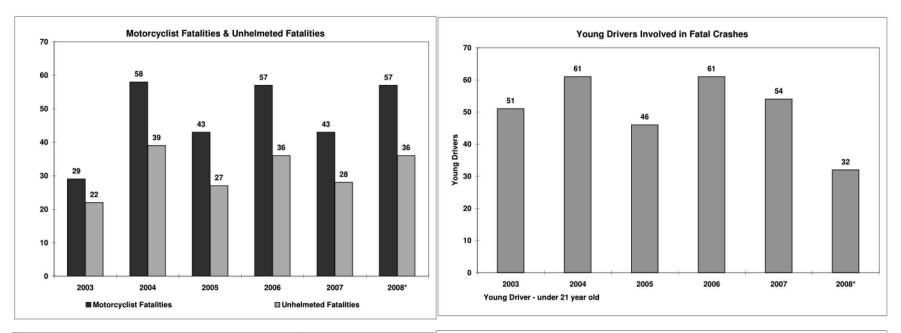
#### Connecticut

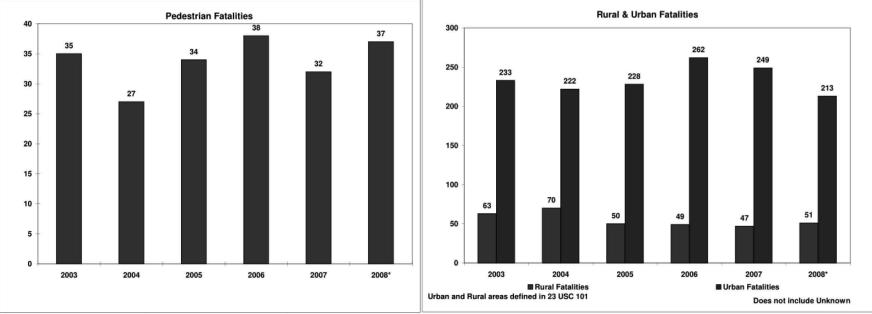




# Page 060 of 317

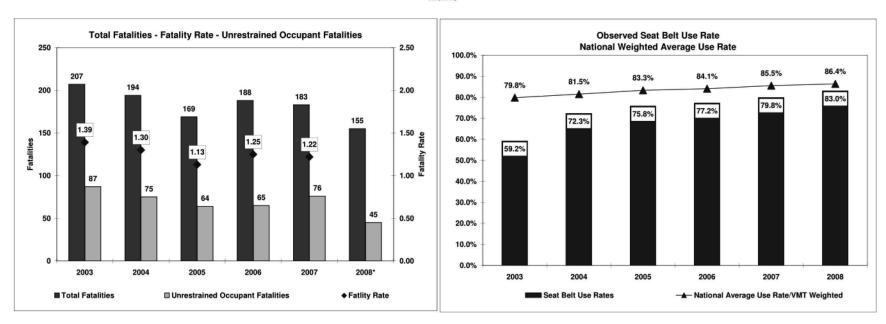
#### Connecticut

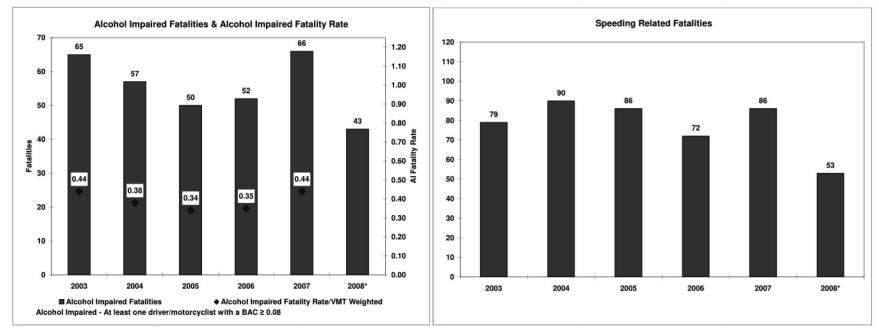




# Page 061 of 317

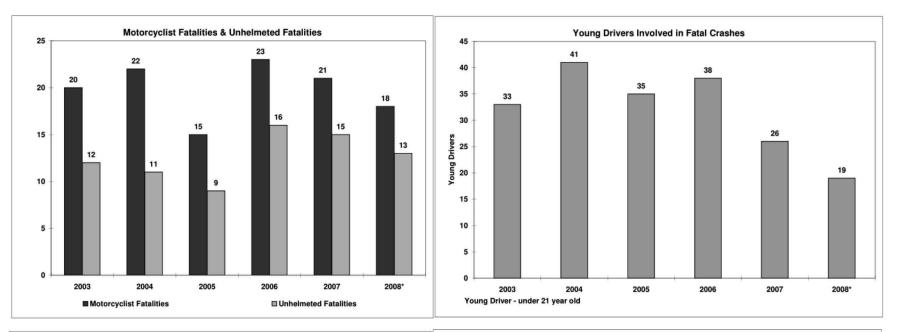
Maine

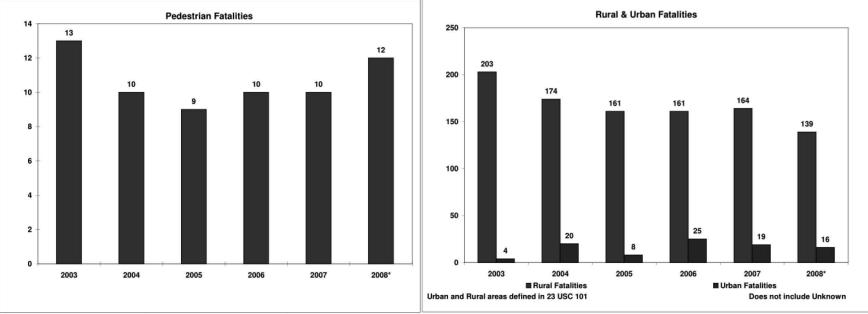




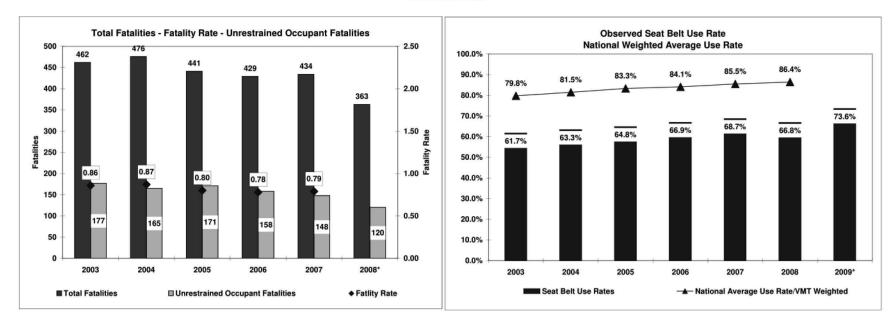
# Page 062 of 317

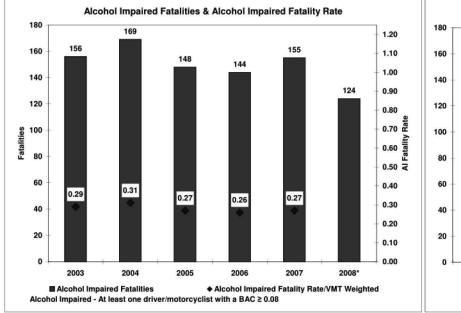
Maine

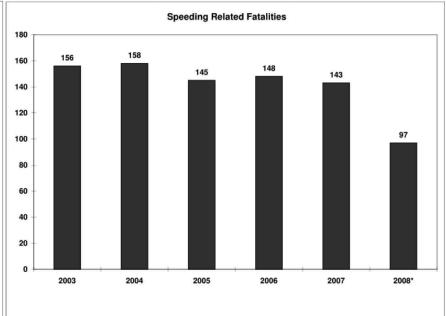




# Page 063 of 317

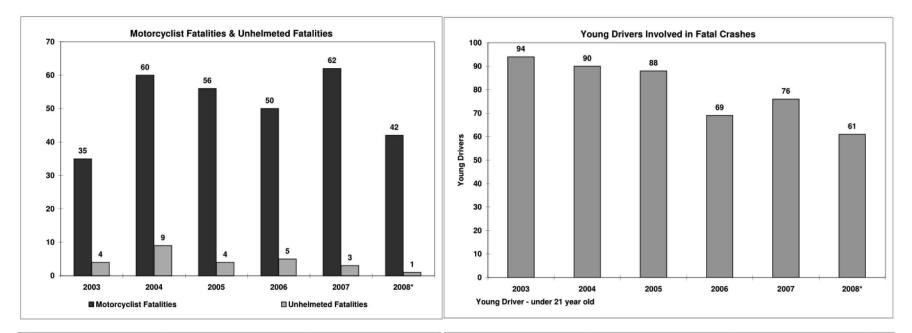


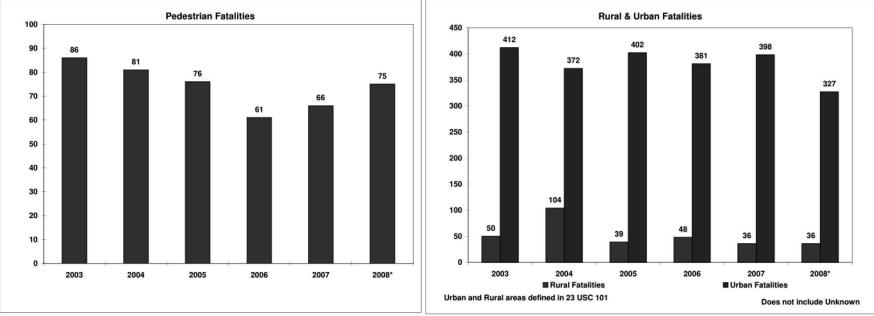




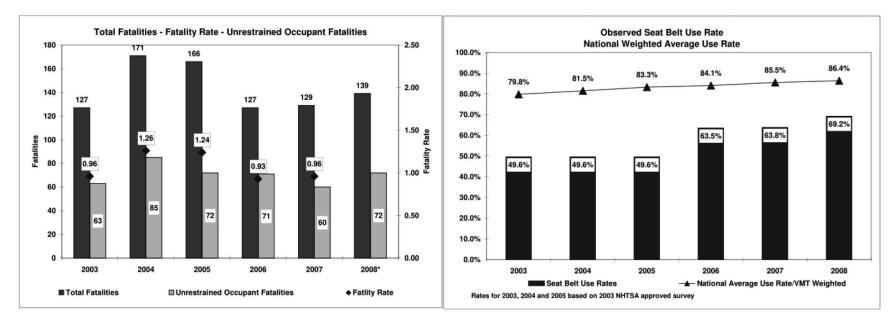
# Page 064 of 317

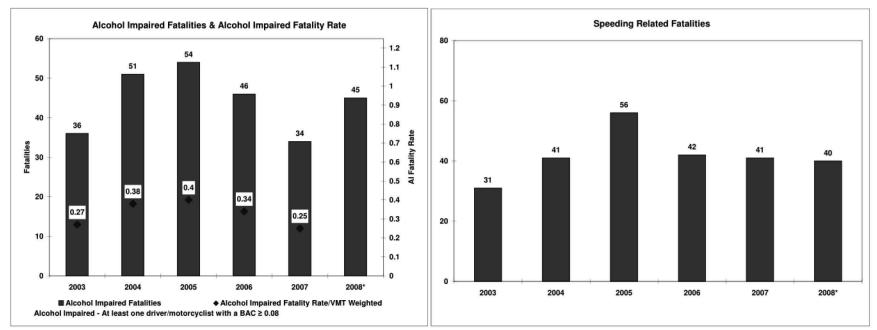
#### Massachusetts





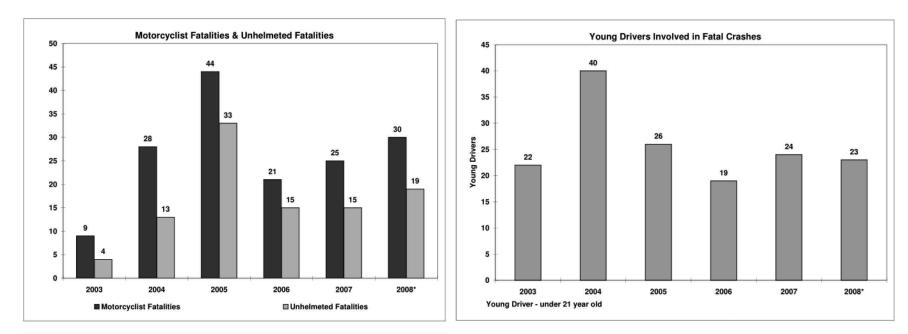
# Page 065 of 317

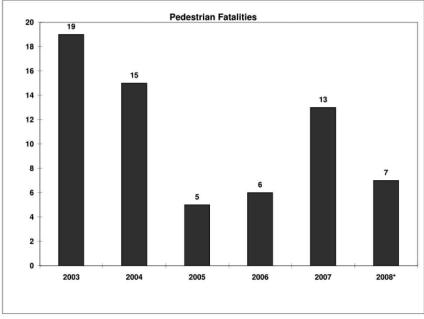


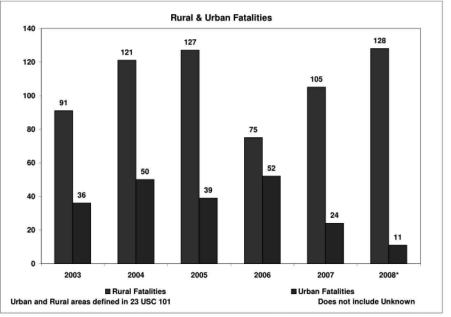


# Page 066 of 317

#### New Hampshire

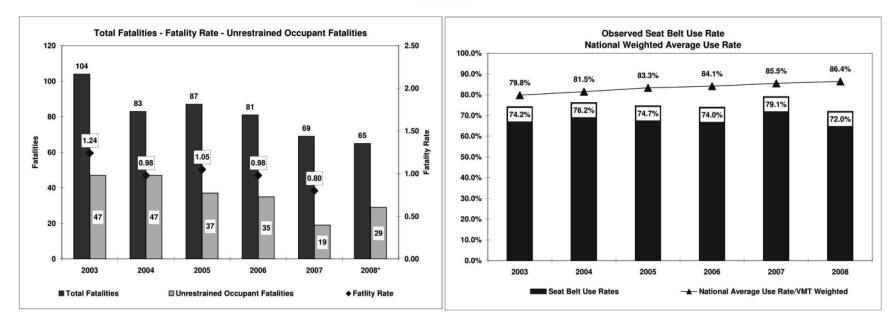


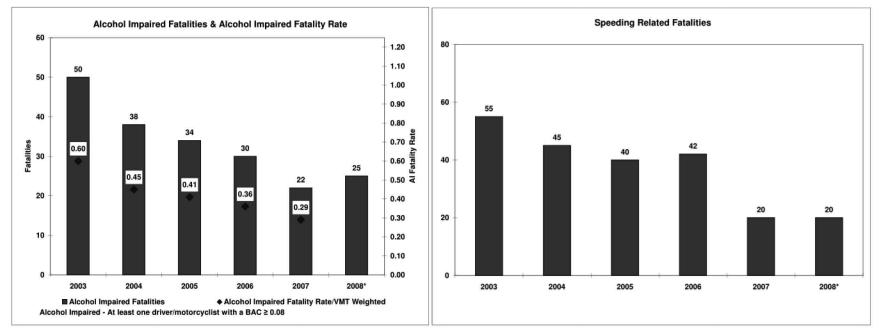




# Page 067 of 317

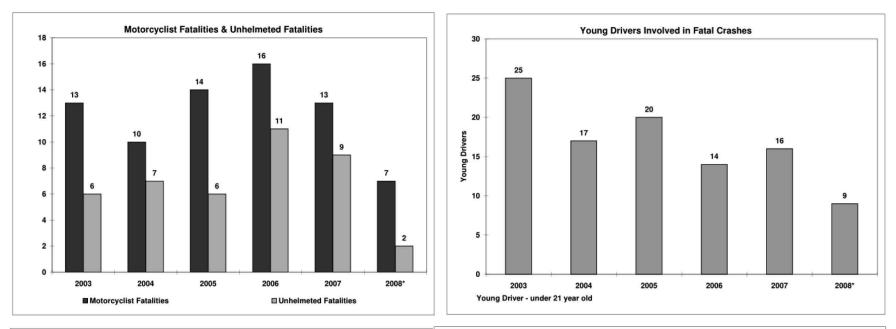
#### **Rhode Island**

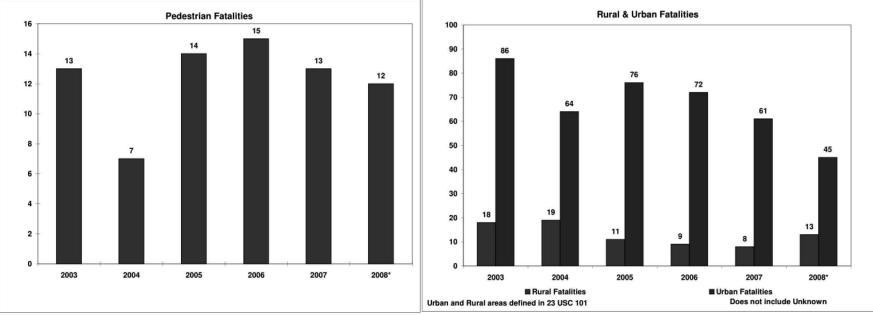




# Page 068 of 317

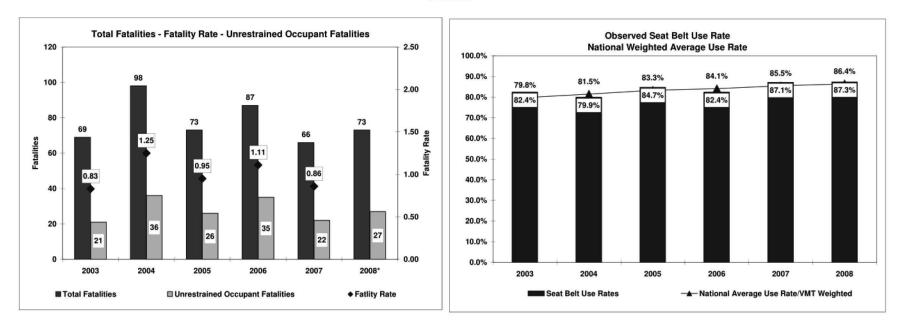
#### **Rhode Island**

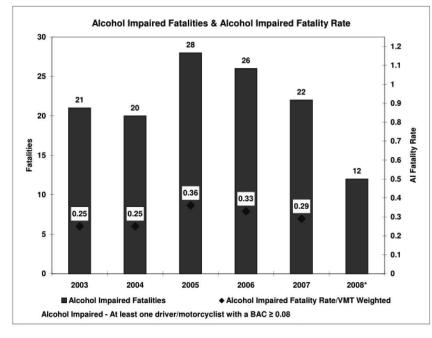


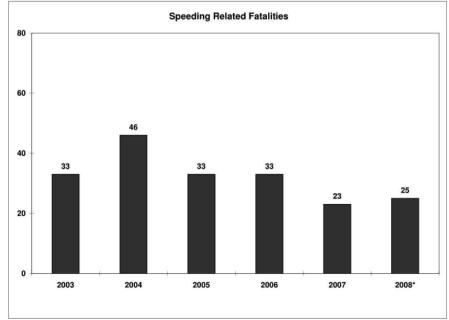


# Page 069 of 317

#### Vermont

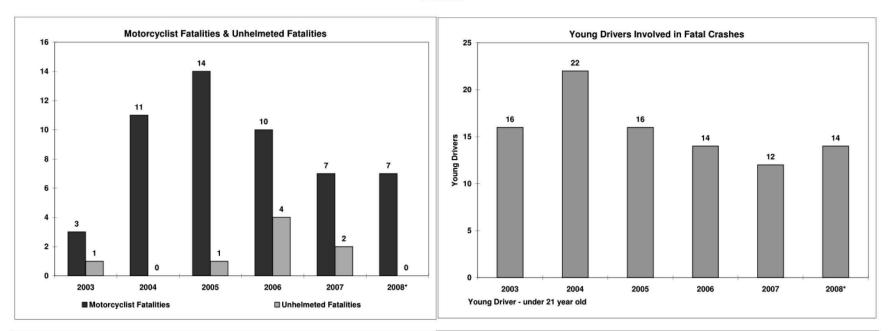


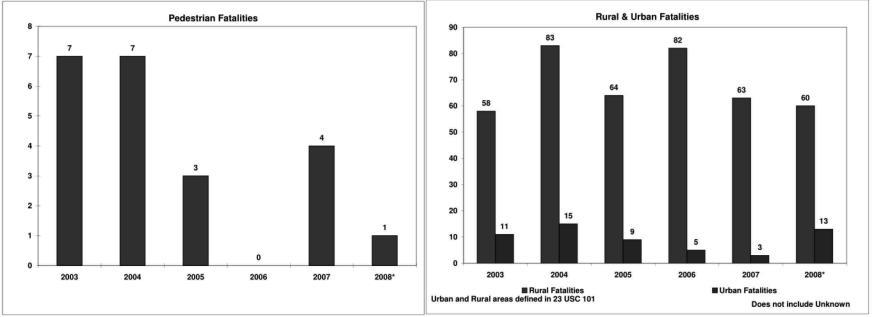




# Page 070 of 317

Vermont





Page 071 of 317

# FY 2010 Regional Action Plan

# National Highway Traffic Safety Administration Region 2

New Jersey

**New York** 





Pennsylvania



Puerto Rico

Virgin Islands

ی بیانید و ۲۰ میلید. محمد میدوند م

# **PRIORITY PROGRAM: OCCUPANT PROTECTION**

# **REGIONAL GOAL:**

Increase regional belt use rate from 88.5% in 2008 to 89.5% in 2010

# **PERFORMANCE MEASURES:**

- Increase number of police agencies participating in May mobilization from a baseline of 1,578 in 2008 to 1,700 in 2010.
- Increase percentage of required nighttime enforcement checkpoints in May mobilization from a baseline of 35% in 2009 to 50% in 2010.

# PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

The Region 2 safety belt use rate has significantly exceeded the national average for the past eight years. Four of the region's five States and territories have a primary seat belt law, and Pennsylvania continues to be a high-performing secondary belt law State. Region 2 also boasts a strong child passenger safety advocacy community, with a technician recertification rate meeting or exceeding the national average. 2009 marks the eighth consecutive year of the Region 2 Child Passenger Safety Technical Conference, a training and networking event that draws 600 instructors, technicians and child safety advocates from the region and beyond.

Challenges in the occupant protection area for Region 2 include:

- Continued need for focus on nighttime seat belt enforcement, with disproportionately high percentage of unrestrained fatalities occurring between 12AM and 5AM
- Continued need to support highway safety office in building public and political permission for primary belt legislation in Pennsylvania
- Continued need for sustained seat belt enforcement, particularly in conjunction with potential future DDACTS sites
- An absence of paid media investments in conjunction with annual mobilization

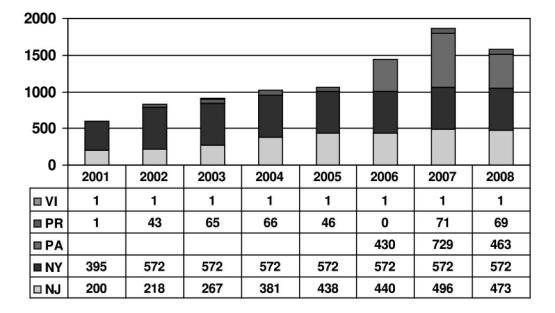
		•						
	2001	2002	2003	2004	2005	2006	2007	2008
NJ	77.6	80.5	81.2	82.0	86.0	90.0	91.4	91.8
NY	80.3	82.8	84.6	85.0	85.0	83.0	83.5	89.1
PA	70.5	75.7	79.0	81.8	83.3	86.3	86.7 <sup>2</sup>	85.1
PR	83.1	90.5	87.0	90.1	92.5	92.7	92.1	92.8
VI	91.0	89.0	84.0	86.0	89.0	80.2/	82.3	83.8
Region 2	80.5	83.7	83.2	84.9	87.2	86.4	86.7	88.5
US	73	75	79	80	82	81	82	83

#### Safety Belt Use Rates, 2001-08

<sup>1</sup>2006 marked the first NHTSA-approved survey design for the Virgin Islands.

<sup>2</sup>Pennsylvania was newly assigned to Region 2 in 2007.

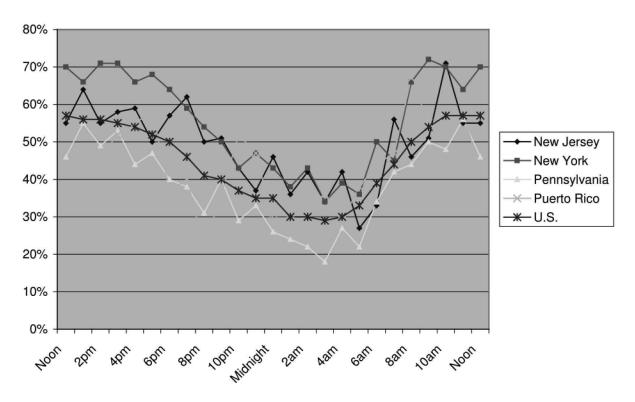
Page 073 of 317



Police Departments Participating in Mobilization, 2001-08

\*Puerto Rico did not participate in 2006 CIOT due to government fiscal crisis.





# SIGNIFICANT STRATEGIES and TASKS

#### REGION-WIDE:

- ◆ Participate in State-specific state and local press events in NY, NJ, PA
- Provide customized strategies for increasing seat belt use to the States and their lowest-use communities, based upon unrestrained fatal occupants by county, ethnicity, and time of day
- Monitor belt enforcement strategies employed by DDACTS demo project in Rochester, New York, and report best practices to potential future DDACTS sites in New Jersey, Puerto Rico and Pennsylvania
- Increase participation in the Law Enforcement Challenge
  - Attend law enforcement executive meetings, traffic safety meetings, and law enforcement conferences, and promote participation in the Challenge.
  - Attend and participate in Law Enforcement Challenge Workshops throughout the region.
- Conduct Traffic Occupant Protection Strategies (TOPS) training
- Guide States in planning and implementing nighttime belt enforcement HVE campaigns during the CIOT mobilization
- Participate in planning, management and execution of the 9<sup>th</sup> Region 2 Child Passenger Safety Technical Conference in New York

# NEW YORK

- Continue discussions with NYSDMV leadership on the following:
  - Paid media to coincide with mobilizations and crackdowns, including non-traditional media
  - Maintaining the "Click It or Ticket" branding of mobilization activities
  - The possibility of including penalty points on licenses of convicted violators
- Work with RPD and Dunlap & Associates on S.403 demo to test effectiveness of variable and fixed enforcement-based message signs

# **PENNSYLVANIA**

- Working with PennDOT and Buckle Up PA, identify barriers to increased mobilization participation and reporting, then develop strategies to increase both
- Continue to assess impediments to PBL and opportunities for its passage; develop strategies and provide resources, beginning with briefing of new GR
- Modeled after Empire States Law Enforcement Traffic Safety (ESLETS), work with SHSO, PA SP and other enforcement organizations to develop an annual traffic law enforcement conference
- Identify State and local enforcement and health champions. Working with them and PennDOT, develop strategies to create grassroots support for PBL

# NEW JERSEY

Meet with SHSO, State Police leadership, and ROIC traffic data analyst to explore occupant protection element of planned DDACTS activities

Page 075 of 317

# **TRAINING NEEDS**

• OP training for 1 RPM

# **RESEARCH, EVALUATION AND OTHER RESOURCE NEEDS**

• Request support from NCSA, RPD and ROPD in revising reporting forms in order to measure impact of nighttime enforcement during mobilization.

# PRIORITY PROGRAM: IMPAIRED DRIVING

# **REGIONAL GOAL:**

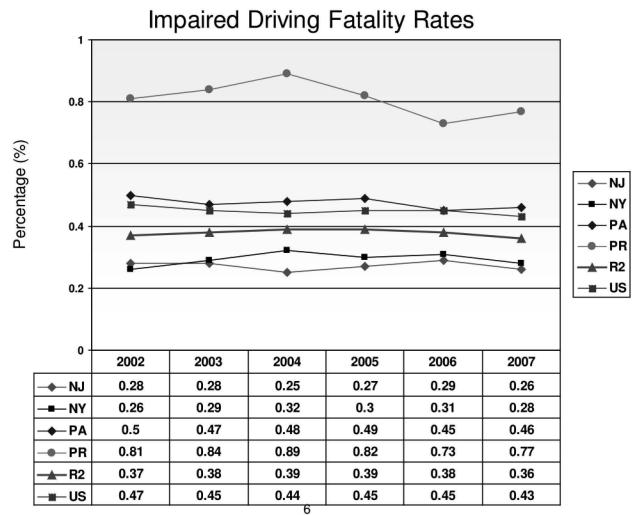
Reduce the alcohol-related fatality rate from 0.36 in 2007 to 0.34 by 2010

# PERFORMANCE MEASURES

- Number of police agencies participating in 2010 crackdown
- Number of media impressions generated during 2010 crackdown
- Number of DWI courts in Region

# **PROBLEM IDENTIFICATION & PROGRAM ASSESSMENT**

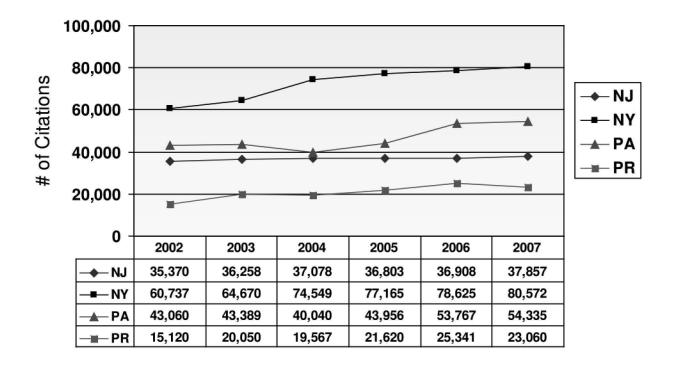
New Jersey and New York's alcohol fatality rates have been far below the National rate, as demonstrated in the graph below. Pennsylvania is near the national average and Puerto Rico's rates are among the highest in the Nation. In 2007, Region 2 had 1,231 alcohol related fatalities, accounting for 30% of total fatalities. Please note that from 2006 to 2007 NHTSA changed the way it records impaired driving fatalities from alcohol-related .01+ to the new alcohol impaired standard of .08+.



FY 2010 Regional Action Plan - National Highway Traffic Safety Administration - Region 2

KEY IMPAIRED DRIVING LEGISLATION									
State	ALR	Open container	Repeat offender	High-BAC	Significant laws or gaps				
New Jersey	No	Yes	Yes	No	DDEF, Bottle tax				
New York	No	Yes	Yes	Yes	STOP-DWI				
Pennsylvania	No	Yes	Yes	Yes					
Puerto Rico	No	No	No	No	18MDA, no zero tolerance				
Virgin Islands	No	No	No	No	18MDA, no zero tolerance				

Impaired Driving Citations



#### **Prosecution and Adjudication**

NJ, NY, PA, and PR have State-level traffic safety resource prosecutors. Region 2 will continue to build their capacity to provide technical support and training to prosecutors for the handling of impaired driving. Region 2 documented the Westchester County (NY) Probation Department's DWI Enforcement Unit as a "best practice," and will continue to promote it to the other States and Nation as well.

Region 2 has helped forge a relationship between NY's 8<sup>th</sup> Circuit Court (Erie County and vicinity) and the State Highway Safety Office; as a result, a DWI Court became operational in this area in FY07, thus making a total of 51 Drug-DWI hybrid courts

operational in the Empire State. Ten courts are operational in the following counties in PA: <u>Allegheny</u>, <u>Berks</u>, <u>Blair</u>, <u>Lackawanna</u>, <u>Lancaster</u>, <u>Lycoming</u>, <u>Philadelphia</u>, <u>York</u> and Washington. NJ and PR are considering pilot sites.

# SIGNIFICANT STRATEGIES and TASKS:

#### REGION-WIDE:

- Participate in planning and implementing statewide pre-crackdown enforcement conferences and press events in NJ, NY and PA
- Increase participation in the Law Enforcement Challenge
  - Promote Challenge throughout the year by attending law enforcement executive meetings, traffic safety meetings, and law enforcement conferences.
  - Advertise the Challenge on State Chiefs of Police websites and publish articles in various law enforcement publications in the region.
  - Meet with the Governor's Representatives to explore the possibility of aligning the grant application information with Challenge application requirements, e.g., traffic safety policies, statistical evidence of program effectiveness.
  - Conduct Law Enforcement Challenge Workshops throughout the region.
- Conduct tri-state press events in December 2009 and August 2010 to kick off the 3D-month and crackdown campaigns, respectively

#### NEW JERSEY:

Meet with the DHTS alcohol coordinator and attend Impaired Driving Committee policy meetings as statewide grant program evolves and provide technical assistance on implementing recommendations made by the Committee.

#### NEW YORK:

 Work with the GTSC and STOP DWI Coordinators Association on revitalizing the DWI general deterrence model.

# PENNSYLVANIA:

Modeled after Empire States Law Enforcement Traffic Safety (ESLETS), work with SHSO, PA State Police and other enforcement organizations to develop an annual traffic law enforcement conference

# PUERTO RICO:

- As a S.410 "high-fatality rate" State, guide PR in implementation of High Visibility Enforcement efforts, including topics such as:
  - Low-staffing checkpoints
  - Strategic Communications Planning
  - Looking Beyond the Ticket
- Meet with the traffic safety resource prosecutor and evaluate project funded by PRTSC at the Department of Justice to assess progress and identify weaknesses.
- Work with PRTSC on an implementation plan for the Impaired Driving Assessment conducted in 2003 and track recommendations on a quarterly basis.

Page 079 of 317

# TRAINING NEEDS

• ARIDE, SFST and DRE training for Puerto Rico and Pennsylvania

# **RESEARCH, EVALUATION AND OTHER RESOURCE NEEDS**

Support from NCSA:

• State-specific data runs paralleling the DOT HS 810 920 report, "Fatalities and Alcohol Impaired Crashes by State" broken further by County

Page 080 of 317

# PRIORITY PROGRAM: DATA ENHANCEMENT

# NATIONAL GOAL:

Timely, accurate, complete, consistent, integrated and accessible highway safety data

# **REGIONAL GOAL:**

Evaluate and monitor the effectiveness of R2 States' highway safety data using the criteria of Timeliness, Accuracy, Completeness, Consistency, Integration and Accessibility

# **PROBLEM IDENTIFICATION & PROGRAM ASSESSMENT**

Effective and efficient highway safety programs begin with good data. With S.408 funding and its related requirements, over the last four years, we continued to systematically assess and evaluate our States' traffic records systems and files with a focus on completeness, accuracy, timeliness, consistency, integration, and accessibility.

# PERFORMANCE MEASURES

- Subsequent year funding qualifications of Region 2 jurisdictions
- Number of MMUCC- and NEMSIS-compliant elements for States
- Expenditure of funds for evaluation, improvement and linkage of data and traffic records systems
- FARS Operations on site monitoring and data reporting improvements in Region 2 States

# SIGNIFICANT STRATEGIES and TASKS:

#### S.408 Oversight

- Continue to implement monitoring and reporting system used by the Region 2 to assess progress and performance in the following areas:
  - Implementation of Strategic Plan
  - Data quality and program measures improvements
  - Compliance with MMUCC and NEMSIS
  - Improvement and linkage of data and traffic records systems
  - Expenditure of fund

#### <u>Other</u>

- Participate in the States' Strategic Highway Safety Plan and TRCC meetings, and provide resources and guidance as appropriate
- Plan, co-host and manage annual Bi-Regional Information Data Group Exchange (BRIDGE) traffic records workshop with Region 1
- Consult with the NCSA FARS specialists, and conduct frequent/regular communication and onsite monitoring of FARS operations in each State focusing on

Fast FARS improvements, race/ethnicity reporting, completeness, accuracy, timeliness, consistency, integration, and accessibility of FARS data.

- Track implementation of States' Traffic Records Assessments
- Facilitate the PA TR Assessment in the Fall of 2010...Assessment is due by December 2010
- Meet with New Jersey highway safety office and TRCC Chair to develop strategy for attaining Statewide electronic crash reporting
- Pursue the possibility of hiring a second FARS analyst in PA with the PennDOT leadership
- Work with the PR leadership to institute more timely invoicing (perhaps quarterly

#### **Technical Assistance**

- Conduct site visits to the States to observe, understand and review their traffic records systems; participate in State TRCC committees; and offer technical assistance when necessary
- Work with the States to use the traffic records assessment recommendations to develop and plan improvements that will be reflected in the strategic plans
- Communicate routinely with FARS specialists and act on correcting deficiencies that might surface.
- ✤ Assist PA in conducting the TR Assessment by December 2010.

# TRAINING NEEDS

• None identified

# **RESEARCH, EVALUATION AND OTHER RESOURCE NEEDS**

- Work with NHTSA TSASS Contractor and Susan McHenry as the point of contact for technical assistance in reviewing MMUCC, NEMSIS, and other safety records system to determine compliance
- · Participation in vital meetings with state officials
- NHTSA's Traffic Safety Facts should be replicated to display State by State information

# PRIORITY PROGRAM: GRANTS MANAGEMENT

# **REGIONAL GOALS:**

#### Liquidate funds at a rate higher than the national average Close out all Highway Safety Plans by 12/31/10

# **PERFORMANCE MEASURES**

- Number of days to obligate funds to GTS (Target: < 30 days)
- Amount of funds assigned to projects (Target: >95%)
- Costs incurred and claimed in proper fiscal year (Target: 100%)
- Number of oversight activities conducted by regional staff (Target: 20)
- Number of Management Reviews conducted by regional staff (Target: 1)

# **PROBLEM IDENTIFICATION & PROGRAM ASSESSMENT**

HIGHWAY SAFETY FUNDS (FY09 and carry forward)								
	Obligated	Liquidated	% Liquidated					
NJ	\$14,968,655	\$2,385,599	16%					
NY	\$49,726,980	\$5,516,703	11%					
PA	\$28,349,104	\$3,376,456	12%					
PR	\$14,622,579	\$824,662	6%					
VI	\$2,592,001	\$0	0%					
	As of 5/8/09 Source: GTS							

#### Obligation of funds to GTS and assignment to projects

Our States generally obligate funds to GTS quickly. Assignment to grants, however, is a somewhat slower process in part due to State restrictions.

#### Liquidation of obligations

Our States are generally at the National average for liquidation by closeout. In the past, additional monitoring visits to and dialogs with SHSOs have helped hasten liquidation.

#### Management Reviews

- NJ: MR conducted FY08; no CAP
- NY: MR scheduled for 9/09
- PA: MR conducted 3/09; draft report submitted 4/09; no CAP
- **PR:** MR conducted 9/08; CAP being implemented
- VI: To be conducted in FY10

# SIGNIFICANT STRATEGIES and TASKS:

- Institutionalize Management Guidance and Oversight Procedures, as follows:
  - Assess each State's Highway Safety Plan and Annual Evaluation Report within 15 days of receipt, and communicate findings to States.
  - Establish and adhere to a year-long timeline of monitoring and oversight activities, including:
    - On-site voucher reviews to ensure closeout compliance, to be conducted after the first FY10 vouchers are submitted by each State.
    - On-site monitoring of selected projects to ensure compliance with applicable rules and regulations, and follow up with SHSOs, as appropriate.
    - o Project file reviews during each visit to SHSO
    - Mid-year HSP assessments of progress on:
      - Goals and Objectives
      - Obligation and Liquidation
      - Grant applications (if applicable)
      - FY11 HSP planning process
- Conduct the following Management Reviews/SMR activities:
  - Conduct Management Review of VIOHS
  - Monitor CAP implementation by PRTSC and GTSC (if necessary)
- Assess each State's FY10 HSP and AER for compliance with the joint NHTSA/GHSA "Traffic Safety Performance Measures for States and Federal Agencies" and train SHSOs on their use.
- Search Single Audit Clearinghouse website quarterly to check the status and resolve findings of A-133 audits in the Region, and report/resi;olve within 30 days; provide technical assistance to States when necessary.
- Continue to implement region-wide tracking of recommended actions resulting from monitoring and oversight activities, including:
  - HSP and AER review
  - Program and project monitoring
  - Management concerns resulting from Management Review
  - Program assessments
  - Fiscal/voucher reviews
  - Routine communications and correspondence

# TRAINING NEEDS

- Management Review training 1 RPM
- Managing Federal Finances 2 RPMs

# **RESEARCH, EVALUATION AND OTHER RESOURCE NEEDS**

None identified

Page 084 of 317

# PRIORITY PROGRAM: MOTORCYCLE SAFETY

# **REGIONAL GOALS:**

Increase activities to reduce motorcycle crashes

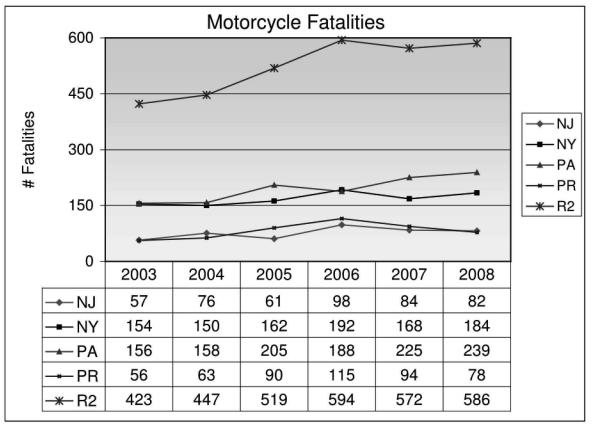
# PERFORMANCE MEASURES

- Increase grant funding in MC program areas
- Increase number of State motorcycle assessments

# **PROBLEM IDENTIFICATION, PROGRAM ASSESSMENT, ACTIVITIES**

A total of 572 motorcycle fatalities were reported in Region 2 in 2007, accounting for 14% of all fatalities for the year. Since 2002, motorcycle fatalities have increased 48% in the Region and addressing the upward trend of fatalities remains a challenge.

In FY 2008, we held our third bi-regional Motorcycle Safety Conference, exchanging ideas and following up on actions discussed in the 2007 conference. We also described several initiatives in New York such as high visibility enforcement of motorcyclists through checkpoints as well as recommendations that came out of the 2007 motorcycle assessment. Puerto Rico presented on the passage of their stricter law geared at motorcyclists and the challenges faced by law enforcement.



\* Preliminary 2008 data; Source: FARS;\* R2 Totals includes the Virgin Islands

14

FY 2010 Regional Action Plan - National Highway Traffic Safety Administration - Region 2

# SIGNIFICANT STRATEGIES and TASKS:

#### REGION-WIDE:

- Continue to assist SHSOs in implementing the countermeasures identified in NAMS and remain vigilant in ensuring that motorcycle safety remains a priority program for our SHSOs and other partners.
- Using NCSA FARS mapping coupled with State crash/injury data, identify high-crash and high-risk localities and communities in need of targeted countermeasures.
- Place emphasis on motorcycle enforcement during crackdowns by providing law enforcement executives with the best practices available. This could be accomplished through publications and law enforcement leadership summits.

#### NEW JERSEY:

Meet with DHTS Motorcycle Coordinator and Motor Vehicle Commission to discuss their motorcycle safety program and obstacles that MVC is facing in implementing motorcycle safety projects.

#### NEW YORK:

 Arrange a meeting with the NYS Motorcycle Safety Program Manager to discuss an implementation plan of the key recommendations of NY's assessment conducted in FY08

#### PUERTO RICO:

- Meet with motorcycle safety coordinator and media relations specialist on collaborating efforts in paid media and enforcement to increase motorcycle safety.
- Work with FARS analyst and Police Traffic Services Coordinator on improving data collection methods and identifying high crash locations for motorcyclists.

#### PENNSYLVANIA:

Meet with Motorcycle Safety Coordinator at BHSTE to learn more about efforts by BHSTE to address motorcycle safety.

# TRAINING NEEDS

# **RESEARCH, EVALUATION AND OTHER RESOURCE NEEDS**

- RPD support for M/C legislation implementation in PR basic rider evaluation
- NCSA support in mapping data by locality, ethnicity and other factors

Page 086 of 317

# OTHER SAFETY COUNTERMEASURES: Pedestrian Safety

#### **REGIONAL GOAL:**

Increase activities to reduce pedestrian crashes and fatalities

Region 2 recognizes that the traffic safety problems confronting our partners, stakeholders and constituents are as numerous as they are critical. The FY 2010 RAP continues to address the most significant priority areas in highway safety, and describe specific tasks and strategies staff will pursue.

FARS data over the past eight years has shown a continued high number of pedestrian crashes and fatalities, and preliminary data in more recent years indicates this trend is growing worse. Region 2 will increase activities toward improving pedestrian safety within its 2010 Regional Action Plan.

# **PROBLEM IDENTIFICATION, PROGRAM ASSESSMENT, ACTIVITIES**

Our region is highly urbanized, and continues to have a larger percentage of pedestrian fatalities than the Nation. Two of the region's States, New York and New Jersey, have been identified as 'Focus States' for pedestrian safety by the Federal Highway Administration. These are States for which pedestrian fatalities comprise a significantly greater-than-average portion of total traffic fatalities, and so are eligible for additional training and resources from FHWA. Puerto Rico also shares a much higher-than-average pedestrian fatality rate. In 2009, we learned about and shared early outcomes from promising local programs, held frequent planning meetings with partners in the FHWA Divisions, and obtained more detailed pedestrian data analyses.

Research demonstrates that the most effective pedestrian safety countermeasures integrate engineering, enforcement and education activities unique to the individual community. Region 2 efforts will reflect these driving principles, continuing to closely coordinate with key Federal, State and community partners.

# SIGNIFICANT STRATEGIES and TASKS

- Obtain serious injury pedestrian crash data trends for New Jersey, New York and Puerto Rico, and overlay with five-year fatality trends. In conjunction with States, assess data overlay for communities with highest need for safety countermeasure programs.
- In New Jersey, assist DHTS and NJ DOT in developing a State-level partner meeting to build an action plan and timeline for community workshops
- In New Jersey, assist community workshop teams in planning and conducting assessments, and developing local countermeasure programs
- In Puerto Rico, coordinate meeting with Commission, FHWA Director, law enforcement to develop strategy for pedestrian safety program

Page 087 of 317

# OTHER SAFETY COUNTERMEASURES: Older Drivers

# **REGIONAL GOAL:**

Increase activities to reduce older driver crashes and fatalities

# **PROBLEM IDENTIFICATION, PROGRAM ASSESSMENT, ACTIVITIES**

Older driver fatalities are a larger portion of traffic fatalities in Region 2 than in the U.S. as a whole. This, coupled with the significant growth in the older population, demands that we address the program area of older drivers. Similar to other program areas in this section, the most effective countermeasures (e.g. licensing, signage, transit) are beyond the scope and resources of this office. The "*Older Driver Law Enforcement*" course has already been delivered in NY, NJ and PA; working with our LEL, Region 2 will continue to meet with state police leadership and statewide police organizations to institutionalize the training in our region.

Fatal Crashes	and Fa	talities l	nvolvin	g Older	Drivers	(70+ Years	Old)
	2003	2004	2005	2006	2007	Total 2003-07	% Change 2003-07
New Jersey							
Fatal Crashes	85	93	82	93	101	454	18.8%
Older Drivers Killed	59	56	51	57	67	290	13.6%
New York							
Fatal Crashes	177	194	170	179	161	881	-9.0%
Older Drivers Killed	119	117	111	114	110	571	-7.6%
Pennsylvania							
Fatal Crashes	212	195	208	188	180	983	-15.1%
Older Drivers Killed	151	141	144	131	118	685	-21.9%
Puerto Rico							
Fatal Crashes	22	21	21	27	24	115	9.1%
Older Drivers Killed	12	12	13	19	13	69	8.3%
Region							
Fatal Crashes	496	503	481	487	466	2,433	-6.0%
Older Drivers Killed	341	326	319	321	308	1,615	-9.7%
U.S.							
Fatal Crashes	4,645	4,367	4,306	4,127	4,030	21,475	-13.2%
Older Drivers Killed	3,238	3,009	2,968	2,824	2,757	14,796	-14.9%

	Population Projections, Age 65+ source: www.census.gov							
200520152025Projected20-yr change								
NJ	1,093	1,279	1,654	+51%				
NY	2,321	2,627	3,263	+41%				
PA	1,867	2,092	2,659	+42%				
TOTAL	5,281	5,998	7,567	+43%				
	Figures in thousands; PR and VI unavailable							

17

FY 2010 Regional Action Plan - National Highway Traffic Safety Administration - Region 2

# Regional Action Plan NHTSA Region 3

Delaware

**District of Columbia** 

Kentucky

Maryland

North Carolina

Virginia

West Virginia

2010







It's Time To Get Tough On Aggressive Drivers!

# INTRODUCTION

Region 3 (R3) is comprised of Delaware, District of Columbia, Kentucky, Maryland, North Carolina, Virginia, and West Virginia. In 2008, the Region faced a new challenge with the addition of Kentucky and North Carolina. The regional re-alignment resulted in R3 receiving a larger share of the nation's fatality problem – approximately 11 percent of the nation's total fatalities. The table below shows that in 2008 the Region experienced a significant drop in fatalities (538 fewer fatalities than in 2007). Passenger vehicle occupants and motorcycle riders were the two areas where the Region made the most progress in decreasing fatalities.

	Person Type				
Year	Passenger Vehicle Occupants*	Motorcycle Riders	Nonoccupants**	Other Occupants***	Region 3 Total
1998	3,548	224	618	128	4,518
1999	3,390	265	528	140	4,323
2000	3,563	258	522	133	4,476
2001	3,602	302	531	114	4,549
2002	3,674	316	530	156	4,676
2003	3,673	326	529	149	4,677
2004	3,621	373	519	176	4,689
2005	3,446	456	557	177	4,636
2006	3.527	453	529	167	4,676
2007	3,441	602	522	189	4,747
2008	2,995	524	545	145	4,209
2008 USA	25,517	5,366	5,500	1,295	37,678

Motor Vehicle Crash Fatalities in R3 (DE, DC, KY, MD, NC, VA and WV) by Person Type and Year

\* Includes occupants of passenger cars, vans, SUVs, pickups and other light trucks

Source: FARS

\*\* Includes pedestrians, pedalcyclists and other/unknown non-occupants

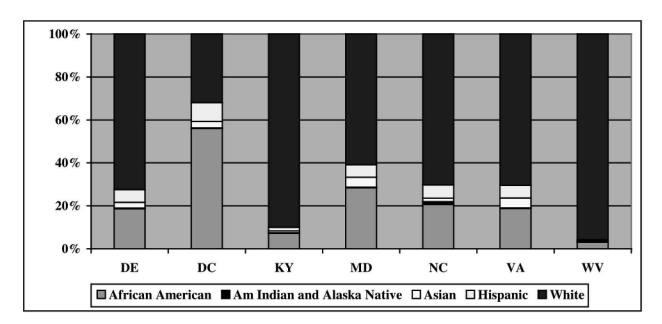
\*\*\* Includes occupants of large trucks, buses & other/unknown vehicle types

Region 3 continues to encourage States to implement data-driven programs, using proven countermeasures that are designed to reach the intended audience. Working out signature Regional campaigns - Click-It or Ticket-It (CIOT) and Checkpoint Strikeforce (CPSF) is a key to our successes. These model programs are cooperative efforts, where all the jurisdictions in the Region share resources, strategies and partner with one another on law enforcement and media activities to strengthen program reach and effectiveness.

In 2009, *Motorcycle Safety* continues to be the Region's special focus area, as motorcycle deaths remain a significant problem for the Region. In 2010, we plan to conduct a Tri-Regional Motorcycle Meeting with Region 5 and Region 7 to share best practices, promote motorcycle assessments, and explore potential countermeasures.

In the past, the R3 has conducted Regional conference calls on traffic safety issues related to diverse groups/communities. In 2010, we will continue to provide this type of technical assistance and work with the States to develop and disseminate multi-cultural materials and messages on all highway safety issues. The Region population is comprised of the following:

Page 090 of 317



The R3 plan outlines program goals, status, and strategies by the following five major program areas: 1) Grants Management; 2) Data Enhancement; 3) Impaired Driving; 4) Occupant Protection; and, 5 Motorcycles). It is important to note that the Region works with the States on all of the NHTSA traffic safety programs (i.e., speed, pedestrian, school bus safety, older driver, EMS, safercar.gov, etc.). However, our RAP addresses the highest priority programs for our Region.

# PRIORITY PROGRAM: MANAGEMENT

# **REGIONAL GOALS:**

Monitor the timely obligation and expenditure of funds from all grant programs. Monitor and work to close out Corrective Action Plans from previous fiscal years.

# PERFORMANCE MEASURES

- Complete Management Reviews and Special Management Reviews as required.
- Complete Monitoring Activities for all States (e.g., project file reviews, on-site project review of sub-grantees, voucher reviews, and Corrective Action Plan follow-up reviews).
- Monitor successful resolution of findings/recommendations as contained in the current Corrective Action Plans from previous fiscal years.
- Monitor Liquidation rates and provide quarterly status reports to states.

# PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

#### Obligation of funds to GTS and assignment to projects

**Liquidation Rates:** On average, the R3 States liquidated 57 % of all funds in FY 08, which is an improvement over last year (in FY 07 only 41% of all funds were liquidated). The Regional Office will continue to monitor liquidation rates and provide quarterly reports to the States.

	FY 2008 Liqu	idation Rates – Re	gion 3 States	
STATE	FY08 Obligations	Carryover	Liquidated	% Liquidated
DE	\$2,547,948	\$2,951,641	\$2,928,723	47%
DC	\$2,447,379	\$4,298,673	\$3,104,003	54%
КҮ	\$4,306,199	\$5,073,384	\$4,975,352	47%
MD	\$6,705,162	\$8,873,525	\$8,197,891	47%
NC	\$11,494,406	\$14,603,442	\$10,476,325	60%
VA	\$9,610,392	\$10,065,306	\$8,578,110	56%
WV	\$8,577,307	\$5,431,000	\$3,016,188	78%
Region	\$45,688,794	\$35,464,301	\$41,276,594	57%
Note: Does no	ot include Section 154	164 funds		

#### Management Reviews and Special Management Reviews

The Region conducted two Management Reviews for KY and VA in FY09 (no Special management reviews were required). R3 will continue to work with the States to implement the recommendations from the reviews and close out the Corrective Action Plans.

MR and SMR								
Schedule	2004	2005	2006	2007	2008	2009	2010	2011
Delaware	MR			MR			MR	
Dis. Of		MR and						
Columbia		SMR-ID			MR			MR
Kentucky			MR			MR		
Maryland		MR			MR			MR
North Carolina				MR			MR	
Virginia			MR		SMR-OP	MR		
West Virginia		MR	SMR-ID		MR			MR

Green- Completed

**Teal-** Planned

# **SIGNIFICANT STRATEGIES and TASKS:**

- Monitor States' carryover rates and provide quarterly reports on liquidation rates.
- Conduct a Management Review for DE and NC in FY 10.
- Work with States to implement the new Performance Measures in their 2010 HSPs.
- Monitor all Corrective Action Plans from previous years to follow implementation of required actions.
- Conduct a minimum of five project-monitoring activities per year in each State, with one of these activities a second voucher reviews in each State.
- Conduct quarterly meetings with the Regional Administrator and SHSO management staff to discuss program progress and resolve any issues.
- Monitor the Single Audit Clearinghouse website quarterly and resolve findings of A-133 audits in the Region; provide technical assistance to States when necessary.
- Conduct Grant Management workshops as needed/requested by States.
- Conduct two GR/Coordinator meetings.

# PRIORITY PROGRAM: DATA ENHANCEMENT

#### **REGIONAL GOAL:**

To assist the States in enhancing their traffic records data systems by ensuring that complete, accurate, and timely data is collected, analyzed, and made available for decision-makers at the national, state and local levels to improve traffic safety.

#### **PERFORMANCE MEASURES:**

- Assist States to improve their State Traffic Records Systems leadership, coordination and planning by providing technical assistance.
- Assist all States to apply and qualify for an available NHRSA data grant.
- Coordinate Traffic Records Assessment for Maryland.

# PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

All States in the Region have a current Traffic Records (TR) Assessment. Maryland has requested a TR Assessment for 2010. The Region assists in organizing TR assessments, which are very valuable in helping the States to identify their traffic records deficiencies and provide direction for the TRCC. The Region continues to follow up on the assessment recommendations, as these recommendations are the basis of the State's Traffic Records Strategic Plan.

In 2009, R3 conducted a Regional TR Meeting focused on State performance measures that demonstrate progress to qualify for a 408 grant. NHTSA Headquarters attended and assisted in providing States feedback to ensure the performance measures selected were appropriate. Regional staff also attended State TRCC meetings to provide technical assistance on grant fund requirements and development of performance measures. In FY09, all of the States applied for and received Section 408 funds (update after final award). In FY10, the Region will continue to monitor the 408 grants to ensure that States continue to make progress.

The Regional also worked with NHTSA headquarters to promote the Crash Outcome Data and Evaluation System (CODES) program. As a result, all R3 states may have a CODES program up and running by the end of 2010.

State	Year of last Traffic Rec.	Electronic Crash	Functioning TRCC	NHTSA MMUCC	Codes State	408 Funding (years)
	Assessment	Submission		Analysis	2	0,0000,000
DE	2005	Yes	Yes	Yes	Yes	07; 08
DC	2007	No	Yes	Yes		07; 08
KY	2007	Yes	Yes	Yes	Yes	06; 07; 08
MD	2005	No	Yes	Yes	Yes	06; 07; 08
NC	2007	Yes	Yes	Yes		06; 07; 08
VA	2005	Yes	Yes	Yes	Yes	06; 07; 08
WV	2006	No	Yes	Yes		06; 07; 08

# **<u>SIGNIFICANT STRATEGIES and TASKS:</u>**

- Provide technical assistance to SHSOs in development of their Traffic Records grant application package.
- Review Traffic Records Coordinating Committee progress in each State.
- Ensure that every State has a current (within 5 years) Traffic Records Assessment.
- Assist States to implement their Traffic Records Strategic Plan and TR Assessment recommendations.
- Work with SHSOs to promote the continuance of Traffic Records Coordinating Committees, encourage comprehensive membership, and participate in meetings.
- Encourage States to include EMS leaders in their Traffic Records activities especially with respect to improving NEMSIS.
- Provide technical assistance to R3 States that want to become a CODES State (DC, NC and WV).
- Conduct the NHTSA Data and Evaluation course for State highway safety professionals.

#### Data Resources Needed:

• Assistance with conducting Maryland Traffic Records Assessment

### PRIORITY PROGRAM: IMPAIRED DRIVING

# NATIONAL GOAL:

Reduce the rate per 100 million VMT of high BAC traffic fatalities to 0.46 by 2010

#### **REGIONAL GOAL:**

To reduce the rate per 100 million VMT of high BAC traffic fatalities from .44 to .43 in the Region 3 States by 2010.

#### PERFORMANCE MEASURES:

- Assist States to qualify for 410 grant funding.
- Increase or maintain law enforcement agency participation for the 2010 Crackdown
- Increase or maintain paid and earned media during the 2010 Crackdown.
- Add one new Traffic Safety Resource Prosecutor in the Region.

#### PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

#### **Alcohol-Impaired Driving Fatalities:**

State	2004	2005	2006	2007	2007 VMT rate	Avg. 2004-2007 Fatality Rate
DE	39	51	43	50	.53	.48
DC	13	19	13	15	.42	.42
KY	256	249	216	210	.44	.48
MD	211	165	189	179	.32	.33
NC	423	429	421	487	.47	.42
VA	288	279	298	332	.40	.36
WV	108	110	105	142	.69	.57
R3	1,338	1,302	1,285	1,415	.44	.41
USA	13,099	13,582	13,491	12,998	.43	.44

#### Total Alcohol-Related Fatalities at .01 BAC and above and Total # of Arrests

State	2004	2004	2005	2005	2006	2006	2007 A-R
	A-R	Arrests	A-R	Arrests	A-R	Arrests	Fatalities
	Fatalities		Fatalities		Fatalities		
DE	51	170	64	200	57	233	59
DC	19	35	28	16	18	17	18
KY	307	5,607	311	21,992	272	4,971	250
MD	286	23,592	239	23,072	268	22,898	225
NC	549	49,749	562	28,720	554	50,674	570
VA	363	22,786	362	22,279	379	21,422	397
WV	142	3,883	129	6,613	161	4,028	166
<b>R3</b>	1,717	105,822	1,695	102,892	1,709	104,243	1,685
USA	16,919	1.43 mil	17,590	1.37 mil	17,602	1.46 mil	15,387

Source: FARS and Uniform Crime Report

	2	006 **	20	007**	2008		
State	CkPts	# of vehicle	CkPts	CkPts # of vehicle		# of vehicle	
		contacts		contacts		contacts	
DE	134	93,009	117	85,446	107	58,161	
DC	29	14,774	10	6,162	15	7,836	
KY**	656	+	851	+		+	
MD	192	87,750	124	54,786	94	44,276	
NC**	7,875	+	10,392	+		+	
VA	164	55,676	284	99,143			
WV	444	161,407	339	147,266	426	166,572	
Total	9,164	412,616	12,117	392,803			

#### Checkpoint Strikeforce Activity:

\*\*States were not a part of CPSF program for these years. + Unknown

#### **IMPAIRED DRIVING NARRATIVE**

Checkpoint Strikeforce (CPSF) is a Regional DUI enforcement program that uses the *Drunk Driving: Over the Limit. Under Arrest.* national campaign as its tagline. The CPSF program challenges States to increase and improve their enforcement efforts each year and has produced positive results for R3.

In 2009, we conducted a Regional Impaired Driving Strategic Planning Meeting. The major highlight of the meeting was the agreement among R3 States to return to an intense 6-month, high-visibility "wave" enforcement program, which produced better results than attempting a HVE program on a year-round basis.

In 2009, we also conducted a Regional *Super GR/Coordinator Meeting*, which included participation from the State HSO Impaired Driving Coordinators to discuss strategies and share best practices to improve CPSF. We plan to conduct a Regional *Super GR/Coordinator Meeting* in 2010.

#### LEGISLATION:

As the table below shows, the States have many of the recommended impaired driving laws in place. The CPSF Regional program is based on the fact that all States <u>can and do</u> conduct sobriety checkpoints.

State	.08	GDL	ALR	Open	Repeat	Checkpoints	Year of 410
	BAC			Container	Offender	Allowed	Funding
DE	Yes	Yes	Yes*	No	Yes	Yes	06; 07
DC	Yes	Yes	Yes*	Yes	Yes	Yes	06
KY	Yes	Yes	No	Yes	Yes	Yes	06; 07
MD	Yes	Yes	Yes*	Yes	Yes	Yes	06; 07; 08
NC	Yes	Yes	Yes	Yes	Yes	Yes	06; 07; 08
VA	Yes	Yes	Yes	No	Yes	Yes	06; 07; 08
WV	Yes	Yes	Yes	No	Yes	Yes	06; 07; 08

\* Does not meet NHTSA requirement for 410

#### ENFORCEMENT - CHECKPOINT STRIKEFORCE (CPSF) IS IN ITS 8<sup>TH</sup> YEAR:

All R3 States participate in the CPSF program. With the addition of Kentucky and North Carolina, we have enhanced our existing relationship with NASCAR to further promote CPSF. We will continue to work with the States to: 1) ensure continued participation in the CPSF program; 2) increase the number of checkpoints conducted and focus enforcement on problem areas; and, 3) increase or maintain the amount of both paid and earned media efforts.

Additionally, the Maryland DUI College continues to expand into a Regional program, with law enforcement officers attending from other States in the Region. This week-long program provides advanced training to top law enforcement officers in alcohol-impaired driving detection and enforcement. We will continue to promote the DUI College throughout the Region.

**PROSECUTION/ADJUDICATION:** All of the Region 3 States have implemented DUI courts (Maryland– 3; Virginia– 3; Kentucky– 2; North Carolina– 2; West Virginia– 2; Delaware– 1; and District of Columbia– 1). Six R3 States have TSRPs (DE, DC (vacant), KY, NC, VA and WV). Virginia added a TSRP in 2009; however, DC's TSRP left – so the position is currently vacant. In 2010, we hope to add a TSRP in Maryland and find a replacement for the DC TSRP. In 2010, we will bring the TSRPs together at the *Super GR Coordinator Meeting* to share program priorities, program implementation strategies and offer networking opportunities.

#### PARTNERSHIPS -- MARKETING / PI&E

The R3 Communications website (<u>www.r3communications.org</u>) was launched as part of ongoing efforts to improve communications with our partners on NHTSA's priority programs. This communications tool delivers to R3 highway safety professionals the latest information on the mobilizations, available training, media materials, R3 conferences, as well as providing key dates for grant applications, etc. The Region also has a CPSF website to share program information among the States (<u>www.checkpointstrikeforce.net</u>). In 2010, we plan to modify/update our existing R3 websites and databases to make them more user friendly for our partners.

In 2009, R3 conducted a Regional Impaired Driving Course for highway safety advocates. This course drew participants from throughout the region (representatives from KY, MD, NC, VA, and WV). Delaware was unable to attend due to State travel restrictions.

The Region works with each State on their media plans and coordinates with HQ on each State's paid media buy plan. In 2009, all but two States spent money on paid media for the crackdown: (DC - \$25,000; DE - \$26,500; KY - \$200,000; MD - \$35,000; NC - 0; VA - \$0; and WV - \$25,000).

# **SIGNIFICANT STRATEGIES and TASKS:**

#### LEGISLATIVE STRATEGIES.

- Respond to requests for testimony, fact sheets, special data runs, etc. for pending legislation.
- Provide information to State organizations interested in impaired driving legislation (as requested).

#### Page 098 of 317

# ENFORCEMENT STRATEGIES

- Assist States to improve CPSF program results by offering technical assistance with problem ID, enforcement strategies and resource allocation in developing their enforcement plans.
- Encourage State programs to recognize law enforcement for their impaired driving efforts.
- Work with the States to incorporate effective countermeasures for impaired motorcycle riding. This includes impaired motorcycle enforcement in all States' Crackdown and sustained enforcement plans.
- Work with States to promote increased enforcement efforts during national crackdown period.
- Work with States to improve their BAC testing and reporting.

#### **PROSECUTION/ADJUDICATION:**

- Assist Maryland in adding a State TSRP (for a total of 7 TSRPs in the region).
- As a part of the *Super GR Coordinator meeting* Conduct a Regional TSRP meeting to share effective program strategies.
- Work with TSRPs to assist with the promotion of DUI Courts in their States.

#### PARTNER -- MARKETING /PI&E STRATEGIES

- Market R3 Communications website to access Region's 12-month communication plan.
- Work with SHSOs to develop and implement their paid and earned media plans.
- Develop Media Hooks for the 5 Waves of CPSF 6-month enforcement program.
- Work with States to conduct media events during the crackdown.
- Update/modify existing R3 websites and data bases to make them more user friendly for partners.

#### Impaired Driving Resources Needed:

- Assistance from HQ to conduct Interlock technical assistance meetings for R3 States.
- Model legislation for BAC testing of surviving drivers

Page 099 of 317

# PRIORITY PROGRAM: OCCUPANT PROTECTION

#### NATIONAL GOAL:

Increase belt use to 86% by 2010

#### **REGIONAL GOAL:**

Increase Seatbelt use from [Set 2010 goal after receiving 2009 certification results]

#### **PERFORMANCE MEASURES:**

- Increase the number of nighttime safety belt checkpoints/enforcement events conducted.
- Increase or maintain the level of paid and earned media during the 2010 crackdown.
- Decrease the rate of unrestrained fatally injured drivers and passengers from ?? in 2008 to ?? per 100,000 Population in 2009 (data not available at this time).

#### PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

State	2002	2003	2004	2005	2006	2007	2008	2009*
DE	71.2%	74.9%	82.3%	83.8%	86.1%	86.6%	91.3%	88.4%
DC	84.6%	84.9%	87.1%	88.8%	85.4%	87.1%	90.0%	93%
KY	62%	65.5%	66%	66.7%	67.2%	71.8%	73.3%	81%
MD	85.8%	87.9%	89%	91.1%	91.1%	93.1%	93.3%	94%
NC	84.1%	86.1%	86.1%	86.7%	88.5%	88.8	89.8%	89.5%
VA	70.4%	74.6%	79.9%	80.4%	78.7%	79.9%	80.6%	82.3%
WV	71.6%	73.6%	75.8%	84.9%	88.5%	89.6%	89.5%	
Region 3	76.4%	79.2%	81.2%	82.7%	83.1%	84.6%	85.7%	
USA	75%	79%	80%	82%	81%	82%	83%	84%

#### State, Regional and National Seat Belt Use Since 2002

**Occupant Protection Laws** 

State	Enforcement	Belt Fine	Child Restraint	Safety Belt or	Safety Belt Required		
			Required	<b>Booster Required</b>	Seating	Ages	
DE	Primary	\$25	7 yrs and under and < 65 lbs	7-15 yrs or 60+ lbs	All	All	
DC	Primary	\$50, 2pts	7 yrs and under	8-15 yrs	All	All	
KY	Primary	\$25	< 40 inches tall	None	All	All	
MD	Primary	\$25	5 yrs and under and	6-15 years and > 40	Outboard	15 and	
			> 40 lbs and less	lbs	Front	under	
NC	Primary	\$25	7 yrs and under and	<8 years	All	All	
		\$10 rear seat	< 80 lbs				
VA	Secondary	\$25	7 yrs and under	6-15 yrs	Front	< 16	
WV	Secondary	\$25	7 yrs and under and	7 yrs and under and	Front	< 17, all	
			< 57 inches tall	< 57 inches tall		seats	

\* Preliminary

surery ben ese nuce for running injured brivers und russengers per roojooo ropulation									
State		2006	2	007	2008 (Preliminary)				
	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained			
DE	6.5	6.5	5.0	4.0					
DC	1.7	1.0	1.4	1.2					
KY	5.7	11.7	6.5	9.3					
MD	4.8	3.3	3.7	2.7					
NC	7.2	6.7	6.5	6.2					
VA	3.9	6.4	3.7	6.1					
WV	5.1	8.7	6.4	8.9					
Region	5.4	6.7	5.1	5.4					

#### Safety Belt Use Rate for Fatally Injured Drivers and Passengers per 100,000 Population

#### **OCCUPANT PROTECTION NARRATIVE**

#### **ENFORCEMENT (CIOT):**

All R3 States are implementing the CIOT model program, with Kentucky agreeing to participate for the first time in CIOT in 2008. Kentucky is making good progress since implementing the CIOT model, going from 73.3% in 2008 to 81% in 2009! The Region as a whole continues to make steady progress in reducing the unrestrained safety belt use rate for fatally injured drivers and passengers per 100,000 population, going from 6.8 in 2005 to 6.3 in 2007 (update with 2008 number when available). On average during 2000-2002, the Region annually lost about 7.06 persons out of every 100,000 as unrestrained occupants in crashes. During 2006-2008, that was down to 5.81 deaths, a reduction of just under 18 percent.

Even though the Region has made progress, a much higher percentage of drivers and passengers killed at night are unrestrained in comparison to daytime unrestrained fatalities. To combat this problem we continue to promote nighttime enforcement and the Region continues to be a leader in nighttime enforcement activities. Since 2006, R3 states have conducted region-wide nighttime belt enforcement. In 2010, we will continue to aggressively promote nighttime belt enforcement and continue the State nighttime belt surveys for evaluation/progress purposes. We know that improvements in nighttime (8pm - 6am) belt use rates Region-wide could significantly reduce fatalities.

**OCCUPANT PROTECTION FOR CHILDREN (OPC):** There are more than 250 fully operational Child Passenger Safety (CPS) fitting stations in the Region. The Region will continue to promote the NHTSA OPC assessment and the self assessment tool.

#### LEGISLATION:

Virginia and West Virginia are the only R3 States with a secondary safety belt law. West Virginia has achieved a high belt use rate (89.5%) with a secondary law. Virginia has struggled to make significant improvements in the last four years. Passage of a primary law could help Virginia achieve higher belt use rates. Virginia introduced a primary belt law in 2009, however it failed to pass. In 2010, Virginia plans to introduce a primary belt law and is committed to putting forth a strong effort to secure its passage.

#### PARTNERSHIPS -- MARKETING / PI&E

The Region has always enjoyed strong participation from the States in the Regional CIOT program. In addition to the regular CIOT information, R3 developed a CIOT Webinar to promote participation in the CIOT mobilization. The webinar was posted on the R3 Communications website - <u>www.r3communications.org</u> (launched as part of on-going efforts to improve communications on NHTSA's priority programs). This tool delivers to highway safety professionals in R3 the latest information on the mobilizations, available training, media materials, R3 conferences as well as due date reminders for grant applications, etc.

The Region also assists each State with their individual media plans and coordinates with HQ on the States' paid media buy plans. In 2009, all but one State spent highway safety funds on paid media for the CIOT mobilization: approximately \$1.65 million total (DE - \$210,000; DC-\$130,000; KY - \$385,000, MD - \$300,000; NC - paid media prohibited by Governor; VA - \$325,000 and WV- \$295,000).

# **SIGNIFICANT STRATEGIES and TASKS:**

#### LEGISLATION STRATEGIES

• Provide technical support for the passage of standard seat belt laws or upgrades to existing CPS and GDL laws (at the request of the SHSO). Provide the latest research or other technical information on primary belt, GDL and CPS laws, as requested.

#### **ENFORCEMENT STRATEGIES**

- Fully implement the 2010 CIOT Mobilization in each State to include: HVE, statewide law enforcement plans, paid and earned media plans, and observational and attitudinal surveys.
- Conduct an Occupant Protection Strategic Planning Session for each State (involving key officials from HSO, law enforcement, LEL, media contractors, etc.) addressing: problem identification, law enforcement strategies and resource allocation to achieve optimal results.
- Assist States in developing OP enforcement plans that identify low-use populations, low-use rate areas, and include 24-7 enforcement strategies (day and nighttime enforcement).
- Increase nighttime enforcement activities for all R3 States.
- Encourage all R3 States to conduct a nighttime belt survey.
- Conduct quarterly (or as needed) conference calls with the State OP Coordinators and LELs.

#### PARTNERSHIP STRATEGIES

- Conduct Regional OP course for highway safety and law enforcement professionals.
- Conduct the TOPS (Traffic Occupant Protection Strategies) course in one R3 State.
- Participate in all HQ conference calls for the Mobilization.

#### MARKETING/ PUBLIC INFORMATION AND AWARENESS STRATEGIES

- Work with Regional media contractor to assist States in publicizing 24-7 CIOT enforcement.
- Work with States to conduct media events during the mobilization.
- Market the R3 Communications website to access the Region's 12-month communication plan and other important CIOT program information.
- Work with SHSOs to ensure their paid media supports the occupant protection enforcement campaign and coordinate paid media plan review with HQ and media contractor.

Page 102 of 317

# PRIORITY PROGRAM: MOTORCYCLES

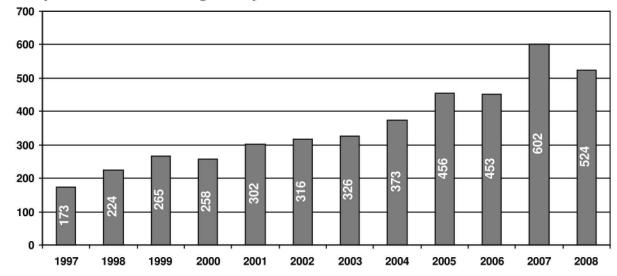
#### **REGIONAL GOAL:**

Improve Motorcycle training, licensing and problem identification in all States

# **PERFORMANCE MEASURES:**

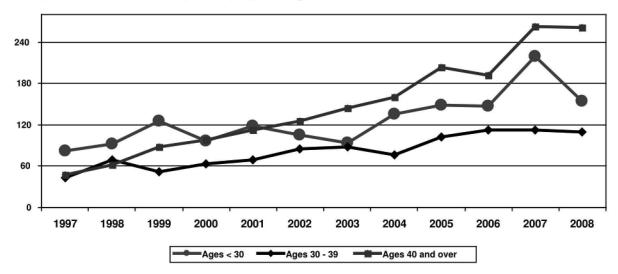
- Assist all States to qualify for available NHTSA Motorcycle Safety grant.
- Conduct a Bi-Regional Motorcycle Safety Conference with SHSO and other partners.
- Obtain commitment from States to include motorcycle enforcement and media into their existing Crackdowns.

# PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT



Motorcycle Riders Killed in Region 3 by Year

Motorcycle Riders Killed in Region 3 by Age Group and Year



Hennet C			5		(	chinecee	,			1000	-/	
State		2005			2006			2007			2008	
	Н	U	T**	Н	U	T**	H	U	T**	Н	U	T**
DE	4	4	8	4	8	12	5	10	15	9	7	16
DC	4	4	8	1	0	1	1	1	2	7	1	8
KY	31	57	88	30	67	97	40	72	112	41	60	101
MD	57	12	69	72	12	84	82	12	94	83	8	91
NC	141	11	152	134	14	148	187	14	201	155	14	169
VA	34	19	53	63	2	65	116	12	128	82	3	85
WV	25	2	27	27	9	36	32	6	38	39	11	50
Region	296	109	405	331	112	443	463	127	590	416	104	520
USA	2183	1793	4156	2762	2015	4777	2781	2402	5183	3116	2108	5224

Helmet Use and Motorcycle Fatalities (H - Helmeted; U - Unhelmeted; T - Total)

\*\* TOTAL DOES NOT INCLUDE UNKNOWNS WHICH ARE INCLUDED IN THE REST OF THIS SECTION

**REGISTERED MOTORCYCLES IN REGION 3 BY YEAR** 

	Calendar Year									
State	2002	2003	2004	2005	2006	2007	% Change 2002-2007			
Delaware	13,820	15,008	17,485	18,987	22,788	23,246	68%			
Dist of Columbia	1,465	1,516	1,601	1,191	1,365	1,048	-28%			
Kentucky	48,508	50,932	53,478	56,152	58,959	61,900	28%			
Maryland	56,823	63,994	72,844	76,230	72,625	78,251	38%			
North Carolina	91,063	95,598	100,366	105,376	110,637	115,807	27%			
Virginia	70,139	73,692	75,457	77,854	81,172	80,008	14%			
West Virginia	30,868	19,291	19,534	17,702	40,730	44,844	45%			
Region Total	312,686	320,031	340,765	353,492	388,276	405,104	30%			
US Total	5,004,156	5,370,035	5,780,870	6,227,146	6,634,506	7,093,163	42%			

#### **MOTORCYCLE NARRATIVE**

R3 experienced a significant decrease in motorcycle fatalities in 2008. This is good news in light of the fact that motorcycle registrations continued to increase in R3, up by 30 percent as compared to 2002. In 2008, 524 motorcyclists lost their lives in the Region, a decrease of 78 fatalities compared with 2007. The under 30 age group represented the bulk of the gain, with 66 fewer fatalities as compared to last year.

In 2008, both North Carolina and Virginia experienced a significant decrease in their motorcycle fatalities. Virginia has expanded access to their motorcycle training program and also conducted special motorcycle enforcement efforts throughout the state. North Carolina has implemented *Bike Safe North Carolina*, and the program has shown promising results to date (no fatal crashes for program participants since its inception).

#### LEGISLATION:

Most motorcyclist fatalities in the Region occur to helmeted operators. However, 20 percent of all R3 motorcyclist fatalities were unhelmeted. Five of the seven R3 States have motorcycle helmet laws. Kentucky and Delaware both had their motorcycle helmet laws repealed (KY – in 1998 and Delaware – in 1978). Kentucky is the only R3 State that has more riders die unhelmeted than helmeted. In 2008, 59 percent of Kentuckians died without their helmet (60 unhelmeted deaths versus 41 helmeted). Kentucky's unhelmeted motorcycle fatalities represent about 58 percent of the region's total unhelmeted deaths for 2008.

childe Lia wa		
State	Helmet Law Enacted	Helmet Law Repealed
District of Columbia	1970	
Delaware	1968	1978
Kentucky	1968	1998
Maryland	1992	
North Carolina	1968	
Virginia	1970	
West Virginia	1971	

#### ENFORCEMENT

In 2009, the Region promoted motorcycle enforcement as part of the year-round CPSF program. In addition, the Region provided data to the States to help with their problem identification and assist with enforcement locations. In 2009, several regional conference calls were conducted on motorcycle issues to share program information and promising practices on enforcement and educational efforts.

#### TRAINING

In 2009, R3 conducted the Motorcycle Program Management course which drew participants from the five R3 states with the bulk of the motorcycle fatality problem (KY, MD, NC, VA, and WV). Delaware was unable to attend due to State travel restrictions.

Six R3 States (DE, KY, MD, NC, VA, and WV) qualified for a third year of 2010 Motorcycle Safety grant funding in 2008. In 2009, these states are planning to apply for 2010 funds. Note: the District of Columbia did not apply for 2010 funding.

# **SIGNIFICANT STRATEGIES and TASKS:**

- Conduct a Bi-Regional Motorcycle Conference for SHSO motorcycle coordinators and interested highway safety professionals.
- Promote the Maryland model to decrease the number of unlicensed riders.
- Monitor helmet repeal efforts and provide assistance as requested.
- Promote the Implementation Guide for the National Agenda for Motorcycle Safety.
- Promote Motorcycle Awareness Month with State partners.

#### Motorcycle Resources Needed:

1) HQ participation in the planning of the Bi-Regional Motorcycle Conference.

Page 106 of 317

#### SUMMARY

Region 3 has a history of fostering strong working relationships with the States, as evidenced by the Region-wide program cooperation and willingness to support new Regional initiatives. In 2009, we continued that tradition by establishing strong working relationships with our two new States (KY and NC).

This Regional Action Plan demonstrates the Region's active role in assisting our States to make progress. With assistance from NHTSA headquarters, we will reach our stated goals and help the States meet their goals.

In addition, the relationships we have fostered with our Federal partners (e.g., FHWA, FMCSA) will improve coordination of program priorities in the States. This Regional Action Plan is an important road map for improving highway safety in the Region and will help NHTSA meet its national goals.





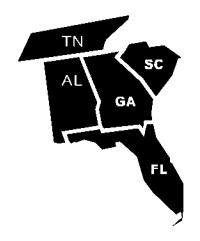


It's Time To Get Tough On Aggressive Drivers!

Page 107 of 317

# FY 2010 Regional Action Plan

# National Highway Traffic Safety Administration Region 4



**Revised 9/9/09** 

# **INTRODUCTION**

Due to the reallocation of state assignments in the NHTSA Regions, Region 4 now has five states. This reallocation has allowed us to utilize personnel, which have expertise in specific highway safety areas, in a variety of ways to maximize our potential to move the numbers in the right direction.

# **PRIORITY PROGRAM:**

# **OCCUPANT PROTECTION**

<u>NATIONAL GOAL</u>: Increase belt use to 86% by 2010.

# **REGIONAL GOAL:**

Increase belt use from 83.7% in 2008 to 87% by 2010. Decrease the number of unrestrained fatalities by 2% by 2010.

# **PERFORMANCE MEASURES:**

- Increase reported participation of law enforcement agencies during May 2010 mobilization from (1,530- May 2009) to (1,580- May 2010).
- Assist states in their efforts to increase the public awareness of high visibility enforcement of belt violations by announcing the citation and seat belt survey results of the May 2010 Mobilization.
- Continue to work with Florida and Georgia, utilizing NHTSA's Strategies to Increase Nighttime Belt Enforcement on a pilot basis (Please see chart on nighttime restraint use on pages 6-7, which will be added when we receive an updated chart from NCSA).

# **PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT**

Motor vehicle injuries and fatalities are problems affecting all Americans. The economic costs of lost lives and injuries are staggering. Seat belt usage in Region 4 during 2008 was 83.7 percent and we estimate that we can reach 85 percent by the end of 2010. Unrestrained fatalities have decreased by almost two percent based on 2007 data as compared to 2006.

Region 4 has a population of over 42 million, and contains diverse populations within its five states. The *Full Implementation Model*, through the *Click It or Ticket* (CIOT) campaign, set the foundation for the next step in Region 4's seat belt thrust for getting the hard to reach target populations to buckle their seat belts and correctly place their children in approved child safety seats.

We are committed to providing the leadership necessary to continue increasing belt use in Region 4. Research and our past regional efforts have demonstrated that heightened enforcement, combined with paid and earned media, can increase belt use significantly in either secondary or standard law (primary) enforcement states. Currently, all five of the states in Region 4 have primary seat belt laws. After unsuccessfully attempting to pass primary seat belt legislation in the

#### Page 110 of 317

past six years, Florida passed a compliant law that was signed on May 6, 2009 and will go into effect on June 30, 2009.

	KEGION	4 SEAL D	eli use k	AILS	
State	2004	2005	2006	2007	2008
AL	80.0	81.8	82.9	82.3	86.1
FL	76.3	73.9	80.7	79.1	81.7
GA	86.7	89.9	90.0	89.0	89.6
SC	65.7	69.7	72.5	74.5	79.0
TN	72.0	74.4	78.6	80.2	81.5
Region 4					
Use Rate	76.8	77.6	82	81.5	83.7
USA	80.0	82.0	81.0	82.4	83

**REGION 4 SEAT BELT USE RATES** 

### **SEAT BELT Citations – May Mobilization**

State	2004	2005	2006	2007	2008
AL	11,218	10,716	8,543	8,830	13,501
FL	37,639	35,216	32,692	28,788	34,643
GA	23,415	11,844	15,699	11,844	12,262
SC	2,818	3,137	10,007	13,968	13,358
TN	8,759	9,757	9,021	10,870	15,648
Region 4 Total	83,849	70,670	75,962	74,144	89,412

#### Passenger Vehicle Occupant Fatalities in Crashes Unrestrained by State 2004-2008

2004	2005	2006	2007	2008
517	561	568	538	452
1,248	1,254	1,154	1,078	1,001
621	669	649	637	578
579	548	457	492	411
668	563	562	535	457
3,633	3,595	3,390	3,273	2,399
16,364	16,172	15,523	14,390	TBD
	517 1,248 621 579 668 3,633	517         561           1,248         1,254           621         669           579         548           668         563           3,633         3,595	517         561         568           1,248         1,254         1,154           621         669         649           579         548         457           668         563         562           3,633         3,595         3,390	517         561         568         538           1,248         1,254         1,154         1,078           621         669         649         637           579         548         457         492           668         563         562         535           3,633         3,595         3,390         3,273

	SEAT BELT	USE LAWS	
State	Primary or Secondary	Seating Position	Fine/Pts
AL	Primary	Front	\$25
FL	Primary	Front	\$30
GA	**Primary	Front	\$15
SC	Primary	All	Not more than \$25
TN	Primary	All	\$10

**\*\*** Does not apply to pickup trucks

# Population Distribution By Race – Census 2000 NHTSA Region 4

RACE	Alabam	a	Florida	l	Georgia	1	South Care	olina	Теппезя	see	Regional Average		
	Population	%	Population	%	Population	%	Population	%	Population	%	Population	%	
White	3,162,808	71.1	12,465,029	78.0	5,327,281	65.1	2,695,560	67.2	4,563,310	80.2	28,213,988	72.3	
African													
American	1,155,930	26.0	2,335,505	14.6	2,349,542	28.7	1,185,216	29.5	932,809	16.4	7,959,002	23.0	
Hispanic													
or Latino													
(any race)	75,830	1.7	2,682,715	16.8	435,227	5.3	95,076	2.4	123,838	2.2	3412686	5.68	
Asian	31,346	0.7	266,256	1.7	173,170	2.1	36,014	0.9	56,662	0.99	563,448	1.28	
Other	28,998	0.7	477,107	3.0	196,289	2.4	39,926	1.0	56,036	1.0	798,356	1.62	
Total													
Population	4,454,912		18,226,612		8,481,509		4,051,792		5,732,655		40,947,480		
				DAC	1		ПC						

RACE	U.S.	
	Population	%
White	211,460,626	75.1
African American	34,658,190	12.3
Hispanic or Latino (any race)		
-	35,305,818	12.5
Asian	10,242,998	3.6
Other	15,359,073	5.5
Total Population	307,026,705	

#### PASSENGER VEHICLE OCCUPANT FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES BY YEAR, SELECTED STATES, TIME OF DAY AND RESTRAINT USE FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2005-2006 FINAL & 2007 ARF

Year b	oy State by Ti	me of Day			Restrair	nt Use			Total		Percent "Known" Restrained	Percent ''Known' Unrestrained	
			Restra	ained	Unrest	rained	Unkr	own			Kesu ameu	Cintestraineu	
			Number	Percent	Number	Percent	Number	Percent	Number	Percent			
2005	Alabama	6 pm to 5:59 am	115	26%	305	69%	22	5%	442	100%	27%	73%	
		6 am to 5:59 pm	249	48%	256	49%	19	4%	524	100%	49%	51%	
		Unknown		•	•	×	•		×				
		Total	364	38%	561	58%	41	4%	966	100%	39%	61%	
	Florida	6 pm to 5:59 am	332	30%	706	64%	57	5%	1,095	100%	32%	68%	
		6 am to 5:59 pm	514	47%	540	49%	44	4%	1,098	100%	49%	51%	
		Unknown	5	33%	8	53%	2	13%	15	100%	38%	62%	
		Total	851	39%	1,254	57%	103	5%	2,208	100%	40%	60%	
	Georgia	6 pm to 5:59 am	184	30%	357	58%	73	12%	614	100%	34%	66%	
		6 am to 5:59 pm	332	46%	310	43%	83	11%	725	100%	52%	48%	
		Unknown	•	0%	2	100%		0%	2	100%	0%	100%	
		Total	516	38%	669	50%	156	12%	1,341	100%	44%	56%	
	South Carolina	6 pm to 5:59 am	98	21%	332	72%	31	7%	461	100%	23%	77%	
		6 am to 5:59 pm	153	40%	216	57%	13	3%	382	100%	41%	59%	
		Unknown											
		Total	251	30%	548	65%	44	5%	843	100%	31%	69%	
	Tennessee	6 pm to 5:59 am	123	27%	287	64%	41	9%	451	100%	30%	70%	
		6 am to 5:59 pm	234	44%	256	49%	36	7%	526	100%	48%	52%	
		Unknown	9	27%	20	61%	4	12%	33	100%	31%	69%	
		Total	366	36%	563	56%	81	8%	1,010	100%	39%	61%	

Year b	oy State by Ti	me of Day			Restrain	ıt Use			То	tal	Percent "Known" Restrained	Percent ''Known' Unrestrained
			Restra	ained	Unrest	rained	Unkr	nown			Restruited	Chirestraneu
			Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2006	Alabama	6 pm to 5:59 am	126	29%	299	68%	17	4%	442	100%	30%	70%
		6 am to 5:59 pm	243	46%	269	51%	19	4%	531	100%	47%	53%
		Unknown										
		Total	369	38%	568	58%	36	4%	973	100%	39%	61%
	Florida	6 pm to 5:59 am	312	30%	675	65%	47	5%	1,034	100%	32%	68%
		6 am to 5:59 pm	453	47%	469	48%	48	5%	970	100%	49%	51%
		Unknown	3	20%	10	67%	2	13%	15	100%	23%	77%
		Total	768	38%	1,154	57%	97	5%	2,019	100%	40%	60%
	Georgia	6 pm to 5:59 am	197	33%	345	57%	63	10%	605	100%	36%	64%
		6 am to 5:59 pm	309	44%	300	43%	87	13%	696	100%	51%	49%
		Unknown	1	20%	4	80%		0%	5	100%	20%	80%
		Total	507	39%	649	50%	150	11%	1,306	100%	44%	56%
	South Carolina	6 pm to 5:59 am	110	27%	277	67%	28	7%	415	100%	28%	72%
		6 am to 5:59 pm	151	42%	180	51%	25	7%	356	100%	46%	54%
		Unknown	*		•					,	,	<i>.</i> *
		Total	261	34%	457	59%	53	7%	771	100%	36%	64%
	Tennessee	6 pm to 5:59 am	136	30%	293	64%	31	7%	460	100%	32%	68%
		6 am to 5:59 pm	227	44%	253	49%	32	6%	512	100%	47%	53%
		Unknown	7	30%	16	70%	•	0%	23 100%		30%	70%
		Total	370	37%	562	56%	63	6%	995	100%	40%	60%
2007	Alabama	6 pm to 5:59 am	125	28%	308	68%	20	4%	453	100%	29%	71%

r by State by Ti	me of Day			Restrain	ıt Use			То	tal	Percent "Known" Restrained	Percent "Known Unrestrained
		Restra	ained	Unrest	rained	Unkr	iown				
		Number	Percent	Number	Percent	Number	Percent	Number	Percent		
	6 am to 5:59 pm	210	46%	230	51%	13	3%	453	100%	48%	52%
	Unknown					•			÷		
	Total	335	37%	538	59%	33	4%	906	100%	38%	62%
Florida	6 pm to 5:59 am	335	32%	664	63%	47	4%	1,046	100%	34%	66%
	6 am to 5:59 pm	393	49%	394	49%	17	2%	804	100%	50%	50%
	Unknown	7	25%	19	68%	2	7%	28	100%	27%	73%
	Total	735	39%	1,077	57%	66	4%	1,878	100%	41%	59%
Georgia	6 pm to 5:59 am	165	29%	343 61%		55	10%	563	100%	32%	68%
	6 am to 5:59 pm	321	47%	292	43%	64	9%	677	100%	52%	48%
	Unknown	2	50%	2	50%		0%	4	100%	50%	50%
	Total	488	39%	637	51%	119	10%	1,244	100%	43%	57%
South Carolina	6 pm to 5:59 am	100	23%	312	70%	31	7%	443	100%	24%	76%
	6 am to 5:59 pm	143	41%	175	50%	32	9%	350	100%	45%	55%
	Unknown	•		÷				•			
	Total	243	31%	487	61%	63	8%	793	100%	33%	67%
Tennessee	6 pm to 5:59 am	120	27%	286	65%	31	7%	437	100%	30%	70%
	6 am to 5:59 pm	216	45%	237	50%	25	5%	478	100%	48%	52%
	Unknown	1	8%	11	92%	•	0%	12	100%	8%	92%
	Total	337	36%	534	58%	56	6%	927	100%	39%	61%

This report was generated by NCSA's Information Services Team, DRID; CATS# 2009.00396; PVFAT\_RUTODS.SAS; LS; 05/18/2009 11:02

# Narrative:

#### Page 115 of 317

Region 4 has made steady progress in increasing seat belt use, as evidenced by the passage of primary enforcement in all of the Region 4 States. The regional rates have increased from 82 percent in 2006 to 83.7 percent in 2008.

Regi	on 4 Law Enforceme	ent Agencies I	Participation	
State	2006	2007	2008	2009
Alabama	343	227	286	278
Florida	337	203	318	365
Georgia	366	318	236	421
South Carolina	183	175	187	212
Tennessee	303	355	273	303
Total	1,532	1,278	1,300	1,579

					GDL CHART						
	LEAR	NER STAGE		INTE	RMEDIATE	FULL					
STATE	Min, Entry Age	Mandatory Holding Period	Min. Amt. of Supervised Driving	Min, Age	Unsupervised Driving Prohibited	Passenger Restriction	Min. Age Restrictions Lifted				
ALABAMA	15	6 mo.	30 hr.	16	Mídnight-6am	No more than 3 (excludes parents and guardians)	17				
FLORIDA	15	12 mo.	50 hr., 10 must be at night	16	11pm-6am (age 16) 1am-5am (age 17)	None	18				
GEORGIA	15	12 mo.	40 hr., 6 must be at night	16	Midnight-6am (secondary enforcement)	First 6 months-no passengers; Second 6 months-no more than 1 passenger younger than 21; thereafter, no more than 3 passengers (secondary enforcement)	18				
SOUTH CAROLINA	15	6 mo.	40 hr., 10 must be at night	15, 6 mo.	6pm-6am EST 8pm-6am EST	No more than 2 passengers younger than 21 (excludes family members and driving students to and from school)	16, 6 mo.				
TENNESSEE	15	6 mo.	50 hr., 10 must be at night	16	11pm-6am	No more than 1 passenger	17				

Source: Insurance Institute for Highway Safety, April 2010

											JA	neco		lay-		CU	проп	51113						
					Lear	ner v Pe	armit					Intermediate License										Full License		
State	A g c 1 6	V & K Te sts	Ba SiC D T	l ic ens ed Ad ult	Sa fet y Be Its	Ze To To	Dn sti ne t Pe rus it	6 Mo S C& C Fre c	30- 50 Hos Pare ot Certa fied	No Port able Dev Jees	A ge 16 5	Road Skill S Test	Advan ced Driver Trami ng	Sa fet y Be lts	Night Restri- et 10 to 5	Ze Ao To 1	Driver Impro vernen 1	Di sti ne Li ce ns e	Passe nger Restri ctions	12 Mos C&C Free	Nu Portabl e Devices	Age 18 Restrictions Lifted	Zero Tol	Distinct License Under 21
AL		1		1		1		*	1			4				1		1					1	J
FL		1	1	1	1	1	1	1	1			1				1		1					1	1
GA		1	1	1		1		1	1			1				1		1	1	1		1	1	1
SC		1	1	1	1	1	1		1			1		1	1	1		1					1	1
TN		1		1	1	1	1	1	1	Ce 11 Ph		1		1		1		1	1	1	Cell Ph		1	1

# NHTSA Recommended GDL Components

L

\*Does not meet NHTSA's requirements

In an optimal system, the minimum age for a learner's permit is 16; the learner stage lasts at least 6 months, during which parents must certify at least 30-50 hours of supervised driving; and the intermediate stage lasts until at least 18 and includes both a night driving restriction starting at 9 or 10pm and a strict teenage passenger restriction allowing no teenage passengers, or no more than one teenage passenger (see "Graduated Licensing: A Blueprint for North America" by the Insurance Institute for Highway Safety and traffic Injury research Foundation).

The Institute assigned licensing system grades for state graduated licensing laws. Georgia and Tennessee were graded "Good", Alabama and Florida were graded "Fair" and South Carolina was graded "Marginal". States could receive grades of either "Good", "Fair", "Marginal" or "Poor".

#### **LEGISLATION**

L

- Encourage the State of Georgia to amend their seat belt law to include pickup trucks.
- Encourage Alabama, Florida and South Carolina to strengthen their GDL systems.
- Encourage all Region 4 states to increase the fines issued for non seat belt use.
- Encourage all Region 4 states to consider adding penalty points for non compliance of seat belt laws.

#### Enforcement

- Conduct one region-wide LEL conference.
- Conduct one Senior LEL conference.
- Conduct Regional Colonels' Conference.
- Continue to secure commitments for *Click It or Ticket* from the top command enforcement officials, including chiefs' and sheriffs' associations, within the Region.
- Continue to promote TOPS training in order to support the States' efforts to promote professional traffic stops.

- Discuss the benefits of the law enforcement network concept as a means of outreach and year round support for the Region 4 States.
- Provide enforcement calendars and planners to SHSO and Senior LEL.
- Maintain a process of distributing NHTSA product alerts to each LEL Coordinator.
- Coordinate and develop a data collection and reporting plan with each state.
- Conduct quarterly conference calls with the state Senior LEL.
- Maintain and serve as coordination point for Region 4 LELs.
- Provide face-to-face in-house training for new and current LELs.
- Maintain an e-mail list or similar program to interface and coordinate information and activities between the LELs and the Regional Office.
- Through the regional LEL network, focus on the following key enforcement activities:
  - Encourage all participating agencies within the Region to adopt a 24/7 Zero-Tolerance policy for occupant protection laws.
  - Stress the importance of strong enforcement and media.
  - Facilitate the distribution of Law Enforcement Action Kits, roll call videos, and other law enforcement planners corresponding to Regional and National mobilizations.
  - Continue to assist in developing enforcement plans for each state using the best available crash, citation, and survey data.
- Encourage states to conduct pre and post-surveys for the Memorial Day enforcement mobilization.
- Encourage law enforcement agencies in the following fifteen counties in our five states that have highest number of known unrestrained passenger vehicle occupant fatalities to implement HVE and media efforts: Alabama (Mobile, Jefferson, Montgomery); Florida (Miami-Dade, Palm Beach, Broward); Georgia (Fulton, Gwinnett, Cobb); South Carolina (Horry, Greenville, Lexington) and; Tennessee (Shelby, Davidson, Knox).
- Continue to target Florida and Georgia to do nighttime seat belt enforcement throughout the year.
- Continue to work with FHWA and ask the states to work with their DOTs to get signage during CIOT mobilizations.
- As part of the HSP approval process, encourage state highway safety offices to encourage all officers working grant funded programs in FY 2010 be trained in the T.O.P.S. and/or the new occupant protection curriculum.
- As part of Region 4's Annual Law Enforcement Colonel's Conference, we will continue to enlist commitment for the Region's *Click It or Ticket* goals.
- Continue to explore opportunities and ideas for incentives for law enforcement to maintain their enthusiasm with the *Click It or Ticket* program.
- Recommend that States conduct thorough evaluations of their efforts and share their findings.
- Recommend that States conduct a Statewide Law Enforcement Summit to gain support for the Mobilization, Crackdown and sustained enforcement.

# **Partnerships**

Continue medical/enforcement/community/business/governmental partnerships to support BUA *Click It or Ticket* campaigns. Initiatives include:

- Continue to partner with the Federal Highway Administration and Federal Motor Carrier Safety Administration to provide guidance to states on the benefits of comprehensive planning for seat belt use, including nighttime enforcement.
- Encourage all Region 4 Safe Communities projects to support and participate in the *Click It or Ticket* campaigns. Provide information on mobilization plans to Safe Community sites.
- Promote the inclusion of medical personnel at press events for the public's acceptance of the *Click It or Ticket* campaign message.
- Assess Region 4 States' partnerships with community leaders and organizations that represent diverse populations, including the NAACP, Latino American and Asian American groups, Conference of Black Mayors, college sororities and ministerial associations.
- Encourage all Region 4 Safe Community projects to support outreach efforts to diverse populations on seat belt and child safety seat use.
- Support each state in outreaching to rural motorists and pickup truck drivers about using seat belts in their vehicles, by highlighting the positive aspects of the rural pick demos from Regions 4 and 6.
- Encourage each state's traffic safety coalitions and safe community's partners to establish legislative outreach efforts.
- Ensure that FL, GA, and TN HSOs are implementing strategies as stated in the Section 403 Rural Demo Project.

# **Public Information & Education**

Provide technical assistance and materials to all Region 4 states to support enforcement waves and Pl&E campaigns. Key actions will include:

- Assist each state in developing annual paid and earned media plans that correspond to Regional and National campaigns.
- Provide each state with NHTSA's 2009 National Communications Plan and discuss how this plan can serve as a foundation to their state efforts.
- Coordinate with the Office of Research and Program Development and the Office of Communications and Consumer Information regarding the evaluation efforts of Region 4's five states during the 2010 May advertisement/enforcement mobilization periods.
- Encourage media events that support intensified waves of seat belt enforcement.
- Encourage earned media events involving Governors and top law enforcement executives.
- Encourage State DOTs and FHWA divisions to fund and place, or expand the use of highway signage to support increased awareness of seat belt and impaired driving laws and mobilizations.
- Encourage States to continue enforcement activity on pickup trucks.
- Assist States in conducting the Occupant Protection workshops (TSI training) for Safe

Community Programs/Community Traffic Safety Programs.

• Provide technical assistance and instructors to States that request a workshop for community programs. Include a component in the training that addresses coalition-building and diversity outreach.

# SIGNIFICANT STRATEGIES AND TASKS:

The Regional Office will concentrate its efforts on the following objectives for the 2010 campaign:

- Encourage States to analyze their remaining non-users to identify prevalent characteristics and begin to focus programs accordingly.
  - Encourage all states in Region 4 to focus their attention on ages 15-20 to raise seat belt use and decrease fatalities among this age group.
  - Encourage states to focus their attention on raising seat belt use among pickup truck occupants.
- Will work with Florida and Georgia to develop strategies to implement effective nighttime seat belt enforcement programs.
- Encourage those States that have an interest, to take advantage of the Occupant Protection for Children (OPC) Assessment.
- Encourage Alabama and Georgia to develop specific performance measure(s) for child passenger safety (CPS), such as technician retention, growth or maintenance of the number of inspection stations, and the availability of instructor and technician CPS training programs.
- Continue to encourage State HSO staff, LELs, and Project Directors to attend Occupant Protection Training at TSI.
- We will continue to encourage Florida and South Carolina to implement the management concerns in their PEPs.
- Work with the occupant protection division in RPD and FL, GA, and TN HSOs to successfully implement the Section 403 Rural Seat Belt Demo.
- Keep SHSO aware of resources, such as the toolkit available through RPDs EMS Division.
- The RPM responsible for diversity implementation will continue to work in Florida and South Carolina to assist them in their development of a diversity model that can be used to increase seat belt use in the Region.
- DRA will work with the RPMs and the States to ensure that the best crash, citation and survey data is available for their use.
- Amend Georgia's seat belt law to include pickup trucks.
- Recommend an increase of class participation by law enforcement in the Instructor Development and Occupant Protection courses.
- Identify the top three counties in each State for low belt usage for States to put resources to improve the numbers.

• The Region 4 Youth Program Coordinator will work with NHTSA teams dealing with youth issues.

# **RESEARCH AND EVALUATION AND OTHER RESOURCE NEEDS:**

#### Training and other Resource Needs:

Support from RPD and Counsel:

- Legislative reviews.
- Revise Operation Kids consolidated RN and LE versions.
- Revise Mobilizing America to Buckle Up Children.
- Video that addresses rural seat belt usage (pickups, farms and rural). Years ago NHTSA produced a video called "On Country Roads." We would like to see a similar video that runs for 15 minutes and addresses people living in rural areas. The "On Country Roads" video showed a farmer driving down a road, unloading hay and he discusses things that you would see on rural roads that you may not see on urban roads. Those things included dirt roads, narrow roads, going from one pasture to another and being unrestrained and longer EMS response times for crashes that may occur on rural roads.
- Assistance from the occupant protection division in the evaluation and administration of the Section 403 rural demo project in FL, GA and TN.

Page 121 of 317

# PRIORITY PROGRAM

# **IMPAIRED DRIVING**

NATIONAL GOAL: Reduce the alcohol related fatality rate per 100 million VMT of drivers .08 and above to 0.46 by 2010.

#### REGIONAL GOAL: Reduce the alcohol related fatality rate per 100 million VMT of drivers .08 and above to 0.57 by 2010.

- Aggressively increase the number of law enforcement agencies in the Region participating in the National Crackdown from TBD in 2009 to TBD in 2010.
- Expand the number of DWI or Hybrid courts in the Region from 40 to 43.

# **Problem Identification AND Program Assessment**

Impaired driving continues to be a problem in the Region. Most of the states have the recommended legislation but problems exist in the DWI adjudication process. In recently released data, received from the states, repeat DWI offenses of three plus account for over 300 in the Region. The use of ignition interlocks would be a good countermeasure for our states to consider when handling this issue. All of the states in Region 4 have ignition interlock laws. We will continue to focus on Alabama and Florida this fiscal year to encourage the strengthening of their laws.

# Persons Killed and Highest BAC (.08+) in the Crash By State 2004-2008

	2004		2005		2006		2007		2008	
State	Number	%								
Alabama	387	34	394	34	409	34	400	36	344	36
Florida	1,065	33	1,336	38	1,183	35	1,158	36	1,074	36
Georgia	461	28	477	28	511	30	503	31	473	32
S.Carolina	410	39	476	44	467	45	517	48	453	49
Tennessee	469	35	400	31	444	35	398	33	344	33
Region	2792	34	3083	33	3014	32	2971	32	TBD	TBD
Nation	14,593	34	15,102	35	15,144	35	14,603	35	13,294	36

Sources: State Traffic Safety Information (STSI)

Page 122 of 317

# REGION 4 ALCOHOL-IMPAIRED DRIVING FATALITIES\*\* RATE PER 100 MILLION VMT (.08+)

State	2004	2005	2006	2007	2008	2010 Goal
AL	.61	.63	.62	.63	TBD	.60
FL	.45	.55	.45	.44	TBD	.42
GA	.35	.38	.40	.40	TBD	.38
SC	.74	.88	.83	.91	TBD	.88
TN	.62	.53	.59	.53	TBD	.51
R4	.55	.59	.58	.58	TBD	.57

#### 2004-2008

\*\*Based on the BAC of All Involved Drivers and Motorcycle Riders Only 2008 National VMT is a Preliminary Estimate and Subject to Change 2008 State Vehicle Miles Traveled (VMT) Data is Not Yet Available

# **Impaired Driving Arrests - Region 4**

State	2003	2004	2005	2006	2007
AL	14,340	13,582	11,621	12,374	12,857
FL	56,976	55,804	57,528	55,278	58,824
GA	24,806	15,115	13,680	16,615	26,442
SC	3,929	2,227	8,645	7,650	4,203
TN	24,688	23,684	22,279	23,296	27,178
<b>REGION 4</b>	124,739	110,412	113,753	115,213	129,504

Source: Uniform Crime Reports, 2003-2007

#### TOP 10 COUNTIES IN REGION 4 STATES ALCOHOL-RELATED FATALITIES 2007

2007								
State	Rank	County	# of Fatalities	<b>Rate Per 100,000 Population</b>				
Alabama								
	1	Mobile	37	9.15				
	2	Jefferson	36	5.46				
	3	Montgomery	19	8.41				
Florida	1	Miami-Dade	66	2.76				
	2	Broward	63	3.58				
	3	Palm Beach	58	4.58				
Georgia	1	Fulton	109	10.99				
	2	DeKalb	71	9.63				
	3	Gwinnett	67	8.63				
South Carolina	1	Horry	88	35.21				
	2	Greenville	87	20.32				
	3	Charleston	65	18.95				
Tennessee	1	Shelby	122	13.41				

	2	Davidson	74	11.94
	3	Knox	62	14.63
Totals			778	

Source: STSI, NHTSA

# **LEGISLATION**

- Continue to encourage Alabama and Florida to adopt or strengthen high BAC laws.
- Continue to encourage Tennessee to adopt Administrative Licensing Revocation/Suspension (ALR) Laws.
- Continue to encourage strengthening of ignition interlock laws in Alabama and Florida.

#### ENFORCEMENT

Region 4 will continue to work with all States to successfully implement the Section 410 program. The Region will encourage 24/7 enforcement in the following fifteen counties where the data show a higher incidence of impaired driving related fatalities Alabama (Mobile, Jefferson, Montgomery); Florida (Miami-Dade, Broward, Palm Beach); Georgia (Fulton, DeKalb Gwinnett) South Carolina (Horry, Greenville, Charleston,) and; Tennessee (Shelby Davidson, Knox). Please see the chart above.

The Region will also encourage participation of law enforcement agencies covering **65 percent** of the State's population or serving geographical subdivisions that account for at least **65 percent** of the State's alcohol-related fatalities.

Region 4 will continue to work with the FARS Analysts in the States to encourage them to obtain as many BAC Testing results before FARS closes its books. This will ensure more accurate reporting of BAC test results and will assist those States in their qualification of Section 410 funding in FY 2010.

Region 4 will encourage States to consider a variety of methods for high visibility impaired driving enforcement, both during crackdowns and to sustain their efforts throughout the year (e.g., low staffing checkpoints, happy hour checkpoints, SFST training, DEC training, border to border activities, night time and weekend enforcement activities).

Region 4 will continue to work with Nashville, Tennessee as one of the Data Driven Approaches to Crime and Traffic Safety (DDACTS) pilot sites. We will also work with Georgia, who has shown much interest in implementing the Data Driven Approaches to Crime and Traffic Safety DDACTS model, which focuses on identifying the nexus of crime and traffic safety and utilizes coalitions of federal, state and local partners to realize a reduction in crime and traffic incidents simultaneously.

#### Sustained Enforcement

Encourage States to increase their weekly enforcement efforts in targeted, high-risk areas.

- Conduct quarterly Regional and State-specific conference calls to provide information and monitor activities within the States.
- Review State data for all five states plus develop and utilize the maps generated for each State, highlighting alcohol-related fatalities by county.
- Utilize demographic injury and fatality data to assist states to identify and address issues involving various ethnic groups.
- Work with each State's highway safety office and other partners to coordinate their checkpoints and saturation patrol schedules.
- Encourage LELs to work with each State's alcohol regulation agencies to prevent underage drinking and combat establishments selling to minors.
- Coordinate and develop a data collection and reporting plan with each State.
- Continue to assist in developing enforcement plans for each state using the best available alcohol-related crash and arrest/citation data.
- Secure DWI checkpoint or saturation patrol commitments from all law enforcement agencies serving counties in which at least **65 percent** of the alcohol-related fatalities occur. The agencies should participate in at least one checkpoint or saturation patrol each month to produce weekly enforcement events in over-represented counties.
- Conduct a Regional LEL Conference to include the TSRPs and the Judicial Outreach Liaison.
- Solicit State suggestions for improving Crackdown and sustained enforcement activity.
- Conduct a Regional Colonel's Conference to gain commitment from all five Colonels within the Region supporting the Crackdowns and sustained alcohol enforcement efforts.
- Encourage States to enlist those law enforcement agencies, including sheriff departments, necessary to execute ongoing enforcement efforts in the highest alcohol-related crash counties.
- Continue to encourage Alabama to initiate a State Law Enforcement Challenge.
- Support the involvement of Florida, Georgia, Tennessee, and South Carolina in Law Enforcement Challenges.
- Reinforce the importance of SFST assessments to States.
- Encourage States to enter data in the National Drug Evaluation and Classification Database.

#### **Crackdowns**

Secure commitments from law enforcement agencies, serving at least **65 percent** of the population, to participate in the National Crackdown.

Secure a commitment from each law enforcement agency participating in the mobilizations to participate in checkpoints or saturation patrols on days where the data show the problem exists.

- Conduct quarterly conference calls with State LELs to gain enforcement commitments, increased participation and an increase in outreach efforts to non-participating law enforcement agencies, for each Crackdown.
- Coordinate and develop a data collection and reporting plan with each State that includes the number of DRE evaluations conducted.
- Encourage support and involvement from all Law Enforcement agencies in the highest alcohol-related crash counties.
- Encourage agencies to conduct a few highly visible, early evening and phantom checkpoints to reinforce motorists' perceptions of high intensity enforcement.
- Maintain a process of distributing NHTSA product alerts to each LEL Coordinator.
- Stress the urgency of States to focus on the impaired motorcyclist during the 2010 planned High Visibility Enforcement (HVE) Impaired Driving crackdown activities.
- Encourage a Law Enforcement Summer H.E.A.T. type of program between May and September in 2010.

# **PROSECUTION AND ADJUDICATION**

Region 4 will continue to fully implement the Region's judicial/prosecution strategy throughout the Region using the following framework:

- Utilize the Judicial Liaison to develop judicial support.
- Highlight the need for States to fund DUI prosecutors in high volume and problematic communities.
- Utilize the TSRPs to employ prosecutorial best practices from around the country in Region 4.
- Work with the TSRPs to attend DUI Court Training.
- Encourage States to develop at least one additional DWI court in each state.
- Encourage States to develop a total of two teams to be trained in DWI Court training.
- Encourage States to work with prosecutors, judges, probation, and treatment. These partners should be invited to regional and state meetings.

# PARTNERSHIPS

Region 4 will continue to partner with Federal partners, SHSOs, MADD, and other organizations whose missions are to reduce impaired driving.

# PUBLIC INFORMATION AND EDUCATION

- Assist each State in preparing a media plan that incorporates earned, paid, and donated media supporting the crackdown and sustained enforcement campaign, targeting high crash counties.
- Provide State data to all five States, plus develop and utilize the maps generated for each State, highlighting alcohol related fatalities by county.

- Assist the States in developing and implementing State-specific media plans for outreach to the over-represented communities.
- Meet with each State to identify funds that would be available to conduct paid media campaigns.
- Collaborate with OCCI and the national media contractor to develop strategies and messages for paid media campaigns.
- Provide the states with creative ideas on ways to obtain earned media.
- Encourage State DOTs and FHWA divisions to fund and place, or expand the use of highway signage to support increased awareness of impaired driving laws and mobilizations.
- Encourage Safe Community programs to conduct outreach efforts on impaired driving and in diverse communities.
- Region 4 will encourage states to make alcohol screening available widely to communities as a way to decrease instances of impaired driving.
- Encourage media skills workshops to be conducted by SHSOs.

# **REPORTING AND EVALUATION**

Within 30 days of the end date of each mobilization, obtain the following information from the States:

- Number of law enforcement agencies that participated.
- Number of DWI checkpoints conducted.
- Number of DWI saturation patrols conducted.
- Number of motorist contacts made.
- Number of DWI arrests made.
- Number of DRE Evaluations conducted.
- Number of other enforcement actions taken.
- Total funds spent to purchase media in support of the mobilization.
- Numbers of paid TV and radio spots placed.
- Numbers of "bonus" TV and radio spots placed (matches, discounts, etc.).
- Approximate dollar value of "bonus" TV and radio spots.
- Other paid media (specify).
- Earned media placements: TV, radio, and print.
- Crash records (fatal, injury, and property damage).

# Training

- Market the law enforcement training on detecting impaired motorcyclists.
- Encourage states to ensure that law enforcement agencies receiving impaired driving grants are training their officers in SFST using the NHTSA/IACP curriculum.

- Encourage SHSO Impaired Driving Coordinators, LELs, and Project Directors to attend the Impaired Driving Course at TSI.
- Encourage the States to continue conducting DEC training using the NHTSA/IACP curriculum.

#### Assessments

The following states had or will have impaired driving assessments:

State	Date of Assessment
Alabama	November 16-21, 2008
Georgia	July 30-August 3, 2007
South Carolina	June 1-5, 2009
Tennessee	Jan 31-Feb. 5, 1999
Florida	June 16-20, 2008

We will encourage Tennessee to have impaired driving assessments in 2010.

# SIGNIFICANT STRATEGIES & TASKS

- Continue to work with Florida Georgia, South Carolina and Tennessee to assist them in meeting the criteria needed to continue to qualify for Section 410 or similar grant program.
- Provide technical assistance to South Carolina as a Section 410 high alcohol fatality rate state.
- Work with Alabama to ensure their qualification for Section 410 in FY 2010.
- Work with Alabama and Florida to develop an underage program that meets the criteria in Section 410.
- Work with all Region 4 states to continue to increase their BAC Testing by one percent and increase their number of DWI Courts to qualify under Section 410.
- Work with the FARS Analysts in the Region to increase the number of BAC test results entered into the system and ensure the data is entered into the system by December 31.
- Promote the continued use of DWI Courts in Region 4.
- Train two teams in Region 4 in DWI Court training
- The Impaired Driving Program Coordinator will work closely with Alabama and Florida to help them implement Underage Drinking Initiatives.
- DRA and Impaired Driving Coordinator will work with the GRs/Coordinators in Florida and South Carolina to conduct an SFST Assessment.
- Encourage all states to require SFST training of law enforcement grantees.
- Provide Best Practices to local and state law enforcement to enable them to organize and participate in earned media efforts.

- Work with states to develop year round enforcement programs, with media components, such as 100 Days of Summer HEAT, Hands Across the Border, Operation Zero Tolerance and Law Enforcement Liaison networks.
- Maintain an e-mail list or similar program to interface and coordinate information and activities between the TSRP and the regional office.
- Continue the active participation of TSRPs with training and impaired driving initiatives.
- Encourage states to enter data in the National DRE database.
- Work with Alabama on their DRE pilot program.
- Work with the Regional Judicial Outreach Liaison to provide technical assistance and training for States.
- Continue to encourage Alabama and Florida to strengthen or implement their current ignition interlock laws.
- Work with Nashville, TN and Georgia on applying a data driven approach to crime and traffic safety as a model to share with all of our states.
- Supply all Region 4 states with data on high alcohol-related crash locations and encourage those states to place funding in those areas.

# **RESEARCH AND EVALUATION AND OTHER RESOURCE NEEDS:**

#### Training and other Resource Needs:

#### Support from RPD and Counsel:

- Support to conduct an impaired driving assessment in Tennessee.
- Legislative reviews.
- Continue to allow HQ staff to be available for LEL and Colonel Conferences.
- Continue the cooperation and coordination with HQ staff on high alcohol fatality rate states.
- Support to conduct SFST Assessments in Florida and South Carolina.
- Continue to provide the most recent and state-of-the-art information on ignition interlocks.
- Provide Best Practices on successful courts across the country.
- Continue the use of the Judicial Outreach Liaison.
- Continue to allow RPD EJS staff to speak about Crime and Traffic Data Driven Concepts.

# PRIORITY PROGRAM:

# DATA

# **REGIONAL GOAL:**

To encourage the States to improve their traffic records and data systems.

# **PERFORMANCE MEASURES:**

• DRA and RPMs will work closely with AL, FL, GA, SC and TNs TRCCs to ensure that their strategic plans are being implemented in a way that will make them successful applicants for Section 408 in 2010.

# PROBLEM IDENTIFICATION & PROGRAM ASSESSMENT

Feature	AL	FL	GA	SC	TN
TR Executive Committee	Yes	Yes	Yes	Yes	Yes
TR Coordinating Committee	Yes	Yes	Yes	Yes	Yes
State Strategic Plan	Yes	Yes	Yes	Yes	Yes
Plan Date	2006	2006	2006	1997	2006
NHTSA Traffic Records					
Assessment	Yes	Yes	Yes	Yes	Yes
Date of Last Assessment	8/06	6/06	3/09	4/07	5/09
CODES State	No	No	Yes	Yes	Yes
TraCs	Yes	Yes	Yes	Yes	Yes

# **Partnerships**

- Communicate frequently with the FARS site locations and monitor the data closely.
- Will collaborate with State FARS personnel to identify resources and procedures to improve the timely reporting of motor vehicle fatal incidences to the FastFARS system.
- Will work to develop a working relationship with CODES grantees in Georgia and South Carolina and encourage their involvement in the TRCCs through the use of NHTSA-hosted web conferences.
- Work with Georgia and South Carolina to have them include VINs on their state crash

report forms.

• Work with the HQ Data Contractor to provide the most accurate and reliable data available.

# SIGNIFICANT STRATEGIES & TASKS

- DRA and RPMs will review Traffic Records Coordinating Committee (TRCC) activity in each state and provide recommendations where needed.
- Utilize data checklist to evaluate status of states as they implement data improvements under Section 408.
- Continue to monitor the States' strategic plans so that they can qualify for Section 408.
- Work with South Carolina to encourage them to apply for Section 408 funds.
- Follow-up with states on their Traffic Records Assessments to determine their plans to implement recommendations.
- Determine how well states are capturing BAC test results and transmitting it to the FARS system.
- Determine deficiencies of State FARS reporting and work to improve the quality of the FARS data in all Region 4 States (i.e., unknown restraint use).
- Conduct a quarterly query of all States to ascertain which FARS elements are not being reported on consistently or contain a high percentage of "unknowns" to assure that all States are meeting the requirements of their FARS contract.
- Determine how traffic records data is being used in the HSP problem identification process.
- Regional FARS Coordinator will provide quarterly to each RPM, a printed fatality count summary including:
  - All fatalities
  - Fatalities by motorcyclists, pedestrians, and occupant restraint use
  - Problems with the state's FARS system
- Encourage States to modify their Problem ID using fatalities and injuries instead of just fatalities to better focus their programs.
- Encourage States to involve EMS leaders in their traffic records activities, especially with the new resource (National EMS information System NEMSIS) for injury data from every state.
- Ensure that EMS is a focus of the state TRCCs.
- Encourage the four remaining states to develop a DWI tracking system similar to Alabama's.

#### **RESEARCH AND EVALUATION AND OTHER RESOURCE NEEDS:**

### Training and other Resource Needs:

Support from RPD and Counsel:

- Develop, with TS1 and other Traffic Records Specialists, an orientation program for new traffic records committee members.
- NCSA to provide data on street level crashes, where available.
- Continued assistance from NVS-412 Office of Data Acquisitions; State Data Reporting Systems Division in determining the status of FARS reporting for each State in Region 4.

Page 132 of 317

# **PRIORITY PROGRAM:**

# **MOTORCYCLE SAFETY**

#### **NATIONAL GOAL:**

Reduce the expected rate of increase in motorcycle rider highway fatalities per 10,000 motorcycle registrations to 0.77 by FY 2010.

#### **REGIONAL GOAL:**

Reduce the expected rate of increase in motorcycle rider highway fatalities per 10,000 motorcycle registrations to 0.85 by FY 2010.

#### **PERFORMANCE MEASURES:**

- Encourage all states to continue using the impaired motorcyclist cues in the SFST Training.
- Encourage motorcycle assessments in Alabama, Georgia and Tennessee.

### PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

Motor vehicle injuries and fatalities are problems affecting all Americans. The economic costs of lost lives and injuries are staggering. We are committed to providing the leadership necessary to reduce motorcycle-related fatalities and increase helmet use in Region 4.

State	2004	2005	2006	2007	2008
AL	75	62	105	85	99
FL	432	468	561	566	556
GA	111	144	154	163	177
SC	88	106	110	131	123
TN	97	129	141	149	145
Region 4	803	909	1,071	1,094	1,100
USA	4,028	4,576	4,837	5,154	TBD

**Motorcycle Fatalities** 

Motorcycle Rider Fatality Rate per 100,000					
<b>Registered Motorcycles by</b>					
State and Year					

State	CY2003	CY2004	CY2005	CY2006	CY2007
Alabama	73.39	92,49	66.33	100.9	76.67
Florida	93.01	93.52	90.68	95.26	90.57
Georgia	86.79	85.75	101.4	108.3	94.53
South Carolina	155.7	146.6	168.2	125.3	136.8
Tennessee	95.93	89.27	105.7	105.1	103.4
Regional	95.37	95,35	108.07	101.34	TBD
National	69.16	69.83	73.48	72.34	Not available

Source: FARS 2003-2006 (Final), 2007 (ARF), Registered Motorcycles-FHWA

#### **Motorcycle Helmet Laws**

State	Law Enacted
AL	1980
FL	2000*
GA	1969
SC	1980*
TN	1967

\*Year Repealed

# LEGISLATION

- Encourage Florida and South Carolina to reenact motorcycle helmet laws.
- Work with states with motorcycle laws to reduce the usage of fake helmets.
- Encourage targeted, high-visibility enforcement of all motorcycle laws

#### Enforcement

• Encourage states to consider a variety of high visibility enforcement efforts with an emphasis on motorcyclists and impaired motorcyclists as described by the NAMS Implementation Guide.

# **Partnerships**

• Promote motorcycle programs as part of the Strategic HSP in all Region 4 States.

# PI&E

Provide technical assistance and materials to all Region 4 states through OCCI to support enforcement waves and PI&E campaigns. Key actions will include:

- Utilize material developed by OCCI to target media opportunities to support motorcycle initiatives.
- Encourage states to solicit support from motorcycle organizations to educate on the risks of impaired motorcyclists.

# SIGNIFICANT STRATEGIES AND TASKS:

The Regional Office will concentrate its efforts on the following objectives for 2010:

- Encourage vehicle impoundment for improperly licensed motorcyclists.
- Encourage states to limit learner's permit renewals.
- Work with states to actively promote innovative ideas yielded from the 2009 Region 4 Motorcycle Forum.
- Encourage each State to conduct at least one earned media event to promote May as Motorcycle Safety Awareness Month.
- Encourage states to provide resources for motorcycle safety rider training.
- Encourage Alabama, Georgia, and Tennessee to conduct a State motorcycle safety program assessment.
- Encourage SHSOs to work with State DMVs to implement the Maryland model that links state motorcycle registration and licenses and send a letter to each registrant identified as not holding a motorcycle license.
- Encourage each SHSO to promote motorcycle safety in its state.
- Encourage States to support law enforcement training on how to use the motorcycle DWI detection cues.
- Encourage each state to develop programs that address an impaired motorcyclist component.
- Work with States to identify motorcycle high crash locations and include them in ongoing impaired driving enforcement programs.
- Reduce the rate of increase in motorcycle rider highway fatalities per 100,000 motorcycle registrations regionally 98.89(See chart on page 26).
- Encourage States to promote the use of helmets and other protective gear.
- Increase the number of Section 2010 Motorcyclist Safety Grant applicants from three to four.
- Encourage States to establish motorcycle safety coalitions that include law enforcement, health and medical communities, rider groups, motorcycle dealerships, state licensing

and rider education agencies, etc. to work together to address increasing motorcycle crashes and fatalities.

- Coordinate motorcycle enforcement plans with each state.
- Provide states with the data that identifies the counties where the majority of motorcycle-related fatalities are occurring.
- Encourage states to develop and implement communication strategies directed at specific high-risk populations as identified by data.
- Encourage states to use the NAMS Implementation Guide.
- Encourage states to develop HVE efforts for motorcyclists, combined with media components.
- Encourage states to develop manuals that emphasize the issues of rider conspicuity and motorist awareness of motorcycles.
- Market Riders Helping Riders program to AL, FL, SC and TN.

# **RESEARCH AND EVALUATION AND OTHER RESOURCE NEEDS:**

#### Training and other Resource Needs:

Support from RPD and Counsel:

- Include additional information and communication materials addressing impaired riding in the *Drunk driving. Over the Limit. Under Arrest* crackdown planners.
- Possible assistance with a motorcycle safety assessment in Alabama, Georgia and Tennessee.
- Legislative reviews.
- 4-8 hour Motorcycle/Helmet Enforcement Training for State HSO & LE.
- Create a video for law enforcement on how to enforce motor cycle helmet violations and how cyclist should select and properly wear a helmet.

# PRIORITY PROGRAM

# **Grant Management**

# **REGIONAL GOALS:**

Liquidate funds at a rate higher than the national average. Improve State Highway Safety Programs by promoting efficient and effective grant programs and processes to achieve State goals outlined in the Highway Safety Plans.

# **PERFORMANCE MEASURES:**

- Number of days to obligate funds to GTS (Target: < 30 days)
- Amount of funds assigned to projects (Target: > 80%)
- Costs incurred and claimed in proper fiscal year (Target: 100%)
- Number of oversight activities conducted by regional staff (Target: 20)
- Ensure carryover funds are minimized (Target: < 20% of obligated funds in a fiscal year)
- Conduct special management reviews for candidate states when appropriate.
- Ensure all Highway Safety Plans are closed out by 12/31/09.

State	Obligated Amount	Liquidated Amount	Estimated Months to Liquidate
Alabama	\$12,027,145.71	\$2,327,029.71	22
Florida	\$37,358,574.64	\$3,717,940.06	28
Georgia	\$26,757,751.16	\$4,840,386.33	22
South Carolina	\$18,405,375.03	\$4,258,555.81	23
Tennessee	\$31,350,354.42	\$10,125.645.71	10
Regional Total	\$125,899,200.96	\$15,154,038.265	21

# **NHTSA Region 4 State Funds**

As of 6/30/09

Obligation of funds in GTS and assignment to projects

- Ensure eighty percent of a state's obligated funds are assigned to projects.
- Ensure carry-forward funds are assigned to projects in high fatal crash locations.

Liquidation of obligations

- Ensure ninety percent of carry forward funds are liquidated in the fiscal year they are carried into.
- Encourage each State to carry forward no more than 20% of their prior year funding.

State	Date of Last Management Review	Planned Management Review	CAP Status	Planned Special Management Review	PEP Status
Alabama	2/25-2/29/08	FY 2012	CAP officially closed	3/13-17/06 – ID Conducted	ID PEP is closed.
Florida	8/27-31/07	FY 2011	CAP officially closed	6/4-8/08 – ID was conducted 10/23-27/06 OP Conducted	<ul><li>ID PEP has been developed.</li><li>OP PEP is in the process of being officially closed.</li></ul>
Georgia	6/15/-19/09	FY 2013	Not Required	NA	NA
South Carolina	5/12-16/08	FY 2012	CAP has been developed.	1/24-27/05 – Belts Conducted 2006 belts exempted	NA
Tennessee	10/17-21/05	9/14-18/09	CAP has been closed out.	NA	NA

#### Management/Special Management Review Schedule

# SIGNIFICANT STRATEGIES AND TASKS:

Institutionalize Management Guidance and Oversight Procedures, as follows:

- Assess each State's Highway Safety Plan (HSP) and Annual Report (AR) within 30 days of receipt, and communicate comments and recommendations to States. Encourage State Highway Safety Offices to work with all federal, state and local partners to contribute to the development of the State Strategic Highway Safety Plan.
- Each RPM will conduct a total of four monitoring activities each fiscal year for their assigned state in the form of the following: desk reviews; project file reviews and/or on-site monitoring of sub-grantees).
- Analyze State highway safety programs and monitor grant activity in all five states.
- Promote state staff training in NHTSA sponsored training courses.
- Complete performance reviews and on-site monitoring.
- Track all performance review recommendations.
- Establish and adhere to a year-long timeline of monitoring and oversight activities, including:
  - On-site fiscal reviews of each State
  - On-site monitoring of selected projects to ensure compliance with applicable rules and regulations, and follow up with SHSOs, as appropriate.
  - Desk audits of obligation and expenditure rates, with quarterly correspondence to SHSOs.
- Conduct Management Reviews, Search Federal Audit Clearinghouse website quarterly to check the status and resolve findings of A-133 audits in the Region; provide technical assistance to States when necessary.
- Encourage at least one to two persons from each SHSO, responsible for developing the HSP, to participate in the Data and Analysis Training at TSI to improve HSP Performance Measures, goals, objective, project trends, evaluation performance and Annual Report.
- Ensure that the States are reporting on the 14 agreed upon performance measures, with the 15<sup>th</sup> performance measure being implemented beginning in the FY 2011 HSP.
- Review all HSPs and submit formal letters to GRs providing written approval, recommendations, and comments.
- Review data and circumstances to determine if any of the five States are candidates for Occupant Protection or Impaired Driving SMRs.
- Conduct on-site project file reviews at each SHSO to ensure compliance with rules and regulations.
- Conduct voucher reviews for each state after the first FY 10 vouchers are submitted to ensure closeout compliance.
- Review Annual Reports to assess the State's progress in achieving the goals identified in its performance plan and provide comments to the State.
- Conduct three GR meetings to discuss Regional and National programs and initiatives.
- Encourage states to use the "Countermeasures That Work" Guide.

# RAPWatch

We will continue to carefully monitor trends and activities in the RAPWatch areas of Speed and Pedestrians. Speed is a significant cause of fatal crashes within the Region. Particular attention will be paid to teens aged 16-20 based on NHTSA data that identifies this group as high risk in the area of speed. Based on NHTSA data, two of Region 4's States (AL and SC) are over-represented in speed related crashes. Pedestrian fatalities continue to be a problem in Florida and Georgia, which have been identified by FHWA as Opportunity States.

As a result, the Region will work with FHWA, which has identified AL and SC as Focus States, as they implement strategies in those States that were identified in their Strategic Plan on Safety. Additionally, speed will be cited as a major highway traffic safety concern at both the Regional Colonel's Conference and the Regional Law Enforcement Network Meeting. We will continue to encourage Florida to have a pedestrian safety technical assessment.

State	2004	2005	2006	2007	2008
AL	508	502	568	497	447
FL	550	608	712	611	553
GA	335	340	407	384	309
SC	463	481	419	454	351
TN	308	270	297	269	243
Region 4	2164	2201	2403	2215	1903
U.S.	13,192	13,113	13,543	13,040	TBD

#### SPEED-RELATED FATALITIES

	2004	2005	2006	2007	2008
AL	81	73	78	69	66
FL	493	571	544	530	490
GA	153	150	148	154	146
SC	86	98	128	108	100
TN	83	70	89	69	60
Region 4	896	962	987	930	862
US	4,675	4,881	4,784	4,654	TBD

#### PEDESTRIAN FATALITIES

In FY10, we will continue to work with our Federal and State partners to reduce speed and pedestrian-related crashes. Some strategies will include:

- Encourage Florida and Georgia to support Pedestrian programs.
- Support of the education and enforcement components of pedestrian activities in Florida and Georgia.
- Identify high-speed crash locations in Alabama and South Carolina and work with them to target enforcement efforts in those locations.
- Conduct a Colonel's meeting in May 2010 to reinforce the importance of the speed issue across the Region.
- Provide information regarding emerging technology, and promote adoption of use of new technologies within the Region.
- Promote the application of automated speed-measuring systems designed to employ a combination of fines and licensing penalties to effectively deter speeding.
- Promote participation of all five states in an aggressive and publicized speed enforcement program.
- Identify FHWAs 10 high-speed crash corridors and work with the States to target enforcement efforts to those locations.
- Continue to follow-up with States on implementation of speed management plans from speed workshops that were held in FY08.
- Continue to develop partners through the SHSP process.

Page 141 of 317

# FY 2010 Regional Action Plan NHTSA Region 4

# **NEEDS Summary**

#### Support from RPD:

Training/Curricula:

- Revise Operation Kids curricula for RN and LE
- Revise Mobilizing America to Buckle Up Children.
- 4-8 hour Motorcycle/Helmet Enforcement Training for State HSO & LE.
- Develop, with TSI and other Traffic Records Specialists, an orientation program for new traffic records committee members.

Product Development:

- Video that addresses rural seat belt usage (pickups, farms and rural).
- More materials on African-Americans and occupant protection issues.
- Diversity tool kit.
- Include additional information and communication materials addressing impaired riding in the OTLUA planners.
- Create video for law enforcement on how to enforce motorcycle helmet violations and proper helmet use.

Data Needs:

- Update State and Regional Maps that reflect counties in Region 4 that represent 65% of the alcohol-related fatalities.
- Street-level data

#### Process

• Improve distribution process for SFST updates and Motorcycle Cues.

#### Assessments/SMRs

- Possible assistance with a motorcycle safety assessment in Alabama, Georgia and Tennessee.
- Continued support to conduct impaired driving assessments.
- Continued technical support for Special Management Reviews in Region 4.
- Support to conduct SFST assessments in Florida and South Carolina.

#### Meetings

- Technical and financial assistance for meetings.
- Continue to allow staff to be available for LEL, Colonel Conferences, Motorcycle Forum, Traffic Records Forum and Public Information and Outreach.

#### Support from Counsel:

• Legislative reviews.

#### Support from ROPD:

- Allow staff to be available for LEL, Colonel Conferences, and Public Information and Outreach efforts.
- Continue the cooperation and coordination with HQ staff on high alcohol fatality rate states.
- Continue the use of the Judicial Outreach Liaison.
- Continue to provide EJS staff to speak about the Data Driven Approaches to Crime and Traffic Safety Concept.
- Development of orientation program, in conjunction with TSI, for new traffic records committee members.

#### **RESEARCH, EVALUATION AND OTHER RESOURCE NEEDS**

#### Support from RPD:

- Continue to keep regional personnel aware of the most effective technology and techniques to impact traffic crashes, including the latest information on ignition interlocks.
- Assistance from OP Division in the evaluation and administration of Section 403 rural demo project in FL, GA and TN.
- Provide Best Practices on successful courts across the country.

## Support from ROPD:

• Continued cooperation and coordination on all grant programs; especially on Section 410.

## Support from OCCI:

- Speakers where needed.
- Continued review of State media buy plans.
- Development of talking points for media events.

Page 144 of 317

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION REGION 5

# FY 2010 REGIONAL ACTION PLAN



August 19, 2009

## FY 2010 REGIONAL ACTION PLAN

## **TABLE OF CONTENTS**

•	INTRODUCTION	.PAGE 1
•	GPRA GOAL TARGETS	.PAGE 2
٠	MANAGEMENT/ADMINISTRATION	PAGE 3
•	DATA ENHANCEMENT	.PAGE 5
•	IMPAIRED DRIVING	.PAGE 8
٠	OCCUPANT PROTECTION	.PAGE 15
٠	MOTORCYCLE SAFETY	.PAGE 22
•	PEDESTRIAN SAFETY	.PAGE 25
•	DATA DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY	.PAGE 27

## Introduction

NHTSA Region 5 is a large diverse area ranging from heavily populated urban centers to small rural communities. Seventeen percent of America's population lives in the Region's six states. These 51 million residents operate over 25 million vehicles on local and state highways. In 2007, motor vehicle crashes claimed **5,755** lives representing thirteen percent of the total National traffic fatalities. The Regional average for seat belt use during the past four years has exceeded the National average. The Regional average for the rate of fatalities in highest BAC (.08+) crashes per 100 million VMT has been consistently well below the National average.

To accomplish NHTSA's Priority Programs, the Regional staff works cooperatively with each of the six State Highway Safety Offices (SHSOs) providing operational support and technical assistance. Concurrently, Regional staff seeks out other traffic safety stakeholders in efforts to leverage the on-going work of the NHTSA Regional and State SHSO personnel.

Participation in the *Click It or Ticket (CIOT) Mobilization and Drunk Driving.* Over the Limit Under Arrest. (DDOLUA) Crackdown, are key in achieving occupant protection and impaired driving program objectives. These highly publicized media and enforcement events are kept alive throughout the year with sustained high visibility enforcement. Other Regional emphasis areas for FY 2010 include motorcycles, data enhancement, pedestrian safety, and Data Driven Approaches to Crime and Traffic Safety (DDACTS).

Region 5 is data driven and emphasizes countermeasures proportional to the traffic crash experience. State Highway Safety Offices are likewise encouraged to apply countermeasures that are known to work with respect to focused target audiences.

The Regional Action Plan for FY 2010 was formulated through a collaborative process involving the Region's entire staff. These dedicated individual team members are committed to achieving the goals they have set for the Region and themselves. The following pages represent the blueprint staff will utilize as they work toward attaining those goals.

In addition, the following information provides a summary of the National GPRA Goal Targets for 2005 thru 2014 and a summary of how the Region 5 states compare to these GPRA Goal Targets.

## Page 147 of 317

Summary: GPRA Goal Targets 2005-2014 (Targets provided for the FY 2010 Budget Cycle) Performance Measures Tracked by Calendar Year

		Actual		Targets							
Measure	2005	2006	2007	2007	2008	2009	2010	2011	2012	2013	2014
	DOT Performance Measures										
Passenger Vehicle Occupant Fatality Rate	1.15 (r)	1.10 (r)	*	1.10	1.06	1.02	.99	.96	.93	.90	0.87
Motorcycle Rider Fatality Rate	73.48(r)	71.94	*	NA	76	77	78	79	79	80	82
Non-Occupant Fatality Rate	0.20	0.19	*	0.15	0.19	0.19	0.19	0.18	0.18	0.18	0.18
Large Truck and Bus Fatality Rate	0.184	0.176	*	0.175	0.171	0.167	0.164	0.160	0.157	0.154	NA
	NHT	ГSA Int	ermed	liate O	utcon	ne Mea	asures				
Alcohol Fatality Rate (.08+ BAC)	0.51 (r)	0.50	*	0.49	0.48	0.47	0.46	0.45	0.44		
Seat Belt Use (%)	82	81	82	83	84	85	86	87	88		
Improperly Licensed Motorcyclists in Fatal Crashes (%)	24 (baseline)	26	*	NA	22.5	22	21.5	21	21		
Children 0-7 Restraint use (%)	82	84	89	89	90	90	91	92	93		

#### Summary: Region 5 States Goal Targets 2005-2010

STATES		İllir	nois			Indi	ana			Mich	igan	
Measure	2005	2006	2007	2010	2005	2006	2007	2010	2005	2006	2007	2010
Passenger Vehicle Occupant Rate	0.9	0.86	0.8	0.65	1	0.93	0.93	0.81	0.78	0.74	0.75	0.7
Motorcycle Rider Fatality Rate	49.47	41.29	46.1	38.9	73.2	67.1	76.59	79.08	44.23	43.95	44.66	49.64
Non-Occupant Fatality Rate	0.18	0.16	0.18	0.17	0.11	0.14	0.11	0.12	0.16	0.16	0.15	0.13
STATES		Minn	esota			Oł	nio			Wisc	onsin	
Measure	2005	2006	2007	2010	2005	2006	2007	2010	2005	2006	2007	2010
Passenger Vehicle Occupant Rate	0.75	0.67	0.67	0.54	0.91	0.82	0.82	0.67	1.05	0.91	0.91	0.68
Motorcycle Rider Fatality Rate	27.34	29.68	25.24	23.22	51.81	44.84	51.31	51.32	27.35	29.87	31.95	38.92
Non-Occupant Fatality Rate	0.09	0.08	0.06	0.02	0.1	0.11	0.12	0.15	0.1	0.11	0.12	0.15
STATES		Illir	nois			Indiana			Michigan			
Measure	2005	2006	2007	2010	2005	2006	2007	2010	2005	2006	2007	2010
Alcohol Fatality Rate (.08+ BAC)	0.46	0.46	0.45	0.37	0.38	0.38	0.34	0.32	0.36	0.37	0.34	0.26
Seat Belt Use %	86	87.8	90.1	94.1	81.2	84.3	87.9	97.9	92.9	94.3	93.7	98.8
Improperly Licensed Motorcyclists in Fatal Crashes %	25%	32%	n/a	n/a	32%	41%	n/a	n/a	23%	29%	n/a	n/a
STATES		Minn	esota			Oł	nio			Wisc	onsin	
Measure	2005	2006	2007	2010	2005	2006	2007	2010	2005	2006	2007	2010
Alcohol Fatality Rate (.08+ BAC)	0.31	0.28	0.29	0.18	0.38	0.37	0.38	0.36	0.56	0.54	0.55	0.51
Seat Belt Use %	83.9	83.3	87.8	89.9	74.1	81.7	81.6	89	73.3	75.4	75.3	75.5
Improperly Licensed Motorcyclists in Fatal Crashes %	18%	13%	n/a	n/a	16%	13%	n/a	n/a	17%	23%	n/a	n/a

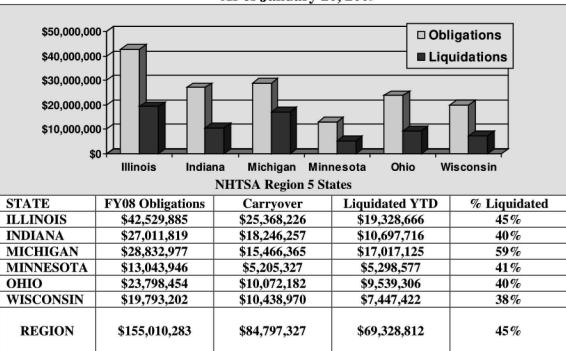
## Priority Program Management/Administration

## **Regional Goals:**

- Liquidate funds at a rate at or above the National Average.
- Conduct management reviews.
- Track all completed MR/SMR recommendations.
- Review each state's monitoring policies and procedures.
- Track each state's progress in implementing assessment recommendations.

## **Problem Identification**

Low liquidation rates resulting from insufficient planning and implementation, or due to state financial constraints.



Obligations/Liquidations As of January 20, 2009

Does Not include Sections 154/164 Transfer Funds

## **Performance Measures**

- Monitor liquidation rates and encourage improvement by promoting best practices.
- Follow-up on findings in all states where a MR or SMR has been conducted to ensure compliance and completeness, using the NHTSA Tracking and Repository System.
- Conduct Management Review in Ohio and Illinois this fiscal year.
- Use Regional Monitoring Guidelines to conduct monitoring in all six States.
- Utilize the Assessment forms to track each states assessment progress with focus on priority areas.
- Conduct annual Region 5 leadership meeting during the second or third quarter.
- Analyze the Federal Audit Clearinghouse Audit Reports for errors in reporting and follow up with states.

## **Significant Strategies**

## A. <u>Program Implementation and Training</u>

- 1. Develop regional strategies that will assist in conducting an in depth review of the State's processes for problem identification, planning, programming, implementation, monitoring and evaluation of their HSPs.
- 2. Work with the States, FHWA Division and FMCSA Division offices in implementing the Strategic Highway Safety Plans in all States.
- 3. Sponsor annual Regional Leadership Meeting during the second or third quarter.
- 4. Conduct relevant training for Region 5 staff.
- 5. Ensure all Performance Measures agreed upon by NHTSA and GHSA, are included in the HSPs.

## B. <u>Financial and Program Management</u>

- 1. Track the progress being made by each of the States on their highway safety program using the Grants Tracking System (GTS), management reviews and on-site fiscal reviews.
  - a. Conduct voucher reviews of the first, second and third vouchers submitted by each State.
  - b. Improve the liquidation rates for all funds in all States by sharing best practices and provide bi-monthly updates of obligation and expenditure rates for all States beginning in the second quarter.
- 2. Track and enter MR/SMR reports into NHTSA Tracking and Repository System.
- 3. Conduct MRs in Ohio and Illinois.

## C. <u>Monitoring</u>

1. Conduct monitoring of all 6 states (desk reviews, project review and on-site reviews) using the forms that were created in 2008. This monitoring plan encompasses a sampling plan that includes the factors: Value, Relative Risk and Representativeness. The RPMs shall conduct a minimum of four monitoring activities per state per Federal Fiscal Year (October 1 to September 30). Of the four monitoring activities one will be the observance/evaluation of the RPM's state conducting an on-site monitoring of a sub-grantee.

2. Conduct quarterly review of the Federal Audit Clearinghouse.

## Priority Program DATA ENHANCEMENT

National Goal:

Assist States in developing & implementing strategic traffic safety information systems that are timely, accurate, complete, uniform, integrated, and accessible.

Regional Goal: Assist Region 5 States in developing & implementing strategic traffic safety information systems that are timely, accurate, complete, uniform, integrated, and accessible.

## **Problem Identification & Program Assessment**

Good data is necessary for effective highway safety programs. Region 5 understands and embraces the importance that data has on highway safety planning and has begun to systematically assess and evaluate our States' traffic records systems and files, with a focus on completeness, accuracy, timeliness, consistency, integration, and accessibility.

In FY 08, all of the States applied for and received Section 408 funds. Region 5 anticipates that all of the States will qualify for additional Section 408 funding in FY 09. Regional staff regularly attends State TRCC meetings and provide support by offering advice and direction to the States in order for them to successfully qualify for Section 408 funds. In FY 09, the Region monitored progress, completed and conducted interim reports to ensure that the States make progress in a performance area and thus maintain their eligibility for subsequent Section 408 funding.

State	Year of last	Electronic	Functioning	NHTSA	CODES	408 Funding
	Traffic	Crash	TRCC	MMUCC	State	(years)
	Records	Submission		Analysis		
	Assessment					
IL	5/2006	Yes	Yes	Yes	Yes	07; 08
IN	3/2008	Yes	Yes	Yes	Yes	06; 07; 08
MI	10/2004	Yes	Yes	Yes	No	06; 07; 08
MN	2/2008	Yes	Yes	Yes	Yes	06; 07; 08
OH	8/2004	Yes	Yes	Yes	Yes	06; 07; 08
WI	2/2005	Yes	Yes	Yes	Yes	06; 07; 08

## **Performance Measures**

- Support all States in effectively implementing their Traffic Records Strategic Plans.
- Support States to effectively apply and qualify for Section 408 funding for FY 2010.
- Ensure that all States have effective Executive and Implementation Level Traffic Records Coordinating Committees.

- Track priority recommendations identified in completed State Traffic Records Assessments.
- Conduct Traffic Records Re-Assessment in Michigan, Ohio and Wisconsin in FY 2010.
- Identify deficiencies of State FARS reporting and work to improve the quality of the FARS data in all States (i.e., unknown restraint use, BAC testing reporting).
- Work with all States to increase NEMSIS compliance through each States' TRCC.

## **Significant Strategies**

## A. State Traffic Records Strategic Plans

Work with each State to implement their Traffic Records Strategic Plan. Based on standards developed for Section 408 funding criteria; identify improvements to the timeliness, accuracy, completeness, uniformity, integration and accessibility of the data.

## B. Executive Level TR Committees

Work with all States to promote and improve Executive Level Traffic Records Committees with formal working agreements or memorandum of understanding to identify duties, roles and responsibilities between the key traffic safety information system funding agencies.

## C. Traffic Record Assessments

The Regional Program Managers will track recommendations from Traffic Record Assessments using the Regional Tracking Form with specific focus on priority areas.

MI (10/2009), OH (12/2009) and WI (TBD) will conduct Traffic Records Re-Assessments in FY 2010.

## D. Traffic Records Coordinating Committees

The Region will provide support to the States' Traffic Records Coordinating Committees by:

- 1. Regularly participating either in person, via conferencing or informed through minutes of States Traffic Records Committee Meetings.
- 2. Cooperating with the States in preparing interim progress reports to demonstrate measurable progress.

## E. Fatality Analysis Reporting System (FARS)

- 1. Conduct a quarterly query of all States to ascertain which FARS elements are not being reported or contain a high percentage of "unknowns" to assure that all States are meeting the requirements of their FARS contract.
- 2. Assist NHTSA FARS Office on issues with the State FARS Offices as practicable. The Region will identify ways to improve the reporting on deficient elements during bi-monthly monitoring visits to the state FARS offices.
- 3. Provide SHSO staff update reports on BAC testing throughout FY 2010 to meet agency goal (from section 410) of increasing BAC testing by 1% or more in 2008 results over 2007 results.

REGIO	REGION 5 STATES KEY MISSING FARS DATA ELEMENTS								
	Unknown Res	traint System-		Known Alcohol- Test					
	Use %			Results Percentage					
	2007	2008		2006	2007				
IL	13%	12%		55.0%	58.6%				
IN	17%	15%		60.9%	66.6%				
MI	12%	12%		52.7%	57.9%				
MN	10%	12%		71.2%	65.0%				
OH	3% 5%			61.1%	62.1%				
WI	7%	9%		69.8%	71.1%				

Source: FARS

## F. National EMS Information System (NEMSIS)

As part of the TSIS and Section 408 program, work with the States to ensure the NEMSIS data are considered and included in States TRCC plans.

	NEMSIS DATA Elements	
	Percent of NEMSIS Data	Date Reviewed
	Elements Collected	
IL	24%	12/2006
IN	99%	2/2009
MI		N/R
MN		N/R
OH	99%	6/2008
WI	99%	7/2008

## G. Training

1. Provide additional 408 training to all States by holding a 408 seminar or webinar.

## **REQUESTED ASSISTANCE FROM HEADQUARTERS**

• Assistance with Traffic Records Re-Assessments (MI, OH & WI)

## Priority Program IMPAIRED DRIVING

National Goal Reduce the rate of fatalities in highest BAC (.08+) from .49 in 2007 to .46 by 2010.

**Regional Goal** 

Reduce the rate of fatalities in highest BAC (.08+) from .36 in 2007 to .35 by 2010.

Reduce the rate of fatalities in highest BAC (.08+) by 100k/pop from 3.55 in 2007 to 3.34 by 2010 Reduce the rate (100K pop. 16-20 year olds pop.) of alcohol-related fatalities (.01+) for 16-20 year olds from 7.89 in 2007 to 6.20 in 2010.

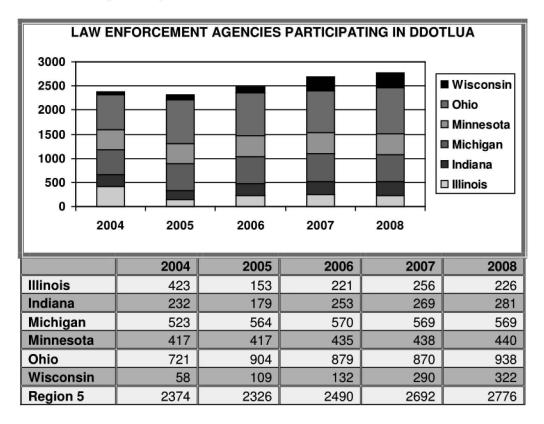
## **Problem Identification**

While the Region continued efforts to increase highly-visible enforcement by law enforcement, to establish general deterrence to the public and create a perception that violating impaired driving laws will result in arrest, jail, impoundment of their vehicle and/or other extremely serious personal and financial consequences; the Region saw a decrease of 10.1% in total alcohol-impaired fatalities (205) in 2007. On the other hand, fatalities in alcohol-related crashes (with Highest BAC .08 and above) for Region 5 numbered 1,831 or about 31.8% of the 5,755 motor vehicle fatalities in 2007.

0.6 0.5 0.4 0.3 0.2 0.1										
State	2003	2004	2005	2006*	2007	Target 2010				
Illinois	.46	.44	.43	.42	.40	.37				
Indiana	.28	.33	.35	.34	.32	.32				
Michigan	.34	.32	.31	.32	.29	.26				
Minnesota	.38	.28	.29	.26	.28	.26				
Ohio	.34	.35	.36	.35	.35	.34				
Wisconsin	.54	.49	.54	.52	.53	.51				
Reg. V avg.	.39	.37	.38	.37	.36	.34				
U.S.	.45	.44	.45	.45	.43	.46				

#### Source: FARS \*2007 ARF

As shown in the table above, the highest BAC (.08 and Above) related fatality rate for the States in Region 5, along with the Regional average, has been consistently at or below the US rate, with the exception of WI which has been over the national average each year from 2003-2007.



	STATE IMPAIRED DRIVING PROGRAMS										
State	Imp. Driving Assessment	SMR	SFST Assessment	Checkpoints Used/Permitted	DEC	TSRPs	Drug/Hybrid /DWI Courts				
Illinois	1995/2003		2/07	Yes	Yes	Yes (2)	24/2/2				
Indiana	2001/2008		TBD	Yes	Yes	Yes	25/17/0				
Michigan	1996/2005		TBD	No	No	Yes	35/52/24				
Minnesota	1995/2003			No	Yes	Yes	19/5/9				
Ohio	2002			Yes	No	Yes (2)	31/0/4				
Wisconsin	1993/2003	7/07	9/07	No	Yes	Yes	22/1/4				

## 16-20 Year Olds

In Region 5, 16-20 year olds in 2007 accounted for:

- 7.1% of the population
- 12.4% of impaired driving-related (BAC=0.08+) fatalities
- 13.4% of alcohol-related (BAC=0.01+) fatalities
- 13.7% of all fatalities

## **Performance Measures**

- Maintain law enforcement agency participation for the 2010 Crackdown at the 2008 rate of 69 percent (2776 of 4047) covering 85 percent of State populations.
- Conduct SFST assessment of IN during FY 2010.
- Work with four States (IL, IN, MN and WI) to evaluate their TSRP programs.
- Work with the Regional Judicial Outreach Liaison to help the Region educate and mobilize support for NHTSA's traffic safety activities though judicial outreach efforts.
- Seek to increase use of sobriety checkpoints, low-staffing checkpoints and flexible checkpoints in 2010 by 25% over 2008 National Impaired Driving Crackdown numbers in IL, IN and OH and increase use of HVE signage and earned media.
- Ensure MI, MN and WI increase efforts to utilize effective impaired driving countermeasures such as true HVE saturation patrols, flexible checkpoints, DWI enforcement zones along with HVE signage and media.
- Seek to incorporate HVE integrated enforcement strategies in Region 5 States to target high-risk drivers to include dual messaging (Belts and Impaired Driving) and enforcement (Belts, Impaired Driving and Speed).
- Seek to increase the number of Drug/Hybrid/DWI Courts by promoting expansion through the State Highway Safety Offices and promotion by the TSRPs.
- Increase the number of participating physicians and emergency/trauma nurses adopting alcohol screenings and brief interventions (ASBI) as part of their clinical practice from 1550 in 2009 to 1750 in 2010.
- Follow up with the SHSO on Assessments, SMR and MR findings and recommendations pertaining to impaired driving in IL, IN, MI and WI.
- Work with the States to incorporate effective HVE enforcement countermeasures for impaired motorcycle riding. This includes impaired motorcycle HVE enforcement in all States' Crackdown and sustained enforcement plans. Plan at least one activity in each state that utilizes data and activities relating to motorcycle impaired crashes to conduct an enforcement effort.
- Obtain reporting from 75% of the law enforcement agencies participating the August-September 2010 Crackdown.
- Work with JOL to develop strategies to decrease Breath Test refusal rates in IL and OH.
- Work with JOL to develop effective strategies to address impaired driving in the region concerning the judicial arena.
- Continue to review each State's alcohol initiatives for 16-20 year olds following NHTSA's "Access to alcohol," core strategy.
- Work with each State to include an "access to alcohol" and impaired driving focus for 16-20 year olds in their Highway Safety Plans.
- Review the provisions of the Graduated Driver Licensing laws for each State to identify weak components and recommend strategies for improvements.

## SIGNIFICANT STRATEGIES

## A. <u>High Visibility Impaired Driving Crackdown – August-September 2010</u>

Goal: To increase the level of activity and effort to rival that of our CIOT mobilization.

- 1. High Visibility Enforcement
  - a. Ensure SHSO implements enforcement programs that are:

- 1. Immediately identifiable
- 2. Attention grabbing
- 3. Formulated to include earned and paid media along with HVE
- 4. Providing sustained enforcement efforts
- b. Ensure a minimum of 75% of the LEAs report after the crackdown.

## 2. Media

- a. Coordinate the submittal of paid media plans by all six States for review and comment by the OCCI and their media contractor.
- b. Ensure SHSO prepares and releases to the public post Crackdown enforcement numbers.
- 3. Evaluation
  - a. Ensure SHSO continue pre- and post-Crackdown telephone surveys.
  - b. Conduct an after-action review on the FY 2009 Crackdown in all six States by regional staff at the Region 5 Leadership Conference Meeting.

## B. <u>Sustained Enforcement</u>

Secure commitments from all law enforcement agencies serving counties in which at least 60 percent of the alcohol-related fatalities occur to conduct at least one DWI checkpoint, low-staffing sobriety checkpoint or saturation patrol per month. This will be done as follows:

- 1. Work with States to develop sustained high-visibility enforcement to follow NHTSA's Impaired Driving Calendar for the following Non-Crackdown periods:
  - a. October 2009 Halloween
  - b. December 2009 3-D Month
  - c. January/February 2010 Super Bowl Sunday
  - d. March 2010 St. Patrick's Day
  - e. April 2010 Screening & Brief Intervention/Cinco de Mayo
  - f. June/July 2010 July 4<sup>th</sup>
  - g. August/September 2010 Crackdown
- 2. Work with all SHSOs and other partners to ensure HVE enforcement occurs quarterly reaching at least 65 percent of the State population.
- 3. Work with checkpoint States (IL, IN and OH) to promote the use of effective impaired driving countermeasures such as checkpoints, low-staffing checkpoints and flexible checkpoints in conjunction with HVE signage and media.
- 4. Work with non-checkpoint States (MI, MN and WI) to promote the use of effective impaired driving countermeasures such as true HVE saturation patrols, flexible checkpoints, DWI enforcement zones along with HVE signage and media.
- 5. Work with all Region 5 States to incorporate dual HVE messaging (Belts and Impaired Driving) and integrated HVE enforcement efforts (Belts, Impaired Driving and Speed). This with put additional efforts to target the high-risk drivers.
- 6. Track implementation of Section 410 Plans in IL and WI.
- 7. Assist three States (IL, IN & WI)) with their efforts to substantially increase the participation of nonfunded agencies in the August/September 2010 DDOLUA Crackdown.

## C. <u>Resource Prosecutors</u>

1. Work with states to evaluate TSRP program (IL, IN, MN, and WI) by providing best practices model from the Michigan TSRP evaluation.

2. Work with all TSRPs to promote the expansion of DWI courts in the Region.

3. Identify obstacles/causes that generate the high BAC Test refusal rates in IL (2001-38% and 40%-2005) and OH (2001-40% and 2005-39%).

## D. <u>Regional Judicial Outreach Liaison</u>

The Regional JOL will actively pursue the goals of NHTSA especially as they pertain to the courts and judiciary. Clearly articulate the mission, goals and objectives of NHTSA to the judiciary including the courts and any national judicial organization.

- 1. Work with Regional Judicial Outreach Liaison to develop and implement a plan of action to reach judges and judicial educators to garner support for traffic safety enforcement.
- 2. Regional Judicial Outreach Liaison to provide assistance in conducting a Judicial Forum.
- 3. Include Regional Judicial Outreach Liaison in the 2010 Regional Leadership Conference.
- 4. Identify obstacles/causes that generate the high BAC Test refusal rates in IL (2001-38% and 40%-2005) and OH (2001-40% and 2005-39%).
- 5. Make contact with the State Judicial Educator in each state in the Region. Discuss possible areas/needs for traffic safety judicial education/outreach programs. Report on this contact to Regional Office. Negotiate presentation at state's annual judicial conference. Compile a resource book/list of contacts made in the field.
- 6. Make contact with the Circuit Courts of Cook County to make inroads to a possible DUI/Drug Courts and other outreach activities that will improve DUI adjudications actions.
- 7. Work with the State (IL, OH and WI) drug court coordinators to identify possible funding sources in each Region 5 state for programs, possible DUI/Drug Courts and other outreach activities. Discuss with them successes, failures, etc...
- 8. Prepare or solicit at least two articles for Highway to Justice. Make sure the article is submitted by the deadline provided and in the approved format.
- 9. Make presentation on traffic safety issues, specifically NHTSA's priorities, at six state annual judicial education conferences in Region 5.
- 10. Proactively review Region 5 furnished materials [e.g., state program assessment reports] to examine narratives and recommendations for opportunities and/or gaps to initiate actions toward judicial enhancements. Provide affirmative strategies for such JOL action.
- 11. Present programs at meetings at the direction of the Region 5 Office. These may include regional meetings, the Lifesavers conference, various State traffic safety programs, and others.

## E. <u>DWI Courts</u>

- 1. Seek to expand the use of DWI Courts from 43 in FY 2009 to 50 in FY 2010.
- 2. Promote the NHTSA DWI Court Training initiative.

## F. <u>Screening/Brief Intervention</u>

To increase the number of participating physicians and emergency/trauma nurses adopting alcohol screenings and brief interventions (ASBI) as part of their clinical practice from 1550 in 2009 to 1750 in 2010.

## G. <u>16-20 Year Olds</u>

- 1. Update the inventory of core strategies being implemented by the States to reduce "Access to Alcohol" among 16-20 year olds.
- 2. Promote the NHTSA "Access to Alcohol" core strategies for youth to the States by the RPMs.
- 3. Include a separate "Youth Traffic Safety" session during the Region 5 leadership meeting.
- 4. Incorporate impaired driving countermeasures for 16-20 year olds into National Crackdown efforts.
- 5. Work with the States to get the message out to the public about seat belts, impaired driving and GDL when high profile youth crashes occur.
- 6. Encourage the States to work with key organizations to develop strategies that will reduce crashes, deaths and injuries occurring to the 16-20 year old population.
- 7. Provide information and encourage participation in national events by applicable organizations:
  - i. May 2010 National Youth Teen Driver Safety Week
  - ii. Drunk Driving. Over the Limit. Under Arrest August-September 2010

## H. Planning and Coordination of Impaired Driving Programs

To assure that the States have acceptable management, coordination and follow-up of their impaired driving programs, the Region will:

- 1. Track progress of Alcohol and SFST Assessments and SMR impaired driving recommendations using the Regional Tracking Form in IL IN, MI and WI.
- 2. Conduct a DWI SFST Assessment of IN during FY 2010.
- 3. Conduct a review of Region's SFST training and implementation.
- 4. Provide best practices to States from preliminary results from Illinois 403 Flexible Checkpoints Demo.

## I. Law Enforcement Liaison Initiatives

The Regional Law Enforcement Liaison will assist Regional Staff, SHSOs, and the law enforcement community to accomplish Regional Impaired Driving Goals through the following activities:

- Conduct an on-site meeting with the Lead Law Enforcement Liaison at least once in each of the States prior to the start of the August/September 2010 DDOLUA Crackdown.
- Participate in impaired driving conference calls and assist with initiatives with SHSOs, State Police Chiefs' and Sheriff's Associations, and other relevant organizations.
- Assist three States (IL, IN & WI)) with their efforts to substantially increase the participation of nonfunded agencies in the August/September 2010 DDOLUA Crackdown.
- Help secure sustained enforcement for impaired driving enforcement, promote the substantial increase of low-staffing checkpoints (IL, IN & OH), identify training needs, solicit support for high visibility enforcement waves and provide input for planning region-wide impaired driving enforcement initiatives, i.e. multi-state corridor enforcement activities.
- Provide technical assistance to state-level LELs in the Region to assist in the development of traffic enforcement networks (i.e. Provide training at LEL Conference on traffic networks and share LEL best practice models such as the Georgia Law Enforcement Networks).
- Encourage the creation or expansion of programs designed to recognize law enforcement for their impaired driving efforts through participation in State/National programs such as the *Law Enforcement Challenge*.
- Institutionalize law enforcement training for impaired driving through the promotion of NHTSA/TSI impaired driving training courses such as Driving While Intoxicated (DWI) Detection and

Standardized Field Sobriety, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Evaluation and Classification (DRE), etc...

- Write and submit an impaired driving article for law enforcement and other relevant publications for distribution to Region 5.
- Include sessions on impaired driving issues and strategies at the Regional Law Enforcement Liaison Conference that are designed to equip State LELs to garner further support and participation from their respective law enforcement agencies for impaired driving issues.

## J. <u>Legislation-Ignition Interlocks</u>

- Provide support to States with new or enhanced ignition interlock laws (IL and MN). The Region anticipates that the States of Indiana and/or Ohio will pass interlock laws in 2010. Provide legislative support to assist in the passage of any new interlock laws as requested.
- Review provisions of the Graduated Driver Licensing laws for Michigan to identify weak components and recommend strategies for improvement.

## I. <u>Training</u>

• Conduct Impaired Driving Course (DWI 101) for Region 5 States during FY 2010.

## **REQUEST ASSISTANCE FROM HEADQUARTERS**

- Assistance with SFST (IN) and Alcohol Assessments.
- Best Practices/Fact Sheets regarding successful implementation of Ignition Interlock laws.
- Current model testimony regarding Ignition Interlock laws.
- Tools to assist our Judicial Outreach Liaison in determining effectiveness of State's DUI process systems from the Judicial prospective.
- Assistance with conducting Impaired Driving Course (DWI 101).
- Review of proposed Paid Media Plans.

Page 160 of 317

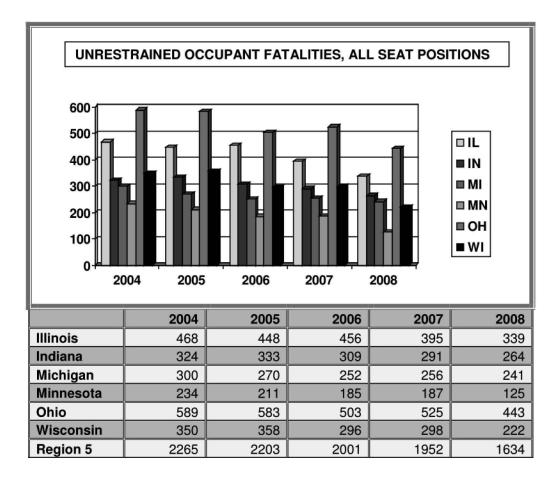
## Priority Program OCCUPANT PROTECTION National Goal: Increase seat belt use to 84% in 2010. Increase child passenger restraint to 87% for the 0-7 age group in 2010. Regional Goal: Increase seat belt use from 88.0% in 2008 to 91% in 2010. Reduce non-restraint use fatalities in the Region for 16-20 year olds from 9.41 per 100,000 population in 2007 to per 100,000 population in 2010.

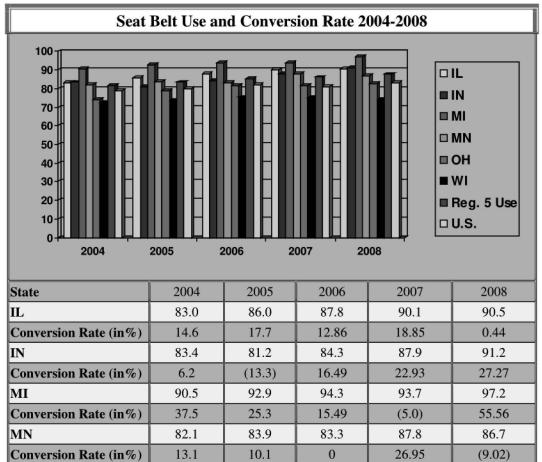
## **Problem Identification**

Significant numbers of motorists involved in Region 5 crashes failed to properly use occupant restraint systems resulting in unnecessary death, serious injury and monetary loss. Three States in the Region do not have primary enforcement of seat belt laws as noted in the chart below. Nighttime seat belt usage among fatally injured motorists is substantially lower than for daytime motorists.

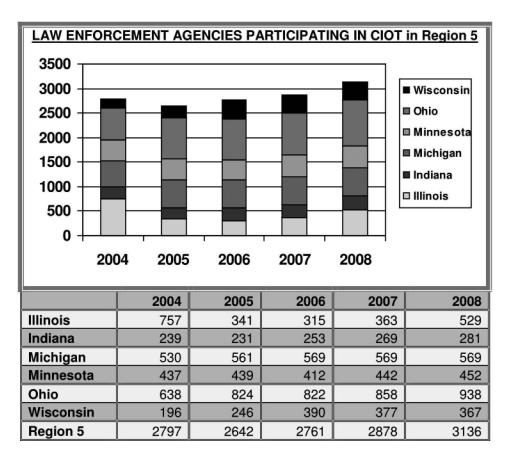
	Region 5 Seat Belt Use Laws								
State	Primary or Secondary	Primary or Secondary Seating Position		Booster Seat					
Illinois	Primary	Front	\$25	Yes					
Indiana	Primary	All	\$25	Yes					
Michigan	Primary	Front	\$25	Yes					
Minnesota	Primary	All	\$25	Yes					
Ohio	Secondary	Front	\$25	Yes					
Wisconsin Primary		All	\$10	Yes					

Page 161 of 317





ОН	74.1	78.7	81.7	81.6	82.7
Conversion Rate (in%)	(2.4)	17.8	14.08	(.99)	5.98
WI	72.4	73.3	75.4	75.3	74.2
Conversion Rate (in%)	8.6	3.3	7.87	(.99)	(4.45)
Reg. 5 Use	81.3	83.4	85.4	86.8	88.0
U.S.	80.0	82.0	81	82.4	83



Fatalities for 16-20 year old youth represent 15 percent of the total fatalities occurring in Region 5. Known restraint use for this group is 40 percent among those killed in motor vehicle crashes; non-restraint use is 59 percent. Unknown restraint use for 16-20 year old youth is 10 percent.

16-20 Year Old Youth -Total Fatalities - Region 5									
	<b>2003 2004 2005 2006</b> 2007								
Illinois	223	161	177	178	192				
Indiana	133	148	127	132	121				
Michigan	166	173	143	115	154				
Minnesota	107	88	78	80	55				
Ohio	201	204	187	162	156				
Wisconsin	134	105	124	111	113				
Region 5	791								
US	6030	5924	5719	5661	5338				

## **Performance Measures**

May 2010 Mobilization:

- Ensure each of the States fully implement the May 2009 Mobilization model: enforcement, media (earned & paid) and evaluation (observation & telephone).
- Ensure the States purchase sufficient media to support high-visibility enforcement for the May 2010 Mobilization.
- Maintain regional law enforcement participation above 75%.
- Obtain reporting from 75% of the law enforcement agencies participating in the May 2010 Mobilization enforcement activities.
- Obtain full reporting from all States into the on-line reporting system of all data elements for the May 2010 Mobilization.

Sustained Seat Belt Enforcement:

• In addition to the May Mobilization, all States will promote seat belt enforcement during at least two other times of the year.

Nighttime Seat Belt Enforcement:

- For all States, obtain baseline data of numbers of law enforcement agencies, numbers of officers engaged and hours devoted to enforcement during the May 2010 Mobilization.
- All states will conduct nighttime enforcement during the May 2010 Mobilization.
- Obtain commitment from all States for nighttime enforcement for two full weekends during the May 2010 Mobilization.
- Work with all States to conduct a nighttime event designed to generate earned media.

16-20 Year Olds

- Assess each State's youth seat belt initiatives.
- Encourage state to include a seat belt focus for 16-20 year olds in their Highway Safety Plan utilizing effective countermeasures to address non-restraint use among this population group.
- Conduct a review of Graduated Driver Licensing law provisions for Michigan to identify weak components and recommend strategies for improvement.
- Reduce the percentage of unknown restraint use.

Child Passenger Safety:

- Promote statewide child passenger restraint surveys once every two to three years.
- Work with Michigan and Ohio to improve current booster seat legislation for qualifying for Section 2011 funding.

Primary Seat Belt Laws:

• Assist Ohio in passing a primary seat belt law.

## **Significant Strategies**

## A. <u>High Visibility Seat Belt Enforcement Mobilization – May 2010</u>

Fully implement the May 2010 CIOT Mobilization in each of the states to include the following:

- 1. High Visibility Enforcement. (See Section I. Law Enforcement Liaison Initiatives).
  - a. Maintain law enforcement agency participation for all states at or above 2009 levels.

- b. Assist States in the development of statewide enforcement plans.
- c. Assist States towards the improvement of agency reporting to a minimum of 75 percent for all States.

## 2. Media

- a. Continue to submit paid media plans from all States for review and comment by the OCCI and their media contractor.
- b. Work with the States to develop and implement earned media plans in all States that cover the entire five week earned media time period.
- c. Ensure SHSO prepares and releases to the public post campaign media releases regarding their enforcement results.

## 3. Evaluation

- a. Ensure States continue conducting pre- and post-Mobilization observation and telephone surveys.
- b. Ensure that State evaluators are briefing SHSO program staff and partners with survey results for future planning initiatives.

## B. <u>Sustained High-Visibility Enforcement</u>

- 1. Work with States to develop sustained high-visibility enforcement by following NHTSA's Communication Calendar for the following campaigns:
  - a. November 2009 Thanksgiving Weekend Travel
  - b. May/June 2010 CIOT Mobilization
  - c. September 2010 CPS Week
- 2. Ensure SHSO emphasizes media messaging relative to enforcement of seat belt laws during alcohol enforcement campaigns.
- 3. Ensure SHSOs have sub-grantees identify their specific HVE tactics.

## C. <u>Nighttime Safety Belt Use</u>

- 1. Ensure SHSO emphasize nighttime enforcement throughout the Mobilization.
- 2. Ensure SHSO sponsors nighttime enforcement on both weekends of the Mobilization.
- 3. Ensure SHSO builds upon the implemented strategies for nighttime enforcement of seat belt laws during the Mobilization and other sustained enforcement periods.
- 4. Coordinate region-wide pre- and mid-Mobilization press events to report on day/night enforcement efforts and advertise nighttime enforcement that includes local, county and state law enforcement leaders and other highway safety leaders.

## D. <u>16-20 Year Olds</u>

- 1. Incorporate youth seat belt focus for 16-20 year olds in the National CIOT mobilization.
- 2. Include a separate "Youth Traffic Safety" session during the Region 5 leadership meeting.
- 3. Promote NHTSA's seat belt use core strategies for youth to the States by the RPMs.
- 4. Work with the States to get the message out to the public about seat belts, impaired driving and GDL when high profile youth crashes occur.
- 5. Promote HVE initiative for communities and schools (Enforcement, Media, Education and Evaluation) in at least one state.

6. Work with Region 5 states to develop partnerships with key youth organizations to implement and promote strategies that will reduce crashes, deaths and injuries occurring to the 16-20 year old population.

## E. <u>Child Passenger Safety Initiatives</u>

- 1. Coordinate OPC Assessments in IL, MN and WI.
- 2. Continue to track OPC assessment recommendations identified in IN, MI and OH using the Region 5 tracking form.
- 3. Work with NHTSA OP Division to promote programs that address the 8-15 year old passenger population.
- 4. Work with NHTSA OP Division to promote programs to expand booster seat use in low-child restraint use populations.

## F. Planning and Coordination of Occupant Protection Program

1. Coordinate OP Assessments in the States of IL, MN and WI.

## G. <u>High-Risk Nonuser Populations Initiatives</u>

- 1. Work with SHSOs to gain integrated enforcement initiatives on defined roadway segments incorporating speed enforcement as a key component to improve seat belt use among:
  - Rural populations
  - Pickup truck occupants
  - Multicultural populations
- 2. Promote national occupant protection demonstration programs to the states to increase seat belt use within multicultural populations.

## H. Law Enforcement Education

Ensure SHSOs promote law enforcement training utilizing the revised NHTSA curriculum for Traffic Occupant Protection Strategies (TOPS).

## I. Law Enforcement Liaison Initiatives

- 1. The Regional Law Enforcement Liaison will assist Regional Staff, State Highway Safety Offices (SHSOs), and the law enforcement community to reach Regional seat belt usage rate goals through the following activities:
  - Conduct an on-site meeting with the Lead Law Enforcement Liaison at least once in each of the States prior to the start of the May 2010 CIOT Mobilization.
  - Participate in conference calls and assist with initiatives with State Highway Safety Offices (SHSOs), State Police Chiefs and Sheriffs Associations, and other organizations with efforts designed to help reach the Region's occupant protection goals.
  - Assist Wisconsin with their efforts to substantially increase the participation of non-funded agencies in the May 2010 CIOT Mobilization.
  - Secure zero tolerance for enforcement of safety belt laws, identify training needs, solicit support for high visibility enforcement waves and provide input for planning region-wide seat belt enforcement efforts.

- Provide technical assistance to state-level LELs in the Region to assist in the development of traffic enforcement networks, and promote sustained enforcement activities, such as multi-state corridor enforcement activities.
- Encourage the creation or expansion of programs designed to recognize law enforcement for their occupant protection efforts through participation in State/National programs such as the *Law Enforcement Challenge*.
- Write and submit an occupant protection article for law enforcement and other relevant publications for distribution throughout Region 5.
- Include sessions on occupant protection issues and strategies at the annual Regional Law Enforcement Liaison/TSRP Conference.

## J. Legislation – Primary Seat Belts and Child Passenger Safety

- 1. Provide written materials and testimony, when requested, that assist Ohio in the passage of a primary seat belt law.
- 2. Provide written material and testimony, when requested, that assist MI and OH in improving their passing of the child passenger safety booster seat law.
- 3. Conduct a review of Graduated Driver Licensing law provisions for Michigan to identify weak components and recommend strategies for improvement.

## **REQUESTED ASSISTANCE FROM HEADQUARTERS**

Media

• Review of proposed paid media plans.

Evaluation

• Develop evaluation plan for nighttime safety belt enforcement.

## Priority Program MOTORCYCLE SAFETY

**National Goal** 

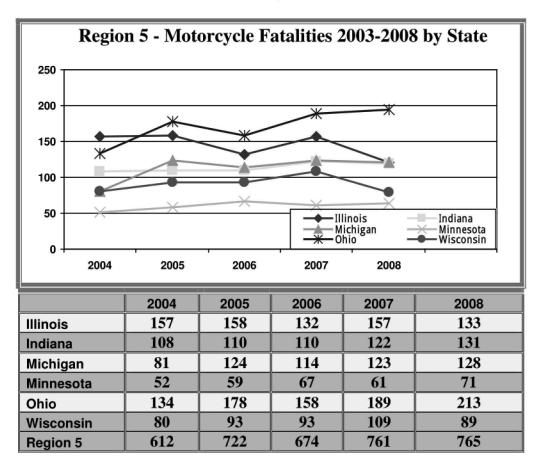
Reduce the expected rate of increase in motorcycle rider highway fatalities per 100,000 motorcycle registrations from 72 in 2007 to 77 by 2010.

**Regional Goal** 

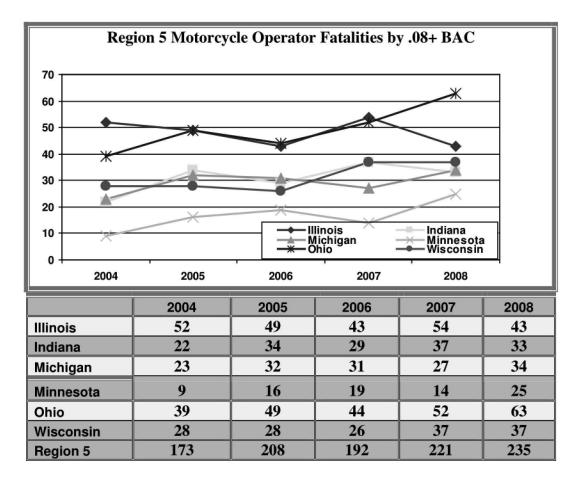
Reduce the expected rate of increase in motorcycle rider highway fatalities per 100,000 motorcycle registrations from 40.2 in 2007 to 44.1 by 2010.

## **Problem identification**

- Motorcycle riders represent 13% of fatalities in the Region.
- Motorcycle rider fatalities occur in a disproportionately high number relative to the number of vehicles registered.
- Research indicates that helmet use can reduce fatal traumatic brain injuries (TBI) by 40% and reduce non-fatal TBI injuries by 15% for riders involved in crashes.
- 38% of fatally injured motorcycle riders have been drinking alcohol.
- Motorcycle fatalities have risen from 9.6% of fatalities to 13% over the last five year, (3.4% increase).
- 36% of motorcycle riders involved in fatal crashes were speeding.
- 1 out of 4 (26%) involved in fatal crashes was riding with invalid licenses.



Page 168 of 317



## **Performance Measures**

- Obtain a commitment from the States to integrate motorcycle enforcement and media (paid and earned) into their existing enforcement campaigns.
- Establish improved partnerships to develop and implement motorcycle safety countermeasures in the all States.
- Reduce the usage rate of non-DOT compliant helmets in Michigan.

## **Significant Strategies**

#### A. High Visibility Enforcement

- Encourage all SHSOs to allocate appropriate resources to countermeasures aimed at reducing motorcycle crashes.
- Encourage all states to investigate and/or promote impoundment laws.
- Coordinate with all states to develop high visibility enforcement, innovative strategies and successful pilot projects at the local level with sub-grantees:
  - Gain commitment from all SHSOs to incorporate HVE for motorcycles into the Impaired Driving Labor Day Crackdown.
  - Gain commitments from all SHSOs to have sub-grantees identify their specific HVE tactics.
  - Gain commitment from SHSO to include sustained enforcement for motorcycles throughout the riding season.

• Encourage use of 5 year location data of alcohol-related motorcycle crashes by all law enforcement sub-grantees.

## B. Planning and Coordination of Motorcycle Safety Program

- Track motorcycle assessments conducted in all States using the Regional Tracking Form.
- Coordinate and conduct Tri-Regional (Regions 3, 5, and 7) Motorcycle conference during August 2010.

## C. Law Enforcement Education

• Provide educational materials to Law Enforcement to assist in identifying non-DOT approved helmets.

## D <u>Legislative Initiatives</u>

- Monitor the motorcycle helmet repeal effort in the State of Michigan.
- Provide assistance as needed and requested.

## E. <u>Earned Media</u>

• Encourage SHSOs in all Region 5 states to identify and publicly recognize motorcycles "Saved by the Helmet."

## **REQUESTED ASSISTANCE FROM HEADQUARTERS:**

• Update National Agenda for Motorcycle Safety.

## Priority Program PEDESTRIAN SAFETY

Regional Goal: Reduce the rate (100K pop.) of pedestrian-related fatalities in Chicago, Illinois from 1.72 in 2007 to 1.25 in 2010.

## **Problem Identification**

Data from FARS shows the majority of the pedestrian fatalities in Region 5 for the years 2003 through 2007 occurred in the States of Illinois. Illinois had shown an overall decreased in pedestrian fatalities from 1996 to 2003, but the number of these fatalities increased 23% (32) from 2006 to 2007. Two other Region 5 states, Ohio (11) and Wisconsin (3) recorded smaller increases in pedestrian fatalities from 2006 to 2007. The Region 5 States of Indiana, Minnesota and Michigan had reductions in the number of pedestrian fatalities. While Illinois pedestrian fatalities have declined from 2003 to 2007, the 171 that occurred in 2007 represent 14 % of the total fatalities in the state. The forty-nine pedestrian fatalities in Chicago are the largest concentration in the state which represents 28.7% of the fatalities. Chicago is the location where behavioral and engineering pedestrian countermeasures could best be implemented to reduce the number of pedestrian fatalities.

PEDESTRIAN FATALITES IN CHICAGO, ILLINOIS 2003 - 2007								
2003 2004 2005 2006 2007								
CHICAGO	72	54	66	48	49			
ILLINOIS PEDESTRIAN FATLALITIES	189	156	165	138	171			
Chicago % of State Ped. Fatalities	38.1%	34.6%	40.0%	34.8%	28.7%			

## **Performance Measures**

• Assist FHWA Illinois Division, the Division of Traffic Safety and Chicago DOT in implementing a Pedestrian Safety Action Plan Project to achieve a 10% reduction in pedestrian fatalities in Chicago, Illinois.

## **Significant Strategies**

## A. <u>Chicago Pedestrian Safety</u>

- 1. Continue to participate in the FHWA Pedestrian Safety Action Plan Project and attend the Mayor's Pedestrian Advisory Council (MPAC) meetings.
- 2. Monitor the activities and status of the Chicago Pedestrian Safety Plan developed through the Chicago Metropolitan Planning Organization.

## Page 171 of 317

- 3. Provide information to the FHWA Pedestrian Safety Action Plan Project team and the Mayor's Pedestrian Advisory Council (MPAC) on the Pedestrian Safety State Technical Assessment that is currently under development and slated to be available in FY 2010.
- 4. Monitor the effectiveness of "Night Walk Zones" in Chicago, developed through Chicago DOT

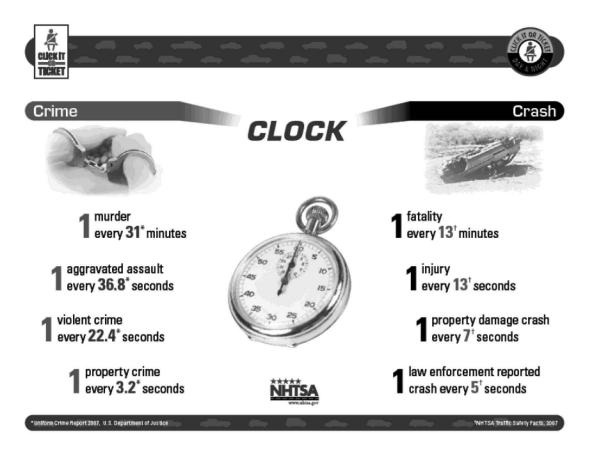
## Priority Program Data Driven Approaches to Crime and Traffic Safety (DDACTS)

National Goal Move the law enforcement community toward data driven traffic enforcement as a primary factor in improving the quality of life in their jurisdictions.

Regional Goal Reduce the incidence of crime and traffic crashes across Region 5 by promoting the DDACTS model and establishing DDACTS demonstration sites.

## **Problem Identification**

All Region 5 states experience criminal activity and traffic crashes that can be reduced through high visibility traffic enforcement strategies that can play a dual role in fighting crime and reducing traffic crashes. NHTSA's 2007 National Crime Clock shows the importance of allocating resources to both areas of social harm.



Law Enforcement executives prioritize competing demands for police services every day. The scope of these demands continues to expand while operating costs increase and resources diminish. This conflict between available resources and priorities is detrimental to crime prevention and traffic crash reduction efforts.

DDACTS integrates location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources. Using geo-mapping to identify areas that have high incidence of crime and traffic crashes, DDACTS uses traffic enforcement strategies that play a dual role in fighting crime and reducing crashes and traffic violations.

DDACTS starts with local data collection and analysis to identify crime, crash and traffic-related "Hot Spots." The model builds on community partnerships to establish support for highly visible traffic enforcement and to obtain participation that will aid the development of strategic countermeasures and operational plans. As law enforcement agencies execute these plans, routine information-sharing sessions with stakeholders reinforce the collective ownership of the DDACTS initiative. Finally, monitoring, evaluation and the analysis of outcome measures provide data-driven feedback for adjustments to internal and external activities.

## **Performance Measures**

- Assist all states in initiating DDACTS demonstration sites during FY 2010.
- Conduct a review/study of the development and (early) implementation phase of the DDACTS demonstrative projects.
- Share DDACTS demonstration project information as it becomes available.

## **Significant Strategies**

- Assist all states in developing one or more DDACTS demonstration sites.
- Work cooperatively with the respective State SHSOs, NHTSA Justice and Enforcement Services headquarters personnel and law enforcement agencies to facilitate the initiation of the demonstration sites.
- Work to ensure that demonstration sites receive sufficient training and other non-grant funded support necessary to successfully implement the DDACTS model.
- Assist the States with the peer exchange of information to showcase successful DDACTS demonstration sites to other law enforcement executives at law enforcement meetings and through law enforcement association publications.
- Provide for a roundtable discussion at the FY 2010 Leadership Meeting to facilitate discussions relating to the challenges and successes of the DDACTS demonstration sites, and to promote the implementation of additional sites in all six Region 5 States.
- Include DDACTS model updated information during LEL/TRSP annual conference.

## **REQUESTED ASSISTANCE FROM HEADQUARTERS**

Assistance from Enforcement & Justice Services personnel along with their Bureau of Justice Assistance (BJA) and National Institute of Justice (NIJ) partners to provide technical assistance and resource support to DDACTS demonstration sites.

Page 174 of 317



# FY10 REGIONAL ACTION PLAN

Page 175 of 317

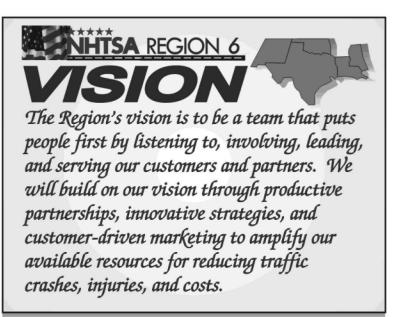


NHTSA Region 6 is geographically, demographically, and culturally diverse. These vast differences directly impact how we go about our work to get the job done.

That's why the Region's Vision hinges on our ability to work in concert with our State Highway Safety Offices and numerous other partners to accomplish the goals and objectives of our Regional Action Plan (RAP).

Partnerships and diversity outreach are the cornerstones for implementing our program efforts. In this Region, this approach is vital in order for us to be able to amplify our limited resources for the large geographic area and diverse populations we serve.

Our FY 2010 RAP focuses on the essential areas of Management, Data, Occupant Protection, Impaired Driving, Motorcycles, and Speed.



The Region's highway safety outlook presents us with many unique opportunities as well as difficult challenges. Our foremost programmatic challenge is alcohol impaired driving which is an enormous and complicated problem for us and our States. Region 6 leads all others with our high alcohol-related fatality rate.

The Click It or Ticket and Buckle Up in Your Truck campaigns have led to record levels of safety belt use for the Region overall. In FY 09 and continuing into FY10, the Region launched a Teen Seat Belt Demonstration Project designed to get more 16 to 20 year olds to buckle up.

The Region will also continue to provide leadership and guidance to our State Highway Safety Offices to ensure our programs are managed efficiently and cost effectively. Reliable data remains the foundation upon which gainful highway safety programs are built, and the Region remains dedicated to assisting our States with enhancing their traffic records systems.

Throughout this RAP, we have identified the fundamental tools we believe are needed to achieve positive results in our Region in the coming year. The Region 6 team is already on the job working with our States, partners, and NHTSA headquarters to implement these strategies and to reach or exceed our performance goals for FY 2010.

Page 176 of 317



# NHTSA TABLE of CONTENTS

PAGE 2 NHTSA REGION 6 RAP INTRODUCTION

PAGE 4

GRANTS MANAGEMENT INITIATIVES & STRATEGIES

PAGE 7

PRIORITY PROGRAM AREA TRAFFIC RECORDS & DATA ENHANCEMENT

PAGE 12

PRIORITY PROGRAM AREA OCCUPANT PROTECTION INITIATIVES & STRATEGIES

PAGE 19

IMPAIRED DRIVING INITIATIVES & STRATEGIES

PAGE 28

PRIORITY PROGRAM AREA MOTORCYCLE SAFETY INITIATIVES & STRATEGIES

PAGE 33

LEVEL II PRIORITY PROGRAM AREA SPEED INITIATIVES & STRATEGIES

PAGE 36 NHTSA REGION 6 RAP RESOURCES NEEDED FROM HQ



# GRANTS MANAGEMENT INITIATIVES & STRATEGIES

## **REGIONAL GOAL:**

Improve and strengthen State highway safety processes to ensure efficient administration of grant programs, and progress in achieving performance goals.

# PROBLEM ID & PROGRAM ASSESSMENT

STATE STATUS – MANAGEMENT REVIEWS				
STATE	Date of Last Review & Type	CAP, RAT, PEP Status	Date of Next Mgmt Review	% 402 Carryfwd FY08 to 09 & change
LA	FY09: Mgmt FY08: ID SMR FY07: Belt SMR	CAP & RAT - drafted PEP 3/09 - Open PEP 1/08 - Open	FY12	12.3% -2.3
MS	FY09: Mgmt FY06: ID SMR	CAP & RATF - TBD PEP Closed -11/08	FY12	64.6% +9.5
NM	FY07: Mgmt	CAP – Closed 10/08 RATF 10/07 - Open	FY10	0% -24.5
ок	FY07: Mgmt FY09: Belt SMR	RATF – Closed 7/09 PEP - TBD	FY11	27.7% +3.7
ТХ	FY06: Mgmt	None	FY10	23.9% +17
BIA	FY08: Mgmt	CAP 10/08 - Open RATF 10/08 - Open	FY11	150.6% +24.8
R6	FY09: 2 MRs Conducted; 1 SB SMR conducted	3 CAPs, 4 RATFs, 1 SB PEP, 1 ID PEP	FY10	44% +12

CAP = Corrective Action Plan RAT = Recommended Action Tracking PEP = Performance Enhancement Plan

Page 178 of 317



## MANAGEMENT GUIDANCE

Region 6 conducts Management Reviews (MRs) in two States each year. However with the transfer of Arkansas to Region 7 and the transfer of Mississippi (MR conducted in FY07) to Region 6, only one MR (BIA) was conducted in FY08. Region 6 evaluated the status of MS and determined that their MR would be in FY09. TX has been moved to FY10 and NM will also be conducted in FY10 in order to return to a two MR per FY schedule. The three-member MR team includes the Deputy Regional Administrator (Team leader), the State's assigned Regional Program Manager, and one other RPM. Region 6 conducted a Seat Belt SMR in Oklahoma in FY09.

## GRANT ADMINISTRATION

Region 6 implements the identified strategies and tasks each year. The completion of these tasks by assigned staff is monitored on a quarterly basis. Monthly conference calls and two Regional meetings each year with the States, as well as on-site technical assistance to provide feedback and training on these topics including SAFETEA-LU grant program updates is conducted by the Region. Recent leadership and key personnel turnovers in several States has necessitated the need for additional briefings and technical assistance to the SHSOs.



MANAGEMENT GUIDANCE

## **OBJECTIVES:**

• Timely completion and closeout of all scheduled MRs, SMRs and monitoring events

#### STRATEGIES AND TASKS:

- Conduct MRs in TX and NM
- Track implementation of CAP and RAT resulting from LA FY09 MR
- Track implementation of ID PEP resulting from LA FY08 ID SMR
- Track implementation of SB PEP resulting from LA FY07 SB SMR
- Track implementation of CAP and RAT if resulting from MS F09 MR
- Track implementation of ID PEP resulting from MS FY06 ID SMR
- Track implementation of RAT resulting from NM FY07 MR
- Track implementation of SB PEP if resulting from OK FY09 SB SMR
- Track implementation of CAP and RAT resulting from BIA FY08 MR
- Review data to determine any R6 States that are candidates for FY10 SB or ID SMRs
- Per NHTSA's Regional Monitoring Procedures, will conduct at least four monitoring activities per State including:
  - o Project file reviews
  - o Minimum of one on-site monitoring of subgrantee with State
  - $\circ$  1<sup>st</sup>/last voucher reviews



#### GRANT ADMINISTRATION

#### **OBJECTIVES:**

• Timely review of planning and reporting documents along with recommendations and training to assist States in administering the various federally funded highway safety grant programs

#### STRATEGIES AND TASKS:

- Provide technical assistance to each State regarding application and implementation of SAFETEA-LU grants
- Prepare State carryforward chart in January for each grant program covering the last three years. Discuss financial issues with States to identify opportunities to achieve timely and efficient use of funds
- Transmit the GTS Grant Funds Balance Report to each State on a quarterly basis
- Conduct two Regional meetings (during second and fourth quarters) to support RAP efforts and address national priorities
- By January 31, distribute NHTSA priority/program guidance to the States
- Complete Annual Report reviews for each State and communicate comments to States by February 15
- Monitor States' development of HSP/Performance Plans
- Monitor and provide assistance to the States to include the new performance measures in HSPs and Annual Reports
- Process and monitor State GTS transactions within five days of receipt
- Ensure States obligate all grant awards on a timely basis
- Review vouchers and monitor liquidation of obligations to insure timely expenditure of funds and reduction of carryforward funds.
- Complete HSP/Performance Plan reviews for each State and communicate comments to States within 25 days of receipt
- In reviewing HSPs and conducting SMRs, determine if program area assessments are warranted, and if so make recommendation to States
- Conduct annual State files review of grant-related documents located at NHTSA Region 6
- Check and resolve the Single Audit Status of each State quarterly

Page 180 of 317



# TRAFFIC RECORDS & DATA ENHANCEMENT

#### **REGIONAL GOAL:**

Improve the timeliness, accuracy, completeness, accessibility, uniformity and integration of data within Region 6 States for both State and national record systems to use in program planning and evaluation.

# NHTSA PROBLEM ID & PROGRAM ASSESSMENT

	STATE STATUS – TRAFFIC RECORDS									
STATE	LAST TR ASSESSMENT	TRCC STATUS	DATA ENTRY Average number of days from fatal crash to the date the Crash Report is entered into the State Data System	BAC TESTING RESULTS	408 GRANTS STATUS	MMUCC CRASH FORM Elements%/Attributes% MMUCC DATA DICTIIONARY Elements%/Attributes% NEMSIS Model Data Element Compliance (number of)				
LA	6/05	Active/ Meets quarterly	78	58.53% +8.23	Applied in FY09 Awarded FY06-FY08	87% / 61% 68% / 51% ** / 83				
MS	4/08	Active/ Meets on a quarterly basis, or as needed	5	31.78% +1.07	Applied in FY09 Awarded FY06-FY08	84% / 48% 54% / 39% 83 / 83				
NM	5/06	Active/ Meets monthly has website	88	66.33% +2.87	Applied in FY09 Awarded FY06-FY08	85% /53% 85% /53% 83/ 83				
ок	12/04	Active/ Meets monthly	3	58.06% +1.99	Applied in FY09 Awarded FY06-FY08	94% / 78% 87% / 28% 83 / 83				
ТХ	10/07	Active/ Meets bi- monthly	Not Available	26.53% +1.91	Applied in FY09 Awarded FY07-FY08 Did not apply FY06	83% / 40% 67% / 47% 29 / 83				
BIA	Varies with Tribes Multi-Tribal 4/05	Meets periodically	NA	NA	Did not apply FY07- FY09 Awarded FY06	Varies – Tribes use state forms BIA database review 69% / 79% NA / 83				
R6 FY 11 GOAL	Assessments completed in all States	6 Active/Attend at least 2 in every State	Improve 2 States	Increase 4 States	5 States with 408 grants	Increase NEMSIS elements in 2 States				

TABLE NOTES: AVERAGE NUMBER OF DAYS: From FY08 408 application, Strategic Plan or Email.

**BAC TESTING RESULTS**: Known Results of Drivers in Fatal Crashes 2007 plus or minus from 2006 - updated **MMUCC CRASH FORM**: % Elements % Attributes

MMUCC DATA DICTIONARY: % Elements % Attributes (from FY08 408 application)

\*\* The state does not have a centralized EMS database, each EMS agency has their own data structure; therefore, no data is available.

#### Page 181 of 317



	State Status – Performance Measures FY08-FY09								
	Timeliness	Accuracy	Completeness	Accessibility	Uniformity	Integration			
BIA									
LA	The timeliness of the Crash database has improved, from 36 percent in Calendar Year 2007 to 42 percent in Calendar Year 2008, in the percentage of crash reports that were entered into the statewide database within 30 days following the crash. (FY09)		The completeness of the Crash database has improved, from 32 percent in Calendar Year 2007 to 46 percent in Calendar Year 2008, in the percentage of crash reports entered into the database with valid latitude / longitude coordinates (FY09).			The integration of the Crash database, with the State's COBRA and Roadway, databases, improved, from 0% integration to 19% (FY08)			
MS	Citation/Adjudication database improved by a reduction, from an average of 44.2 days to an <u>approximate</u> average of 18.5 days (FY08)		The number of hospitals submitting trauma data to the EMS / Injury database increased from 74 as of September 1, 2008, to 91 as of January 1, 2009. As the 91 currently-reporting hospitals are the only hospitals in the State with emergency rooms, Mississippi has reached the maximum value as a valid demonstration of improved completeness. (FY09)	Since 1983, NEMSIS has been the database for pre-hospital data and at one time was considered a model for state systems. The current system captures 221 data elements. After testing of the ImageTrend and Digital Innovations software, the State became NEMSIS Gold compliant when it was implemented statewide on April 2009. This new system will capture 430 data elements. (FY09)					
NM	<i>Crash database improved</i> , as evidenced by a decrease, from 117 days to 107 days in the average time between the date of a crash and the appearance of the crash report in the New Mexico DOT Crash File database (FY08)								

Page 182 of 317



	State Status – Performance Measures FY08-FY09										
	Timeliness	Accuracy	Completeness	Accessibility	Uniformity	Integration					
ОК	Entry of conviction data into the Driver History database improved, as the average time between adjudication of a commercial driver's license violation and entry of conviction records from all Oklahoma courts decreased by 10.2 days (FY08).		EMS / Trauma database has achieved full compliance with the National Emergency Medical Services Information System (NEMSIS) (FY07&08)			Oklahoma completed the linkage of the 2006 Crash database with the EMS / Injury Surveillance database. A valid indicator of Crash / EMS integration is the fact that Oklahoma has established links among crash records, hospital inpatient discharge data, vital statistics, and EMS. (FY09).					
TX	The timeliness of CRIS has improved, , from 114 days during January 1 – April 30, 2007, to 33 days during January 1 – April 30, 2008, in the average number of days from crash occurrence to the availability of the crash report in CRIS. (FY08)		The Crash Records Information System improved, as evidenced by the 50.2% to 100% reduction of backlogged crash reports from 2003- 2006. (FY08)	The accessibility of the Crash database has improved, The actual extraction and delivery of the reports to the governmental partners is the crucial evidence of the improved accessibility. The State developed the Annual Crash Reports and made them accessible via the web. (FY09)							

Page 183 of 317



## DATA SYSTEMS

In FY08, all Region 6 States, except the BIA, applied for and were awarded Section 408 grants and re-applied in FY09. In FY08, Texas significantly reduced backlogs in entering crash reports into the State data systems. All States are in the process of converting to electronic data Oklahoma, and New Mexico are participating in TraCS (Traffic and Criminal collection. Software) and have reduced crash report backlogs. Louisiana has created an electronic data collection system (LA CRASH) and introduced an electronic crash report form to reduce reporting backlogs. Mississippi has implemented a Reportbeam electronic crash report system and almost every law enforcement agency in the State is utilizing the system. This allows almost all crash reports to be reported and placed in the State crash system within three weeks. Currently three Region 6 States report and require that a complete VIN is included on all crash reports. All the Region 6 States except Texas and Louisiana are participating in the NEMSIS (National Emergency Medical System Information System). The rate of adoption of data elements and attributes from the MMUCC (Model Minimum Uniform Crash Criteria) found on crash forms and crash data dictionaries vary among the States. Region 6 continues to market the State Data System (SDS) to the States. Currently Texas and New Mexico contribute to SDS.

## PROBLEM ID & PLANNING

All Region 6 States completed assessments within the last five years. In FY09, RPMs attended at least one TRCC meeting in their assigned state. Interim 408 performance measure reports were sent to NHTSA HQ by the required due date. Region 6 RPMs and States also participated in a 408 Monitoring System Webinar Conference from January-March 2009. Data analysis and evaluation services are provided to the States through HQ's contractor Preusser Research Group. Region 6 provided technical assistance to TRCCs and TR coordinators on core behavioral traffic records performance measures. Region 6 also provides examples to States on how to use data during their HSP planning process. Texas also conducted a DDACTS Workshop in FY09.



#### DATA SYSTEMS

#### **OBJECTIVES:**

- Measurable improvement of performance measures by R6 States in the timeliness, accuracy, completeness, accessibility, uniformity and integration of data systems
- Increase the number of States participating in SDS from 2 to 3

#### STRATEGIES and TASKS:

• Assist each State TRCC to continue to be an active entity by conducting site visits to the States to observe, understand and review their traffic records systems, as well as participate in State TRCC committees and offer technical assistance when necessary. Monitor and work with the States to ensure planning and expenditure of 408 funds



- Identify and market electronic State crash data systems, to expedite time from occurrence to appearance in the State data file
- Facilitate communication with FHWA and FMCSA division offices to support TR activities
- Support the Fatal Analysis Reporting System (FARS) program by tracking BAC reporting rates, and working with State HSOs to set up processes to track and monitor FARS progress
- Track progress of MMUCC/NEMSIS in the Region 6 States and facilitate communication between State EMS and HSO/TRCC, as appropriate
- Foster communication between the FARS and the State medical examiner/coroner to establish timely reporting of BAC and drug testing data
- Request States to submit MMUCC/NEMSIS elements (through TSASS) and adopt attributes, including the complete VIN, in crash form and database dictionary when updating crash form and track progress of each State
- Provide talking points to the States and promote using State LELs to market the value of timely and accurate data and increase BAC testing to law enforcement agencies
- Monitor and document States' compliance with 408 requirements including implementation and revision of strategic plans
- Encourage States to utilize the 408 monitoring system at <u>www.nhtsa-tsis.net/TRIPRS</u>
- Plan and facilitate a Regional TR Forum
- Facilitate scheduling and implementation of TR Assessments in OK and LA

## PROBLEM ID & PLANNING

#### **OBJECTIVES:**

- Regional and State use of traffic records data in program planning and evaluation as evidenced by the Region 6 RAP, 6 State Highway Safety Plans, and 6 State Annual Reports
- Implementation of all core performance measures in States' HSPs and Annual Reports

#### STRATEGIES and TASKS:

- Market the services of the Regional Data and Evaluation contractor
- Market the RA visibility on SHSP Executive committees
- Work with the States to use the traffic records assessment recommendations to develop and plan improvements. Follow up on the progress of the States' Assessment Reports annually
- Review Office of Traffic Injury Control FARS data reports to identify below average performance in the priority program areas and share with SHSOs
- Ensure adequate traffic records goals and performance measures are included in the State's Highway Safety Performance Plans, Annual Reports, and Traffic Records Strategic Plans
- Provide technical assistance to States in the development of their 408 grant application
- Send letters to each Governor and/or GR outlining key issues identified in national data. Make State-specific recommendations and request support in addressing the priority issues
- Support Region 6 States with the planning and implementation of their SHSP
- Review data related to other potential priority programs for consideration in the FY11 RAP
- Promote the <u>www.TrafficRecords101.net</u> course to TRCC and highway safety offices

Page 185 of 317



# OCCUPANT PROTECTION INITIATIVES & STRATEGIES

NATIONAL GOAL: Increase belt use to 86% by 2010.

**<u>REGIONAL GOAL</u>**: Increase belt use to 88% by 2010.

# PROBLEM ID & PROGRAM ASSESSMENT

	SAFETY BELT USE RATES									
State	2005 Overall/Pickups	<b>2006</b> Overall/Pickups	<b>2007</b> Overall/Pickups	2008 Overall/Pickups	<b>2009</b> Overall/Pickups					
LA	77.7% / 72.4%	74.8% / 70.5%	75.2% / 70.6%	75.5% / 71.7%	74.5%/TBD					
MS*	60.8% / 58.0%	73.6% / 70.2%	71.8% / 64.7	71.3% / 62.3%	75.5%/TBD					
NM	89.5% / 85.5%	89.6% / 84.8%	91.5% / 86.9%	91.1% / 87.0%	TBD/TBD					
ОК	83.1% / 73.0%	83.7% / 75.9%	83.1% / 75.3%	84.3% / 74.9%	84.2%/76.7%					
TX*	89.9% / 85.5%	90.4% / 86.4%	91.8% / 89.1%	91.2% / 87.3%	92.9%/90.5%					
Indian Nations	55.4%	61.8%	61.8%	61.8%	TBD					
R6 average	84.5% / 79.8%	85.9% / 81.4%	86.7% / 82.6%	86.5% / 81.5%	TBD/TBD					
US	82%	81%	82.4%	83%	TBD					

NOTES: 2004 thru 2009 denotes overall safety belt rate/pickup truck belt rate. Indian Nations not included in Regional average.

Regional average for overall belt use is weighted by FARS values for Vehicle Miles Traveled.

Regional average for pickup belt use is weighted by number of registered pickup trucks from the U.S. Census periodic Vehicle Inventory Report. \*Opportunity State: low rate or high number of unrestrained fatals

Safety belt use rates have risen from 84.5% in 2005 to 86.5% in 2008. This increase represents a 2 percentage point rise in vehicle occupants using safety belts. Region wide belt use in 2009 is to be determined. Texas belt use reached an all-time high of 92.9% in 2009.

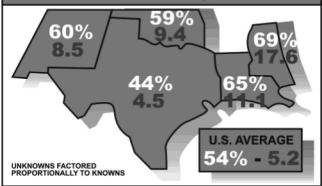
SAFETY BELT USE LAWS									
State	Primary / Secondary	<b>Seating Position</b>	Fine/Pts						
LA*	Primary	All	\$50 + court cost max.						
MS*	Primary	Front	\$25 max						
NM*	Primary	All	\$25 + 2 pts						
OK*	Primary	Front	\$20 max.						
TX*	Primary	All	\$200 max.						
Indian Nations	N/A	N/A	N/A						

\*Booster seat laws -- None currently found to be 2011 compliant.

Page 186 of 317



Unrestrained passenger vehicle occupant fatalities in passenger vehicles is well above the national average in Louisiana Mississippi, New Mexico and Oklahoma. Texas remains below the national average for unbelted fatals. The rate of unbelted deaths per 100,000 population is also higher than the national average in all the states except Texas. Looking at both the population-based rate of unbelted deaths along with the percentage of unbelted deaths reveals a better picture of the problem. 2007 UNBELTED FATALS in PASSENGER VEHICLES and UNBELTED DEATHS PER 100,000 POPULATION



	CHILD PASSENGER USE RATES								
State	2006	2007	2008	2009					
LA	Ages 0-5 83.3% Ages 0-12 74.8%	Ages 0-5 86.0% Ages 0-12 76.8%	Ages 0-5 84.3% Ages 0-13 72.2%	TBD					
MS	Ages 0-3 75%	Ages 0-3 77.5%	Ages 0-3 68%	TBD					
NM	N/A	N/A	N/A	TBD					
OK	Ages 0-6 86.7%	Ages 0-6 85.4%	Ages 0-6 82.7%	TBD					
ТХ	Ages 0-4 80.0%	Ages 0-4 82.0%	Ages 0-4 79.9%	TBD					
Indian Nations	N/A	N/A	N/A	TBD					

# NHTSA STATUS SUMMARY



All Region 6 States have Primary Belt Laws.

All five States had legislative sessions in 2009. TX passed a Booster Seat law in during the 2009 session which is expected to be Section 2011 compliant in FY10. All the other four States in the Region have laws, but none are currently Section 2011 compliant. OK was unsuccessful in passing legislation in 2009 to raise their belt fine and raise the age required for child safety seats from 6 to 8 years old. Bills mandating belt use in all seating positions passed in LA and TX.



The Region 6 law enforcement network is comprised of 41 State Law Enforcement Liaisons (LEL), with support from the Regional LEL through a contract with the Texas Police Chiefs Association. This network includes communication with more than 1,800 law enforcement organizations that regularly receive information on mobilizations and crackdowns, including 259 Sheriff's Departments. Each Region 6 State has a very active Law Enforcement Liaison programs to work with law enforcement agencies in the area of occupant protection. All States and the BIA utilize the Click It or Ticket messaging and conduct high visibility enforcement



mobilizations. The May Mobilization is promoted at State law enforcement meetings and conferences across the Region to recruit participation and enhance support of the campaign.

Special emphasis is placed on nighttime enforcement activities in both urban and rural areas. Materials and best practices from other States are provided to all of the Region 6 States for inclusion in their projects.

## PUBLIC INFORMATION & EDUCATION

Region 6 utilizes the services of a media contractor to help supplement a proactive Region 6 earned media and outreach program. Extensive support is provided for all mobilization activities with targeted messages reaching teen drivers along with the many diverse population groups in the Region. Materials based on HQ planners and NCSA supplied R6 state data are regularly prepared and distributed to the State HSO and LELs for their customization and dissemination.

The Region continues to market the use of electronic messaging signs on highways – providing safety messages to the motoring public.

The Region will support the States in their efforts to increase 16 to 20 year old belt use and decrease unbelted occupant fatalities in this age group through paid and earned media, partner outreach, and increased enforcement as part of a Regional Teen Belt Demonstration Project.

16 to 20 YEAR OLD UNBELTED DEATHS – 6 YR TOTAL – 2001 - 2006								
STATE	BELTED		UNBELTED		TOTAL			
	Number	Percent	Number	Percent	Number	Percent		
LOUISIANA	186	28%	489	72%	675	100%		
MISSISSIPPI	132	21%	501	79%	633	100%		
NEW MEXICO	96	30%	223	70%	319	100%		
OKLAHOMA	169	30%	388	70%	557	100%		
TEXAS	1,245	45%	1,506	55%	2,751	100%		
R6 TOTAL	1,827	37%	3,108	63%	4,935	100%		

NOTE: Unknown belt use is factored in proportionally to Known belt use

\* The sum of the individual state numbers do <u>not</u> add up to the total due to independent rounding \*

#### Page 188 of 317



Region 6 continues to contract with the Minister's Against Crime for a Regional Diversity Outreach Liaison (DOL) and places a high priority on seeking the support of diverse organizations within the Region. The DOL works with State chapters of the National Organization of Black Law Enforcement Executives (NOBLE) and The National Association for the Advancement of Colored People (NAACP). The DOL has also initiated programs with two HBCUs, conducts awareness outreach through sporting events in the region in conjunction with State HSOs and works with the faithbased community. Louisiana has two Diversity Outreach Liaisons. In 2009, Mississippi held their first Diversity Forum to gain support for OP, impaired driving, and other traffic safety initiatives.

Bi-lingual R6 staff will continue to provide outreach assistance to the States and to nurture Hispanic partnerships in the Region, including facilitating belt publicity activities along the Texas-Mexico border. A very active community briefing schedule has been conducted in past years to support the various mobilizations. In addition, the Region 6 Office has had a strong history of outreach with the Federal community through the Dallas Fort Worth Federal Executive Board (DFW FEB) and OneDOT modal partners.

The Region marketed the Click It or Ticket campaign to a variety of public and private sector partners in FY09.

## REPORTING & EVALUATION

The Region 6 States have established reporting criteria and timelines for their subgrantees to correspond with NHTSA reporting/evaluation guidelines for the BIA and States. In addition, States/BIA submit reports following each mobilization period. In most States/BIA, a network of State law enforcement liaison officers (LELs) and the individual Highway Safety Offices (HSOs) assist in facilitating those reports to the Region 6 Office. Participating law enforcement agencies are recorded for future reference. NHTSA approved statewide observational surveys and other evaluation tools are used by the States to measure program effectiveness. The use of on-line technology provided by NHTSA's reporting system for States/BIA to report activities, and individual states initiatives such as the Texas eGrant system, allows for timely and efficient data recording.

Texas, Mississippi, Oklahoma and the BIA have developed Incentive Programs for non-grant funded law enforcement agencies to enhance timely submission of activity data.



LEGISLATION

#### **OBJECTIVES:**

• Enhance and/or strengthen occupant protection laws for adults and/or children in at least one State



- Inform partners and elected officials in all Region 6 States about the potential to receive additional federal funds for strengthening occupant protection laws
- Market the increased effectiveness of booster seat laws, and laws covering all seating positions

#### ENFORCEMENT

#### **OBJECTIVES:**

- Increase the number of law enforcement agencies participating in the Mobilization, and Sustained enforcement activities from 1,145 to 1,200
- Increase the number of States that support nighttime enforcement projects from 2 to 3 States.
- Increase belt use among 16 to 20 years old drivers and passengers from an average of 82.7% in April 2009 in the Region 6 Teen Demo target counties to 87.7% in June 2010.

#### STRATEGIES/TASKS:

- Maintain partnership with State Police Chiefs Association and the 15 Regional Directors in Texas to provide LEL services within the Region and promote law enforcement participation in the May 2010 Mobilization region wide
- Provide information to law enforcement about sustained high visibility enforcement and public information efforts through law enforcement briefings, newsletters, training programs, law enforcement association meetings, State/BIA LEL meetings, and other forms of communications
- Concentrate on strategies of enforcement and messaging to reach 16 to 20 year old drivers and passengers region-wide through a Teen Belt Demonstration Project during Click It or Ticket and at other specified times during the year
- Solicit and support States participation in rural and nighttime enforcement efforts and evaluation by sharing best practices and providing guidance
- Promote State and Regional recognition and incentive programs to continue and expand involvement of law enforcement agencies and their officers
- Acquire resources to conduct law enforcement summits to re-energize support for various traffic safety initiatives

#### PUBLIC INFORMATION & EDUCATION

#### **OBJECTIVES:**

• Effective and efficient paid and earned media initiatives directed at 18-34 year old males in all 5 states and the Indian Nations, with particular emphasis on teen (16 to 20 year old) drivers and passengers, as well as other high risk populations such as pickup occupants, rural residents, nighttime drivers and diverse populations

- Work with the Region 6 States as needed to enhance their occupant protection communication plans for earned media and outreach, coordinate Regional and State media and marketing efforts with national efforts, and promote judicious use of paid media in support of the CIOT mobilization to elevate the perception of the risk of getting a ticket.
- Assist the States in the development of earned media materials and facilitate distribution to multicultural media outlets



- Concentrate on strategies and messages to reach 16 to 20 year old drivers and passengers region-wide through a Teen Belt Demonstration Project during Click It or Ticket and at other select times during the year
- Promote use of electronic messaging signs with State DOTs to support national mobilizations

#### MARKETING

#### **OBJECTIVES:**

- Partner with minority and faith based community groups, associations, and public and private organizations, as well as establish other non-traditional partnerships who will support and promote national traffic safety initiatives
- Increase to five the number of State HSOs who partner with diverse organizations and/or media outlets
- Support State and local CPS programs and facilitate delivery of services to hard-to-reach populations

- Provide the services of the Region 6 Diversity Outreach Liaison to assist States in partnership outreach through implementation of an updated Diversity Outreach Action Plan to include maintaining partnerships with State and local Hispanic and African American law enforcement agencies, churches, and other organizations
- Expand the Bayou Classic and the Boley Rodeo sporting events outreach programs by increasing the number of partners, and identify similar events in all Region 6 States
- Develop partnerships between Historically Black Colleges and Universities (HBCUs) and SHSOs and implement HBCU traffic safety model program for all HBCUs in the Region based on the Texas Southern University program in Houston
- Conduct two State/Regional Partnership Forums/Listening Session(s) and/or facilitate training classes, summits and large group meetings that outreach to the faith based community, diverse groups, military, education, business, the health community, and other organizations
- Engage the regional federal work force community including other OneDOT modes, the Occupational Safety and Health Administration (OSHA), the General Services Administration (GSA), and the DFW Federal Executive Board (FEB) to promote BUA/CIOT with their staffs using building marquees, bulletin boards, banners, printed materials, and soliciting partnerships with their customers
- Provide mobilization dates and other support information to Safe Communities coalitions within the Region
- Facilitate opportunities for SHSOs and NHTSA Regions to reach out as partners with the Indian Nations and provide resource materials and technical assistance as requested.
- Conduct annual conference calls with the State CPS coordinators to foster the exchange of best practices, coordinate CPS safety efforts, and facilitate delivery of services to hard-to-reach populations, participation in CPS Week, and update CPS fitting station listings
- Promote the train-the-trainer course of the new updated Child Restraints in School Bus curriculum to HSOs and continue to promote the National CPS Training and Certification Program to States in an effort to increase the number of trained and certified technicians
- Continue to encourage the States to increase the number of fitting stations particularly those serving hard-to-reach populations and post them on NHTSA website

Page 191 of 317



#### REPORTING & EVALUATION

#### **OBJECTIVES:**

- Maintain 100 percent State participation in reporting enforcement activities through the NHTSA electronic reporting system
- Increase the number of States from 4 to 5 that are conducting CPS Surveys

- Encourage law enforcement agencies to report their activities to their respective Highway Safety Office through scheduled law enforcement conferences, correspondence from the Region 6 Office, Regional/State LEL contacts, and on-line reporting capabilities
- Encourage NM to conduct a CPS survey to establish baseline numbers
- Work with the Region 6 States on ways to automate data reporting using the Texas and Oklahoma models
- Coordinate with BIA to conduct a nationwide belt use survey in Indian Country
- Follow up with States to insure the timely reporting of the following:
  - CIOT Mobilization activity reports (on the Mobilizations and Sustained Enforcement/Media reporting form); Due Date: Final Report due no later than 30 days after Mobilization – July 2010
  - Statewide NHTSA approved Observational Surveys and Certifications; Due Date: August 2010

Page 192 of 317



# IMPAIRED DRIVING INITIATIVES & STRATEGIES

#### NATIONAL GOAL:

Reduce the rate of fatalities in high BAC (>0.08) crashes to .47 per 100 million VMT by 2010

#### **REGIONAL GOAL:**

Reduce the Regional average rate of fatalities in high BAC (>.08) crashes from .61 in 2007 to .58 per 100 million VMT by 2010.

# NHTSA PROBLEM ID & PROGRAM ASSESSMENT

ALCOHOL FATALITY RATE per 100 Million VMT >.08 BAC								
STATE	2003	2004	2005	2006	2007	Target Rate 2010		
LA*	.76	.71	.74	.82	.83	.79		
MS*	.74	.79	.80	.81	.73	.68		
NM	.63	.66	.62	.53	.49	.48		
ОК	.46	.48	.49	.41	.47	.44		
TX*	.63	.58	.56	.59	.55	.51		
R6 average	.64	.64	.64	.63	.61	.58		
National average	.45	.44	.45	.45	.43			
Indian Nations**	57%	58%	64%	65%	TBD	NA		

\* MS, LA, were selected as opportunity States because of their high VMT fatality rate. TX was selected as an opportunity State because of their high number of fatalities.

\*\*VMT mileage rates not available for the Indian Nations. Percentage shown is the percent of alcohol related fatalities compared to the total killed in motor vehicle related crashes.



	IMPAIRED DRIVING LAWS									
STATE	.08 per se	ALR	Open container	Repeat offender	Other significant laws or gaps	Interlock Law				
LA	YES	YES	NO*	NO*		YES				
MS	YES	YES	NO	YES		NO				
NM	YES	YES	YES	NO		YES				
ОК	YES	YES	YES	YES		Required for 2nd offense and high BAC				
ТХ	YES	YES	YES	YES	Legislation required to conduct Sobriety Checkpoints	Required on 1st conviction with BAC >0.15 or any 2nd conviction to obtain a restricted license				
Indians Nations	NA	NA	NA	NA	NA	NA				

\*State has law but it does not meet federal requirements

#### **Region 6 NHTSA Alcohol Assessments**

(Date of Last Assessment)

Louisiana	Mississippi	New Mexico	Oklahoma	Texas	BIA		
March 2009	November 2000	June 2002	December 1995	November 1992	2006		



## LEGISLATION

Louisiana, Mississippi, New Mexico and Oklahoma have annual legislative sessions. The Texas Legislature meets every other year.

- LOUISIANA The State has not passed a high BAC law.
- **MISSISSIPPI** The State has not passed an open container law and does not believe there is any chance of passage in the foreseeable future.
- NEW MEXICO The State's repeat offender law does not meet the requirements of Section 164 because there is no mandatory minimum one-year hard license suspension, impoundment or immobilization of vehicle, and required sentencing requirements for second offenders.
- **OKLAHOMA** Oklahoma successfully passed a "social host" law in 2009 and will support legislation to more clearly define "minor in possession of alcohol" offenses.
- TEXAS Texas has been trying to pass the authorizing legislation to allow sobriety checkpoints since 1994. Mothers Against Drunk Drivers (MADD) and others continue to promote efforts to pass the necessary legislation. Attempts are also being made each session to pass a first offense DWI interlock law.

#### Page 194 of 317



NHTSA Region 6 has established a law enforcement network with support from Regional and State Law Enforcement Liaisons (LELs). The network has grown to over 1,800 law enforcement organizations that are provided highway safety information on a regular basis. The Law Enforcement Liaison (LEL) program is active in the States with more than 40 LELs region wide. The Regional LELs are very active in meeting with law enforcement organizations and associations to gain support from law enforcement. In 2008, 1,026 law enforcement agencies participated in the Labor Day Crackdown.

All States and the BIA/HSO funded Tribes conducted high visibility enforcement during the 2009 Labor Day Impaired Driving Crackdown. TX utilizes the slogan of Drink. Drive. Go to Jail. and NM continues to use You Drink, You Drive, You Lose. All other States and the BIA used Drunk Driving. Over the Limit. Under Arrest. as their primary message. In addition, the BIA conducts a nationwide Don't Shatter the Dream impaired driving enforcement campaign throughout Indian Country each December.

The States also support more than 200 sustained enforcement projects throughout the year. All Region 6 States, except for Texas, regularly utilize sobriety checkpoints. MS officers can utilize Horizontal Gaze Nystagmus (HGN) as part of their Standardized Field Sobriety Testing (SFST) assessment however the results of the HGN test cannot be used in court.

An SFST assessment was conducted in TX in FY06 and in NM in FY05. An impaired driving Special Management Review was conducted in Louisiana in 2008. An impaired driving program assessment was conducted in MS in 2006 and LA in 2009. The Region is monitoring and providing technical assistance for the implementation of the assessment recommendations.

In late FY04, NHTSA awarded New Mexico a \$3M Comprehensive Impaired Driving demonstration project. The project goal was to reduce impaired driving in NM and serve as a model program utilizing a systematic approach to combating impaired driving. The foundation for the program was the State's Impaired Driving Assessment, and a leadership committee established specifically to develop strategies addressing the recommendations from the assessment and involvement from the Governor. One of the main components of the project was utilizing special enforcement units in Counties with the highest number of alcohol related fatalities. The State combined the increased enforcement with a comprehensive education and media component. The project included support and involvement from the NM judiciary and health agencies. Because of the success of the program in New Mexico, the Region is promoting the model at Regional meetings and on state site visits.

# PROSECUTION & ADJUDICATION

In 2006, Texas was the first State to hire a Judicial Outreach Liaison (JOL) in the Region. Region 6 has encouraged all States to hire a JOL to focus on the development of DWI Courts and education of the Judiciary about traffic safety issues. Oklahoma hired their JOL in 2008 and Louisiana plans to hire a JOL in 2010. All Region 6 States have a Traffic Safety Resource Prosecutor (TSRP). State TRSPs and JOL are invited to meet at a joint meeting with the LELs each year.



Texas hosted its 5<sup>th</sup> DWI court training session in 2009. Five Texas Courts participated and sent teams to the training. To date, 25 courts have been trained over the last five years. The State has 25 Hybrid Courts and 5 dedicated DWI courts. The Judicial Section Chair of the Texas Bar Association has appointed a statewide committee of criminal judges to evaluate the implementation of DWI courts and possible funding sources. The committee will also determine how to educate and bring together judges interested in DWI courts with training sessions sponsored by the Texas Center for the Judiciary. Texas has also implemented a contract with the Texas Municipal Courts Association to help educate court officials about traffic safety issues.

In 2009, the Louisiana Highway Safety Commission funded four hybrid DWI courts. There are an additional 6 DWI/Drug hybrid courts in the State.

New Mexico currently has 15 DWI/Drug Courts at the District and Magistrate Court level and 5 designated DWI Courts. They also have two DWI dedicated courts in the development phase. In early 2006, the NM Supreme Court approved a 5-year plan for growth of their drug court programs and set as its primary goal the implementation of a drug court in every county in the State. They currently have funding for drug courts in 21 of the State's 33 counties. The remaining 12 counties are the most rural counties and during the final three years of the plan they will work with Magistrate Courts in many of those counties in hopes of establishing DWI Drug Courts.

Mississippi has 16 Drug/DWI Courts but no dedicated DWI Courts in the State. There are no plans to develop any DWI dedicated Courts in the State at this time.

Oklahoma has two dedicated DWI Courts and 38 Hybrid Drug/DWI courts throughout the State.

## PUBLIC INFORMATION & EDUCATION

Region 6 utilizes the services of a media contractor to help supplement a proactive Region 6 earned media and outreach program. Support is provided for all Crackdown activities with targeted messages reaching 18 to 34 year old drivers along with the many diverse population groups in the Region. Materials based on HQ planners and NCSA supplied R6 state data are regularly prepared and distributed to the State HSO and LELs for their customization and use.

The Region continues to market the use of electronic messaging signs on highways – providing safety messages to the motoring public.

Underage impaired driving continues to be an issue throughout the Region. All States are urged to develop and implement messaging and other programs to reduce impaired driving and crashes by teens.

In FY 2007, the MADD National office created the "Take the Wheel" campaign in Houston, TX. The program held four local community forums in 2007 to raise awareness about impaired driving issues in the Houston area. They also hosted one citywide forum to discuss ways to address impaired driving. They have solicited and gained support from the County Sheriff, Police Chief, Houston Mayor, Houston Galveston Area Council, City and County officials, local non-profits and others. In 2009, MADD held a technology forum to educate people in the Houston area about how technology can be used to reduce impaired driving. A law enforcement



recognition luncheon was also held to recognize officers who have excelled at impaired driving enforcement. The Regional Office and TxDOT will continue to partner with MADD in their "Take the Wheel" program.

In 2008, the Region 6 NHTSA office helped coordinate a Town Hall meeting in Houston that was attended by National, State and local officials and community organizations. The event was held to help educate everyone about the serious issues related to impaired driving in the Houston area. A summary report was developed by Region 6 and distributed to key individuals and organizations who attended the Town Hall meeting.



Region 6 continues to contract with the Minister's Against Crime for a Regional Diversity Outreach Liaison (DOL) and places a high priority on seeking the support of diverse organizations. A bilingual Regional Program Manager assists in outreach to a large Spanish speaking population in the Region. In April 2009, the Regional Diversity Outreach Liaison participated in the first MS diversity forum to help educate minorities about impaired driving and other highway safety issues. To support impaired driving Crackdowns, outreach resource materials are prepared and distributed each year to law enforcement and other key partners. The Region 6 staff will continue to distribute more than 100 Clergy Kits to African American and Hispanic churches in Texas each quarter. The information is also provided to the State HSOs and LELs where it can be customized for each State. Outreach resource materials promoting the Crackdown are developed for States and communities, employers, military installations and other partners. In addition, the Region 6 Office has a strong history of outreach with the Federal community through the Dallas Fort Worth Federal Executive Board and OneDOT partners.

## REPORTING & EVALUATION

All Region 6 States report enforcement and other information related to their Crackdown efforts. Texas, Mississippi, Oklahoma and the BIA have developed Incentive Programs for non-grant funded law enforcement agencies to enhance timely submission of data and activities. LA and MS have impaired driving enforcement recognition programs to recognize officers excelling at impaired driving enforcement. Texas has developed and implemented a web-based reporting system for law enforcement agencies to report monthly and sustained enforcement activities in a timely manner. The State of Mississippi has developed a comprehensive LEL program with representation down to the County level. This insures maximum participation and reporting from MS law enforcement. This system was shared as a best practice with the other States and resulted in Oklahoma and Louisiana expanding their number of LELs in 2009. NHTSA's on-line reporting system allows for States to report activities utilizing a web based system.

Page 197 of 317



# NHTSA ACTION PLAN

#### **OBJECTIVES:**

• Respond to all requests for information on the effectiveness of sobriety checkpoints, repeat offender laws, open container provisions, ignition interlock and blood alcohol concentration testing

#### STRATEGIES/TASKS:

- Upon request, inform State elected and executive officials about the effectiveness of sobriety checkpoints, repeat offender laws, and open container provisions, and BAC testing
- Monitor proposed legislation affecting impaired driving related issues
- Maintain communications with States about the status of their ignition interlock laws and/or programs and provide necessary technical assistance to adoption of interlock laws

#### ENFORCEMENT

#### **OBJECTIVES:**

- Increase the number of law enforcement agencies supporting crackdown campaigns from 1,026 in 2008 to 1,150 in 2010
- Increase the number of law enforcement agencies conducting sustained enforcement from 280 in 2008 to 290 in 2010
- Reduce rural alcohol fatality rates in the top five to ten counties/parishes of Louisiana and Mississippi

NU	NUMBER OF AGENCIES PARTICIPATING IN 2004 - 2008								
	State Police	Total Local Law Enforcement	Participating Agencies Crackdown 2007 / 2008*	Sustained Enforcement Grants 2005 / 2006 / 2007/2008					
LA	9	363	53 / 59	90 / 43 / 49 / 61					
MS	9	258	232 / 204	26 / 19 / 21 / 51					
NM	12	91	85 / 63	60 / 59 / 52 / 89					
ОК	22	474	78 / 226	32 / 32 / 35 / 36					
ТХ	313	1,654	560 / 446	41 / 47 / 34 / 34					
BIA	NA	30	29 / 28	7 / 19/ NA/ 9					
R6	365	2,870	1,037 / 1,026	249 / 221 / 191 / 280					
FY 2010 Goal			1,150	290					

NOTE: figures count all troop units for State Police



- Support and coordinate State LEL program activities and work with State LELs in the identification of obstacles and potential solutions to impaired driving enforcement through regular communication such as conference calls, email network, and annual LEL meetings. Utilize LELs and other resources to contact and solicit support for increased enforcement, educational efforts and reporting
- Maintain and/or develop partnerships with State Police Chiefs Associations and Sheriff Associations throughout the Region 6 States
- Request States to evaluate impaired driving fatalities and injuries in rural areas and solicit law enforcement to increase enforcement efforts in rural areas in LA and MS
- Ensure that County specific crash data information is provided to State Sheriff's and engineers, particularly in LA and MS
- Determine if there are resources available to help provide best practices for rural enforcement
- Encourage all the States to offer incentive grants as a means of getting non-funded LE agencies involved and reporting their impaired driving efforts
- Promote Standardized Field Sobriety Training and Advanced Roadside Impaired Driving Enforcement training
- Promote and support SFST assessments
- Inform State LELs about Data Driven Approaches to Crime and Traffic Safety (DDACTS) and provide them with resources to market the program
- Promote the use of safety enforcement corridors
- Encourage law enforcement to obtain and report Blood Alcohol Concentration information on crash reports

#### PROSECUTION & ADJUDICATION

#### **OBJECTIVES:**

- Increase the number of DWI or DWI/hybrid Courts in the Region from 116 in 2009 to 120 in 2010
- Increase the number of State JOLs in the Region from 2 to 3

#### STRATEGIES/TASKS:

- Utilize TSRP, LEL and LE agencies to ensure statewide judicial organizations, Prosecutors and Judges are aware of crackdown efforts, ignition interlock programs and BAC testing refusal options
- Promote the development of DWI courts
- Share the successes of existing JOL to encourage other States to hire JOL

#### PUBLIC INFORMATION & EDUCATION

#### **OBJECTIVES:**

• Effective and efficient paid and earned media initiatives in the States directed at impaired driving prevention, with targeted emphasis on perception of risk of arrest to deter impaired driving among 18-34 year old males, impaired motorcyclists and underage drinkers



- Work with the Region 6 States as needed to enhance their impaired driving prevention communication plans for earned media and outreach, coordinate Regional and State media and marketing efforts with national efforts, and promote judicious use of paid media in support of the Impaired Driving Crackdown in all Region 6 States and the Indian Nations in August-September and support the BIA's Don't Shatter the Dream campaign each December
- Assist the States in the development of earned media materials and facilitate distribution to multicultural media outlets
- Provide assistance to the BIA in the development of earned media for Indian Country and share Native American PI&E materials with NHTSA Regional Offices
- Promote use of electronic messaging signs with State DOTs to support national crackdowns

#### MARKETING

#### **OBJECTIVES:**

- Expand partnerships with minority and faith based community groups, associations, and public and private organizations, as well as other non-traditional partners who will support and promote national traffic safety initiatives
- Facilitate State HSO partnerships with diverse organizations and/or media outlets in all five States

#### STRATEGIES/TASKS:

- Distribute informational kits about crackdowns to diverse populations with an emphasis on high fatality rate States.
- Provide the services of the Region 6 Diversity Outreach Liaison to assist States in partnership outreach through implementation of an updated Diversity Outreach Action Plan to include maintaining partnerships with state and local Hispanic and African American law enforcement agencies, churches, and other organizations.
- Distribute African American and Hispanic clergy materials through State and local channels.
- Develop partnerships between Historically Black Colleges (HBCUs) and SHSOs and implement the HBCU traffic safety model program for all HBCUs in the Region based on the Texas Southern University experience in Houston.
- Engage the regional federal work force community including other OneDOT modes, the Occupational Safety and Health Administration (OSHA), the General Services Administration (GSA), and the DFW Federal Executive Board (FEB) to promote BUA/CIOT with their staffs using building marquees, bulletin boards, banners, printed materials, and soliciting partnerships with their customers.
- Advise MADD State Directors, Safe Communities coalitions, Military installations and other groups of Crackdown dates and request their support.
- Meet with each FHWA office to determine if they can assist with reducing impaired driving fatalities.

#### REPORTING & EVALUATION

#### **OBJECTIVES:**

- Achieve 100 percent participation in States reporting enforcement activities through the NHTSA electronic reporting system.
- Conduct one alcohol assessment in a Region 6 State during in 2010.



- Conduct bi-annual Regional meetings with States to discuss best practices and methods for decreasing data collection time following mobilization periods.
- Continue to encourage States to report Impaired Driving Crackdown enforcement activities from funded and non-funded agencies using the NHTSA electronic reporting system.
- Work with LA, MS and NM on ways to automate enforcement reporting using the Texas and Oklahoma models.
- Encourage Region 6 States to conduct an alcohol assessment.
- Follow up with States to insure the timely reporting of the following:
  - Crackdown activity reports (on the Mobilizations and Sustained Enforcement/Media reporting form); Due Date: Final Report due no later than 30 days after Labor Day Crackdown – October 2010

Page 201 of 317



# MOTORCYCLE SAFETY INITIATIVES & STRATEGIES

#### NATIONAL GOAL:

Reduce the expected rate of increase in motorcycle rider fatalities per 100,000 vehicle registrations from 74 in 2007 to 78 in 2010, and 79 in 2011, 79 in 2012 and 80 in 2013.

#### **REGIONAL GOAL:**

Maintain the Region 6, 2006 motorcycle rider highway fatalities at 1.1 per 1,000 motorcycle registrations in 2010.

# NHTSA PROBLEM ID & PROGRAM ASSESSMENT

In 1997 motorcyclist fatalities were at their historic low of 2,117 but have increased each year since that time. Motorcyclist fatalities have risen from 4,028 in 2004 to 5,154 in 2007, a 28% increase. In 2007 motorcyclist fatalities in America accounted for 12 percent of the 41,059 total roadway fatalities.

In 2007, there were 661 motorcyclists killed in Region 6. NHTSA has recognized Texas as an opportunity State because of the large number of motorcyclists killed each year. In 2007, Texas had 397 motorcyclist killed, 3<sup>rd</sup> in the nation after Florida and California. Operating motorcycles under the influence of alcohol is a serious problem throughout the Region. In 2007, the percentage of impaired motorcyclist fatalities at a BAC of .08 or higher ranged from a low of 29% in Mississippi and Oklahoma to a high of 41% in New Mexico. Every State in the region had a higher fatality rate in 2007 than the national average as shown by the chart below.

RATE per 1,000 REGISTERED VEHICLES - 2007								
STATE	REGISTRATIONS	FATALITIES	RATE					
Louisiana	64,604	89	1.4					
Mississippi	27,777	51	1.8					
New Mexico	46,779	50	1.1					
Oklahoma	101,606	76	.75					
Texas	387,915	407	1.0					
Total	628,681	673	1.1					
National	7,093,163	4,837	.68					

\*Registration Source: FHWA



The following table shows the percentage of motorcyclist killed who were not wearing a helmet from 2003 to 2007. NHTSA estimates helmets saved 1,784 motorcyclists' lives in 2007, and an additional 800 would have been saved if all motorcyclists had worn helmets.

Percentage of Killed Riders Who Were Non-Helmeted Compared to Total Fatalities										
State	2003	%	2004	%	2005	%	2006	%	2007	%
LA	60	72%	36	49%	18	24%	12	12%	21	24%
MS	23	55%	23	58%	11	28%	11	20%	18	35%
NM	27	75%	27	69%	31	82%	32	74%	41	82%
OK	33	77%	61	78%	58	75%	48	75%	51	70%
TX*	223	65%	171	57%	211	59%	217	62%	233	59%

\* Opportunity State

In the United States for the year 2007, 26% of the operators involved in fatal crashes were operating their vehicle with invalid licenses at the time of the collision compared to 13 percent of drivers of passenger vehicles. In the Region 6 States, 24% of the motorcycle operators were not properly licensed, slightly below the national average. Texas leads the Region with 30% of their fatalities not having a proper license. All Region 6 States require a special endorsement to the driver's license to legally operate a motorcycle.

IM	IMPROPER or NO MC LICENSING in FATAL CRASHES											
State	2004	Total	%	2005	Total	%	2006	Total	%	2007	Total	%
LA	18	77	23	14	75	19	11	94	12	18	87	21
MS	2	40	0	1	41	0	0	55	0	0	49	0
NM	7	38	18	3	36	1	4	47	1	2	51	0
ОК	25	72	35	29	83	35	22	65	34	14	76	18
ТХ	113	291	39	131	373	35	119	352	34	125	408	31
Total	165	518	32	178	608	29	156	613	25	159	671	24

Nationwide in 2007, 41% of motorcycle operators who died in single-vehicle crashes had BAC levels of .08 g/dL or higher. The percentage with BAC .08 g/dL or above was highest for fatally injured motorcycle operators among two age groups, 35-39 (41%) and 40-44 (39%) followed by ages 45-49 (34%). In 2007, a higher percentage of motorcycle operators in fatal crashes had BAC levels of .08 g/dL or higher than any other type of driver. The following chart shows that LA, NM and TX have a higher impaired driver percentage than the national average.



	Motorcycle Operators Total / Alcohol-Related Fatalities 2003-2007														
State	2003	A-R	%	2004	A-R	%	2005	A-R	%	2006	A-R	%	2007	>.08**	%
LA	77	32	42%	70	23	33%	69	26	37%	95	29	31%	89	27	30%
MS	41	10	25%	38	12	32%	36	9	26%	55	21	38%	51	14	27%
NM	31	14	45%	33	9	27%	34	9	26%	43	14	33%	51	20	39%
ОК	36	16	43%	65	23	35%	77	15	21%	64	19	28%	73	20	27%
TX*	310	132	42%	263	116	44%	333	139	42%	346	154	45%	397	153	39%
R6 Total	495	204	41%	469	183	39%	545	198	36%	603	237	39%	661	234	35%
US	3,427	1,271	37%	3,713	1,279	34%	4,232	1,470	35%	4,923	1,683	34%	5,154	1,431	28%

\*Texas was selected as an opportunity State because of the high number of motorcyclist fatalities.

\*\* In 2007 the reporting criteria was changed from any alcohol to greater than or equal to .08 BAC

# NHTSA STATUS SUMMARY

Each year State motorcycle safety coordinators are brought together for an update on NHTSA programs and initiatives and to allow each State to provide information on their motorcycle safety program to the group.

All of the Region 6 States except for Mississippi and the BIA have motorcycle safety coordinating committees that help direct and market motorcycle safety issues and have a State coordinated motorcycle safety training program. These State training programs approve and coordinate the motorcycle driver training courses in their State.

Louisiana and Mississippi currently have universal helmet laws. In 2008 and 2009, efforts to repeal Louisiana's universal helmet law failed. Texas, Oklahoma and New Mexico have laws requiring helmets for younger operators and Texas requires a helmet for anyone that does not have at least \$10,000 of insurance or have attended a motorcycle safety course. Listed below are the highlights of each State's law.

- LOUISIANA No person shall operate or ride upon any motorcycle, motor driven cycle, or motorized bicycle unless the person is equipped with and is wearing on the head a safety helmet of the type and design manufactured for use by operators of such vehicles, which shall be secured properly with a chin strap while the vehicle is in motion.
- MISSISSIPPI No person shall operate or ride upon any motorcycle or motor scooter upon the public roads or highways of this State unless such person is wearing on his or her head a crash helmet of the type and design inspected and approved by the American Association of Motor Vehicle Administrators.



- NEW MEXICO No person under the age of eighteen shall operate a motorcycle unless he is wearing a safety helmet securely fastened on his head in a normal manner as headgear and meeting the standards specified by the director. No person shall carry any passenger under the age of eighteen on any motorcycle unless the passenger is wearing a securely fastened safety helmet.
- OKLAHOMA No person under eighteen (18) years of age shall operate or ride upon any vehicle covered under this section unless such person is equipped with and wearing on the head a crash helmet of a type which complies with standards established by the Department of Public Safety.
- **TEXAS** Texas exempts riders 21 yrs. or older if they either 1) can show proof of successfully completing a motorcycle operator training and safety course or 2) can show proof of having a medical insurance policy equal to or greater than \$10,000.

#### LEGISLATION

#### **OBJECTIVES:**

Respond to 100% of requests for information on the effectiveness of helmet laws and other laws related to motorcycle safety issues

#### STRATEGIES/TASKS:

- Upon request, inform State elected and executive officials about the effectiveness of helmet use and other motorcycle safety issues
- Monitor proposed legislation affecting motorcycle safety issues

## ENFORCEMENT

#### **OBJECTIVES:**

- Reduce the percentage of improperly licensed motorcyclists involved in fatal crashes from 24% in 2007 to 22% in 2010
- Reduce the percentage of impaired motorcycle operator deaths from 35% in 2007 to 33% in 2010

- Request Regional and State LELs market motorcycle safety issues to law enforcement agencies
- Utilize the Law Enforcement Liaisons (LEL) and other LE networks to notify law enforcement about the high percentage of improperly licensed motorcycle operators and impaired motorcyclist in their State
- Encourage States to identify high crash locations for motorcycle fatalities and implement high visibility enforcement and other best practice strategies



PUBLIC INFORMATION & EDUCATION

#### **OBJECTIVES:**

- Increase the number of State Motorcycle Safety Strategic Plans to include earned media and partner outreach from 0 to 1
- Increase the number of States utilizing paid or earned media to promote "Share the Road" messaging from 1 to 2

- Promote "Share the Road" messages to motor vehicle operators especially during "Motorcycle Safety Month" and "Ride your Motorcycle to Work Day" by encouraging States to hold press events, provide press releases and utilize signs
- Integrate impaired motorcycle rider messages into impaired driving crackdown and other DWI enforcement initiatives
- Facilitate and support State efforts to develop and utilize motorcycle safety committees to create motorcycle safety strategic plans, including public information and education efforts
- Coordinate an annual State motorcycle coordinator meeting

Page 206 of 317



## LEVEL II PRIORITY PROGRAM AREA SPEED INITIATIVES & STRATEGIES

#### **REGIONAL GOAL:**

Maintain the Regional average percent of speed related fatalities at 36% in 2010.

# PROBLEM ID & PROGRAM ASSESSMENT

SPEEDING RELATED FATALITIES										
State	2003	2004	2005	2006	2007	2008ARF				
LA	229	218	181	259	256	250				
MS	170	173	254	365	349	327				
NM*	172	195	165	173	159	70				
ОК	273	315	293	269	213	221				
TX*	1,560	1,466	1,439	1,496	1,380	1,422				
R6	2,404	2,367	2,332	2,562	2,354	2,290				
US	13,499	13,192	13,113	13,543	13,040	TBD				

\*Opportunity State: high speed-related VMT/high number of speed-related fatalities ARF = Annual Report File

Region 6 recognizes speed related fatalities are a problem within the Region 6 States. In 2007 speed accounted for 25% of all fatalities in LA, 39% in MS, 38% in NM, 28% in OK, 40% in TX, and 36% regionwide. National figures show speed related fatalities make up 32% of the total motor vehicle related fatalities. LA and OK are the only States in Region 6 that do not exceed the national average.



## ENFORCEMENT

Enforcement strategies to reduce impaired driving and increase belt use impact speed related offenses and are heavily funded in State Highway Safety Plans (HSP).

NHTSA Region 6 has built an extensive law enforcement network with support from Regional and 41 State Law Enforcement Liaisons. This network includes more than 1,800 law enforcement organizations that regularly receive information and participate in mobilizations and crackdowns, including 259 Sheriff's Departments (Mississippi Sheriffs are prohibited from using electronic speed enforcement equipment).

All of the Region 6 States have components of speed enforcement in their sub-grantee contracts that include OP, Alcohol and Speed enforcement strategies. This momentum of speed



enforcement activities has been incorporated into all of the R6 States at different levels, from the planning stages in the HSP to actual delivery in sub-grantee contracts.

Rural areas face a number of unique highway safety challenges. Rural crashes are more likely to be at higher speeds than urban crashes. The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) work closely with States and rural communities to determine the best way to set speed limits on rural arterial and connector roads based on engineering data. Setting rational speed limits shows significant promise at reducing motor vehicle crashes on rural arterials and connectors.



In July 2008, all States attended and participated in the train-the-trainer Speed Management Workshop (SMW) in Fort Worth, TX. Each State sent representatives from Enforcement, Judicial, Public Policy, and Engineering to the 2-day training. During the training, the States developed their Speed Management Delivery Plans. States have been scheduling their state and local SMWs. Oklahoma conducted their first SMW in May 2009, and Texas conducted their SMW in July 2009.

Through our Federal partners, a number of courses directly related to rural roadway safety are available and being promoted including: *Roadway Safety Fundamentals, Rural Road Safety Audits, Low Cost Safety Countermeasures and Common Sense Intersection Solution.* Additional training packages on intersections without signals and other low-cost safety solutions are currently under development.

Region 6 places a high priority on outreach to community groups and organizations. A very active community-briefing schedule has been conducted the last 5 years to support the various mobilizations and other traffic safety campaigns. Nationally, FHWA, NHTSA, Federal Motor Carrier Safety Administration (FMCSA), the Pipeline and Hazardous Materials Safety Administration (PHMSA), and the Research and Innovative Technology Administration (RITA) includes support for Speed Management initiatives. In the State of Louisiana, FHWA is the lead agency for Speed Management Activities and workshop training.

The Region's law enforcement network and State/BIA LELs are used to inform and involve law enforcement agencies in speed related campaigns along with occupant protection and impaired driving initiatives.

# REPORTING & EVALUATION

The Region 6 States have established reporting criteria and timelines for their subgrantees to correspond with NHTSA reporting/evaluation guidelines for the States. The NHTSA On-line Reporting System, where States submit activities electronically, includes speed related activities. Texas, Oklahoma, BIA and Mississippi have developed Incentive Programs for agencies, both grant and non-grant, to enhance timely submission of data and activities.

Page 208 of 317



#### ENFORCEMENT

#### **OBJECTIVES:**

- Increase the number of law enforcement agencies participating in the Mobilizations from 1,145 to 1,200
- Increase the number of rural law enforcement agencies, such as Sheriff Department's, participating in speed activities from 259 to 300
- Increase inclusion of speed components in subgrant agreements by all Region 6 States

#### STRATEGIES/TASKS:

- Utilize LELs and other resources to contact and solicit support for increased speed enforcement efforts to include rural initiatives to law enforcement, EMS, and other related government and non-government entities
- Provide information to law enforcement about sustained high visibility enforcement and public information efforts particularly addressing the issue of speed through law enforcement briefings, newsletters, training programs, conducting periodic State LEL meetings, law enforcement association meetings, State/BIA LEL network, and other forms of communications
- Support training events aimed at educating law enforcement liaisons in ways to market speed management techniques

#### MARKETING

#### **OBJECTIVES:**

• Two States conduct at least one Speed Management Workshop during FY10.

#### STRATEGIES/TASKS:

- Market and provide technical assistance to States in implementing Speed Management Workshops; development of speed strategic action plans, and delivery plans
- Organize an annual speed planning meeting or conference call with State speed program coordinators

#### REPORTING & EVALUATION

#### **OBJECTIVES:**

• Encourage all States to capture speed data from respective law enforcement agencies to the NHTSA On-Line Reporting System

#### STRATEGIES/TASKS:

• Encourage law enforcement agencies and States to report their speed related activities included in other reports such as Click It or Ticket and Impaired Driving via the NHTSA On-Line Reporting System

Page 209 of 317



PRIORITY PROGRAM AREA

**GRANTS MANAGEMENT INITIATIVES & STRATEGIES** 

• Participation in SMRs if needed

#### PRIORITY PROGRAM AREA

#### TRAFFIC RECORDS & DATA ENHANCEMENT

- Headquarters participation in Regional Traffic Records Conference
- Provide talking points and PowerPoint presentations for LELs on DDACTS and on improving traffic records (FARS)

#### PRIORITY PROGRAM AREA OCCUPANT PROTECTION INITIATIVES & STRATEGIES

- Support for regionwide Teen Belt Demo project
- Provide CIOT planners and other resource materials at least three months in advance of campaign so LELs, State HSOs, Regional offices, etc. can have adequate lead-time for promotional and marketing efforts
- Provide resources to conduct law enforcement summits in states to re-energize support for various traffic safety initiatives
- Provide talking point and presentation for State and Regional LELs on how to conduct effective nighttime belt enforcement activities
- Provide NHTSA Communication Training Workshop for State HSO communication program managers, State media contractors as well as SHSP partners and their contractors

#### PRIORITY PROGRAM AREA

## IMPAIRED DRIVING INITIATIVES & STRATEGIES

- Provide support for the Region 6 State Judicial Liaisons
- Provide Crackdown planners and other resource materials at least three months in advance of campaign so LELs, State HSOs, Regional offices, etc. can have adequate lead-time for promotional and marketing efforts
- Provide resources to conduct law enforcement summits in states to re-energize support for various traffic safety initiatives

#### PRIORITY PROGRAM AREA

## MOTORCYCLE SAFETY INITIATIVES & STRATEGIES

- Provide data that shows the cost to taxpayers for motorcycle crash fatalities and injuries. This should include cost comparisons between helmeted and un-helmeted riders
- Provide talking points and PowerPoint presentation for LELs on detailing motorcycle safety enforcement issues and other best practices

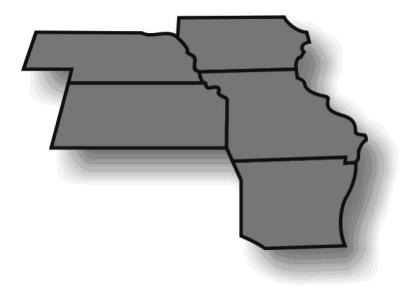
#### LEVEL II PRIORITY PROGRAM AREA SPEED INITIATIVES & STRATEGIES

• Provide resources and support for continued training of Speed Management Workshop (Train-the-Trainer) courses for multi-discipline participants

Page 210 of 317

# REGION 7

# Fiscal Year 2010



# ARKANSAS MISSOURI - NEBRASKA IOWA - KANSAS

# REGIONAL ACTION PLAN

## Introduction Region 7

Arkansas -- Iowa -- Missouri -- Kansas -- Nebraska

The 2010 Regional Action Plan (RAP) includes the required program areas of occupant protection, impaired driving, traffic records, and grants management, and administrator along with additional emphasis areas of youth and motorcycle safety. Other safety countermeasures have been included in response to increasing program activity by our State partners and/or negative crash trends in our region.

To accomplish NHTSA's priority Programs, the Regional staff works cooperatively with each of the five State Highway Safety Offices providing operational support and technical assistance. Concurrently, Regional staff seeks out other traffic safety stakeholders in efforts to leverage the on-going work of the NHTSA Regional and State Highway Safety Office personnel.

The NHTSA Region 7 RAP goals are based on Government Performance and Results Act goal targets for DOT and NHTSA to support the DOT goal of 1.0 fatalities per 100 million vehicle miles traveled. We also work with the SHSO's to achieve goals they set based on the performance measures agreed to by GHSA and NHTSA. Additional guidance was taken from NHTSA Senior Associate Administrator for Traffic Injury Control and Associate Administrators for Regional Operations and Program Delivery and Research and Program Development memorandums on program priorities, funding initiative and grants oversight.

In addition to our agency's goals, policies and priorities, our guiding principles continue to be: Data and Problem Identification; Multiculturalism; and Management Oversight and Technical Assistance.

The NHTSA Region 7 RAP does not address activities that are a routine part of daily operations, or are associated with the many other program areas in highway safety.

The entire NHTSA Region 7 staff looks forward to working with our state, local and federal partners in order to reach our mutual goals to save lives, prevent injuries and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.

Romell Cooks Regional Administrator

## PRIORITY PROGRAM: MANAGEMENT & ADMINISTRATION

#### **REGIONAL GOALS:**

#### Maintain a liquidation percentage rate that meets or exceeds the national average. Conduct management reviews.

#### PERFORMANCE MEASURES

- Ensure obligation of grant funds within 30 days of award.
- States mid year and year end liquidation rates at or above the National rate.
- Conduct management review in Kansas.
- Conduct SMR's as needed.
- Ensure that all States closeout HSP's by December 31.

### SIGNIFICANT STRATEGIES and TASKS

- Monitor States performance measures for compliance with "Traffic Safety Performance Measures for States and Federal Agencies".
- Conduct management review in Kansas.
- Follow up on CAP activities from MR's completed.
- Follow up on PEP activities from SMR's completed.
- Review HSP Annual Report and provide significant comments by January 31.
- Review quarterly with each State: program obligations, liquidation rates, and funds subject to lapse using appendix B from MR report.
- Comply with the requirements in the "Guidance and Oversight for State Highway Safety Programs" dated April 23, 2004.
- Conduct first and second voucher reviews in each State.
- Quarterly review OIG Audit Website for A-133 findings.
- Comply with the NHTSA Regional Monitoring Guidelines.

#### Technical Assistance Needed:

• None at this time.

## PRIORITY PROGRAM: Data Enhancement

#### **REGIONAL GOAL:**

Improve traffic data systems and data use in the Region 7 States.

#### PERFORMANCE MEASURES

- Will ensure that Region 7 States qualify for Section 408 Data Incentive Grant.
- Complete and update the information on the NHTSA State Traffic Safety Information System websites.

STATE DATA INFORMATION										
State	TRCC Assess- ment	TRCC Status	Percentage of Crashes reporting electronic- ally in 2007	BAC Testing Known results in Fatal crashes in 2007	Section 408 Grants Received	MMUCC Crash Form Compliant % of 111				
Arkansas	3/2006	Active Meets Quarterly	0%	68.0%	FY08	59%				
lowa	11/2005	Active Meets Quarterly	83%	35.4%	FY08	59%				
Kansas	11/2005	Active Meets Monthly	0%	51.1%	FY 08	53%				
Missouri	4/2006	Active Meets Quarterly	0%	61.7%	FY 08	74%				
Nebraska	8/2006	Active Meets Quarterly	33%	81.7%	FY 08	63%				

#### SIGNIFICANT STRATEGIES and TASKS

#### Marketing:

- Assist States with early Section 408 interim report submission.
- Work with the SHSO's statewide traffic records coordinating committees
  - Update the State Strategic plan
  - o Implement the State Strategic plan
  - Track implementation of Traffic Records Assessment recommendations
  - Work with Kansas to conduct a NEMSIS review. Encourage States to implement recommendations from MMUCC and NEMSIS reviews.
- Work quarterly with the traffic records clearing house coordinators to keep websites up-to-date.

- Work with the States to utilize the electronic 408 web based monitoring system.
- Work with Iowa on strategies to improve BAC data collection into FARS.
- Comply with Roles & Responsibilities in support of FARS program
  - Support MO's EMS participation in centralized EMS reporting
    - Confer with NE's vital records agency to develop death certificate data reporting at no cost
- Continue working with the CODES grantees in Iowa, Missouri and Nebraska and foster their participation in the Traffic Records Coordinating Committee.
- Encourage Arkansas and Kansas to add a field for Vehicle Identification Numbers when/if they revise their Crash Reports.

# PRIORITY PROGRAM: IMPAIRED DRIVING

#### NATIONAL GOAL:

Reduce the rate of fatalities in high BAC (.08+) crashes per 100 million VMT to .46 by 2010.

#### REGIONAL GOAL:

Reduce the rate of fatalities in high BAC (.08+) crashes per 100 million VMT by 5% in each State by 2010.

#### PERFORMANCE MEASURES

- Increase regional law enforcement participation in the 2010 Crackdown by 5 percent based on August 2009 participation.
- In addition to the National Crackdown and the Section 410 HVE requirements, add one additional sustained high visibility enforcement wave in each State.
- Implementation of DDACTS project in at least two State's
- Qualify Region 7 States for Section 410 grant funds.
- Increase the number of DWI Courts in 2 States by at least one DWI Court.

#### PROGRAM ASSESSMENT & PROBLEM IDENTIFICATION

State inpared briving information									
State	Imp. Driving	SMR	SFST	Checkpoints	DEC	TSRPs	*Drug - Hybrid		
	Assessment		Assessment	Used/Permitted			- DWI Courts		
Arkansas	None	Feb 06	None	Yes	Yes	Yes	40 - 0 - 0		
lowa	None	None	None	No	Yes	Yes	17 – 0 – 0		
Kansas	June 06	June 05	March 06	Yes	Yes	Yes	9-0-0		
Missouri	Aug 08	May 07	May 06	Yes	Yes	Yes	99 - 34 - 5		
Nebraska	None	None	None	Yes	Yes	Yes	16 – 0 – 1		

State Impaired Driving Information

\*Reported by the National Association of Drug Court Professionals

Fatality	Fatality Rate in Crashes involving a Driver/MC Rider with a BAC = .08+ (per 100 M VMT)									
State	2003	2004	2005	2006	2007					
Arkansas	.62	.64	.56	.61	.55					
Iowa	.37	.28	.30	.38	.34					
Kansas	.58	.39	.34	.41	.38					
Missouri	.58	.53	.61	.56	.49					
Nebraska	.50	.39	.38	.37	.40					
VMT Weighted	.54	.47	.48	.49	.45					
U.S.	.45	.44	.45	.45	.43					

\*FARS Data Highlighted Areas = at or below National Average

Impaired Driving Crackdown Law Enforcement Participation								
State	ate Aug/Sept Aug/Sept Aug/Sept 2006 2007 2008							
Arkansas	89	89 83						
Iowa	235 286 231							
Kansas	No reporting	139	140					
Missouri	170	113	143					
Nebraska	52 55 59							
Region 7 Totals	546 676 700							

#### SIGNIFICANT STRATEGIES and TASKS

#### Legislation:

- Monitor State ignition interlock laws and/or programs and seek assistance from headquarters as needed.
- Encourage Nebraska to work towards getting a "high BAC" law passed.
- Work with SHSO's to upgrade impaired driving laws to comply with SAFETEA-LU requirements.
- Work with Arkansas to upgrade their ALR Law.
- Conduct a GDL review for each State to help identify missing elements in the GDL laws.

#### Enforcement:

- Present the DDACTS concept to the Region 7 States and encourage implementation of a program in each State.
- Increase participation in the IACP Chief's Challenge.
- Encourage the SHSO's to coordinate high visibility enforcement efforts on at least 1 other occasions, in addition to the Crackdown using low staffing checkpoints, highly mobile checkpoints, border to border operations and multiple law enforcement programs.
- Work with Arkansas and Missouri to host law enforcement workshops to address increased participation and reporting for the Crackdown and HVE. lowa and Kansas LEL's currently conduct law enforcement workshops in their states.
- Work with SHSO's to develop and/or strengthen a strong year-round impaired driving enforcement plan, which includes paid and earned media.
- Assist SHSO's in soliciting support of law enforcement agencies in counties containing at least 60% of the States' alcohol related fatalities in accordance with Section 410.
- Work with law enforcement agencies to increase their efforts in detecting and apprehending underage alcohol violators, especially during the Crackdown.
- Continue to promote State LEL concept to Missouri and Nebraska.

#### Prosecution and Adjudication:

- Work with Arkansas, Missouri and Nebraska to increase the number of DWI Courts.
- Promote the NHTSA DWI Court Training.
- Work with each State MADD chapter to implement new court monitoring programs or enhance current ones.
- Utilize the Regional JOL to establish judicial contacts in each Region 7 State and assist States and judges with areas in need.

#### Alcohol Screening and Brief Intervention:

• Work with the SHSO's and each State Department of Health to make contacts with the medical community (especially in Level 1 & 2 trauma centers) to adopt SBI efforts.

#### Marketing:

- Contact and/or visit with law enforcement departments to promote the Crackdown events and other impaired driving initiatives.
- Regional Administrator will conduct editorial boards and interviews with media outlets.
- Work with MO and NE to adopt the new "Drunk Driving. Over the Limit. Under Arrest" campaign theme.
- Encourage States to develop a Multi-Cultural Strategic Plan.
- Promote Greene County DWI Court Academy to Region 7 States

#### Public Information & Education:

- Work with State and local partners to assist them in sending out press releases to promote the Crackdowns and other special impaired driving events.
- Work with States to conduct media events to promote the Crackdown.
- Work with the States to increase or at least maintain the use of highway safety funds to purchase paid media.
- Utilize the regional media contractor and law enforcement liaison to support impaired driving efforts for the regional office.

#### Training:

- Monitor the SFST training procedures in each State to determine if they are following the National SFST Standards.
- Encourage the SHSO's to include an SFST training requirement for federally funded impaired driving projects.
- Regional Alcohol Coordinator will work with NHTSA HQ and NDCI to offer and conduct DWI Court training for Region 7 States.

#### Assessments:

- Encourage Arkansas and Nebraska to complete an alcohol assessment.
- Encourage Arkansas, Iowa and Nebraska to conduct an SFST Assessment.

#### Technical Assistance Needed:

- Headquarters assistance in conducting Arkansas and Nebraska Impaired Driving assessment, if requested.
- "How to" manual for court monitoring.
- Talking points on the effectiveness of having an LEL.

# PRIORITY PROGRAM: OCCUPANT PROTECTION

NATIONAL GOAL: Increase belt use to 86% by 2010

**<u>REGIONAL GOAL</u>**: Increase Region 7 average belt use from 78.7% in 2008 to 83% by 2010

#### PERFORMANCE MEASURES

- Increase the number of agencies reporting mobilization results in Region 7 from 84% in 2007 to 94% by 2010.
- Increase the number of agencies participating in the CIOT mobilization in Region 7 from 765 in 2009 to 800 by 2010.
- Maintain or increase the level of FY08 paid media expenditures in the Region for the occupant protection program.
- Increase the restraint use rate among fatalities by 5%.
- Increase the number of Child Safety Seat Inspection Stations from 298 in FY 08 to 327 in FY 10.

	SEAT BELT USE RATES										
State	2004 2005 2006 2007 2008 2009										
Arkansas	64.2	68.3	69.3	69.9	70.4						
Iowa	86.4	87.1	89.6	91.3	92.9						
Kansas	68.3	69.0	73.5	75.0	77.4						
Missouri	75.9	77.4	75.2	77.2	75.8						
Nebraska	79.2	79.2	76.0	78.7	82.6						
U.S.	80	82	81	82	83						

#### **PROBLEM IDENTIFICATION & PROGRAM ASSESSMENT**

\*State Briefing Papers Highlighted area is above the National Average

#### State Occupant Protection Programs

State	OP Assessment	OP SMR	Qualify for SEC. 405	Qualify for SEC. 2011	Primary Law	LELs	Unbelted Occupant Fatality Rate **
Arkansas	3/90	06	No	No	Yes	Yes	11.55
lowa	None	No	Yes	No	Yes	Yes	4.55
Kansas	12/03	No	No	Yes	No	Yes	7.72
Missouri	3/09	07	No	Yes	No	No	10.23
Nebraska	None	07	Yes	No	No	No	7.56

\*State Briefing Papers and State Highway Safety Office data

\*\* 3 year Rate per 100K population

LA	LAW ENFORCEMENT MOBILIZATION PARTICIPATION										
State	May         May										
Arkansas	113	133	95	142							
lowa	225	233	286	242							
Kansas	130	144	170	153							
Missouri	220	144	146	152							
Nebraska	71	72	68	72							
Region 7 Total	759	726	765	761							

\* State Mobilization Reports

	CHILD PASSENGER USE RATES										
State	e    2004    2005    2006    2007    2008    200										
<b>AR</b> Under 15	73	82	82	77.5	78.7						
<b>IA</b> Under 6	77	82	87	89	92.1						
<b>KS</b> Under 4	81	81	83	88	93						
<b>MO</b> Under 4	77	82	83	88	90						
<b>NE</b> Under 5	87	84	89	93.6	96.8						

	0.000 X 0. X 1.01		
*State Highway Safety	Office data, State briefing	naner and NHTSA Key	Provisions Chart
State Inginay Salety	Office unity State Streining	puper, and run for ney	i i ovisions chait

CHILD SAFETY SEAT INSPECTION STATIONS									
State 2004 2005 2006 2007 2008									
Arkansas	8	8	8	7	7				
lowa	14	13	20	22	24				
Kansas	63	93	110	97	103				
Missouri	77	88	94	92	145				
Nebraska	13	13	22	18	19				
Region	175	215	254	236	298				

\* Average number of Inspection Stations for the year, NHTSA website

#### SIGNIFICANT STRATEGIES and TASKS

#### Legislation:

- Work with all the State Highway Safety Offices (SHSO) to upgrade occupant protection and child passenger safety laws to comply with SAFETEA-LU requirements.
- Provide testimony, upon request, to State legislators and local governing bodies to support upgraded occupant protection and child passenger safety laws.
- Share the results of the effectiveness of the St. Louis County, Missouri local primary seat belt ordinance with other communities in MO. and the other Region 7 States.

#### Enforcement:

- Obtain commitment from all five Region 7 States to sponsor nighttime enforcement on both weekends of the CIOT Mobilization.
- Promote nighttime safety belt surveys to Region 7 States.
- Promote multiple belt enforcement periods to achieve more consistent and frequent increases in belt use.
- Promote the IACP Law Enforcement Challenge.
- Meet with enforcement agencies to promote the Click It or Ticket (CIOT) model of a high-visibility enforcement campaign in Region 7.
- Work with Missouri and Nebraska to promote the adoption of the LEL program.
- Continue to work with the Region 7 States to increase their CIOT mobilization participation, which includes the use of incentives.
- Promote to SHSOs the continuation of special high risk/low usage group enforcement initiatives such as the Buckle Up in Your Truck Program, Corridor Enforcement activity, 18-34 year old males, rural, night time, etc.
- Continue to promote sustained enforcement initiatives to SHSOs and law enforcement groups.
- Regional meeting with the "Law Enforcement Team" (representatives from each State Highway Safety Office and State LEL's) to discuss and coordinate law enforcement activities.
- Promote increased enforcement of child restraint laws during Child Passenger Safety (CPS) Week to increase usage.

#### Marketing:

- Continue to market a comprehensive paid and earned media campaign to SHSO's in support of state and national Occupant Protection and Child Passenger Safety enforcement programs.
- Continue to work with the States to market special programs addressing High-risk, non-user populations such as rural, teen, pick-up, minority, and night time enforcement to the Region 7 States.
- Enlist the support of and collaborate with State and local departments of health, EMS, education, health care providers, law enforcement agencies, traffic safety advocates, the faith community, State and local affiliates of national organizations, insurance agencies, schools, and others.

- Market to SHSO's the benefit of conducting multiple CIOT enforcement periods throughout the year using the results from the Iowa Next Generation 403 project.
- Regional Office staff and Diversity Outreach Contractor will continue to work with leaders from the minority community to increase safety belt use among the 18 to 34 year old age group.
- Continue our occupant protection partnership with the SHSO's CPS Coordinators group.
- Work with the Regional CPS Coordinator group in the development of additional NHTSA Child Safety Seat Inspection Stations.
- Work with the Safe Kids, local hospitals, community organizations, and law enforcement agencies to coordinate metro KC CPS Week activities including media events.
- Work with State and local partners to promote CPS Week and the inclusion of safe travel messages for families.
- Encourage all State's to develop Multi-Cultural Strategic Plans.

#### Public Information & Education:

- Encourage States to include nighttime belt use messages during the CIOT mobilization as well as sustained messaging throughout the year.
- Encourage States to participate in interviews, media events, editorial boards, media briefings or talk shows to promote seat belt and child passenger safety seat usage.
- Utilize the Law Enforcement Contractor, Diversity Contractor and the Media Contractor to support the efforts of the Regional office in the promotion of seat belt usage in the Region.

#### Reporting/Evaluation:

- Work with the SHSO's to develop strategies to increase the number of enforcement agencies reporting on the Mobilization efforts.
- Work with the SHSO's to keep an accurate and updated record of Inspection Stations in the Region.
- Upon issuance promote implementation of seat belt survey guidelines.

#### Assessments & SMRs:

- Work with Missouri in the implementation of SMR PEP.
- Encourage Nebraska to conduct an Occupant Protection Assessment and Arkansas to conduct a reassessment.
- Encourage States to conduct a CPS Assessment. Currently AR, IA, KS, and NE have not had an Assessment in the CPS area.
- Follow up with Missouri's implementation of recommendations from the March, 2009 OP assessment.

#### Training:

- Promote the following training programs to Regional partners in an effort to increase safety belt usage:
  - TOPS Training

- o OP Training
- Operation Kids RN/LE
- Child Passenger Safety Technician Standardized Training
- Moving Kids Safely in Child Care
- Safe Travel for All Children, Transporting Children with Special Health Care Needs
- CPS Training for School Buses
- Safe Community Training

#### Technical Assistance Needed:

- Best practices and how to manual for LEL's.
- National conference for LEL's.
- New OP survey guideliens.
- Guidance on tracking assessment recommendations.

#### **PRIORITY PROGRAM:**

# YOUTH

#### **REGIONAL GOAL:**

Increase State awareness of youth related fatalities and work with each State in developing and implementing Youth Action Plans addressing youth fatalities.

#### PERFORMANCE MEASURES

- Increase Region 7 States awareness of the youth fatality rates as compared to all other State's.
- Increase the number of youth highway safety enforcement efforts within the Region 7 States highway safety program.

Alcohol, Unbelted, and Speed Fatalities 16 to 20 Year Old 5 Year Population Fatality Rates 2003 - 2007								
State Alcohol Unbuckled Speed Related Fatalities Related								
Arkansas	16.21	28.50	9.19					
lowa	9.95	11.87	4.29					
Kansas	10.66	19.00	12.60					
Missouri	16.86	28.36	25.68					
Nebraska	aska 13.32 22.40 7.27							
Region 7	13.95	22.93	14.48					

\*FARS data 2003-2007. Red = above all Other State Average

#### SIGNIFICANT STRATEGIES and TASKS

#### Legislation:

• Work with Region 7 States addressing compliance with all requirements of the GDL law.

#### Strategies:

- Assist States with implementation of Action Plans that were developed during the Youth Summit in July, 2009 (which included: alcohol; belt use; and speed).
- Encourage Region 7 States to adopt three youth enforcement events during 2010. Enforcement events will focus on: impaired driving; seat belt use; and speeding and using the Regional theme of MobilEYES.
- Identify successful youth related highway safety programs within Region 7 and promote them region wide.
- Encourage States to enhance and/or develop youth related media campaigns.
- Inventory each State's current youth programs and determine missing elements.
- Work with Regional Diversity contractor, the Missouri Highway Safety Office and the Kansas City, MO police department to identify areas in Kansas City, MO where youth fatality rates are over represented.

#### Technical Assistance Needed:

- Continued data support.
- Identifying States with outstanding programs or National leaders with low fatality rates in the areas of: alcohol, unbelted and speed and identify best practices.
- Request ROPD/RPD's assistance at Regional Meeting.

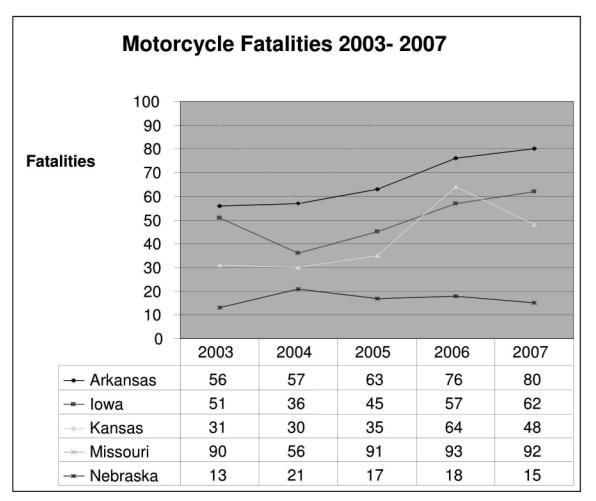
# PRIORITY PROGRAM: Motorcycle

#### NATIONAL GOAL:

Reduce the expected rate of increase in motorcycle rider highway fatalities per 100,000 motorcycle registrations to .78 by 2010.

#### REGIONAL GOAL:

Reduce motorcycle related fatalities from 10.7% of the regions total fatalities to 7.7% by 2012.



\*FARS Data.

#### PERFORMANCE MEASURES:

Reduce motorcycle related fatalities from 10.7% of the regions total fatalities to 7.7% by 2012.

#### SIGNIFICANT STRATEGIES and TASKS

#### Legislation:

- Assist Missouri and Nebraska in maintaining helmet law.
- Promote helmet legislation in Arkansas, Kansas and Iowa.

#### Strategies:

- Promote the Implementation Guide for the National Agenda for Motorcycle Safety.
- Promote Motorcycle Awareness Month with State partners.
- Promote motorcycle checkpoints that features safety inspections (based on the NY model)
- Encourage motorcycle assessments in Arkansas, Kansas, Iowa and Nebraska.
- Gain commitment from all five Region 7 States to incorporate special emphasis on motorcycle safety for the 2010 Labor Day Crackdown efforts.
- Assist all State's to qualify for Section 2010 funding.
- Encourage Arkansas, Iowa, and Kansas to conduct motorcycle safety conferences/workshops.
- Assist State's HSO in working with State taskforce in developing impaired riding efforts.
- Assist all States in developing messages addressing "Sharing the Road" theme.
- Encourage law enforcement agencies to crack down on speeding and impaired motorcyclist.
- Participate in a tri-regional motorcycle meeting with Region 5 and 3 in August of 2010.
- Encourage Region 7 States to promote the use of protective gear for motorcyclist.

#### Training:

• Host MC 101 class in the Region.

#### Technical Assistance Needed:

- Best practices countermeasures for high speed related motorcycle fatalities
- Best practices for working with motorcycle clubs
- Identifying States with outstanding programs with low motorcycle fatality rates in the areas of: alcohol and speed .
- Request ROPD/RPD's assistance at Regional Meeting.

Page 228 of 317



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION REGION 8

COLORADO · NEVADA · NORTH DAKOTA · SOUTH DAKOTA · UTAH · WYOMING

# FINAL Regional Action Plan

# FY 2010

# PRIORITY PROGRAM OCCUPANT PROTECTION

NATIONAL GOAL:

• To increase seat belt use from \_\_% in 2009 to \_\_% by 2010

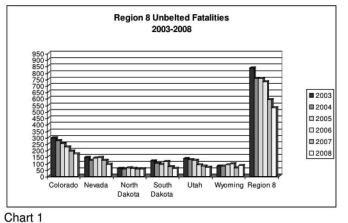
**REGIONAL GOAL:** 

- To increase the Region 8 seat belt use in potentially fatal crashes from 59% in 2007 to 65% by 2011
- To increase restraint use in fatal crashes from 43% in 2007 to 50% by 2011
- To increase Region 8 observed seat belt use rate from 83% in 2008 to 85% in 2010

#### PERFORMANCE MEASURES

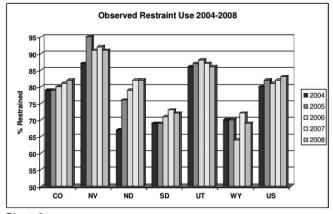
- To increase the regional observed seat belt use rate from 83% in 2008 to 85% by 2010, based on the Region 8 average conversion rate projected for 2010
- To increase the Region 8 use in potentially fatal crashes from 59% in 2007 to 65% by 2011
- To reduce unbelted fatalities from 530 in 2008 to 500 in 2010
- To increase the number of seat belt citations issued during May Mobilization from 15,050 in 2008 to 18,000 in 2010

# PROBLEM IDENTIFICATION & PROGRAM ASSESSMENT



#### **Overview**

Occupant Protection remains a major traffic safety problem in Region 8. Despite a downward trend in unrestrained passenger vehicle occupant fatalities (Chart 1), over half of the Region's 2008 fatalities were unrestrained. The scope of the OP use problem in the Region is further amplified when examining use in potentially fatal crashes and use in fatal crashes (Chart 3). Variation in restraint use by state, time of day, vehicle type, rural/urban populations, and age reflect the varied nature of the restraint use problem in the Region. Therefore, Region 8 will continue to target low-use segments of the motoring public through core activities of: 1) improved deployment and allocation of enforcement resources, 2) enhancement of OP & CPS laws, 3) targeted community outreach / engagement and 4) young driver initiatives.





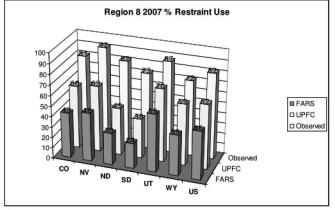


Chart 3

#### Improved Deployment and Allocation of Enforcement Resources

The Region 8 States have experienced a varied level of law enforcement support for the May Mobilization and other OP HVE campaigns. Generally, the fluctuation in law enforcement support and participation are attributed to lack of political support for seat belt enforcement, budgetary constraints and manpower limitations. Therefore, Region 8 will continue the aggressive pursuit of law enforcement participation/action for the May Mobilization as a significant programmatic strategy. This pursuit will include both an increase in the number of agencies signed up for May Mobilization as well as an increase in the number of emphasis agencies (agencies whose jurisdictions comprise the majority of R8 unbelted fatalities) under contract for overtime enforcement during the campaign.

_	Table 1					
State	Total Number of Law Enforcement Agencies	Number of Agencies Signed Up in May 2008 (%)	Number of Agencies Signed Up in May 2010 GOAL (%)	Total Number of Emphasis Agencies	Number of Emphasis Agencies Under Contract in May 2008 (%)	Number of Emphasis Agencies Under Contract in May 2010 GOAL (%)
СО	265	104 (39%)	120 (45%)	26	17 (65%)	21 (81%)
NV	40	33 (83%)	35 (88%)	11	10 (91%)	10 (91%)
ND	130	62 (48%)	70 (54%)	13	10 (77%)	11 (85%)
SD	163	67 (41%)	75 (46%)	17	9 (53%)	14 (82%)
UT	158	158 (100%)	158 (100%)	13	8 (67%)	11 (85%)
WY	89	40 (45%)	50 (56%)	14	11 (79%)	12 (86%)
R 8	845	464 (55%)	508 (60%)	95	65 (68%)	79 (83%)

Region 8, like the nation, has an OP problem that is characterized by a disproportionate share of unbelted fatalities occurring at night. For 2007, the largest total of unbelted fatalities in Region 8 occurred between 1:00-3:59 AM (Chart 4). Increasing nighttime OP use through nighttime enforcement presents itself as one of the major opportunities to achieve a reduction in the number of unbelted fatalities. Therefore, programmatic strategies will include activity designed to increase nighttime enforcement.

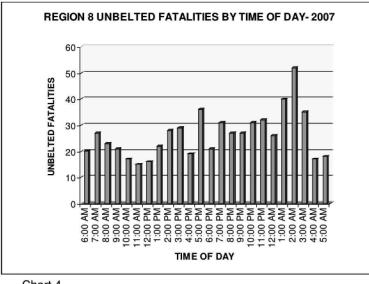
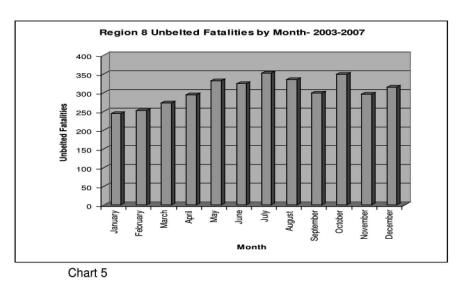


Chart 4

As illustrated in chart 5, the distribution of Region 8 Fatalities over the calendar year makes OP use a year-round problem. Therefore, Region 8 will utilize strategies designed to increase the presence of sustained OP enforcement activity.

Page 232 of 317



#### Enhanced OP Legislation

No Region 8 States have a primary seat belt law (Table 2). With more than 1/4<sup>th</sup> of the remaining secondary law states located in Region 8, the absence of PBL represents both a significant challenge and an area of opportunity. In 2009, PBL legislation was defeated in Colorado, Nevada, North Dakota, South Dakota and Wyoming. Concerns over the impingement on personal freedoms and the potential for racial profiling have been cited by opponents of proposed PBL legislation.

Further gains stand to be made in the area of Child Passenger Safety, with only Utah gualifying for 2011 funding in 2009. Region 8 will continue to provide comprehensive informational resources on model CPS and primary belt laws during the 2010 legislative session.

	Region 8 OP Laws									
	Adult OP Law Type	Adult OP Law Age Coverage	Adult OP Law Fine	Law Child Restraint Law Child Restraint Law Age Coverage Fine						
				Safety seat required: 0-4 &<40lbs						
со	Secondary	≥ 18 years	\$65	5-6 & <55in CRS or belt	\$65					
NV	Secondary	≥ 6 years	Up to \$25	CRS required: <6 & <60lbs	\$100+					
ND	Occurrent	> 10	<b>*</b> 20	CRS required: ≤6 (and <57" or <80 lbs.) CRS or belt:						
ND	Secondary	≥ 18 years ≥ 18 years	\$20	7-17 CRS required: <5 &<40lbs Adult belt permissible:	1 point + \$25					
SD	Secondary	(primary <18 years)	\$25	5-<18 and >40lbs.	\$25					
UT	Secondary	≥ 8 years (primary < 19 years)	\$45	CRS required: <8 or <57in	\$45					
wy	Secondary	> 9 years	\$25 driver \$10 passenger	CRS required: < 9	\$50 1st violation, \$100 subsequent violations					

Table 2

#### Targeted Community Outreach/Engagement

While tremendous gains have been made in Region 8 to secure county and municipal law enforcement support for OP campaigns, the same OP endorsement from other city and county leaders has not occurred. Given the difficult political environment for OP enforcement in the Region, gaining the support and active engagement of local leaders such as city managers, city councils, county commissioners, media, city planners, engineers, public health officials, private sector employers and local school districts is of critical importance.

Therefore, the development and introduction of a model community outreach program to address the OP problem will be pursued by the Region. Though this process, community leaders will be introduced to the occupant protection problem in their communities, discuss appropriate countermeasures, and develop long-term planning objectives designed to increase community restraint use.

#### Young Drivers

Young drivers continue to account for a disproportionate share of the unbelted fatalities in Region 8, with 16-34 year olds representing 62% of the Region's total unbelted fatalities in 2007 (Table 3). Given the low OP use of this age group and their large contribution to the total number of lives lost, Region 8 will continue to implement enforcement and media strategies designed to increase young driver OP use.

Table 3							
2007 FARS Passenger Cars, Light Truck and Large Truck Occupants Killed, 16-34							
	Total Age GroupPercent of All UnbeltedUnrestrained FatalitiesFatalities						
CO 16-34	105	50%					
NV 16-34	65	52%					
ND 16-34	37	59%					
SD 16-34	36	47%					
UT 16-34	45	54%					
WY 16-34	42	55%					
Region 8 16- 34	330	52%					

#### SIGNIFICANT STRATEGIES AND TASKS

#### Enforcement

- Establish sustained OP overtime enforcement programs in all six R8 States as follows:
  - Support existing sustained enforcement program in Nevada
  - Successfully implement sustained enforcement activities in Colorado, North Dakota, South Dakota, Utah and Wyoming
- Attain May Mobilization nighttime OP overtime enforcement activity in all six R8
   States
  - Support established May Mobilization nighttime enforcement activity in Nevada
  - Support the improvement of recently developed May Mobilization nighttime enforcement programs in Colorado and Utah
  - Seek the introduction of nighttime OP enforcement activity for the May Mobilization in North Dakota, South Dakota and Wyoming
- Promote the importance of traffic safety as well as specific NHTSA OP programs, campaigns, initiatives and resources to state, county and municipal law enforcement agencies
- Achieve 100% support for May Mobilization from emphasis agencies
- Achieve a 5% increase in May Mobilization pledged support from all Region 8 law enforcement agencies
- Achieve a 15% increase in the number of emphasis agencies receiving overtime grants for the May Mobilization

#### Localized Support

- Increase the involvement of local communities in OP traffic safety interventions by:
  - o Development of a model community outreach program
  - The adoption of OP community outreach initiatives in at least two R8 States

#### Targeted Low Use Support

- Attain increased support for night-time OP enforcement
  - Ensure the presence of at least 3 nighttime observational surveys in R8 States
- Attain increased support for rural OP initiatives
  - Ensure the presence of at least 2 statewide HVE campaigns targeted at rural drivers
- Attain support for young driver OP initiatives
  - o Achieve the presence of at least 3 statewide teen-driven OP campaigns in R8

#### OP Assessment and SMR Support

• Support & monitor the implementation of OP & OPC assessment recommendations

Work with all Region 8 States to successfully resolve/implement OP PEP required actions

#### Legislative Support

 Provide every Region 8 State with comprehensive, thorough and timely information in support of OP & OPC legislative needs

#### SAFETEA-LU Support

 Provide technical guidance and support for all OP SAFETEA-LU and successor grant funds

#### TRAINING NEEDS

Additional TOPS train-the-trainer opportunities

#### **RESEARCH, EVALUATION, AND OTHER NEEDS**

- Easily navigable, regularly updated OP web page
- Development of OP outreach materials that are culturally relevant/appropriate for the Native American communities in Region 8
- Additional research reports documenting the financial impact (medical, car insurance, etc.) of non-OP use in secondary states
- Launch of PBL resource library
- Inclusion of UPFC in NHTSA publications as appropriate
- Continued support for the Nifty Fifty program brochures
- Nighttime enforcement promotional literature for law enforcement that documents crime-interdiction success stories
- Hard copy availability of NHTSA electronic OP materials for low-income communities & organizations

#### PRIORITY PROGRAM

# IMPAIRED DRIVING PREVENTION

Reduce fatali	Reduce fatality rate in BAC ≥0.08 crashes per 100 million VMT:				
Baseline:	2003 BAC ≥0.08 crash fatality rate per 100 MVMT	0.45 / 0.56			
Most Current:	2007 BAC ≥0.08 crash fatality rate per 100 MVMT	0.43 / 0.46			
Target:	2010 BAC ≥0.08 crash fatality rate per 100 MVMT	0.41 / 0.43			

#### PERFORMANCE MEASURES

- Complete a statewide long-term strategic plan to impact impaired driving prevention in Colorado [the state having the greatest number of ARFs] and in North Dakota [the state having the highest percentage of ARFs]
- Position Colorado and North Dakota to implement the long-term plan with the 2011 Highway Safety Plan
- Continue work on the North Dakota SMR PEP implementation
- Provide continuing high-level of customer service to the six R8 states across alcohol program action areas

#### **PROBLEM IDENTIFICATION & PROGRAM ASSESSMENT**

To have a greater impact on Regional numbers approaching the national norms and to build on experience from the New Mexico demonstration project, R8 is taking a different path in the FY2010 Impaired Driving Prevention RAP. This will focus on a very limited number of activities which are strategic in nature rather than tactical. The intent is to implement NHTSA's "Impaired Driving System Improvement Leadership Model." Based on the New Mexico experience, the outcomes for select states should be useful gains in further reducing the numbers over a multi-year time period.

As indicated in Table 1 below, R8 represents 3.7% of the national total of alcohol related fatalities [ARFs]. There are some patterns evident in the data displayed below. In Table 1, the state having the greatest number of ARFs and the state having the highest percentage of ARFs are indicated in green.

<u>Colorado</u> has the largest number of ARFs in Region 8, making it a qualified target for this initiative. While its overall fatalities and alcohol-related fatality numbers have dropped over the past several years, they have stagnated recently. An Alcohol Program Assessment was completed by the Highway Safety Office in November of 2005.

<u>North Dakota</u> has the highest percentage of ARFs and the highest ARFs per 100MVMT rate in Region 8, as indicated in Table 1. Both values well exceed the national averages. Their numbers have remained stagnant for the past several years. An

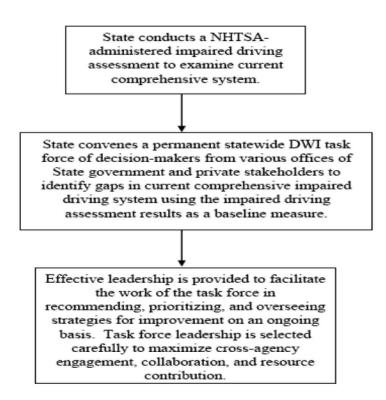
Alcohol Program Assessment was completed by the Highway Safety Office in 2001. Additionally, Special Management Reviews were completed by the Regional Office in March 2005 and June 2009.

	······								
2007	Alcohol- Related Fatalities (BAC≥0.08)	Alcohol- Related Fatalities	Fatality Rate per 100M VMT	Fatalities where Highest BAC in Crash ≥0.08	Percent where Highest BAC in Crash ≥0.08				
Colorado	170	31%	0.35	197	36%				
Nevada	118	32%	0.53	135	36%				
N Dakota	53	48%	0.68	58	52%				
S Dakota	45	31%	0.50	49	34%				
Utah	51	17%	0.19	56	19%				
Wyoming	49	33%	0.52	51	34%				
R8	486	3.7% of US	0.46	546	3.7% of US				
US	12,998	32%	0.43	14,575	35%				

#### Table 1: ARF Crash Data Analysis

Region 8's 2010 approach in support of the Impaired Driving Prevention Program focuses on providing technical assistance and co-leadership with selected state highway safety offices in implementing the "Impaired Driving System Improvement Leadership Model" [see Figure 1, below].

#### Figure 1: The NHTSA Impaired Driving System Improvement Leadership Model



Using this model, we have determined that these two states have some components in place, although they may need some redirection to more closely comport with the Leadership Model [Table 2, below]. Strategies are listed below that will move Colorado and North Dakota in the necessary directions.

TUDIO EI OLULUS OI	rubic 2. Otatas of otates for major components of Ecaderomp moder							
NM MODEL STANDARD	COLORADO	NORTH DAKOTA						
State conducts AL	Completed 2005	Completed 2001						
assessment	~	SMR completed 2009						
State convenes	Created by SB06-192 as	Created by Executive Order						
permanent statewide DUI	the Interagency Task	2007-3 as Governor's						
task force	Force on Drunk Driving.	Prevention Advisory Council on						
	Sunsets July 2011.	Drugs and Alcohol						
	Performs advisory/	Performs advisory/ coordination						
	coordination role	role						
Task force implements	Limited, in process	Closed						
assessment								
recommendations								

#### Table 2: Status of States for Major Components of Leadership Model

#### SIGNIFICANT STRATEGIES AND TASKS

Activities are projected in each state on a quarterly basis to move them toward achievement under the Leadership Model.

To develop executive level engagement and visible support for the program initiative, the Regional Administrator will work directly with each Governor's Representative. This will focus the existing task forces to move beyond their current policy guidance and coordinate initiatives which transcend agency boundaries and budgets. Additionally, as found crucial in New Mexico, every effort will be made to secure a governor-appointed "Executive Level Leader".

With this political permission, Regional staff will work directly with the states' impaired driving prevention program specialists to undertake short term and long-term projects. Within the Leadership Model, this will result in conducting an Impaired Driving Prevention Program Assessment, and the inclusion of recommendation-based activities in the task force agenda and the Federally-funded HSP. Drawn from the Assessment criteria, program areas will include prevention, deterrence, treatment and rehabilitation, and program management. Ultimately, the degree of implementation of the assessment recommendations through a coordinated task force initiative should result in the reducing the number and percentage of ARFs in each state.

Table 3 provides a tool for comparison of the successful New Mexico project with the Program Assessment sub-elements for Colorado and North Dakota. This will serve as a frame of reference for action as the RAP is implemented over the coming years.

Table 3: Tool for	Table 3: Tool for Comparison of Assessment Sub-Program Areas by State						
ASSESSMENT AREAS	COLORADO	NORTH DAKOTA	NEW MEXICO ACTIONS				
PREVENTION							
<ul> <li>Altering social norms</li> </ul>							
<ul> <li>Changing risky/dangerous behaviors</li> </ul>			Establish performance criteria for treatment and other DWI interventions.				
Creating     protective     environments							

#### able 3: Tool for Comparison of Assessment Sub-Program Areas by State

DETERRENCE		
Laws		
• PI&E		Develop a state- wide DWI prevention media campaign.
Enforcement		Increase funding for law enforcement equipment and personnel. Increase DWI checkpoint operations.
Prosecution		Develop an electronic scheduling process to streamline DWI adjudication.
Adjudication		Expand DWI/Drug Courts.
Criminal sanctions		
<ul> <li>Driver licensing &amp; vehicle registration</li> </ul>		Develop a statewide vehicle forfeiture initiative.
<b>TREATMENT &amp; REHA</b>	BILITATION	
Diagnosis		
Screening		
Treatment		
Rehabilitation		
PROGRAM MANAGE	MENT	
• Planning		Balance funding for all state agencies in DWI process. Fund the costs of mandatory sentencing to the criminal justice system.
Problem     identification		Develop a comprehensive DWI data system.
Program control		Create the position of a statewide DWI Coordinator.
Evaluation		

Within this context, the following are specific strategies for both states for FY 2010.

Establishing state executive support for implementing the Leadership Model, the Regional Administrator will meet with each Governor's Representative to achieve:

- executive level engagement in and support for the program initiative
- appointment of a Executive Level Leader
- visible public support for the Impaired driving prevention program initiative
- refocusing of existing task force to coordinated implementation of initiatives which transcend agency boundaries and budgets

Building on the RA success in achieving state executive support, Regional staff will work with the states' impaired driving prevention program specialists to achieve:

- the conduct of an Impaired Driving Prevention Program Assessment or SMR
- inclusion of recommendation-based activities in the task force agenda for coordinated implementation; and
- inclusion of recommendation-based activities in the federally funded HSP

In concert with the Executive Level Leader, the task force and HSO leadership, the assigned Regional Program Manager will develop, host, and support a strategic planning meeting to publicize the recommendations from the program assessment and to develop plans for short and long-term initiatives in response to these recommendations.

To provide technical guidance and direction, Regional staff will participate regularly in task force meetings:

- participate quarterly on-site as a technical advisor
- provide input into task force meeting agenda items to move assessment/SMR recommendations forward, and
- monitor Federally-funded implementations to assure proper direction and to help overcome identified obstacles.

In development of the annual HSP, the assigned Regional Program Manager will assure that:

- the Executive Level Leader and task force are provided sufficient resources to accomplish responsibilities
- problem identification focuses on specific targets within the impaired driving prevention program, and
- assessment/SMR recommendations are included in the HSP and resources are devoted to their implementation

#### TRAINING NEEDS

Credible examples of media-enforcement plan supporting a comprehensive NM-like model

#### **RESEARCH, EVALUATION, AND OTHER NEEDS**

- "How-To" Guide for implementing the NM Model
- Refinement of §410 grant criteria through rulemaking
- Strategies for making ignition interlocks more widely available for use in R8 states

# **PRIORITY PROGRAM**

# DATA ENHANCEMENT

NATIONAL GOAL: Assist states in the implementation of traffic safety information systems that are timely, accurate, complete, consistent, accessible, and integrated.

**REGIONAL GOAL:** Ensure that the Region 8 states are making measurable progress in the data quality (timeliness, accuracy, completeness, consistency, accessibility, and integration) of their traffic records systems.

#### PERFORMANCE MEASURES

- Encourage the R8 states to expand the number and quality of traffic safety data sources used in their highway safety program to understand factors influencing their traffic safety problems and resource allocation decisions
- Promote DDACTS and encourage at least one law enforcement agency in the Region to adopt the business model, excluding the current pilot with Washoe County Sheriffs Office
- Provide technical assistance to address deficiencies in FARS reporting and work to improve to the collection of BAC, occupant protection usage, EMS times, and ethnicity information
- Encourage the R8 states to align their Traffic Records Strategic Plans and work plans with the recommendations in their Traffic Records Assessments

#### **PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT**

The effective management of a highway safety program depends upon data from the traffic records system. SHSO staff most often relies on information from the crash file as their primary data source for planning and program development. States must be encouraged to make available and to use information such as citations, medical and injury, judiciary, vehicle and driver records for decision making to compliment the heavily-used crash data. This ensures that effective safety policies and countermeasures are implemented reducing the number and severity of traffic crashes on our State's roadways.

The DDACTS model presents a starting point for using and analyzing multiple data sources in determining resource needs and countermeasures at the community level. Law enforcement agencies historically collect and retain data about crime, crashes, traffic contacts, citations, and warnings. DDACTS starts with this local data collection and incorporates geo-mapping and temporal and spatial analysis, to determine areas with a high incidence of crime and crashes, or "Hot Spots." This analysis then guides deployment strategies and operational assignments. DDACTS emphasizes the use of high visibility enforcement to reduce crime and crashes. Law enforcement struggles to keep up with the demands of their communities because of limited resources. It is important to promote the DDACTS business model to our law enforcement partners as the strategy for using their limited resources. FARS is a critical program in monitoring the nation's highway safety issues. More than 140 data elements are reported. Four of the most difficult elements for FARS analysts to gather are ethnicity, Blood Alcohol Content (BAC), EMS response times, and seatbelt usage for vehicle occupants. Often this information is unavailable on the police report because it is not provided to the investigating officer. Death certificates, Coroner's reports, and EMS run reports are examples of documents that should be used by the FARS analysts to gather this information. The Region will work with our states' analysts to ensure that they expand the number of sources used for their FARS case preparation and reporting when the police report is incomplete.

#### Status of Traffic Records Program

Table 1 below shows the status of the traffic records program in each of the R8 states.

Table 1: Region 8           Status of Traffic Records Systems								
	со	NV	ND	SD	UT	WY		
A. ORGANIZATION AND PLANNING			· · · · · · · · · · · · · · · · · · ·					
1. Executive Level State TRCC	Y	Y	Y	Y	Y	Y		
2. Technical/Working Level TRCC	Y	Y	Y	Y	Y	Y		
3. State Coordinator Identified	Y	Y	Y	Y	Y	Y		
4. Charter or MOU	Ŷ	Y	Y	Ŷ	Ŷ	Ŷ		
5. NHTSA Notified/Minutes Provided	Y	Y	Y	Y	Y	Y		
6. Strategic Plan/Date of Most recent Update	2008	2009	2009	2008	2009	2008		
7. Date of Most Recent - Scheduled Assessment	09/04 10/09	11/05 04/2010	03/06	06/06	04/09	08/05 02/2010		
B. CRASH DATABASE								
1. Timeliness	180 days	90-120 days	1-2 days- electronic	4 days	70% within 60 days - electronic	36 days		
2. Number of Full MMUCC Compliant Elements/ 111	24	N/A	93	107	N/A	90		
D. ROADWAY FILE		<u>1</u>		- Conservation				
Data Integration – Number of other systems	Y	Y	Y	Y	Y	Y		
C. DRIVER LICENSING								
Data Integration – Number of other systems	Y	Ν	Y	Y	N	Ν		
D. VEHICLE FILE								
Data Integration – Number of other systems	Y	N	Y	Y	N	Ν		
E. CITATION/AJUDICATION								
Citation/Adjudication Tracking System	N	N	N	N	N	Ν		
F. INJURY SURVELLIENCE								
1. Number of Full NEMSIS Compliant Database Elements. / 83	82	80	83	83	83	74		
2. CODES State- linkages/EMS/Hospital	62 Y	N	N	83 N	Y	74 N		

States in the Region are committed to improving the quality (timeliness, accuracy, completeness, consistency, accessibility and integration) of the data residing in their traffic records databases (crash, roadway, drivers licensing, vehicle, citation/adjudication and injury surveillance - EMS, hospital discharge, trauma, emergency room or mortality).

States understand the importance of having a team of nationally recognized experts review their traffic records program through an assessment. The team examines the program strengths, weaknesses, barriers, and opportunities and then makes recommendations to improve their traffic records program. Based these recommendations, states are required to develop their Traffic Records Strategic Plan (TRSP). An implementation plan is then developed from the TRSP. An evaluation has never been completed to identify the gaps between these three documents (TR Assessment, TRSP, and implementation plan). In FY2009, Region 8 will be providing this analysis to our states and will work with each of them to address any gaps between the three documents and look for opportunities that will improve the state's traffic records system.

The elements for §408 grant funds qualification include the following: states certify that an assessment of their traffic records system has been conducted within the last five years and that their Traffic Records Coordinating Committee (TRCC) is active and functioning; states must further certify the adoption of the Minimum Uniform Crash Criteria (MMUCC) and National Emergency Medical Services Information Systems (NEMSIS) as their standards and that they will work towards using these model data elements through application of §408 grant funds; and states are required to have a TRSP. However, the most important criteria for states is to demonstrate that they have achieved measurable progress in at least one performance measure in the TRSP. Regional staff will work with each of our traffic records coordinators and SHSOs to ensure that our states are making progress in the quality of their traffic record databases, therefore qualifying for §408 grant funds.

The strategies and tasks supporting the Data Enhancement program in FY 2010 are strongly influenced by DDACTS, FARS, and the §408 Program.

#### SIGNIFICANT STRATEGIES AND TASKS

Expand number of data sources used in highway safety planning

- Provide technical assistance in expanding the state's traffic records focus beyond "crash systems" to include the arenas of roadway, driver and vehicle, citation and adjudication, and statewide injury surveillance systems
- Promote the use of the NCSA database to the Region 8 states
- Generate ad hoc data and statistical reports in the priority program areas (with national data contractor assistance) for use at the region, state, and community levels

Expand the DDACTS business model to one other law enforcement agency

- Work with the Regional LEL, SHSOs, and State LELs to inform the law enforcement community about DDACTS
- Work with the Regional LEL, RPMs, SHSOs, and State LELs to identify a law enforcement agency willing to adopt the DDACTS business model
- In partnership with EJSD, assess the data, technological, and analytical capabilities of the selected law enforcement agency and provide technical assistance to address the gaps in order to implement the first phase

Improve the quality of state's reporting to FARS

- Conduct quarterly queries of FARS to determine the completeness in the reporting of ethnicity, BAC results, EMS run times, and seatbelt use information
- Provide technical assistance in expanding the documents used by FARS analysts to compile cases to include access to death certificates, coroner's reports, and EMS run reports
- Work with the Regional LEL, RPMs, SHSOs, and State LELs to assess the need for law enforcement training to reduce the number of unreported data elements, blanks, and "unknowns"

Align the Traffic Records Strategic Plan and working documents with the recommendations from the Assessment

- Schedule and coordinate Traffic Records Assessments
- Complete an in-house evaluation of how well the Assessment, TRSP, and implementation plan align and provide the comparison to the states
- Provide technical assistance to re-align their TRSPs, work plans, and HSPs based on recommendations in their Assessments

Provide technical assistance improving the quality of the traffic records systems

- Provide technical guidance to ensure that each Region 8 state qualifies for fifth year 408 funding, and that the applications are in compliance with the <u>Federal Register</u> for the State Traffic Safety Information Systems Improvement Grant program in FY 2010
- Provide technical assistance to the States in selecting three (3) Performance Measures that can be used to document improvement
- Ensure that each state has achieved documented progress by March 1, 2010 and that it is endorsed by the National 408 Review Team
- Assist and encourage the States to maintain §408 program documentation on the Traffic Records Improvement Program Reporting System (TRIPRS)

#### TRAINING NEEDS

- TRIPRS training for Region 8's Traffic Record Coordinators
- FARS Training
- Data Analysis and Evaluation Course, increase the frequency and content needs an update
- Basics in Crime Mapping
- Law Enforcement course on the "Big Picture" importance of on-site data collection emphasizing the "WIIFM" factor

#### **RESEARCH, EVALUATION, AND OTHER NEEDS**

None

# PRIORITY PROGRAM SPEED MANAGEMENT

NATIONAL GOAL: Unspecified

REGIONAL GOAL: To reduce the number of speed-related traffic fatalities from the 2007 level of 581 to 564 (3%) in 2010 (using preliminary data).

#### PERFORMANCE MEASURES

- Promote the implementation of at least one speed-oriented campaign inclusive of enforcement and media in each Region 8 state to reduce speed-related traffic fatalities
- Market a corridor-type speed enforcement / media campaign (HVE model) using NHTSA speed campaign materials in selected states
- Offer best practices to Region 8 states for consideration when addressing identified speed problems at the State and local level

#### PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

Speed continues to be a leading crash contributor and was represented in an average of 36% of all traffic fatalities in Region 8 in 2007, an increase of 5 percentage points over 2006 information. In 2006, 555 fatalities in the six Region 8 states were speed related compared to 581 in 2007, while the national numbers are holding steady.

						5-Year		
State	2003	2004	2005	2006	2007	Average		
Colorado	246	255	204	182	224	222		
Nevada	125	135	160	159	97	135		
North								
Dakota	32	23	28	40	45	34		
South								
Dakota	87	71	62	48	49	63		
Utah	93	92	75	61	110	86		
Wyoming	84	64	56	65	56	65		

#### Table 1: Fatalities in Speed-Related Crashes, 2003-2007

Nationally, Region 8 ranked third-lowest in the number of speed-related fatalities – 8,788 – over the time period of 2003-2007.

Within Region 8, Nevada, South Dakota and Wyoming have made tremendous progress in influencing speed-related fatalities since 2003 (Table 1). Utah experienced decreasing speed fatality numbers from 2003 to 2006, but their low of 61 spiked to 110 in 2007. Colorado and North Dakota continued to wrestle with erratic numbers over time. Therefore, Region 8 will primarily work with Colorado, North Dakota, and Utah on speed initiatives in 2010.

State	Speed Fatalities 2007 / 2006	Percent of All 2007 / 2006	Fatality Rate/100M VMT 2007 / 2006
Colorado	224 / 182	40% / 34%	1.14 / 1.10
Nevada	97 / 159	26% / 37%	1.68 / 1.98
North Dakota	45 / 40	41% / 36%	1.42 / 1.41
South Dakota	49 / 48	34% / 25%	1.62 / 2.08
Utah	110 / 61	37% / 21%	1.11 / 1.11
Wyoming	56 / 65	37% / 33%	1.60 / 2.07
National	13,040 / 13,543	32% / 32%	1.36 / 1.42

# Table O. Cused Establishes as a Developt of All Traffic Establishes 0007, 0000

In Region 8, speed-related fatalities increased from 2006 to 2007. Additionally, speed fatalities as a percent of all traffic fatalities increased in five of the six states. Nevada, at 26, was the only Region 8 state where speed as a percent of all traffic fatalities was at or lower than the national rate of 32% in 2007 (Table 2).

Table 3: Motorcyclist Fatalities, 2003-2007									
STATE	2003	2004	2005	2006	2007				
Colorado	70	81	87	74	90				
Nevada	26	52	56	50	51				
North Dakota	4	9	6	4	8				
South Dakota	19	26	22	22	29				
Utah	22	31	23	24	32				
Wyoming	20	13	20	17	20				
Annual Total, R8	161	212	214	191	230				
National	3,714	4,028	4,576	4,837	5,154				

Motorcycle fatalities are being closely watched as the involvement of this vehicle type in fatal crashes is on the rise. The number of motorcyclist fatalities over five years totaled 1,008 in Region 8 (Table 3). Gas prices and the current economic climate are factors in this increase. Four percent of the total motorcyclist fatalities over the five year period occurred in Region 8. Region 8 will work with states to identify opportunities to influence the elements of speed and motorcyclist fatalities in an effort to reduce death and corresponding injury.

		Speeding-Related Fatalities by Road Type and Speed Limit Interstate Non-Interstate						-		
State	Total Traffic Fatalities	Total	>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35mph	<35mph
со	554	224	16	11	30	16	28	31	34	24
NV	373	97	2	0	2	0	25		36	12
				-						
ND	111	45	4	0	15	0	5	1	2	6
SD	146	49	7	0	16	1	6	1	11	1
UT	299	110	27	1	10	3	10	16	6	11
WY	150	56	17	0	2	0	6	4	0	7
USA	41,059	13,040	1,204	353	3,386	464	1,798	917	1,517	1,485

#### Table 4: SPEEDING-RELATED TRAFFIC FATALITIES BY ROAD TYPE AND SPEED LIMIT, 2007

In 2007, speed was problematic on the interstate system (posted speeds greater than 55 mph) in Wyoming and Utah. Both of the Dakotas saw their speed issues on noninterstate roadways posted at 55 mph (Table 4). Speed zones of 45 mph plagued Nevada, while Colorado's problems dropped down to roadways posted at 35 mph. One size clearly does not fit all; interdiction methods and messaging will need to be tailored to the target environments in 2010.

#### Table 5: Speed-Related Crash Fatalities: Critical Counties in Region 8, 2003-2007 (Based on NHTSA Definition of Speed)

CO	ND	NV	SD	UT	WY
El Paso Weld Jefferson } tie	Sioux Rolette	Clark Washoe	Shannon Minnehaha} tie Pennington	Salt Lake Utah	Sweetwater Carbon

#### Speed-Related Crash Fatalities: Critical Cities in Region 8, 2003-2007 (Based on NHTSA Definition of Speed)

CO	ND	NV	SD	UT	WY
Denver	Minot	Las Vegas	Sioux Falls	Salt Lake	Laramie
Colorado	Fargo	North Las	Rapid City	City	Casper
Springs		Vegas		Ogden	

Table 5 identifies cities and counties in each State where speed-related fatalities are the highest. While speeding is a national problem, effective solutions must be locally applied. The success of a speed management program is further enhanced by coordination and cooperation among the enforcement, educational, and engineering disciplines.

Region 8 supports and promotes speed enforcement programs as a core element of annual highway safety plans. To maximize program effectiveness, however, these and other data must play determining roles in the allocation of resources. Data and information may include but not be limited to:

- Speed-related deaths and injuries, by county and city, statewide
- Speed trends across state road networks
- Local road segments where excessive and inappropriate vehicle speeds contribute to speed-related deaths
- Speed-related crashes by vehicle type, inclusive of motorcycles
- Effects of speed limits on vehicle speeds and crashes / risk of crash, and
- Legislative / local ordinance changes that influence posted speed limits and subsequent crash experiences

#### SIGNIFICANT STRATEGIES AND TASKS

<u>Promote the implementation of at least one speed-oriented campaign inclusive of</u> <u>enforcement and media in each Region 8 state to reduce speed-related traffic crashes</u>

- Encourage States to harvest data from existing, permanently installed, speed monitoring devices or trailers for the purposes of law enforcement patrol deployment and/or program evaluation (pre and post measures)
- Provide information to States that helps identify elements associated with speeding including driver demographics, vehicle-types (e.g., motorcycles), and road conditions on which the crashes occur
- Support and promote a comprehensive, community-based program inclusive of enforcement as well as public information and education to effect reductions in speed-related traffic fatalities

<u>Market corridor-type speed enforcement / media campaign (HVE model) using NHTSA</u> speed campaign materials in two states

- Promote the implementation of data-driven, corridor-type speed-oriented program(s) inclusive of enforcement and media strategies to reduce speed-related traffic crashes at defined locations in selected Region 8 states
- Support the Speed Focus State involvement in Nevada, in cooperation and collaboration with FHWA

Offer best practices to Region 8 states for consideration when addressing identified speed problems at the State and local level

- Promote the use of automated speed enforcement technology
- Compile and disseminate intervention data and the results derived from the Rational Speed Demonstration Projects
- Utilize a cadre of regional and state Law Enforcement Liaisons to champion speed management programs
- Maintain performance specifications and conforming product lists for radar, lidar, and automated speed-measuring devices
- Promote the use of NHTSA's speed materials as part of a state's PI&E program

### TRAINING NEEDS

• Training in the proper coding for speed crashes in the interest of data collection accuracy and integrity

### **RESEARCH, EVALUATION, AND OTHER RESOURCE NEEDS**

- A national performance measure involving the program area of speed
- A clear and clean definition of what constitutes "speed" rather than a combination of human behaviors (speed too fast for conditions and speed in excess of posted speed) combined into one FARS code
- A National speed campaign that is as significant to the Agency as the "Over the Limit. Under Arrest." and "Click It or Ticket"
- A further-expanded representation of speed information on NCSA's website so as to offer more detail such as is now being afforded to alcohol and restraints
- Access to State Patrol / Highway Patrol data to drill down to actual speed-related problems for use in deploying corridor enforcement initiatives
- Access to the New Mexico corridor enforcement evaluation report
- Model enforcement/media planning template for states to use in scripting HVE/saturation patrol plans for the year
- Motorcycle-specific speed campaign initiatives

### PRIORITY PROGRAM PLANNING & ADMINISTRATION

NATIONAL GOAL: None established

**REGIONAL GOALS:** 

- Monitor and oversee the timely obligation and expenditure of funds from all grant programs
- Monitor the activities of grantees and sub-grantees regularly to ensure that: 1) Federal awards are used for authorized purposes in compliance with laws and regulations, and 2) performance goals are achieved
- Conduct Management Reviews and Special Management Reviews (as identified) in FY 2010
- In collaboration with the SHSOs, draft and/or monitor Corrective Action Plans and Performance Enhancement Plans from previous fiscal years

### PERFORMANCE MEASURES

- Complete Management Reviews in two states (UT and CO) and issue draft reports to the SHSOs within 45 days of review completion
- Monitor the successful resolution of findings as contained in the FY09 CAPs (SD, NV)
- Monitor state progress on all open PEPs (OP: WY, SD; AL: ND, SD)
- Monitor SHSO expenditure rates to ensure that liquidation rates do not exceed 17 months
- Provide to each State a quarterly report of outstanding balances in each grant program by March 31, June 30, September 30, October 31 and December 31
- Obligate six states' funds to GTS within 30 days of individual award
- Process financial documents submitted by the SHSOs within 5 business days of receipt
- Complete a first voucher review for each R8 state by March 30, 2010
- Complete at least 4 monitoring activities per state per FFY
- The Region will ensure all R8 states have developed and included in their FY2010 HSPs the 14 minimum Performance Measures for State and Federal Agencies.

### PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

Below Table 1 estimates the months to liquidate in each program area for all R8 states. As of March 2009, the states in R8 demonstrated an average of 16 months to liquidate all federal funds and 12 months to liquidate Section 402 funds. The national target rate for liquidating funds is 17 months.

	400	405	1000	440	400	400	0010	457	457	454	404	0044	Tatal
	402	405	1906	410	406	408	2010	157 Inc.	157 Inn.	154	164	2011	Total
CO	6	*	13	13		23	6	2	*	33			15
NV	12	13		39	121	13	8						28
ND	14			7		10	3						11
SD	16			23		28	35				13		16
UT	8	15	*	15	236	17	9	0				135	20
WY	18	147		389		31	31			5	5		8
R8 Av.	12	*	*	81	*	20	15	1	*	19	9	135	16

#### Table 1: R8 States Estimated Months to Liquidate Grant Funds

\* Months to liquidate cannot be calculated; program has no expenditures within the last 12 month period

Below Table 2 projects future Management Reviews based on a three-year cycle. Also, the table reflects the dates when Special Management Reviews were conducted and reflects the PEP and CAP statuses.

	T Management Review	able 2: Region 8 I Special Management Review	Management Review Schedule Performance Enhancement Plan (SMR) Action Plan (SMR) Corrective Action Plan (MR)					
	Date Conducted	Date Conducted	AP CAP PEP	Date Initiated	Date Com- pleted	Program Area		
со	November 2006 January 2010		CAP	May 2007	October 2007			
NV	January 2009							
ND	March 2005 March 2008	March 2005 (AL) June 2009 (AL)	AP CAP PEP**	May 2005 June 2008 Summer/Fall 2009		Alcohol		
SD	July 2006 April 2009	April 2005 (AL) July 2007 (OP)	PEP PEP PEP**	August 2005 March 2008 Summer/Fall 2009	May 2008	Alcohol OP		
UT	March 2006 January 2010	March 2006	CAP	July 2006	May 2007			
WY	February 2005 June 2008	February 2005 (AL)	PEP	March 2005	May 2008	Alcohol		
		April 2006 (Assessment)	PEP	May 2006		OP		

\* Moved to 2010; \*\* PEP or CAP assumed

NHTSA Region 8

### Financial Management

As new funds are awarded to the states, Regional staff will closely monitor the obligation of these funds into the Grants Tracking System (GTS). This process better ensures that the funds are obligated within 30 days of award, and are available for the states' use in implementing approved project activities.

The Region tracks the liquidation of federal funds as an indicator of prompt use and effective stewardship of fiscal resources. A GTS report captures the number of months necessary to liquidate available reserves based on current obligations and previous amounts expended.

Table 1 estimates the months to liquidate in each program area for all R8 states. As of March 2009, the states in the R8 have an average16 months to liquidate all federal funds. Nevertheless, the national liquidation rate target is 17 months. R8 has adopted the 17 months to liquidate as a benchmark for all program areas in the Region. It is important to note that some funds are multi-year and select unexpended balances may appear excessive when the balance is appropriate.

To support the states in their liquidation of funds, the Region will process all GTS transactions within 5 business days of receipt.

### Program Management

Each year, the Region transmits current NCSA information to augment state data in advance of the highway safety planning process. An emphasis continues to be placed on a data-driven approach for project selection, implementation, and evaluation.

Regional staff routinely monitors each state's progress in implementing the annual HSP, not only to ensure that projects address identified problems, but to ensure that federal funds are quickly committed to approved projects. The focus is on performance, and the impact that programs and related funding have on reducing traffic-related crashes, injuries and fatalities.

### SIGNIFICANT STRATEGIES AND TASKS

Management Review Activities

- Complete Management Reviews in two states (UT and CO) and issue draft reports to the SHSOs within 45 days of review completion
- Monitor the successful resolution of findings as contained in the FY08 and FY09 CAPs
- Monitor state progress on all open PEPs (OP: WY, SD; Alcohol: SD and ND)

### 402 Requirements and Oversight

- Review and provide recommendations on State Highway Safety Plans and issue approval letters with conditions and recommendations by September 30, 2009
- Close out the financial component of the FY 2008 Highway Safety Plan by December 31, 2009

- To complete a review of the FY 2009 Annual Evaluation Reports as submitted by each SHSO and communicate comments to each state within 30 days of receipt
- Quarterly, search for and collect relevant single audits in each R8 state
- The Region will ensure all R8 states have developed and included in their FY2010 HSPs the 14 minimum Performance Measures for State and Federal Agencies

### Financial Oversight

- Monitor expenditure rates on a quarterly basis, and where project funds exceed 17 months to liquidate, discuss remedial actions and document discussions with the SHSOs
- Provide to each State a quarterly report of outstanding balances in each grant program by March 31, June 30, September 30, October 31, and December 31
- Obligate all six states funds to GTS within 30 days of individual award
- Process financial documents submitted by the SHSOs within 5 business days of receipt
- Complete a first voucher review for each R8 state by March 30, 2010

### Program Oversight

Complete at least 4 monitoring activities per state and provide the SHSO with a report of any deficiencies that warrants correction within 45 days

### Other Tasks

Respond to and complete program or office audits, as identified

### TRAINING NEEDS

None

### RESEARCH, EVALUATION, AND OTHER RESOURCE NEEDS

RPD support to R8 for states selected for FY2010 SMRs

Page 256 of 317



# NHTSA Region 9

# 2010 REGION ACTION PLAN

### 2010 NHTSA Region 9: Region Action Plan

### TABLE OF CONTENTS

	2
Introduction	. <b>5</b>

Region 9 Action Plan

Core Programs	
Occupant Protection	6
Impaired Driving	12
Data Enhancement	16
Grants Management	19
Optional Programs	
Speed Management	23
Motorcycle Safety	24
Pedestrian Safety	27
Data Driven Approaches to Crime and Safety (DDACTS)	28

### INTRODUCTION

### U.S. HIGHWAY SAFETY CHALLENGES

Death and injury from traffic crashes continue to be among the most serious public health problems facing our country. Motor vehicle injuries constitute 99% of non-fatal transportation injuries and 94% of transportation deaths. The latest statistics available offer a grim reality: in 2007, there were nearly 6 million crashes, in which about 42,000 were killed and 2.5 million were injured. The lifetime economic cost of these crashes is over \$230 billion annually. With yearly increases in travel and no improvement over our current safety performance, fatalities and injuries could increase by 50 percent by 2020 (NHTSA 2020 Report: Sept. 1997). This is simply unacceptable.

Major growth in population is a demographic change that will influence the scope and character of transportation demand and safety needs in the 21st century. More people translate into greater travel miles, and this in turn results in a greater level of exposure to traffic crashes.

### **REGION 9 CHALLENGES**

- According to the 2008 Census, Region 9 States constitute 15% of the total U.S. Population. With more than 38 million residents as of June 2008, California's population is the largest in the nation and will continue to grow. Arizona is one of the leading States in the nation in population growth. As an example 1,000 new people per day move to the Phoenix, Arizona area. Barring effective safety interventions, we can expect more crashes in these States and, consequently, higher fatality and injury levels.
- Teenage drivers make up the majority of beginning drivers, and their crash rates are particularly high in the Region. While teens make up less than 7% of the driving population nationally, they account for approximately 13% of drivers involved in deadly crashes, having a higher crash rate than drivers of any other age. Studies show that teen drivers are more likely to engage in risky driving behavior, and because of their inexperience on the road, least able to cope with hazardous driving situations. Although Arizona has passed a mandatory ignition interlock law, Hawaii has yet to pass its ignition interlock law and California still needs to upgrade its law.
- Threats to traffic safety on Region 9's roadways resemble those of the nation as a whole. Despite concerted efforts, motorists, passengers, cyclists, and pedestrians continue to suffer fatalities and injuries. Many individuals on Region 9 roadways still fail to use basic precautions, even

when mandated by law.

However, by standard measures, traffic safety outcomes are better in many aspects in Region 9 than in the nation as a whole. For example:

- Region 9 States & Territories have a number of exceptional traffic safety laws that are well enforced.
- The 2008 Region's safety belt use rate, weighted by VMT, is a national leader at 93.3%. The State of Hawaii, with a rate of 97.0%, was the leading State in the Region.
- The alcohol-involved traffic fatality rate per 100,000 population is 5.4 versus 5.7 nationwide.

STATE	White	Black or	American	Asian	Native	Hispanic
(Numbers		African	Indian &		Hawaiian	or Latino
listed are		American	Alaska		& Other	
percent of			Native		Pacific	
population)					Islander	
Arizona	59.7	3.8	4.8	2.4	0.2	29.2
California	43.1	6.7	1.2	12.4	0.4	35.9
Hawaii	24.7	2.5	0.5	40.0	9.1	7.8

### **REGION 9 DEMOGRAPHICS**

Regional demographics clearly show a heavy Hispanic/Latino presence, particularly in the mainland States. As such the two mainland States have special traffic safety programs, projects, materials and outreach geared toward the Hispanic/Latino communities. Additionally, there is good evidence to show that each State considers diversity outreach in all of their projects as demonstrated by available information and data. However, the Region will need to continue to provide support for the States in their efforts as the immigrant population continues to grow.

The challenges facing us in the future are daunting. The older and younger driver populations that are over-involved in crashes are growing significantly. Aggressive driving and speeding are becoming more common with increased travel and congestion. As motorcycle ridership increases, crashes and corresponding fatalities for this transportation mode continue to rise in the Region. Improving the Region's fatality rate as well as making progress in impaired driving, motorcycle and pedestrian safety continues to remain significant challenges for our States and Territories. The Region 9 office will provide leadership to accomplish this mission, working closely with our State and Territorial Highway Safety Offices (HSOs) and in support of their State's Strategic Highway Safety Plan process.

### THE REGION 9 ACTION PLAN

Region 9 will employ the following priority and emerging program elements and strategies in its efforts to reduce traffic crashes, deaths and injuries in Arizona, California, Hawaii, American Samoa, The Commonwealth of the Northern Mariana Islands, and Guam. In all its efforts, the Region 9 office will remain cognizant of and work to integrate multicultural needs in developing goals and in facilitating support for State and Territory programs that reach populations which are diverse and at higher risk for involvement in traffic crashes.

### **PRIORITY PROGRAM:** OCCUPANT PROTECTION

### **NATIONAL GOAL:**

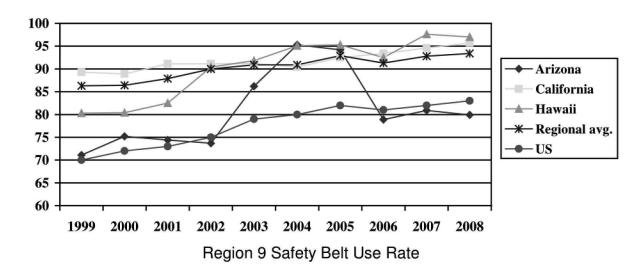
Increase belt use to 85% BY 2010.

### **REGION GOAL:**

Increase belt use from 93.4% in 2008 to 94.1% in 2010.

(Subgoals listed below)

### PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT



#### **Region 9 States Occupant Protection Laws**

STATE	PRIMARY/SECONDARY	SEATS	FINE	BOOSTER
		SLAIS	TINL	SEATS
				REQUIRED
Arizona	Secondary	All in front	\$10	No
		& ages 5-		
		15 in rear		
California	Primary	All	\$47-\$87	Yes
Hawaii	Primary	All In front	\$92 & \$10	Yes
		& ages 4-	surcharge for	
		17 in rear	special fund	
American	Primary	All In front	\$30.	No
Samoa		& ages 5>		
		in rear		
CNMI	Primary	All & < 12	\$250	No
		in rear	maximum	
Guam	Primary	All & < 12	\$50	No
		in rear		

#### Narrative:

Region 9 has been a national leader in seat belt use rate for a number of years. Over the years, continuous efforts to address occupant protection as a priority have made an impact. For example, during the 2008 May Mobilization the number of law enforcement agencies that participated nearly reached 500 agencies. Strong support from the HSOs and the States' and Territories' law enforcement communities remains consistent.

#### Legislation

Each State and Territory continues to work on strengthening their laws in manners that are unacceptable to the current legislative climate. In Arizona a primary belt bill has consistently failed to get through the legislative process. Still without a booster seat law, Arizona continues attempts at passage of new legislation with mixed legislative support. Support for a booster seat law is far greater than for a primary belt law, so Arizona is focusing its efforts here.

#### Enforcement

With only 4 law enforcement agencies Hawaii has no difficulty in getting 100% agency participation and strong sustained efforts in mobilizations and crackdowns. Arizona and California law enforcement participation is often based on grant money available and the number of law enforcement agencies able to accept grants and participate. Due to a steadily rising population growth in Arizona and California, many of the law enforcement agencies in those States can have difficulty reaching and then maintaining their full strength of sworn officers to meet the needs of their jurisdictions. As a result of manpower shortages some agencies are unable to participate in mobilizations and crackdowns, even when grant money is available. Additionally, there are some local governments that do not allow certain types of traffic enforcement grants and/or campaigns.

#### Partnerships

Each State and Territory maintains a strong network of traffic safety partners that they work with on traffic safety issues. The Strategic Highway Safety Plan (SHSP) planning process being conducted in all of the Region 9 States has contributed significantly to the traffic safety networking process, and Region 9 staff has participated significantly in the SHSP process of Arizona, California and Hawaii.

#### PI&E

Each State and Territory develops its own PI&E strategies, including diversity outreach, for its grants, programs, Mobilizations and Crackdowns.

#### Challenges

In 2008, Region 9 States and Territories had a combined, VMT-weighted average of 93.3% seat belt use rate. This high Region usage rate still presents challenges to reach those populations who remain unrestrained. Our focus in

2010 will be to continue to work with our HSOs to identify and connect with the possible groups of resilient non-users, including:

- the part-time safety belt users those who don't wear their belts on local streets, rural areas, low speed roads, and when they don't believe the risk of a crash or citation is great;
- those who rebel, including youth, and others who believe it is their right to not wear seat belts;
- $\circ$  tourists, visitors, and immigrants coming from low-use States or countries.

### **OP** Legislation

<u>Goals:</u>

- To be able to assist the Governor's Highway Safety Representative (GR) of Arizona in upgrading Arizona's seat belt use law from secondary to primary enforcement.
- Assist Arizona in upgrading their Child Passenger Safety law to include the use of booster seats until the age of 8 yrs. or 4'9 inches tall. To ensure all Region 9 State's and Territories occupant protection laws have clear requirements and meaningful sanctions for all seating positions and for all ages.

### **Strategies**

- Provide crash data and other information to assist Arizona in the introduction and passage of primary enforcement seat belt legislation.
- Provide legislative testimony when requested.
- Prior to Arizona legislative session promote meetings between the Arizona Governor's Office of Highway Safety and all identified traffic safety stakeholders to coordinate efforts for a primary seat belt law.
- Review OP R-9 State's and Territories' laws and recommend additions or upgrades to laws which fall short of clear requirements and meaningful sanctions for all seating positions and for all ages.

### **OP Enforcement**

### <u>Goals</u>

- To assist in securing maximum possible participation commitments from local law enforcement agencies in the Region States in Click It or Ticket (CIOT) Mobilizations, with an emphasis on California.
- To achieve increased Region utilization of paid and earned media and

reporting for CIOT mobilizations.

 To encourage each of the Region 9 States adopt a nighttime seat belt enforcement plan.

### Strategies

• Assist the national May CIOT Mobilization by working with the Region's HSOs to identify law enforcement agencies who have not registered to participate in CIOT, and send letters, faxes and emails to them from the Region encouraging them to join this effort. Meet with law enforcement agencies at local, county, regional and statewide meetings to encourage participation and support for the mobilizations.

Electronically distribute information and direct recipients to NHTSA's CIOT
 Planner website and/or any other material as requested in support of LE agency
 efforts to conduct mobilizations and campaigns.

 Provide a Region 9 representative to attend, exhibit, distribute materials and/or speak on the CIOT campaigns at all Region 9 chiefs of police and sheriffs associations, and at other statewide law enforcement or traffic safety conferences or meetings.

• Through coordination with the HSOs, have the Region LEL conduct orientations and updates with their law enforcement liaison personnel.

 Promote expansion of State-sponsored Law Enforcement Challenge programs in AZ, CA and HI through LEL attendance at the associations of chief's of police meetings in each State.

 Supply each State with information about nighttime seat belt enforcement strategies and existing projects to assist in development of a nighttime belt enforcement plan

Promote a rural seat belt enforcement program for Arizona and California.

 Encourage use of seat belt enforcement as part of the each State and Territory DUI campaign activities.

### **OP Marketing**

<u>Goals:</u>

- To ensure that each HSO promotes the goals and objectives of Click It or Ticket and other NHTSA OP programs.
- To facilitate support for programs in the Region to reach populations which

are ethnically diverse and/or at higher risk for being unbuckled in crashes, with an emphasis on youth.

• To increase the use of Spanish language marketing along the California and Arizona border with Mexico.

### Strategies:

- During the annual Region 9 Leadership Conference meeting, provide information about and promote national occupant protection goals and best practices, with an emphasis on reaching Hispanic/Latino and Native American populations.
- Maintain the Region 9 section of the NHTSA informational CPS website that provides information to the public regarding child safety seat fitting stations, including the listing of the Safe Kids and other public safety agencies with certified CPS Technicians on duty that can assist in the installation of child safety seats.
- Continue providing support and in-kind resources for the Golden Gate Child Passenger Safety Alliance (GGCPSA) made up of 9 counties in the San Francisco Bay Area.
- As requested by HSOs, participate in local law enforcement meetings and media events to promote occupant protection.
- Provide information about NHTSA's Spanish media messaging or technical assistance as needed and requested by the Region 9 States.

### **OP Public Information and Education**

### <u>Goals:</u>

- To have the R-9 HSOs promote increased seat belt and proper child passenger safety seat use through high visibility media events in their States/Territories.
- To have the States and Territories increase earned media opportunities during non-mobilization periods.
- To have the HSOs conduct media campaigns for nighttime seat belt enforcement.

### Strategies:

• Make Region 9 staff available to States for participation in the CIOT

Mobilization or other occupant protection promotion press conferences and events to enhance earned media opportunities.

- Encourage HSOs to identify and implement OP programs that reach diverse populations.
- Review California and Arizona programs for media messaging along the Mexico border, requesting assistance from NHTSA OCCI as needed.
- Assist HSOs by providing media campaign information for nighttime seat belt enforcement.

### **OP Reporting/Evaluation**

### <u>Goals</u>

• To provide systematic and regular evaluation of States and Territories' occupant protection program performance outcomes.

### <u>Strategies</u>

 Provide written occupant protection reports and status reports on Region 9 OP data as required or requested by headquarters.

### Assessments

<u>Goal:</u>

• To promote, plan and conduct Occupant Protection for Children Assessments in Region 9 Territories to identify specific problem areas and system deficiencies in need of improvement.

### <u>Strategies</u>

 Work with Territories to assist them in conducting an Occupant Protection for Children Self Assessment in FY 2010.

### Headquarters Technical Assistance Needs

Technical assistance through model program plans for implementation of nighttime belt enforcement.

Data for Arizona and California showing belt use and non-belt use in fatal collisions in all of the counties throughout both States.

### PRIORITY PROGRAM: IMPAIRED DRIVING

### NATIONAL GOAL:

Reduce alcohol fatality rate per 100M VMT to .42 by 2010.\* (\*Goal as already been met, as the rate in 2008 was 0.40.)

### **REGION GOAL:**

Reduce alcohol fatalities from 1337 in 2008 to 1300 in 2010

(Subgoals listed below)

Alcohol-impaired driving fatalities (defined as traffic fatalities involving only drivers and motorcycle riders who have a BAC of .08 and above) in Region 9 for 2008 numbered 1,337, an 11.6% decrease from the 1,513 count in 2007. Despite this decrease in fatalities, this problem still requires increased Region-wide efforts of establishing general deterrence with the public by creating a perception that violating impaired driving laws will result in arrest, jail, impoundment of their vehicle and/or other extremely serious personal and financial consequences.

Region 9 Fatalities in Crashes Involving at least one Driver or Motorcycle Operator with a BAC of .08 or more (using the revised NHTSA criteria of alcohol-impaired fatalities)

Year:	2006	2007	2008						
Arizona	399	337	266						
California	1,272	1132	1,029						
Hawaii	60	44	42						

Year:	2005	2006	2007*
Arizona	0.82	0.94	0.53
California	0.52	0.54	0.35
Hawaii	0.70	0.82	0.43

#### Region 9 Alcohol-Related Fatalities per 100 MVMT

Kev	Alcohol	Legislation	bv	State
ILC J	1 11001101	Logioration	<i>U j</i>	orare

	Rey Record Degislation by State							
State	ALR	.08 BAC	Zero Toll.	GDL	Open Cont	Rpt. Offend		
AZ	Yes	Yes	Yes	Yes	Yes	Yes		
CA	Yes	Yes	Yes	Yes	Yes	No		
HI	Yes	Yes	Yes	Yes	Yes	Yes		

State	ALR	.08 BAC	Zero Toll.	GDL	Open Cont	Rpt. Offend
AZ	Yes	Yes	Yes	Yes	Yes	Yes
CA	Yes	Yes	Yes	Yes	Yes	No
HI	Yes	Yes	Yes	Yes	Yes	Yes

State	2005	2006	2007*
AZ	34,437	35,839	38,280
CA	181,243	199,474	204,015
HI	4,346	5,134	(No data listed in Report)

(\*Indicates latest data available)

### Impaired Driving High Visibility Enforcement

### Goals:

- To achieve maximum participation by law enforcement agencies in all Region 9 States and Territories: during National Mobilization (Crackdown) periods and for at least monthly sustained enforcement.
- To secure additional commitments of participation for the National Law Enforcement Crackdowns from local law enforcement agencies in the Region, with an emphasis on California.

### Strategies:

- Encourage funding and support for high visibility enforcement in review and approval of FY 2010 Highway Safety Plans.
- Encourage States and Territories to incorporate impaired driving countermeasures for 16-20 year olds in the National Crackdown effort.

Promote the use of publicized Sobriety Checkpoints, Saturation Patrols, and Selective Traffic Enforcement Programs, supported by both earned media and paid advertising.

- Promote use of Sobriety Checkpoints and Saturation Patrols as primary enforcement efforts for Impaired Driving Campaigns and sustained enforcement efforts in all Region 9 States and Territories.
- Promote the use of media plans for high visibility enforcement and sustained enforcement efforts utilizing paid and earned media.
- Provide NHTSA guidelines, publications and research studies on high visibility enforcement to Region 9 Governor's Representatives, Coordinators, Alcohol Coordinators, and other traffic safety partners.
- Work with States and Territories to focus on the 2010 Labor Day Crackdown to encourage law enforcement participation and deployment of resources in high-risk geographical areas.
- Encourage States and Territories to employ specific media efforts during the Crackdown that are aimed at higher risk and/or culturally diverse populations identified by analysis of available data.
- Promote the importance of high visibility alcohol/DUI enforcement in all presentations at conferences, workshops, meetings, and press events.

- Encourage HSOs to expand their underage drinking prevention and enforcement programs including those funded by 402, specific NHTSA impaired driving grants, and DOJ funds, and to develop enforcement and media plans that will allow them to meet Section 410 FY 2010 funding compliance.
- Encourage States and Territories to include impaired motorcycle operators as a subject in the existing impaired driving grants, programs and activities.
- Promote awareness of high visibility DUI Enforcement activities through participation in media events and media interviews throughout the Region.

### Increase Use of Ignition Interlocks

### Goals:

• To have R-9 States increase the use of ignition interlocks on all impaired driving offenders.

### Strategies:

- Utilize the Regional Judicial Outreach Liaison (JOL) to outreach to judges and court organizations throughout the Region.
- Provide technical assistance to States that wish to enact or upgrade existing ignition interlock laws.
- Assess offender utilization of Arizona's Ignition Interlock law and, as needed, provide technical assistance to assist California and Hawaii in the implementation of their new ignition interlock laws.

### Impaired Driving Prosecution and Adjudication

### <u>Goals:</u>

- To establish and expand the utilization of specialized DUI Prosecutors, DUI Courts, and DUI training programs for prosecutors and judges.
- To support establishment and upgrade of DUI laws.
- To promote deterrence and enhance ability to convict and sanction DUI offenders.

### Strategies:

- Utilize the Region Judicial Outreach Liaison (JOL) to outreach to judges and court organizations throughout the Region.
- Utilize the Regional JOL to meet with established drug courts in California and Arizona to either add a DUI court component or take on DUI cases, ensuring that California establishes at least 5 new DUI courts.
- Work with HSOs to increase the use of Traffic Safety Resource Prosecutors (TSRPs) in Region 9
- Develop a Region Network of TSRPs.
- Promote the continued development of DUI Model Courts to allow States to meet Section 410 requirements for FY 2010 funding.
- Support and provide testimony upon request and as appropriate for improving and initiating DUI legislation within the Region.

### Impaired Driving Public Information and Paid Media

### <u>Goals</u>:

• To ensure maximum public awareness of high visibility enforcement, during impaired driving Crackdown periods and sustained on a monthly basis year around.

### Strategies:

- Continuously encourage States and Territories to utilize paid advertising in support of high visibility enforcement, mobilizations and crackdowns, giving consideration to culturally diverse populations at higher risk.
- Encourage HSOs to emphasize underage drinking and impaired driving deaths and injuries as part of their overall impaired driving programs.
- Encourage HSOs to promote awareness of DUI Enforcement through press releases, media events, and media interviews, making provision for Spanish language audiences in California and Arizona.
- Make Region 9 staff available to States for participation in the DUI OTL, UA Crackdown or occupant protection promotion press conferences and events that can enhance earned media opportunities.
- Provide HSO's and other traffic safety partners with information about available media training.

### Impaired Driving Assessments

### Goal:

 To identify the need, then plan and conduct State Impaired Driving Assessments (or Re-Assessments) in Region 9 States for identification of specific problem areas and system deficiencies needing improvement or correction.

### Strategies:

- Monitor recommendations of the 2007 Assessment conducted in California.
- Conduct an Impaired Driving Assessment in Hawaii in FY 2010.

### **PRIORITY PROGRAM:** DATA ENHANCEMENT

### **REGION GOAL:**

To improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the highway safety data at the local, state, and national level.

(Subgoals listed below)

### **Problem Identification and Program Assessment**

Feature	AZ	CA	HI	AS	CN	GU
TR Executive Committee	Y	Y	Y	Y	Y	Y
TR Coordinating	Y	Y	Υ	Υ	Y	Υ
Committee(TRCC)						
State Strategic Plan	Y	Υ	Υ	Υ	Y	Υ
Plan Date	2009	2009	2009	2009	2009	2009
NHTSA Traffic Records	2006	2005	2006	2007	2007	2005
Assessment (Date Completed)						
CODES State	N	Ν	N	N/A	N/A	N/A
Electronic Data Collection in	N	Y	N	Ν	N	Υ
Progress						
NEMSIS (National Emergency	Y	Y	Υ	In	In	Υ
Medical Systems Information				progress	progress	
System)						

### **Data and Traffic Records**

### Goals:

- To have the States and Territories demonstrate progress in developing and maintaining traffic records systems capable of gathering, analyzing, and reporting data that is timely, accurate, complete, integrated, uniform and accessible.
- To mark an increase in the use of traffic records data in the HSOs' program planning and evaluation processes.
- To ensure that all eligible HSOs qualify for Section 408 successive year grants.
- To achieve FARS Virtual Desktop system participation by all R-9 States.

### Strategies:

- Provide technical assistance to the States and Territories in the following areas:
  - o Implementation of Traffic Safety Records Strategic Plan
  - Traffic Records Coordinating Committees (TRCCs)
  - Compliance with Model Minimum Uniform Crash Criteria (MMUCC) & National Emergency Medical Services Information System (NEMSIS)
- Monitor States' and Territories' progress in formulating measurable system improvements required for Section 408 renewal application, and provide feedback and guidance as necessary.
- Coordinate with each SHSO the periodic attendance of the State's TRCC to maintain contact, monitor progress in their strategic traffic safety information system plan, and facilitation of possible assistance.
- Encourage HSO and State TRCCs' representatives to attend and participate in the annual International Traffic Records Forum.
- Coordinate meetings with the traffic records program representatives from the States and Territories attending the 2009 Traffic Records Forum to maintain contact and facilitate possible assistance.
- Encourage the States and Territories in the conversion of traditional paper forms and reports to electronic format for data acquisition, analysis and transfer technology.
- Market technical assistance (HQ-based or contracted) to the State and Territorial HSOs.

- Monitor HSOs' improvements in quantity and quality of traffic records data in HSP, Annual Report and grant application documents.
- Collaborate with State FARS personnel to identify resources and procedures to assist in their move to improved reporting through FastFARS and FARS Virtual Desktop.

### **PRIORITY PROGRAM:** GRANTS MANAGEMENT

### **REGION GOAL:**

Liquidate funds at a rate higher than 30% by fiscal year closeout.

(Subgoals listed below)

### PERFORMANCE MEASURES

- Number of days to obligate funds to GTS (Target: = 30 days)
- Amount of funds assigned to projects (Target: >95%)
- Costs incurred and claimed in proper fiscal year (Target: 100%)
- Number of oversight activities conducted by regional staff (Target: 20)

State	e 2006		2008	
	Liquidation Rate	Liquidation Rate	Liquidation Rate	
American Samoa	48.1 %	46.13 %	34.92 %	
Arizona	54.31 %	58.78 %	57.13 %	
California	28.8 %	35.34 %	36.10 %	
Guam	14.8 %	17.04 %	44.86 %	
Hawaii	70.89 %	71.87 %	58.86 %	
Mariana Islands	40.96 %	20.89 %	17.89 %	

#### Liquidation Rates for Region 9 States and Territories\*

\* Data taken from GTS Report #I. Excludes 164 Hazard Elimination Transfer Funds and current year funds provided in late August and September.

### **HSO Annual Report Reviews**

<u>Goal:</u>

• To analyze State and Territory progress in FY2010 in implementing projects, achieving objectives and reaching goals, to be able to provide HSOs with positive and constructive feedback and technical assistance as appropriate.

### Strategies:

- Review and analyze the Annual Evaluation Reports from 3 States and 3 Territories, in January 2010.
- Develop and implement in-house staff skills improvement in fiscal and program monitoring and analysis of State and Territory highway safety plans and annual reports.

- Compare FY 2010 HSPs with prior year HSPs and Annual Reports, as necessary, to analyze trends and progress in meeting goals and objectives.
- Provide and review latest available FARS and State Crash Data, in January 2010.
- Send detailed findings and recommendations in letters to R-9 GR's by January 31, 2010.

### Program Area Oversight

### <u>Goals:</u>

- To note progress in States and Territories achieving goals in NHTSA priority and other specific Program Areas.
- To respond to and act on HQ criteria review of States' and Territories' Impaired Driving or OP Program Area which identifies a State or Territory needing a Special Management Review.

### Strategies:

- When applicable, arrange for RA or DRA, State RPM and Program Area Coordinator to conduct a teleconference with State GR and Coordinator to discuss and schedule a Special Management Review.
- Coordinate with HQ to conduct Special Management Reviews of identified program areas at State and Territory offices.
- Develop with the State and Territory, if necessary, an SMR Performance Improvement Plan for a specific program area.
- As needed, provide support or consultation to the States' traffic safety coalitions.

### **Fiscal Area Oversight**

### <u>Goals:</u>

• To ensure fiscal accountability in expenditure and management of Federal fiscal funding.

### Strategies:

 Conduct first voucher reviews of each SHSO in Arizona, California, Hawaii, American Samoa, Guam, and CNMI by end of February 2010.

- Periodically select at random various projects at HSOs to monitor for compliance with various NHTSA requirements including funding eligibility, project necessity, and approved billing procedures.
- Quarterly provide HSOs with obligated, expended, and unexpended funds balances.
- Review the results of the Single Audit Reports for each of the Region's States and Territories listed in the Single Audit Clearinghouse database maintained by the Department of Commerce Census Bureau. Note any findings related to NHTSA and follow up with States and Territories to obtain copy of Clearinghouse finding and request current status of the corrective actions taken to resolve the finding(s).
- As needed, provide training to the States' and Territories' fiscal staffs on the GTS process, document submissions, and error resolution.

### Management Reviews

### <u>Goal:</u>

• To conduct Management Reviews at highway safety offices in California, Guam and CNMI in FY 2010.

### Strategies:

 Through correspondence, review requested Corrective Action Plans (CAP) documentation on a quarterly basis; and through follow-up site visits continue to monitor the HSOs' corrective actions taken on the MR recommendations contained in the CAP until fully resolved.

### Highway Safety Plan Development and Oversight

### <u>Goal:</u>

- To provide HSOs input on developing their Highway Safety Plan's goals, programs, and projects to ensure the Highway Safety Plan (HSP) addresses national priority program areas, establishes realistic goals, implements effective countermeasures and uses the performance measures agreed upon by NHTSA and GHSA.
- To encourage and assist HSOs in continuity of their statewide coalitions to implement the national goal of "1.0 fatality rate per 100M VMT by 2011".

#### 2010 NHTSA Region 9: Region Action Plan

• To work with the States in annual revision of their Strategic Highway Safety Plans (SHSP) and in development of their related Implementation Plans.

### Strategies:

- Conduct briefings for GRs, Coordinators, and Program Area Specialists on NHTSA's national priority program areas during Regional Leadership Meeting in April 2010.
- Visit State offices to conduct Highway Safety Plan and Pre-Submission Reviews of draft FY2011 Highway Safety Plans during June and July 2010, consolidating Territories' meetings with Hawaii visit.
- Provide comments to States on any draft FY2011 HSPs during August 2010.
- Review six FY2011 Highway Safety Plans from States and Territories during September 2010.
- Provide Region's written approval, recommendations and comments in letters to Governor's Representatives by end of September 30, 2010.
- Attend State SHSP / statewide coalition meetings and / or monitor progress and development of Implementation Plans and Annual Plan revisions.
- Conduct monitoring with each SHSO at least 4 times a year.
- Ensure that the States and Territories incorporate the Core Performance Measures in their FY2010 HSPs.

#### Page 278 of 317

#### PROGRAM: SPEED MANAGEMENT

### **REGION GOAL:** Encourage HSOs to establish speed management as a priority program area.

In 2008, speeding was a major contributing factor in fatal crashes in Region 9 States, according to the Fatality Analysis Reporting System. Speeding, exceeding the posted speed limit or driving too fast for conditions occurs on all speed-regulated roadways. The Region will continue to support established speed management practices and to promote innovative programs and initiatives.

### <u>Goals:</u>

- To increase SHSOs support of law enforcement agencies' speed management initiatives.
- To provide support to each State's speed management teams.

### Strategies:

- Encourage SHSOs to provide funding for innovative speed management projects.
- Promote SHSO coordinated periodic speed enforcement mobilizations.
- In coordination with FHWA and FMCSA State Division Offices, provide support to efforts, as needed for each State's speed management teams formed in August 2007 at the Region Speed Management Workshop.
- Provide as needed, FARS data sets appropriate to each State's speed management plan implementation efforts.
- Encourage LE agencies to support speed management initiatives through targeted grant funding and provision of speed management training opportunities and workshops given at the local level.
- Stay apprised of new technology and best practices in Automated Speed Enforcement (ASE) to disseminate the information to R-9 States.

#### PROGRAM: MOTORCYCLE SAFETY

### **NATIONAL GOAL:**

Reduce motorcycle fatality rate to 71 fatalities per 100M VMT by the year 2010.

### **REGION GOAL:**

Reduce motorcycle fatal crashes from 726 in 2008 to 690 in 2010 (a 5% reduction).

### NARRATIVE

Motorcycle fatalities increased in the U.S. by 2.2% between 2007 and 2008 and by 6.5% in that same period of time in the Region 9 States, with a total of 726 deaths in 2008.

When confronted with the question of what are the most important issues in improving motorcycle safety, the answers are not at all clear. Despite little 402 funding devoted to motorcycle safety and minimal completed research devoted to why motorcycles are crashing at an increasing rate, we intend to address this issue during the coming years in order to stem the upward trend in motorcycle crashes, injuries and deaths. Although innovative enforcement strategies will have our emphasis, improvements to the more established approaches of rider skill training, rider behavior education and personal protective equipment will receive our continuing attention.

### **PERFORMANCE MEASURES:**

### PROBLEM IDENTIFICATION AND PROGRAM ASSESSMENT

STATE	2006 Year	2007 Year	2008 Year
Arizona	142	135	141
California	506	518	560
Hawaii	27	29	25
Region Total	675	682	726

Regional Motorcycle Fatalities by State

### Legislation

In the U.S., about 65 percent of fatally injured motorcycle riders were not wearing a helmet in States without universal helmet laws compared to 14 percent in States with universal helmet laws.

California has a rider helmet law, Arizona has an under age 18 helmet law, and Hawaii has no helmet law. Because every California legislative session has a bill with support to repeal or reduce the existing helmet law, there continues to be a need to assist in retaining their existing law. Bills to increase Arizona's helmet law or introduce a helmet law in Hawaii have had mixed legislative or gubernatorial support from year to year, resulting in an inability to get these bills enacted into law.

### Enforcement

Region 9 has been encouraging the SHSOs to include impaired riding media and enforcement activities in their motorcycle programs and police traffic services grant projects.

### Partnerships

There are limited partnerships in Arizona and Hawaii at this time. In California there are strong partnerships with the medical and insurance communities to maintain the current helmet laws.

### PI&E

All States currently have public information and education associated with their rider education programs, including messages about sharing the road and driver and rider awareness. In 2010 the California Highway Patrol will continue a statewide share the road program titled "Be on the Lookout for Motorcyclists." Arizona has significantly upgraded their PI&E awareness program, "Drive Safe. Drive Aware" in 2009 and will continue to expand it in 2010.

### <u>Goals</u>

• To elevate awareness among the R-9 States of the traffic safety issue of increasing motorcycle crashes and fatalities.

### Strategies

- Continue promoting State's emphasis on impaired motorcycle operators in motorcycle safety programs, police traffic services projects, and the 2010 Labor Day Crackdown.
- Provide SHSOs with technical support for State motorcycle program enhancements and to help qualify for grant funds.

- Track recommendations from the Motorcycle Safety Assessments conducted in Arizona in FY 2007 and California in 2008.
- Promote Motorcycle Safety Assessments in the Region.
- Encourage Arizona to hold a Motorcycle Safety Summit.
- Request NHTSA data contractor to develop State specific motorcycle related crash data by each Region 9 State for use in development of motorcycle related enforcement programs.
- Monitor State's Section 2010 federal programs and assist HSOs in qualifying for succeeding year grants.
- Attend California Motorcycle Safety Program meetings.
- Promote Motorcycle 101 class in Region 9 States.

### Headquarters Technical Assistance Needs:

- Regional Data Contractor to provide motorcycle-specific data for Region 9 States in the following areas:
  - Motorcycle crash causal data from State data records, including (but not limited to) which vehicle was at fault (motorcycle, car or truck);
  - Solo motorcycle crashes
  - Other data to be determined

### **PROGRAM:** PEDESTRIAN SAFETY

### **REGION GOAL:**

#### Establish pedestrian safety as a priority program area for Highway Safety Offices in FY 2010.

### <u>Goals:</u>

• To enhance pedestrian safety awareness in Region 9 States and Territories.

#### Strategies:

- Encourage SHSOs to establish a program manager for pedestrian safety programs and convene or support an existing statewide or regional pedestrian safety task force or coalition to organize and generate broad-based support for pedestrian safety programs.
- Work closely with the high fatality rate States of Arizona and Hawaii in their placing greater emphasis on identifying and utilizing best practices in pedestrian safety countermeasures.
- Encourage SHSOs to identify and fund promising pedestrian safety initiatives to reduce fatalities and injuries among high-risk groups, as indicated by crash and injury data trends.
- Promote incorporation of pedestrian safety messages into State and Territory highway safety communication plans, including the use of multi-lingual materials that reflect State demographics.
- Assist States in acquiring information about Safe Routes to School Programs and funding.
- Continue participation in the California State Pedestrian Advisory Group, emphasizing the introduction of best and new traffic safety education and enforcement practices.
- Promote the Pedestrian Safety Assessments of California Cities model throughout the Region.

### PROGRAM:

DATA DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY (DDACTS)

### NATIONAL GOAL:

Create safer communities and improve the quality of life for residents through the reduction of crime, crashes and traffic related incidents.

### **REGION GOAL:**

## Establish three new DDACTS model programs by law enforcement agencies in the Region during 2010

### <u>Goals:</u>

- To continue to provide support and technical assistance to the Oakland Police Department DDACTS program
- Be available for expansion of the DDACTS model in Region 9.

### Strategies:

- Assist Oakland PD by providing or facilitating access to resources for technical assistance in development, implementation and evaluation of the DDACTS initiative in Oakland, California.
- Attend local, regional or National DDACTS meetings as appropriate.
- Provide support and guidance to any law enforcement agency in the Region wanting to adopt the DDACTS model program.

### Headquarters Technical Assistance Needs:

Work with RPD in the identification of three communities with high crime and traffic problems for implementation of DDACTS.

Page 284 of 317







### REGION 10 FY 2010 REGIONAL ACTION PLAN



Washington Traffic Safety Commission



Oregon Transportation Safety Division



Montana Traffic Safety Bureau



Idaho Office of Highway Operations and Safety



Alaska Highway Safety Office

### **MAY 2009**

FINAL

Page 285 of 317

### REGION 10 FY 2010 REGIONAL ACTION PLAN

### **TABLE OF CONTENTS**

٠	REGION 10 ORGANIZATIONAL CHART	.3
٠		.4
٠	NATIONAL TARGETS (GPRA GOALS)	.8
٠	MANAGEMENT/ADMINISTRATION	10
٠	DATA ENHANCEMENT	14
٠	MOTORCYCLES	17
•		22
٠	OCCUPANT PROTECTION	27
٠	SPEED MANAGEMENT	31
٠	CONCLUSION	34

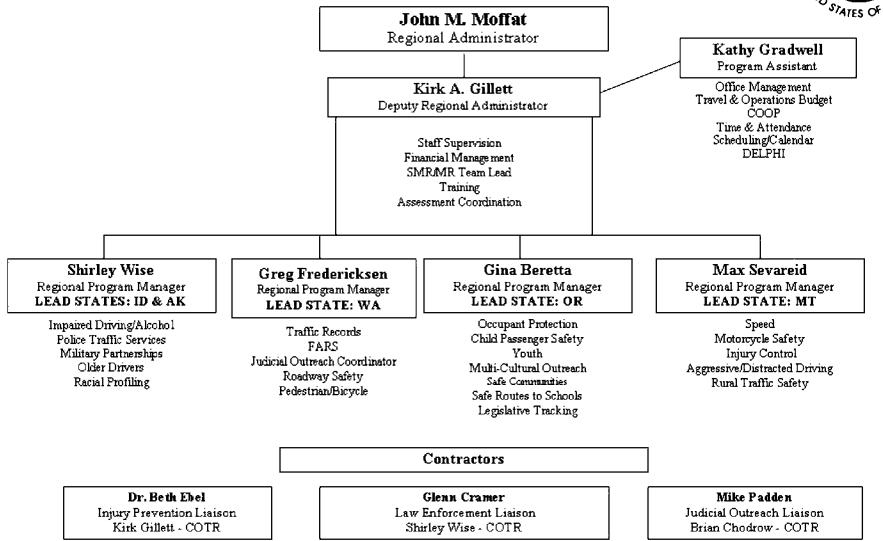
Page 286 of 317



## NHTSA REGION 10

Serving Oregon, Montana, Washington, Idaho and Alaska





# INTRODUCTION

In the immediate future, we expect to have a new NHTSA Administrator. In our 2010 Regional Action Plan (RAP), we have identified six priority program areas that we feel are essential for a successful highway safety program in Region 10. Our 2010 RAP is designed to remain flexible enough to accommodate any change in direction or focus that the new Administrator prescribes.

NHTSA Region 10 is now fully staffed and operating at full strength. We have assembled a team of highly qualified highway safety professionals that are eager to provide technical guidance and program oversight of the highway safety program in the five states assigned to the Pacific Northwest Region 10 office, including: Washington, Oregon, Montana, Idaho and Alaska. The Region has few urban population centers that are located along three interstate corridors that traverse across the Region; I-5 (Seattle, WA & Portland, OR), I-84 (Boise, ID) and I-90 (Spokane, WA, Missoula, Bozeman and Billings, MT). Alaska does not have any interstate highways; however, Anchorage and Fairbanks account for well over half of Alaska's population and reside along State Highways 1 and 3.

Region 10 has above average belt use and generally good performance on most highway safety measures. The States of Oregon and Washington are national leaders in highway safety. The States of Idaho and Montana face challenges due to continued reliance on secondary belt laws and extensive rural areas. Alaska is challenged by a vast physical area with a very small population and few police.

The entire Region faces problems with alcohol and drug impaired driving. The vast scale of the west invites speeding which is a major factor in crashes.

Region 10 will work on a "Priority Program Area" rather than on a "State Focused" basis. This means that the primary emphasis on working on a particular program area will be done by the lead RPM across the Region's states. They will be assisted in that work by the RPM that has primary responsibility for the state affected.

# Characteristics of the Region – How is it different?

# Diversity

Region 10 - Pacific Northwest has a very diverse population, as evidenced in Table 1 from U.S. Census data. There is a large American Indian population in each of the five states. The Region also has large numbers of Latino and Asian heritage residents.

	ALASKA	MONTANA	IDAHO	OREGON	WASHINGTON
White	70.8	90.6	94.8	90.3	84.6
Black	4.1	0.6	0.9	2.0	3.6
American					
Indian/Alaska					
Native	15.2	6.3	1.4	1.4	1.6
Asian	4.6	0.7	1.2	3.7	6.7
Native					
Hawaiian/Pacific					
Islander	0.6	0.1	0.1	0.3	0.5
Two or More					
Races	4.7	1.7	1.6	2.4	3.0
Hispanic/Latino	5.9	2.8	9.8	10.6	9.4
White, not					
Hispanic	66.1	88.2	85.6	80.5	76.1

# Table 1: Regional Diversity (% of State Population)

SOURCE: U.S. Census Bureau, State & County QuickFacts 2007

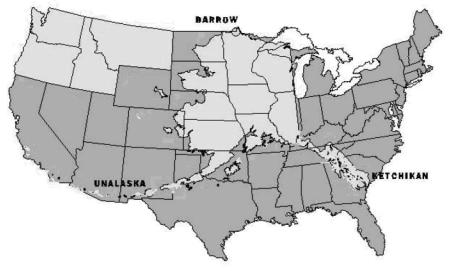
# **Physical Area**

Region 10 is spread over a very large geographical area, covering 986,825 square miles, more than 27% of the total square miles for the United States, see Table 2.

# Table 2: Land Area

State	Land Area (Square Miles)
Alaska	591,004
Montana	147,046
Oregon	97,073
Idaho	83,564
Washington	68,138
Region	986,825
United States of America	3,717,813
Region/USA	27%

SOURCE: Mapquest.com/atlas



#### Figure 1: Region 10 States Highlighted with Alaska Superimposed on Continental US to Scale

# Population

Population is 13.5 million, 4.4% of the total U.S. population (2008 estimate), see Table 3. Region 10 states are mostly rural with a few major population centers, which is where most of the state's residents live and work. The population density ranges from a low of 1.2 (# persons/square mile) in Alaska to a high of 96.1 in Washington. The Region has an average population density of 13.7 vs 81.8 for the United States.

State	<b>Population</b> (July 1, 2008 Est.)	Population Density (#/Square Mile)
Alaska	686,293	1.2
Montana	967,440	6.6
Idaho	1,523,816	18.2
Oregon	3,790,060	39.0
Washington	6,549,224	96.1
Region	13,516,833	13.7
United States of		
America	304,059,724	81.8
Region/USA	4.4%	N/A

# Table 3: Population of Region 10 States

SOURCE: U.S. Census Data; July 1, 2008 Estimate

# **Roadway Miles**

In addition, the five states have a total of 278,757 road miles that includes: all Federal-aid and non-Federal-aid highways (2005 data) on which traffic fatalities occur. Table 4 shows these road miles broken down by Federal-aid vs non-Federal-aid and by rural vs urban.

	All Fed	leral-aid Hig	hways	All Non-F	Grand		
STATE	Rural	Urban	SubTotal	Rural	Urban	SubTotal	Total
Alaska	3,680	678	4,358	8,432	1,577	10,009	14,367
Montana	13,799	814	14,613	52,785	1,940	54,725	69,338
Idaho	9,275	1,659	10,934	33,114	3,081	36,195	47,129
Oregon	14,022	3,977	17,999	37,727	8,818	46,545	64,544
Washington	12,700	6,316	19,016	50,532	13,831	64,363	83,379
Regional	53,476	13,444	66,920	182,590	29,247	211,837	278,757
Totals							
USA	681,523	295,959	977,482	2,304,276	713,880	3,018,156	3,995,638
% of USA	7.8%	4.5%	6.8%	7.9%	4.1%	7.0%	7.0%

# Table 4: Regional Highway Miles by Type & System

# Travel Distances

Travel funds limit our ability to work within our assigned states. Boise is as far from Seattle as Detroit is from Washington DC. Anchorage is the same distance from Seattle as Seattle is from El Paso, Texas. Salem is a five hour drive, Olympia is a one hour drive.

# **National Program Targets**

#### TABLE 5: Summary: GPRA Goal Targets 2005-2014

(Targets provided for the FY 2010 Budget Cycle) Performance Measures Tracked by Calendar Year

	Actuals			Targets							
Measure	2005	2006	2007	2007	2008	2009	2010	2011	2012	2013	2014
	DOT Performance Measures <sup>1</sup>										
Passenger Vehicle Occupant Fatality Rate	1.15 (r)	1.10 (r)	*	1.10	1.06	1.02	.99	.96	.93	.90	0.87
Motorcycle Rider Fatality Rate <sup>2</sup>	73.48(r)	71.94	*	NA	76	77	78	79	79	80	82
Non-Occupant Fatality Rate <sup>3</sup>	0.20	0.19	*	0.15	0.19	0.19	0.19	0.18	0.18	0.18	0.18
Large Truck and Bus Fatality Rate <sup>4</sup>	0.184	0.176	*	0.175	0.171	0.167	0.164	0.160	0.157	0.154	NA
	NH	ГSA Int	ermed	liate O	utcon	ne Mea	asures				
Alcohol Fatality Rate (.08+ BAC)	0.51 (r)	0.50	*	0.49	0.48	0.47	0.46	0.45	0.44		
Seat Belt Use (%)	82	81	82	83	84	85	86	87	88		
Improperly Licensed Motorcyclists in Fatal Crashes <sup>5</sup> (%)	24 (baseline)	26	*	NA	22.5	22	21.5	21	21		
Children 0-7 Restraint use <sup>6</sup> (%)	82	84	89	89	90	90	91	92	93		

(r) = revised; \* = Preliminary projection for CY 2007 data not available until September 2008 with actual data available December 2008; NA = Data not available

**Note:** Initial readings (regarding vehicle miles traveled) from FHWA and the high price of gasoline in 2008 (which may continue in future years), together with the combined effects of the economic downturn, the change in both the mix of vehicles – towards increased use of smaller cars – and the means of transportation – towards walking, bicycling, and motorcycle riding, as well as mass transit – are indications of fundamental changes in our transportation system. These various changes in modes of travel may adversely affect the achievement of the targets for 2008 and later years. It may prove equally problematic to explain why we meet or do not meet the targets.

<sup>&</sup>lt;sup>1</sup> Under the reassessment of the 1.0 goal, DOT sub-metrics were established in these four key areas to focus the Department's efforts on the critical factors responsible for the overall highway fatality rate and to cover the breadth of road users.

<sup>&</sup>lt;sup>2</sup> Measure changed from VMT to registrations for FY2008 when it became a DOT sub-metric.

<sup>&</sup>lt;sup>3</sup> Re-baselined for FY2008 when measure became a DOT sub-metric.

<sup>&</sup>lt;sup>4</sup> FMCSA responsible for establishing Large Truck and Bus targets and reporting actual data. Re-baselined for FY2008 to include nonoccupant fatalities in crashes involving a large truck and/or motorcoach, and to use total VMT in calculating rate, rather than truck VMT. <sup>5</sup> NHTSA established for FY2008, and provides targets.

<sup>&</sup>lt;sup>6</sup> Re-baselined for FY2008, and again for FY2010.

The following pages discuss Region 10 states' crash data and share of the DOT and NHTSA Intermediate Outcome Measures. Region 10 will support achievement of these outcomes by application of program funding and effort.

Page 293 of 317

#### Priority Program MANAGEMENT/ADMINISTRATION

#### **REGIONAL GOALS:**

- Liquidate funds at a rate at or above the National Average
- Conduct a Management Review in Montana
- Conduct SMRs as required
- Track all completed MR/SMR recommendations
- Conduct the required four monitoring activities in each state

#### **Problem Identification**

Program	Obligated	Liquidated	Liquidation Rate	Monthly Expenditure Rate	Months to Liquidate
402	\$12,942,176	\$2,453,609	18.96%	\$408,935	26
405	\$1,505,272	\$705,950	46.90%	\$117,658	7
406	\$4,925,709	\$244,979	4.97%	\$40,830	115
408	\$4,756,316	\$128,949	2.71%	\$21,492	215
410	\$10,585,232	\$1,107,227	10.46%	\$184,538	51
410 HFR	\$829,801	\$34,828	4.20%	\$5,805	137
410 HVE	\$910,966	\$219,465	24.09%	\$36,578	19
157 INC	\$217,939	\$34,474	15.82%	\$5,746	32
1906	\$3,471,384	\$312,594	9.00%	\$52,099	61
2010	\$688,399	\$156	0.02%	\$26	26,471
2011	\$1,202,063	\$202,402	16.84%	\$33,734	30
154	\$9,401,502	\$571,350	6.08%	\$95,225	93
164	\$30,263,934	\$4,923,073	16.27%	\$820,512	31
Region 10	\$81,700,693	\$10,939,056	13.39%	\$1,823,176	39

# Table 6: NHTSA Grant Funding by ProgramLiquidation Rate & Months to Liquidate

Table 6 shows the amount of outstanding obligations as of March 31, 2009 and the amount those funds that have been expended during FY 2009. The amount of outstanding obligations has improved dramatically over last year when this amount was \$105,771,135 as of the quarter ending 6/30/2008. For comparison purposes the above Table does not include a full year of 402 funding and no 405 funding because the funds have not been awarded at the time this document was prepared. Overall, at the current rate of expenditure it will take the states just over 3 years to

liquidate the current obligated grant funds, this is without any additional grants being awarded to the states.

Motorcycle safety grant funds (2010) were received late in 2008 (September 17, 2008), which resulted in a 100% carry-forward into 2009. Expenditure of these grant funds in FY 09' has been slow because Region 10 is just now entering the motorcycle riding season. We fully expect these grant funds to be utilized during the third and fourth quarters of FY 09'.

Traffic Records (408) also appears to be slow to liquidate grant funds in that at the current expenditure rate it will take nearly 18 years to liquidate the existing grant funds. This in part is caused by the fact that NHTSA is not the only source of funding for this program.

State	Date of Last	Current	Date of Last	Current	Next
	MR	Status	SMR	Status	Planned
					MR/SMR
Alaska	8/2008	CAP			MR in 2011
		updated			
		2/18/09			
		RAT			
		Update			
		2/25/09			
Idaho	6/2008	RAT	Alcohol	Closed	OP SMR in
		Updated	5/2006	1/10/08	June 09'
		1/5/09			MR in 2011
Montana	3/2007	Closed -			AL SMR in
		Conducted			Sept. 09'
		by Region 8			MR in 2010
Oregon	4/2006	Closed			Week of
		10/24/07			8/24/09
Washington	8/2006	Closed			Week of
		10/24/07			5/11/09

#### Table 7: Status of Management Reviews (MR) and Special Management Reviews (SMR)

The second round of management reviews is underway with Alaska and Idaho having reviews during FY 2008. Both Idaho and Alaska currently have open recommendations that are being tracked by the Regional Office through the Recommended Action Tracking (RAT) form and the Corrective Action Plan (CAP). During 2009 Management Reviews are planned for Washington and Oregon, so during 2010 we will be tracking the state's progress on any recommendations from those reviews. We will also conduct a management review in the state of Montana during 2010.

In addition to the Management Reviews, we have two Special Management Reviews scheduled during 2009 that will result in a Performance Enhancement Plans (PEP). These PEPs will require tracking and monitoring during FY 2010.

#### **Significant Strategies**

- We will continue to work with our state partners to develop innovative projects that will improve the highway safety numbers while at the same time stimulate the state economy with the influx of Federal grant funds.
- We will work with our states to ensure they develop performance measures in accordance with the NHTSA/GHSA recommended measures.
- Continue to monitor states through the Grant Tracking System to ensure grant funds are obligated to active projects within 30 days of receipt.
- Complete Annual Highway Safety Plan reviews within 30 days and provide feedback to the states on the strengths and weaknesses of their plans.
- Analyze state program performance and conduct a minimum of four monitoring activities. Monitoring activities fall into one of the following categories:
  - Desk Review An assessment of the State's fulfillment of administrative and programmatic requirements by examining documents available to the Region.
  - SHSO Project File Review An assessment of documentation on file at the SHSO used to verify state monitoring systems/practices, using the Project File Review process.
  - On-Site Monitoring of Sub-grantees A visit by the Regional Program Manager, with SHSO staff, to a project site to follow-up on SHSO monitoring efforts.
- Complete Special Management Reviews in those states that qualify for one as determined by NHTSA Headquarters.
- Conduct Management Review in Montana First one since Montana joined Region 10 effective 10/01/07 (Start of FY 08').
- Track and monitor all recommendations made to the state through MR, SMR, and other monitoring activities.
- Conduct First Voucher Reviews in each state to ensure proper end-of-year cutoff.
- Access the Single Audit Clearing House and determine if statewide single audit reports have been issued for our states and follow-up on any findings pertaining to NHTSA grant funds.

12 FINAL

- Work with our state partners to ensure they meet the grant application criteria to qualify for 2010 grant funds. The following due dates apply:
  - Sept 1 Highway Safety Plan (Section 402)
     Feb. 15 Occupant Protection (Section 405)
  - June 15 Traffic Records (Section 408)
  - July 1 Racial Profiling (Section 1906)
    - Child Safety & Child Booster (Section 2011)
  - Aug. 1 Alcohol Impaired Driving (Section 410) Motorcycle Safety (Section 2010)
  - Continue to work with FHWA & FMCSA to assess the State's implementation of their Strategic Highway Safety Plan

#### Training and other resources needed from ROPD

• Provide funding (core competency) for one Regional Program Manager to attend the Management Review process training at TSI.

#### **Resources and Technical Assistance needed from RPD**

• Assistance in conducting assessments as requested by our state partners

# Priority Program DATA ENHANCEMENT

**National Goal:** 

Assist States in developing & implementing strategic traffic safety information systems that are timely, accurate, complete, uniform, integrated, and accessible.

**Regional Goal:** 

Assist Region 10 States in developing & implementing strategic traffic safety information systems that are timely, accurate, complete, uniform, integrated, and accessible.

#### **Problem Identification & Program Assessment**

Good data is necessary for effective highway safety programs. Region 10 understands and embraces the importance that data has on highway safety planning and we continue to systematically assess and evaluate our States' traffic records systems and files, with a focus on completeness, accuracy, timeliness, consistency, integration, and accessibility.

In FY 08, all five states in the Region applied for and were awarded Section 408 Incentive Grant funds. The Region anticipates that all the states will once again qualify for Section 408 funding in FY 09'. Region 10 personnel regularly attend; in person, via telephone or video conference, State TRCC meetings and provides support by offering advice and direction to the States in order for them to successfully qualify for Section 408 grant funds. Region 10 uses the on-line State Traffic Safety Information System to track and monitor the states performance under the 408 grant program.

#### **Performance Measures**

- Will ensure that Region 10 states qualify for Section 408 Data Incentive Grant.
- Complete and update the information on the NHTSA State Traffic Safety Information System website.
- Track priority recommendation identified in completed State Traffic Records Assessments.

#### **Significant Strategies**

#### A. State Traffic Records Strategic Plans

Assist Alaska, Montana, and Idaho in updating their Traffic Records Strategic Plans and develop a set of valid performance measures

#### 14 FINAL

#### B. Traffic Records Coordination Committees

Provide technical assistance to the Traffic Records Program Managers in Montana, Oregon, and Idaho to strengthen their respective Traffic Records Coordinating Committees through identified training needs, attendance at meetings and conference calls. Specifically:

- Montana: promote the development of executive level TRCC & Local participation on technical level TRCC
- Oregon: promote local participation on TRCC
- Idaho: promote establishing an executive level TRCC and encourage more frequent communication among TRCC members and/or replacing existing non-active members to revitalize/re-focus of the Committee

#### C. <u>Traffic Records Assessments</u>

Monitor use of Traffic Records Assessment deficiencies and ensure those deficiencies are addressed in each Region 10 State's Traffic Records strategic planning exercises

#### D. Fatality Analysis Reporting System (FARS)

Coordinate with NHTSA NPO-112 Office of Data Acquisition: State Data Reporting Systems Division to determine deficiencies in State's FARS reporting

- Identify deficiencies
- Determine improvements to address deficiencies
- Work with FARS COTR to ensure deficiencies are addressed in each State
- Facilitate discussions among the State's FARS Analysts to review deficiencies and identify solutions

FARS can provide review of data collection deficiencies and identify ancillary agencies providing source documents to FARS units; improvement in data collection from ancillary agencies will support overall data quality.

#### E. Model Minimum Uniform Crash Criteria

Investigate MMUCC compliance issues in each Region 10 State to ensure mutual understanding of compliance in this area.

- Work with NHTSA Contractor TSASS to ascertain MMUCC audit results in each State
- Communicate results with each State to determine planned strategies in regard toward adopting and using the maximum number of MMUCC data elements
- Facilitate discussion regarding MMUCC 2<sup>nd</sup> Edition and MMUCC 3<sup>rd</sup> Edition, following NHTSA HQ guidance

#### F. <u>National Emergency Medical Services Information System</u>

Investigate NEMSIS compliance issues in each Region 10 State to ensure mutual understanding of compliance in this area.

- Work with NHTSA's internal NEMSIS Technical Assistance Center to review audit results in each State
- Communicate results with each State to determine planned strategies in regard toward adopting and using the maximum number of NEMSIS data elements
- Determine standing of trauma registry/injury surveillance system in each Region 10 State

FARS interface with NEMSIS data sources will support overall data quality.

#### G. <u>Training</u>

Facilitate discussions among Region 10 States to share strategies for better data collection and analysis. Determine feasibility of inter-regional meeting (considering travel budgets, etc.) to share ideas across regional boundaries

Facilitate a Region 10 Traffic Records Coordinators "*After Action*" meeting to examine the following:

- Was process successful?
- Future of Section 408 in subsequent authorization bills
- Target audience: Traffic Records Coordinators

Fund travel for Regional Staff to attend the Annual Traffic Records Forum

- NOTE: Additional contact time with Region 10 Traffic Records Coordinators
- Conduct meeting at ATRF with Region 10 TR Coordinators to discuss progress and address issues

Fund travel to Transportation Research Board annual meeting for education on TR advancements, trends, ideas, etc..

#### Priority Program MOTORCYCLE SAFETY

#### **National Goal:**

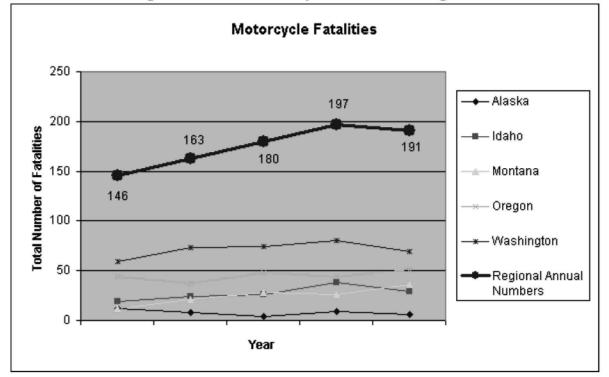
• Reduce the expected rate of increase in motorcycle rider highway fatalities per 100,000 motorcycle registrations from 76 in 2008 to 78 in 2010.

#### **Regional Goals:**

• Focus State Highway Safety Office's on countermeasures to reduce the rate of motorcycle rider fatalities.

#### **Problem Identification**

#### Figure 2: Overall Motorcycle Fatalities in Region 10



State	Motorcycle Rider Fatalities							
	2003	2004	2005	2006	2007			
Alaska	12	8	4	9	6			
Idaho	19	24	26	38	29			
Montana	12	21	28	26	36			
Oregon	44	37	48	44	51			
Washington	59	73	74	80	69			
Regional Annual Numbers	146	163	180	197	191			

As shown in Figure 2 above total motorcycle fatalities declined in the Region for the first time in the last five years. The decline represents a 3% drop in motorcycle fatalities from 2006 to 2007, a small step in the right direction. This occurred during a time when motorcycle registrations in the Region increased by 30,029 or 7% as shown in Figure 3 below.

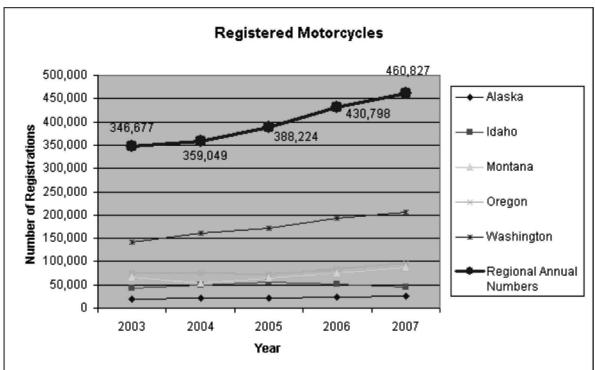
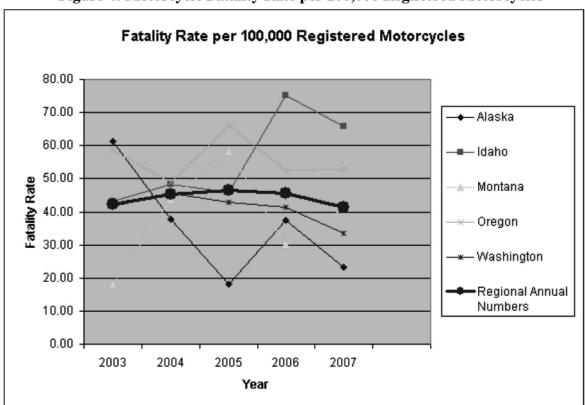


Figure 3: Motorcycle Registrations 2003 - 2007

State	Registered Motorcycles							
	2003	2004	2005	2006	2007			
Alaska	19,615	21,134	22,230	24,114	25,720			
Idaho	43,951	49,578	56,607	50,536	44,107			
Montana	66,017	52,657	64,484	76,050	87,666			
Oregon	75,149	75,453	72,703	83,983	96,622			
Washington	141,945	160,227	172,200	194,109	206,712			
Regional Annual Numbers	346,677	359,049	388,224	430,798	460,827			

In Figure 4 below the motorcycle fatality rate per 100,000 registered motorcycles also declined from 45.73 to 41.45 a drop of just over 9%. When the national trend in motorcycle fatalities is ever increasing from 2,116 in 1997 to 5,154 in 2007, Region 10 seems to be bucking this trend. Injuries are also on the rise having nearly doubled from 53,000 in 1997 to 103,000 in 2007.



State	Fatality Rate (Per 100,000 Registered Motorcycles)							
	2003 2004 2005 20							
Alaska	61.18	37.85	17.99	37.32	23.33			
Idaho	43.23	48.41	45.93	75.19	65.75			
Montana	18.18	43.78	58.37	30.28	41.06			
Oregon	58.55	49.04	66.02	52.39	52.78			
Washington	41.57	45.56	42.97	41.21	33.38			
Regional Annual Numbers	42.11	45.40	46.36	45.73	41.45			

Table 8 below shows a startling contrast between those states that have and enforce a motorcycle helmet law (Washington & Oregon) against those states that do not have a motorcycle helmet law (Alaska, Montana and Idaho). Over the 5 year period covered in the table, the states without a helmet law had a total of 298 motorcycle fatalities of which 170 (57%) were not wearing a helmet. The states with a motorcycle helmet law had a total of 579 motorcycle fatalities of which 45 (7%) were not wearing a helmet. Therefore, motorcyclist in Alaska, Montana and Idaho are 8 times more likely to die in a motorcycle crash from not wearing a helmet.

State	Data Type	2003	2004	2005	2006	2007
Alaska	Total Fatals	12	8	4	9	6
	Helmeted	6	3	3	7	6
	Unhelmeted	6	5	1	2	0
	% Unhelmeted	50%	63%	25%	22%	0%
	Total Fatals	19	24	26	38	29
Idaho	Helmeted	3	9	9	15	12
luano	Unhelmeted	16	15	17	22	17
	% Unhelmeted	84%	63%	65%	58%	59%
	Total Fatals	12	21	28	26	36
Montana	Helmeted	3	9	13	12	16
Womana	Unhelmeted	9	12	15	14	19
	% Unhelmeted	75%	57%	54%	54%	53%
	Total Fatals	44	37	48	44	51
Oregon	Helmeted	39	34	44	43	46
Oregon	Unhelmeted	4	3	3	1	3
	% Unhelmeted	9%	8%	6%	2%	6%
	Total Fatals	59	73	74	80	69
Washington	Helmeted	51	66	72	74	59
washington	Unhelmeted	7	6	2	6	10
	% Unhelmeted	12%	8%	3%	8%	14%
	Total Fatals	146	163	180	197	191
Region 10	Helmeted	110	128	143	157	149
negion 10	Unhelmeted	42	41	38	45	49
	% Unhelmeted	29%	25%	21%	23%	26%

#### Table 8: Number of Unhelmeted Motorcycle Fatalities as a Percentage of Total Motorcycle Fatalities

#### Legend

- States without a motorcycle helmet law
- States with a mandatory motorcycle helmet law
- Region 10 Totals

#### **Performance Measures**

- (C-7) Number of motorcyclist fatalities (FARS)
- (C-8) Number of unhelmeted motorcyclist fatalities (FARS)

#### **Significant Strategies**

#### A. High Visibility Impaired Driving Crackdown – August 21 – September 7

• Establish improved partnerships to develop and implement motorcycle safety countermeasures.

20 FINAL

- Disseminate lessons learned from Washington Traffic Safety Commission's law enforcement mobilizations focused around motorcycle events.
- Obtain commitments from States to integrate motorcycle enforcement and media into existing enforcement campaigns.

#### B. Planning and Coordination of Motorcycle Safety Program

- Encourage participation by all States in the Motorcycle 101 Course
- Work with Washington State Partners to encourage completion of a Motorcycle Assessment.

#### Priority Program IMPAIRED DRIVING

#### National Goal:

• To reduce the fatality rate (per 100 M VMT) in high BAC (.08+) crashes to 0.46.

#### **Regional Goal:**

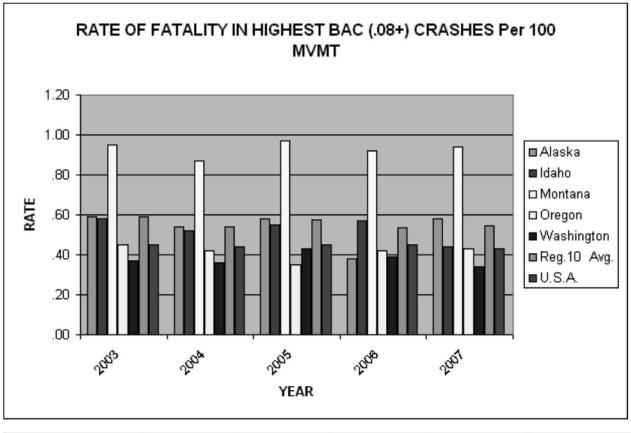
- To reduce the Alcohol Fatality Rate (BAC +.08) from .45 in 2007 to .42 in 2010.
- To have a TSRP in all five states; going from 3 to 5.

#### **Problem Identification**

FATALITIES IN HIGHEST BAC (.08+) CRASHES					
STATE	2004	2005	2006	2007	2008
ALASKA	27	29	19	25	21
IDAHO	76	82	86	71	78
MONTANA	97	108	104	105	91
OREGON	150	125	148	148	136
WASHINGTON	202	238	221	195	182
REGION 10	552	582	578	544	508
U.S.A.	14,593	15,102	15,144	14,603	13,294

#### Table 9: Number of Fatalities in High BAC Crashes

Table 9 above shows that in 2008, alcohol-impaired crashes with highest BAC (.08 and above) numbered 508, or 36.5% of the 1,460 motor vehicle fatalities that year in Region 10. The number of high BAC fatalities has been dropping steadily since 2005 (582) to 2008 (508) a decrease of nearly 13%. At the same time, the Region saw an overall decrease from 2007 of 11% in total fatalities (177) in 2008.



#### Figure 5: Fatality Rate per 100 M VMT in Crashes with a BAC Greater than .08

State	2003	2004	2005	2006	2007
Alaska	.59	.54	.58	.37	.56
Idaho	.57	.51	.55	.57	.44
Montana	.95	.85	.98	.92	.96
Oregon	.45	.42	.36	.42	.43
Washington	.37	.36	.43	.39	.34
Reg.10 Avg.	.48	.45	.48	.47	.45
U.S.A.	.45	.44	.45	.45	.43

As shown in Figure 5 above the alcohol-impaired (crashes with highest BAC at .08 and above) fatality rate decreased slightly for the Region going from .47 in 2006 to .45 per 100 M VMT in 2007. Montana continues to be a state in which there is a serious drinking a driving problem, and as a result, the state qualifies for an Alcohol Special Management Review in 2009. During 2010 we will monitor the state's progress through a Performance Enhancement Plan and develop solid strategies to improve the program.

STATE	TOTAL FATALITIES	TOTAL - ALCOHOL IMPAIRED (BAC .08+) FATALITIES	PERCENT OF TOTAL FATALITIES
Alaska	62	21	36%
Idaho	232	78	28%
Montana	229	91	38%
Oregon	416	136	33%
Washington	521	182	34%
Region 10	1,460	508	35%

#### Table 10: 2008 Alcohol Impaired (.08+) Fatalities as a Percentage of Total Fatalities

NHTSA changed the way it records impaired driving fatalities from alcohol-related .01+ to the new alcohol impaired standard of .08+. This has had a somewhat dramatic impact on the numbers. In 2006, the Region had 744 alcohol-related (.01+) fatalities that represented 43% of 1,716 total fatalities that year. In 2008, the region reported 508 alcohol-impaired (.08+) fatalities of the 1,460 in total fatalities representing 35%, as shown in Table 10.

#### **Performance Measures**

- (C-5) Number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- (A-2) Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)

#### **Significant Strategies**

#### Legislation:

- Monitor State ignition interlock laws and/or programs and seek assistance from headquarters as needed.
- Encourage Oregon to work towards getting a "high BAC" law passed.
- Work with SHSO's to upgrade impaired driving laws to comply with SAFETEA-LU requirements.
- Conduct a GDL review for each State to help identify weaknesses in the GDL laws.
- Respond to requests for testimony, fact sheets, special data runs, etc. for pending legislation.
- Provide information to State organizations interested in impaired driving legislation (as requested).

#### **Enforcement:**

- Encourage the SHSO's to coordinate high visibility enforcement efforts on at least 4 other occasions, in addition to the Crackdown using low staffing checkpoints, highly mobile checkpoints, border to border operations and multiple law enforcement programs.
- Work with all five regional non-checkpoint States to promote the use of effective impaired driving countermeasures such as true HVE saturation patrols, flexible checkpoints, DWI enforcement zones along with HVE signage and media.
- Work with SHSO's to develop and/or strengthen a sustained impaired driving enforcement plan, which includes paid and earned media.
- Assist SHSO's in soliciting support of law enforcement agencies in counties containing at least 60% of the States' alcohol related fatalities in accordance with Section 410.
- Continue to promote State LEL Network to Montana and Oregon.
- Work with States to ensure SFST trained officers work impaired driving enforcement grants.
- Encourage the SHSO's to include an SFST training requirement for federally funded impaired driving projects.
- Work with Montana's 31 Community Traffic Safety Task Forces (self-sustaining entities) to promote the NHTSA traffic safety messages and enforcement activities.

#### **Prosecution and Adjudication:**

- Work with Oregon to increase the number of DWI Courts.
- Work with regional JOL and state TSRPs to assist with the promotion of DUI Courts within the States.
- Assist Washington and Montana in adding a State TSRP (for a total of 5 TSRPs in the region).

#### Marketing:

- Provide NHTSA guidelines, publications and research studies on high visibility enforcement to Region 10 Governor's Representatives, Coordinators, Alcohol Coordinators, and other traffic safety partners.
- Encourage States to develop a Multi-Cultural Media Plan.

#### Public Information & Education:

- Work with State and local partners to assist them in development and implementation of paid and earned media plans.
- Encourage States to employ specific media efforts during the Crackdown that are aimed at higher risk and/or culturally diverse populations identified by analysis of available data.
- Assist states with press releases to promote the Crackdowns and other special impaired driving events.
- Work with States to conduct media events to promote the Crackdown.
- Work with the States to increase or at least maintain the use of highway safety funds to purchase paid media.

25 FINAL

- Work with OR on the HVE model and provide technical assistance on the benefit of paid media in support of LE efforts.
- Market National Communications Plan to states.
- Encourage SHSO participation in NHTSA Media Skills Training course.

#### **Training:**

- Monitor the SFST training procedures in each State to determine if they are following the National SFST Standards.
- Conduct a HVE Summit inclusive of Regional Alcohol Coordinators, state LEL and TSRP to share effective program strategies and provide needed technical assistance.

#### Assessments:

- Encourage Washington and Idaho to complete an alcohol assessment.
- Encourage Alaska to complete an SFST Assessment.

#### **Technical Assistance Needed:**

• Headquarters assistance in conducting Impaired Driving assessments, if requested.

#### Priority Program OCCUPANT PROTECTION

#### National Goal:

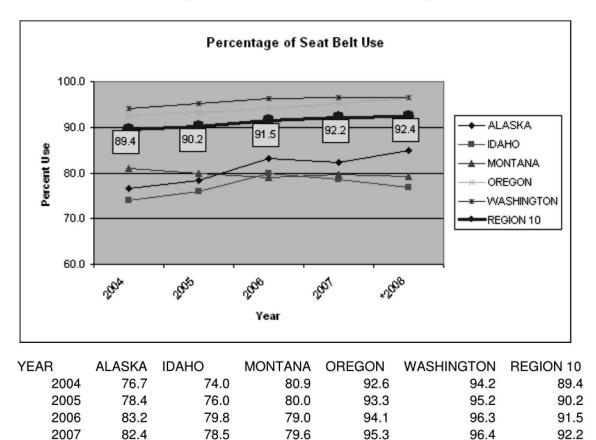
- Increase Seat Belt use rate to 86% in 2010.
- Increase child passenger restraint to 87% for the 0 7 age group in 2010.

#### **Regional Goal:**

- Increase seat belt use from 92.4% in 2008 to 93% in 2009.
- Spread the implementation of night-time seat belt enforcement to other states in the Region.
- Reduce the number of unrestrained fatalities from 46.8% in 2007 to 45% in 2008.

#### **Problem Identification**

#### Figure 6: Overall Seat Belt Use in Region 10



\* 2008 Weighted Average by Population because VMT data is not available.

76.9

84.9

\*2008

96.3

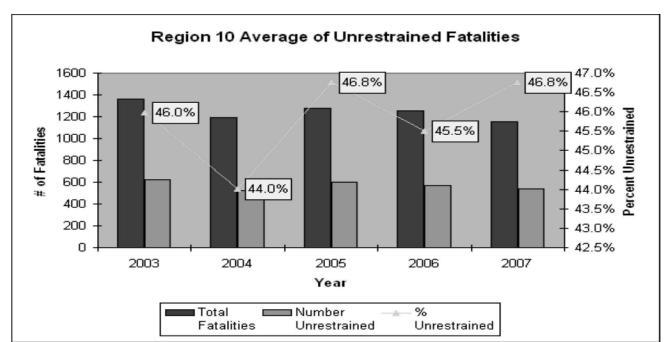
96.5

92.4

79.3

	ALASKA			IDAHO		
	Total	Number	%	Total	Number	%
Year	Fatalities	Unrestrained	Unrestrained	Fatalities	Unrestrained	Unrestrained
2003	64	30	46.9%	236	138	58.5%
2004	69	32	46.4%	198	105	53.0%
2005	53	22	41.5%	221	126	57.0%
2006	45	16	35.6%	209	116	55.5%
2007	54	29	53.7%	187	112	59.9%
		MONTANA			OREGON	а •
	Total	Number	%	Total	Number	%
Year	Fatalities	Unrestrained	Unrestrained	Fatalities	Unrestrained	Unrestrained
2003	224	150	67.0%	393	132	33.6%
2004	185	127	68.6%	335	99	29.6%
2005	195	140	71.8%	358	109	30.4%
2006	211	142	67.3%	345	106	30.7%
2007	204	144	70.6%	317	106	33.4%
		WASHINGT	ON	Region 10 Average		
	Total	Number	%	Total	Number	%
Year	Fatalities	Unrestrained	Unrestrained	Fatalities	Unrestrained	Unrestrained
2003	442	175	39.6%	1359	625	46.0%
2004	406	162	39.9%	1193	525	44.0%
2005	452	201	44.5%	1279	598	46.8%
2006	447	192	43.0%	1257	572	45.5%
2007	393	149	37.9%	1155	540	46.8%

# Figure 7: Unrestrained Fatalities (Aged 5 and Above)



Overall the seat belt use rate in Region 10 has exceeded the NHTSA GPRA Goal for the past 5 years, as shown in Figure 6. Three of the five states in the Region now have primary seat belt laws; Washington, Oregon and Alaska. Whereas, Idaho and Montana continue to have a secondary seat belt laws and minimum fines for a violation. Idaho legislature and the Governor have no interest in passing a primary seat belt law and the loss of critical NHTSA grant funds (157 Incentive) has resulted in a steady decline in the seat belt use rate in Idaho. The 2008 usage rate in Idaho was 76.9%, which is a significant drop from its high of 79.8 in 2006.

The Montana Seat Belt Coalition worked extremely hard on a primary seat belt law in 2009, but the legislation was defeated in a 25/25 tie vote on the State Senate floor. The Montana legislature meets every other year so the legislation will not be brought up again until at least 2011.

Figure 7 shows the Region 10 average percentage of unrestrained fatalities for the past 5 years 2003 - 2007. Across the region the percentage of unrestrained fatalities has remained around 46%, which is when three of our states have primary seat belt laws. Statistics would show that most of these unrestrained fatalities occur at night between 6 pm and 6 am. Therefore, one of our key strategies is to expand the nighttime seat belt enforcement across the region.

#### **Performance Measures**

- (C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- (B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey):
- (A-1) Number of seat belt citations issued during grant-funded enforcement activities (grant activity reporting)

#### Significant Strategies

#### A. High Visibility Seat Belt Enforcement Mobilization

- Share information with all states regarding creative materials, suggested strategies, and other materials for the 2010 CIOT, including distribution of Law Enforcement Action Kits.
- Coordinate collection of CIOT data for Region 10, disseminate regularly to HQ.
- Hold Regional OP meeting to strategize for CIOT and discuss lessons learned if state travel restrictions are eased.

#### **B.** Sustained High Visibility Enforcement

- Promote use of section 405 funds to support OP HVE aside from CIOT.
- Encourage states to hold media events to emphasize ongoing seat belt enforcement activities.

29 FINAL

#### C. Nighttime Seat Belt Use

• Promote night time seat belt enforcement during CIOT, including sharing results of Washington's NTSBE efforts.

#### D. Child Passenger Safety Initiatives

- Continue to update NHTSA's car seat fitting station website as updates are received, including at least one comprehensive review of the list by the state OP coordinator.
- Promote OPC Assessment to Region 10 states; assist HQ with conducting any requested OPC Assessment.

### E. High-Risk Nonuser Population Initiatives

• Assist states with identifying their nonuser population and promote strategies to target these populations.

### F. Law Enforcement Liaison Initiatives

- Work with Region 10 LEL to create strategies for contacting agencies in each of the five states and promoting participation in CIOT in the spring.
- Review 2009 CIOT reporting results and talk to each OP coordinator about how to improve participation, if necessary.

#### G. Legislation – Primary Seat Belts and Child Passenger Safety

- Provide data and research results and assist the Idaho SHSO with passage of a Primary Belt Law, when requested by the state.
- Provide data and research results and assist the Idaho SHSO with upgrading their child passenger safety laws; especially the removal of the current "nursing baby exemption", when requested by the state.
- Provide technical support to the Montana SHSO and/or the Seat Belt Coalition during the legislative "off" year in preparation for passing a Primary Belt Law in the 2011 Session.

#### Priority Program SPEED MANAGEMENT

**<u>National Goal:</u>** To reduce speed-related fatalities, injuries and crashes.

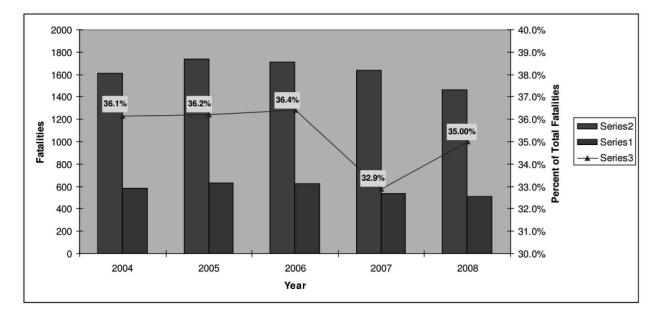
**<u>Regional Goal:</u>** To reduce speed-related fatalities, injuries and crashes.

#### **Problem Identification**

Next to alcohol-related crashes speed is a leading factor in most fatal motor vehicle crashes in the Pacific Northwest Region 10. Table 11 shows that although we saw a significant drop in speed related fatalities as a percentage to total fatalities in 2007 the percentage has gone back up in 2008. The raw numbers show that total fatalities are down 177 in 2008 from 2007, a decrease of 11%; whereas, speed related fatalities are down 27 for the same period, a decrease of only 5%. The reason for the decline is not readily apparent, but it could be because of the high price at the gas pump, which caused a drop in Vehicle Miles Traveled (VMT), which in turn reduces the exposure risks to fatal crashes. The fact is that many factors play a role when numbers decline.

Year	Total Fatalities (Region 10)	Speed-Related Fatalities	Percent of Total Fatalities	
2004	1,613	583	36.1%	
2005	1,735	628	36.2%	
2006	1,711	623	36.4%	
2007	1,637	538	32.8%	
2008	1,460	511	35.0%	

Table 11: Speed-Related Fatalities as a Percentage of Total Fatalities



#### Figure 8: Speed as a Related Factor in Motor Vehicle Fatalities

Table 12: Region 10 Speed & Alcohol Related Fatalities Combined

Year	Total Fatalities	Speed- Related Fatalities	% of Speed- Related	Impaired Driving Related Fatalities	Total Speed and/or Impaired Driving Related	% of Speed and/or Impaired Driving Related
2004	1613	583	36.1%	549	1263	78.3%
2005	1735	628	36.2%	585	1358	78.3%
2006	1711	623	36.4%	580	1368	80.0%
2007	1636	538	32.9%	554	1089	66.6%
2008	1460	511	35.0%	508	1019	69.5%

Speed is often times associated with the use of alcohol, which is a deadly combination. As shown in Table 12 and graphically displayed in Figure 9, in 2008 we saw a slight increase in the percentage of alcohol and speed-related fatalities after a dramatic drop in the percentage of these fatalities in 2007. Again the reason for the decline in 2007 is not readily apparent; however, we

believe there are many factors that have contributed to the decline including the price of gas and the economy.

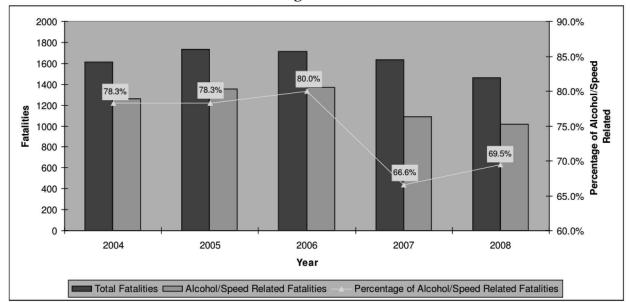


Figure 9: Combination of Speed & Alcohol Related Fatalities As a Percentage of Total Fatalities

#### **Performance Measure**

- (C-6) Number of speeding-related fatalities (FARS)
- (A-3) Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting)

#### **Significant Strategies**

#### A. State Speed Management Action Plans

- Assist States in implementing Speed-Management Action Plans.
- Assist States in developing enhanced Speed Management emphasis activities in their programming and interaction with partner organizations.
- Work with the Regional LEL to develop speed management tactics that can be shared with and implemented by local law enforcement agencies.

#### **B. Enhanced Speed Management Emphasis**

- Assist each of the five states in incorporating effective Speed Management projects into their highway safety programming activities.
- Work through the corridor program in each state to identify corridors where speed is a problem and establish emphasis patrols on those corridors.

33 FINAL • Build partnerships between Department of Transportation and the Department of Justice by encouraging states to establish Data Driven Approaches to Crime and Traffic Safety (DDACTS) sites within the states.

# **CONCLUSION:**

NHTSA's Pacific Northwest Region 10 staff looks forward to working with our state partners to reduce fatalities and serious injuries from vehicle crashes across the Region. Significant progress was made over the last year due to a number of contributing factors; however, more can be done. We must continue to work on passing primary seat belt laws in Idaho and Montana because seat belts are a proving strategy for reducing fatalities and injuries. We must continue to develop innovative strategies to combat impaired driving, motorcycle safety and to enforce the speed limits. Unbuckled motorists, impaired drivers and speeders continue to be the "Triple Threat" on our roadways and are the leading causes for motor vehicle injuries and fatalities. We continue to see improvements in state data systems which will help us in targeting scarce resources in areas where they will do the most good.