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Description of document: Various National Highway Traffic Safety Administration (NHTSA) Traffic Safety Related Records, 2009-2018

Included records: Letters re: Fatalities and Injuries in Motor Vehicle Backing Crashes, 2009
FAST Act Overview, undated
FAST Act IFR Overview, undated (2018?)
NHTSA New Employee Orientation, undated (2017?)
NHTSA Traffic Injury Control, undated
NHTSA Core Traffic Safety Performance Measures, undated (2014?)
NHTSA Office of Regional Operation and Program Delivery, Advancing Traffic Safety in the States, undated (2017?)
NHTSA Around the USA, undated (2017?)
NHTSA summaries by state, 2017

Requested date: 11-February-2017

Release date: 08-March-2019

Posted date: 08-April-2019

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 NHTSA FOIA Inquiry form](#)

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U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE.
Washington, DC 20590

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

March 18, 2019

RE: Freedom of Information Act (FOIA) Request ES17-000472

This responds to your February 11, 2017 FOIA request seeking the following “records from the NHTSA internal employee website:

1. A digital listing or printout of the listing of NHTSA Position Papers
2. A digital listing or printout of the Reports to Congress & SAFETEAU-LU Implementation Plans
3. A digital listing or printout of the Traffic Injury Control (TIC) Program Presentations & Data Trends
4. A digital listing or printout of State Briefing Papers
5. A copy of the document entitled ‘Key Provisions of State Laws’
6. A digital listing or printout of the ‘Approved State Testimony[.]’”

Enclosed are records responsive to your request. Additional records are publicly available at the following websites: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811144> and https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/neighborhood_electric_vehicles.201206.pdf.

I am withholding two pages in full as exempt from the statutory disclosure requirement that contain information related to pre-decisional agency deliberation, opinions or recommendations pursuant to FOIA Exemption 5. 5 U.S.C. § 552(b)(5).

Additionally, I have redacted portions of the records containing information whose disclosure would constitute a clearly unwarranted invasion of personal privacy pursuant to FOIA Exemption 6. 5 U.S.C. § 552(b)(6).

Pursuant to 49 CFR 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 nhtsa.foia.appeal@dot.gov. 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 Mary.Sprague@dot.gov. 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 ogis@nara.gov.

Very Truly Yours,



Andrew J. DiMarsico
Senior Attorney

Enclosures



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

April 30, 2009

The Honorable John D. Rockefeller
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

The enclosed report, "Fatalities and Injuries in Motor Vehicle Backing Crashes," is submitted in accordance with Section 2012(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted on August 10, 2005. This report presents the results of the data collected and statistics compiled by the U.S. Department of Transportation to better understand accidents involving vehicles being backed up.

This report uses data obtained through the National Highway Traffic Safety Administration's (NHTSA) existing Fatality Analysis Reporting System (FARS), National Automotive Sampling System - General Estimates System (NASS-GES), and Special Crash Investigations program as well as through the new Not-in-Traffic Surveillance (NiTS) system. The NiTS was implemented in response to SAFETEA-LU Sections 2012 and 10305 and Section 4 of the Cameron Gulbransen Kids Transportation Safety Act of 2007. The NHTSA estimates that 463 fatalities and 48,000 injuries a year occur in traffic and nontraffic backing crashes. A majority of the injuries are minor injuries, but an estimated 6,000 per year are incapacitating injuries. The NiTS provided useful information on backing crashes that occurred off the trafficway and therefore were not included in FARS or NASS-GES. Overall, an estimated 65 percent (302) of the fatalities and 62 percent (29,000) of the injuries in backing crashes occurred in nontraffic situations.

An identical letter has been sent to the Ranking Member of the Senate Committee on Commerce, Science, and Transportation and the Chairman and Ranking Member of the House Committee on Transportation and Infrastructure.

Sincerely yours,

Ray LaHood

A large, stylized handwritten signature in black ink, which appears to be "Ray LaHood", is written over the typed name and extends upwards and to the left across the page.

Enclosure



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

April 30, 2009

The Honorable Kay Bailey Hutchison
Ranking Member
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Hutchison:

The enclosed report, "Fatalities and Injuries in Motor Vehicle Backing Crashes," is submitted in accordance with Section 2012(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted on August 10, 2005. This report presents the results of the data collected and statistics compiled by the U.S. Department of Transportation to better understand accidents involving vehicles being backed up.

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An identical letter has been sent to the Chairman of the Senate Committee on Commerce, Science, and Transportation and the Chairman and Ranking Member of the House Committee on Transportation and Infrastructure.

Sincerely yours,

Ray LaHood

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Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

April 30, 2009

The Honorable James L. Oberstar
Chairman, Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The enclosed report, "Fatalities and Injuries in Motor Vehicle Backing Crashes," is submitted in accordance with Section 2012(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted on August 10, 2005. This report presents the results of the data collected and statistics compiled by the U.S. Department of Transportation to better understand accidents involving vehicles being backed up.

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Sincerely yours,

Ray LaHood

A large, stylized handwritten signature in black ink is written over the typed name "Ray LaHood". The signature is highly cursive and overlaps the text.

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

April 30, 2009

The Honorable John L. Mica
Ranking Member, Committee on
Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Mica:

The enclosed report, "Fatalities and Injuries in Motor Vehicle Backing Crashes," is submitted in accordance with Section 2012(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted on August 10, 2005. This report presents the results of the data collected and statistics compiled by the U.S. Department of Transportation to better understand accidents involving vehicles being backed up.

This report uses data obtained through the National Highway Traffic Safety Administration's (NHTSA) existing Fatality Analysis Reporting System (FARS), National Automotive Sampling System - General Estimates System (NASS-GES), and Special Crash Investigations program as well as through the new Not-in-Traffic Surveillance (NiTS) system. The NiTS was implemented in response to SAFETEA-LU Sections 2012 and 10305 and Section 4 of the Cameron Gulbransen Kids Transportation Safety Act of 2007. The NHTSA estimates that 463 fatalities and 48,000 injuries a year occur in traffic and nontraffic backing crashes. A majority of the injuries are minor injuries, but an estimated 6,000 per year are incapacitating injuries. The NiTS provided useful information on backing crashes that occurred off the trafficway and therefore were not included in FARS or NASS-GES. Overall, an estimated 65 percent (302) of the fatalities and 62 percent (29,000) of the injuries in backing crashes occurred in nontraffic situations.

An identical letter has been sent to the Chairman of the House Committee on Transportation and Infrastructure and the Chairman and Ranking Member of the Senate Committee on Commerce, Science and Transportation.

Sincerely yours,



Ray LaHood

Enclosure



FAST Act Overview

Overview

- Signed by President Obama on 12/4/15
- Authorizes programs for 5 years
- Increases State grant funding, adds new non-motorized grant, revises several existing grant programs
- Provides more flexibility to transfer funds
- Increases DADSS funding
- Requires several reports

Grant Funding

- Increases S 402 funds by 1% a year, S 405 by 3%

	Section 402 (million \$)	Section 405 (million \$)
2015*		
2016	\$243.5	\$274.7
2017	\$252.3	\$277.5
2018	\$261.2	\$280.2
2019	\$270.4	\$283.0
2020	\$279.8	\$285.9

- * MAP 21 appropriated amounts

Grant Funding

- Funds new non-motorized grant, reduces occupant protection percentage

	Percent of 405	Amount, 2016
Occupant Protection	13	\$35,711
Data	14.5	\$39,831
Impaired Driving	52.5	\$144,217
Distracted Driving	8.5	\$23,349
Motorcycle	1.5	\$4,120
GDL	5	\$13,735
Non-motorized	5	\$13,735

Section 402

- Formula grant
- \$274.4 M authorized in 2016, increasing by 1% annually
- Funds can be used for a wide variety of safety activities, including programs to address speeding, older driver safety, teen safety and emergency services

Section 402, New

- Revises use of funds for teen safety programs
- States must conduct a biennial survey of automated enforcement use
- Allows States to use funds for S 403 (research) activities
- NHTSA has 45 days to review Highway Safety Plans (HSP)
- NHTSA to develop guidelines on driver awareness of Commercial Motor Vehicles
- NHTSA to develop process for electronic submission of HSP

Section 405

- Criteria grant
- \$274.7M authorized in 2016, increases by 3% annually
- Separate sub-grants for different program areas, including
 - Impaired Driving
 - Occupant Protection
 - Data
 - Motorcycles
 - Graduated Drivers License
 - Distracted Driving
 - Non-motorized traffic (new)
- States must meet specific criteria to receive funds
- Most funds can only be used for program-related activities

Section 405, New

- Any unallocated funds shall be allocated to S 402
- Maintenance of Effort (MOE) is for lead State agency for 2 previous years
- DOT must make available on web information about States that did and did not apply for grants, and deficiencies which prevented States from receiving grants
- Allows States to transfer funds to local subdivisions or Indian tribal governments

Section 405(b), Occupant Protection

- \$36M authorized in 2016
- States with high belt use (> 90%) have more flexibility in use of funds
- States with low belt use (<90%) have tighter criteria to receive funds, less flexibility in use
- High belt use States can spend up to 100% of these grant funds on S 402 activities (New)

Section 405(c), Data

- \$40M authorized in 2016
- To receive funds, States must have a traffic records coordinating committee (TRCC) with a designated coordinator, have a strategic plan approved by the TRCC, and show demonstrable progress in a significant data program
- States may use funds to improve accuracy, timeliness, uniformity, completeness, integration, and accessibility of traffic safety data

Section 405(d), Impaired Driving

- \$144M authorized in 2016
- Low range States (average ID fatality rate of .3 per Million VMT or below) have fewest eligibility criteria and most flexibility in use of funds. Criteria tighten and flexibility decreases for medium (.3 - .6) and high (.6 and above) range States
- Funds must be spent on effective programs to reduce driving under the influence of alcohol and/or drugs
- 15% of these funds are available for States with an all-offender ignition interlock program

Section 405(d), Impaired Driving, New

- Low range States may spend up to 50% of grant funds on S 402 activities
- Modifies ignition interlock subgrant, to allow exemptions for operating an employers vehicle, people who are medically unable to use an interlock, and if there is no provider within 100 miles.
- Establishes new 24/7 grant program, which requires testing for alcohol/drugs at least twice per day
- 24/7 grants receive 3% of 405(d) funds, interlock grant up to 12%

Section 405(e), Distracted Driving

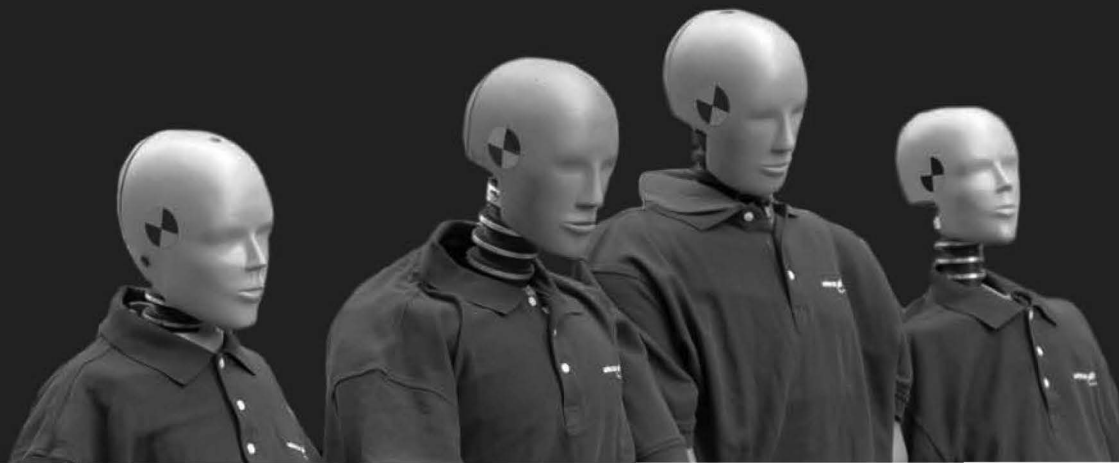
- \$23M authorized in 2016
- Provides grants to States which prohibit texting while driving and youth use of cell phones while driving
- Prohibitions must be primary offenses, exemptions are allowed in limited circumstances
- At least half of funds must be used for distracted driving education and enforcement, and the other half may be used for any S 402 activity

Section 405(e), Distracted Driving, New

- Creates sub-grant of up to 25% of funds for 2017 and 2018 for States with secondary laws
- Eliminates requirement for increased fines for repeat violators
- Changes definition of driving to exclude while temporarily stopped, but also provides that States can not explicitly allow texting while stopped in traffic
- Allows use of up to 75% of funds on S 402 activities if State complies with MMUCC

Safer cars. Safer Drivers. Safer roads.

www.NHTSA.gov



11385

NHTSA-ES17-080472-019

FAST Act IFR Overview





Agenda

- FAST Act
- What the Data Tell us
- Why We Need a Traffic Safety Grant Program
- Overview of Highway Safety Grants under the FAST Act
 - What You Need to Know for 2016 and Beyond



Fixing America's Surface Transportation Act (FAST Act), Pub. L. 114-94

- 5-Year Authorization
 - The first long-term authorization law enacted in over 10 years!
- Emphasizes safety
- Eases certain requirements
- Increases State grant funding
 - Increases § 402 funds by 1% a year and increase § 405 by 3% a year
- Adds new non-motorized grant and revises several existing grant programs



Why Do We Need a Traffic Safety Grant Program?

- Funding helps States implement life-saving programs!
- Steep 9.3% increase in roadway deaths projected for the first 9 months of 2015
- The estimated increase follows years of steady, gradual declines
- Need to reinvigorate the fight against deadly behaviors on America's roads



What the Data Tell Us

- Nationally, in 2014: (latest data available)
 - 32,675 people died in motor vehicle crashes
 - 2.3 million injured
 - 6.1 million police-reported crashes
 - Human factors contribute to 94% of crashes according to decades of NHTSA research
- Every **6 seconds** – a crash is reported to law enforcement
 - Every **14 seconds** – someone is injured in a traffic crash
 - Every **16 minutes** – someone dies in a traffic crash



Applying under MAP-21 or FAST Act Criteria

- Amendments to the application requirements are not mandatory until the FY18 application cycle for grants without substantive changes.
 - Parts 1200 vs. Parts 1300
 - (In FY17) for OP, Data, Impaired and Motorcyclist Safety Grants, States may follow the application requirements in the MAP-21 IFR (Part 1200) or States may elect to follow the new procedures (Part 1300).
- (In FY17) for Interlock, 24/7, Distracted Driving, GDL, Nonmotorized and Racial Profiling Data Collection Grants, States must follow the application requirements in the FAST-Act IFR (Part 1300).



Most Significant PM Changes for FY18 HSPs and Beyond

- The measures (fatalities, serious injuries, and fatality rate) common to the HSP and the State Highway Safety Improvement Program (HSIP) are to be defined identically
- States must use a 5-year rolling average target for the common PMs
 - (Total fatalities, serious injuries & fatality rates)
- Standardizing Serious Injuries Definition:
 - States must report serious injuries using the Model Minimum Uniform Crash Criteria (MMUCC) Guideline, 4th Ed. by April 15, 2019
 - States may use serious injuries coded as “A” on the KABCO4 injury classification scale, through use of the conversion tables developed by NHTSA, until April 15, 2019



§ 402 State and Community Highway Safety Grants

- Formula grant program established in 1966 -- Designed to save lives and prevent injuries due to road traffic crashes.
- To qualify, States must submit for NHTSA approval an annual Highway Safety Plan (HSP) that:
 - Identifies highway safety problems
 - Establishes performance targets
 - Documents an evidence-based enforcement plan
 - Describes strategies and projects

- Authorized Funding Amounts

- FY 2017: \$252,300,000
- FY 2018: \$261,200,000
- FY 2019: \$270,400,000
- FY 2020: \$279,800,000



§ 405(b) Occupant Protection Grants

- Established in 1998 -- the FAST Act continues the Occupant Protection incentive grants.
- Encourages States to implement laws and programs to reduce deaths and injuries from persons riding unrestrained.

- Authorized Funding Amounts

- FY 2017: \$36,075,000
- FY 2018: \$36,426,000
- FY 2019: \$36,790,000
- FY 2020: \$37,167,000



§ 405(b) Occupant Protection Grants

- States qualify as either a high- or low- rate State based on observed seat belt use rates. Lower belt use rate States must meet additional criterion, to include three of the following:
 - (1) have a primary enforcement seat belt law
 - (2) have a law requiring front and rear seat occupants be in an age-appropriate restraint, with a \$25 minimum fine per violation
 - (3) conduct sustained seat belt and child restraint enforcement
 - (4) address at least two at-risk populations
 - (5) have a comprehensive occupant protection program
 - (6) conduct a NHTSA-facilitated program assessment



§ 405(c) State Traffic Safety Information System Improvements Grants

- Established in 2005 -- the FAST Act continues the State Traffic Safety Information System Improvements Grants.
- Encourages States to make data program improvements to core highway safety databases.
-

- Authorized Funding Amounts
 - FY 2017: \$40,237,500
 - FY 2018: \$40,629,000
 - FY 2019: \$41,035,000
 - FY 2020: \$41,455,500



§ 405(c) State Traffic Safety Information System Improvements Grants

- To qualify States must:
 - have a Traffic Records Coordinating Committee (TRCC)
 - have a traffic records strategic plan coordinated with the HSP
 - have a NHTSA-facilitated, traffic records system assessment five years prior to the application
 - demonstrate quantifiable improvement in a core database.



§ 405(d) Impaired Driving Countermeasures Grants

- Established in 1998 -- the FAST Act continues the basic impaired driving grant program, affords flexibility for ignition interlock grants, and created a 24-7 sobriety grant program.

- Authorized Funding Amounts*
 - FY 2017: \$145,687,500
 - FY 2018: \$147,105,000
 - FY 2019: \$148,575,000
 - FY 2020: \$150,097,500



§ 405(d) Impaired Driving Grants

- States qualify as either a high-, mid- or low-range State based on their average impaired driving fatality rate.
 - States qualifying as low-range must submit as part of its HSP assurances that the State will only use impaired driving grant funds for authorized implementation and enforcement programs.
 - States qualifying as mid-range must also submit a statewide impaired driving plan developed by a statewide impaired driving task force within three years of the application due date.
 - States qualifying as high-range, in addition to meeting the above requirements, must have conduct a NHTSA-facilitated impaired driving assessment within three years before the application due date and a convene a task force to develop a statewide impaired driving plan.



Alcohol-Ignition Interlock Law Grants

- The FAST Act continues a separate grant program encouraging States to adopt and enforce mandatory alcohol-ignition interlock laws.
- To qualify, States must require all individuals convicted of a DUI offense to use an ignition interlock for not less than six months.

- Authorized Funding Amounts

- FY 2017: \$17,482,500
- FY 2018: \$17,652,600
- FY 2019: \$17,829,000
- FY 2020: \$18,011,700



24-7 Sobriety Program Grants

- The FAST Act created a separate 24-7 sobriety grant program. To qualify States must have a law (or program) requiring all individuals convicted of driving while intoxicated receive restricted driving privileges for at least 30-days and be subject to testing at least twice per day at a testing location.
 - The law or program need not require every DUI offender be subject to a 24-7 sobriety program, but it must be authorized to apply on a statewide basis.

- Authorized Funding Amounts
 - FY 2017: \$4,370,625
 - FY 2018: \$4,413,150
 - FY 2019: \$4,457,250
 - FY 2020: \$4,502,925



§ 405(e) Distracted Driving Grants

- Established in 2013 -- the FAST Act continues the distracted driving grant program encouraging States to enact and enforce laws prohibiting distracted driving.

- Authorized Funding Amounts

- FY 2017: \$23,587,500
- FY 2018: \$23,817,000
- FY 2019: \$24,055,000
- FY 2020: \$24,301,500



Comprehensive Distracted Driving Grants

- To qualify for the basic *Comprehensive Distracted Driving* grant, States must:
 - test for distracted driving issues on the driver’s license examination
 - have a primary enforcement law prohibiting texting while driving for all drivers, with a minimum fine
 - have a law that prohibits texting and cell phone use while driving for drivers under age 18



Special Distracted Driving Grants

- In FY 2017, a State qualifies for a Special Distracted Driving Grant if it has a basic text messaging statute covering all drivers.
- The requirements become stricter in FY 2018. In addition to a basic text messaging statute, the State must also enforce the law on a primary basis, impose a fine for a violation of the law, and prohibit drivers under the age of 18 from using a personal wireless communications device while driving.

- Authorized Funding Amounts
 - FY 2017: \$5,896,875
 - FY 2018: \$5,954,250



§ 405(f) Motorcyclist Safety Grants

- Established in 2005 -- the FAST Act continues the Motorcyclist Safety Grants.
- Encourages States to adopt and implement effective programs to reduce the number crashes involving motorcyclists.

- Authorized Funding Amounts
 - FY 2017: \$4,162,500
 - FY 2018: \$4,203,000
 - FY 2019: \$4,245,000
 - FY 2020: \$4,288,500



§ 405(f) Motorcyclist Safety Grants

- States qualify by meeting two of six grant criteria:
 - (1) have a statewide Motorcycle Rider Training Courses
 - (2) have statewide program to enhance motorist awareness of the presence of motorcyclists
 - (3) show a reduction of fatalities and crashes involving motorcyclists
 - (4) provide performance measures to reduce *impaired* motorcycle operation
 - (5) show a reduction of fatalities and crashes involving *impaired* motorcyclists
 - (6) have a State law or regulation requiring all fees collected from motorcyclists for the purpose of funding motorcycle training and safety programs be used for motorcycle training and safety programs. States must also have a law appropriating the fees from the State treasury to fund the authorized program.



§ 405(g) State Graduated Driver Licensing Grants

- In 2013, MAP-21 reintroduced an incentive grant for States to adopt and implement Graduated Drivers Licensing (GDL) laws. The FAST Act resets the GDL grant program by significantly amending the statutory compliance criteria.
- A State qualifies for an incentive grant if its driver's license law requires novice drivers younger than 18 years of age to comply with a "learner's permit stage" and an "intermediate stage" before receiving an unrestricted driver's license.

- Authorized Funding Amounts

- FY 2017: \$13,875,000
- FY 2018: \$14,010,000
- FY 2019: \$14,150,000
- FY 2020: \$14,295,000



§ 405(h) Nonmotorized Safety Grants

- The FAST Act created a Nonmotorized Safety Grant program to decrease pedestrian and bicyclist fatalities and injuries that result from crashes involving a motor vehicle.
- States qualify if the annual combined pedestrian and bicyclist fatalities in the State exceed 15% of the total annual crash fatalities using the most recently available final FARS data.

- Authorized Funding Amounts

- FY 2017: \$13,875,000
- FY 2018: \$14,010,000
- FY 2019: \$14,150,000
- FY 2020: \$14,295,000



§ 1906 Racial Profiling Data Collection Grants

- The FAST Act revised several aspects of the 1906 program, created under SAFETEA-LU.
 - Encourages States to maintain and allow public inspection of statistical information on driver race and ethnicity of all motor vehicle stops made on all public roads, except those classified as local or minor rural roads.
- Authorized Funding Amounts
 - FY 2017: \$7,500,000
 - FY 2018: \$7,500,000
 - FY 2019: \$7,500,000
 - FY 2020: \$7,500,000



§ 1906 Racial Profiling Data Collection Grants

- States now qualify for a 1906 grant by:
 - (1) maintaining and allowing public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway; or
 - (2) undertaking activities during the fiscal year of the grant to do so.
-



§ 154 and § 164 Penalty Transfer Program

- Established under TEA-21 and continuing with the FAST Act -- Sections 154 and 164 of Title 23 U.S.C. encourages States to enact and enforce open container (§ 154) and repeat offender laws (§ 164).
- If a State, DC or PR fail to comply with the 154 and 164 law requirements, they are subject to a penalty transfer for an amount equal to 2.5% of Federal-aid funds apportioned for the National Highway Performance Program (NHPP) and the Surface Transportation Program (STP).
 - The 2.5% penalty applies separately for each program where non-compliance occurs.
- Transferred funds shall be used solely for alcohol-impaired driving countermeasures permissible under NHTSA's § 402 State and Community Highway Safety formula grant program or for FHWA's Highway Safety Improvement Program (HSIP) eligible activities (hazard elimination).

NHTSA



THANK YOU.



NHTSA New Employee Orientation

Maggi Gunnels, Ph.D., M.S.
Associate Administrator
Office of Regional Operations
and Program Delivery





Our NHTSA Mission

The mission of the National Highway Traffic Safety Administration, an agency of the U.S. Department of Transportation, is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement activity.



Traffic Fatalities

- In 2015, 35,092 people died in motor vehicle traffic crashes in the United States, ending a 5-decade trend in declining fatalities with a 7.2 percent increase in deaths in 2014 (32,744).
- Of the 35,092:
 - 48 % unbuckled
 - 57 % nighttime fatalities unbuckled
 - 29 % alcohol- impaired





Our National Traffic Safety Picture

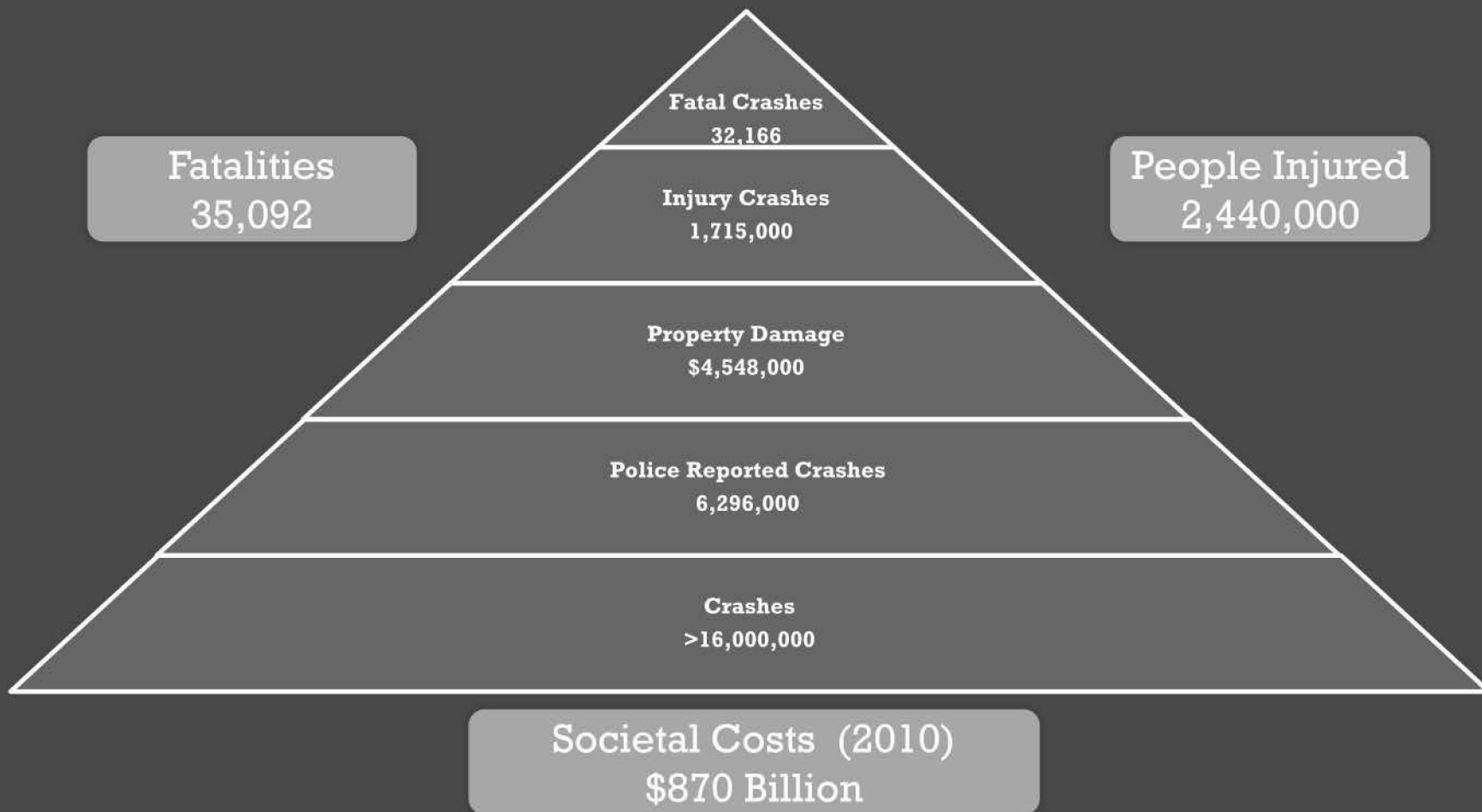
- The Four Ds
 - Drunk Driving
 - Drugged Driving
 - Distracted Driving
 - Drowsy Driving
- Unrestrained Driver & Passenger
- Pedestrian & Bicycle Fatalities
- Motorcycle Fatalities





The Highway Safety Problem

90 people die each day in the USA





**Regional Operations and
Program Delivery**

Maggi Gunnels, Ph.D.

Associate Administrator

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Beth Baker
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Carmen Hayes
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Region 5

Darin Jones
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Georgia Chakiris
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Region 7

Susan DeCourcy
NTI-270

Region 8

Gina Espinosa-Salcedo
NTI-280

Region 9

Chris Murphy
NTI-290

Region 10

Greg Frederickson
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NHTSA Around the USA



★ Vehicle Research and Test Center
☆ Regional Headquarters

NHTSA Regional Operations



**Maggi Gunnels,
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Associate
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**Region 1
Art
Kinsman**

Massachusetts



**Region 2
Michael
Geraci**

New York



**Region 3
Beth
Baker**

Maryland



**Region 4
Carmen
Hayes**

Georgia



**Region 5
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Texas



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Colorado



**Region 9
Chris
Murphy**

California



**Region 10
Greg
Fredericksen**

Washington



Office of Regional Operations & Program Delivery

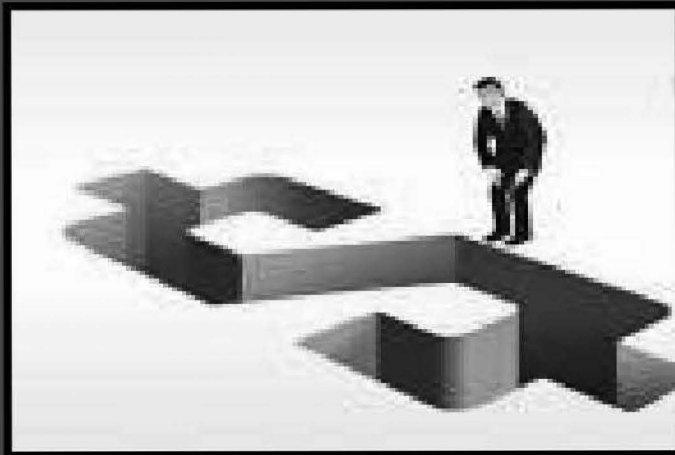
	FY 2015 Actual	FY 2016 Actual	FY 2017 (Full Year CR)
Funding Level	\$25,500,000	\$25,832,000	\$25,782,893
FTE*	95	92	91

- Administer and oversee ~ \$600 million in NHTSA highway safety grants and penalty transfer funds to States annually, > \$1 billion in State accounts
- Implement NHTSA highway safety programs across the USA including the District of Columbia, the Indian Nations and the Atlantic and Pacific Territories
- Provide extensive education, training and technical assistance to State highway safety professionals, and the public



Safeguarding Taxpayer Money

- Grants management and oversight
- Review and approval of Highway Safety Plans
- Management Reviews
- Ongoing monitoring of State programs





Regional Operations and Program Delivery Responsibilities

- Direct State highway grants and programs
- Promote DOT/NHTSA priorities
- Guide States with problem identification, performance measurement
- Share best practices & innovative tools in highway safety
- Provide technical assistance on mission critical activities, including State highway safety plans and programs
- Provide NHTSA training to Federal and State highway safety professionals
- Provide stewardship and oversight for grant programs
- Provide programmatic and fiscal oversight for NHTSA grants and grant-funded programs





Working with State Highway Safety Offices

- State Governors designate highway safety representatives and the highway safety office (SHSO)
- NHTSA has ten regional offices who work directly with SHSOs
- NHTSA works with FHWA and FMCSA to coordinate highway safety planning, joint safety initiatives and measurement of safety progress in the states

- In progress:
 - Emphasis on evidence-based programs to address increasing traffic fatalities
 - Annual NHTSA grant life cycle for FY 2018 begins on July 1, when States submit HSPs and grant applications



How Do We Measure Success in the States?

- **Lives Saved! Injuries and crashes prevented!**
- Strong Laws
- Innovative Programs
- Deterrence/Enforcement
- Adjudication
- DWI Courts, Traffic Safety Resource Prosecutors (TSRPs)
- Media (Campaigns) & Educational Activities
- Training
 - Standardized Field Sobriety Test (SFST)
 - Advanced Roadside Impaired Driving Enforcement (ARIDE)
 - Drug Recognition Expert (DRE)
- Licensing
 - Increase drivers properly licensed and improve licensing practices





Measuring Safety Performance in the States

- States are required to use a set of performances including three common modal safety measures (fatalities, fatality rates, injuries)
- Data reported annually, performance measures/targets reported on an ongoing basis, in HSPs, annuals reports and to NHTSA (NCSA)

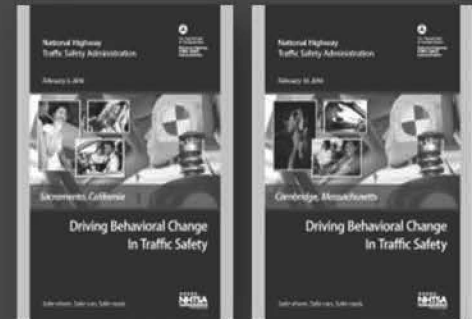
In progress:

- New safety metrics tools
- IT modernization that will link safety outcomes directly to NHTSA-funded traffic safety projects and initiatives
- States are sensitive to scorecards and comparison with other States ... New metrics tools have been well-received



Regional Priorities for 2017

- New and emerging traffic safety issues on America's roads
- Intermodal partnerships in safety programs
- FAST Act implementation and assessment of data, trends, problems and programs to develop performance measures
- *Safe Cars Saves Lives Southern Bus Tour*



NHTSA





Traffic Injury Control

Jeff Michael

Associate Administrator for Research and Program Development

Maggi Gunnels

Associate Administrator for Regional Operations and Program Delivery

Scope of the Problem

National Motor Vehicle Crash Causation Survey (NMVCCS): Critical Reasons for Crashes

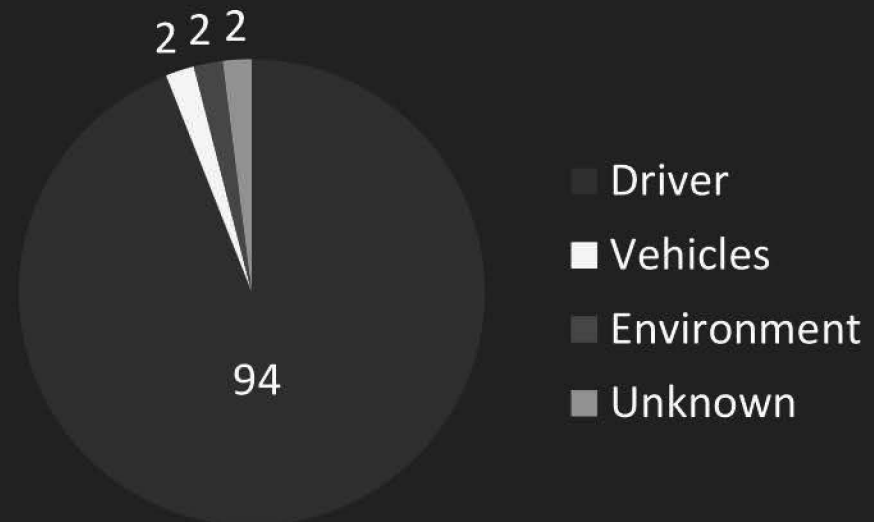
Attributed to drivers:

1. Recognition error (41%)
2. Decision error (33%)
3. Performance error (11%)
4. Non-performance error (sleep, etc.) (7%)
5. Other (8%)

Attributed to vehicles:

1. Tires/wheels-related (35%)
2. Brakes-related (22%)
3. Steering/suspension/transmission/engine-related (3%)
4. Other/unknown vehicle-related problems (40%)

Percentage of critical reasons for crashes

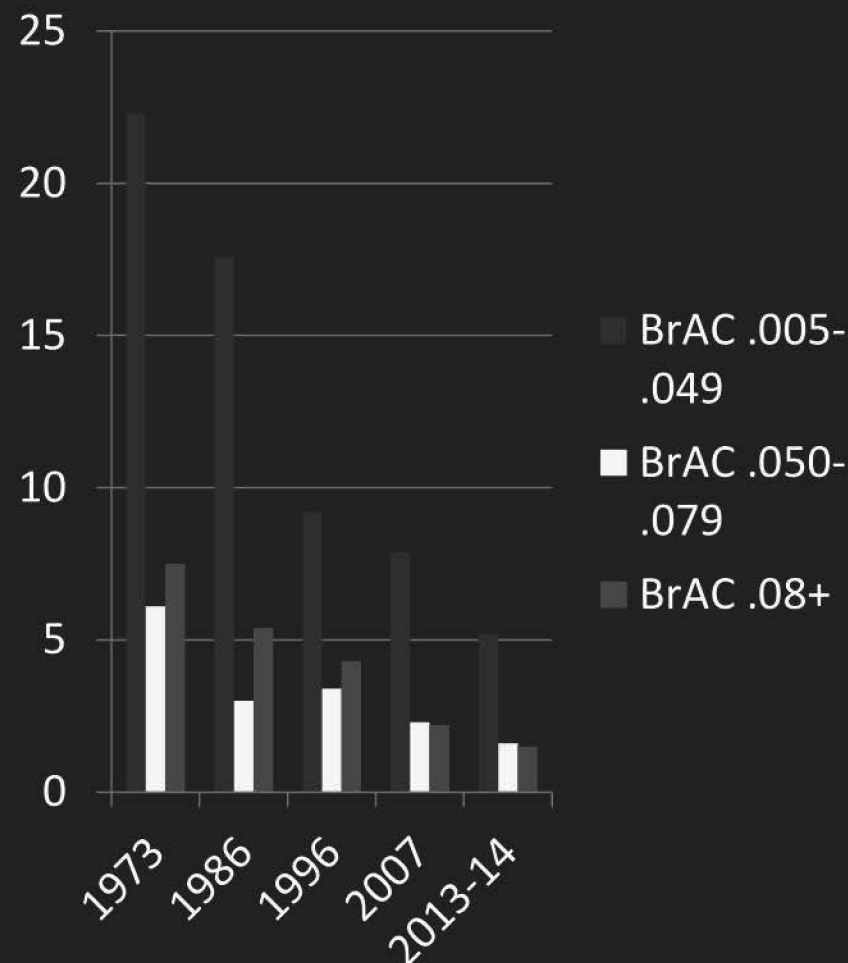


Scope of the Problem

- 32,719 fatalities in 2013
 - 90 deaths / day
- 10,076 alcohol-impaired driving fatalities
 - 28 alcohol-related fatalities each day
 - 21% of drivers in fatal crashes with BrAC .08+
 - 2% of large truck drivers
 - 27% of motorcyclists

Understanding the Problem

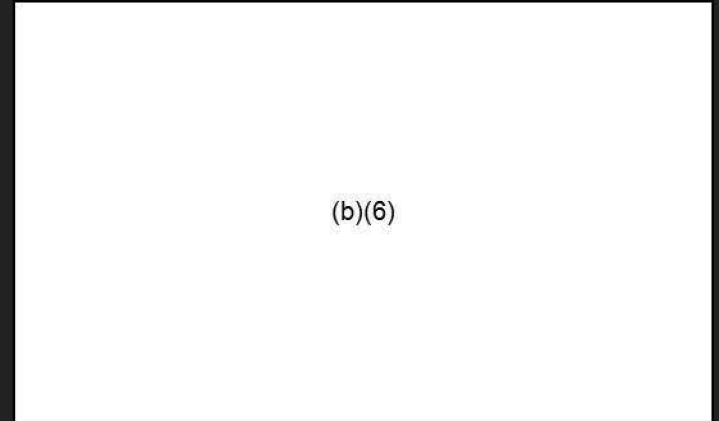
- Research thru the National Roadside Survey
 - Only documentation of the prevalence of alcohol and drug use among drivers
 - Shows downward trend of alcohol-impaired driving
 - Shows increase in marijuana use among drivers since 2007



Section 405 Impaired Driving

- MAP-21 405(d) replaces (SAFETEA-LU) S. 410 Program
- Average impaired driving fatality rates from final FARS data are used to determine state standing and requirements
- States divided into Low, Mid and High-range fatality rate designations
- MAP-21 provides specific guidelines for receiving and spending of funds, based on fatality designation
- States with ignition interlock laws that meet the requirements in the regulation will receive additional funding

Eligible Impaired Driving Countermeasures



Future Opportunities

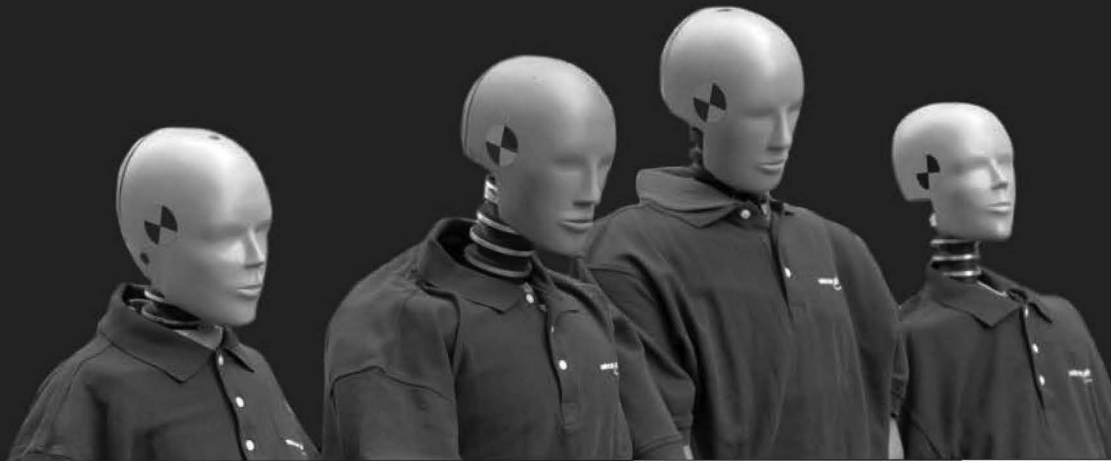
- Driver Alcohol Detection System for Safety (DADSS)
 - Interlock that is integrated into the initial vehicle design
 - Unique partnership
 - Two prototypes
 - Touch-based
 - Air-based

Other Areas – the 4 D's

- Drunk
- Drugged
- Distracted
- Drowsy

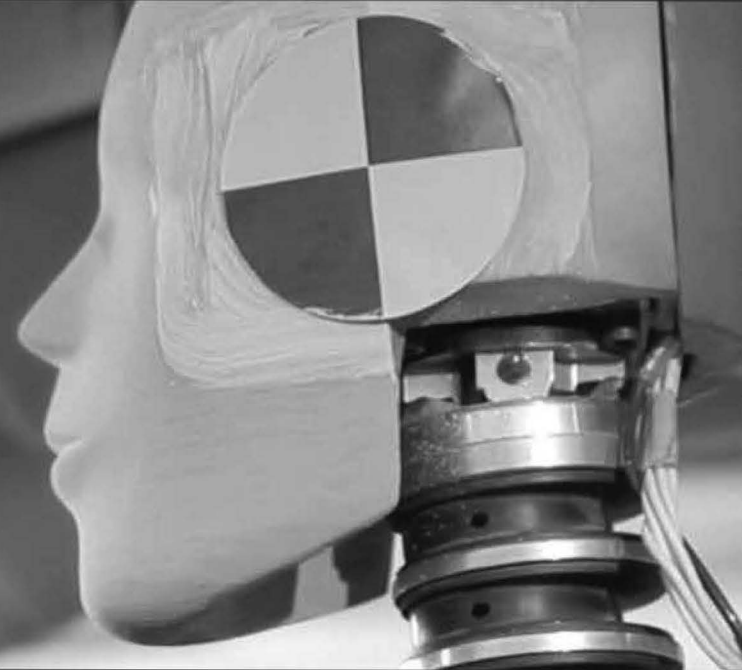
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NHTSA-ES17-080472-071

Core Traffic Safety Performance Measures



Amy Schick

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

Performance Measures (PMs)

- MAP-21 requires States to have an approved Highway Safety Plan (HSP), containing 15 core outcome measures to receive Section 402 State and Community Highway Safety Grants.
- PMs (included in the HSP) must include...
 - Documentation of current safety levels;
 - Quantifiable annual performance targets; and
 - Justification for each target.

Performance Measures (PMs)

- PMs should guide investments to achieve State performance goals (or targets).
- HSPs must include PMs and targets that are evidence-based and consistent with the NHTSA/GHSA report:
 - “Traffic Safety Performance Measures for States and Federal Agencies” (DOT HS 811 025).
- Targets, whenever reasonable, should represent an improvement from the current status rather than a simple maintenance of the current rate.

Core Outcome Measures

- C-1) Number of traffic fatalities (FARS)
- C-2) Number of serious injuries in traffic crashes (State crash data files)
- C-3) Fatalities/VMT (FARS, FHWA-HPMS)
- C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C-6) Number of speeding-related fatalities (FARS)
- C-7) Number of motorcyclist fatalities (FARS)
- C-8) Number of unhelmeted motorcyclist fatalities (FARS)
- C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C-10) Number of pedestrian fatalities (FARS)
- C-11) Number of bicyclist fatalities (FARS)

Core Behavior and Activity Measures

Behavior Measure

- B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Grant Activity Measures

- A-1) Number of seat belt citations issued during grant-funded enforcement activities
- A-2) Number of impaired driving arrests made during grant-funded enforcement activities
- A-3) Number of speeding citations issued during grant-funded enforcement activities

Sample Performance Measures (Goal Statements)

- Decrease traffic fatalities 5 percent from the 2010 calendar base year total of 2,445 to 2,323 by December 31, 2013.
- Decrease incapacitating traffic injuries 8 percent from the 2010 calendar base year total of 21,501 to 19,781 by December 31, 2013.
- Decrease fatalities/VMT 5 percent from the 2010 calendar base year total of 1.25 to 1.19 by December 31, 2013.

Value of Performance Measures

Performance Measures:

Augment State highway safety planning

Direct resources to where most needed

Connect goals to action

Cultivate increased accountability and transparency

Evaluate safety program progress

Communicate priorities, results and the importance of traffic safety

Value of Performance Measures

- PMs open the door for objective, data-driven discussion on whether anticipated levels of progress are being met and what should be done to achieve highway safety goals.
- PMs offer added accountability and help to identify strategic opportunities to assist States in meeting desired safety outcomes.

Background

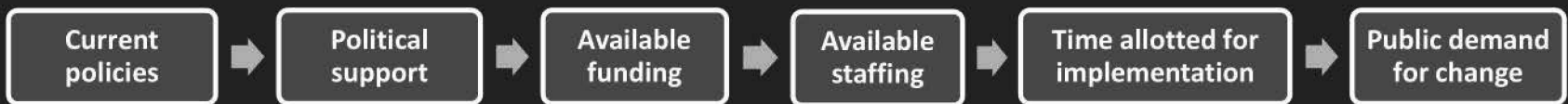
- In 2008, States voluntarily agreed to include PMs with their HSPs.
- The minimum set of PMs (jointly developed by NHTSA and GHSA) address most but not all possible highway safety problem areas.
 - NHTSA works with States to develop supplemental measures for emerging problem areas (e.g., drugged, drowsy and distracted driving).

Background

- Prior to the implementation of core traffic safety PMs, no single measure was used by all States:
 - States used different outcome measures to assess progress
 - Just 2 measures were used half of the States
 - Observed day-time seat belt use rates
 - Fatalities per 100 million VMT
 - States differed in how to normalize crashes
 - E.g. rates per VMT, per population, per registered driver
 - States differed in what to count
 - e.g., all crashes, injury crashes, serious injury crashes and/or fatal crashes) and

Target Setting

- The process for setting targets in the HSP must be based on an analysis of data trends, anticipated levels of effort, situational factors (e.g., economy, VMT) and a resource allocation assessment.



- HSPs must include an explanation of why each target is appropriate and evidence based.
- Baselines serve as points of reference to measure progress.

Target Setting (baselines)

- Baselines serve as points of reference to measure progress.
- Each approach for establishing a baseline has strengths and limitations.
- States should use the most recent FARS data for baselines (excluding serious injury and belt use rate measures).
 - For example, States should use 2010-2014 FARS data if using a 5-year moving average baseline in their FY17 HSP.

Target Setting

- States use a variety of approaches to select targets, with the most common practice being consensus selection among informed partners.
 - Targets should be reasonable and acceptable to stakeholders working toward safety goals.
- Other methodologies for target selection include, but are not limited to, statistical forecasting or selecting targets mandated by policy-makers and prevailing highway safety strategies e.g. TZD.

Target Setting

- Innovative and promising strategies are encouraged when a clear data-driven safety need has been identified.

– (23 CFR 1200.11(b))

Achievement of Traffic Safety Targets by Performance Measure Area (2013)

- Overall, States made progress toward achieving their 2013 highway safety targets.
 - 25 States and D.C. met or exceeded their total fatalities target.
 - 27 States met or exceeded their total serious injury targets.
 - 25 States met or exceeded their 2013 fatality rate per 100 Million VMT targets.
- Note: MAP-21 required the use of PMs beginning with FY14 HSPs (as a result not all States reported FY13 targets).

Percentage of States Achieving Targets (2013)

<u>Performance Measure</u>	% of States Achieving Target
<u>Total Fatalities (n=49)</u>	53%
<u>Serious Injuries (n=42)</u>	61%
<u>Fatality Rate (n=44)</u>	57%
<u>Unrestrained Passenger Vehicle Occupants Fatalities (n=50)</u>	74%
<u>Alcohol-Impaired Fatalities (n=50)</u>	50%
<u>Speed Related Fatalities (n=49)</u>	55%
<u>Motorcyclist Fatalities (n=49)</u>	43%
<u>Unhelmeted Fatalities (n=48)</u>	44%
<u>Young Driver Involvement in Fatal Crashes (n=47)</u>	64%
<u>Pedestrian Fatalities (n=47)</u>	26%
<u>Observed Seat Belt Use Rate (n=50)</u>	38%

Supplemental Performance Measures

- Using supplemental PMs (beyond the minimum required) is needed for emphasis areas that are included in the HSP and where an agreed upon measure has not been established (e.g. older drivers).
- States may project and assess progress for supplemental PMs using appropriate data sources which may include self-reported or observed survey behaviors.
- Supplemental/state-developed PMs should specifically relate to a program area and be associated with a project.

Program Linkage

- NHTSA and the Federal Highway Administration (FHWA) are harmonizing safety PMs common to both agencies:
 - Total fatalities
 - Total serious injuries
 - Fatality rate measures
- Common measures within the State HSP and the State highway safety improvement program (HSIP) shall be defined identically.
- This coordination will promote uniform measures of progress used by both agencies.

Promising State Target Setting Practices

- Conduct comprehensive problem identification.
 - Query data sources to identify who (e.g., age, sex, gender) is crashing and what (e.g., single vehicle fixed object crash, multiple vehicle crash, pedestrian-motor vehicle crash) specifically occurred.
- Select projects that are aligned with the State problem areas.
- Tie all projects back to a specific PM.
- Fund programs/projects that are proven effective.

Promising State Target Setting Practices

- Make allowances for community-based approaches giving communities flexibility to structure highway safety programs to meet localized needs consistent with the broader/statewide goals.
- Coordinate with a diverse group of partners on the problem identification process.
- Consistently monitor progress and program effectiveness to adjust and amend strategies as needed.

Considerations

- While MAP-21 codified a standard set of PMs, there are no standardized methodologies for how States set their targets for these measures.
- States with few traffic fatalities may have difficulty in projecting future year trends.
 - When the numbers are disaggregated by fatality type, such as pedestrian, the counts become even smaller.

Considerations

- There are many factors that contribute to the success or failure of a State to meet its highway safety targets.
- PMs should not be used to compare localities or States to one another, since they may differ substantially on factors that affect traffic safety performance.
 - The overall level of crashes and injuries are affected by factors such as population, traffic volumes, fuel prices, urbanization, per capita alcohol/drug consumption, general economic conditions and the political environment.

Recap

- Establish targets based on problem ID.
- Employ case-study like analyses that examines local conditions and countermeasures (e.g., laws, enforcement and infrastructure) to establish meaningful targets.
- Use PMs (targets) to guide efforts and select projects that have a higher likelihood of reducing fatalities and injuries.
 - PMs serve to limit projects unsupported by evidence or positive safety outcomes.

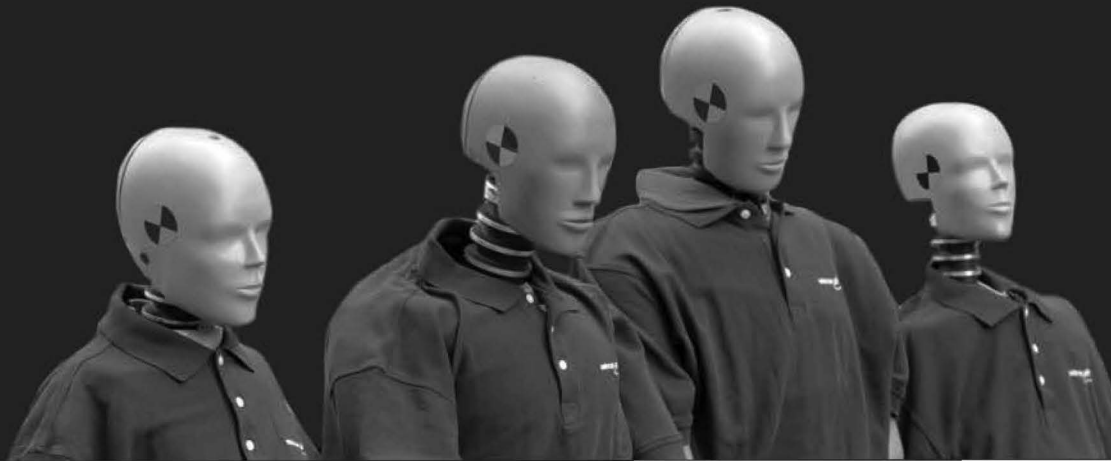
Safer drivers. Safer cars. Safer roads.

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***NHTSA's Office of
Regional Operations
and Program
Delivery***

***Advancing Traffic
Safety in the States***



Today's Agenda

- NHTSA Safety Grant Program Overview
- NHTSA's Role in Advancing Traffic Safety
- NHTSA Grants 101
- The State Highway Safety Office/Barriers to Improve Traffic Safety
- National Key Partners
- States Issues for NHTSA and Actions Taken
- Federal Intermodal Partners
- New Approaches to Advancing Traffic Safety



NHTSA Safety Grant Program Overview

- The Highway Safety Act of 1966 required that the Governor of each State shall administer a highway safety program through a State highway safety agency.
- The Governor must designate a single point of contact (Governors Representative) in that agency for the review and management of the program.
- Every State, U.S. Territory, and Indian Nation, including the District of Columbia and Puerto Rico, has an agency responsible for delivering highway safety programs to their jurisdictions.

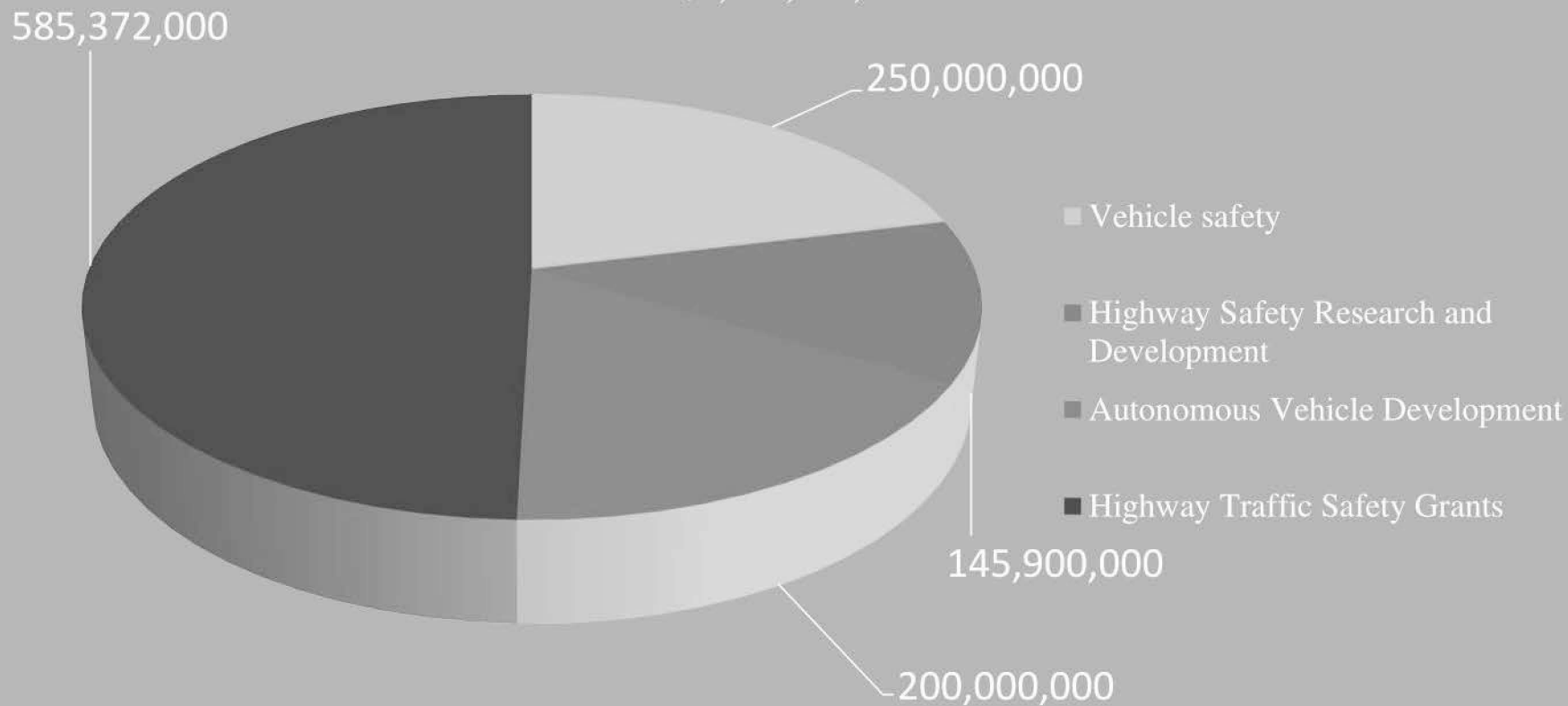


NHTSA Safety Grant Management Overview

- NHTSA, under Section 402 of the Highway Safety Act, distributes State and community grant funds to these agencies for behavioral traffic safety programs aimed at preventing crashes and their attendant costs, both human and financial.
- An estimated _____ goes to State Highway Safety Offices (SHSOs). These funds include State and Community grants, based on a statutory formula, as well as the National Priority Safety Program grants, which are criteria based grant funds.
- These funds are used to support countermeasure strategies and projects identified in the States' Highway Safety Plan (HSP).



**National Highway Traffic Safety Administration
FY 2017 Budget by Program
\$1,181,272,000**





NHTSA Grants 101

- NHTSA's largest investment in safety
- Formula (and incentive) safety grants
- Federal aid (penalty) transfer programs
- 57 jurisdictions - the States, DC, Indian Nations (BIA) and the Atlantic and Pacific Territories
- Ten NHTSA field offices (seven situated in Federal buildings)



The FAST Act

- Interim Final Rule (IFR) Effective on 5/23/16
- Authorizes traffic safety programs for 5 years
- Increases State grant funding, adds new non-motorized grant program, revises three existing grant programs
- Provides more flexibility to transfer funds
- Increases Driver Alcohol Detection System for Safety (DADSS) funding
- Status of IFR



NHTSA State and Community Grants

Section 402

- Formula Based
- \$274.4 M authorized in 2016, increasing by 1% annually
- Funds can be used for a wide variety of safety activities, including programs to address speeding, older driver safety, teen safety and emergency services
- Revises use of funds for teen safety programs
- States must conduct a biennial survey of automated enforcement use
- Allows States to use funds for S 403 (research) activities
- NHTSA has 45 days to review Highway Safety Plans (HSP)
- NHTSA to develop guidelines on driver awareness of Commercial Motor Vehicles
- NHTSA to develop process for electronic submission of HSP



NHTSA National Priority and Safety Programs Grants Section 405

- \$274.7M authorized in 2016, increases by 3% annually
- Separate sub-grants for different program areas, including
 - Impaired Driving
 - Occupant Protection
 - Data
 - Motorcycles
 - Graduated Drivers License- more flexibility
 - Distracted Driving- more flexibility
 - **Non-motorized traffic (new)**
 - **24/7 Sobriety Program (new)**



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Regional Operations and Program Delivery Office Roles in Advancing Safety

- Administer NHTSA's grant safety programs
- Provide programmatic and fiscal oversight for NHTSA safety grants and grant-funded programs
- Provide leadership in the planning, development and implementation of behavioral traffic safety programs
- Act as the liaison between HQ and Regional Offices
- Provide training to NHTSA field and State highway safety officials
- Support Agency cross-cutting initiative, from Administrator press events to public hearings on vehicle safety to NHTSA and DOT communication, education and outreach campaigns



ROPD Basic Operating Budget

- FY17 Budget Control Total **\$4,972**
- Total Budget Requirements **\$6,026**

Future Budget

- Normalize IT Costs
- Identify duplicate costs (e.g., WCF and field operations costs)
- Strengthen safety program support through communications and outreach (including corporate) and core program contracts

Note: On the ~\$26 million grant administration costs (same principles apply and work with CFO should be completed by January 2017)

Operating Budget (in thousands)*	
Regional Budget	
8 LEL Contracts	\$767
4 Media Contracts	\$182
1 Outreach Contract	\$100
3 Other Contracts	\$349
Administrative Expenses	\$157
Regional Sub-Total	\$1,552
Headquarters Budget	
5 SLA	\$967
VTC/Wireless	\$78
GMSS	\$1,675
GOAS	\$350
7 Other Contracts	\$1,395
Administrative Expenses	\$9
Headquarters Sub-Total	\$4,474



NHTSA Around the USA



 U.S. Department of Transportation
National Highway Traffic Safety Administration

★ Vehicle Research and Test Center
☆ Regional Headquarters





Regional Office Roles in Advancing Safety

- **Leads DOT/NHTSA priorities and initiatives in the States**
- **Provide training to States and other safety partners**
- **Provide programmatic technical assistance**
- **Guide States with problem identification, performance measurement**
- **Provide Stewardship & Grants Management**
 - **Programmatic and fiscal oversight**
 - **Site visits to grantees and sub-grantees**
 - **Highway Safety Office Management Reviews**



Regional Office Roles in Advancing Safety

In addition, the NHTSA field offices;

- Participate in State Traffic Records Coordinating and Strategic Highway Safety Planning committees, and other key groups
- Organize and coordinate State and National media events, listening sessions, White House roundtables and more
- *Perform many other duties as assigned!*



2017 State Milestones/Calendar

- January 2017 (Early) – NHTSA GMSS Testing and Training for S 402, S 405 and 1906 Grant Application Processes
- February 5, 2017 – Preliminary Date for NHTSA GMSS Release of (FY 2018) S 402, S 405 and 1906 Grant Application Modules
- February 2017 – Annual Emerging Issues Webinar for States
- March 15, 2017 – S 154, S 164 Transfer Programs – Distribution of Available Funds to States
- July 1, 2017 – State S 402, S 405 and Other Grant Applications Due to NHTSA
- August 15, 2017 – NHTSA Approval of State Highway Safety Plans (New Timeline) Summer (Late) 2017 – NHTSA GMSS Invoicing Module Release
- October 2017 – NHTSA Notifies States about Grant Award Determinations To Be Determined – NHTSA GMSS Year End Closeout Module Release



State Highway Safety Office

- SHSO Structure – 27 (47%) housed in State DOTs
- SHSO personnel/Program requirements
- The Highway Safety Plan
- *Why is this important?*



State Highway Safety Barriers

- Legislation
- Political pressure
- Competing priorities
- IT system management
- Federal versus State cycles





Key National Partners

Governors Highway Safety Association

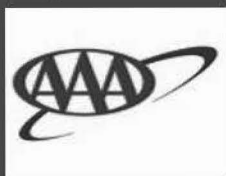
- Voice of the States
- Key partnership in carrying out our safety mission in the States, and the local communities
- Close, working partnership (e.g., Federal Relations committee, quarterly Executive Board, semi-annual State Executive training)





Key National Partners

- Bureau of Indian Affairs (BIA)
- American Automobile Association
- American Association of State Highway and Transportation Officials
- Centers for Disease Control and Prevention
- Indian Health Service (IHS)
- International Association of Chiefs of Police (IACP)
- Insurance Institute for Highway Safety- IIHS
- Mothers Against Drunk Driving- MADD





State Issues for NHTSA Action Taken

State Issue

- Reduce administrative burden
- Improve timely distribution of funds
- Improve technical assistance related to proposed State safety legislation
- Too many US DOT, NHTSA priorities
- Performance measurement
- Buy America Act requirements
- Next generation of safety professionals

NHTSA Action Taken



Federal Intermodal Partners

- FHWA- Coordination of the three common performance measures in the HSP and the SHSPs required in FY2017
- FMCSA – large trucks in work zones/fatalities and injuries in oil boom States
- Quarterly Intermodal Safety Managers Meeting
- Highway Safety Partners Venture (HSVP)





New Approaches to Advancing Traffic Safety in the States

- Promoting innovative strategies and countermeasures in behavioral change
- Creating new partnerships
- Make impact in tribal communities
- Implementing collaborative programs
- Developing solutions for consistent, efficient and effective police traffic safety services
- Addressing traffic safety and mobility issues in rural communities
- Improve focus on impaired driving, to include drugged driving

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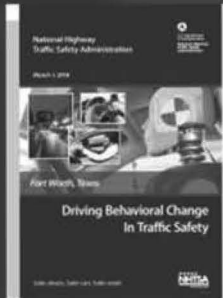
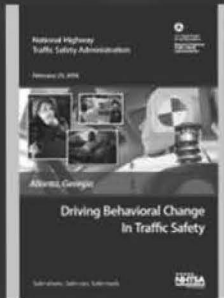
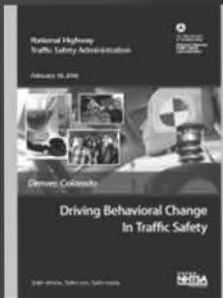
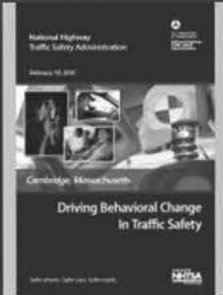
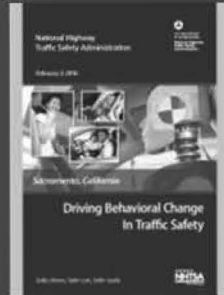
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www.safercar.gov

<https://statemetrics.nhtsa.gov/>

www.safercar.gov/

www.safercar.gov

NHTSA Around the USA



U.S. Department of Transportation
National Highway Traffic Safety Administration

☆ Vehicle Research and Test Center
★ Regional Headquarters



- Ten NHTSA Regional teams (starting Summer 2016) led strategic forums with cross-section of law enforcement community to identify opportunities where NHTSA can help States and local agencies better address traffic safety issues in jurisdictions with significant crash problems
- Common themes - Resources (people, equipment), deployment and administrative challenges
- In conjunction with State Highway Safety Offices, FY2018 highway safety plans (HSPs) will include lessons learned, new safety projects



Working with State Highway Safety Offices Challenges and Strategies for Success

- State Governors designate highway safety representatives and the highway safety office (SHSO)
- NHTSA has ten regional offices who work directly with SHSOs
- NHTSA works with FHWA and FMCSA to coordinate highway safety planning, joint safety initiatives and measurement of safety progress in the states

- In progress:
 - Emphasis now on evidence-based programs to address increasing traffic fatalities
 - Annual NHTSA grant life cycle for FY 2018 begins on July 1, when States submit HSPs and grant applications



- States are required to use a set of performances in addition to three common modal safety measures (fatalities, fatality rates, injuries)
- Data reported annually, some measures reported on an ongoing basis, in HSPs, annuals reports and to NHTSA (NCSA)
- In progress:
 - New safety metrics tools
 - IT modernization that will link safety outcomes directly to NHTSA-funded traffic safety projects and initiatives
 - States are sensitive to scorecards and comparison with other States ... New metrics tools have been well-received

- IT modernization of grants administration in progress to streamline grants management and performance measurement
- First release began July 2016 and was well-received by States
- NHTSA works closely with state users, including the Governors Highway Safety Association

- In progress:
 - User testing and training – States can start inputting highway safety plans, grant applications and data in the system in March 2017 (for submission by July 1, 2017)
 - Seven releases in 2017; Completion date – April 1, 2018
 - Current challenge is coordinating IT modernization with completion of an updated grants administrative regulation and need for Federal and State users to streamline processes



NHTSA S 402 State and Community Grant Programs

- Supports safety programs that reduce crashes, deaths, injuries & property damage
- Bread and butter program that directly funds State highway safety offices and priority safety initiatives
- Submission of approved annual HSPs signed by Governors
- States have expressed concern about pending interim final rule and we generally agree with State recommendations on streamlining requirements





- Funds thousands of traffic safety projects in State and local communities across the USA including impaired driving countermeasures, ignition interlocking laws, distracted driving laws, motorcyclist safety and graduated driver licensing laws
- Constituent organizations, such as advocacy groups and MADD, are engaged in these safety programs in States and local communities

(b)(6)



NHTSA Penalty Transfer Programs

Open Container (§ 154) and Repeat Intoxicated Driver (§ 164) Programs

- Encourages States to enact/enforce strong open container and repeat offender laws
- Penalty transfer of Federal funds for non-compliance
- Alcohol-impaired driving countermeasures (NHTSA)
- States have option to assign funds to aid hazard elimination projects (FHWA)

Date: August 29, 2017

STATE: ALASKA

**Contact: Greg T. Fredericksen (206) 220-7652
Regional Administrator, NHTSA Region 10**

Organization

Governor: Bill Walker (Elected November 2014; term ends 2018)

U.S. Congressional Delegation:

Senators: Dan Sullivan-R (Elected November 2014; term ends 2020)
• Committee of the commerce; Committee of Science and Transportation;
Committee of the Armed Services; Committee of the Environment and
Public Works; Committee of Veterans Affairs

Lisa Murkowski-R (Re-elected November 2010; term ends 2016)
Committee on Appropriations

**House Member: Don Young (R) (Re-elected 2014 as incumbent since 1973; term
ends 2016)**
Committee on Transportation and Infrastructure

Governor's Representative: Tammy Kramer
tammy.kramer@alaska.gov

Coordinator: Tammy Kramer

Dept. of Transportation: Patrick J. Kemp, Commissioner

Dept. of Public Safety: Gary Folger, Commissioner

Alaska State Troopers: Colonel James Cockrell

State EMS Director: Merry Carlson

2015 State Legislature:
Senate: 14 Republicans, 6 Democrats
House: 23 Republicans, 16 Democrats

STATEWIDE STATISTICS *

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	62	64	56	72	59	51	73	65
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	330	384	390	334	TBD	TBD	TBD	TBD
Fatalities/100M VMT								
Total	1.27	1.30	1.17	1.57	1.23	1.05	1.50	TBD
Urban	0.57	0.99	0.89	1.07	0.80	0.71	1.09	TBD
Rural	2.01	1.64	1.50	2.12	1.70	1.42	2.08	TBD
Number of Unrestrained Occupant Fatalities, All Seat Positions	23	12	14	26	19	12	21	15
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	21	22	16	21	15	16	22	23
Number of Speeding-Related Fatalities	35	29	25	26	14	22	18	22
Number of Motorcyclist Fatalities	8	7	9	10	9	9	8	11
Number of Un-helmeted Motorcyclist Fatalities	2	2	6	1	5	2	3	4
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	17	10	7	10	7	8	11	6
Number of Pedestrian Fatalities	3	9	6	9	8	6	14	12
Number of Bicyclist and Other Cyclist Fatalities	1	2	0	2	1	1	3	0
Observed Seat Belt Use, Front Seat Outboard Occupants	84.9%	86.1%	86.8%	89.3%	88.1%	86.1%	88.4%	89.3%

* Data Source: State Traffic Safety Information (STSI) website

** The number of Serious Injuries in Traffic Crashes from State data systems.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Safety Belt Law	X		May 1, 2006	N/A
Graduated Drivers License	X		2005	Full License Minimum Age - 16 yrs. 6 mos.
Open Container Law (154)		X		N/A
Repeat Intoxicated Driver Law (164)		X		N/A
CPS	X		1984	Child safety seat required up to age 4
Booster Seat	X		September 15, 2009	Ages 4-7 unless child is 4'9" or 65 lbs
Motorcycle Helmet Law		X		17 years and younger must wear a helmet
Racial Profiling		X		N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General:

Management Review:

- September 2014.

Special Management Review:

- Impaired Driving: none scheduled
- Occupant Protection: none scheduled

Assessment:

- Impaired Driving: none scheduled
- Occupant Protection: August 2013
- Traffic Records Assessment: June 2012
- Standard Field Sobriety Test (SFST): July 2012

Impaired Driving:

General Summary of Activities: AHSO uses Sec. 410 & 154 funding to support high visibility enforcement, related media, educational campaigns, and law enforcement training. AK suspended the TSRP program recently due to personnel issues and may start the program once again soon. AK is funding a JOL position in FFY14 and has discussed starting up an LEL program with Glenn Cramer. In November, 2014, Tammy Kramer accompanied Glenn Cramer and Anchorage Police Department's Sergeant Roy LeBlanc on a visit to Boise, Idaho Police Dept.'s DUI team to learn about effective DUI enforcement; both Sgt. LeBlanc and Ms. Kramer had ride-alongs with Boise officers and appeared to benefit from the visit.

Involvement in Crackdown:

- Support of National Tag Line: unknown for 2014
- Number of law enforcement involved: unknown for 2014

Innovative programs: none

Significant impaired driving Sec. 403 demonstration projects? None

Section 410/405d:

- Sobriety Checkpoints
- ALR

Carryover funding in any of the grant program areas? Yes (multiple areas)

Does State have active Coordinating Committee? Yes

Hot Issues: 2011 Management Review issue C-9 still unclosed, awaiting potential action from the U.S. Dept. of Justice regarding request for AK's return of improperly spent alcohol funds to NHTSA. Linda Fischer-Lewis has been working directly with Tammy Kramer on multiple issues as a NHTSA regional contact, including assisting with development of the impaired driving program.

Seat Belt Use:

General Summary of Activities: Alaska has a Primary Seat Belt law, which should be enforced even more strictly, especially with State workers.

Involvement in Click It or Ticket (CIOT) mobilization:

- Support of National tag line: Yes

- Number of LE involved: Over 60 law enforcement agencies participate in twice yearly Click It or Ticket campaigns. During the May 2013 CIOT Mobilization, AK reported 12 participating law enforcement agencies or 61 that worked 1,049 hours and wrote 396 Safety Restraint Citations.

Innovative programs: none

Significant occupant protection Sec. 403 demonstration projects? None

Carryover funding in any of the grant program areas? Yes (multiple areas)

Does State have active Coordinating Committee? No

Hot Issues: None

Other Significant Programs

Cell Phone Use:

To establish a trend line, surveyors in all communities were asked to document cell phone use for the drivers of the vehicles. The observed cell phone usage rate for drivers in 2012 was 6.5%, which the same as 2011, and was up from 5.1% in the 2010. The observed usage rates by borough were: MatSu 11.7%, Kenai Peninsula 5.9%, Juneau 5.4%, Fairbanks 5.3%, and Anchorage 5.0%.

Safe Communities:

Motorcycles: Alaska recorded 31,940 registered motorcycles in 2012. Although the State does not have a state funded rider training program, entry-level and experienced rider training is conducted in Anchorage, Fairbanks, Juneau, Palmer, Soldotna and Wasilla by course sponsors (ABATE) using Motorcycle Safety Foundation curricula. The Alaska Motorcycle Safety Advisory Committee advises the AHSO on matters concerning rider education & training, impaired motorcycle driver enforcement, motorist awareness of motorcycles, road hazards unique to motorcycles, and other matters relating to motorcycle safety. In addition to minimal support for educational materials and training, AHSO funding supports some motorcycle safety related media spots.

Speed: Speeding is a significant causation factor in major injury crashes. Speed enforcement is an element of the state's high visibility law enforcement grants. In FFY 2014, the state attempted to address speed enforcement as an expected activity in law enforcement grants and as a high priority topic with the LELs. A speed component was planned for the the statewide media plan and as a topic in grantee public awareness activities.

Pedestrians/Bicycles:

Emergency Medical Services: Although funding has been set aside for EMS in annual HSP's, it is unclear if any projects have recently been funded.

Data Records/Traffic Records (TR): The multidisciplinary Alaska Traffic Records Coordinating Committee (ATRCC) is comprised of owners, operators, collectors and users who meet monthly. The ATRCC completed a revision of their five-year strategic plan in March 2013

and work to require all projects within the Strategic Plan to address recommendations and strategies from state assessments and reports. Tammy Kramer is planning to re-energize the ATRCC with the addition of Miles Brooks to the SHSO as a FARS analyst and traffic records coordinator. Alaska has been providing training and installing TraCS hardware to law enforcement agencies for several years. Approximately 30 of the 50 LE agencies use the TraCS software which allow for data to be electronically submitted to the courts. A new version of the 12-200 crash report, that is MMUCC 4.0 compliant, was finalized and deployed via TraCS statewide; officer training was a component of the deployment.

Federal Highway Focus City/State: unknown

Congressional Earmarks: None

Hot Issues: The new governor, Bill Walker, is a long-time Republican who ran with Lt. Governor elect Democrat Byron Mallott on a non-party independent ticket. Mallott has an Alaska Native, Tlingit heritage. Their transition effort might be more likely to cross political boundaries than previous executive shifts, after taking office Dec. 1. It is unclear how the ASHO, Tammy Kramer, and Commissioner Kemp will survive the transition.

MAP-21 FUNDING CHART				FAST ACT
ALASKA	FY14	FY15	FY16	FY17
§402	\$1,742,775.00	\$1,875,110.98	\$ 2,029,646.62	\$ 344,783.04
§405(b) OP	\$468,260.30	\$ 443,883.18	\$ 348,220.82	
§405(d) IMPAIRED DRIVING	\$1,103,745.75	\$1,091,376.86	\$ 1,100,972.81	
§405(c) DATA PROGRAM	\$410,929.62	\$ 304,164.52	\$ 304,832.90	
§405(e) DISTRACTION	\$			
§405(f) MOTORCYCLE	\$			
§405(g) GDL	\$			
§154 OPEN CONTAINER	\$			
§164 REPEAT OFFENDER	\$			
TOTAL	\$3,725,710.67	\$3,714,535.54	\$ 3,783,673.15	\$ 344,783.04

0 - didn't receive funding – either didn't qualify or didn't apply

- N/A not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds.

August 15, 2017

State: Alabama

**Contact: Regional Administrator Carmen N. Hayes, Region 4
(404) 562-3739**

Organization

Governor: Kay Ivey (R)

U.S. Congressional Delegation:

Senators and party affiliation: Richard C. Shelby (R) (Appropriations)
Luther Strange (R)

Members of Congress and party affiliation: Bradley Byrne (R)
Martha Roby (R) (Appropriations)
Michael D. Rogers (R)
Robert B. Aderholt (R) (Appropriations)
Mo Brooks (R)
Gary Palmer (R)
Terri A. Sewell (D)

Governor's Representative: William M. Babington, Division Chief
Law Enforcement and Traffic Safety Division
Alabama Department of Economic and Community Affairs

Coordinator: Bill Whatley, Public Safety Unit Chief
Law Enforcement and Traffic Safety Division
Alabama Department of Economic and Community Affairs

State Police/Patrol Executive: Chief Charles Ward, Alabama Highway Patrol
Alabama Law Enforcement Agency

State EMS (Emergency Medical Services) Director: Mark Jackson, Interim Director
Emergency Medical Services

State Legislature:
Senate: 8 Democrats; 26 Republicans; 1 Independent
House: 31 Democrats; 72 Republicans; 2 Vacant

STATEWIDE STATISTICS*

	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	895	865	853	820	849	
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	9,904	8,974	8,490	7,960	8,540	
Fatalities/100M VMT						
• Total	1.38	1.33	1.31	1.25	1.26	
• Rural	1.70	1.69	1.85	1.97	1.70	
• Urban	1.09	1.01	0.82	0.72	0.64	
Number of Unrestrained Occupant Fatalities, All Seat Positions	382	354	369	351	355	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	261	240	259	265	247	
Number of Speeding-Related Fatalities	298	273	253	237	236	
Number of Motorcyclist Fatalities	98	97	80	65	67	
Number of Unhelmeted Motorcyclist Fatalities	10	10	1	10	9	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	136	139	102	91	122	
Number of Pedestrian Fatalities	79	77	59	96	98	
Number of Bicyclist and Other Cyclist Fatalities	5	9	6	9	9	
Observed Seat Belt Use, Front Seat Outboard Occupants	88.0	89.5	97.3	95.7	93.3	92.0

* Data Source: [State Traffic Safety Information \(STSI\) website.](#)

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	√		12/9/1999	N/A
Graduated Drivers License	√		10/1/2002	Under age of 18
Open Container Law (154)	√		8/1/2000	N/A
Repeat Intoxicated Driver Law (164)	√		8/17/1980 Amended 4/28/2006	N/A
CPS (Child Passenger Safety)	√		7/29/1982 – Amended 7/1/2006	Until child is 15 years of age
Booster Seat	√		7/1/2006	Until child is 6 years of age
Motorcycle Helmet Law	√		8/7/1980	All ages
Prohibit Racial Profiling		√	N/A	N/A
High BAC (Blood Alcohol Concentration)	√		9/1/2011	N/A

PROGRAM AREA SUMMARIES

General:

Management Review – The National Highway Traffic Safety Administration (NHTSA) Region 4 Office conducted a management review of the Alabama Office of Highway Safety (AOHS) on April 17-21, 2017 in Montgomery, Alabama.

Impaired Driving:

Alabama actively participates in the National crackdown and sustained impaired driving enforcement effort. The State used the impaired driving tag line, “Drive Sober or Get Pulled Over” for the 2016 Impaired Driving Crackdown. During the 2016 Impaired Driving Crackdown, 96 law enforcement agencies participated in the intensified enforcement wave and Alabama spent \$325,000 for paid media in addition to generated earned media. Alabama law enforcement agencies conducted sobriety checkpoints and saturation patrols in identified impaired driving high crash locations. There were 307 impaired driving arrests made during the Crackdown. Alabama is supporting Mothers Against Drunk Driving (MADD) efforts and has established two hundred Students Against Destructive Decisions (SADD) chapters. Alabama received a NHTSA Section 403 Demonstration grant that was used to develop the Model Integrated Defendant Access System (MIDAS). MIDAS provides roadside access to driver history information and is currently the Driving Under the Influence (DUI) case management system. Alabama qualified for the Section 405d Impaired Driving Countermeasures Grant for fiscal years 2013, 2014 and 2015, as a Mid-range State.

Alabama requires any first-time convicted drunk driver with a blood alcohol concentration of .08 to .14 to drive a motor vehicle equipped with an ignition interlock. It also requires that all repeat offenders and first-time convicted drunk drivers with a blood alcohol concentration of .15 or greater.

Alabama became a Drug Evaluation and Classification Program (DECP) State in 2009. There are currently 21 credentialed Drug Recognition Experts (DREs) in the State.

Seat Belt Use:

Alabama’s seat belt use rate for calendar year 2016 is 92.0%. Alabama uses the national tag line “Click It or Ticket” (CIOT) and will continue to use the tag line in the future. During the 2016 CIOT Mobilization, 108 law enforcement agencies participated in the intensified enforcement wave and Alabama spent \$264,515 for paid media in addition to generated earned media. Alabama law enforcement agencies conducted sobriety checkpoints in identified low belt usage high crash locations.

Safe Communities:

Alabama has four Safe Communities across the state. The Safe Communities have strong coalitions and are essential to the statewide highway safety campaigns and provide a valuable link to the highway safety office in implementing local programs.

Speed:

In 2015, Alabama had 236 speed-related fatalities, down from 237 speed-related fatalities in 2014. Alabama identifies its speed-related high crash locations for law enforcement agencies across the state so they can target their efforts in those areas and enforce the posted speed limits.

Data Records/Traffic Records (TRCC):

Alabama has an active Traffic Records Coordinating Committee (TRCC). Alabama qualified for a Section 408 State Traffic Safety Information System Improvement Grant in fiscal years 2006 through 2012. In fiscal years 2013-2017, Alabama qualified for the Section 405(c) State Traffic Safety Information System Improvement Grant under the Moving Ahead for Progress in the 21st Century Act (MAP-21) or Fixing America's Surface Transportation Act (FAST Act). Alabama continues to be committed to improving the traffic records system in the State.

Any Hot Issues:

None

MAP-21 FUNDING CHART				
ALABAMA	FY13	FY14	FY15	FY16
§402	\$ 3,847,712.03	\$ 3,814,086.56	\$ 4,094,597.92	\$ 4,408,530.75
§405b Occupant Protection	\$ 996,858.67	\$ 1,026,199.10	\$ 972,776.28	\$ 763,130.86
§405c Traffic Records	\$ 849,832.74	\$ 900,558.09	\$ 666,580.86	\$ 668,045.63
§405d Impaired Driving	\$ 2,419,494.07	\$ 2,418,874.45	\$ 2,391,767.85	\$ 2,412,797.52
TOTAL	\$ 8,113,897.51	\$ 8,159,718.20	\$ 8,125,722.91	\$ 8,252,504.76

FAST ACT FUNDING CHART				
ALABAMA	FY17	FY18	FY19	FY20
§402	\$ 4,394,900.64	\$ 0	\$ 0	\$ 0
§405b Occupant Protection	\$ 617,647.45	\$ 0	\$ 0	\$ 0
§405c Traffic Records	\$ 676,580.95	\$ 0	\$ 0	\$ 0
§405d Impaired Driving	\$ 2,421,761.02	\$ 0	\$ 0	\$ 0
TOTAL	\$ 8,110,890.06	\$ 0	\$ 0	\$ 0

Date: August 29, 2017

STATE: Arkansas

**Contact: NHTSA Region 7 Regional Administrator – Susan DeCourcy
(816) 329-3900**

Organization

Governor: - Asa Hutchinson (Republican)

Senators: - John Boozman (R)
- Tom Cotton (R)

Congressmen: - Eric “Rick” Crawford (R) – Transportation and Infrastructure and
Highways and Transit
- French Hill (R)
- Steve Womack (R) – Committee on Appropriations
- Bruce Westerman (R)

Governor’s Representative: Colonel William J. Bryant, Director
Arkansas State Police

Coordinator: Bridget White, Administrator, Arkansas State Police - Highway Safety Office,
bridget.white@asp.arkansas.gov

State Police Executive: Colonel William J. Bryant, Director, Arkansas State Police

State EMS Director: Greg Brown, Section Chief, EMS & Trauma Systems, Dept of Health

State Legislature:

Senate: 23 Republicans; 13 Democrats

House: 64 Republicans; 36 Democrats

In 2009 AR began having annual Legislative sessions. This is a change from the State holding bi-annual sessions during odd years. In the new system during the odd years a full session will be in place. In the even years there will be a 30 day session to address budget issues. However, the Legislature can vote to address other items or lengthen the session during even years.

STATEWIDE STATISTICS

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	596	571	551	560	483	466	
Number of Serious Injuries in Traffic Crashes (Obtain from State)	30,874	28,060	26,710	27,632	22,587	27,532	
Fatalities/100M VMT	1.80	1.70	1.67	1.67	1.44		
• Total							
• Urban	0.86	0.82	0.86	0.82	0.72		
• Rural	2.52	2.40	2.31	2.38	2.23		
Number of Unrestrained Occupant Fatalities, All Seat Positions	253	244	220	227	174	166	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	173	178	154	144	123	135	
Number of Speeding-Related Fatalities	108	86	76	72	108	55	
Number of Motorcyclist Fatalities	71	84	64	72	61	61	
Number of Unhelmeted Motorcyclist Fatalities	34	48	35	42	39	36	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	91	58	68	69	60	55	
Number of Pedestrian Fatalities	37	38	42	47	45	36	
Number of Bicyclist and Other Cyclist Fatalities	5	2	6	6	4	7	
Observed Seat Belt Use, Front Seat Outboard Occupants	74.4%	78.3%	78.4%	71.9%	76.7%	74.4%	77.7%
Seat Belt Citation Issued During Grant Activities	19,835	29,316	31,711	28,861	27,714		
Impaired Driving Arrests Made During Grant Funded Enforcement Activities	2,218	1,858	2,000	2,089	1,808		
Speeding Citations Issued During Grant Funded Enforcement Activities	14,806	14,4079	8,967	7,823	5,848		

* Data Source: State Traffic Safety Information (STSI) website. The number of serious injuries in traffic crashes from the State data system. # Data collection changed in AR's crash form in 2007. Prior year's form collected non-injury as an injury.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		6-30-09	18+
Graduated Drivers License	X		7-10-09	14-18
Open Container Law (154)		X		N/A
Repeat Intoxicated Driver Law (164)	X		1999 and 2014	N/A
CPS	X		1984	Under age 15
Booster Seat	X		2001	Up to 6 years or 60 lbs
Motorcycle Helmet Law	X		1997	Under age 21
Prohibit Racial Profiling	X		7-10-09	N/A
High BAC	X		2001	N/A

PROGRAM AREA SUMMARIES

General:

Management Review – conducted September 2014

Special Management Review -

- Impaired Driving - conducted in 2005, PEP closed in 2008
- Occupant Protection - conducted in 2006, PEP closed in 2008

Assessment – Traffic Records Assessment conducted July – October, 2015

Impaired Driving:

General Summary of Activities:

The State's alcohol-related fatality rate per 100 million miles is .37 for 2013 which is a reduction from .43 in 2012. The State rate does continue to exceed the national average of .34. For the MAP-21 405d grant program area, Arkansas was determined to be a mid-range State. In 2011 and 2012 under SAFETEA-LU, Arkansas was determined to be a high fatality rate State.

Involvement in Impaired Driving Crackdown:

- Arkansas is using the “Drive Sober or Get Pulled Over.” slogan to promote Crackdowns and impaired driving activities in the State.
- In September 2015, 241 law enforcement agencies participated in the Crackdown.
- In September 2015 Arkansas dedicated \$345,263 towards paid media for the Crackdown.
- Arkansas increased their law enforcement participation in the Crackdown from 235 in 2014 to 241 in 2015 of the 361 agencies in the State participating. The State also saw a marketable increase in the number of enforcement hours, moving from 2,121 hours worked in 2014 to 12,747 hours worked in 2015.
- The increase in the number of hours contributed to the increase in enforcement efforts. In 2014 the State had 11,197 citations and arrests compared to 16,949 in 2015.

Innovative Programs:

- The State has implemented several programs to reduce the number killed and injured due to impaired driving. The Arkansas State Police also conduct statewide sobriety checkpoints, which cover 89 percent of the State's population.

Section 410 and 405d:

- In 2012, Arkansas was awarded \$3.8 million in Section 410 grant funds. In 2008 the State did not qualify for Section 410 funds. The State did qualify for Section 410 funds in 2009, 2010, 2011 and 2012 with the addition of DWI Courts. The State was classified as a high fatality rate for 2011 and 2012 and continues to utilize the program area funding to implement additional enforcement efforts aimed at reducing impaired driving. For 2015 the State was classified as a mid-range State by MAP-21 and received approximately \$1.5 million in 405d program area funds.

Drug Evaluation Classification (DEC): Arkansas is a Drug Evaluation Classification (DEC) State.

Does State have active Coordinating Committee: Yes, based upon requirements in the MAP-21 Section 405d grant program area, Arkansas organized an Impaired Driving Taskforce and the Taskforce developed a Statewide Impaired Driving Plan.

Hot Issues: None at this time.

Seat Belt Use:

General summary of activities:

Seat belt use rates in Arkansas had been relatively stagnant for several years after a dramatic increase in 1991 when a secondary seat belt law went into effect. During the 2009 Legislative Session Arkansas passed a primary seat belt law and the Governor signed the Bill on March 4, 2009. Standard enforcement began on June 30, 2009. Since 2002 through the use of paid media, high visibility enforcement, partnering with State Police, and use of the Click it or Ticket model, Arkansas experienced a measured increase in seat belt use from 54.5 percent in 2001 to 78.4 percent in 2011, with nearly an 8% increase from 2008 to 2011. In 2012 their seat belt rate lowered to 71.9%, but saw a rise in belt use in 2015 to 77.7%. Even with this increase the State continues to have one of the lowest use rates in the country. The State plans to continue to increase their belt use rate with a combined education and enforcement campaign that is centered on the primary seat belt law.

Involvement in Click It or Ticket mobilization:

- In May 2015, Arkansas again participated in the national Click It or Ticket Mobilization, with 222 of the 397 law enforcement agencies participating, including State Police and Troops, issuing over 4,000 seat belt citations. This is a significant increase from the 130 agencies that participate in 2011. In 2011 the State hired a second Law Enforcement Liaison to help increase law enforcement participation and have been steadily increasing their law enforcement participation each year. This position was vacant for most of 2013 and in 2014 they filled the position, however they have recently had a change on LEL's with that position being vacant during the recruitment for 2015 CIOT. The use of incentive programs with an emphasis on non-STEP (Selective Traffic Enforcement Projects), non-funded law enforcement agencies participating has also helped to increase the number of agencies reporting their individual activities.
- Arkansas dedicated \$350,000 for paid media during the 2015 CIOT Mobilization.

Hot issues: None at this time.

Other Significant Programs:

Safe Communities: The cities of Jonesboro and Springdale/Fayetteville currently have Safe Communities coalitions. The coalitions' goals are: to decrease preventable injuries by identifying and prioritizing injury sources and by implementing injury prevention interventions.

Motorcycles: In 1997, Arkansas repealed its universal motorcycle helmet law. Currently, the law only requires riders under the age of 21 to wear a motorcycle helmet. Motorcycle fatalities increased each year from 38 in 2001 to a high of 80 in 2007. In an effort to reduce Motorcycle fatalities the State has developed a Motorcycle Advisory Committee and hired a part time Motorcycle Coordinator. The number of fatalities has increased from 71 for 2009 to 84 for 2010, dropped to 64 in 2011, with a decrease to 61 for 2013.

Data Records/Traffic Records (TRCC): Arkansas completed a Traffic Records Assessment under the new NHTSA system from July 6 through October 7, 2015. Each year Arkansas develops a Traffic

Records Strategic Plan as part of their MAP-21 405c grant application. The State was awarded \$416,980 in Section 405c funds for FY 2015.

Graduated Drivers License (GDL): During the 2009 Legislative Session an upgraded GDL was passed. Additional restrictions were imposed to those drivers under the age of 18, including cell phone/texting restrictions, limits on non-family member vehicle passengers and night time driving restrictions. The new law became effective July 2010.

Transfer Programs : Arkansas law does not meet the requirements for an Open Container under Section 154. Until FY13, all Section 154 funds are transferred to the State Highway Department for hazardous elimination projects. Beginning in FY13, 1 million of the transferred funds will be available to the State Highway Safety Office for impaired driving prevention.

With the MAP-21 Authorization Arkansas became out of compliance for Section 164, repeat offender for driving while intoxicated or driving under the influence. For FY14 Arkansas had a penalty transfer of \$11,293,608. During the 2014 Arkansas Legislative session a qualifying repeat offender bill was passed. With the passage of the new legislation Arkansas is now in compliance with Section 164.

Federal Highway focus State: Roadway Departure

Congressional Earmarks: None

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$2,898,965	\$2,891,000	\$2,887,158
§405 Occupant Protection	\$384,540	\$381,600	\$375,473
§408 Traffic Records	\$500,000	\$500,000	\$500,000
§410 Impaired Driving	\$1,600,272	\$1,582,337	\$1,562,384
§410 HFR	\$	\$1,998,146	\$2,270,038
§2010 Motorcycle	\$100,000	\$100,000	\$100,000
§2011 Booster Seat	\$0	\$0	\$0
§1906 Racial Profiling	\$0	\$0	\$0
§406 Primary Seat Belt	\$0	\$0	\$0
§154 OPEN CONTAINER	\$9,636,022 (NHTSA \$0)	\$10,163,062 (NHTSA \$0)	\$9,735,245 (NHTSA \$0)
§164 REPEAT OFFENDER	\$0	\$0	\$0
TOTAL	\$15,119,799	\$17,616,145	\$17,430,298

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$2,875,871.05	\$2,848,430.73	\$3,077,906.13	\$2,954,966.10
§405 OP	\$ 748,714.02	\$ 770,750.84	\$ 730,626.38	\$ 573,167.29
§405 IMPAIRED DRIVING	\$1,817,217.63	\$1,816,752.25	\$1,796,393.20	\$1,812,188.03
§405 DATA	\$ 638,286.76	\$ 676,385.22	\$ 500,651.15	\$ 501,751.30
§405 DISTRACTION	\$ 755,643.80	\$		
§405 MOTORCYCLE	\$ 56,926.99	\$ 57,312.65	\$ 56,604.62	\$ 55,756.62
§405 GDL	\$	\$		
§154 OPEN CONTAINER	\$ 957,449.00	\$		
§164 REPEAT OFFENDER	\$	\$		
TOTAL	\$ 7,850,109.25	\$6,169,631.69	\$6,162,181.48	\$5,897,829.34

DATE: November 10, 2016

STATE: BUREAU OF INDIAN AFFAIRS (BIA) – HIGHWAY SAFETY PROGRAM

**Contact: NHTSA Region 6 Administrator
Georgia S. Chakiris (817) 978-4300**

Organization:

Governor: Sally Jewell, Secretary of Interior,

U.S. Congressional Delegation: None

Governor's Representative: Charles Addington, Deputy Associate Director
Bureau of Indian Affairs, Office of Justice Services

Coordinator: Lawrence Robertson, Division Chief
Bureau of Indian Affairs, IHSP

State Police/Patrol Executive: Darren Cruzan, Deputy Director
BIA Office of Justice Services

State EMS Director: Mary L. Smith, Principal Deputy Director, Indian Health
Service, U.S. Dept. of Health & Human Services

State Legislature: None

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law				Varies from Tribe to Tribe
Graduated Driver's License				Varies from Tribe to Tribe
Open Container Law (154)				N/A
Repeat Intoxicated Driver Law (164)				N/A
Child Passenger Safety				Varies from Tribe to Tribe
Booster Seat				Varies from Tribe to Tribe
Motorcycle Helmet Law				Varies from Tribe to Tribe
Prohibit Racial Profiling				N/A
High BAC				N/A

STATEWIDE STATISTICS*

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	531	438	569	553	511	606	NA
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	NA	NA	NA	NA	NA	NA	NA
Fatalities/100M VMT <ul style="list-style-type: none"> • Total • Rural • Urban 	NA	NA	NA	NA	NA	NA	NA
Number of Unrestrained Occupant Fatalities, All Seat Positions	286	218	281	274	232	277	NA
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	248	199	246	256	213	237	NA
Number of Speeding-Related Fatalities	198	154	197	210	177	185	NA
Number of Motorcyclist Fatalities	26	35	42	38	27	32	NA
Number of Unhelmeted Motorcyclist Fatalities	13	17	27	20	12	19	NA
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	41	29	48	33	32	35	NA
Number of Pedestrian Fatalities	82	64	103	101	101	120	NA
Number of Bicyclist and Other Cyclist Fatalities	6	6	6	7	8	NA	NA
Observed Seat Belt Use, Front Seat Outboard Occupants	NA	64.8	68.5	68.8	69.9	73.4	74.3

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

PROGRAM AREA SUMMARIES

General:

Management Review – FY14

Special Management Reviews

- Impaired Driving – N/A
- Occupant Protection – N/A

Assessment –

- Impaired Driving – FY06
- Occupant Protection – N/A

Background:

According to the latest 2010 U.S. Census, approximately 2,932,480 (0.9%) of the United States population identifies themselves as American Indian and/or Alaska Native. These individuals represent approximately 564 different tribes throughout the United States. American Indians\Alaska Natives are killed and injured in traffic crashes at rates 2 to 3 times that of other ethnic groups.

In 2016, the IHSP awarded approximately \$3.5 million to 70 Tribes for traffic safety related projects and activities. Most of the funds were awarded to increase law enforcement efforts by hiring full time “Highway Safety Officers” (HSO) or pay overtime to officers for additional traffic safety enforcement. They also provided funds to 30 tribes to purchase child safety seats.

The FY08, Management Review of the BIA IHSP revealed numerous program findings and significant deficiencies. As a result, in December 2008, the Indian State’s highway safety program was placed on “high risk.” As a result of the high risk status, Region 6 implemented more stringent monitoring and oversight activities of the BIA program. In March 2010, the BIA moved the IHSP from the BIA’s Safety and Risk Management Division to the BIA’s Office of Justice Services and developed the Division of Traffic Safety Services to help address the high risk issues. A NHTSA Management Review was conducted in September of 2014 which showed significant improvement of oversight of the program. In 2016, the BIA was removed from high risk status.

Due to congressional funding restrictions, the 402 program limits funds to be used for oversight of the program to 5%. This makes it difficult for the BIA to expand oversight of the program. In June 2013, the BIA increased staff to the highway safety office by adding a Finance Manager and an additional Law Enforcement Assistant position with BIA funding.

Impaired Driving:

The BIA has adopted the “Drive Sober or Get Pulled Over.” slogan to promote impaired driving enforcement to Tribes across the country. Annually, there are 35-40 Tribal law enforcement agencies participating in the Crackdown. The last two weeks of December through the New Year’s holiday, the BIA conducts its annual “Don’t Shatter the Dream” mobilization to remove intoxicated drivers on the reservations during the holiday season. Up to 100 Tribal enforcement agencies nationwide participate in this annual “Indian State” impaired driving mobilization.

The latest NA impaired driving fatality data available from NHTSA’s National Center for Statistics and Analysis shows the following:

Calendar Year	Total Killed	BAC=.08+	
		Number	Percent
2009	399	181	45%
2010	364	155	43%
2011	388	170	44%
2012	367	149	41%
2013	316	140	44%

Many Tribes across the country do not allow alcohol sales on the reservation. Native Americans that wish to consume alcohol travel to adjacent cities and towns to purchase and consume alcohol. The probability of being in a crash is increased because it may be a significant distance to return home after consuming alcohol. Although difficult to quantify, law enforcement are indicating that many tribes are also struggling with increased use of drugs.

Because each federally recognized Tribe is a sovereign nation, there are no universal laws or statutes within Indian Country. Several of the large, more progressive tribes have tribal traffic laws in place, while others rely on city or State statutes. Traffic violations are often inconsistently or rarely enforced on reservations.

The BIA Indian Highway Safety Program (IHSP) established a Law Enforcement Advisory Committee composed of Tribal Police Chiefs, enforcement officers and members of BIA Office of Justice Services (OJS). Their objective was to provide feedback, advice and comments to the highway safety office leadership. This committee provided recommendations on how to support law enforcement and overall program planning to help maintain a good working relationship with Tribal law enforcement. One of the primary initiatives for the Advisory Committee was the placement of Breath Alcohol Testing (BAT) mobiles in Indian Country. In FY09, four vehicles were placed in three OJS Districts; New Mexico, Montana and Oklahoma. In 2013, one of the vehicles in Montana was moved to South Dakota. These vehicles aid Tribes within those districts with checkpoints and traffic enforcement efforts during high volume periods, such as pow-wows and other Tribal gatherings.

Seat Belt Use:

The BIA utilizes the “Click It or Ticket” (CIOT) messaging for its seat belt usage campaign. In 2015, the BIA had 39 Tribes participate in the annual CIOT campaign.

A large number of Native American deaths can be directly related to low seat belt and child safety seat usage rates. Indian Country does not have universal seat belt or CPS laws. Many Tribes have seat belt and CPS laws and ordinances in place, while others rely on city or State statutes, which are often inconsistently enforced on reservation land. Some do not have any occupant protection laws. In 2005, NHTSA required the first seat belt use survey in Indian Country. The report showed the usage rate throughout Indian Country was 55.4%. The BIA has conducted additional surveys since 2005 and the last survey, conducted in 2015, showed a usage rate of 74.3%. This represents a 18.9 percentage point increase since the original survey in 2005.

Data Records/Traffic Records (TRCC): Plans are underway to work with the Tribal Safety Managers Steering Committee (TTRCC) to select new members which will hold quarterly meetings to help develop an Indian Nation traffic records plan. Under MAP-21, the BIA is not eligible for 405(c) funding.

NHTSA’s State Traffic Safety Information (STSI) website includes Native Americans/Alaska Natives specific data. The site contains forty data elements related to Native American/Alaska Native highway safety fatalities.

Long Range Planning: A Federal interagency partner initiative has been established to help reduce impaired driving and increase seat belt use on Tribal lands. Federal agencies taking the lead are: the Bureau of Indian Affairs (BIA), Indian Health Service (IHS), Centers for Disease Control and Prevention (CDC), as well as NHTSA Region 6 and NHTSA’s Office of Research and Program Development. NHTSA’s Regions 6 and 8 are work closely to help address the large number of Native American crashes on reservations in Region 8. Activities include additional media support and better cooperation and coordination with the State Highway Safety Offices.

Funding

INDIAN COUNTRY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
402 Total	\$4,683,340	\$4,647,400	\$5,000,295	\$5,412,391	\$919,421

Date: March 15, 2016

STATE: Colorado

Contact: Susan DeCourcy, Acting Regional Administrator, Region 8
720-963-3100 (Office)

Organization

Governor: John Hickenlooper (D) (2nd Term)

U.S. Congressional Delegation:

Senators and party affiliation: Michael F. Bennet (D)
Cory Gardner (R)
- Senate Commerce, Science, and Transportation
Committee

Members of Congress and party affiliation:

Diana DeGette (D)
- House Energy and Commerce Committee
Jared Polis (D)
Scott Tipton (R)
Doug Lamborn (R)
Mike Coffman (R)
Ed Perlmutter (D)
Ken Buck (R)

Governor's Representative: Shailen P. Bhatt, Executive Director
Colorado Department of Transportation (CDOT)

Coordinator: Darrell S. Lingk, Director
Office of Transportation Safety (OTS)
Colorado Department of Transportation

State Police/Patrol Executive: Colonel Scott Hernandez, Chief
Colorado State Patrol (CSP)
Department of Public Safety

State Emergency Medical Services Director:

D. Randy Kuykendall, Director, Health Facilities
and EMS Division, Department of Public Health
and Environment

State Legislature:

Senate: 17 Democrats; 18 Republicans
House: 34 Democrats; 31 Republicans

STATEWIDE STATISTICS*

	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities	465	450	447	474	482	488
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	3,399	3,097	3,168	3,257	3,319	3,219
Fatalities/100M VMT	1.01	.96	.96	1.01	1.03	N/A
• Total	1.73	1.68	1.53	1.56	1.64	N/A
• Rural	.67	.63	.69	.76	.74	N/A
• Urban						
Number of Unrestrained Occupant Fatalities, All Seat Positions	168	162	185	158	177	156
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	158	120	160	134	139	160
Number of Speeding-Related Fatalities	171	162	183	164	151	168
Number of Motorcyclist Fatalities	88	82	78	79	87	94
Number of Unhelmeted Motorcyclist Fatalities	60	55	49	53	55	61
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	64	64	63	67	57	74
Number of Pedestrian Fatalities	47	36	45	76	50	63
Number of Bicyclist and Other Cyclist Fatalities	10	8	8	13	12	10
Observed Seat Belt Use, Front Seat Outboard Occupants	82%	81%	83%	82%	82%	82%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat belt Law		X		N/A
Graduated Drivers License	X		1999	Change in Driver's Education Class Requirements and Behind the Wheel Training
Open Container Law (154)	X		2005	N/A
Repeat Intoxicated Driver Law (164)	X		2004	N/A
CPS	X		2010	Primary law: Ages 0-3
Booster Seat	X		2010	Primary law: Ages 4-7: 8-15
Motorcycle Helmet Law	X		2008	Operators under 18, passengers under with Operators under 18
Prohibit Racial Profiling	X		2001	N/A
High BAC	X		2004	N/A [15]

PROGRAM AREA SUMMARIES

General:

Management Review – Scheduled February 2016

Program Assessments

- Motorcycle Assessment – Completed March 2014
- Occupant Protection – Completed April 2014

Other assessments –

- Traffic Records – Completed April 2015

Impaired Driving:

General summary of activities: With significant leadership from law enforcement executives and with funding from sections 402, 405(d), and the state's "High Visibility DUI Enforcement" program, Colorado experienced an increase in their alcohol-involved fatalities. There were 21 more alcohol-involved fatalities in CY2014 (160) than in CY2013 (139).

Involvement in Crackdown:

- Support of National tag line: Colorado uses "*Drive Sober or Get Pulled Over*" in conjunction with the *Heat is On* messaging.
- Number of law enforcement involved: Thirty-five percent of Colorado's police agencies actively participated in the 2015 Crackdown, working 4,500 overtime hours and conducting 7 sobriety checkpoints. These hours produced 1,259 DUI arrests.

Innovative programs:

- *The Heat Is On!* is a multi-agency sustained high visibility enforcement activity addressing impaired drivers. This campaign is conducted over six holiday weekends throughout the year, the national Labor Day Crackdown, plus additional weekends for a total of 12 events. During the enforcement periods, law enforcement conducts large, multi-agency saturation patrols, sobriety checkpoints, and increased high visibility patrols.

Any significant impaired driving Section 403 demonstration projects: N/A

Impaired Driving Countermeasures Grant Section - 405(d): Colorado qualified and was awarded funding under the low-range criteria for FY2015.

- Sobriety checkpoints: Colorado has a successful campaign, "DUI Checkpoint Colorado" to increase enforcement, public information, and education outreach. These enforcement efforts have resulted in DUI arrests, numerous felony, drug, and warrant arrests, including the apprehension of a deported felon, a cocaine distributor, and several persistent drunk drivers, and habitual traffic offenders. This effort continues in CY2015.
- DUI Courts: CDOT has continued to partner with the Colorado Judicial Department to increase the coverage of DUI courts statewide. In 2011, CDOT and the City/County of Denver began a partnership for a DUI Court in Denver, making it the largest DUI court in the state. The first participants graduated December 5, 2012.

Carryover funding in any of the grant program areas: N/A

Drug Evaluation Classification (DEC) State: Colorado takes great pride in its involvement with the national Drug Evaluation and Classification, Advanced Roadside Impaired Driving Enforcement (ARIDE), and the Standardized Field Sobriety Testing (SFST) programs. Based on a long-term plan, the State now has in place a cadre of 229 Drug Recognition Experts (DRE) spread over 55 law enforcement agencies.

Does the State have an active Coordinating Committee? Colorado Task Force on Drunk and Impaired Driving (CTFDID) meets monthly to review progress on impaired driving issues. The executive team is comprised of representatives from the following: state agencies; legislative and judicial branches; victim advocates groups; the beverage industry; and the retail marijuana industry. The Task Force's subcommittees are very active.

Hot issues (e.g. pending legislation): None at this time.

Seat Belt Use:

General Summary of Activities: Colorado is a secondary law state. In CY2014, 51% of the occupants in passenger vehicles involved in fatal crashes were unrestrained; this is a decrease from CY2013 when the percentage was 56%.

Involvement in Click It or Ticket mobilization:

- Support of National tag line: Yes - the state uses "*Click It or Ticket.*"

- Number of LE involved: During the 2015 May Mobilization, the Colorado State Patrol (CSP) and 78 law enforcement agencies participated. A total of 7,187 overtime hours were invested resulting in 6,710 safety restraint citations, and 162 child passenger citations.

Innovative programs:

- Historically, 50% of those killed in motor vehicle crashes in Colorado's rural counties are unbuckled and at night. To address this issue, a rural enforcement campaign as well as a night time enforcement effort was added to their high visibility seat belt enforcement activities in FFY2015.
 - The state's Rural Seatbelt Campaign took place in 25 counties from March 30, through April 5, 2015 with officers from the CSP and 18 local rural law enforcement agencies participating. The results from the 2015 Rural Enforcement deployment resulted in a total of 89 officers working 752 hours of overtime resulting in a total of 426 seat belt citations and warnings being issued.

 - In an effort to encourage greater seat belt use at night, the CSP and law enforcement agencies throughout the state participated in the State's annual nighttime seat belt enforcement campaign. This nighttime campaign will take place from July 20 through July 26, 2015 and officers will be deployed between the hours of 6 p.m. and 6 a.m. The results show that a total of 211 officers worked a total of 1,359 hours resulting in a total 1,100 seat belt citations and warnings being issued.

Any significant occupant protection Section 403 projects: Teen Seat Belt Enforcement - Between October 2007 and May 2008, Colorado joined Nevada in a Section 403 demonstration grant to prevent motor vehicle injuries and deaths for teen motor vehicle occupants. Two project objectives included: increased seat belt use among teen motor vehicle

occupants, and increased perception among teen motor vehicle occupants that they are likely to get a ticket if they are unbuckled. The campaign included: high-visibility enforcement and messages/materials tailored towards teens and their families regarding enforcement of seat belt laws. Results indicated that Colorado's teen seat belt usage rate increased by 5.1%. Over the dedicated enforcement waves in October 2007, January 2008, March 2008 and May 2008, a total of 17,081 seat belt citations were issued to teens that were not buckled up. Colorado has continued with these teen enforcement efforts.

Carryover funding in any of the grant program areas: N/A

Does State have active Coordinating Committee? No.

Hot issues: A primary belt law may be introduced in the 2016 legislative session. In previous attempts to enact a primary seat belt law, the measure fails by one vote. The 2010 legislative session was the last time a standard enforcement bill was introduced, but the adult primary provisions were removed in an amendment; leaving only child passenger safety provisions in place.

The state has been successful in increasing the fines for failing to wear a seat belt. As of July 2008, fines on conviction for failure to wear a seat belt increased from \$15 plus \$6 court costs, to \$65 plus \$6 court costs.

Colorado's Booster seat law effective August 1, 2010, requires Colorado's children ages 4 through 7 years to ride in booster seats according to manufacturer's instructions. Children 8 years and older but less than age 16 must be restrained in seat belts or a booster seat according to manufacturer instructions.

Other Significant Programs:

Motorcycles: The Office of Transportation Safety is proactive in this area. By state law, the office manages the State's Motorcycle Operators Safety Training (MOST) program. This is rider education that is funded by licensing and registration fee. The State does have a Motorcycle Task Force that includes members from ABATE of Colorado (A Brotherhood Active Towards Education).

Speed: The "Enforcing Speed Limits on I-25" project enables the Denver Police Department (DPD) to bring focused, high-visibility enforcement to portions of I-25 that were affected by the increased speed limit. I-25 is the major thoroughfare through the City and County of Denver. The primary enforcement focus is speeding; however, the deployment of officers has allowed them to also issue citations for other important safety issues including safety belt use, impaired and aggressive driving, as well as safety issues related to motorcycles and commercial vehicles.

Pedestrians/Bicycles: Since 2008, the State has experienced an increase in the number of bike/pedestrian fatalities, particularly in the Denver/Aurora metropolitan areas. In many of the instances the pedestrian is at-fault either by "jay walking" or being under the influence. HVE campaigns have been implemented in the Cities of Denver and Aurora to reduce the number of pedestrians and bicyclists killed or injured by motor vehicles.

Teen: Colorado's Teen Driving Alliance addresses the traffic safety issues facing teen drivers, their passengers, and parents. The group consists of representatives from the Department of

Public Health and Environment - Injury, Suicide and Violence Prevention Unit, Department of Transportation - Office of Transportation Safety, Colorado State Patrol, Department of Revenue - Division of Motor Vehicles, and other motor vehicle safety advocates.

Emergency Medical Services (EMS): Colorado Department of Public Health and Environment (CDPHE), Division of EMS, has been collecting pre-hospital data since 2006. The EMS database is 100% National EMS Information System (NEMSIS) compliant and is submitting data to the National EMS Database. Additionally they continue to improve the collection of trauma registry data. The State has used the Crash Outcome Data Evaluation System (CODES) protocols to link crash data with medical data files (EMS, emergency department, hospital discharge).

Data Records/Traffic Records (TRCC): Colorado's Traffic Records Coordinating Committee (TRCC) continues in their efforts to improve the quality of their traffic records databases (Crash, Roadway, Driver Licenses, Vehicle, Citation/Adjudication, and Injury Surveillance (EMS, Trauma, Hospital Discharge, Emergency Department, and Mortality).

Federal Highway Focus City/State: No.

Congressional Earmarks: No relevant earmarks identified.

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed: No additional projects.

Any Hot Issues: None at this time.

MAP-21 FUNDING CHART

	FY14	FY15	FY16
§402	\$ 3,757,892	\$ 4,035,602	\$4,348,020
§405 OP	\$ 970,153	\$919,648	\$721,452
§405 IMPAIRED DRIVING	\$ 2,286,766	\$ 2,261,140	\$2,281,021
§405 DATA	\$ 851,374	\$ 630,175	\$631,560
§405 DISTRACTION	\$	\$	
§405 MOTORCYCLE	\$ 72,140	\$ 71,249	\$70,181
§405 GDL	\$	\$	
§154 OPEN CONTAINER	\$	\$	
§164 REPEAT OFFENDER	\$	\$	
TOTAL	\$ 7,938,325	\$7,917,814	\$8,052,235

Date: August 29, 2017

STATE: Connecticut

Contact: Michael Geraci, NHTSA Region 2 Administrator (914) 682-6162

Organization

Governor: Dannel P. Malloy (D) (Term Expires January 2019)

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:

Senator Richard Blumenthal (D) (term expires January 2017), Commerce, Science, and Transportation Committee (Subcommittee on Consumer Protection, Product Safety, Insurance, and Data Security)

Senator Chris Murphy (D) (term expires January 2019), THUD Subcommittee

Members of Congress and party affiliation: (All terms expire January 2017)

Congressman Joe Courtney (D)

Congresswoman Rosa L. DeLauro (D) - House Appropriations Committee

Congressman Jim Himes (D)

Congressman John Larson (D)

Congressman Elizabeth Etsy (D)-House Transportation and Infrastructure (Highways and Transit Subcommittee)

Governor's Representative: Thomas J. Maziarz, Bureau Chief

Bureau of Policy and Planning

860-594-2001

Thomas.Maziarz@ct.gov

Coordinator:

Joseph T. Cristalli, Jr.

Transportation Principal Safety Planning Coordinator

Transportation Safety Section

860-594-2412

Joseph.Cristalli@ct.gov

State Police/Patrol Executive: Colonel Brian Meraviglia, Commander

Division of State Police, Department of Public Safety

860- 685-8190

State EMS Director:

Raphael Barishansky

Office of Emergency Medical Services

Connecticut Department of Public Health
860-509-7975

State Legislature as of 2015 Election:

Senate: 20 Democrats; 16 Republicans

House: 87 Democrats; 64 Republicans

STATEWIDE STATISTICS*

	2008	2009	2010	2011	2012	2013
Number of Traffic Fatalities	302	224	319	220	236	276
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	2311	2155	2033	1673	1771	1523
Fatalities/100M VMT						
• Total	0.95	0.71	1.02	0.71	0.75	0.89
• Rural	1.38	0.91	1.59	0.97	1.99	3.46
• Urban	0.89	0.68	0.94	0.67	0.57	0.52
Number of Unrestrained Occupant Fatalities, All Seat Positions	77	69	85	55	53	75
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	95	97	119	92	85	114
Number of Speeding-Related Fatalities	99	103	124	73	39	64
Number of Motorcyclist Fatalities	63	45	52	36	40	53
Number of Unhelmeted Motorcyclist Fatalities	42	27	36	24	26	21
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	37	32	32	24	21	35
Number of Pedestrian Fatalities	47	26	46	26	36	36
Number of Bicyclist and Other Cyclist Fatalities	6	1	7	8	4	3
Observed Seat Belt Use, Front Seat Outboard Occupants	88.0	85.9	88.2	86.8	86.6	86.4

* Data Source: [State Traffic Safety Information \(STSI\) website](#).

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		1-1-1986	Front seat, primary enforcement
Graduated Drivers License	x			Ages 16 and 17
Open Container Law (154)		x		N/A
Repeat Intoxicated Driver Law (164)	x			N/A
CPS	x		October 1, 1982	Under age 7
Booster Seat	x		October 1, 2005	Under age 7
Motorcycle Helmet Law		x		Under 18

Prohibit Racial Profiling	x			N/A
High BAC		x		N/A

PROGRAM AREA SUMMARIES

General:

Management Review – Completed in March 2013; next scheduled in March 2016

-Findings: Missing Certifications, insufficient equipment approval and tracking, and insufficient share to local benefit for 402 funds. All findings have been resolved; CAP closeout letter sent in February 2015.

Special Management Review

- Impaired Driving-None
- Seat Belt-None

Assessment

- Impaired Driving – November 2000
- Occupant Protection –July 2013; scheduled January 10-15, 2016

Impaired Driving: General summary of activities:

Involvement in crackdown –

- Support of National tag line-Yes
- Amount of LE involved in August 2014 Crackdown: 83;August 2013 Crackdown: 75; August 2012 Crackdown: 78; August 2011 Crackdown: 86.

Innovative programs:

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark).

Impaired Driving Strategic Plan submitted as per MAP-21 requirements (mid-range state).

Section 410/405d:

Sobriety checkpoints conducted on sustained basis- over 300 per year with an emphasis on Regional Task Forces

ALR-Yes (1990): Admin Per Se Attorney (x2) in place at the DMV funded by the HSO

Hot issues: (include if significant) (e.g. pending legislation): Open container legislation to comply with Section 154 historically rejected in past has been rejected in legislative sessions. Fund transfer has not been a major concern for Connecticut Department of Transportation (ConnDOT)-Section 154 funds are typically equally allocated to Hazard Elimination (HE) and Alcohol (AL) programs.

Ignition Interlock legislation enacted during 2011 session and effective January 2011; includes all mandatory all offenders. State was able to qualify for MAP-21 ignition interlock funds.

Drug Evaluation Classification (DEC) State or not? Yes

Does State have active Coordinating Committee? Yes

Seat Belt Use:

General summary of activities: Connecticut's Occupant Protection Program is focused on enforcement supported with public information and education. Specific on-going activities include: Child Passenger Safety (CPS) Coordination and Program Delivery through a network of fitting stations and certified CPS technicians; two high visibility CIOT WAVES; Community Outreach; Law Enforcement Training (i.e. Operation Kids (OPKIDS), Traffic Occupant Protection Strategies (TOPS), and surveys with follow-up publicity.

- CIOT checkpoints target low use areas of the State and have had an impact on continued increases in safety belt usage.
- Involvement in Click It or Ticket Mobilization –
 - Support of National tag line-Yes
- Amount of LEAs involved-May 2014-169; May 2013-167; May 2012 – 142; and May 2011 - 109

Innovative programs

Any significant occupant protection Section 403 projects (sensitive issues; earmark) – None
Hot issues – State is reluctant to pass complying booster seat law because legislature could consider weakening existing statute

Carryover funding in any of the grant program areas – 1906-continually working with state on spend down of funds. Expected to be completely liquidated in early FY 2016.

Does State have active Coordinating Committee? No

Other Significant Programs -provide if applicable:

Safe Communities: None that are funded although Injury Prevention Centers at Yale New Haven Hospital and Hartford Hospital's Children's Medical Center are beginning to engage in highways safety issues. Safe Communities training conducted November 1-2, 2011.

Distracted Driving: State has been receiving excellent media coverage from their distracted driving HVE efforts. Initial observational results are indicating their enforcement has been effective in reducing cell phone use. Still the only state in the country to receive 405e funds. In December 2015, launched an initiative with WGBH (PBS) and their Ruff Ruffman character in regards to empowering children to reach out to parents about their distracted driving and being good passengers. Initiative includes interactive games, a parent pledge, video, songs, etc. It can be viewed at www.pbskids.org/fetch.

Motorcycles: Because of increases in impaired motorcycle driving, the Highway Safety Office continues to maintain a website that will provide motorcycle enthusiasts with safety information. The site is: www.Ride4Ever.org. Continued emphasis on MC training and public awareness. State plans on completing the self-assessment in FY 2016.

Speed: Region promoting development of speed management plan. State is utilizing FHWA high risk rural roads money to address speed issues statewide; received excellent media coverage for the kickoff of this event in summer of 2014. State is now presenting at several conferences in regards to this innovative partnership.

Pedestrians/Bicycles: Working with the SHSP group to address this growing problem in the state.

Hoping to utilize 154 HE and SHSP funds to combat the problem. Also FHWA is leading the Secretary's initiative in CT.

Emergency Medical Services: Negotiations underway with NEMSIS Technical Assistance Center to transfer CT EMS run data. EMS Assessment completed in July 2013.

Data Records/Traffic Records: State has completed FHWA sponsored CDIP Assessment and is in process of developing business plan to build a new crash reporting system. About four crash data improvement complementary projects being funded.

State has major effort under way to build crash data repository at the UCONN Transportation Center.

Major efforts underway to development business plan for electronic crash reporting; current projects include implementation of a new MMUCC compliant PR-1; reduction of the current crash report backlog; development of a State roadway network map to locate crashes, and continued enhancement of the new crash repository

Progress is also being made in e-citation with more agencies coming on line. Live data being received from the State Police

State continues to have problems with the timely reporting of FARS data. The HSO has taken steps to address this, including not paying vouchers for grantees that have outstanding cases, but more needs to be done. Regional office will continue to work with the state in addressing this issue.

Federal Highway focus City/State: None

Congressional Earmarks: None

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet

Any Hot Issues: Connecticut has not met the requirements for the Open Container Law (Section 154). Legislation has failed in recent legislative sessions due to the need to expand exceptions. Little interest in legislature in enacting compliant legislation

Validity of the breath test for use in admin per se hearings constantly being challenged; case law has already found the breath test to be valid for criminal prosecution

New developments have renewed interest in racial profiling issue: State Latino legislators held press conference demanding uniform enforcement of racial profiling law. Four East Haven police officers arrested by FBI and charged with racial discrimination. Central CT State University was awarded a contract May 21, 2012 to take over racial profiling data collection efforts. State previously had difficulty committing Section 1906 funds due to inability of lead State agency to develop a comprehensive proposal. Legislation creating new enabling authority was considered but failed in the past legislative session.

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$2,118,075.62	\$2,101,409.61	\$2,259,613.42	\$291,325.48
§405 OP	\$569,554.28	\$586,317.91	\$555,794.82	
§405 IMPAIRED DRIVING	\$1,382,375.71	\$1,382,021.71	\$1,366,534.38	
§405 DATA	\$485,551.16	\$514,533.03	\$380,850.36	
§405 DISTRACTION	\$	\$2,312,000.00	\$2,312,000.00	
§405 MOTORCYCLE	\$42,930.65	\$43,598.31	\$43,059.70	
§405 GDL	\$199,575.84	\$205,258.17	\$204,539.48	
§154 OPEN CONTAINER	\$4,856,424.00	\$4,809,834.00	\$4,779,159.00	
§164 REPEAT OFFENDER	\$	\$		
TOTAL	\$9,654,487.26	\$11,954,972.74	\$11,901,551.16	\$291,325.48

Date: August 29, 2017

STATE: District of Columbia

Contact: NHTSA Region 3 Administrator, Elizabeth A. Baker, Ph.D.
410-962-0090

Organization

Mayor: Muriel Bowser (D)

U.S. Congressional Delegation: Eleanor Holmes Norton (D)
(Transportation and Infrastructure)

Mayor's Representative: Leif A. Dornsjo
Director
District Department of Transportation

Coordinator: Carole Lewis, Chief
Transportation Safety Division
District Department of Transportation
Carole.lewis@dc.gov

Police Executive Peter Newsham
Chief of Police, Metropolitan PD

Fire/EMS Director: Chief Gregory Dean
DC Fire and EMS

City Council: Chairperson: Phil Mendelson (D)

Council Members: 9 Democrats, 2 Independents

DC STATEWIDE STATISTICS *

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	29	24	27	15	20	23	23
Number of Serious Injuries in Traffic Crashes (Obtain from State)	1,617	1,682	1,612	1,567	1,655	1,802	1,981
Fatalities/100M VMT	0.80	0.67	0.76	0.42	.57	.65	
• Total	0.80	0.67	0.76	0.42	.57	.65	
• Urban							
• Rural	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Number of Unrestrained Occupant Fatalities, All Seat Positions	4 (40%)	5 (63%)	6 (46%)	4 (100%)	0 (0%)	3 (30%)	1
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	11 (38%)	7 (29%)	8 (30%)	3 (20%)	6 (30%)	5 (22%)	6
Number of Speeding-Related Fatalities	10	8	10	6	9	12	7
Number of Motorcyclist Fatalities	4	1	4	4	3	3	3
Number of Unhelmeted Motorcyclist Fatalities	2	0	2	1	0	1	1
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	2	0	3	1	1	3	0
Number of Pedestrian Fatalities	14	13	8	7	9	9	13
Number of Bicyclist Fatalities	0	2	1	0	1	1	1
Observed Seat Belt Use, Front Seat Outboard Occupants	93%	92%	95%	92.4	87.46	93.2	95.5

* All Statistics, except for Number of Serious Injuries in Traffic Crashes, will be available from the State Traffic Safety Information (STSI) website beginning November 2008. The Number of Serious Injuries in Traffic Crashes should be obtained from the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		April 9, 1997	All
Graduated Drivers License	x			16 years
Open Container Law (154)	x		2014	N/A
Repeat Intoxicated Driver	x		2000	N/A

Law (164)				
CPS	x		1982	
Booster Seat	x		2002	< 7
Motorcycle Helmet Law	x			
Prohibit Racial Profiling		x		N/A
High BAC		x		N/A

PROGRAM AREA SUMMARIES

General:

- Management Review –Conducted in 2014
- Assessments – none planned

Impaired Driving:

Alcohol use continues to be a factor in traffic crashes in the District, particularly for the most serious crashes. Further analysis of the data reveals that more alcohol-related collisions were being reported during the night and weekend and by male drivers between the ages of 21 and 45 years. The most dangerous hours for alcohol-related crashes are generally between the 8:00 pm and 4:00 am. With Friday, Saturday and Sunday being the most dangerous days of the week. In an effort to reduce impaired driving related crashes, the DC Highway Safety Office (DC HSO) employs the following strategies:

- Participates in every national crackdown and has adopted the *Drive Sober or Get Pulled Over* slogan as part of the Regional Checkpoint Strikeforce effort. The DC HSO is able to leverage resources and achieve greater impact by working in conjunction with the Maryland and Virginia Highway Safety Offices in securing paid media buys to compliment the impaired driving program.
- The Metropolitan Police Department (MPD), a force of approximately 3,000 has the primary responsibility for enforcement of traffic laws in the District of Columbia; however, the U.S. Park Police (USPP), and the U.S. Capitol Police (USCP) are also involved with traffic enforcement in the Nation's Capitol. Although the USPP and the USCP focus primarily on homeland security issues, they continue to be involved in enforcement of impaired driving laws. All three of these agencies participate in the National Crackdown.
- The District has no restrictions on conducting checkpoints and has participated in the Region 3 Checkpoint Strikeforce program since its inception in 2002. The MPD has developed innovative approaches including happy hour checkpoints, mobile awareness and low manpower checkpoints to combat impaired driving in the District.
- Through a grant with the Office of the Attorney General, the DC HSO funds a Traffic Safety Resource Prosecutor as well as a DUI Prosecutor. Both of the individuals in these positions work closely with all three police departments on DUI issues.
- Through a grant with the Washington Regional Alcohol Program (WRAP), DC has a strong youth education program, their Safe and Vital Employees (SAVE) Program (Innovative business outreach program bringing traffic safety to the workplace while helping educate employees of the dangers of impaired driving on both a personal and professional level) and a very robust SoberRide Program. The SoberRide Program is a Popular free cab ride service, which, since 1993 alone, has provided over 40,000 safe rides home to potential drunk drivers in the Washington-metropolitan.
- In December 2014, WRAP introduced SoberWoman, an anti-drunk driving crime-fighter super hero.

SoberWoman engage the partying masses at area bars where she quizzes them on their plans to get home after drinking. The raven-haired super heroine awards prizes to those who demonstrate they've made advance plans to get home safely. She also warns "the plan-less" that police are stepping up their efforts to catch and arrest drunk drivers. SoberWoman poses for pictures and encourage bar-goers to share photos and her mission via social media, using hashtag #SoberWoman.

Occupant Protection:

The District has one of the most comprehensive seat belt laws in the nation and has maintained its 90 percent or higher rating since 2008 until they recently dropped to 87.46 in 2013. In 2014, the District implemented a comprehensive plan to accelerate seatbelt use which paid off with a 2014 use rate of 93.2%. The current use rate for 2016 is 94.1.

Speed:

The District and Maryland participates the **Smooth Operator** Program. Smooth Operator is a cooperative interstate effort to combat aggressive driving in the DC/Maryland area. The public safety partnership blends the efforts of law enforcement, public safety officials and other experts. Smooth Operator is a model for a coordinated, intra- and interstate effort designed to combat the aggressive driving problem and find short- and long-term solutions. Every year, motorists in the Washington, DC metro area rate aggressive driving as the number one threat to highway safety. Almost half of all drivers are more concerned about tailgating, speeding, rage while driving, and reckless driving maneuvers than any other danger. The 2013 Smooth Operator campaign message was "Large Fines for Speeding & Aggressive Driving. Smooth Operator is Back - BIGGER THAN EVER". Smooth Operator has become a model program for the nation, and it's growing every year. The 2012 campaign involved law enforcement agencies from all around Maryland and the District of Columbia. It gave out close to 400,000 citations over the four periods of enforcement waves.

Pedestrians/Bicycles:

Pedestrian and bicycle safety remains a top priority for safety planners in the District. As the Nation's Capital, the city is the eighth most popular tourist attraction and has the third worst congestion in the country. These factors, combined with the high number of pedestrians and bicyclist traveling to work, school, or other locations, make this group particularly vulnerable. With the increase in VMT and the increase of the non-driver District population overall exposure is greater. This results in an increase in crashes to the non- motorized population.

To address pedestrian and bicycle concerns in DC, the DC HSO funds the Street Smart Campaign is conducted across the greater Washington metropolitan area. This campaign has been promoting awareness of the consequences of motor vehicle, pedestrian and bicycle crashes, drawing attention to law enforcement efforts that target behaviors by pedestrian, cyclists and motorists, and recommending ways to reduce risks, since 2002.

Data Records/Traffic Records (Traffic Records Coordinating Committee): A Coordinating Committee was formed in 2006 and continues to remain active in providing direction to DC's Traffic Records program. DC has qualified for Section 408 since its inception and has used the money to fund projects such as:

- ✓ Automation of Crash Reporting
- ✓ Commercial Vehicle Crash Data Entry
- ✓ EMS Repository
- ✓ GIS Repository
- ✓ Master Address Repository System
- ✓ DWI Courts
- ✓ JUSTIS (Criminal Justice Coordinating Council-CJCC)
- ✓ Trauma Data Repository

Any Hot Issues: None

MAP-21 FUNDING CHART					FAST ACT
	FY13	FY14	FY 15	FY 16	FY 17
§402	\$ 1,756,253	\$ 1,742,775	\$ 1,875,111	\$ 2,029,647	\$ 2,018,695
§405 OP	\$ 454,873	\$ 468,261	\$ 443,882	\$ 348,221	\$ 281,836
§405 IMPAIRED DRIVING	\$ 1,104,028	\$ 1,103,745	\$ 1,091,377	\$ 1,100,973	\$ 1,105,063
§405 DATA	\$ 387,783	\$ 410,929	\$ 304,165	\$ 304,833	\$ 308,728
§405 DISTRACTION	N/A	N/A	N/A	N/A	N/A
§405 MOTORCYCLE	N/A	N/A	N/A	N/A	N/A
§405 GDL	N/A	N/A	N/A	N/A	N/A
§405 NON MOTORIZED	N/A	N/A	N/A	N/A	\$ 223,189
§154 AL OPEN CONTAINER	\$ 718,883	N/A	N/A	N/A	N/A
§164 AL REPEAT OFFENDER	N/A	N/A	N/A	N/A	N/A
TOTAL	\$ 4,421,820	\$ 3,725,710	\$ 3,714,536	\$ 3,783,674	\$ 3,937,511

NOTE:

Date: August 29, 2017

STATE: Delaware

Contact: NHTSA Region 3 Administrator, Elizabeth A. Baker, Ph.D.
410-962-0090

Organization

Governor: John C. Carney Jr. (D) - First Term

U.S. Congressional Delegation:

Senators:

Carper, Thomas R.- (D)

Coons, Christopher A. -(D)

Congressman: Blunt Rochester, Lisa (D) (at large)

Governor's Representative: Robert M. Coupe, Secretary
Department of Safety and Homeland Security

Coordinator: Jana Simpler, Director
Office of Highway Safety
Jana.Simpler@state.de.us

State Police/Patrol Executive: Colonel Nathaniel McQueen, Jr. Superintendent
Delaware State Police

State EMS Director: Ross Megargel, DO
Delaware Office of EMS

State Legislature:

Senate: 10 Democrats; 9 Republicans

House: 25 Democrats; 16 Republicans

STATEWIDE STATISTICS *

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	116	101	99	114	99	121	126
Number of Serious Injuries in Traffic Crashes (Obtain from State)	648	678	673	582	615	565	593
Fatalities/100M VMT	1.28	1.13	1.10	1.24	1.06	1.29	1.27
• Total	0.76	0.58	0.67	0.92	0.77	0.89	.87
• Urban							
• Rural	2.48	2.34	2.00	1.92	1.67	2.23	2.20
Number of Unrestrained Occupant Fatalities, All Seat Positions	40 (51%)	21 (31%)	33 (54%)	25 (41%)	23 (46%)	25 (34%)	30 (46%)
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	45 (39%)	37 (37%)	41 (41%)	35 (30%)	38 (38%)	52 (42%)	41 (33%)
Number of Speeding-Related Fatalities	44	42	34	46	37	45	34
Number of Motorcyclist Fatalities	14	8	19	17	20	15	19
Number of Unhelmeted Motorcyclist Fatalities	9	5	14	4	7	7	13
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	23	15	13	15	12	12	20
Number of Pedestrian Fatalities	15	22	18	27	25	26	35
Number of Bicyclist Fatalities	6	3	0	2	1	3	3
Observed Seat Belt Use, Front Seat Outboard Occupants	88%	91%	91%	88%	92.18%	91.9%	90%

* All Statistics, except for Number of Serious Injuries in Traffic Crashes, will be available from the State Traffic Safety Information (STSI) website beginning November 2008. The Number of Serious Injuries in Traffic Crashes should be obtained from the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		October 2003	
Graduated Drivers License	X		July 1999	
Open Container Law (154)		X		N/A
Repeat Intoxicated Driver Law (164)	X		October 2003; updated July 2014	N/A
CPS	X			Through 6yrs or 60 lbs
Booster Seat	X		June 2007	
Motorcycle Helmet Law		X		
Prohibit Racial Profiling		X		N/A
High BAC	X		June 2006	N/A

PROGRAM AREA SUMMARIES

General:

Management Review – DE's last MR was conducted March 21-24, 2016

Special Management Review – None at this time

Assessment – Occupant Protection – planned for January 2018.

 Impaired Driving, conducted on March 6-11, 2011

 Young Driver Education, conducted June 4-8, 2012

 Traffic Records, conducted August – September, 2014

Impaired Driving

Performance Goals- Fatalities

To decrease alcohol impaired driving fatalities 13% from 2009-2013 calendar year average of 39 to 34 by December 31, 2016.

The 2016 Impaired Driving Crackdown

OHS once again participated in the National Impaired Driving Crackdown using the Drive Sober—Arrive Alive tag line. Law enforcement agencies with an identified traffic safety problem (in their jurisdictions) were asked to conduct nine enforcement blitzes focusing on impaired drivers. Enforcement (checkpoints and saturation patrols) was conducted on days of the week and time of the day supported by crash data.

Checkpoint Strikeforce (CPSF):

During FY 2016 Delaware participated in the 15th annual Checkpoint Strikeforce campaign (CPSF). CPSF is a regional impaired driving prevention program initiated by the NHTSA Region 3 office. Prior to FY2016, CPSF was conducted in New Castle County. These agencies work cooperatively to form the New Castle County Taskforce and conduct multi-jurisdictional checkpoints within their county. Beginning in July of 2016, CPSF was expanded to include checkpoints in Delaware's other two counties. For each Checkpoint Strikeforce mobilization, OHS conducted 5 checkpoints across the State in one night. Two checkpoints were held in New Castle County, one checkpoint in Kent County and two checkpoints in Sussex County simultaneously. This model required extensive coordination by OHS and multiple agencies. Cooperative agreements with Delaware's Attorney General extend statewide arrest authority to officers from municipal law enforcement agencies.

Checkpoint activities continued to be a success in Delaware in FY 2016. From October 2nd – December 18th 2015, 18 checkpoints were conducted in New Castle County. Beginning in July of 2016, OHS began Statewide Checkpoints conducted on the same nights on July 15th and September 23rd. Additional checkpoints are planned through December 2016. The 28 checkpoints resulted in more than 9,300 vehicle contacts, 95 arrests for impaired driving, 36 seat belt citations, 14 child restraint citations, 11 tickets for illegal cell phone use, and nearly 400 other various traffic and criminal arrests. In addition, OHS began adding Drug Recognition Expert officers at each check point this year. OHS also continues to partner with the Division of Alcohol and Tobacco Enforcement at these checkpoints. Officers are on-site to handle the specific rules and regulations associated with underage possession and consumption.

DUI Enforcement Mobilizations:

OHS coordinated six impaired driving enforcement mobilizations in addition to checkpoint efforts during the FY 2016 fiscal year. The impaired driving mobilizations were held October 30th and 31st, 2015 (Halloween); November 25th – December 31st, 2015 (Safe Family Holiday Blitz); May 12th – May 14th 2016, (DUI-Mini

blitz); June 3rd – June 25th 2016; July 21st – August 1st 2016 (Delaware State Fair); and August 19th – September 5th 2016 (National Impaired Driving Crackdown). A total of 33 agencies participated, working nearly 4,000 hours, yielding 136 impaired driving arrests, 96 seat belt citations, 25 child restraint violations, 1,956 speed citations, 106 cell phone violations, 126 drug arrests, 39 criminal violations, and more than 3,300 other traffic violations.

Drug Recognition Expert (DRE) Program:

Delaware became the 41st state in the nation to offer the DRE program on April 9, 2005. In FY 2016, Delaware had 13 DREs and conducted more than 80 evaluations statewide. Over 400 total evaluations have been completed since 2007. To help grow the DRE program, emphasis was placed on getting officers who may be interested in becoming DREs trained in ARIDE and to train additional DREs to become DRE instructors to assist with future DRE Schools. A DRE class is planned in FY17.

Traffic Safety Resource Prosecutor: (TSRP)

For eight years, the Traffic Safety Resource Prosecutor has brought agencies together to establish good working partnerships, create efficiencies, and thus created long-term solutions to various prosecution and enforcement issues related to Traffic Safety. Danielle Brennan is Delaware's TSRP. Danielle keeps the Office of Highway Safety staff, law enforcement, and other partners current on relevant case law. She provides research and information for potential highway safety legislation, such as changes to Delaware's impaired driving law. She also provided training on a variety of traffic safety related topics to law enforcement and prosecutors. In FY 2016, Danielle was instrumental in the execution of the pilot DUI Court program in New Castle County. She serves as the lead prosecutor for the DUI Court. In addition, the TSRP launched a blog to keep law enforcement, prosecutors, and other interested parties apprised of new case law and to give helpful tips/tools for their use as they investigate and prosecute impaired driving cases. The TSRP also sits second chair on many vehicular assault and vehicular homicide cases. The TSRP also reviews every DUI plea bargain made by line prosecutors to determine pleas are correct and appropriate. Also, the TSRP frequently responds to the site of fatal vehicle crashes to get first-hand knowledge from the Crash Reconstruction Unit.

Occupant Protection

Performance Goals- Seat Belt Use Rate

To increase statewide seat belt compliance one percentage point from 2014 calendar year use rate of 92% to 93% by December 31, 2016.

Performance Goal- Unrestrained Passenger Vehicle Occupant Fatalities

To decrease unrestrained passenger vehicle occupant fatalities 11% from 2009-2013 calendar year average of 28 to 25 by December 31, 2016.

2016 Click It or Ticket Campaign: The Office of Highway Safety and their partners coordinated another successful Click It or Ticket campaign from May 18 – May 31st, 2016. Officers worked a 4-hour patrol between 7 am – 1 pm with an emphasis on night time seat belt enforcement. The high visibility enforcement and education effort reached Delaware motorists in an effort to increase seat belt use across the state. Law enforcement officers from 35 police departments participated in the statewide effort, conducting seat belt use patrols to encourage motorists to buckle up. During the initiative, officers issued 784 seat belt tickets and 18 child restraint citations during 309 seat belt patrols.

Pedestrian Safety

Pedestrian Safety Goal-

To decrease pedestrian fatalities 10% from the 2009-2013 calendar year average of 15 to 10 by December 31, 2016.

Over the last few years, there has been a concerning increase in the amount of pedestrian fatalities, both in the United States and Delaware. In 2015, the United States experienced a 9.5% increase in pedestrian fatalities, the highest since 1996.¹ Delaware also had a significant increase of 33% in pedestrian fatalities, to 36 overall. Pedestrians accounted for 27% of roadway fatalities in 2015. More concerning, is that Delaware had a crash fatality rate of 3.9 per 100,000 people ranking 51st (including Washington DC). Similar to national trends, Delaware continues to note the following trends in pedestrian fatalities:

Since 2012...

- o 81% of pedestrian fatalities occurred on roadways with a posted speed limit of 25 miles per hour or above
- o 66% of pedestrians killed were between the ages of 30-64 and 60% were male
- o 53% were under the influence of alcohol and/or drugs
- o 71% occurred in New Castle County
- o 80% occurred in dark or nighttime conditions, with 44% of fatalities occurring in the low sunlight months between October and January.

Any Hot Issues:

Pedestrian safety has been an issue that they are continuing to address. Fatalities are not in beach areas, but in the northern part of the state. They are currently updating their Statewide Pedestrian Safety Action Plan.

MAP-21 FUNDING CHART					FAST ACT
Delaware	FY13	FY14	FY 15	FY 16	FY 17
§402	\$ 1,756,253	\$ 1,742,775	\$ 1,875,111	\$ 2,029,647	\$ 2,018,695
§405 OP	\$ 454,873	\$ 468,261	\$ 443,883	\$ 348,221	\$ 281,836
§405 IMPAIRED DRIVING	N/A	\$ 1,103,745	\$ 1,091,377	\$ 1,100,973	\$ 1,105,063
§405 IMPAIRED DRIVING INTERLOCK	N/A	N/A	N/A	\$ 164,982	N/A
§405 DATA	N/A	\$ 410,929	\$ 304,165	\$ 304,833	\$ 308,728
§405 DISTRACTION	N/A	N/A	N/A	N/A	N/A

§405 MOTORCYCLE	\$ 34,585	\$ 34,819	\$ 34,389	\$ 33,874	\$ 33,941
§405 GDL	N/A	N/A	N/A	N/A	N/A
§405 NON MOTORIZED	N/A	N/A	N/A	N/A	\$223,189
§154 OPEN CONTAINER	\$ 1,168,433	\$ 1,157,223	\$ 1,149,843	\$ 1,186,480	\$1,179,147
§164 REPEAT OFFENDER	N/A	N/A	\$ 657,053		
TOTAL	\$ 3,414,144	\$ 4,917,752	\$ 5,555,821	\$ 5,169,010	\$ 5,150,599

NOTE:

August 15, 2017

STATE: Florida

Contact: Carmen Hayes, Regional Administrator, Region 4
(404) 562-3739

Organization

Governor: Rick Scott (R)

U.S. Congressional Delegation:

Senators and party affiliation: Bill Nelson (D) ****
Marco Rubio (R)

Member of Congress and party affiliation:

Gus Bilirakis (R) ***	Vern Buchanan (R)	Kathy Castor (D) ***
Charlie Crist (D)	Carlos Curbelo (R)	Val Demings (D)
Ron DeSantis (R)	Ted Deutch (D)	Mario Diaz-Balart (R)*
Neal Dunn (R)	Lois Frankel (D) **	Matt Gaetz (R)
Alcee L. Hastings (D)	Al Lawson (D)	Brian Mast (R)
Stephanie Murphy (D)	Bill Posey (R)	Frances Rooney (R)*
Tom Rooney (R) *	Ileana Ros-Lehtinen (R)	Dennis Ross (R)
John Rutherford (R)	Darren Soto (D)	Daniel Webster (R) **
Frederica Wilson (D) **	Ted Yoho (R)	Debbie Wasserman-Schultz (D) *

*House Appropriations Committee

**House Transportation and Infrastructure Committee

***House Energy and Commerce Committee

****Senate Commerce, Science and Transportation

Governor's Representative: Brian Blanchard, Assistant Secretary of Engineering and Operations,
Florida Department of Transportation

Coordinator: Lora Hollingsworth, Chief Safety Officer, Florida Department of Transportation

State Patrol Executive: Colonel Gene Spaulding, Florida Highway Patrol

State EMS Director: Steve McCoy, Director, Emergency Medical Services

State Legislature:

Senate: 14 Democrats; 25 Republicans

House: 38 Democrats; 80 Republicans

STATEWIDE STATISTICS *

	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	2,400	2,431	2,403	2,494	2,939	
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	19,365	18,358	12,930	18,287	21,553	
Fatalities/100M VMT						
• Total_____	1.25	1.27	1.25	1.24	1.42	
• Urban_____	.90	.99	.91	1.10	.71	
• Rural_____	2.78	2.53	2.79	1.99	1.37	
Number of Unrestrained Occupant Fatalities, All Seat Positions	609	580	553	511	604	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	694	709	674	694	797	
Number of Speeding-Related Fatalities	298	366	346	245	320	
Number of Motorcyclist Fatalities	464	492	485	478	616	
Number of Unhelmeted Motorcyclist Fatalities	253	252	237	223	283	
Number of Drivers Under Age 21 Involved in Fatal Crashes	295	300	263	269	359	
Number of Pedestrian Fatalities	490	477	499	588	628	
Number of Bicycle Fatalities	126	124	133	139	150	
Observed Seat Belt Use, Front Seat Outboard Occupants	88.1	87.4	87.2	88.8	89.4	89.6

* Data Source: State Traffic Safety Information (STSI) website

** The Number of Serious Injuries in Traffic Crashes from State data system. Serious injuries are those injuries listed as "Incapacitating Injuries" by the DHSMV in its annual report.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		June 30, 2009	
Graduated Drivers License	X		1997	
Open Container Law (154)	X		1988	N/A
Repeat Intoxicated Driver Law (164)	X		1971	N/A
CPS	X		1982	Up to 5 years of age
Booster Seat		X		
Motorcycle Helmet Law		X	2000 repealed	
Prohibit Racial Profiling	X			N/A
High BAC	X		October 1, 2008	N/A

PROGRAM AREA SUMMARIES

General:

The Management Review for FY 2014, 2015, and 2016 was conducted in September 12-16, 2016.

Impaired Driving:

In FY 2017, Florida applied for Section 405d Impaired Driving Countermeasures Grants and was awarded \$6,684,521.95.

Florida actively participates in the National crackdown and sustained impaired driving enforcement effort. The State is using the National impaired driving tag line and conducts sobriety checkpoints and saturation patrols. In 2015, 352 law enforcement agencies participated in the Crackdown resulting in 4,026 DUI arrests, 50 checkpoints and expended \$293,473 on paid media.

The Drug Evaluation and Classification (DEC) Program is coordinated through a grant with the Institute of Police Technology and Management (IPTM). There are currently 228 certified Drug Recognition Experts in Florida.

Florida had an Impaired Driving Assessment on May 17-22, 2015.

Seat Belt Use:

The seat belt usage rate for 2016 is 89.6 percent up from 89.4 percent in 2015.

Florida uses the *Click It or Ticket* tag line. In FY 2015, 250 law enforcement agencies participated in the *Click It or Ticket* Mobilization resulting in 29,257 seat belt and 856 child passenger protection citations and expended \$779,680 on paid media.

Florida's child passenger seat law covers children up to the age of 5. The State has established a strong child passenger safety program through child passenger safety seat fitting stations in fire departments and EMS stations throughout the state.

Florida passed a Booster Seat Law in 2014 and was effective January 1, 2015.

In FY 2017, Florida was awarded \$1,704,824.66 of Section 405b funds.

Florida does not have an active Coordinating Committee for occupant protection.

Florida had an Occupant Protection Assessment on March 7-11, 2016

Other Significant Programs

Safe Communities:

Florida advances the Safe Community concept through its local Community Traffic Safety Teams (CTSTs). There are currently 59 CTSTs in Florida.

Motorcycles:

As a result of the motorcycle assessment conducted in February 2008, Florida developed a Motorcycle Coalition and a Strategic Plan to assist in developing motorcycle programs. FL conducted another Motorcycle Assessment in May 2014. They are revising their Strategic Plan to incorporate the recommendations from that assessment.

FL applied for Section 405f Motorcyclist Safety Grants in FY 2017 and received \$205,306.06.

Pedestrians/Bicycles:

Florida has a Pedestrian Bicycle Coalition that has developed a Strategic Plan to address the pedestrian bicycle issues in Florida.

In FY 2012, the Department of Transportation District 7 Office completed a \$430,000 cooperative agreement to implement multiple pedestrian crosswalk enforcement operations at selected high-pedestrian-crash locations in Hillsborough and Pinellas Counties. The final report has not been released.

FL applied for Section 405h Non-Motorized Grants in FY 2017 and received \$1,350,069.41.

Emergency Medical Services:

The data collected by Florida is National Emergency Medical Services Information System (NEMSIS) compliant.

Data Records/Traffic Records (TRCC):

FL applied for Section 405c State Traffic Safety Information System Improvements Grants in FY 2017 and was awarded \$1,867,492.37.

1906 Racial Profiling Data Collection

FL applied for Section 1906 Racial Profiling Data Collection in FY 2017 and was awarded \$375,000.00.

Special Distracted Driving

FL applied for Section 405e Special Distracted Driving in FY 2017 and was awarded \$623,584.21.

Federal Highway Focus City/State:

The Federal Highway Administration has designated Florida as a Rural Roadway Departure Focus, Intersection Focus, and Pedestrian Focus State and Cities.

Congressional Earmarks:

None

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Nighttime Enforcement): None

Any Hot Issues:

None

MAP-21 FUNDING CHART				
Florida	FY13	FY14	FY15	FY16
§402	\$11,271,874.44	\$11,179,101.19	\$12,020,426.76	\$12,984,254.18
§405 OP	\$2,751,519.93	\$ 2,832,505.08	\$ 2,685,047.94	\$ 2,106,386.61
§405 IMPAIRED DRIVING	\$6,678,264.72	\$ 6,676,554.46	\$ 6,601,735.08	\$ 6,659,780.97
§405 DATA	\$2,345,700.34	\$ 2,485,711.97	\$ 1,839,890.21	\$ 1,843,933.27
§405 MOTORCYCLE	\$209,206.37	\$ 210,623.69	\$ 208,021.66	\$ 204,905.28
TOTAL	\$23,256,565.80	\$23,384,496.39	\$23,355,121.65	\$23,779,260.31

FAST ACT FUNDING CHART				
Florida	FY17			
§402	\$12,930,239.81			
§405b OP	\$ 1,704,824.66			
§405c DATA	\$ 1,867,492.37			
§405d IMPAIRED DRIVING	\$ 6,684,521.95			
§405e SPECIAL DISTRACTED	\$ 623,584.21			
§405f MOTORCYCLE	\$ 205,306.06			
§405h NON MOTORIZED	\$ 1,350,069.41			
§1906 RACIAL PROFILING DATA COLLECTION	\$ 375,000.00			
TOTAL	\$25,741,038.47			

August 15, 2017

State: Georgia

**Contact: Regional Administrator Carmen N. Hayes, Region 4,
(404) 562-3739**

Organization

Governor: Nathan Deal (R)

U.S. Congressional Delegation:

Senators:

David Perdue (R)

Johnny Isakson (R)

Members of Congress:

Rick Allen (R)

Sanford Bishop (D) (Appropriations)

Buddy Carter (R)

Doug Collins (R)

Drew A. Ferguson IV (R)

Tom Graves (R) (Appropriations)

Karen C. Handel (R)

Jody Hice (R)

Henry "Hank" Johnson (D)

John Lewis (D)

Barry Loudermilk (R)

Austin Scott (R)

David Scott (D)

Robert Woodall (R)

Governor's Representative

Harris Blackwood, Director
Georgia Governor's Office of Highway Safety

Coordinator:

Same as above

State Police/Patrol Executive

Mark W. McDonough, Colonel
Georgia State Patrol

State EMS Director

Keith Wages, Director
Office of EMS and Trauma

State Legislature:

Senate: 18 Democrats; 38 Republicans;
House: 61 Democrats; 116 Republicans; 1 Independent

STATEWIDE STATISTICS*

	2011	2012	2013	2014	2015
Number of Traffic Fatalities	1,226	1,192	1,180	1,164	1,430
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	104,524	115,619	116,458	117,347	142,831
Fatalities/100M VMT					
• Total	1.13	1.11	1.08	1.04	1.21
• Rural	1.73	1.68	2.18	1.79	1.97
• Urban	0.80	0.83	0.74	0.82	0.97
Number of Unrestrained Occupant Fatalities, All Seat Positions	422	368	377	363	410
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	271	295	299	279	366
Number of Speeding-Related Fatalities	220	180	197	213	268
Number of Motorcyclist Fatalities	150	134	116	137	152
Number of Unhelmeted Motorcyclist Fatalities	15	8	5	8	10
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	165	158	156	149	168
Number of Pedestrian Fatalities	130	167	176	163	193
Number of Bicyclist and Other Cyclist Fatalities	14	17	28	19	23
Observed Seat Belt Use, Front Seat Outboard Occupants	93.0%	92.0%	95.5%	97.3%	97.3%

* Data Source: [State Traffic Safety Information \(STSI\) website.](#)

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		7/1/1996 7/1/2010	6 through 17 yrs in all seats; 18+ in front seat; pick up trucks exempted for 18+ Removed pick up truck exemption
Graduated Drivers License	X		7/1/1997	Under age of 18
Open Container Law (154)	X		7/1/1997; amended 7/1/2001	N/A
Repeat Intoxicated Driver Law (164)	X		7/1/1999	N/A
CPS	X		7/1/81; amended 7/1/2004; amended 7/1/11	7 & under who are 4'9" or less in height to be restrained in a child passenger restraint system in a rear seat.
Booster Seat	X		7/1/04; amended 7/1/11	Coverage for ages under 8
Motorcycle Helmet Law	X		7/1/1969	All ages
Prohibit Racial Profiling		X		N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General Summary of Activities:

On September 21-25, 2015, the NHTSA Region 4 Office conducted a Management Review of the Georgia Governor's Office of Highway Safety; the Management Review Team did not identify any noncompliance findings. Georgia conducted a Traffic Records Assessment in March 2014.

The Georgia Governor's Office of Highway Safety organized the first Traffic Enforcement Network, Metro-Atlanta Traffic Enforcement (or MATEN), on November 17, 1997, which served as the first traffic enforcement networks in Georgia. Georgia's Traffic Enforcement Network (TEN) has now evolved into 16 networks and the State Patrol covering the entire State. This program meets monthly and has been identified as a model program effort in law enforcement. Through the statewide TEN, Georgia mobilizes over 500 law enforcement agencies to support alcohol, seat belt, speed, and motorcycle enforcement blitzes throughout the year. Georgia's TEN model has received national recognition through the International Association of Chiefs of Police (IACP) organization.

Georgia is a Federal Highway Administration Focus State for Pedestrians. Georgia has a number of pedestrian programs they are implementing to address this issue. Georgia is also participating in Federal Motor Carrier's Ticketing Aggressive Cars and Trucks (TACT) program.

Impaired Driving:

General Summary of Activities:

Governor Deal signed the Interlock bill into law on March 7, 2013. The law states that persons convicted of DUI for the second time in five years, raises from six months to one year the time the offender must install and maintain an ignition interlock device along with the issuance of an ignition interlock device limited permit. The bill clarifies that convicted offenders are not eligible for a limited permit or any other form of driving privilege for a period of one year. Further, the legislation extends the time period associated with an ignition interlock device limited permit from 8 months to one year.

Georgia was qualified for Section 405(d), Impaired Driving Countermeasures Grant, as a low range state in FY15. The 2013 alcohol impaired driving fatality rate per 100 million VMT for Georgia is 0.27. Georgia's impaired driving program includes establishing Driving Under the Influence (DUI) courts in high alcohol-related crash areas, conducting high-visibility, multi-jurisdictional enforcement efforts, and conducting extensive paid media and earned media events periodically between July and December.

Georgia is a Drug Evaluation and Classification (DEC) state. The state currently has approximately 203 Drug Recognition Experts (DRE) to serve this program. Georgia has two active coordinating committees that address impaired driving issues: the Strategic Highway Safety Plan Impaired Driving Task Team and the Georgia Coalition to Prevent Underage Drinking.

Georgia has several innovative law enforcement programs that include Highway Enforcement of Aggressive Traffic (H.E.A.T.), Operation Rolling Thunder, 100 Days of Summer HEAT, the Law Enforcement Liaison Network System and Operation Zero Tolerance. The State of Georgia supports Sobriety Checkpoints and administrative license revocation (ALR). During the Impaired Driving Crackdown, August 2015, Georgia reported 1,609 alcohol and drug combined arrests with 388 law enforcement agencies participating.

Seat Belt Use:

The current seat belt use rate for 2016 is 97.2%. Since passage of the primary law, Georgia's seat belt use rate has increased from 58% in 1996 to 97.2% in 2016. The Governor signed the Primary Belt Law for pick-up trucks, which became effective on July 1, 2010. Georgia had a primary seat belt law that was enacted in July 1996 that required belt use for front seat occupants in passenger cars. Georgia was qualified for Section 405(b), Occupant Protection Grant, as a high belt use rate state in FY15.

In 1996, Georgia's child passenger safety law was upgraded to cover children (up to age 17) in all seating positions and all types of vehicles. Georgia supports the Click It or Ticket national mobilization with 388 law enforcement agencies participating in the two-week long campaign in May 2016, reporting 7,809 seat belt citations and 1,544 child passenger citations. Georgia has four mobilizations throughout the year.

On May 9, 2011, the Governor signed a new booster seat law requiring children to be restrained in a child seat up to the age of 8. The new law is reported to protect children between the ages of 6 and 8 whose height and weight still puts them at risk for injury as a result of being secured only by an adult lap or seat belt. The new law was effective as of July 1, 2011. The old law protected children up to age 5. The new law does not qualify for booster seat incentive funding.

Georgia participated in the Region 4 two-year Section 403 Pickup Truck Demonstration Campaign, Buckle Up in Your Truck in 2005 and 2006 that focused on increasing seat belt usage in low use rural counties. Since the Demonstration, Georgia has continued to emphasize the importance of increased seat belt usage among pickup truck drivers by making it an ongoing component of Click It or Ticket and other occupant protection activities.

Through the Strategic Highway Safety Plan, Georgia has an Occupant Protection Coordinating Committee that meets frequently to discuss Occupant Protection issues.

Other Significant Programs

Safe Communities:

Georgia has one Safe Community in DeKalb County. This program is instrumental in building traffic safety programs at the local level that address community problems and in conducting outreach to Hispanic and African-American populations.

Motorcycles:

There were 152 motorcycle fatalities in the State of Georgia in 2015. In order to decrease this number, the Georgia Department of Public Safety (DPS) conducted motorcycle safety checkpoints within its jurisdiction to improve motorcycle and motorcyclist safety through the enforcement of State laws and the distribution of safety materials to motorcyclists.

Georgia is utilizing the Riders Helping Riders program and a mix of communication mechanisms (e.g. newspapers, community meetings, e-mail, posters, flyers, and mobilizations) to draw attention to the dangers of impaired riding. Riders Helping Riders is a rider training program based on findings that riders tend to look out for each other but are hesitant to intervene in the drinking and riding behavior of their peers. This program communicates the drinking and riding problem, the need for rider intervention as it relates to drinking and riding behavior of their peers, and tools that riders can use to help prevent

the drinking and riding of their peers. Georgia was qualified for Section 405(f), Motorcyclist Safety Grant, in FY15.

Speed:

The Governor at the time, Sonny Perdue, of Georgia signed into law on May 5, 2009 the Super Speeder bill that will save lives by targeting drivers traveling far above the speed limit on Georgia roads with higher fines and reinstatement fees intended to support and upgrade the trauma centers that treat Georgia's crash victims. Under the new law, motorists who speed at 85-miles-an-hour or more on Georgia's multiple lane highways, or at 75-miles-an-hour or more on two-lane roads, would have to pay \$200.00 in fines to the state, above the cost of any local speeding tickets. This law became effective on January 1, 2010.

Georgia continues to address speed-related fatalities through their comprehensive approach in sustained enforcement and earned media awareness of safe driving habits. In 2011 Georgia established an enforcement/earned media effort, "Rolling Thunder," that expands traffic enforcement into areas of the state with high crash fatalities.

Data Records/Traffic Records/Traffic Records Coordinating Committee (TRCC):

The Georgia Governor's Office of Highway Safety works collaboratively with the Department of Transportation, other state agencies and law enforcement in developing a strategic plan for traffic records. Georgia has a strong TRCC that meets quarterly and contributes to the Strategic Highway Safety Plan. This committee collaborates with various federal, state, and local partners in order to develop a strategic traffic records plan for improving Georgia crash records. Georgia was qualified for Section 405(c), State Traffic Safety Information System Improvements Grant, in FY15.

Any Hot Issues:

Georgia passed two Distracted Driving bills on June 4, 2010: HB 23 prohibits texting and talking on wireless devices by drivers 18 and younger and S.B. 360 prohibits texting by all drivers. The bills became effective on July 1, 2010. Penalty for Distracted Driving is \$150 fine and one point on driver's license. Georgia received a distracted driving grant in FY 2013 under MAP21 in the amount of \$1,630,133.61.

In 2014, the Georgia General Assembly reauthorized the Georgia Drivers Education Commission. The legislation authorizes driver's training programs which are funded through surcharges levied on traffic fines. The commission has authorized the purchase of vehicles, driving simulators and curriculum for the program. The state funded program is being administered by the Governor's Office of Highway Safety. During the 2015-2016 Regular Session, House Bill 325 was passed into law and signed by the governor. Effective July 1, 2015, the bill adds 15 passenger vans to the law requiring all persons under 18 to use seat belts or the proper child passenger safety seat.

Georgia is unique in that the state has the support at the highest level for the Strategic Highway Safety Plan (SHSP). Initially, the SHSP Leadership allocated approximately \$10 million from the Section 406 funds to fund SHSP implementation projects.

MAP-21 FUNDING CHART				
GEORGIA	FY13	FY14	FY15	FY16
§402	\$6,652,515.53	\$ 6,621,263.94	\$7,157,777.27	\$7,696,808.07
§405 OP	\$1,615,184.17	\$ 1,662,723.69	\$1,576,164.10	\$1,236,481.07
§405 IMPAIRED DRIVING	\$3,920,243.28	\$ 3,919,239.33	\$3,875,319.21	\$3,909,393.03
§405 DATA	\$1,376,961.88	\$ 1,459,150.84	\$1,080,043.62	\$1,082,416.96
§405 DISTRACTION	\$1,630,133.61	\$0	\$0	\$0
§405 MOTORCYCLE	\$122,807.33	\$ 123,639.32	\$122,111.89	\$120,282.52
§405 GDL	\$0	\$0	\$0	\$0
§154 OPEN CONTAINER	\$0	\$0	\$0	\$0
§164 REPEAT OFFENDER	\$0	\$0	\$0	\$0
TOTAL	\$ 15,317,845.80	\$ 13,786,017.12	\$13,811,416.09	\$14,045,381.65

FAST ACT FUNDING CHART

GEORGIA	FY17	FY	FY	FY
§402	\$5,046,206.78			
§405(b) OP HIGH	\$621,463.21			
§405(c) DATA	\$680,760.79			
§405(d) IMPAIRED DRIVING	\$2,436,762.30			
§405(f) MOTORCYCLE	\$74,840.64			
§405(e) DISTRACTED DRIVING	\$158,160.48			
§405(g) GDL	\$0			
§405(h) NONMOTORIZED	\$342,419.90			
§1906 RACIAL PROFILING	\$0			
TOTAL	\$9,285,773.46			

Date: August 29, 2017

STATE: IDAHO

Contact: Greg T. Fredericksen (206) 220-7652
Regional Administrator, NHTSA Region 10

Organization

Governor: Butch Otter (R) (Re-elected November 2014 term ends 2018)

U.S. Congressional Delegation:

Senators: Jim Risch (R) (Re-elected November 2014 term ends 2020)
Joint Economic Committee

Mike Crapo (R) (Elected November 2010 term ends 2016)
Subcommittee on Housing, Transportation, and Community Development
Senate Committee on the Budget
Subcommittee on Transportation and Infrastructure

House Members: Raul Labrador (R) (Re-elected November 2014 term ends 2016)
House Committee on Oversight and Government Reform

Mike Simpson, (R) (Re-elected November 2014 term ends 2016)
House Committee on Appropriations

Governor's Representative: Brian Ness, Director, Idaho Transportation Department
brian.ness@itd.idaho.gov

Coordinator: John Tomlinson, Highway Safety Manager, Office of Highway Operations
& Safety, Idaho Transportation Department, john.tomlinson@itd.idaho.gov

State Police/Patrol Executive: Colonel Jerry Russell, Director, Idaho State Police

State EMS Director: Wayne Denny, Idaho EMS Bureau

2015 State Legislature:

Senate: 28 Republicans; 7 Democrats

House: 56 Republicans; 14 Democrats

STATEWIDE STATISTICS *

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	232	226	209	167	184	214	186	216
Number of Serious Injuries in Traffic Crashes (Obtain from State) Fatalities/100M VMT	1577	1452	1426	1255	1284	TBD	TBD	TBD
Total	1.52	1.46	1.32	1.05	1.13	1.34	1.15	TBD
Urban	0.85	0.82	0.67	0.46	0.47	0.58	0.52	TBD
Rural	1.97	1.86	1.79	1.47	1.60	1.88	1.61	TBD
Number of Unrestrained Occupant Fatalities, All Seat Positions	103	89	72	72	72	98	68	94
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	78	60	72	50	52	57	53	70
Number of Speeding-Related Fatalities	74	81	66	45	61	50	48	49
Number of Motorcyclist Fatalities	29	34	28	17	22	25	25	31
Number of Unhelmeted Motorcyclist Fatalities	11	20	16	9	10	12	15	21
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	45	43	33	34	17	32	27	38
Number of Pedestrian Fatalities	11	10	10	9	13	14	13	8
Number of Bicyclist and Other Cyclist Fatalities	2	7	4	0	2	3	2	0
Observed Seat Belt Use, Front Seat Outboard Occupants	76.9%	79.2%	77.9%	79.1%	79%	81.6%	80.2%	81.1%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from state data systems.

STATUS OF TRAFFIC SAFETY LAWS

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		
Graduated Drivers License	X		1 January 2001	17 yrs of age and under
Open Container Law (154)	X			N/A
Repeat Intoxicated Driver Law (164)	X			N/A
CPS	X		30 March 2005	6 yrs of age and under
Booster Seat	X		30 March 2005	6 yrs of age and under
Motorcycle Helmet Law	X			Under 18
Prohibit Racial Profiling		X		N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General:

The most recent Management Review was conducted March 3 – 7, 2014. The draft report is currently under review by the Consistency Review Team.

June 28, 2012 concluded an SFST Assessment for the state. The final report will be issued in July.

The Strategic Highway Safety Plan (SHSP) has become a reality in Idaho. There are eleven emphasis area teams that have developed strategies to reduce traffic deaths by focusing on driver behavior and infrastructure as well as emergency response. On February 10, the emphasis area Team Leaders presented these strategies to the SHSP Oversight Team.

Impaired Driving:

House Bill 404 passed during the 2014 legislative session – this bill defined ‘DUI repeat offender’ and extended the length of the ignition interlock required for offenders. The changes brought by the passage of HB 404 bring Idaho into compliance with Section 164 requirements.

LE from the state conducted a successful kick-off for the 4th of July holiday “One Team” enforcement effort. Idaho will served as the hub and included law enforcement from the surrounding states of Washington, Oregon, Montana, Nevada, Utah, and British Columbia. MADD and local businesses partnered with the local efforts.

Drug Evaluation Classification (DEC) State: Idaho has a strong alcohol enforcement and public information and education program. This includes a very active Drug Recognition Expert (DRE) and Standardized Field Sobriety Testing (SFST) program. Additionally, the State has a model Driving under the Influence (DUI) Court in Kootenai County, located in the Idaho Panhandle. The state has an outstanding and high performing Traffic Safety Resource Prosecutor (TSRP).

Seat Belt Use:

A comprehensive statewide seatbelt coalition convened and was working to bring Idaho’s belt use to 85 percent. All changes to update the current seat belt legislation were rejected by the 2011 legislature. Governor “Butch” Otter, a libertarian/conservative Republican and former Congressman, is opposed to a primary seat belt law. Idaho rejected adopting the Click It or Ticket slogan but, uses a softer message of “Click It don’t Risk It”. Idaho’s inability to qualify for safety restraint incentive funds has limited its ability to fund occupant protection programs. Idaho’s observed seat belt use decreased slightly to 77 percent in 2008 but increased to 79 percent in 2009. Results from the 2010 survey are 77.9%. That is a slight decrease of 1.3% from last year’s figure of 79.2%.

Other Significant Programs:

OHSO has partnered with the LELs in each region of the state to conduct informational traffic enforcement mobilization workshops. This was an opportunity for agencies to learn about the mobilization efforts and the Crackdown process, walk through the paperwork guidelines and policies, and to have open dialogue with other officers. One of the topics that came up for discussion more than once was how to get more agencies participating in interagency task forces (for example: Nampa DUI Task Force). Another component of the workshops was WebCars training which included data analysis of contributing factors to crashes and locations.

In an effort to reduce teen deaths and serious injuries OHOS funded training for law enforcement agencies at an Instructor Development Course on the Alive at 25 program. Classes for the Alive at 25 programs have expanded to more communities in efforts to raise traffic safety awareness among 15-24 year old drivers.

Safe Communities:

Currently, there are eight Safe Community Programs in Idaho with a strong injury prevention orientation. The

State Health Department Regional Offices participate in the local coalition traffic safety activities like safety belt mobilizations and local DUI programs.

Motorcycles:

On August 19-21, 2011 representatives from Idaho's State Highway Safety Plan (SHSP) Motorcycle Safety Committee presented at the Annual Conference of State Motorcycle Safety Administrators in Des Moines, Iowa. The topic was "*Achieving Results in Motorcycle Safety through Interagency Collaboration.*" The committee (which also includes local and state law enforcement) shared how they have come together to develop a strong partnership with the ultimate goal being to address a variety of motorcycle safety issues. The majority of states does not have this kind of collaboration between OHS, bikers' rights, rider training, and law enforcement. The participants at the conference were very impressed and interested in learning how they could start something like this in their state.

Idaho *STAR*, the state's motorcycle rider-training program, reported a reduction in motorcycle crashes and fatalities on Idaho roadways. The initial numbers for 2011 appear to be substantially lower in comparison to years prior, based on unofficial first and second quarter data from the Office of Highway Safety. This preliminary data shows that crashes involving motorcyclists January through June are down 30% this year from the 2006-2010 average and fatalities are down by 68% over the same time period.

Speed:

Idaho has a strong aggressive driving enforcement and assertive public information program. Idaho conducted two statewide aggressive driving mobilizations in 2011 and will continue through 2012. Aggressive driving includes speeding, running stop signs and signals, following too close, and failure to yield. Idaho supports reducing aggressive driving by funding Selected Traffic Enforcement Program (STEP) teams in communities which have clearly defined problem identification.

Pedestrians/Bicycles:

June 2012, eleven officers from four agencies (Boise PD, McCall PD, Nampa PD, and Rexburg PD) attended a specialized two day class with national expert, Peter Flucke, President of WE BIKE, LLC. A former police officer, avid bicyclist, and certified League Cycling Instructor, Peter shared his expertise on how to best enforce Idaho's pedestrian and bicycle laws. In addition to the two-day class, the continuum included educational resources and computer based training. The course has been certified by POST. There was such a response to the training that another two-day POST certified class will be offered in August 2012 in the Northern part of the State (Coeur d'Alene).

Emergency Medical Services: Reducing the time between a crash and the crash victim arriving at a medical facility is seen to be the most effective way to save lives using Emergency Medical Service (EMS) program funding. Idaho focuses efforts on extrication equipment. Idaho is also looking at the educational needs of EMS responders to see if assistance could be provided.

Data Records/Traffic Records (TRCC):

Idaho has an effective electronic crash reporting system which provides a crash report analysis tool known as Webcars. Webcars provides evaluation of analysis to law enforcement and highway construction partners to better allocate resources to problem areas.

Aggressive Driving: Beginning in November, the OHS will work with the Nampa PD to implement a community based aggressive driving enforcement and education project that focuses on high crash locations within the city. Nampa PD will purchase radar equipment that allows them to measure the distance between vehicles for following too close. As part of the project they will conduct training for prosecutors and judiciary on the parameters employed to cite violators.

Efforts to reduce motor vehicle fatalities on Idaho highways got a boost recently thanks to a new partnership between the department and the Mexican Consulate in Boise. Mexican Consul Ricardo Pineda and Deputy

Consul Ana Mercedes Hernandez offered ITD the use of consulate airtime on three Spanish radio stations in the Treasure Valley to help communicate the department’s commitment to safe travel and “Towards Zero Deaths” goal for Idaho highways. The open invitation gives ITD an on-going opportunity to air Spanish-language highway safety public service advertisements on these radio stations.

MAP-21 FUNDING CHART			FAST ACT	
IDAHO	FY14	FY15	FY16	FY17
§402	\$1,742,775.00	\$1,875,110.98	\$ 2,029,646.62	\$ 344,783.04
§405(b) OP	\$ 468,260.30	\$ 443,883.18	348,220.82	
§405(d) IMPAIRED DRIVING	\$1,103,745.75	\$1,091,376.86	\$ 1,100,972.81	
§405(c) DATA PROGRAM	\$ 410,929.62	\$ 304,164.52	\$ 304,832.90	
§405(e) DISTRACTION	\$ 34,819.60			
§405(f) MOTORCYCLE		\$ 34,389.44	\$ 33,874.25	
§405(g) GDL				
§154 OPEN CONTAINER				
§164 REPEAT OFFENDER	\$ 645,365.00			
TOTAL	\$4,405,895.27	\$3,748,924.98	\$ 3,817,547.40	\$ 344,783.04

- include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A – not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds.

Date: July 1, 2016

State: Illinois

Contact: Darin G. Jones, NHTSA Region 5 Administrator
708.503.8822 (Darin.Jones@dot.gov)

Organization

Governor: Bruce V. Rauner (R) – term expires 2019

U.S. Congressional Delegation:

Senators: Richard Durbin (D)
Mark Kirk (R)

Representatives:

Bobby Rush (D)	1 st		Bob Dold (R)	10 th
Robin Kelly (D)	2 nd		Bill Foster (D)	11 th
Daniel Lipinski (D)	3 rd		Mike Bost (R)	12 th
Luis Gutierrez (D)	4 th		Rodney Davis (R)	13 th
Mike Quigley (D)	5 th		Randy Hultgren (R)	14 th
Peter Roskam (R)	6 th		John Shimkus (R)	15 th
Danny Davis (D)	7 th		Adam Kinzinger (R)	16 th
Tammy Duckworth (D)	8 th		Cheri Bustos (D)	17 th
Jan Schakowsky (D)	9 th		Darin LaHood (R)	18 th

Committee Assignments:

Senate Appropriations Committee;

Richard Durbin, Mark Kirk

House Committee on Transportation and Infrastructure

Cheri Bustos, Rodney Davis, and Daniel Lipinski

House Appropriations Committee

Mike Quigley

House Committee on Energy and Commerce

Bobby Rush, John Shimkus, Adam Kinzinger, Jan Schakowsky and Adam Kinzinger

Governor's Representative and Coordinator: Priscilla Tobias, Director, Illinois Department of Transportation, Office of Program Development

State Police/Patrol Executive: Leo Schmitz, Director, Illinois State Police

State EMS Director: Dr. Nirav Dinesh Shah, Director of Public Health

Composition of State Legislature:

Senate: 39 Democrats; 20 Republicans

House: 71 Democrats; 46 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014
Number of Traffic Fatalities	927	918	956	991	924
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	12,638	11,942	9,648	9,578	9,168
Fatalities/100M VMT	0.88	0.89	0.91	.94	0.88
• Total					
• Urban	0.70	0.68	0.72	.73	0.63
• Rural	1.40	1.51	1.50	1.62	1.69
Number of Unrestrained Occupant Fatalities, All Seat Positions	261	268	279	287	245
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	292	278	322	334	317
Number of Speeding-Related Fatalities	438	441	387	421	348
Number of Motorcyclist Fatalities	131	145	148	152	118
Number of Unhelmeted Motorcyclist Fatalities	106	108	115	113	81
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	146	126	118	132	117
Number of Pedestrian Fatalities	115	134	138	124	123
Number of Bicyclist and Other Cyclist Fatalities	24	27	29	30	27
Observed Seat Belt Use, Front Seat Outboard Occupants	92.6%	92.9%	93.6%	93.7%	94.1%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		7-3-2003, 1/1/2012 (enhanced primary)	Covers all seating positions
Graduated Drivers License	X		1-1-1998	
Open Container Law (154)	X		5-31-2008	N/A
Repeat Intoxicated Driver Law (164)	X			N/A
CPS (Child Passenger Safety)	X		7-1-1983	
Booster Seat	X		1-1-2003	
Motorcycle Helmet Law		X	Repealed 1970	
Prohibit Racial Profiling	X		1-1-2004	N/A
High BAC (Blood Alcohol Concentration)	X			N/A
No Texting while driving law	X		1-1-2010	All Ages

PROGRAM AREA SUMMARIES

General: Management Review – on-site completed May 2 – 6, 2016.

The State highway safety office, identified as the Division of Traffic Safety (DTS), is located within the Illinois Department of Transportation (IDOT) which is currently undergoing total reorganization. Details have not been finalized or released externally.

The State has not operated with a budget since July 1, 2015. Due to the impasse between the legislative and executive branches the comptroller cannot issue checks for invoices to the State. The State has not been able to complete vouchering for FY2015. The State has been granted extensions for closeout until June 30, 2016.

Effective June 30, 2016 the DTS is ceasing all sub-grant agreements until appropriate funding is made available to the DTS.

Impaired Driving: Illinois law allows for Roadside Safety Checks.

The state highway safety office supports the current national tag line of Drive Sober or Get Pulled Over. IL is a DEC State with 51 certified DREs.

Illinois participated in the Labor Day 2015 Impaired Driving *Crackdown* with both funded enforcement and paid media. There were 259 law enforcement agencies committed to participate supported by nearly \$850,000 in programmed Federal funds for enhanced enforcement. An additional 65 unfunded law enforcement agencies committed to participate in the campaign. The paid media support was funded for \$711,200.

For the 2015 Christmas/New Year Holiday period 171 law enforcement agencies supported by over \$825,000 in funding will participate in enhanced enforcement with a paid media campaign of \$620,000 for the two-week period.

HOT ISSUE: 625 ILCS 5/6-205(c)(5). Enacted legislation in reference to ignition interlocks that could impact section 164 sanctions is currently under review by NCC.

The State has not operated with a budget as statutorily required since July 1, 2015. The State comptroller is unable to issue reimbursement checks to sub-grantees during the budgetary impasse.

Seat Belt Use: Illinois has a primary seat belt law that covers all seating positions. The State supports the national tag line of CIOT and conducts over 50% of its federally funded enforcement during nighttime hours. It utilizes nighttime seat belt enforcement zones throughout the calendar year during its multiple enforcement periods.

The State participated in the 2016 Memorial Day CIOT Mobilization with nearly 150 law enforcement agencies supported by federal funding. The State hosted the National Kickoff event in Chicago with the Administrator speaking. As consequence of being unable to pay vendors due to the budget impasse, paid media was not provided to support enforcement. Due to staff shortages the SHSO did not organize & host regional media events.

The seat belt use rate is up to 95.2% in 2015, from 94.1% in 2014.

HOT ISSUE: The State has not operated with a budget as statutorily required since July 1, 2015. The State comptroller is unable to issue reimbursement checks to sub-grantees during the budgetary impasse.

MAP-21 FUNDING CHART				
	FY13	FY14	FY 15	FY 16
§402	\$8,475,674	\$8,468,758	\$9,118,501	\$9,833,131
§405 OP	\$2,300,959	\$2,368,682	\$2,245,371	\$1,761,466
§405 IMPAIRED DRIVING	\$5,584,700	\$5,583,270	\$5,520,701	\$5,569,242
§405 DATA	\$1,961,592	\$2,078,676	\$1,538,608	\$1,541,989
§405 DISTRACTION				
§405 MOTORCYCLE	\$174,949	\$176,134	\$173,958	\$171,352
§405 GDL				
§154 OPEN CONTAINER				
§164 REPEAT OFFENDER				
TOTAL	\$18,497,874	\$18,675,520	\$18,597,141	\$18,877,181

Date: August 4, 2017

State: Indiana

Contact: Mike N. Geraci, NHTSA Acting Region 5 Administrator
(914) 682-6620 (Michael.Geraci@dot.gov)

Organization

Governor: Eric Holcomb (R) - term expires 2021

U.S. Congressional Delegation:

Senators: Todd Young (R) and Joe Donnelly (D)

Representatives:

Peter Visclosky (D)	1 st		Luke Messer (R)	6 th
Jackie Walorski (R)	2 nd		Andre Carson (D)	7 th
Jim Banks (R)	3 rd		Larry Bucshon (R)	8 th
Todd Rokita (R)	4 th		Trey Hollingsworth (R)	9 th
Susan Brooks (R)	5 th			

Committee Assignments:

Senate Committee on Commerce, Science and Transportation

Todd Young

House Appropriations Committee

Peter Visclosky

House Committee on Transportation and Infrastructure

Todd Rokita

Andre Carson

House Committee on Energy and Commerce

Larry Bucshon

Susan Brooks

Governor's Representative: David R. Murtaugh, Ex. Director,

Coordinator: Steve Hillman, Director, Traffic Safety Division, Indiana Criminal Justice Institute

State Police/Patrol Executive: Douglas G. Carter, Superintendent, Indiana State Police

State EMS Director: Rick Archer, Director State EMS, Indiana Department of Homeland Security

State Legislature:

Senate: 9 Democrats; 41 Republicans

House: 30 Democrats; 70 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014	2015
<i>Number of Traffic Fatalities</i>	754	751	781	784	745	821
<i>Number of Serious Injuries in Traffic Crashes (Obtain from State)**</i>	3,405	3,405	3,810	2,474	5,493**	18,647**
<i>Fatalities/100M VMT</i>	1.0	0.98	0.99	1.0	.94	1.04
• <i>Total</i>						
• <i>Rural</i>	1.67	1.66	1.78	1.83	1.61	1.85
• <i>Urban</i>	0.59	0.57	0.52	0.51	0.55	0.59
<i>Number of Unrestrained Occupant Fatalities, All Seat Positions</i>	208	192	214	202	190	221
<i>Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC (New Definition).</i>	194	207	230	199	160	178
<i>Number of Speeding-Related Fatalities</i>	190	153	185	218	204	232
<i>Number of Motorcyclist Fatalities</i>	111	118	152	115	124	108
<i>Number of Unhelmeted Motorcyclist Fatalities</i>	88	95	116	82	89	79
<i>Number of Drivers Age 20 or Younger Involved in Fatal Crashes</i>	125	100	130	104	87	120
<i>Number of Pedestrian Fatalities</i>	62	62	59	76	78	96
<i>Number of Bicyclist and Other Cyclist Fatalities</i>	13	11	15	14	12	12
<i>Observed Seat Belt Use, From Seat Outboard Occupants</i>	92%	93%	94%	92%	90.2%	92.4%

* Data Source: State Traffic Safety Information System (STSI) website.

** The 2014 & 2015 *serious injuries* figures are derived from the State classification of "incapacitating injury." Beginning in 2014 that included all persons transported from the crash site.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		07-01-2007	N/A
Graduated Driver's License	X		07-01-2009	16 to 18 years
Open Container Law (154)	X		07-01-2005	N/A
Repeat Intoxicated Driver Law (164)	X		07-01-2001	N/A
CPS	X		07-01-2009	Under 4 Years in car seat. 9 – 12 years in seat belt. Out of state licensed drivers/vehicles covered.
Booster Seat	X		07-01-2005	4 – 8 Years
Motorcycle Helmet Law		X	Repealed 1977	<18
Prohibit Racial Profiling		X	NA	N/A
High BAC	X		07-01-1999	N/A
Texting while driving law	X		07-01-2011	All. <18 no telecommunications device.

PROGRAM AREA SUMMARIES

General:

A Management Review (MR) was conducted August 17-21, 2015. A Traffic Records Assessment was conducted March 1, 2013. The state has requested a TR assessment for the first quarter of calendar year 2018.

Data Systems:

Over 98% of crash reports are submitted through a privatized electronic system. The 2% submitted in paper are re-entered electronically by the SHSO. Within 5 days all crash reports are fully integrated and accessible.

An electronic system has been implemented for citation and adjudication information. Cases are entered from 393 law enforcement agencies, in 251 courts located in 58 of Indiana's 92 counties. Approximately 50% of all traffic citations state-wide are entered. Nearly 9 million citations and warning are stored in the system.

Funding and sub-grantee reporting is accomplished through an electronic grant system.

Impaired Driving:

Indiana state law allows sobriety checkpoints (but prohibits the use of seat belt enforcement zones). Indiana uses the NHTSA tag line "*Drive Sober or Get Pulled Over.*" Law enforcement agencies in Indiana participated in the 2016 DSOGPO Crackdown. Media events were held statewide to support the campaign.

Indiana conducts funded sobriety checkpoints and saturation patrols through year-long, multi-jurisdictional DUI Task Forces in 32 counties, supplemented by fourteen regional Indiana State Police (ISP) districts throughout the state. Task forces cover approximately 70% of the state population.

Indiana is a Drug Evaluation Classification (DEC) state since 1988, and currently is listed with 159 certified Drug Recognition Experts (DRE). DREs record data and submit reports electronically from hand-held tablets.

Law Enforcement Liaisons - The Indiana Traffic Safety Division utilizes a network of six Law Enforcement Liaisons (LELs) to enlist law enforcement (LE) agencies, offer technical assistance and monitor LE sub-grantees.

Seat Belt Use: Indiana is a primary enforcement law state. Seat belt enforcement zones are prohibited by law. All funded agencies must work the two national enforcement campaigns: "*Click It or Ticket*" and "*Drive Sober or Get Pulled Over*". Agencies are required to conduct 40% of enforcement during nighttime hours (6:00 pm to 6:00 am).

The state continues the Rural Seat Belt Demonstration Project (RDP) begun in 2005 providing enhanced enforcement in rural locales for two weeks during the summer. Rural counties are targeted based upon data evaluation.

The state participates in the annual multi-Region Border to Border (B2B) initiative.

Seat belt use surveys are conducted using iPads that provide date/time and GIS coding.

Innovative Projects: Available through the State Police website is public access to a *Daily Crash Prediction Map* based upon predictive analytics for serious crashes throughout the state providing probability for crash locales for the following 24 hours. The system incorporates factors of weather, traffic, road conditions, time of day, historical information and census data.

MAP-21 FUNDING CHART				
INDIANA	FY13	FY14	FY15	FY16
§402	\$4,652,122	\$4,613,718	\$4,958,877	\$5,328,971
§405 OP	\$1,228,907	\$1,265,077	\$1,199,218	\$940,772
§405 IMPAIRED DRIVING	\$2,982,702	\$2,981,938	\$2,948,522	\$2,974,447
§405 DATA	\$1,047,656	\$1,110,189	\$821,747	\$823,553
§405 DISTRACTION	\$	\$	\$	\$
§405 MOTORCYCLE	\$93,437	\$94,070	\$92,908	\$91,516
§405 GDL	\$	\$	\$	\$
§154 OPEN CONTAINER	\$	\$	\$	\$
§164 REPEAT OFFENDER	\$1,449,125	\$	\$285,214	\$1,960,596
TOTAL	\$11,453,949	\$10,064,992	\$10,306,487	\$12,119,855

FAST Act FUNDING CHART				
INDIANA	FY17	FY18		
§402	\$5,304,816.88			
§405 OP	\$761,423.01			
§405 IMPAIRED DRIVING	\$2,985,496.96			
§405 DATA	\$834,075.02			
§405 DISTRACTION	\$278,510.38			
§405 MOTORCYCLE	\$91,695.50			
§405 GDL				
§1906 Prohibit Racial Profile	\$375,000			
§154 OPEN CONTAINER				
§164 REPEAT OFFENDER	\$584,537.00			
TOTAL	\$11,215,554.75			

Date: August 29, 2017

STATE: IOWA

**Contact: NHTSA Region 7- Regional Administrator Susan DeCourcy
(816) 329-3900**

Organization:

Governor: Terry Branstad (Republican)

U.S. Congressional Delegation:

Senators: Charles E. Grassley (R) Ranking Member of the Finance Committee
and Senate Judiciary Committee
Joni Ernst (R) Armed Services Committee

Congressmen: Tom Latham (R) Committee on Education
Rod Blum (R) House Budget and Oversight Committee
David Loebsack (D) House Energy and Commerce Committee
Steve King (R) Agriculture Committee
David Young (R) House Appropriations Committee

Governor's Representative: Roxann Ryan Commissioner
Department of Public Safety

Coordinator: Patrick Hoyer Bureau Chief
Governor's Traffic Safety Bureau

State Patrol Executive: Colonel Michael Van Berkum
Iowa State Patrol

State EMS Director: Kirk Schmitt
Executive Director

State Legislature:

Senate: 26 Democrats, 23 Republicans
House: 47 Democrats, 52 Republicans

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	371	390	360	365	317	321	
Number of Serious Injuries in Traffic Crashes (Obtain from State)	1652	1644	1660	1616	1,537	1,588	
Fatalities/100M VMT							
• Total	1.19	1.24	1.15	1.16	1.00		
• Urban	0.54	0.70	1.58	1.50	1.41		
• Rural	1.58	1.59	.49	0.63	0.45		
Number of Unrestrained Occupant Fatalities, All Seat Positions	124	119	120	112	102	88	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	98	90	83	92	103	93	
Number of Speeding-Related Fatalities	62	62	64	70	51	45	
Number of Motorcyclist Fatalities	49	60	36	59	41	52	
Number of Unhelmeted Motorcyclist Fatalities	40	49	34	47	31	37	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	62	62	53	49	34	50	
Number of Pedestrian Fatalities	21	18	25	20	20	19	
Number of Bicyclist and other Cyclist Fatalities	2	8	5	3	3	4	
Observed Seat Belt Use, Front Seat Outboard Occupants	93	93.1	92.9	92.38	91.9	92.9	93.0

STATEWIDE STATISTICS

*Data Source: State Traffic Safety Information (STSI) website. The number of serious injuries in traffic crashes from the State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		7-1-1986	Applicable to front passengers and age
Graduated Drivers License	X		7-1-1999	14-16
Open Container Law (154)	X		7-1-2000	N/A
Repeat Intoxicated Driver Law (164)	X		7-1-2000	N/A
CPS	X		1-1-1985	Up to age 6
Booster Seat	X		7-1-2004	Up to age 11
Motorcycle Helmet Law		X		
Prohibit Racial Profiling		X		N/A
High BAC	X		7-1-1997	N/A
Secondary Texting		X	7-1-2011	N/A

PROGRAM AREA SUMMARIES

General:

Management Review- Completed in July of 2015 and the next review is scheduled for FY 18.

Special Management Review – No SMR scheduled

Assessment – Traffic Records Assessment completed December 2015

Iowa has identified Distracted Driving as a target area in their enforcement efforts with an emphasis on teens. They are utilizing schools and media to educate teens on the new Texting Law and letting them know it will be enforced. Law enforcement has already begun enforcement in areas frequented by youth looking for violators of the Texting Law. In addition to this effort Iowa has set goals in reducing the number of crashes due to Driver Distraction. Iowa decreased the number of distracted driving crashes in FY 2014 to 596 down slightly from the 608 recorded in FY 2013.

Impaired Driving:

General Summary of Activities:

Iowa has one of the lowest alcohol related fatality rates in the nation 0.33 in FY 2013. Iowa's success, in part, can be contributed to their aggressive enforcement plan. Iowa funded 245 Law Enforcement Agencies to focus on Driving While Intoxicated (DWI)/Drug violations. These agencies produced 2,783 alcohol-related enforcement arrests 138 Drug related citations during the FY14 Crackdown. Iowa had 103 alcohol-related fatalities in 2013 up 7 from 2012 total of 96.

Involvement in Impaired Driving Crackdown:

- Supports the National tag line: Iowa uses “**Drive Sober or Get Pulled Over.**”
- Iowa has been a strong supporter of the Crackdown and has used paid media since 2003.
- Iowa has just over 400 law enforcement agencies statewide and 241 participated in the FY14 Crackdown.
- Iowa had 630 impaired driving citations during the FY14 Crackdown.
- Forty Three TV news events took place during the FY14 Crackdown.

Innovative Programs:

- Iowa conducts a rural road initiative called the High 5 Project in which their five counties with the most unrestrained fatalities conduct HVE in the surrounding areas of their county. The unique element to this enforcement activity is that together MDST's from the DOT conduct road safety audits within those counties and make improvements that will impact the project. The project also allows media to go out before each mobilization and during the initial phase of the project the Sheriff's and Chiefs speak during Press Events expounding on the importance getting citizens to buckle up.
- Iowa's DRE program has made significant increases in the number of certified personnel and in FY 15, 12 officers were certified.
- Iowa conducts five one-day corridors, Operation Northern Lights, Operation Eyes, Operation Midway, Operation HEAT and Operation Southern Exposure. These multi-agency events involve local, county and State law enforcement agencies. The focus of these saturation patrols is to conduct daytime and nighttime impaired/belt/speed enforcement focusing on urban and rural road safety. These patrols typically offset the times of the National Campaigns which maintains stepped up enforcement year round throughout the State.
- Iowa has 5 sSTEP waves that are conducted in support of "Drive Sober or Get Pulled Over" Crackdown. Two hundred and fifty seven agencies participated in these sSTEP waves throughout the State in 2015.

Section 405d:

- Iowa qualified for section 405d as a low fatality rate State in 2015. Iowa cannot conduct sobriety checkpoints. However, they do conduct Safety Checkpoints.

Seat Belt Use:

General Summary of Activities:

Iowa's current seat belt use rate is 92.86%. This rate is the highest within Region 7. Iowa has a primary seat belt law that applies to occupants located in the front seat and back. In 2004 Iowa passed a Child Restraint Law requiring children 6 to 11 years of age to be properly secured by a child restraint system. Iowa's occupant protection activities are focused in two main areas, enforcement and training.

Involvement in Click It or Ticket Mobilization:

- Iowa supports the National tag line with \$80,000.00 in paid media coverage.
- A total of 194 agencies participated in FY 15 campaign and all agencies reported data. A total of 1,887 seatbelt citations were issued during the 2015 CIOT mobilization.

Innovative Programs

- Iowa conducts year round law enforcement sSTEP events that focus on seatbelt enforcement.
- Iowa is conducting nighttime belt enforcement activities throughout their top 22 counties. They utilize the Central Iowa Task Force (CITSTF) along with their State Corridor and sSTEP enforcement waves to conduct the enforcement.

Safe Communities:

- Iowa currently has 2 Safe Communities that are active in impaired driving, seatbelt

awareness and other traffic injury prevention issues.

Motorcycles:

- Iowa’s motorcycle fatalities accounted for 8% of their total fatalities in the State for FY 2013. Iowa has an active motorcycle task force with rider associations, dealers, law enforcement, Emergency Medical Services, traffic engineers, driver’s license, and citizens. The Task force hosted the 7th annual motorcycle safety forum during July, 2014. Iowa also has a comprehensive motorcycle motorist safety brochure in its 6th addition. Motorcycle fatalities in Iowa decreased 24% from 59 to 41 in FY 2013.

Speed:

- Iowa’s speed fatalities accounted for 14% of their total fatalities in 2014. Iowa has year round support from law enforcement agencies such as the Central Iowa Task Force (CITSTF) and the State Highway Patrol.
- Iowa wrote 12,273 speed citations during the FY 2015 CIOT National Campaign down from the previous year which yielded 15,126 citations.

Data Records/Traffic Records (TRCC):

- Iowa has qualified each year for Section 408 funds and they have an active Traffic Records Coordinating Committee (TRCC) that meets quarterly. Iowa is also a (CODES) state.
- Iowa conducted a Traffic Records Assessment in April 2011 and has begun to implement some of the recommendations found by the Assessment Team.

Federal Highway focus City/State: Iowa is a Focus State for Roadway Departure.

- 0 - didn’t receive funding – either didn’t qualify or didn’t apply
- N/A – not eligible (e.g. 154/164); if compliant don’t receive money or Territories not eligible for certain grant funds
- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406) the entire amount the State received in the fiscal year (FY) is included, with the amount going to NHTSA in parenthesis (). To help clarify what \$ should be listed.

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$3,243,100	\$3,158,119	\$3,153,641
§405 Occupant Protection	\$431,969	\$428,667	\$421,784
§408 Traffic Records	\$500,000	\$500,000	\$500,000
§410 Impaired Driving	\$1,790,240	\$1,728,540	\$1,706,591
§410 HFR	\$ NA	\$ NA	\$
§2010 Motorcycle	\$103,866	\$103,866	\$104,798
§2011 Booster Seat	\$ NA	\$ NA	\$ NA
§1906 Racial Profiling	\$ NA	\$ NA	\$ NA

§406 Primary Seat Belt	\$ NA	\$ NA	\$ NA
§154 OPEN CONTAINER	\$ NA	\$ NA	\$ NA
§164 REPEAT OFFENDER	\$ NA	\$ NA	\$ NA
TOTAL	\$6,069,175	\$5,919,192	\$5,886,814

**** Key:**

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding - either didn't qualify or didn't apply
- N/A not eligible (e.g. 154/164 if compliant don't receive money); Territories not eligible for certain grant funds
- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406) the entire amount the State received in the fiscal year (FY) is included, with the amount going to NHTSA in parenthesis (). To help clarify what \$ should be listed.

MAP-21 FUNDING CHART

	FY13	FY14	FY 15	FY16
§402	\$3,139,450	\$3,110,824.64	\$3,336,260.24	\$3,188,658.32
§405 B OP	\$ 838,528	\$ 863,209.61	\$818,271.84	\$641,924.06
§405 IMPAIRED DRIVING	\$ 2,035,209	\$2,034,688.66	\$2,011,887.36	\$2,029,576.92
§405 DATA	\$ 714,875	\$ 757,573.95	\$560,708.93	\$561,941.06
§405 DISTRACTION	\$	\$		
§405 MOTORCYCLE	\$ 63,204	\$ 64,187.84	\$63,39.87	\$62,445.15
§405 GDL	\$	\$		
§154 OPEN CONTAINER	\$	\$		
§164 REPEAT OFFENDER	\$	\$		
TOTAL	\$ 6,791,266	\$ 6,830,435	\$6,790,523.24	\$6,484,545.51

Date: August 29, 2017

STATE: Kansas

**Contact: NHTSA Region 7- Regional Administrator Susan DeCourcy
(816) 329-3900**

Organization

Governor: Sam Brownback (R) – Second Term

U.S. Congressional Delegation:

Senators: Jerry Moran (R) (Appropriations Committee) (Commerce, Science and Transportation Committee) (Chair-Consumer Protection, Product Safety, Insurance, and DFA Security Subcommittee)
Pat Roberts (R)

Congressmen: Tim Huelskamp (R)
Lynn Jenkins (R)
Mike Pompeo (R) (Energy & Commerce Committee)
Kevin Yoder (R) (Appropriations Committee: THUD Subcommittee)

Governor's Representative: Michael King, Secretary
Kansas Department of Transportation

Coordinator: Chris Bortz, Traffic Safety Manager
Kansas Bureau of Transportation Safety and Technology
Kansas Department of Transportation

State Highway Patrol: Mark Bruce, Superintendent
Kansas Highway Patrol

State EMS Director: Joseph House
Executive Director

State Legislature: Senate: 8 Democrats; 32 Republicans
House: 28 Democrats; 97 Republicans

STATEWIDE STATISTICS

	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities	386	431	386	405	350	385
Number of Serious Injuries in Traffic Crashes (Obtain from State)	1,675	1,717	1,577	1,592	1,446	
Fatalities/100M VMT	1.31	1.44	1.29	1.32	1.16	N/A
• Total	.47	.56	.47	.51	.50	N/A
• Urban						N/A
• Rural	2.18	2.37	2.14	2.16	1.87	N/A
Number of Unrestrained Occupant Fatalities, All Seat Positions	169	206	159	163	146	150
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	123	134	108	104	102	103
Number of Speeding-Related Fatalities	103	100	109	114	111	109
Number of Motorcyclist Fatalities	47	40	45	48	35	48
Number of Unhelmeted Motorcyclist Fatalities	29	28	32	34	18	28
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	70	73	63	68	54	55
Number of Pedestrian Fatalities	22	15	14	26	25	23
Number of Bicyclist and Other Cyclist Fatalities	5	1	2	7	6	7
Observed Seat Belt Use, Front Seat Outboard Occupants	77.0	81.8	82.9	79.5	80.7	85.7

* Data Source: State Traffic Safety Information (STSI) website. The Number of Serious Injuries in Traffic Crashes from the State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		6/10	Front seat passengers, Under 18 in rear seat
Graduated Drivers License	X		1/10	Under 17
Open Container Law (154)	X		7/94	N/A
Repeat Intoxicated Driver Law (164)	X		7/01	N/A
CPS	X		1/82	Under age 4
Booster Seat	X		7/06	Age 4-8 unless 80 lbs or 4'9"
Motorcycle Helmet Law	X		7/74	Under 18
Prohibit Racial Profiling	X		7/05	N/A
High BAC	X		7/07	N/A

PROGRAM AREA SUMMARIES

General:

Currently in Kansas for 2014, there are 385 fatalities. Kansas experienced the lowest number of traffic fatalities ever recorded at 350 in 2013. This was 9% better than their second lowest number of 384 in 2008.

Management Review –August, 2013

Special Management Review – Impaired Driving completed September, 2005.

Assessments Conducted:

- Occupant Protection Assessment conducted August, 2013
- Traffic Records Assessment conducted April, 2015
- Standardized Field Sobriety Test Assessment conducted March, 2006
- Impaired Driving Assessment conducted July, 2006
- Emergency Medical Services Reassessment conducted July, 2007
- Driver Education Assessment conducted August, 2012

Impaired Driving:

General Summary of Activities:

Kansas has decreased the number of alcohol related fatalities by 24%, from 134 in 2010 to 103 in 2014. The BTST has worked hard in developing their law enforcement program since 2003. They currently have four Law Enforcement Liaisons working in the state. In FY08 they hired a Traffic Safety Resource Prosecutor (TSRP,) and in 2015 they hired a second TSRP. The Kansas Special Traffic Enforcement Program (STEP) produced 347 DUI arrests from 121 local Kansas police agencies and the Kansas Highway Patrol. In addition, the Kansas Impaired Driving Deterrence Program, funded 18 local agencies which resulted in 30 sobriety checkpoints and 104 saturation patrols, resulting in 220 DUI arrests and 37 MIP arrests in fiscal year 2015. They also fund the coordination of the DRE program and the breath testing unit that are within the Kansas Highway Patrol.

Involvement in Crackdown:

- Support of the National tag line: Kansas for Fiscal Year 2015 utilized the tag line of “You Drink, You Drive, You Lose. They are using their own logo and media messages.
- Amount of LE Involvement: The Kansas BTST has increased their law enforcement grant program to 162 in 2015 or 42% of the total enforcement agencies in the State. Reports indicate a total of 225 DUI arrests were made as a result of the 2015 Crackdown effort.
- Funding efforts: During the 2015 National Impaired Driving Crackdown, Kansas has dedicated \$150,000 for paid media, and committed \$200,000 for law enforcement programs:
- Kansas in FY08 initiated a Traffic Safety Resource Prosecutor position with the State Attorney General’s Office. This position will assist prosecutors in the adjudication of the traffic laws with the emphasis on “drunk driving.”
- Court Monitoring: A contract was given to the DUI Victim center in the south-central region of Kansas with the intent to monitor DUI court cases and assist impaired driving advocates.
- The Kansas SFST program has been noted as the best program in the country by national experts.

Section 410/405d:

- Kansas qualified for Section 410 as a low fatality rate state in FY06, 07, 09 and 2011.
- Kansas utilizes its 410&405d funding to provide judicial training, enhance enforcement efforts, provide education materials, court watch programs and support the Traffic Safety Resource Prosecutors position.

Drug Evaluation and Classification Program (DECP): Kansas is a DECP State, which is supported through the State Highway Safety Office. Kansas currently has 84 DRE s Statewide.

Does the State have active Coordination Committee: In 2013 an Alcohol Task Force was formed to review impaired driving activities and develop an action plan for the state, as part of the Kansas Strategic Highway Safety Plan (SHSP.)

Hot Issues: None at this time.

Seat Belt Use:

General Summary of activities:

In the 2010 Legislative session, Kansas passed a Primary Seat Belt usage law that went into effect on June 10, 2010. The Kansas usage rate for 2010 went up to 81.8%, a 4.8% usage rate increase from 77% in 2009. The Kansas Department of Transportation initiated the "Click It or Ticket" (CIOT) program for the May 2004 Mobilization to increase belt usage in the State and continues to use the program. CIOT provided funding to enhance overtime enforcement and paid media. Kansas has four LEL's that work the state to gain law enforcement support for the National Mobilizations. The BTST implements a law enforcement incentive program to increase enforcement activity as well as the number of agencies involved in the mobilization.

Involvement in Click It or Ticket mobilization:

- Support of National tag line: Kansas has used the Click It or Ticket tag line since May 2004. They have also developed their own logo and media ads for use in the state.
- Amount of LE involvement: 159 or 41% of the law enforcement agencies participated in the Kansas 2015 CIOT Mobilization. These agencies produced 14,798 safety restraint citations during the CIOT enforcement period.
- Funding efforts: Kansas spent \$200,000. on paid media and dedicated \$250,000 on law enforcement efforts during the 2015 CIOT Mobilizations.

Innovative Programs:

- Kansas has targeted low usage rate counties, and has increased enforcement by conducting special enforcement programs in those areas.
- High School Safety Belt Challenges known as SAFE (Seatbelts Are For Everyone), which includes enforcement by local agencies, are being implemented in communities around Kansas.
- Kansas is continually developing their law enforcement incentive program to gain commitments and production from their STEP contractors.

Hot issues: The Kansas primary seat belt law which went into effect with enforcement on June 30, 2010 had a small \$5.00 fine for the first year. On July 1, 2011 the fine increased to \$10.00 and is currently at that level. There is an effort for the 2016 legislative session to increase the fine to \$30.00.

Data-Driven Approaches to Crime and Traffic Safety (DDACTS): The Kansas BTST embraces the concept and is promoting it throughout the State. Kansas hosted the first ever DDACTS Implementation Workshop in 2010. To date they have 4 known DDACTS initiatives in Kansas which includes; Overland Park, Topeka, Prairie Village and Shawnee.

Motorcycles: Kansas has developed a Motorcycle Safety Advisory Committee that meets quarterly. This committee helps to develop the Kansas Motorist awareness program and the impaired riding programs for the state. Kansas continually qualifies for Section 405 Motorcycle Safety Funding.

Data Records/Traffic Records: Kansas organized a Traffic Records Coordination Committee (TRCC) that meets quarterly throughout the year to review the traffic records status in the state and to coordinate

a strategic traffic records plan. A contractor was hired to work with all agencies in Kansas to develop the strategic plan for the state. Top priorities include electronic transmission of data, linking data elements and developing an electronic impaired driving database. The TRCC meets quarterly to plan and review program implementation efforts.

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$ 3,405,385	\$ 3,372,309	\$ 3,616,359	\$ 3,448,763
§405 OP	\$ 899,086	\$ 925,549	\$ 877,366	\$ 688,283
§405 IMPAIRED DRIVING	\$ 2,182,190	\$ 2,181,631	\$ 2,157,183	\$ 2,176,150
§405 DATA	\$ 766,481	\$ 812,231	\$ 601,202	\$ 602,524
§405 DISTRACTED	\$ 0	\$ 0	0	\$ 0
§405 MOTORCYCLE	\$ 68,360	\$ 68,823	\$ 67,973	\$ 66,955
§405 GDL	\$ 0	\$ 0	\$ 0	\$ 0
§154 OPEN CONTAINER	\$ N/A	\$ N/A	\$ N/A	\$ N/A
§164 REPEAT OFFENDER	\$ N/A	\$ N/A	\$ N/A	\$ N/A
TOTAL	\$ 7,321,503	\$ 7,360,544	\$ 7,320,084	\$ 6,982,675

** Key: Include funding that has been awarded for all that apply

- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds
- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406) the entire amount the State received in the fiscal year (FY) is included, with the amount going to NHTSA in parenthesis (). To help clarify what \$ should be listed.

Date: August 29, 2017

STATE: Kentucky

Contact: NHTSA Region 3 Administrator, Elizabeth A. Baker, Ph.D.
410-962-0090

Organization

Governor: Gov. Matthew G. Bevin (R)

U.S. Congressional Delegation:

Senators and party affiliation: Mitch McConnell (R) (Appropriations)
Rand Paul (R) (1/5/2011)

Members of Congress and party affiliation: Edward Whitfield (R)
Brett Guthrie -- (R) (Energy and Commerce)
John Yarmuth (D)
Thomas Massie (R) (Trans and Infra)
Harold "Hal" Rogers (R)
Garland "Andy" Barr (R)

Governor's Representative: **Greg Thomas**, Secretary
KY Transportation Cabinet
Greg.thomas@ky.gov

Coordinator: **Noelle Hunter, PhD.**, Director
Kentucky Office of Highway Safety
noelle.hunter@ky.gov

State Police/Patrol Executive: **Richard W. Sanders**, Commissioner
Kentucky State Police

State EMS Director: **Michael Poynter**, Executive Director
Kentucky Board of Emergency Services

State Legislature: Senate: 11 Democrats; 27 Republicans;
House: 52 Democrats; 47 Republicans

STATEWIDE STATISTICS *

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	791	760	720	746	638	672	761
Number of Serious Injuries in Traffic Crashes (Obtain from State)	4,491	4,057	3,873	3,825	3,175	3,154	3,175
Fatalities/100M VMT	1.67	1.58	1.50	1.58	1.36	1.40	
• Total	0.73	1.03	0.80	0.82	0.73	.7	
• Urban							
• Rural	2.36	1.99	2.00	2.13	1.82	2.01	
Number of Unrestrained Occupant Fatalities, All Seat Positions	352 (57%)	310 (56%)	306 (56%)	309 (57%)	245 (53%)	285 (57%)	308
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	192 (24%)	168 (22%)	172 (24%)	169 (23%)	167 (26%)	171 (25%)	192
Number of Speeding-Related Fatalities	154	154	141	151	125	125	140
Number of Motorcyclist Fatalities	86	96	71	106	87	86	91
Number of Unhelmeted Motorcyclist Fatalities	50	58	42	68	59	48	61
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	133	114	86	88	80	79	89
Number of Pedestrian Fatalities	41	61	50	49	55	57	67
Number of Bicyclist Fatalities	5	7	2	6	3	4	7
Observed Seat Belt Use, Front Seat Outboard Occupants	80%	80%	82%	84%	85%	86%	86%

* All Statistics, except for Number of Serious Injuries in Traffic Crashes, are available from the State Traffic Safety Information (STSI) website beginning November 2008. The Number of Serious Injuries in Traffic Crashes should be obtained from the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		July 12, 2006/Enf Jan 1, 2007	All
Graduated Drivers License	X		October 1, 2006	16 & 17 yr old drivers receiving learners
Open Container Law (154)	X		October 1, 2002	N/A
Repeat Intoxicated Driver Law (164)	X		October 1, 2002/ June 24, 2015	Now with ignition interlock 1 st year
CPS	X		July 1982	40 inches and under
Booster Seat	X		April 14, 2008/June 24, 2015	Under 8
Motorcycle Helmet Law		X		Individuals under 21 must wear helmet
Prohibit Racial Profiling		X		N/A
High BAC	X		July 15, 2010	0.15 BAC aggravator, not 410 compliant
Cell phone/Texting	X		July 15, 2010 (Warnings) January 1, 2011 (Tickets)	>18 No texting, <18 No cell phone use

PROGRAM AREA SUMMARIES

General:

Management Review – Conducted August 10-14, 2015 (one finding)

Assessment –

- Impaired Driving –
- Occupant Protection – March 2015
- Traffic Records – Last one was May 2012

Impaired Driving:

In 2015, the Kentucky Legislature passed a Repeat Offender law that incorporates mandatory Ignition Interlock for repeat offenders and 1st time offenders if there is an aggravated circumstance.

The Commonwealth of Kentucky is supporting and actively participated in the 2016 national crackdown campaign, “Drive Sober or Get Pulled Over”. Kentucky coordinated two major mobilizations focused on impaired driving in FY 2015 (August and December). A total of 116 local law enforcement agencies and the KY State Police, participated in the August mobilization. A total of 239 safety checkpoints were conducted during this 18-day period.

Kentucky has an Impaired Driving Task Force. This group, made up of many disciplines, developed a Strategic Plan that will reduce impaired driving fatalities and injuries in Kentucky. Other countermeasures employed in Kentucky to reduce the incidence of impaired driving include: a statewide ignition interlock program, a Traffic Safety Resource Prosecutor program, a Drug Evaluation and Classification program, and the Hero Campaign (a designated driving program).

Occupant Protection:

The Kentucky Legislature passed a Primary Safety Belt law that became effective July 12, 2006. After a six-month educational period, Kentucky law enforcement began to enforce the new primary law on January 1, 2007. On April 11, 2012, then-Governor Beshear signed SB89 which expanded the Primary Safety Belt law to include 15 passenger vehicles. Previously the law only covered vehicles up to 10 passengers.

Kentucky supports the May Safety Belt Mobilization using the Click It or Ticket tag line. During the Mobilization periods, Kentucky used the NHTSA National model of High Visibility Enforcement (HVE) where enforcement is coupled with directed media messaging. In 2015, the Office of Highway Safety utilized Section 402 funds to support occupant protection overtime enforcement programs for 22 law enforcement agencies. These grantees worked a total of 7,943 overtime hours, issuing a total of 7,888 seat belt citations and 399 child restraint citations. In addition, these grantees issued a total of 2,316 speeding citations, 12,302 other traffic citations, and made 263 DUI arrests and 1040 other arrests during their grant-funded hours, which included 105 traffic safety checkpoints. This effort boosted their 2015 Safety Belt use rate to a record high of 86.7% however, the 2016 rate is 86.5.

Kentucky introduced legislation to upgrade their child passenger safety law during the legislative session in 2015. The booster seat law now covers children 8 years and under.

In FY 2016 Kentucky developed an Occupant Protection Task Force with a Child Passenger Safety subgroup following the recommendations from the OP Assessment in March.

Other Significant Programs –

Governor's Task Force

The Transportation Cabinet (DOT) designed a Coordinating Committee including various transportation agencies. This committee comprised of different emphasis teams such as: impaired driving, aggressive driving, young drivers, and occupant protection. Because the Governor supports the formation of the committee, it is called the Governor's Executive Committee for Highway Safety. Its mission is to have "one voice" for Kentucky's highway safety initiatives. The Executive Director for Highway Safety is the chair.

Data Records/Traffic Records (TRCC): Kentucky received Section 405c funding in FY15 for the State Traffic Safety Information System Improvement Grant. Planned improvements to the KyOps crash system will be the focus for this year.

Federal Highway Administration (FHWA) focus City/State: FHWA and DOT Cabinet have implemented a Drive Smart program. This program has 12 Corridors that receive education, information and enforcement throughout the year. The Highway Safety Office supports the Drive Smart program and provides funding for law enforcement agencies. In fiscal year 2013, KY applied for a 403 demonstration grant to improve pedestrian safety in Louisville. This grant was approved in the Spring of 2014 and KY received \$307,000.

KY MAP-21 FUNDING CHART					FAST ACT
	FY13	FY14	FY 15	FY 16	FY 17

§402	\$ 3,346,087	\$ 3,282,776	\$ 3,528,729	\$ 3,800,990	\$ 3,790,288
§405 OP	\$ 871,054	\$ 895,663	\$ 849,035	\$ 666,057	\$ 539,080
§405 IMPAIRED DRIVING	N/A	\$ 2,111,184	\$ 2,087,525	\$ 2,105,880	\$ 2,113,703
§405 DATA	\$ 741,731	\$ 786,004	\$ 581,789	\$ 583,067	\$ 590,516
§405 DISTRACTION	N/A	N/A	N/A	N/A	\$ 197,183
§405 MOTORCYCLE	\$ 66,153	\$ 66,601	\$ 65,778	\$ 64,793	\$ 64,920
§405 GDL	N/A	N/A	N/A	N/A	N/A
§405 NON MOTORIZED	N/A	N/A	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A	N/A	N/A
§164 REPEAT OFFENDER	N/A	N/A	N/A	N/A	N/A
TOTAL	\$ 5,025,025	\$ 7,142,228	\$ 7,112,856	\$ 7,220,787	\$ 7,295,690

NOTE:

DATE: November 10, 2016
STATE: LOUISIANA
Contact: NHTSA Region 6 Regional Administrator
Georgia S. Chakiris, (817) 978-3653

State Organization:

Governor: John Bel Edwards – (D) First term

U.S. Congressional Delegation:

Senators:

David Vitter (R) – Deputy Whip

Bill Cassidy (R) – Appropriations Committee

Members of Congress:

Steve Scalise (R-01) – Member Committee on Energy & Commerce

Cedric Richmond (D-02)

Charles W. Boustany Jr. (R-03) House Transportation & Infrastructure Committee

John Fleming (R-04)

Ralph Abraham (R-05)

Garret Graves (R-06) Committee on Transportation and Infrastructure

Governor's Representative: Vacant

Louisiana Highway Safety Commission (LHSC)

Coordinator: Ken Trull, Acting Deputy Director

Louisiana Highway Safety Commission

State Police/Patrol Executive:

Colonel Michael D. Edmonson, Superintendent - Louisiana State Police and

Deputy Secretary - Department of Public Safety & Corrections

State EMS Director: Donnie R. Woodyard, Jr, State Bureau EMS Director,

Louisiana Department of Health and Hospitals, Office of Public Health.

State Legislature:

State Senate: 14 Democrats; 25 Republicans

State House: 42 Democrats; 61 Republicans; 2 Independent

STATEWIDE STATISTICS*

LOUISIANA	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	824	721	680	723	703	740	726
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	14,796	13,397	13,474	13,554	13,443	13,435	NA
Fatalities/100M VMT	1.84	1.59	1.46	1.54	1.47	1.53	NA
• Total	2.28	2.05	1.73	1.70	1.73	1.94	
• Rural	1.50	1.25	1.26	1.42	1.29	1.24	
• Urban							
Number of Unrestrained Occupant Fatalities, All Seat Positions	353	284	270	240	248	284	247
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	290	226	219	235	232	247	245
Number of Speeding-Related Fatalities	290	239	214	211	193	204	165
Number of Motorcyclist Fatalities	103	74	80	78	86	83	91
Number of Unhelmeted Motorcyclist Fatalities	25	10	14	4	18	10	12
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	134	108	94	99	87	81	75
Number of Pedestrian Fatalities	108	77	9	119	97	105	102
Number of Bicyclist and Other Cyclist Fatalities	13	11	18	24	14	13	34
Observed Seat Belt Use, Front Seat Outboard Occupants	74.5%	75.9%	77.7%	79.3%	82.5%	84.1%	85.9%

* Data Source: [State Traffic Safety Information \(STSI\) website](#).

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		08/31/95	All Seating Positions - < 13 in rear seat
Graduated Drivers License	X		01/01/98	< 17
Open Container Law (154)	X		08/15/04	N/A
Repeat Intoxicated Driver Law (164)	X		07/01/08	N/A
Child Passenger Safety	X		1984	< 6
Booster Seat	X		01/01/04	< 1 (or<20lbs) rear facing child safety seat; >20lbs forward facing child safety seat; booster seat for ages 4 to 6 and 40lbs-60lbs; >60, booster seat or seat belt: <13 in rear seat.
Motorcycle Helmet Law	X		2004	All
Prohibit Racial Profiling		X		N/A
High BAC	X		7/1/86	N/A

PROGRAM AREA SUMMARIES

General:

Management Review -- FY 15

Special Management Reviews

- Impaired Driving – FY08
- Occupant Protection – FY07

Assessment --

- Impaired Driving – FY13
- Occupant Protection – FY14

Impaired Driving:

Louisiana is using the “Drive Sober or Get Pulled Over” slogan to promote the Labor Day Crackdown. In 2015, 56 law enforcement agencies participated in the Crackdown resulting in 437 arrest.

Since 2010, Louisiana has instituted “No Refusal Weekends” (NRW) with several District Attorney (DA) offices, Law Enforcement (LE) agencies and Judges. NRW campaigns are conducted throughout the calendar year including 24/7 in Lafourche and Jefferson Parish. To further assist in NRW, the State has purchased BAT-mobiles in Monroe, Caddo Parish, Lake Charles, Jefferson Parish and Baton Rouge. Each city/parish has cooperative agreements with surrounding cities/parishes for using the BAT-mobiles during Impaired Driving campaigns. .

Louisiana is classified as a Mid-range State under FAST-ACT section 405(d) regulations. To combat impaired driving, the HSO is funding one DWI Court (Baton Rouge City Court) and seven hybrid DWI/Drug Courts. In 2014, the Louisiana legislature passed a law providing funding for the 24th JDC DWI court. In 2007, Louisiana passed legislation mandating the use of ignition interlock devices for first-time DUI offenders.

In 2013, the State completed an Alcohol Assessment. As a result of the assessment the Governor’s DWI Task Force reviewed the recommendations and created a Statewide Impaired Driving Strategic Plan. The Governor’s DWI Task Force has been instrumental in passing several impaired driving legislation including Act 236 (2010) which increased the penalty for driving under suspension, when a suspension is a result of an impaired driving offense.

State Drug Evaluation Classification (DEC) program: Yes

State Impaired Driving Coordinating Committee: Yes.

Seat Belt Use:

In June of 2016, the Louisiana Legislature passed and the Governor signed HB 751 which increased the minimum seat belt violation fine from \$25 to \$50.

Louisiana utilizes the “Click It or Ticket” (CIOT) message for its seat belt campaign. In 2015, 218 law enforcement agencies participated in the CIOT May mobilization which resulted in over 19,000 safety belt citations.

From FY11 -- FY16, the LHSC has received Highway State Improvement Program (HSIP) funds through the Strategic Highway Safety Plan (SHSP) to assist with traffic safety enforcement efforts and increase media buys to combat the States’ low seat belt use. The State completed its

last Occupant Protection (OP) Assessment in FY 2014. The State plans to conduct another OP assessment in FY 2017.

For several years, the State has been unable to make significant increases in its daytime observed seat belt use. In 2009, Louisiana upgraded its primary seat belt law to include all seating positions. In 2015 the State reached 85.9 percent, its highest daytime seatbelt use rate ever. While still below the national average, the State continues to make improvement.

State Occupant Protection Coordinating Committee status: Yes (via the SHSP OP Team).

Transfer Programs: Louisiana has not enacted Open Container or Repeat Offender legislation that meet federal requirements of Sections 154 and 164. This has resulted in a significant amount of Sections 154 and 164 funds being transferred from highway construction projects to hazard elimination and alcohol programs.

Motorcycles: Louisiana has a universal motorcycle helmet law (HB 109), which covers all ages, and has been in effect since August 15, 2004. In 2005, the State formed a motorcycle safety coalition, consisting of motorcycle enthusiasts and others from across the State for input into motorcycle safety issues. The coalition is active and meets quarterly.

Data Records/Traffic Records (TRCC): Louisiana submitted their Traffic Records Strategic Plan along with their initial Section 405(c) application. The State qualified for MAP-21 Section 405(c) in FY13, FY14 and FY15. To further assist planning efforts, Louisiana was the first state to submit and complete the NHTSA Go Team application resulting in the Team issuing a technical assistance plan. The State is using the recommendations from the plan to enhance their strategic planning and application process. Louisiana is active in pushing the Data Driven Approaches to Crime and Traffic Safety (DDACTS) model.

FUNDING CHART						
LOUISIANA	FY13	FY14	FY15	FY16	FY 17	

§402	\$3,164,551.58	\$3,133,942.50	\$2,751,658.15	\$3,629,223.37	\$617,631
§405 b OP	\$ 0	\$893,344.51	\$664,957.46	\$812,970.89	
§405 IMPAIRED DRIVING	\$2,106,259.65	\$2,105,720.25	\$1,734,151.73	\$2,100,430.06	
§405 c DATA	\$739,811.04	\$783,969.34	\$483,304.58	\$581,558.59	
§405 DISTRACTION	NA	NA	NA	NA	
§405 MOTORCYCLE	\$65,411.38	\$66,428.66	\$54,643.38	\$64,625.13	
§405 GDL	NA	NA	NA	NA	
§154 OPEN CONTAINER AL	\$884,397	\$875,913	\$577,040	\$1,046,032	
§164 REPEAT OFFENDER AL	\$884,397	\$875,913	\$577,040	\$1,046,032	
TOTAL	\$7,844,827.65	\$8,735,231.26	\$6,842,795.30	\$8,733,260.67	

**** Key:**

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A – not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds
- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406), only the AL funds that the State HSO received in the fiscal year (FY) is shown.

Date: August 29, 2017

STATE: Maine

Contact: Art Kinsman, NHTSA Region 1 Administrator (617) 494-3427

Organization

Governor: Paul R. LePage (R), term expires January, 2019

U.S. Congressional Delegation: (include the following committees only: Senate -- Appropriations and Commerce. House -- Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:

Senator Susan M. Collins (R), term expires January 2019, Appropriations

Senator Angus King (I), term expires January 2019

Members of Congress and party affiliation:

Congressman Chellie Pingree (D), term expires January 2017, Appropriations

Congressman Bruce Poliquin (R) term expires January 2017

Governor's Representative: John Morris, Commissioner
Department of Public Safety
(207) 626-3803

Coordinator: Lauren V. Stewart, Director
Maine Bureau of Highway Safety
(207) 626-3840
Lauren.V.Stewart@maine.gov

State Police: Colonel Robert Williams
Maine State Police, Department of Public Safety
(207) 624-7200

State EMS Director: Shaun St. Germain, BS, NRP
Maine Emergency Medical Services
(207) 626-3860

State Legislature: Senate: 15 Democrats; 20 Republicans
House: 78 Democrats; 68 Republicans; 2 Independent; 2-
Un-enrolled, 1 vacant

STATEWIDE STATISTICS *

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	155	159	155	136	164	145	131	156
Number of Serious Injuries in Traffic Crashes (Obtain from State)**	862	732	775	867	***981	***863		
Fatalities/100M VMT								
• Total					1.16	1.02	0.92	
• Urban							0.33	
• Rural	1.06	1.10	1.11	0.95			1.14	
	.40	.30	0.10	0.43	0.00	0.10		
	1.32	1.41	1.48	1.31	1.60	1.37		
Number of Unrestrained Occupant Fatalities, All Seat Positions	45	50	40	51	75	56	41	53
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	42	46	40	23	49	42	37	52
Number of Speeding-Related Fatalities	53	61	83	69	78	50	39	60
Number of Motorcyclist Fatalities	18	24	19	15	24	14	11	32
Number of Unhelmeted Motorcyclist Fatalities	13	19	11	11	14	13	4	24
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	19	20	24	24	20	18	16	13
Number of Pedestrian Fatalities	12	11	12	10	9	11	9	19
Number of Bicyclist and other Cyclist Fatalities			1	0	1	4	2	0
Observed Seat Belt Use, Front Seat Outboard Occupants	83.0	82.6	81.6	81.6	84.4%	83.6%	85%	86%

* Data Source: State Traffic Safety Information (STSI) website.

** Received from State/not FARS Final Numbers

*** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		ENACTED 4/30/2007; EFFECTIVE 4/1/2008	
Graduated	X		ENACTED 1998	

Drivers License				
Open Container Law (154)		X	1999	
Repeat Intoxicated Driver Law (164)	X			
CPS	X			
Booster Seat	X		BOOSTER 1/1/03	Up to age 8
Motorcycle Helmet Law		X		1 st year of licensure; and under 18
Prohibit Racial Profiling		X		
High BAC	X		1984	
Distracted Driving Law	X		Effective Sept 28 th 2011 Texting while Driving. Tougher laws changed from when enacted. Effective Oct. 9, 2013. A driver who is cited for texting while driving will receive a 250.00 minimum fine for the first time violation and a 500.00 fine on a second or subsequent offense within three years. In addition, texting violations will now include a 30-day license suspension on a second offense; a 60-day suspension on a third offense; and a 90-day suspension on a fourth or subsequent violation. The suspension periods are mandatory, without a right to a hearing.	All

New Laws enacted on Oct. 9, 2013

*The minimum practice time for a driver under age 21 who applies for a learner's permit has increased from 35 hours to 70 hours, including an increase in night driving from 5 hour to 10 hours. Drivers completing their practice time must be accompanied by parent, guardian or licensed driver at least 20 years of age. Additionally, while the permit exam is administered by the driving school prior to program completion, the new law now requires all learners' permits to be issued only by the Secretary of State

*The suspension period for an Operating under the Influence (OUI) offender with three or more previous offenses with ten years has been increased from six years to eight years.

*The license of a person with four or more OUI offenses may be eligible for early reinstatement after serving four years of the suspension period if an approved ignition interlock device (IID) is installed for a period of four years.

PROGRAM AREA SUMMARIES

General:

Management Review – Conducted March 17-21 2014

Special Management Review

- Impaired Driving-None
- Occupant Protection-June 2005

Assessments –

- Child Passenger Safety: Conducted February 14-18, 2011
- Traffic Records: Conducted April 25-29, 2011
- Impaired Driving: Conducted April 26-30, 2010
- Occupant Protection: An assessment is scheduled for 2017, last completed May 16th 2014.
- Motorcycle Assessment was completed on April 10th 2015.

Impaired Driving: General summary of activities: Maine offers the NHTSA 24 hour SFST curriculum at its full time 18 week Academy which averages 100 students per year. Maine currently has 80 active SFST instructors statewide. Maine also offers Breath Testing Device (BTD) operator training at its full time 18 week Academy which also averages 100 students per year. Maine has 90 active BTD instructors statewide, and 1800 certified BTD operators. Maine also has a very successful Regional Impaired Enforcement Teams (R.I.D.E.) which just concluded its third successful year of enforcement details. This was kicked off in Cumberland County in FY 12, and then York County in FY 13. This program involves select officers from state, county, and municipal agencies within Cumberland and York County which demonstrated expertise in the detection apprehension and prosecution of impaired drivers. The counties were chosen because the data shows they have a high level of alcohol impaired driving. These teams conduct individual enforcement details in conjunction with other law enforcement agencies. The Team also participates in Sobriety Checkpoints. Additionally Maine runs an active state impaired driving task force with quarterly meetings. Maine has recently purchased and received a Breath Alcohol Testing Vehicle (BAT) this will assist Maine law enforcement in their dedicated efforts to combat impaired driving.

Involvement in crackdown –

- Support of National tag line-No (has not yet adopted Drive Sober or Get Pulled Over; going with a Social Norms state message instead)
- Amount of LE involved- 75 participating agencies in August Crackdown (2014) an increase of 23 agencies from 2013.

Innovative programs: None

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark)

- Sobriety checkpoints-Yes
- ALR Yes (1984) *However it is not compliant with §410

Hot issues (include if significant) (e.g. pending legislation): Law enforcement in the state have expressed a growing concern over Drug-Impaired Driving; training more DRE's and helping establish their legitimacy have been cited as top ways to address this growing concern.

Carryover funding in any of the grant program areas – Funds are expended within four years.

Drug Evaluation Classification (DEC) State or not? Yes
Does State have active Coordinating Committee? Yes

DRE's :

Maine has 91 officers who are DRE certified.

Seat Belt Use:

General summary of activities: ME Does not support the national tag line; they feel it is too "harsh." In 2016 the belt use rate was 86.0%. State is involved in nighttime enforcement details.

The Maine legislature passed LD 24 to enact a primary seat belt law, signed by Governor Baldacci on April 30, 2007 and effective September 20, 2007. The law institutes a fine of \$50 for a first offense, \$125 for a 2nd offense, and \$250 for the 3rd and subsequent offense. Maine received Section 406 funds in FY 2008.

Involvement in Click It or Ticket mobilization –

- Support of National tag line: Primary message is "Buckle Up, No Excuses" (CIOT is secondary)
- Amount of LE involved 86 (2013)

Innovative programs

Any significant occupant protection Section 403 projects (sensitive issues; earmark)
Hot issues (include if significant) (e.g. pending legislation)

Carryover funding in any of the grant program areas – Funds are expended within four years.
Does State have active Coordinating Committee: Yes

Other Significant Programs – A team of NHTSA HQ and Region 1 staff conducted a Technical Assistance Team (TAT) review (November 2009). As a result the FY 2011 and FY 2012 HSP (as well as the SHSP) include programs, similar to the Region 6 demonstration project, to address the belt issue with teen population.

Safe Communities: State does not yet participate, however in the past they have requested more information about utilizing Safe Communities as a result of the Nov. 2009 TAT. State did not participate in the Safe Communities training in CT in Nov 2011.

Motorcycles: In April 2009 the law was updated to that require all under the age of 18 to wear a motorcycle helmet. A motorcycle assessment was completed April 10th 2015.

Speed: 2017 HSP provides funding for overtime speed enforcement details as well as speed enforcement equipment.

Pedestrians/Bicycles: The FY 17 HSP Contained no projects in these two areas.

Emergency Medical Services: Atlantic Partners EMS provides seat belt education and outreach through the use of the convincer and rollover simulator.

Data Records/Traffic Records (TRCC): TRCC meets quarterly. Maine has electronic crash reporting, and their major traffic records projects is working to update the Maine Crash Reporting System (MCRS). A traffic records assessment took place in FY 2016.

SHSP- Last formal update was in 2014. Maine frequently revisits and adjusts their SHSP based on evaluation of current data and existing strategies. FHWA acknowledged the 2014 revisions made to the SHSP in October of 2014.

Federal Highway focus City/State: None

Congressional Earmarks: None

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Washington State TACT project):

Any Hot Issues: See Hot Issues above

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$1,756,252.67	\$1,742,775.00	\$1,875,110.98	\$2,029,646.62
§405 OP	\$454,872.10	\$468,260.30	\$443,883.18	\$348,220.82
§405 IMPAIRED DRIVING	\$1,104,028.48	\$1,103,745.75	\$1,091,376.86	\$1,100,972.81
§405 DATA	\$ 387,783.36	\$410,929.62	\$304,164.52	\$304,832.90
§405 DISTRACTION	\$459,082.20	\$ 0	\$ 0	
§405 MOTORCYCLE	\$ Did not qualify	\$ Did not qualify	\$ Did not qualify	\$33,874.25
§405 GDL	\$ N/A	\$ 0	\$ 0	
§154 OPEN CONTAINER	\$ N/A	\$ N/A	\$ N/A	
§164 REPEAT OFFENDER	\$ N/A	\$ N/A	\$ N/A	
TOTAL	\$3,302,923.07	\$3,725,710.67	\$3,714,535.54	\$3,817,547.40

** Key:

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A - not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds

Date: August 29, 2017

STATE: Maryland

Contact: NHTSA Region 3 Administrator, Elizabeth A. Baker, Ph.D.
410-962-0090

Organization

Governor: Larry Hogan (R)

Senators: Chris Van Hollen (D) (Appropriations, Budget)
Benjamin L. Cardin (D) (Finance, Foreign Relations)

Congressmen: John K. Delaney (D) (Finance)
Steny H. Hoyer (D)
John Sarbanes (D) (Energy & Commerce)
Anthony Brown (D)
C.A. (Dutch) Ruppertsberger (D) (Appropriations)
Jamie Raskin (D) (Judiciary, Oversight and Government Reform)
Andrew P. Harris (R) (Appropriations)
Elijah E. Cummings (D) (Oversight and Govt Reform, Transportation)

Governor's Representative: Christine Nizer, Administrator, Maryland Motor Vehicle Administration

Coordinator: Tom Gianni, Chief of the Maryland Highway Safety Office, Maryland Motor Vehicle Administration tgianni@mdot.state.md.us

State Police/Patrol Executive: Colonel William M. Pallozzi, Secretary of the MD Department of State Police

State EMS Director: Dr. Kevin Seaman, MD

State Legislature:
Senate: 33 Democrats; 14 Republicans
House: 95 Democrats; 40 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	496	485	511	465	442	513	
Number of Serious Injuries in Traffic Crashes (Obtain from State)	4,051	3,809	3,312	2,957	3,050	2,605	
Fatalities/100M VMT	0.88	0.86	0.90	0.82	0.78	N/A	
• Total	0.75	0.74	0.77	0.64	0.63	N/A	
• Urban							
• Rural	1.27	1.21	1.26	1.58	1.47	N/A	
Number of Unrestrained Occupant Fatalities, All Seat Positions	125 (42%)	139 (48%)	113 (35%)	108 (39%)	98 (38%)	86 (27)	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	154 (31%)	161 (33%)	163 (32%)	141 (30%)	130 (29%)	159 (31)	
Number of Speeding-Related Fatalities	164	142	202	148	134	121	
Number of Motorcyclist Fatalities	82	76	78	62	69	75	
Number of Unhelmeted Motorcyclist Fatalities	12	11	8	5	8	6	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	58	63	58	42	36	40	
Number of Pedestrian Fatalities	102	102	97	108	101	92	
Number of Bicyclist Fatalities	8	5	5	6	5	11	
Observed Seat Belt Use, Front Seat Outboard Occupants	94%	94%	91%	90.7	92.1	92.9	90.8

* All Statistics, except for Number of Serious Injuries in Traffic Crashes, will be available from the State Traffic Safety Information (STSI) website beginning November 2008. The Number of Serious Injuries in Traffic Crashes should be obtained from the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		1997	Driver & Front outboard passenger
Graduated Drivers License	X		1989	
Open Container Law (154)	X		2004	N/A
Repeat Intoxicated Driver Law (164)	X		2004	N/A
CPS	X		1984	5 years and under
Booster Seat	X		2008	Under 8 (thru 7)
Motorcycle Helmet Law	X		1992	
Prohibit Racial Profiling		X		N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General:

Management Review -- completed FY 2014 -- No findings. Next one scheduled 7/24-28/17

Assessment --

- Impaired Driving -- last one completed October 2007
- Traffic Records -- December 2014

Impaired Driving:

The MHSO, in partnership with other NHTSA Region 3 states participate in the Checkpoint Strikeforce (CPSF) initiative. This highly visible enforcement program, now in its 15th year, includes media outreach as well as one checkpoint a week in every Region 3 state.

The MHSO has participated in every national crackdown and has adopted the new *Drive Sober or Get Pulled Over* slogan as part of the Regional Checkpoint Strikeforce effort. The tag line will be displayed throughout the state during the Crackdown on variable message signs. In addition, the MHSO has participated in Smooth Operator and Click It or Ticket. The MHSO is able to leverage resources and achieve greater impact by working in conjunction with the District of Columbia's and the Virginia HSOs in securing paid media buys to compliment these three major highway safety programs. Ninety percent of Maryland's law enforcement participates in the Crackdown.

Sobriety checkpoints- Maryland has no restrictions on conducting checkpoints and has participated in the Region 3 Checkpoint Strikeforce program since its inception in 2002.

Maryland is a Drug Evaluation Classification (DEC) State. There are currently over 100 certified Drug Recognition Experts (DRE) employed by state, county and local police agencies in Maryland. This program is coordinated by the Maryland State Police (MSP), which maintains officer certification information as well as evaluation data and current drug-impaired driving arrest trends. Additionally, the state coordinator is responsible for providing training for new DRE candidates and maintaining an informational network of national drug trends. This program also supports the chemical testing of evidentiary blood kits obtained by DRE's from impaired driving arrests. A statewide notification/paging system has recently been established and will be evaluated and refined over the coming year.

Seat Belt Use: Maryland seat belt use rate is 91%. More than 120 police agencies participate in the Click It or Ticket (CIOT) mobilization. Maryland Strategic Highway Safety Plan (SHSP) has Occupant Protection as one of six "emphasis areas" and has an "Emphasis Area Team" that meets regularly to monitor and manage the statewide Occupant Protection Program. This group consists of a diverse membership from State agencies, local law enforcement, advocacy groups, businesses, and private organizations.

Other Significant Programs:

Motorcycles: Motorcycle fatalities in Maryland have spiked over the past six years. To help deal with this problem the MHSO has spearheaded a statewide motorcycle safety task force which meets quarterly.

Speed: Maryland partners DC in the *Smooth Operator Task Force (SOTF)*, its mission being to curb aggressive driving through the use of enforcement waves and accompanying public awareness efforts throughout an expanded Washington Metro area, including the entire state of Maryland. Membership in the SOTF includes representatives from the MD and DC highway safety offices, departments of motor vehicles/motor vehicle administrations, state & municipal law enforcement agencies, the FHWA, the NHTSA, the Insurance Institute for Highway Safety, private safety organizations, and other technical experts.

Emergency Medical Services (EMS): Maryland has one of the best EMS programs in the country (NHTSA EMS reassessment 2004). Maryland became the first state to implement a statewide EMS System in 1973. The Statewide EMS System in Maryland is unique in the nation. Throughout Maryland, one seamless emergency medical services system incorporates all components necessary to respond to emergency care needs. Uniform standards for the operation of the statewide system are in place for all critical components of the system. This uniform approach to emergency medical services throughout the State ensures that the highest level of emergency care is available to respond to each patient care emergency.

Data Records/Traffic Records Coordinating Committee (TRCC): Maryland's TRCC, facilitated and supported by the MHSO, meets at least three times a year. Membership on the Committee includes representatives from the Maryland Department Of Transportation (MDOT), the NHTSA, the FHWA, the FMCSA, the Maryland State Police, the Motor Vehicle Administration, the Maryland Institute for Emergency Medical Services Systems, the Maryland Transportation Authority Police Department, the Department of Health and Mental Hygiene, the National Study Center for Trauma & EMS, Johns Hopkins University, the University of Maryland, Morgan State University, the Chesapeake Region Safety Council, the Office of the Chief Judge, the District Court and the Office of the Chief Medical Examiner, as well as various local agencies, including departments of public works, law enforcement agencies and health departments. In addition, a Sub-Committee of "core" TRCC members, the TRCC Steering Committee, most of which are grantees of the MHSO for their part in the effort, meets bi-monthly as well. Maryland has participated in three traffic records assessments, the most recent one in December 2014.

Any Hot Issues:

MD's Strategic Highway Safety Plan: The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, comprehensive, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways. It establishes overall goals and objectives as well as objectives and strategies within each of seven key emphasis areas. The Strategic Highway Safety Plan is a working document designed to cover the years through 2020. Designated as the lead agency in the development of the SHSP, the MHSO has worked to achieve broad involvement in the safety planning and implementation processes. An Executive Committee, comprised of state cabinet-level secretaries, federal officials, and the top leaders of public and private sector organizations with a stake in traffic safety, oversees the effort. A Steering Committee, an assembly of representatives from state, local, and federal agencies and safety organizations, provides the hands-on direction for the development of the SHSP and its implementation. Maryland's overall traffic safety goal, as stated in its SHSP, is to eliminate motor vehicle fatalities and serious injuries on its streets and highways.

MAP-21 FUNDING CHART					FAST ACT
Maryland	FY13	FY14	FY 15	FY 16	FY 17
§402	\$ 3,390,995	\$ 3,363,751	\$ 3,616,894	\$ 3,899,734	\$ 3,882,653
§405 OP	\$ 879,178	\$ 905,055	\$ 857,939	\$ 673,042	\$ 544,734
§405 IMPAIRED DRIVING	\$ 2,133,869	\$ 2,133,322	\$ 2,109,416	\$ 2,127,963	\$ 2,135,869
§405 DATA	\$ 749,509	\$ 794,246	\$ 587,890	\$ 589,182	\$ 596,709
§405 DISTRACTION	N/A	N/A	N/A	N/A	N/A
§405 MOTORCYCLE	\$ 66,847	\$ 67,300	\$ 66,468	\$ 65,472	\$ 65,600
§405 GDL	N/A	N/A	N/A	N/A	N/A
§405 NON MOTORIZED	N/A	N/A	N/A	N/A	\$ 431,380
§154 OPEN CONTAINER	N/A	N/A	N/A	N/A	N/A
§164 REPEAT OFFENDER	N/A	\$ 4,585,004	N/A	N/A	N/A
TOTAL	\$ 7,220,398	\$11,848,678	\$ 7,238,607	\$ 7,355,393	\$ 7,656,945

NOTE :

Date: August 29, 2017

STATE: MASSACHUSETTS

Contact: Art Kinsman, NHTSA Region 1 Administrator (617) 494-3427

Organization

Governor: Charles “Charlie” D. Baker (R), term expires January 2019

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:

Edward “Ed” Markey (D), term expires January 2021

Elizabeth Warren (D), term expires January 2019

Members of Congress and party affiliation: All terms expire January 2017

Michael Capuano (D) – House Transportation and Infrastructure Committee

William Keating (D)

Joseph Kennedy III (D) – Energy and Commerce

Stephen Lynch (D)

Katherine Clark (D)

Jim McGovern (D)

Seth Moulton (D)

Richard Neal (D)

Niki Tsongas (D)

Governor’s Representative: Daniel Bennett, Secretary
Executive Office of Public Safety and Security
(617) 727-7775

Coordinator: Jeff Larason, Director
Highway Safety Division
Executive Office of Public Safety and Security
Ten Park Plaza, Suite 3720
Boston, MA 02116
(617)725-3307
jeff.larason@state.ma.us

State Police/Patrol Executive: Colonel Timothy Alben, Superintendent
Massachusetts State Police

State EMS Director: Antonio Sousa, Director
Office of Emergency Medical Services
antonio.sousa@state.ma.us
(617)753-7310

State Legislature:
Senate: 34 Democrats; 6 Republicans
House: 125 Democrats; 35 Republicans

STATEWIDE STATISTICS*

	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities	340	347	374	383	326	328
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	4,782	4,858	4,853	4,384	4,134	*
Fatalities/100M VMT						
• Total	0.62	0.64	0.68	0.68	0.58	*
• Rural	0.82	0.72	1.08	1.97	1.86	*
• Urban	0.60	0.63	0.65	0.62	0.52	*
Number of Unrestrained Occupant Fatalities, All Seat Positions	116	102	122	103	96	100
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	106	122	126	129	118	133
Number of Speeding-Related Fatalities	77	83	121	114	88	77
Number of Motorcyclist Fatalities	55	61	40	56	40	43
Number of Unhelmeted Motorcyclist Fatalities	6	7	5	3	5	4
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	56	53	50	45	33	24
Number of Pedestrian Fatalities	46	68	69	82	68	70
Number of Bicyclist and Other Cyclist Fatalities	6	7	5	16	6	8
Observed Seat Belt Use, Front Seat Outboard Occupants	74	74	73	73	75	77

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		Front seat, secondary
Graduated Drivers License	X		11-4-98	16 ½ through 18
Open Container Law (154)	X			N/A
Repeat Intoxicated Driver Law (164)	X		10-28-05	N/A
CPS	X			Under 5 years or under 60 pounds
Booster Seat	X		7-10-08	Under 8/under 57 inches
Motorcycle Helmet Law	X			All ages
Prohibit Racial Profiling	X			Case law
High BAC		X		N/A
Texting Law	X		September 30, 2010	All ages

PROGRAM AREA SUMMARIES

General:

Management Review – Took place April 2016

Special Management Review –

- Impaired Driving- None
- Occupant Protection- None

Assessment – scheduled within year or conducted within year

- Impaired Driving-None
- Occupant Protection-None
- Traffic Records-None
- SFST-None

Impaired Driving:

General summary of activities- Emphasis is placed on preventing impaired driving through high visibility enforcement and checkpoints. However, several weaknesses exist, such as the low penalties for breath test refusals, and advocates have stated efforts to further strengthen the laws will continue. The MA State Police has significantly increased the use of sobriety checkpoints, especially since a second mobile breath testing lab was acquired with NHTSA funding support in FY 2008.

Involvement in crackdown –

- Support of National tag line-Yes
- Amount of LE involved-In FY 2016, 141 agencies out of 372 statewide participated in the

Mobilizations

Innovative programs

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark)-None

Section 410: Low fatality rate

- Sobriety checkpoints-Yes
- ALR-Yes (1994)

Hot issues (include if significant) (e.g. pending legislation)-

Carryover funding in any of the grant program areas –Drug Evaluation Classification (DEC) State or not? Yes

Does State have active Coordinating Committee? Yes

Seat Belt Use:

General summary of activities- Massachusetts seat belt use rate increased to a recorded rate of 78 percent in 2016. This rate is the highest level of use recorded in Massachusetts. The regional office has been working with the MA HSD to implement additional projects that the HSD undertakes to raise the belt use rate for the Commonwealth. Zero tolerance enforcement was also adopted by many police agencies for each of the multiple enforcement periods throughout the year.

Involvement in Click It or Ticket mobilization –

- Support of National tag line-Yes
- Amount of LE involved- FY 2016, 143 agencies out of 372 statewide participated in the CIOT Mobilization.

Innovative programs

Any significant occupant protection Section 403 projects (sensitive issues; earmark)-None

Hot issues (include if significant) (e.g. pending legislation)-

- **Primary Belt Law:** In 2016 PBL bill passed through committee but did not receive a floor vote.
- **Distracted Driving Law:** July 2010 Governor Deval Patrick signed the Safe Driving Act to prohibit any cell phone use by teens and texting by all drivers. In 2016 hands free bill made it out of committee but did not receive a floor vote.

Carryover funding in any of the grant program areas –405b, 2011

Does State have active Coordinating Committee? Yes

Other Significant Programs -provide if applicable:

Safe Communities: None

Motorcycles:

Speed: Regional meeting was conducted in February 2014. Maggi Gunnels, Associate Administrator, ROPD attended as well as Region 1 & 2 stakeholders.

Pedestrians/Bicycles: Annual Pedestrian/Bicycle Safety Conference is conducted in October.

Emergency Medical Services: N/A

Data Records/Traffic Records (TRCC): HSD has been awarded Traffic Records funds since 2006. Traffic Records Assessment has been completed.

Federal Highway focus City/State: None

Congressional Earmarks: None

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet

Any Hot Issues:

Marijuana legalization passed via referendum in November 2016.

FUNDING CHART				
	FY14	FY15	FY16	FY 17
§402	\$3,809,495	\$4,095,969.15	\$4,424,347.02	\$752,348
§405 OP	\$1,079,246	\$1,023,062.01	\$802,579.38	\$122,719
§405 IMPAIRED DRIVING	\$2,543,913	\$2,515,405.50	\$2,537,522.25	\$481,151
§405 DATA	\$947,111	\$701,038.42	\$702,578.97	\$134,429
§405 DISTRACTION	\$0	\$0	\$0	
§405 MOTORCYCLE	\$80,252	\$79,260.80	\$78,073.39	\$14,778
§405 GDL	\$0	\$0	\$0	
§154 OPEN CONTAINER	\$0	\$0	\$0	
§164 REPEAT OFFENDER	\$0	\$0	\$0	
TOTAL	\$8,460,017	\$ 8,414,735.88	\$8,545,100.95	\$1,505,425

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Date: July 5, 2017
State: Michigan

Contact: Darin G. Jones, NHTSA Region 5 Administrator
708.503.8822 (Darin.Jones@dot.gov)

Organization

Governor: Rick Snyder (R) – 2nd term expires 2019 (limit 2 terms)

U.S. Congressional Delegation:

Senators: Gary Peters (D) and Debbie Stabenow (D)

Representatives:

Dan Benishek (R)	1 st		Mike Bishop (R)	8 th
Bill Huizenga (R)	2 nd		Sander Levin (D)	9 th
Justin Amash (R)	3 rd		Candice Miller (R)	10 th
John Moolenaar (R)	4 th		Dave Trott (R)	11 th
Daniel Kildee (D)	5 th		Debbie Dingell (D)	12 th
Fred Upton (R)	6 th		John Conyers, Jr. (D)	13 th
Tim Walberg (R)	7 th		Brenda Lawrence (D)	14 th

Committee Assignments:

Senate Committee on Commerce, Science and Transportation

Gary Peters

House Committee on Transportation and Infrastructure

Candice Miller

House Committee on Energy and Commerce

Fred Upton, Chairman

Appropriations

N/A

Governor's Representative and Coordinator: Michael L. Prince, Director, Office of Highway Safety Planning (OHSP), Michigan State Police.

State Police/Patrol Executive: Col. Kriste Etue., Director, Michigan State Police

State EMS Director: John Hubinger, Director, Division of Health Policy Michigan Department of Community Health

Composition of State Legislature:

Senate: 11 Democrats; 27 Republicans

House: 47 Democrats; 63 Republicans

STATEWIDE STATISTICS*

	2010	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	942	889	940	947	901	963	
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	5,980	5,706	5,676	5,283	4,702		
Fatalities/100M VMT							
• Total	0.97	0.94	0.99	1.00	0.93		
• Urban	0.79	0.76	0.79	0.77	0.76		
• Rural	1.33	1.32	1.41	1.53	1.33		
Number of Unrestrained Occupant Fatalities, All Seat Positions	207	193	224	183	196	190	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	236	256	261	255	215	267	
Number of Speeding-Related Fatalities	231	238	251	255	235	264	
Number of Motorcyclist Fatalities	137	118	138	138	112	141	
Number of Unhelmeted Motorcyclist Fatalities	10	10	64	67	52	57	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	157	152	137	130	119	153	
Number of Pedestrian Fatalities	128	138	130	148	148	166	
Number of Bicyclist and Other Cyclist Fatalities	29	24	19	27	22	33	
Observed Seat Belt Use, Front Seat Outboard Occupants	95.2%	94.5%	93.6%	93%	93%	93%	94.5%

* Data Source: [State Traffic Safety Information \(STSI\) website](#).

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		3-1-2000	4-15 years in all seats; 4+ years in front seats
Graduated Drivers License	X		4-1-1997	16-18 years
Open Container Law (154)	X		1-1-1992	N/A
Repeat Intoxicated Driver Law (164)	X		10-1-1999	N/A
CPS (Child Passenger Safety)	X		7-1-1985; 6-26-2009	Birth through 4 years of age; Under 4 must ride in the back seat; Removed nursing mother exemption and requires that children under four must ride in the back seat, if the vehicle has a back seat.
Booster Seat	X		7-1-2008	4-8 years
Motorcycle Helmet Law		X	Repealed 2012	<21 or no additional insurance (riders and passengers)
Prohibit Racial Profiling		X		N/A
High BAC (Blood Alcohol Concentration)	X		1-9-2009	N/A
No Texting while driving law	X		7/1/2010	All ages

PROGRAM AREA SUMMARIES

General:

- Management Review conducted May 4 – 8, 2015.
- EMS Assessment conducted March 27 – 31, 2017.
- Impaired Driving Program assessment completed April 6 - 11, 2014.
- Drivers Education assessment completed April 28 – May 2, 2014.
- Occupant Protection assessment completed May 12 – 16, 2014.
- Traffic Records assessment completed January 13, 2015.

Impaired Driving:

Michigan law enforcement is prohibited from conducting sobriety checkpoints.

The Michigan SHSO participated in the 2016 *Drive Sober or Get Pulled Over* (DSOGPO) Labor Day Crackdown. The State had a total of 150 law enforcement agencies participating in both Crackdowns. In support of the enforcement the SHSO expended \$1,200,000 for paid media. A similar campaign is planned for the 2016 Holiday Crackdown as well.

The Michigan SHSO supports a Judicial Outreach Liaison (JOL).

There are currently 84 drug treatment courts in Michigan, consisting of 32 adult drug courts, 23 DWI courts, 15 juvenile drug courts, 11 family dependency courts, and 3 tribal healing-to-wellness courts. Michigan's drug treatment courts operate in 40 counties; however, the three tribal drug courts have special jurisdictions. The State has implemented four regional DWI courts in addition to the local

jurisdictions hosting DWI courts.

The State supports the DRE program with 99 DRE trained officers and 27 DRE trained prosecutors. There are currently 1,350 ARIDE-trained law enforcement officers serving throughout the State. The State provides funding for two (2) TSRPs.

Seat Belt Use:

May 2017 CIOT Mobilization – included an enforcement budget of \$500,000 supported 160 law enforcement agencies conducting CIOT enforcement efforts. The SHSO budgeted \$1,000,000 for paid media supporting the Mobilization. The State hosted media kickoff events in four venues.

Michigan’s seat belt use rate: 2016 is 94.5%; 2015 is 92.8%; 2014 is 93.3%; 2013 is 93%

Distracted Driving:

Michigan State Police (MSP) and the SHSO launched a statewide campaign in Distracted Driving Month, April, 2017 which consisted of enforcement and awareness efforts.

MAP-21 FUNDING CHART		FAST Act Funding Chart			
	FY13	FY14	FY15	FY 16	FY 17
\$402	\$6,732,111	\$6,672,725	\$7,169,837	\$7,730,869	\$7,701,317
\$405 OP	\$1,878,563	\$1,933,854	\$1,833,180	\$1,438,107	\$1,163,946
\$405 IMPAIRED DRIVING	\$4,559,495	\$4,558,327	\$4,507,245	\$4,546,875	\$4,563,767
\$405 DATA	\$1,601,495	\$1,697,086	\$1,256,160	\$1,258,920	\$1,275,005
\$405 DISTRACTION					
\$405 MOTORCYCLE	\$142,833	\$143,800	\$142,024	\$139,896	\$140,170
\$405 GDL					
\$405 Nonmotorized Safety					\$921,742
\$154 OPEN CONTAINED					
\$164 REPEAT OFFENDER					
TOTAL	\$14,914,496	\$15,005,792	\$14,908,446	\$15,114,667	\$15,765,946

DATE: September 7, 2016

STATE: MISSISSIPPI

CONTACT: NHTSA Region 6 Regional Administrator
Georgia S. Chakiris, (817) 978-4300

State Organization:

Governor: Governor Phil Bryant (R)

U.S. Congressional Delegation:

Senators:

(William) Thad Cochran (R) – Ranking Minority Member Committee on Appropriations
Roger Wicker (R) – Member Commerce, Science, & Transportation

Members of Congress:

Trent Kelly (R-01)
Bennie G. Thompson (D-02)
Gregg Harper (R-03)
Steven Palazzo (R-04)

Governor's Representative: Ms. Penn Corn
Mississippi Department of Public Safety

Executive Director: Mr. Ray Sims
Mississippi Department of Public Safety

State Police/Patrol Executive: Colonel Chris Gillard
Mississippi Highway Patrol

State EMS Director: Robert Galli, M.D., State EMS Medical Director

State Legislature:

Session Dates: January 4 – April 28, 2016

Senate: 20 Democrats; 32 Republicans

House: 47 Democrats; 76 Republicans

STATEWIDE STATISTICS*

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	783	700	641	630	582	613	607	677
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	7,828	6,720	7,035	6,255	6,255	6048	6135	
Fatalities/100M VMT	1.79	1.73	1.61	1.62	1.51	1.58	1.54	
• Total	2.35	2.10	2.16	2.20	1.75	2.35	2.45	
• Rural								
• Urban	0.92	1.19	0.82	0.77	1.13	0.56	.33	
Number of Unrestrained Occupant Fatalities, All Seat Positions	432	380	340	309	293	284	279	309
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	251	233	174	159	191	210	172	175
Number of Speeding-Related Fatalities	327	106	129	104	95	113	96	96
Number of Motorcyclist Fatalities	40	47	42	58	39	39	41	37
Number of Unhelmeted Motorcyclist Fatalities	8	6	16	6	5	3	6	8
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	110	125	86	86	64	76	81	105
Number of Pedestrian Fatalities	50	58	50	47	48	53	53	63
Number of Bicyclist and Other Cyclist Fatalities	4	10	4	7	4	6	6	5
Observed Seat Belt Use, Front Seat Outboard Occupants	71.3%	76.0%	81.3%	81.8%	83.2%	74.4%	78.3%	79.5%

* Data Source: [State Traffic Safety Information \(STSI\) website.](#)

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		5/27/06	N/A
Graduated Drivers License	X		7/1/00	18 yrs. and younger
Open Container Law (154)		X		N/A
Repeat Intoxicated Driver Law (164)	X		5/20/2000	N/A
Child Passenger Safety	X		07/1/83	3 yrs. and younger
Booster Seat	X		07/1/08	4 to 6 years
Motorcycle Helmet Law	X		3/28/74	All users
Prohibit Racial Profiling		X		N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General:

Management Reviews – Conducted FY15

Special Management Reviews

- Impaired Driving – FY06
- Seat Belt – N/A

Assessments –

- Impaired Driving – Scheduled for February 2017
- Occupant Protection – Scheduled for November 2016
- Traffic Records – FY 13

Impaired Driving:

Mississippi uses the “Drive Sober or Get Pulled Over” slogan to promote the Labor Day campaign and the Christmas/New Year Enforcement Period. In 2014, 151 law enforcement agencies participated in the Crackdown versus 182 in 2013.

From FY05 – FY11 Mississippi received Section 410 Alcohol-Impaired Driving Prevention Grant funds to combat impaired driving in the State. The State did not apply for Section 410 funds for FY12. In FY13-FY16 MS applied for and was awarded MAP-21 Section 405(d) funding. These funds are being used to help fund high visibility impaired driving enforcement efforts in FY15. Mississippi also utilizes Section 154 transfer funds and some 402 funds to fund their impaired driving education and enforcement efforts. The State’s alcohol-impaired driving fatalities increased three consecutive years from 159 in 2011 to 210 in 2013; however, they dropped to 172 in 2014 and increased slightly in 2015 to 175.

State Drug Evaluation Classification (DEC) program: Yes

State Impaired Driving Task Force: Yes

Seat Belt Use:

Mississippi utilizes the “Click It or Ticket” (CIOT) messaging for its seat belt campaign. Annually, there are approximately 200 law enforcement agencies participating in the CIOT May mobilization. The State also participated in the Region 4 “Buckle Up In Your Truck” campaign from 2005 – 06 and the Region 6 Teen Belt Demonstration Project in FY09-10.

Mississippi’s primary seat belt law became effective in May 2006, and their statewide seat belt use rate rose from 60.8 percent to 73.6 percent. After reaching the State’s highest use rate of 83.2 percent in 2012 the rate again dropped significantly in 2013 to 74.4 percent but rose to 79.5 percent in 2015. The State’s low \$25 fine continues to present a challenge to obtaining compliance.

MS applied for and was awarded Section 405(b) funding under MAP-21 in FY13-16. These funds will help provide a sustained seat belt enforcement and media campaign. The State recently completed an Occupant Protection Assessment. Recommendations from the Assessment will be used to update the OP plan for the State.

As a part of the statewide traffic safety conference in FY15, the State hosted its annual *Buckle for Life* award and recognition luncheon. The luncheon recognizes officers who have significantly supported seat belt enforcement in the State.

State Occupant Protection Coordinating Committee status: None

Safe Communities: Although MS does not have any identified or funded Safe Community coalitions, the State does have a very active advocacy group. The Mississippi Association of Highway Safety Leaders (MASHL) meets monthly and is comprised of state, local, county,

nonprofit groups and citizens from across the state. This group has an active voice in the State's highway safety program and makes recommendations regarding program funding.

Data Records/Traffic Records (TRCC): Since 2006 Mississippi has qualified for Traffic Safety Information System Improvement grants. The State conducted a TR assessment in 2013 utilizing NHTSA's new assessment process.

Mississippi applied for and was awarded Section 405(c) funds under MAP-21 in FY13-16. The funds received are used to help implement recommendations from the TR Assessment.

The State has developed a new web-based traffic crash analysis system to help law enforcement identify high crash locations. The State has recently developed a website containing traffic safety information that can easily be accessed by the general public. Additionally, the State began to pilot the issuing of electronic citations (e-citations) by the Mississippi Highway Patrol in 2011. The Office of Highway Safety is the process of rolling out the e-citation software and hardware to other municipal and county law enforcement agencies.

Hot Issues: In January 2011, NHTSA placed the Mississippi highway safety program on "high risk." The high risk designation is a result of the MS Office of Highway Safety's history of unsatisfactory performance and lack of compliance to terms and conditions of highway safety awards. Region 6's oversight and monitoring noted significant deficiencies and unallowable costs as well as overall management and other financial concerns. As a result of the High Risk designation, additional and more stringent monitoring and oversight activities have been implemented by Region 6.

The U.S. Department of Transportation, Office of Inspector General, has completed its audit of the State's highway safety program and has issued its report which contains recommendations on a significant payback. The payback primarily involved ineligible expenses with Section 154AL funding. The payback issue is pending.

MAP-21 FUNDING CHART				
MISSISSIPPI	FY13	FY14	FY15	FY16
§402	\$2,555,360	\$2,532,147	\$2,716,469.02	\$2,931,477
§405 OP LOW BELT USE	\$682,663	\$702,756	\$666,171.38	\$522,603
§405 IMPAIRED DRIVING	\$1,656,905	\$1,656,480	\$1,637,917.50	\$1,652,318
§405 DATA	\$581,977	\$616,715	\$456,484.29	\$457,487
§405 DISTRACTION	\$0	\$0	\$0	\$0
§405 MOTORCYCLE	\$0	\$0	\$0	\$0
§405 GDL	\$0	\$0	\$0	\$0
§154 OPEN CONTAINER	\$6,066,233	\$5,006,697	\$4,974,767	\$5,125,542
§164 REPEAT OFFENDER	N/A	\$0	\$0	\$0

TOTAL	\$11,543,139	\$10,514,795	\$10,451,809.19	\$10,689,427
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**** Key:**

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds
- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406), only the AL funds that the State HSO received in the fiscal year (FY) is shown.

Date: August 29, 2017

STATE: MISSOURI

Contact: NHTSA Region 7 – Regional Administrator Susan DeCourcy
(816) 329-3900

Organization

Governor: Jay Nixon (D) - Second Term

U.S. Congressional Delegation:

Senators: Roy Blunt (R) Committee on Appropriations
Claire McCaskill (D) Committee on Commerce, Science and Transportation

Members of Congress:

Sam Graves (R) Committee on Transportation & Infrastructure
Lacy Clay Jr. (D) Committee on Financial Services
Ann Wagner (R) Committee on Financial Services
Blaine Luetkemeyer (R) Committee on Financial Services
Vicky Hartzler (R) Committee on Agriculture
Billy Long (R) Committee on Energy and Commerce
Sam Graves (R) Committee on Transportation and Infrastructure
Jason Smith (R) Professional Registration and Licensing
Emanuel Clever (D) Committee on Financial Services

Governor's Representative: Pat McKenna, Director
Missouri Department of Transportation

Coordinator: William Whitfield, Highway Safety Director
Office of Highway Safety
Missouri Department of Transportation

State Highway Patrol Executive: Colonel Bret Johnson
Missouri State Highway Patrol

State EMS Director: Les Jobe, Director, EMS

State Legislature:

Senate: 9 Democrats; 25 Republicans;
House: 44 Democrats; 118 Republicans

STATEWIDE STATISTICS *

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	878	821	786	826	757	766	
Number of Serious Injuries in Traffic Crashes (Obtain from State)	6,540	6,096	5,644	6,020			
Fatalities/100M VMT	1.27	1.16	1.14	1.21	1.09		
• Total	0.79	0.81	0.73	0.88	.73		
• Urban							
• Rural	1.94	1.60	1.70	1.66	1.61		
Number of Unrestrained Occupant Fatalities, All Seat Positions	417	383	371	394	325	312	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	302	257	258	283	248	204	
Number of Speeding-Related Fatalities	379	324	310	326	308	267	
Number of Motorcyclist Fatalities	87	95	82	104	74	91	
Number of Unhelmeted Motorcyclist Fatalities	22	11	10	9	7	7	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	147	122	133	129	115	97	
Number of Pedestrian Fatalities	68	55	75	84	73	65	
Observed Seat Belt Use, Front Seat Outboard Occupants	77.2	76.0	79.0	79.0	80.1	78.8	79.9
Bicyclist and Other Cyclist Fatalities	2	7	1	6	4	5	

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		N/A
Graduated Drivers License	X		1/01/01	<u>Learner</u> : Age 15, 6 Month Holding Period, 20 Hour Minimum supervised driving; <u>Intermediate</u> : Age 16, Prohibit unsupervised driving 1:00-5:00 a.m.; <u>Restrictions Lifted</u> : Age 18
Open Container Law (154)		X		N/A Note: Law does not comply with SAFETEA-LU Section 154 criteria
Repeat Intoxicated Driver Law (164)	X		August 28, 1982	N/A
CPS	X		August 28, 2006	Birth up to 4 years old
Booster Seat	X		August 28, 2006	4-7 years old unless 80 lbs or 4'9"
Motorcycle Helmet Law	X		August 28, 1967	All Riders
Prohibit Racial Profiling	X		August 28, 2004	N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General:

Management Review – Completed April 14-18, 2014

Special Management Review:

- An Impaired Driving Special Management Review was conducted May 7-10, 2007. A PEP was developed, implemented and closed in FY 2010.
- An Occupant Protection Special Management Review was conducted July 31-August 2, 2007. A PEP was developed, implemented and closed in FY 2010.
- Assessments:
 - An Occupant Protection Assessment was conducted March 31-April 4, 2014, previously in March 2009.
 - A Motorcycle Assessment was conducted April 13-17, 2009.
 - An Impaired Driving Assessment was conducted in August 2008.
 - An SFST Assessment was conducted in May 2006.
 - A Traffic Records Assessment was conducted in May 2011, previously in April 2006.
 - A Child Passenger Safety Assessment was conducted in May 2005.

Impaired Driving:

General Summary of Activities:

Missouri is committed to reducing alcohol related fatalities and has implemented several effective programs that have made an impact on the impaired driving problem in Missouri. The number of fatalities in alcohol-related crashes has increased in 2012 from 2011. Missouri is a Mid-Range State in FY 2014 and FY 2015 under MAP-21, Section 405(d). Missouri attributes this reduction to several programs and campaigns they've implemented. Missouri's aggressive enforcement program has been a catalyst for the decline in alcohol related fatalities on contracting with law enforcement agencies that contain at least 70% of the alcohol related fatalities. In 2008, an ignition interlock bill passed to allow both judicial and administrative sanctions. Missouri's 1999 Alcohol assessment recommended the implementation of a DWI Tracking System. The state implemented the recommendation and the DWI Tracking System has been operating since January 24, 2005.

Involvement in Impaired Driving Crackdown (IDC):

- Support of the National tag line: Missouri is using the "Drive Sober or Get Pulled Over" tag line for the national Impaired Driving Crackdown and quarterly enforcement waves.
- Amount of LE Involvement: During the 2013 Crackdown, 219 agencies participated and submitted reports showing: 34 checkpoints held and 521 DUI arrests made.
- Funding Efforts: During the 2013 Crackdown, Missouri committed \$299,072 on paid advertising: \$271,272 spent on web advertising and \$27,800 on print. Two press conferences were held. MO spent \$225,000 solely on overtime law enforcement efforts for the IDC, and in addition several other law enforcement agencies participated in the IDC as part of the regular highway safety grant.

Innovative Programs:

- Missouri has two part-time Traffic Safety Resource Prosecutors that are located in the Missouri Office of Prosecution Services. This shared position assists law enforcement and prosecutors with training and serves as a resource in the adjudication of impaired driving laws.
- The Greene County DWI Court has been selected as a DWI Court Academy model court. They assist other courts with developing and/or enhancing existing courts.

- Missouri has a Court Monitoring project with MADD and continues to expand to monitor additional courts each year.
- Missouri has quarterly impaired driving enforcement waves that participating agencies are eligible for a drawing for a new DWI patrol car.

MAP-21 - Section 405 (d):

- Qualified as a “Mid-Range” state.
- Missouri LE agencies are able to conduct sobriety checkpoints and LE grantees are required to conduct monthly sobriety checkpoints.
- Missouri utilizes funds to provide enforcement of impaired driving laws, DWI Tracking system support, equipment, training and paid media.
- Missouri has an ALR law.

Drug Evaluation Classification (DEC): Missouri is a DEC State.

Does State have active Coordinating Committee: Yes, the Missouri Coalition for Roadway Safety, Impaired Driving Sub-Committee.

Seat Belt Use:

General summary of activities:

Missouri is a secondary enforcement state. Missouri’s 2013 seat belt usage rate is 80.2 percent, up slightly from 79.2 percent in 2012. The latest rate is 79.9 in 2015. Missouri qualified for MAP-21 Section 405(b) funding. For the past several years, legislative efforts to enact a primary seat belt law have failed. During the 2013 legislative session, SB 62 was introduced to increase the seat belt fine from \$10 to \$50, but did not pass. During the FY 14 session, two bills have been introduced, but have not made it out of committee. In 2006, Missouri passed a new Booster Seat Law which requires children eight and over or weighing at least 80 pounds or at least 4’9” tall are required to be secured by a Seat belt or buckled into an appropriate booster seat. The fine is \$50 plus court costs.

Involvement in Click It or Ticket mobilization:

- Support of National tag line: Missouri uses the Click It or Ticket tag line.
- Amount of LE involved: During the 2013 CIOT Mobilization, 185 agencies participated, with all 185 agencies reporting statistics. There were 9,027 seat belt citations written, and a total of 8,912 hours worked.
- Funding Efforts: During the 2013 CIOT Mobilization, Missouri committed \$273,441 to paid advertising which placed 965 radio spots, and spent \$225,000 on law enforcement efforts.

Innovative Programs:

- Missouri has a High School “Battle of the Belts” program that over 150 high schools participate in.
- Missouri has a lower usage rate across Southern Missouri. They have targeted the low usage rate counties with increased enforcement by conducting special corridor enforcement programs.
- Missouri has quarterly seat belt enforcement waves and offer incentive items to each reporting agency.
- Missouri has permanent mount MoDOT message boards that when not in use for emergency/informational messages run “Click It or Ticket”, “Buckle Up/Arrive Alive”, “Watch for Motorcycles”, “Practice Motorcycle Awareness”, etc. in the metro and interstate areas of the state.
- Any significant occupant protection Section 403 projects: Missouri had a Rural Seat Belt Demo Project from January 2009 – May 2010. Missouri focused the demo project in Southwest Missouri in hopes to increase the belt use. The usage rate increased in most participating counties.

- Missouri has over 40 county ordinances that are primary belt ordinances.

Hot issues: Missouri has tried each year since 2010 to pass an anti-texting and driving bill for all drivers, but failed to pass. Missouri currently has a law prohibiting drivers 21 and under from texting and driving.

Safe Communities: Missouri has two very active Safe Community coalitions – Cape Girardeau and Springfield.

Motorcycles: Missouri has a motorcycle helmet law for all riders. The Missouri Coalition for Roadway Safety has a Motorcycle Sub-committee that consists of rider associations, law enforcement, traffic engineers, EMS, Department of Revenue, and citizens. Missouri qualified for MAP-21 Section 405(f) funding. During the FY 14 legislative session, there have been two repeal bills introduced, but have not made it out of committee. During the 2009 legislative session, a helmet repeal bill passed, but the Governor vetoed it. During the recent legislative sessions the efforts weren't as strong; therefore no bill was passed.

Speed: Missouri has I-70 that runs East and West across the State and is the busiest Interstate in the State. Speed continues to be one of the top priorities in highway safety and law enforcement. Missouri has seen a decrease in speed related fatalities. Speed enforcement is the major component of the HMV (Hazardous Moving Violation) contracts issued by the Missouri Traffic and Highway Safety Division.

Data Records/Traffic Records (TRCC): Missouri has an active TRCC which meets at least quarterly. Missouri has qualified for Section 408 funding and utilizes the TRIPRS system. Missouri is a CODES State.

FHWA Opportunity and Focus State FY 10: Missouri is an “Opportunity” State for Roadway Departure and Speed.

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet: None.

• SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$ 4,954,105	\$ 4,886,305	\$ 4,888,140
§405 Occupant Protection	\$ 0.00	\$ 0.00	\$ 0.00
§408 Traffic Records	\$ 524,505	\$ 524,505	\$ 543,037
§410 Impaired Driving	\$2,734,741	\$2,674,432	\$2,645,214
§410 HFR	\$ 0.00	\$ 0.00	\$ 0.00
§2010 Motorcycle	\$141,354	\$141,354	\$143,678
§2011 Booster Seat	\$353,782	\$341,002	\$246,381
§1906 Racial Profiling	\$ 0.00	\$ 0.00	\$ 0.00
§406 Primary Seat Belt	\$ N/A	\$ N/A	\$ N/A
§154 OPEN CONTAINER	\$13,118,169 (\$4,097,275 NHTSA)	\$18,116,765 (\$4,311,790 NHTSA)	\$17,335,413 (\$4,125,828 NHTSA)

§164 REPEAT OFFENDER	\$ N/A	\$18,116,765 (\$3,152,317 NHTSA)	\$17,335,414 (HE)
TOTAL	\$25,923,931	\$44,801,127	\$43,137,276

*** Key:

- Include funding that has been awarded for all that apply
 - 0 - didn't receive funding – either didn't qualify or didn't apply
 - N/A – not eligible (e.g. 154/164 if compliant don't receive money); Territories not eligible for certain grant funds
- For programs that are split between NHTSA and PHWA (i.e. 154/164, 406) the entire amount the State received in the fiscal year (FY) is included, with the amount going to NHTSA in parenthesis (). To help clarify what \$ should be listed.

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$4,880,475	\$4,839,494	\$5,193,555	\$4,968,563
§405 OP	\$1,278,470 (Low SB)	\$1,316,099	\$1,247,584 (Low SB)	\$978,714 (Low SB)
§405 IMPAIRED	\$3,102,999	\$3,102,204	\$3,067,440	\$3,094,411
§405 DATA	\$1,089,909	\$1,154,965	\$854,889	\$856,768
§405 DISTRACTION	\$0.00	\$0.00	N/A	N/A
§405 MOTORCYCLE	\$97,205	\$97,864	\$96,665	\$95,207
§405 GDL	\$0.00	\$0.00	N/A	
§154 OPEN CONTAIN	\$4,691,891	\$4,646,879	\$4,617,244	
§164 REPEAT OFFEND	\$N/A	\$N/A	\$N/A	\$N/A
TOTAL	\$15,140,951	\$15,157,506	\$15,077,377	\$9,993,664

Date: September 1, 2016

State: Minnesota

Contact: Darin G. Jones, NHTSA Region 5 Administrator
708.503.8822 (Darin.Jones@dot.gov)

Organization

Governor: Mark Dayton (D) - term expires 2019

U.S. Congressional Delegation:

Senators: Amy Klobuchar (D)
Alan Franken (D)

Representatives:

Tim Walz (D)	1 st		Keith Ellison (D)	5 th
John Kline (R)	2 nd		Tom Emmer (R.)	6 th
Erik Paulsen (R)	3 rd		Collin Peterson (D)	7 th
Betty McCollum (D)	4 th		Rick Nolan (D)	8 th

Committee Assignments:

Senate Committee on Energy and Natural Resources
Al Franken

Senate Committee on Commerce, Science and Transportation
Amy Klobuchar

House Appropriations Committee
Betty McCollum

House Committee on Transportation and Infrastructure
Rick Nolan

Governor's Representative and Coordinator: Donna Berger, Director, Office of Traffic Safety; Department of Public Safety

State Police/Patrol Executive: Colonel Matt Langer, Chief, Minnesota State Patrol

State EMS Director: Pamela Biladeau, Executive Director, Emergency Medical Services Regulatory Board

Composition of State Legislature:

Senate: 39 Democrats; 28 Republicans

House: 62 Democrats; 72 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014
Number of Traffic Fatalities	411	368	395	387	361
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	1191	1159	1268	1216	1044
Fatalities/100M VMT	0.73	0.65	0.69	0.68	0.63
• Total	0.39	0.38	0.39	0.39	0.29
• Urban					
• Rural	1.17	1.00	1.10	1.10	1.12
Number of Unrestrained Occupant Fatalities, All Seat Positions	113	106	101	80	93
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	128	109	114	95	106
Number of Speeding-Related Fatalities	96	86	91	84	111
Number of Motorcyclist Fatalities	48	42	55	61	46
Number of Un-helmeted Motorcyclist Fatalities	26	19	33	34	29
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	65	56	47	49	38
Number of Pedestrian Fatalities	35	39	38	32	15
Number of Bicyclist and Other Cyclist Fatalities	9	5	7	6	5
Observed Seat Belt Use, Front Seat Outboard Occupants	92.3%	92.7%	93.6%	94.8%	94.7%

* Data Source: State Traffic Safety Information (STSI) website.

** The number of serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		6-9-2009	N/A
Graduated Driver's License	X		1-1-1999	15-18
Open Container Law (154)	X		8-1-2000	N/A
Repeat Intoxicated Driver Law (164)		X		N/A
CPS (Child Passenger Safety)	X		8-1-1986	Under 4
Booster Seat	X		7-1-2009	Under 8 & below 4'9"
Motorcycle Helmet Law		X	Repealed 1977	<18 or instructional permit
Prohibit Racial Profiling	X		7-1-2001	N/A
High BAC (Blood Alcohol Concentration)	X		1-1-1998	N/A
No Texting while driving law	X		8-1-2008	All drivers

PROGRAM AREA SUMMARIES

General: A Management Review (MR) of the Minnesota Office of Traffic Safety (OTS) was completed 3/17-21/2014 and a final Management Review Report was completed on 06/06/2014. No Corrective Action Plan was necessary. The next MR is scheduled for 2017. During the 2015 grant-funded enforcement campaigns 311 law enforcement agencies participated resulting in 15,917 seat belt citations, 3,045 impaired driving arrests, and 19,691 speed citations.

Impaired Driving: Minnesota law enforcement agencies conduct saturation patrols during their enforcement activities. The OTC supports the current tag line “Drive Sober or Get Pulled Over.” Minnesota has a state Drug Recognition Expert (DRE) Coordinator that maintains all DREs and Standardized Field Sobriety Training Records and Certifications. Minnesota is also a DEC State with 197 DRE officers representing 92 agencies.

Minnesota law enforcement agencies participated in the 2015 DWI Crackdown with a month-long state wide campaign with saturation patrol enforcement and reported 2,502 DWI arrests and 2,095 seat belt citations November 26 – December 31st. In August of 2015, during the first weekend of the crackdown over 1,340 offenders were arrested for DWI. In 2014, 105 fatalities were alcohol impaired driver related. More than 9,000 MN offenders are using ignition interlock and an additional 12,682 have graduated from the ignition interlock program.

Seat Belt Use: Minnesota has a primary seat belt law and reported a 2016 safety belt use rate of 93.2 percent, following a 94.0% seatbelt use rate in 2015. The OTS supports and uses the “Click It or Ticket (CIOT),” tag line. Day and 50% nighttime (4:00PM – 1:00AM) seat belt enforcement is conducted. The May 2016 CIOT Mobilization had a \$500,000 enforcement budget with a total of 328 law enforcement agencies participating and issued 7,233 seat belt citations and 213 child seat citations.

Pedestrians/Bicycles: There were 15 pedestrian fatalities and 5 bicycle fatalities in 2014 compared to 32 pedestrian fatalities and 6 bicycle fatalities for the same date of 2013, a 53% and 17% decrease respectively.

HOT ISSUE: *Bernard v. Minnesota* a case in which the Court held that the Fourth Amendment permits warrantless breath tests incident to arrests for drunk driving. The Court also upheld the validity of Minnesota’s criminal refusal statute as applied in those cases in which a person, lawfully arrested for drunk driving, refuses to submit to a breath test. Minnesota and several other states have enacted laws allowing criminal charges to be filed against an individual arrested under suspicion of drunk driving who refuses to take a breath test after being requested to do so by a law enforcement officer

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$4,629,127	\$4,587,163	\$4,921,603	\$5,291,323
§405 OP	\$1,213,633	\$1,249,354	\$1,184,313	\$929,080
§405 IMPAIRED DRIVING	\$2,945,632	\$2,944,878	\$2,911,876	\$2,937,479
§405 DATA	\$1,034,636	\$1,096,391	\$811,534	\$813,317
§405 DISTRACTION	\$1,224,866	\$		
§405 MOTORCYCLE	\$92,276	\$92,902	\$91,753	\$90,379
§405 GDL	\$	\$		
§164 REPEAT OFFENDER	\$6,600,868	\$6,537,542	\$6,495,849	\$6,698,271
TOTAL	\$17,741,038	\$16,508,230	\$16,416,928	\$ 16,759,849

Date: August 29, 2017

STATE: MONTANA

Contact: Greg T. Fredericksen (206) 220-7652
Regional Administrator, NHTSA Region 10

Organization

Governor:

Steve Bullock (D) – (Re-elected November 2016 term ends 2020)

U.S. Congressional Delegation:

Senators: Steve Daines-R (Elected November 2014 term ends 2020)

- Committee on Appropriations; Committee on Commerce, Science, and Transportation; Committee on Energy and Natural Resources
Jon Tester (D) – (Re-elected November 2012 term ends 2018);
- Committee on Appropriations; Committee on Banking, Housing and Urban Affairs; Committee on Homeland Security and Governmental Affairs; Committee on Indian Affairs; Committee on Veteran’s Affairs

Members of Congress:

Ryan Zinke-R (Elected November 2014 term ends 2016)

Governor’s Representative:

Mike T. Tooley, Director, Montana Department of Transportation (MDT)
(Previous Colonel of the Montana Highway Patrol)

Coordinator(s):

Audrey Allums, Grants Bureau Chief, MDT, email: aallums@mt.gov
Janet Kenny, Highway Traffic Safety Section Supervisor, MDT, State Highway Traffic Safety Section (SHTSS), email: jakenny@mt.gov

State Police/Patrol Executive:

Tom Butler, Colonel, Montana Highway Patrol (MHP), Department of Justice

State EMS Director:

Jim DeTienne, Section Supervisor, EMS & Trauma Systems Section, Department of Public Health & Human Services

2015 State Legislature:

Senate: 29 Republicans; 21 Democrats
House: 59 Republicans; 41 Democrats
The legislature convenes every two years, will next convene in January 2017.

STATEWIDE STATISTICS *

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	229	221	189	209	205	229	192	224
Number of Serious Injuries in Traffic Crashes (Incapacitating) **	1336	1110	996	953	1131	TBD	TBD	TBD
Fatalities/100M VMT	2.12	2.01	1.69	1.79	1.72	1.90	1.58	TBD
• Total								
• Urban	0.69	0.67	0.43	0.99	0.47	0.14	0.38	TBD
• Rural	2.57	2.44	2.11	2.05	2.15	2.68	2.11	TBD
Number of Unrestrained Occupant Fatalities, All Seat Positions	117	100	90	109	113	108	99	114
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	90	81	72	82	89	93	73	75
Number of Speeding-Related Fatalities	72	86	68	75	88	76	52	91
Number of Motorcyclist Fatalities	36	26	25	20	30	35	23	24
Number of Unhelmeted Motorcyclist Fatalities	20	20	14	10	21	22	12	18
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	32	41	30	24	28	24	26	35
Number of Pedestrian Fatalities	11	15	8	15	8	24	10	14
Number of Bicyclist and Other Cyclist Fatalities	3	1	0	1	1	1	2	1
Observed Seat Belt Use, Front Seat Outboard Occupants	79.3%	79.2%	78.9%	76.9%	76.3%	74.0%	74.0%	77.0%

* Data Source: State Traffic Safety Information (STSI) website.

** Data Source: Number of Serious Injuries in Traffic Crashes.

STATUS OF TRAFFIC SAFETY LAWS

LAW			EFFECTIVE DATE	AGES COVERED	DETAILS		
	YES	NO			FINE	MONTANA CODE ANNOTATED	NOTES
Primary Seat Belt		X					Has been attempted for the last 10 legislative sessions.
Graduated Drivers License	X		2005	<18; permit as early as 14.5		<u>61-5-131</u> through <u>61-5-135</u>	Assorted levels; suspensions and other requirements
Open Container (154)	X		2005		≤ \$100	<u>61-8-460</u> & <u>61-8-461</u>	Not on driver's record; insurance premiums may not increase
Repeat Intoxicated Driver (164)	X		2003		Increasing & Dependent	<u>61-8-714</u> & <u>61-8-731</u>	Out of compliance with regulations; portion is being used for alcohol programs for the first time in FFY 2016. FAST Act regs will likely put Montana back into compliance due to their 24/7 program.
CPS (Child Passenger Safety)	X		1983, revised 2011	0 to 6 yrs and 60 lbs	≤ \$100	<u>61-9-420</u> & <u>61-9-423</u>	Primary enforcement
Booster Seat		X					
Motorcycle Helmet	X		1977	<18	\$5	<u>61-9-417</u> & <u>518</u>	
Prohibit Racial Profiling	X		2003/ 2005/ 2007			<u>44-2-117</u>	
High BAC (Blood Alcohol Concentration)	X		2011/2013/2015			61-8-465	"aggravated DUI" = BAC ≥ 0.16

(Laws above do not necessarily meet grant criteria described elsewhere)

PROGRAM AREA SUMMARIES

General:

Management Review – Scheduled for August 1-5, 2016. (Previous MR held August 12-15, 2013.)

Special Management Review (no longer being conducted)

- Occupant Protection – conducted September 2011 (exempted in 2006, 2007, & 2008)
- Impaired Driving - conducted March 2010, 2005 (exempted in 2007)

Assessment

- Impaired Driving – conducted April 11-15, 2016.
- Occupant Protection – Conducted December 2014.

Other Assessments

- Standardized Field Sobriety Test (SFST) – Conducted April 2012.
- Traffic Records Assessment – completed June 2014.

Impaired Driving:

General Summary of Activities:

More than 1/3 of motor vehicle fatalities involved the driver or motorcycle rider with 0.08+ blood alcohol concentration. Under Section 405 of MAP-21, MT is a high-range State with an impaired driving fatality rate of 0.69 fatalities/100M VMT. MT was a High Alcohol Related Fatality Crash State multiple years under the 410 program. The state has a number of DUI Courts and MDT funded a traffic safety resource prosecutor from 2009 – 2013. 21 counties have DUI task forces, which are funded through driver license reinstatement fees. In FFY2011, MHP ensured every Trooper and Sergeant had received ARIDE training or was a certified Drug Recognition Expert (DRE).

Involvement in crackdown:

- Support of National tag line: Media spots have included educational messages focus on youth, native communities, and male pickup truck drivers, coinciding with national mobilizations.
- Number of LE involved: During the August 2013 crackdown, Montana reported 189 participating law enforcement agencies that worked 1,595 hours and made 41 DUI arrests.

Innovative programs: None

Significant impaired driving Section 403 demonstration projects or earmarks: None.

Sobriety checkpoints: Montana Statute does not permit Sobriety checkpoints, but permits safety spot-checks, which have been performed on reservations.

Carryover funding in grant program areas?: Not too much.

Drug Evaluation Classification:

As of May 2013, Montana has 75 DRE's representing 28 law enforcement agencies.

Coordinating Committee:

The Comprehensive Highway Safety Plan Emphasis Area Team serves as the impaired driving advisory committee. Montana hosted an impaired driving Leadership Summit in August 2015 (facilitated by TSI), to restructure and re-energize the Committee.

Hot issues:

With discontinuation of High-Fatality Rate and High Visibility Enforcement related grant funds under MAP-21, Montana experienced significant reductions in impaired driving funds. Fortunately, MDT has elected to use penalty transfer funds towards behavioral safety programs beginning in FFY 2016. Not only is Director Tooley a strong proponent of impaired driving prevention, but Governor Steve Bullock has been a strong impaired driving prevention advocate, having promoted the 24/7 program in Montana as Attorney General. Senate Bill (SB) 15, SB 42, House Bill (HB) 12, HB 69, HB102, and HB 106, all related to impaired driving, were passed in the 2011 legislature; warrants to obtain blood or breath test in DUI cases were authorized and a statewide 24/7 sobriety testing project for persons charged and/or convicted of a second or third DUI was established. An Impaired Driving Assessment was completed in April 2016. A successful SFST Program Assessment was completed in April 2012.

Seat Belt Use:

General Summary of Activities:

Montana does not have a primary seat belt law and the observed seatbelt use rate dropped each year between 2006 and 2013. The use rate in 2015 went up slightly from the previous two years to 77%. Involvement in Click It or Ticket (CIOT) mobilization:

- Support of National tag line: In May 2015, MDT promoted the Click It or Ticket message during the May mobilization for the first time and they continue to use it.
- Number of Participating Law Enforcement Agencies: During the May 2014 CIOT Mobilization, Montana reported 55 participating law enforcement agencies, whose officers wrote 413 Safety Restraint Citations (seat belts or child safety seats).

Innovative Programs: None

Significant occupant protection Section 403 projects or earmarks: None

Carryover funding in grant program areas?: Minimal

Coordinating Committee:

The CHSP Occupant Protection Emphasis Area Team coordinates activities, as do the state's Buckle Up Montana coordinators.

Hot Issues:

Governor Brian Schweitzer issued an open letter in March, 2012 supporting NHTSA's Click It or Ticket Mobilization campaign, highlighting enforcement of Montana's adult seat belt law. This was a policy reversal in Montana. In the 2013 legislative session, SB 319 made primary the enforcement of restraints for children under 6 years old or 60 pounds. NHTSA Region 10 conducted an Occupant Protection Special Management Review late 2011; the report called for strengthening enforcement of seat belt laws, as data showed minimal ticketing during CIOT mobilizations from law enforcement agencies receiving NHTSA funds. Some of the recommendations from Montana's December 2014 Occupant Protection Assessment reflected similar issues.

Other Significant Programs:

Safe Communities: There are 15 Safe Communities local coalitions, housed in police departments, health departments, medical service groups, or other local organizations.

Motorcycles: There were 23 motorcyclist fatalities in Montana in 2014, with just over half (55%) unhelmeted. Montana's motorcycle helmet law applies only to under 18 year olds, carrying a \$5 fine.

Speed: Legislation passed during the 2015 session has allowed some portions of interstates in Montana to have an 80 MPH speed limit. However, speeding fines were also increased significantly, and state law enforcement has stated that they will be ticketing motorists who exceed 80 MPH more aggressively. To address the contribution of speed to crash and fatality risk, MDT encourages speed as a trigger violation in enforcement grants to assist the secondary seat belt law and detect alcohol and/or drug impaired driving.

Pedestrian/Bicycles: Of all the total 192 traffic fatalities in 2014, 10 were pedestrians (5%).

Emergency Medical Services: While all four Level II trauma centers have implemented an Alcohol Screening, Brief Intervention and Referral to Treatment program (SBIRT), only a portion of admitted patients are likely screened.

Data Records/Traffic Records: The MDT and the State Supreme Court are working towards replicating court data to be stored at the MDT.

Law Enforcement: MDT has been in the process of creating and implementing a state LEL network, and are sending LELS to the TSI training course that has been revised.

DUI Taskforces: Recent legislation has improved DUI taskforce funding.

Federal Highway Focus City/State: Current focus areas are Native Americans, Single Vehicle Run-Off-The-Road Crashes, Traffic Records Management, and High Crash Corridors/High Crash Locations

Congressional Earmarks: An Automatic Crash Notification concluded after being managed by the Montana Department of Transportation: <http://rip.trb.org/browse/dproject.asp?n=20860>

403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet: None

Issues: None. The safety office continues to show progress, and recent hires have brought staff up to full speed. HSO staff work closely with Region 10 and communicate openly about any issues that arise.

MAP-21 FUNDING CHART			FAST ACT	
MONTANA	FY14	FY15	FY16	FY17
§402	\$ 1,742,775.00	\$1,875,110.98	\$ 2,029,646.62	\$ 344,783.04
§405(b) OP	\$ 468,260.20	\$ 443,883.18	\$ 348,220.82	
§405(d) IMPAIRED DRIVING	\$ 1,103,745.75	\$1,091,376.86	\$ 1,100,972.81	
§405(c) DATA PROGRAM	\$ 410,929.62	\$ 304,164.52	\$ 304,832.90	
§405(e) DISTRACTION	\$			
§405(f) MOTORCYCLE	\$ 34,819.60	\$ 34,389.44	\$ 33,874.25	
§405(g) GDL	\$			
§154 OPEN CONTAINER	\$			
§164 REPEAT OFFENDER	\$		\$ 1,714,150.00	
TOTAL	\$,760,530.27	\$3,748,924.98	\$ 5,531,697.40	\$ 344,783.04

N/A – not eligible (e.g. 154/164)

Date: August 29, 2017

STATE: Nebraska

**Contact: NHTSA Region 7- Regional Administrator Susan DeCourcy
(816) 329-3900**

Organization:

Governor: - Pete Ricketts (R) – Serving since Jan 8, 2015

Senators: - Deb Fischer (R) – Serving since Jan 3, 2013
Committee Appropriations,
Commerce, Science & Transportation
Consumer Protection, Product Safety, Insurance, and
Data Security
- Ben Sasse (R) – Serving since Jan 6, 2015

Congressmen: - Jeff Fortenberry (R) – Serving since Jan 4, 2005
Committee on Appropriations
Adrian Smith (R) – Serving since Jan 4, 2007
- Brad Ashford (D) – Serving since Jan 6, 2015

Governor’s Representative: Kyle Schneweis – Director / State Engineer
Nebraska Department of Roads

Coordinator: Fred Zwonechek, Administrator
Office of Highway Safety
Nebraska Department of Roads

State Legislature:

Nebraska has a Unicameral legislature with 49 nonpartisan senate members. Nebraska is the only Unicameral in the Nation.

STATEWIDE STATISTICS *

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	223	190	181	212	211	225	
Number of Serious Injuries in Traffic Crashes (Obtain from State)	1,945	1,750	1,768	1,661	1,536		
Fatalities/100M VMT	1.15	.98	.95	1.10	1.09		
• Total							
• Rural	1.68	1.43	1.25	1.44	1.51		
• Urban	.45	.37	.54	.63	.51		
Number of Unrestrained Occupant Fatalities, All Seat Positions	108	79	79	102	105	95	

Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	68	50	45	73	60	60	
Number of Speeding-Related Fatalities	30	36	33	44	39	49	
Number of Motorcyclist Fatalities	15	14	23	22	14	20	
Number of Unhelmeted Motorcyclist Fatalities	5	0	2	1	1	1	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	55	36	27	38	39	34	
Number of Pedestrian Fatalities	9	8	7	15	12	9	
Number of Bicyclist and Other Cyclist Fatalities	3	2	2	0	0	2	
Observed Seat Belt Use, Front Seat Outboard Occupants	84.8	84.1	84.2	78.6	79.1	79.0	79.6
Seat Belt Citations – Grant Funded	3,605	3,622	4,051	3,178	3,030	2,790	
Impaired Driving Arrests Grant Funded	2,424	2,807	2,205	2,611	2,599	1,301	
Speeding Citations – Grant Funded	25,350	18,395	29,777	19,097	20,105	17,415	

*Data Source: State Traffic Safety Information (STSI) website. The Number of Serious Injuries in Traffic Crashes from the State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		
Graduated Drivers License	X		1-1-1993	14-15 yrs. Old school permit for rural areas, 15 yrs. Olds learner's permit for supervised driving, 16 yrs. Old supervised driving from 12:00am to 6:00am. no wireless communication while operating vehicle, 17 yrs. Old no restrictions.
Open Container Law (154)	X		8-28-1999	N/A
Repeat Intoxicated Driver Law (164)	X		8-27-1999	N/A
CPS	X		7-10-1990	Birth to age 6
Booster Seat	X		7-16-2004	Birth to age 6
Motorcycle Helmet Law	X		1-1-1989	All Riders
Prohibit Racial Profiling	X		1-1-2002	N/A
High BAC	X		7-17-2006	N/A

PROGRAM AREA SUMMARIES

General:

Effective July 1, 2009 the Nebraska Office of Highway Safety was transferred from the Department of Motor Vehicles to the Department of Roads

Management Review – Completed August 2015

Special Management Review – Occupant Protection completed 2007 and Performance Enhancement Plan has been closed

Assessment - Traffic Records Assessment was completed in August, 2011

- Occupant Protection Assessment was completed in June, 2014

Impaired Driving and Occupant Protection:

Since 2009, Nebraska's impaired driving fatalities have average 29% of total fatalities. In 2014 the rate dropped slightly to 27 percent. In 2012 Nebraska used the redesigned NHTSA seat belt survey with a drop from 84.2% in 2011 to 78.6% for 2012. 2013 and 2014 seat belt usage was observed to be 79%.

For 2015, the rate had inched up to 79.6%. In the three years prior to 2012, their seat belt number had remained relative unchanged at around 84%.

Involvement by law enforcement:

- **Funding Efforts:** During the 2014 Impaired Driving (ID) National Crackdown, Nebraska committed \$293,024 for paid media and \$240,733.47 to law enforcement efforts. The Click it or Ticket (CIOT) National Crackdown saw \$286,243 in paid media and \$263,313.67 funded high visibility enforcement. Two additional state crackdowns were conducted. A CIOT mobilization in November involved \$111,600 in enforcement and a ID mobilization in December involved \$173,647 in paid advertising and \$182,672.75 in enforcement.
- Nebraska has incentive programs for law enforcement agencies that participate in the Crackdown and Mobilizations and report enforcement results. All agencies that participate and report will receive traffic safety equipment valued at \$500 or less. Total number of enforcement hours increased from 5,810 in 2009 to 11,997 in 2010 and to 31,867 for the 2012 Crackdown. During the 2014 Click It or Ticket Mobilization, Nebraska law enforcement agencies issued 305 seat belt citations, 4,155 additional traffic related citations and logged 18,980 hours of enforcement. Nebraska conducts annual law enforcement “Challenge”, with law enforcement agencies competing for traffic safety equipment. The winners are determined by the County achieving the highest belt usage rate. All participating agencies in the winning County receive traffic safety equipment.
- A primary Bill was introduced in 2014, but did not leave the committee. In the past their usage rate has remained stagnant with the 2010 rate of 84.1% and a 2011 rate of 84.2%, but dropped to 78.6% in 2012. 2013 usage rate was observed to be 79.1%, remained unchanged in 2014 at 79.0% and rose only slightly to 79.6% for 2015. The drop in 2012 is attributed to a change in SB survey methodology.

Innovative Programs:

- FHWA, in accordance with SAFETEA_LU Section 1401, has been flexing one million dollars a year for the last six years from the State Highway Safety Improvement Program. They received the same amount of funds through the HSIP process in 2014. Most of these funds have been expended to support the Impaired Driver Crackdown, Click or Ticket Mobilization and statewide impaired enforcement programs.
- Nebraska passed an ignition interlock law in 2009. In 2012 with the passage of MAP-21 Nebraska became out of compliance with 164. Legislation passed in 2013 has put Nebraska back into compliance for FY 2014 with Section 164. NHTSA Legal Counsel reviewed LB 158, the corrected Legislation and determined that NE is now in compliance with Section 164.

Motorcycles: Nebraska has a motorcycle helmet law. Their un-helmeted motorcycle fatalities have remained at 1 annually for the past 3 years. There is a helmet repeal bill up for consideration almost every year, but is thus far not received enough votes for passage.

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$2,230,615.95	\$2,210,655.20	\$2,369,380.21	\$2,262,500.96
§405 OP	\$ 587,266.27	\$ 604,551.23	\$ 573,078.94	\$ 449,573.28
§405 IMPAIRED DRIVING	\$1,425,364.84	\$1,424,999.81	\$1,409,030.86	\$1,421,419.79
§405 DATA	\$ 500,650.82	\$530,533.98	\$ 392,694.05	\$ 393,556.97
§405 DISTRACTION	\$	\$		\$
§405 MOTORCYCLE	\$ 44,651.62	\$ 44,954.13	\$ 44,398.77	\$ 43,733.63
§405 GDL	\$	\$	\$	\$
§154 OPEN CONTAINER	\$	\$	\$	\$
§164 REPEAT OFFENDER	\$	\$	\$	\$
TOTAL	\$ 4,788,549.50	\$4,815,694.35	\$ 4,788,582.83	\$4,570,784.63

Date: April 1, 2016

STATE: Nevada

Contact: Susan DeCourcy, Regional Administrator (Acting)
720-963-3100 (Office)

Organization

Governor: Brian Sandoval (R)

U.S. Congressional Delegation:

Senators and party affiliation:

Harry Reid (D)

Dean Heller (R)

Senate Committee on Commerce, Science,
and Transportation

**Members of Congress and
party affiliation:**

Dina Titus (D)

House Committee on Transportation and
Infrastructure

House Subcommittee on Highways and
Transit

Mark Amodei (R)

Joseph (Joe) Heck (R)

Crescent Hardy (R)

House Committee on Transportation and
Infrastructure

House Subcommittee on Highways and
Transit (Vice-Chair)

Governor's Representative:

James Wright, Director

Department of Public Safety

Coordinator:

Amy Davey, Division Administrator

Office of Traffic Safety

State Police/Patrol Executive:

Dennis Osborn, Chief

Nevada Highway Patrol

State EMS Director:

Steven Tafoya, Program Manager

Department of Health and Human Services Health
Division, Emergency Medical Services

State Legislature:

Senate:

10 Democrats; 11 Republicans

Assembly:

25 Democrats; 17 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014
Number of Traffic Fatalities	257	246	261	266	290
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	1,328	1,219	1,099	1,189	1,209
Fatalities/100M VMT	1.22	1.02	1.08	1.06	
• Total	.94	0.71	0.95	0.92	
• Urban					
• Rural	2.15	2.21	1.59	1.64	
Number of Unrestrained Occupant Fatalities, All Seat Positions	77	64	63	57	65
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	69	70	85	79	93
Number of Speeding-Related Fatalities	81	76	102	90	100
Number of Motorcyclist Fatalities	48	41	43	59	63
Number of Unhelmeted Motorcyclist Fatalities	10	5	10	7	8
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	23	26	35	30	37
Number of Pedestrian Fatalities	36	46	55	65	70
Observed Seat Belt Use, Front Seat Outboard Occupants	93.2	94.0	90.5	94.8	94.0

All Statistics, except for Number of Serious Injuries in Traffic Crashes, are extracted from and are available on the State Traffic Safety Information (STSI) website. * = Serious Injuries include "Incapacitating" only ("A" of KABCO only)

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		x		
Graduated Drivers License	x		2005, upgraded in 2007	Ages covered are 16 and 17; no passengers under the age of 18 (except family) for 6 months
Open Container Law (154)	x		Non-compliant in 2012; Legislation to come into compliance introduced in 2013 Legislature (NV AB21)	N/A
Repeat Intoxicated Driver Law (164)	x		1999	N/A
CPS	x		2004	Under age 6
Booster Seat	x		2004	Under age 6
Motorcycle Helmet Law	x		1972	All ages
Prohibit Racial Profiling	x		2001	N/A
High BAC	x		2003	N/A
Handheld Cell Phone	x		Signed 2011; enforced 1/12	All ages

PROGRAM AREA SUMMARIES

General:

Management Review (MR)

- Completed May 15, 2015

Special Management Reviews

- Impaired Driving: conducted and closed by Region 9

Assessments

- Impaired Driving: Completed June 2011
- Occupant Protection: Completed April 2014
- Traffic Records: Ongoing as of May 2015
- Motorcycle: Completed November 2011
- EMS: Completed February 2009
- Pedestrian: Completed August 2008

Impaired Driving:

Impaired driving continues to be a serious problem in Nevada. In 2014, 32% of all traffic fatalities were alcohol-involved. Exacerbating the impaired driving issue is the increased prevalence of alcohol and drugs and drug-only causation. In addition to an upward trend in alcohol-impaired driving fatalities, the State is battling an increase in drug-only drivers involved in crashes and fatalities.

Nevada became the first State to prohibit suspected alcohol- or drug-impaired drivers from refusing an evidentiary chemical test. Police are authorized to use reasonable force if necessary to obtain blood samples for testing. Nevada's "Once a Felon" law passed in 2005, meaning that once a driver is convicted of a felony DUI, all subsequent convictions will be felonies. To detect drug-impaired drivers, the OTS continues to support DRE classes. The State currently reports 54 trained DRE instructors and plans to increase DRE training opportunities to stem a downward trend of DREs in rural areas.

The Department of Public Safety (DPS)/Office of Traffic Safety (OTS) invests nearly \$3M in several proven/model countermeasures, including: High Visibility Enforcement (HVE); DUI courts and judicial/prosecutor training on ignition interlocks; impaired driving coalitions (Attorney General's Advisory Coalition on Impaired Driving); law enforcement training; compliance checks; and community coalitions that focus on impaired driving.

Involvement in Crackdown:

- Support of National tag line: Nevada utilizes the *Drive Sober or Get Pulled Over* slogan
- Amount of LE involved: 29 of the 33 agencies in the State are involved in the Crackdown
- Last year more than 1,600 DUI arrests were made statewide by the multi-jurisdictional law enforcement consortium, *Joining Forces*, to further the Crackdown.

Impaired Driving Incentive Grant Funds:

- Sobriety checkpoints: Permitted. Several hundred were conducted in FY 2015
- ALR: The State has an administrative license revocation program

Seat Belt Use:

Nevada has a secondary seat belt law. Nevada's 2015 use rate was 92%. Previous attempts to pass a primary belt law (PBL) were unsuccessful. No PBL was introduced in the 2015 legislative session.

The State conducts data-driven nighttime enforcement, as well as nighttime belt use surveys and public awareness and opinion surveys to gauge actual use as well as public support for PBL, seat belt use and

other occupant protection issues.

Involvement in *Click It or Ticket* Mobilizations:

- Support of National tag line: Nevada uses *Click It or Ticket* for all occupant protection campaigns.

Amount of law enforcement involved: 29 of 33 agencies in the State are routinely involved in the mobilizations, as part of the multi-jurisdictional law enforcement consortium, *Joining Forces*. Given the population concentration in the metropolitan areas of Las Vegas and Reno, with resources apportioned accordingly in the State, Nevada executes innovative (manpower) resource-sharing strategies to increase seat belt use in rural areas.

Other Significant Programs

Motorcycles:

Motorcycle fatalities remain a significant problem in the State, with 63 total in the State in 2014, 13% of which were unhelmeted.

To address these concerning trends, Section 405f funds are spent on motorist awareness campaigns consisting of mobile and stationary billboards during the Laughlin River Run, Las Vegas Bike Fest, and Reno Street Vibrations events and training. The State's training program has been very strong traditionally. Driving ranges have been added and motorcycles have been replaced. State funds are collected from registrations and directed toward training, equipment and instructor recruitment and retention. The State's motorcycle safety countermeasures are further augmented through grant funding from the Federal Highway Administration.

Speed:

Joining Forces is an ongoing and impressively successful law enforcement consortium. The multi-jurisdictional, officer-sharing approach allows small, rural agencies to participate in traffic enforcement that would not otherwise be possible, given their staff size. *Joining Forces* conducts speed, impaired driving, occupant protection and pedestrian enforcement "events" all over the state during the same weeks, sending officers to support other agencies' events. The sustained efforts coincide with national campaigns, and provide highly-visible enforcement through saturation patrols and/or checkpoints. In FY 2015, these *Joining Forces* agencies have produced hundreds of agency-generated media releases, conducted thousands of hours of overtime enforcement, and issued thousands speed citations.

Pedestrians/Bicycles:

Nevada has been one of the fastest growing states in the Nation for the past 20 years. Exponential growth has created an unfriendly pedestrian and bicycle rider infrastructure, particularly in Las Vegas, where the majority of pedestrian fatalities occur. Although an estimated 40 million visitors travel to Las Vegas every year, the pedestrian fatalities are not visitors, but rather *residents* of Las Vegas. The 24/7 nature of the gaming/hospitality industry means individuals who work in the industry are traveling to and from work at all hours of the day/night. Additionally, the infrastructure (wide, multi-lane streets, high speed limits, poor lighting, mid-block bus shelters, and minimal sidewalks) creates additional dangers, as pedestrians dart across dangerous roadways 24 hours a day. Also, pedestrian safety is one of the State's Critical Emphasis Areas in its SHSP. Partners in the southern and northern regional transportation centers are investing significant resources in enforcement, engineering, media, and education initiatives in the Las Vegas area to reduce the increasing trend in auto-pedestrian fatalities. In 2015, the State conducted a U.S. Department of Transportation Pedestrian and Bicycle Assessment in the Las Vegas-metro area.

Emergency Medical Services:

The State continues its work on EMS recommendations pertaining to training, rural services, data collection and EMT retention. Given a significant reduction in staffing, EMS State partners have come back to the Traffic Records Coordinating Committee table, to the credit of the OTS and its TRCC chairs.

Data Records/Traffic Records (TRCC):

The *Nevada Citation and Accident Reporting System* (NCATS) was developed by the State with federal assistance to merge several databases and create a central data repository. The HSIS relates motor vehicle and crash characteristics to injury propensity and severity. The ultimate goal is to match ambulance run reports and patient data with NCATS crash data for a look at the true cost of motor vehicle crashes, and to facilitate a more effective response to emergencies and treatment. The State continues to work on the conversion of crash files in 2015, under the direction of the OTS Traffic Records Coordinator.

Congressional Earmarks: none.

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$1,761,525	\$1,868,169	\$1,869,684
§405 Occupant Protection	\$223,797	\$222,086	\$218,520
§408 Traffic Records	\$500,000	\$500,000	\$500,000
§410 Impaired Driving	\$972,388	\$1,022,509	\$1,011,778
§410 HFR	\$	\$	\$
§2010 Motorcycle	\$100,000	\$100,000	\$100,000
§2011 Booster Seat	\$	\$	\$
§1906 Racial Profiling	\$	\$	\$
§406 Primary Seat Belt	\$	\$	\$
§154 OPEN CONTAINER	\$	\$	\$
§164 REPEAT OFFENDER	\$	\$	\$
TOTAL	\$3,557,710	\$3,712,764	\$3,699,984

MAP-21 FUNDING CHART			
	FY14	FY15	FY16
§402	\$1,894,828	\$2,058,182	\$2,259,228
§405 OP	\$468,260	\$443,883	\$348,221
§405 IMPAIRED DRIVING	\$1,103,746	\$1,091,377	\$1,100,973
§405 DATA	\$410,930	\$304,165	\$304,833
§405 DISTRACTION	\$	\$	\$
§405 MOTORCYCLE	\$34,820	\$34,389	\$33,874
§405 GDL	\$	\$	\$
§154 OPEN CONTAINER	\$	\$	\$
§164 REPEAT OFFENDER	\$	\$	\$
TOTAL	\$3,912,584	\$3,931,996	\$4,047,129

Date: August 29, 2017

STATE: New Hampshire

Contact: Art Kinsman, NHTSA Region 1 Administrator (617) 494-3427

Organization

Governor: Maggie Hassan (D), term expires January 2017 (2 year term).

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:

Kelly Ayotte (R), term expires January 2017

Jeanne Shaheen (D) term expires January 2021

Members of Congress and party affiliation:

Congresswoman Frank Guinta (R), term expires 2017

Congresswoman Ann McLane Kuster (D), term expires 2017

Governor's Representative: John Barthelmes, Commissioner
Department of Safety
Phone: 603-223-3897
JOHN.BARTHELMES@DOS.NH.GOV

Coordinator: Captain Matthew Shapiro
New Hampshire State Police
Commander, Office of Highway Safety
603-271-2131
Matthew.Shapiro@dos.nh.gov

State Police/Patrol Executive: Colonel Robert L. Quinn, Director
Department of Safety
Division of State Police

State EMS Director: Nick Mercuri, Bureau Chief
Bureau of Emergency Medical Services
Division of Fire Standards and Training
and Emergency Medical Service State of New Hampshire Department of
Safety

State Legislature:

Senate: 10 Democrats; 14 Republicans

House: 160 Democrats; 239 Republicans, 1 Independent

STATEWIDE STATISTICS *

	2007	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	129	139	110	128	90	108	135	95	114
Number of Serious Injuries in Traffic Crashes (Obtain from State)**	14,726	13,674	700	660	322	497	394	308	
Fatalities/100M VMT									
• Total	0.96	1.06	0.85	.98	.71	.84	1.05	0.73	
• Urban							.61	0.60	
• Rural	0.32	0.15	0.01	.57	1.15	.68		0.94	
	1.77	2.21	1.91	1.50	.36	1.03	1.72		
Number of Unrestrained Occupant Fatalities, All Seat Positions	60	71	49	62	53	50	56	45	47
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	34	45	29	45	27	32	46	29	33
Number of Speeding-Related Fatalities	41	40	39	62	39	39	66	47	56
Number of Motorcyclist Fatalities	25	30	21	28	14	29	24	17	26
Number of Unhelmeted Motorcyclist Fatalities	15	19	13	20	12	19	17	14	16
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	24	23	16	17	10	14	17	9	9
Number of Pedestrian Fatalities	13	7	8	9	5	8	12	12	8
Number of Bicyclist Fatalities	3	2	1	0	4	0	4	3	3
Observed Seat Belt Use, Front Seat Outboard Occupants	63.8	69.2	68.9	72	75	68.55	71.45	70	70

* Data Source: State Traffic Safety Information (STSI) website.

** Converted from all injuries to serious injuries in 2009

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X	No adult; Primary under 18
Graduated Drivers License	X		16 years ; Night time restrictions
Open Container Law (154)	X		N/A
Repeat Intoxicated Driver Law (164)	X		N/A
CPS	X		under age 7 or under 57" tall
Booster Seat	X		See above
Motorcycle Helmet Law		X	None
Prohibit Racial Profiling		X	N/A
High BAC	X		BAC \geq .16

PROGRAM AREA SUMMARIES

General:

Management Review -- February 13-17, 2015

Special Management Review

- Impaired Driving-None
- Occupant Protection-None

Assessment --

- Impaired Driving - None
- Occupant Protection - None

Impaired Driving: General summary of activities-

Involvement in crackdown -

- Support of National tag line: No. National buy only.
- Amount of LE involved: 42 (2015 Crackdown)

Innovative programs

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark)

Section 410: Low Fatality State

- Sobriety checkpoints-Yes
- ALR-Yes

Hot issues: There are multiple bills pending that deal with drug impaired driving and ignition interlocks (small changes to current law). Bill just passed in the house requiring a court order prior to conducting a sobriety checkpoint.

Hand-held cellphone ban passed Senate on and house.

Carryover funding in any of the grant program areas – There is a significant amount of impaired driving TR, and motorcycle carry-forward.

Drug Evaluation Classification (DEC) State or not? Yes

Does State have active Coordinating Committee? DEC Program is being revitalized with assistance of Regional Office, Personnel changes at POST had allowed program to devolve somewhat.

Seat Belt Use:

General summary of activities: New Hampshire (NH) remains the only State in the country without an adult seat belt law. Secondary enforcement adult seat belt legislation was introduced in 2005 and supported by the NH Chiefs of Police and opposed by the Governor's Representative (GR). The House voted down the legislation. In 2007 a Primary Belt Law (PBL) was introduced and passed the House but was defeated by in the Senate. In 2007 a legislatively appointed Safety Belt Study Commission was appointed. The commission issued its report in October 2008, with a majority recommendation to enact a PBL. Once again the bill passed the House by a large margin and in the Senate vote after an unsuccessful attempt to amend to secondary enforcement PBL was placed on the table by a 13-11 vote.

The loss of Democrat majorities in both chambers makes it highly unlikely that enacting a PBL will be a viable legislative issue for the foreseeable future. As of October 2015 interest is being renewed in pursuing a belt law.

Involvement in Click It or Ticket mobilization – Yes

- Support of National tag line. No, State theme is "Join the NH Clique" with educational focus and enforcement of CPS law (<18 years).
- Amount of LE involved- 23 (2015)

Carryover funding in any of the grant program areas – 410, 408, 2010, 405C, 405D, 405F

Does State have active Coordinating Committee? New Hampshire has an active Traffic Safety Commission. While it has been an effective networking mechanism for highway safety it is not a powerful voice in state policy or legislative affairs. The Governor appoints the members. However the current governor simply endorses candidates submitted by the GR.

Other Significant Programs -provide if applicable:

Safe Communities: New Hampshire has two active Safe Community Programs located in Derry and Concord. The Derry Safe Community Program (Community Alliance for Teen Safety - C.A.T.S) was the first Safe Community spearheaded by Dr. Joseph Sabato, the former Medical Director of the Nashua Public Health Department and former Chief of the Emergency Department at Parkland Hospital, to address the issue of teenage fatalities. The C.A.T.S. program received an Honorable Mention Plaque at the International Safe Communities Program in India. This program is now self-sufficient. The Concord Safe Community also has a hospital-based leadership.

Motorcycles: State has a Motorcycle Task Force under the Governor's Representative. It is dominated by 2 life members of the Motorcycle Rights Foundation. NH GR has testified against a universal helmet law. NH would be a prime opportunity to conduct a MC Program Technical Assessment. MC fatalities have been inconsistent in recent years. A five year high of 29 was recorded in 2012, but 2013 reduced to 24 and there were 17 in 2014.

Distracted Driving: Hand-held is in effect as of 7/1/15

Speed: The field commander of the state police is a proponent of speed and aggressive driving enforcement by means of unmarked cruisers. Because the current Colonel is a former road trooper, traffic

enforcement has been revitalized under this administration. Since FY 2012, this “Operation Safe Commute” Program, which also includes distracted driving, has plans for a paid media campaign to coordinate with targeted enforcement dates. Speeding fatalities increased from 39 in 2012 to 66 in 2013. 2014 reduced to 47.

Pedestrians/Bicycles: A law requiring bicycle helmet use up to the age of 16 while riding on a public way was passed during the 2005 legislative session. It was effective January 1, 2006. Pedestrian fatalities increased from 8 in 2013 to 12 in 2013 and 2014.

Emergency Medical Services: Strong participant in the Traffic Records Coordinating Committee have developed and implemented electronic data entry of EMS calls for service with software developed under a 408 grant.

Data Records/Traffic Records (TRCC): Strong leadership provided by the NHDOT. The FHWA/NHDOT SHSP places a major emphasis on traffic record system improvements.

Federal Highway focus City/State: None

Congressional Earmarks: None

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Washington State TACT project):

Any Hot Issues: Any improvements in traffic safety legislation are unlikely. The NH legislature is influenced by a Libertarian sentiment. From 2007 through 2010 enactment of an adult PBL had been a hot issue in the legislature. It is hard to imagine any circumstance where a PBL would get to a vote in either chamber.

NHSA has moved from an independent agency to under the Department of Safety.

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16

§402	\$1,756,253	\$1,742,775	\$1,875,110	\$2,029,646.62
§405 OP	\$ N/A	\$ N/A	N/A	
§405 IMPAIRED DRIVING	\$1,104,028	\$1,103,745.70	\$1,091,376	\$1,100,972.81
§405 DATA	\$387,783	\$410,929.62	\$304,164	\$304,833.90
§405 DISTRACTION	\$	\$N/A	N/A	
§405 MOTORCYCLE	\$34,585	\$0	N/A	\$33,874.25
§405 GDL	\$	\$N/A	NA	
§154 OPEN CONTAINER	\$	\$N/A	NA	

§164 REPEAT OFFENDER	\$	\$N/A	NA	
TOTAL	\$3,282,650	\$3,257,450	\$3,270,652	\$3,469,326.58

** Key:

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A - not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds

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Date: February 5, 2016

NEW JERSEY

**Contact: Michael Geraci, NHTSA Region 2 Administrator
914-682-6162 (michael.geraci@dot.gov)**

Organization

Governor: Christopher J. Christie (R) -- term expires 12/31/2017

U.S. Congressional Delegation:

Senators: Cory Booker (D)

Robert Menendez (D)

Banking; Budget; Energy and Natural Resources Committees

Representatives:

Norcross, Donald, D, 1st

LoBiondo, Frank, R, 2nd

MacArthur, Tom, R, 3rd

Smith, Chris, R, 4th

Garrett, Scott, R, 5th

Pallone Jr., Frank, D, 6th

Lance, Leonard, R, 7th

Sires, Albio, D, 8th

Pascarell Jr., Bill, D, 9th

Donald Payne Jr., D, 10th

Frelinghuysen, Rodney, R, 11th

Watson Coleman, Bonnie, D, 12th

Committees

House Appropriations

Rodney P. Frelinghuysen

Transportation & Infrastructure Committee:

Albio Sires

Frank LoBiondo

Energy & Commerce Committee:

Frank Pallone

Leonard Lance

Governor's Representative and Coordinator, Highway Safety Office: Gary Poedubicky, Acting Director, New Jersey Division of Highway Traffic Safety

State Police/Patrol Executive: Col. Joseph R. ("Rick") Fuentes, Superintendent, New Jersey Division of State Police

NJDOT Commissioner: Jamie Fox, New Jersey Department of Transportation

State EMS Director: Karen Halupke, Emergency Medical Services Director, NJ Department of Health and Senior Services

MVC Chief Administrator: Raymond P. Martinez

Composition of State Legislature:

Senate: 24 Democrats; 16 Republicans

House: 48 Democrats; 32 Republicans

STATEWIDE STATISTICS¹

Statewide population: 8,791,894 (U.S. Census, 2010)

Core Outcome Measures		Year						
		2008	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities		590	584	556	627	589	548	558*
Number of Serious Injuries in Traffic Crashes		<i>1,800</i>	<i>2,557</i>	<i>1,899</i>	<i>1,802</i>	<i>1,765</i>	<i>1614</i>	
Fatalities Per 100 Million Vehicle Miles Driven	Total	0.80	0.80	0.76	.86	0.79		
	Rural	1.14	1.14	1.21	1.41	1.56		
	Urban	0.76	0.77	0.71	.80	0.74		
Unrestrained Occupant Fatalities (All Seat Positions)		166	144	159	152	150	141	
Fatalities Involving Driver or Motorcycle Rider with BAC=.08+		152	149	153	193	164	146	
Speeding-Related Fatalities		66	95	141	174	157	118	
Motorcyclist Fatalities	Total	82	65	71	93	77	56	
	Un-helmeted	11	14	12	8	8	2	
Drivers Involved in Fatal Crashes	Aged Under 15	1	0	0	0	0	1	
	Aged 15-20	99	81	69	81	67	46	
Pedestrian Fatalities		135	157	139	142	156	129	
Observed Seat Belt Use, Front Seat Outboard		91.8%	92.7%	93.7%	94.5%	88.29%	91%	89.5%

*State reported

¹ All Statistics, except for Number of Serious Injuries in Traffic Crashes, were available from the State Traffic Safety Information (STSI) website. Serious Injuries, as defined by the State, are non-fatal injuries in which victims cannot walk, drive or normally continue activities they could perform before the incapacitating crash. Numbers in *italics* are estimates from charts and not exact values.

STATUS OF TRAFFIC SAFETY LAWS

	YES	NO	EFFECTIVE DATE (if YES)	AGES COVERED <i>if applicable</i>
Primary Seat Belt Law	X		March 1985	All (law is secondary for rear seats), Eff. 1/11
Graduated Drivers License	X		January 2001	Modified 2010
Open Container Law (154)	X		August 2000	
Repeat Intoxicated Driver Law (164)	X		August 2000	
CPS/Booster Seat	X		September 2001	Under age 8 and less than 80 lbs
Motorcycle Helmet Law	X		January 1968	Universal for all riders
Prohibit Racial Profiling		X		
High BAC	X			Ignition Interlocks mandatory for high BAC (≥ 0.15) & repeat convictions

PROGRAM AREA SUMMARIES

General:

Management Review – Conducted March 17-20, 2014, final report transmitted June 18, 2014, and CAP signed August 12, 2014. CAP closed June 2015.

Traffic Records Assessment – Conducted March 19-23, 2012

Impaired Driving:

New Jersey's alcohol related fatality rate continues to decline steadily and is among the lowest in the Nation. The calculated fatality rate for New Jersey using 2008-2010 average data was 0.20, qualifying them as a low-range rate State. During the 2014 "Drive Sober or Get Pulled Over" crackdown, 496 police agencies participated – 4 State agencies and 492 municipal. One hundred percent of the agencies that committed to joining in the crackdown participated.

New Jersey's two significant self-sufficient funding sources for impaired driving countermeasures are the Drunk Driving Enforcement Fund and the Bottle Tax Law. Approximately \$14 million is collected annually on the sale of alcoholic beverages, and returned to the State's 21 counties for alcohol education, rehabilitation, enforcement (for which 10 percent is earmarked) and adjudication (5 percent). The \$2.8 million collected annually from a surcharge on all DWI convictions (\$100 per conviction) is returned to the municipal police departments for their use in enforcing the State's impaired driving laws.

New Jersey does not have administrative license revocation (ALR). However, they routinely use sobriety checkpoints and Drug Evaluation Classification, where appropriate, in their enforcement programs. New Jersey is also pursuing more vigorous use of ignition interlocks, with pending legislation for mandatory installation for both first-time and recidivist impaired driving offenders. The MADD-endorsed 'Ricci's Law' bill clarifies that use of ignition interlock device is mandatory for all drunk driving offenses and requires installation during license suspension.

Seat Belt Use:

New Jersey was the second State in the Nation to enact a seat belt law when its secondary law became effective in 1985, and it became the 17th State to have a primary law when the upgraded legislation went into effect on May 1, 2000. Its belt use rate increased from 63.3 percent in 1999 to 74.2 percent in 2000

following the upgrade. In 2013, the state's front seat belt usage rate was 91 percent, down from an all-time high of 94.51 percent in 2011. New Jersey attributes the drop to the new set of guidelines set by NHTSA. New legislation went into effect January 2011 that requires all passengers to buckle up, regardless of position (secondary for adults in back seat).

In the 2015, Click it or Ticket mobilization, 496 police departments participated with Division of Highway Traffic Safety (DHTS) Section 405(b) funds to conduct enforcement efforts throughout the State. As in years past, there was no paid media campaign.

Teen Driver Safety:

Two bills -- based on recommendations in the Teen Driver Study Commission Report -- were signed into law in April 2009. Four of the most critical recommendations are a ban on plea agreements for Graduated Driver License (GDL) holders, the use of decals by permit and provisional license holders, an earlier curfew and a more stringent passenger restriction. A total of 14 recommendations were adopted from the Report, which greatly enhanced the GDL program in New Jersey.

SAFETEA-LU FUNDING CHART²
SAFETEA-LU Funding Chart

New Jersey	FY 2010	FY 2011	FY 2012
§402	\$ 5,252,614	\$ 5,037,446	\$ 5,041,398
§405 Occupant Protection	\$ 709,819	\$ 704,392	\$ 693,083
§408 Traffic Records	\$ 567,505	\$ 567,505	\$ 486,751
§410 Impaired Driving	\$ 2,899,522	\$ 2,757,156	\$ 2,728,150
§2010 Motorcycle	\$ 150,352	\$ 150,352	\$ 153,010
§2011 Booster Seat	\$ 382,785	\$ 368,957	\$ 266,580
Total	\$ 9,962,597	\$ 9,585,808	\$ 9,368,972

MAP-21 Funding Chart				
New Jersey	FY 2013	FY 2014	FY 2015	FY 2016
§402	\$ 5,024,812	\$ 4,984,731	\$5,359,878	\$ 5,151,308.00
§405 OP	\$ 1,356,765	\$ 1,396,699	\$1,323,988	\$ 1,038,652.15
§405 Impaired Driving	\$ 3,293,030	\$ 3,292,187	\$3,255,293	\$ 3,283,915.60
§405 Data	\$ 1,156,657	\$ 1,225,696	\$907,244	\$ 909,237.29
§405 Distraction	\$ -	\$ -		
§405 Motorcycle	\$ 103,159	\$ 103,858	\$102,575	\$ 101,038.10
§405 GDL	\$ -	\$ -		
Total	\$ 10,934,423	\$ 11,003,170	\$ 10,948,978	\$ 10,484,151.14

² Key: 0 – State either didn't qualify or didn't apply for funding; n/a – State was not eligible (e.g. 154/164), or, if compliant, did not receive funding

DATE: September 6, 2016
STATE: NEW MEXICO
Contact: NHTSA Region 6 Administrator
 Georgia S. Chakiris, (817) 978-4300

State Organization:

Governor: Susana Martinez (R), Second Term

U.S. Congressional Delegation:

Senators:

Martin Heinrich (D)
 Tom Udall (D)

Members of Congress:

Michelle Lujan Grisham (D)
 Steve Pearce (R)
 Ben R. Lujan (D) Energy & Commerce Committee

Governor's Representative: Tom J. Church, Cabinet Secretary Designate
 New Mexico Department of Transportation

Coordinator: Michael Sandoval, Interim Director
 New Mexico Traffic Safety Division

State Police/Patrol Executive: Pete N. Kassetas, Chief, New Mexico State Police

State EMS Director: Kyle Thornton, Bureau Chief, New Mexico Emergency
 Medical Systems

State Legislature:

Session Dates: January 20 – March 21, 2015
 Senate: 25 Democrats; 17 Republicans
 House: 37 Democrats; 33 Republicans

STATEWIDE STATISTICS*

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	366	361	349	350	366	311	383	298
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	1,940	1,899	1,922	1,709	1,624	1,331	1,336	UNK
Fatalities/100M VMT	1.39	1.39	1.38	1.36	1.43	1.24	1.51	UNK
• Total								
• Rural	1.78	1.75	1.85	1.87	1.78	1.50	1.71	
• Urban	0.89	0.92	0.77	0.70	0.97	0.89	1.20	

Number of Unrestrained Occupant Fatalities, All Seat Positions	128	124	108	108	106	96	98	88
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	105	112	119	104	97	97	116	98
Number of Speeding-Related Fatalities	70	69	137	148	122	122	129	130
Number of Motorcyclist Fatalities	49	40	41	47	64	41	46	38
Number of Unhelmeted Motorcyclist Fatalities	47	39	39	41	39	20	35	18
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	57	55	52	40	44	38	39	32
Number of Pedestrian Fatalities	39	39	33	39	61	49	74	54
Number of Bicyclist and Other Cyclist Fatalities	7	3	8	4	7	4	5	UNK
Observed Seat Belt Use, Front Seat Outboard Occupants	91.1%	90.1%	89.8%	90.5%	91.4%	92.0%	92.1%	93.3%

* Data Source: [State Traffic Safety Information \(STSI\) website.](#)

** The Number of Serious Injuries in Traffic Crashes from State data system

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		1986	all ages
Graduated Drivers License	X		2000	
Open Container Law (154)	X			N/A
Repeat Intoxicated Driver Law (164)		X		N/A
Child Passenger Safety	X			< 18
Booster Seat	X		2005	< 7
Motorcycle Helmet Law		X		N/A
Prohibit Racial Profiling		X		N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General:

Management Review -- FY13

Next Scheduled for August 2016

Special Management Reviews

- Impaired Driving - N/A
- Occupant Protection - N/A

Assessment – scheduled within year or conducted within year

- Impaired Driving - March 2016
- Occupant Protection - N/A
- Traffic Records - January 2016
- SFST – December 2015

The number of people killed in motor vehicle crashes increased from 311 in 2013 to 383 in 2014. The largest increases were in the alcohol impaired and pedestrian categories. Serious injuries remained level in 2014.

Impaired Driving:

In June 2012, New Mexico (NM) rolled out the State's new driving while intoxicated "ENDWT" impaired driving slogan with a press event featuring the Governor and other State officials. In

2014, 86 or 84% of the State's law enforcement agencies participated in their impaired driving crackdown.

The State's impaired driving fatality rate per 100 million Vehicle Miles Traveled (VMT) decreased from 1.24 in 2013 to 1.51 in 2014. In a continuing effort to reduce impaired driving deaths and injuries, New Mexico utilizes many funding sources, including 402, 405(d), 164AL and State funds.

Governor Martinez has identified impaired driving as a priority for her administration. The State has instituted a #DWI number to be used by citizens to report drunk drivers. When called, a law enforcement dispatcher alerts law enforcement to the reported location of the alleged impaired driver.

In 2005, New Mexico became the first state to pass an innovative ignition interlock law which required installation for first time aggravated Driving While Intoxicated (DWI) convictions and all repeat offenders. The law allows individuals with a revoked license, as a result of DWI, to receive an "interlock license" to drive only vehicles with an interlock installed. The State's interlock program allowed them to qualify for MAP-21 405(d) interlock funds in 2013-2016.

Since FY07, the New Mexico Traffic Safety Division has promoted and coordinated a "100 Days and Nights of Summer" campaign. This program continued through 2016. The campaign is designed to reduce speeding, increase seat belt use, and remove impaired drivers from the streets. Every law enforcement agency funded by the Traffic Safety Division participates in the campaign and conducts saturation patrols and checkpoints throughout the summer months.

The State has active Drug Evaluation Classification (DEC) and Standardized Field Sobriety Training (SFST) programs and in 2012, the State began providing Advanced Roadside Impaired Driving Enforcement (ARIDE) training.

Seat Belt Use:

New Mexico utilizes the Click It or Ticket (CIOT) messaging for its seat belt safety campaign. Seventy law enforcement agencies participated in their 2015 CIOT mobilization.

The State has maintained a seat belt use rate over 90 percent for the last five years. The NM Traffic Safety Division (TSD) continues to increase belt use by supporting blitz patrols, checkpoints and selective traffic enforcement (STEP) projects. Public information and education programs and training for law enforcement officers are also conducted. NM law assesses points on the driver's license for seat belt and child safety seat law violations.

State Occupant Protection Coordinating Committee status: None

Pedestrian: The State of New Mexico agreed to participate in a NHTSA 403 funded pedestrian project in 2011 to address issues in Albuquerque, NM. In 2012, 61 pedestrians were killed which equaled 16.7 percent of the State's total fatalities. Pedestrian fatalities spiked from 49 in 2013 to 74 in 2014. While the majority of the pedestrian fatalities occur in the Albuquerque metro area, Native American pedestrian fatalities are prevalent in the northwest near reservations.

Data Records/Traffic Records (TRCC): The State's last Traffic Records Assessment was

completed in 2016. The State is utilizing the report to improve traffic records in the State. New Mexico was successful in applying for 405(c) grants in 2013 - 2016.

One of the State's Traffic Records Systems improvements included the development of a web-based DWI Judicial Display application that provides information pertaining to DWI convictions, offender history and case lookups. This information is now available to the public at www.nmcourts.com.

The State recently increased the number of crash elements captured on the Uniform Crash report from 81 in 2012 to 121 in 2013. The State plans to revise the UCR in FY16 to increase MMUCC compliance.

Hot Issues:

A Management Review finalized in FY 14 disclosed management and funding issues that are currently being addressed with New Mexico Department of Transportation leadership. As a result of the review, the NM DOT repaid NHTSA over \$420,000 in misused funds. An FY16 NMDOT OIG audit of officer overtime enforcement grants in revealed concluded that many of the same issues are unresolved. The audit report disclosed that 30% of the DWI citations reviewed were falsely reported by NM law enforcement agencies. The effects of false reports indicate misuse of federal funds, inaccurate performance measures, falsified documentation and the failing to meet the program goals and purpose.

MAP-21 FUNDING CHART				
NEW MEXICO	FY13	FY14	FY15	FY16
§402	\$ 1,999,060.19	\$ 1,979,668.49	\$ 2,159,139.48	\$2,282,009.27
§405(b) OP	\$ 511,608.03	\$ 526,666.14	\$ 499,248.46	\$391,654.20
§405(d) IMPAIRED DRIVING Mid	\$ 1,241,733.32	\$ 1,241,415.33	\$ 1,227,503.67	\$1,238,296.52
§405 (d)(6) IMPAIRED DRIVING	\$ 179,271.07	\$ 184,375.28	\$ 183,729.71	\$185,559.91
§405 (c)DATA	\$ 436,151.36	\$ 462,184.63	\$ 342,102.79	\$342,854.54
§405 DISTRACTION	\$ 0	\$0	\$ 0	\$0
§405 (f)MOTORCYCLE	\$ 38,899.09	\$0	\$ 38,678.82	\$38,099.37
§405 GDL	\$ 0	\$0	\$0	\$0
§154 OPEN CONTAINER	\$ 0	\$0	\$0	\$0
§164 REPEAT OFFENDER	\$ 7,605,439.00	\$7,532,476.00	\$5,987,550	\$5,399,181.00
TOTAL	\$12,012,162.06	\$11,926,785.87	\$10,437,952.93	\$9,877,654.81

**** Key:**

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A – not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds
- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406), only the AL funds that the State HSO received in the fiscal year (FY) is shown.

Date: February 5, 2016

NEW YORK

**Contact: Michael Geraci, NHTSA Region 2 Administrator
914-682-6162 (michael.geraci@dot.gov)**

Organization

Governor: Andrew M. Cuomo (D) – term expires January 1, 2019

U.S. Congressional Delegation:

**Senators: Charles E. Schumer (D)
Kirsten E. Gillibrand (D)**

Representatives:

Zeldin, Lee (R)	1st	Engel, Eliot (D)	16th
King, Pete (R)	2nd	Lowey, Nita (D)	17th
Israel, Steve (D)	3rd	Maloney, Sean Patrick (D)	18th
Rice, Kathleen (D)	4th	Gibson, Chris (R)	19th
Meeks, Gregory (D)	5th	Tonko, Paul (D)	20th
Meng, Grace (D)	6th	Stefanik, Elise (R)	21st
Velazquez, Nydia (D)	7th	Hanna, Richard (R)	22nd
Jeffries, Hakeem (D)	8th	Reed, Tom (R)	23rd
Clarke, Yvette (D)	9th	Katko, John (R)	24th
Nadler, Jerrold (D)	10th	Slaughter, Louise (D)	25th
VACANT	11th	Higgins, Brian (D)	26th
Maloney, Carolyn (D)	12th	Collins, Chris (R)	27th
Rangel, Charles (D)	13th		
Crowley, Joseph (D)	14th		
Serrano, Jose (D)	15th		

House Appropriations Committee:

Steve Israel, Nita M. Lowey, José E. Serrano

House Energy and Commerce Committee:

Chris Collins, Yvette Clarke, Eliot Engel, Paul Tonko

House Committee on Transportation and Infrastructure:

Richard Hanna, John Katko, Sean Patrick Mahoney, Jerrold Nadler, Lee Zeldin

**Governor's Representative and Commissioner, Department of Motor Vehicles: Terri Egan,
Executive Deputy Commissioner (*Acting Commissioner*)**

Coordinator, Governor's Traffic Safety Committee: Charles R. DeWeese

Commissioner of Transportation: Matt Driscoll

State Police / Patrol Executive: Joseph D'Amico, Superintendent, New York State Police

State EMS Director: Lee Burns, Director, EMS Bureau, Department of Health

Composition of State Legislature:

Senate: 26 Democrats, 33 Republicans, 4 Independent

Assembly: 105 Democrats, 44 Republicans

STATEWIDE STATISTICS

Statewide population: 19,378,102 (U.S. Census, 2010)

	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	1,200	1,169	1,168	1,199	1,039	
Number of Serious Injuries in Traffic Crashes	12,802	11,048	12,163	11,609	10,874	
Fatalities/100 VMT Traveled Total	0.91	0.92	0.92	0.92		
Urban	0.64	0.67	0.59	0.59		
Rural	1.73	1.63	1.88	1.93		
Number of Unrestrained Occupant Fatalities (all seat positions)	192	185	204	186	155	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	364	315	344	364	317	
Number of Speeding-Related Fatalities	335	338	360	358	322	
Number of Motorcyclist Fatalities	184	170	170	170	148	
Number of Unhelmeted Motorcyclist Fatalities	16	11	15	16	21	
Number of Drivers Age 20 and Younger Involved in Fatal Crashes	145	127	138	130	97	
Number of Pedestrian Fatalities	303	287	297	335	263	
Number of Bicyclist Fatalities	36	57	45	40	46	
Observed Seat Belt Use, Front Seat Outboard Occupants	90.0%	91.0%	90.0%	91%	90.58%	92.2%

Data Source: State Traffic Safety Information (STSI) website, except for serious injury data, which is pulled from New York's Accident Information System (AIS). NY's definition of serious injury includes skull fractures, internal injuries, broken or distorted limbs, unconsciousness, severe lacerations, and unable to leave the scene without assistance.

** Data Source: Governor's Traffic Safety Committee (preliminary count)

STATUS OF TRAFFIC SAFETY LAWS

	YES	NO	EFFECTIVE DATE (if YES)	AGES COVERED <i>if applicable</i>
Primary Seat Belt Law	X		1985	All front seat occupants; under 16 in all positions
Graduated Drivers License	X		2003	16-18
Open Container Law (154)	X		2000	
Repeat Intoxicated Driver Law (164)	X		2003	
CPS/Booster Seat	X		2009	Under age 8
Motorcycle Helmet Law	X		1968	Universal for all riders
Prohibit Racial Profiling		X		
High BAC	X		2006	

PROGRAM AREA SUMMARIES

General:

Management Review –held June 2015, covering FY 2013-15.

Traffic Records Assessment – scheduled for March 2016, covering FY 2010-15.

Impaired Driving: With a total of 364 alcohol-impaired fatalities in 2013, New York’s impaired driving fatality rate remains among the lowest in the Nation. New York qualified for MAP-21 S.405(d) funding as a “Low Fatality Rate State” in FY 2016.

New York law allows for sobriety checkpoints, which are prevalent throughout the State. It has no Administrative License Revocation (ALR) law, but has a judicial revocation process which swiftly revokes the licenses of those arrested for DWI. Impaired driving legislation was strengthened in 2009 with the passage of Leandra’s Law, which makes driving while intoxicated with a child under 15 a felony, and mandates ignition interlocks for those convicted of DWI when a crash results in serious injury or death.

One of New York’s biggest assets has been the Special Traffic Operations Program for Driving While Intoxicated (STOP-DWI) program. This program has been recognized as a national model for self-sufficiency, bringing in \$20 million in DWI fines each year that are returned to counties and New York City for programming. The STOP-DWI network works diligently to advance legislation and is one of three sponsoring organizations of the annual New York Traffic Safety Conference.

New York made more than 3,800 DWI arrests during the August 2014 Labor Day crackdown, a continued upward trend despite the slightly reduced number of enforcement overtime hours committed. The State is utilizing the national campaign message, “*Drive Sober or Get Pulled Over*” in the September 2015 crackdown, with more than 600 law enforcement agencies participating in the campaign.

Seat Belt Use: New York utilizes the *Click It or Ticket* message for the State’s participation in the national mobilization, and *Buckle Up New York* for additional State mobilizations. On May 18, 2015, New York again participated with neighboring States along the Eastern seaboard in a ‘Border-to-Border’ enforcement kickoff wave event, where cross-State enforcement patrols coordinate highly visible checkpoints from 6:00 p.m. to 10:00 p.m.

Seat belt use in New York remains above the national average, with an observed usage rate of 92 percent in 2015. More than 600 State, county and city enforcement agencies participated in the May 2015 mobilization, with many of those also participating in the supplemental statewide campaign, which provides funding to conduct high visibility enforcement outside the mobilization period.

New York has one of the most effective, well-organized child passenger safety programs in the Nation. The *Standards of Practice*, Child Passenger Safety (CPS) Advisory Board, and www.safeny.ny.gov website provide quality child safety seat inspection services to parents and caregivers across the State. New York is also a driving force behind, and sponsor of, the annual Region 2 CPS Technical Conference, which draws more than 600 technicians, instructors and advocates.

Motorcycles: The number of registered motorcycles has nearly doubled since 1997, and the number of licenses has increased by over 20% during the same time frame. This increase in registration and licensing and popularity of motorcycling has been accompanied by increases in motorcycle fatalities. The New York State Police traffic enforcement unit continues to partner with GTSC and the Association of State Chiefs in providing motorcycle safety enforcement and training workshops focused exclusively on rider safety. This program educates law enforcement officers about proper protective equipment and gear, conspicuity and unique motorcycle/roadway interactions. NHTSA has developed training materials for law enforcement agencies based on New York’s model.

Distracted Driving: The City of Syracuse, New York completed participation in one of two Distracted Driving Enforcement Project (DDEP) demonstration site projects in 2012. DDEP sites tested the ability of the successful high visibility enforcement model to drive down cell phone usage while driving. Four enforcement waves were held between April 2010 and April 2011, and at the conclusion of its fourth enforcement wave, Syracuse reduced observed handheld phone use and texting while driving by more than 30 percent. Since these pilot projects concluded, the enforcement strategies that evolved for distracted driving – particularly against texting and driving – have been shared broadly with law enforcement partners nationwide.

In addition, the Governor of New York has recognized distracted driving as a priority issue. In the Fall 2013, all New York thruway signage for rest stops was modified to “text stops,” with additional signage advising drivers to wait to send or read text messages until they have reached the stop. The Governor also awarded New York State Police State funds to focus on enforcement of cell phone law violations on highways.

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$12,226,595	\$11,508,265	\$11,503,683
§405 Occupant Protection	\$1,658,411	\$1,645,600	\$1,619,309
§408 Traffic Records	\$1,325,911	\$1,325,911	\$1,372,757
§410 Impaired Driving	\$6,749,265	\$6,298,844	\$6,225,212
§410 HFR	\$	\$	\$
§2010 Motorcycle	\$309,061	\$309,061	\$317,604
§2011 Booster Seat	\$	\$	\$
§1906 Racial Profiling	\$	\$	\$
§406 Primary Seat Belt	\$	\$	\$
§154 OPEN CONTAINER	\$	\$	\$
§164 REPEAT OFFENDER	\$	\$	\$
TOTAL	\$22,269,243	\$20,329,275	\$21,038,565

MAP-21 Funding Chart

New York	FY 2013	FY 2014	FY 2015	FY 2016
§402	\$ 11,466,261	\$ 11,373,068	\$12,226,269	\$11,753,756
§405b OP	\$ 3,155,758	\$ 3,248,641	\$3,079,521	\$2,415,845
§405d Impaired Driving	\$ 7,659,399	\$ 7,657,437	\$7,571,626	\$7,638,200
§405c Data	\$ 2,690,318	\$ 2,850,899	\$2,110,197	\$2,114,834
§405e Distraction	\$ -	\$ -		
§405f Motorcycle	\$ -	\$ 241,567	\$238,583	\$235,009
§405g GDL	\$ -	\$ -		
Total	\$ 24,971,737	\$ 25,371,614	\$ 25,226,195	\$24,157,644

Date: August 29, 2017

STATE: North Carolina

Contact: NHTSA Region 3 Administrator, Elizabeth A. Baker, Ph.D.
410-962-0090

Organization

Governor: Roy Cooper (D) (first term)

U.S. Congressional Delegation:

Senators and party affiliation: Richard Burr (R)
Thom Tillis (R)

Members of Congress and party affiliation:

Virginia Foxx (R)
David Rouzer (R)
Ted Budd (R)
Walter B. Jones, Jr. (R)
David E. Price (D) (Appropriations; THUD Subcommittee
Ranking Member)
Patrick McHenry (R) (Budget)
Mark Meadows (R) (Transportation)
G.K. Butterfield (D)
Mark Walker (R)
George E.B. Holding (R)
Richard Hudson (R)
Robert Pittenger (R)
Alma Adams (D)

**Governor's Representative:
(Interim)** Robert Broome, Director
Governor's Highway Safety Program
North Carolina Department of Transportation

Coordinator: Mark Scaringelli, Assistant Director
Governor's Highway Safety Program
North Carolina Department of Transportation
mascaringelli@ncdot.gov

State Police/Patrol Executive: Colonel Glenn McNeill
North Carolina State Highway Patrol

State EMS Director: Tom Mitchell, Chief
Office of Emergency Medical Services

State Legislature:

Senate: 15 Democrats; 35 Republicans

House: 46 Democrats; 74 Republicans

STATEWIDE STATISTICS *

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	1,313	1,320	1,230	1,299	1,289	1,284	1,379
Number of Serious Injuries in Traffic Crashes (A Type - KABCO Scale Obtained from State)	2,462	2,283	2,424	2,273	2,109	2,197	2,422
Fatalities/100M VMT	1.28	1.29	1.19	1.24	1.23	1.19	1.24
• Total	0.56	0.60	0.62	0.62	0.66		
• Urban							
• Rural	2.37	2.36	2.07	2.20	2.12		
Number of Unrestrained Occupant Fatalities, All Seat Positions	416 (43%)	415 (46%)	379 (45%)	354 (43%)	355 (41%)	360 (42%)	402 (42%)
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	358 (27%)	389 (29%)	359 (29%)	372 (29%)	371 (29%)	378 (29%)	411 (30%)
Number of Speeding-Related Fatalities	517	487	476	441	413	497	547
Number of Motorcyclist Fatalities	154	191	170	198	189	190	192
Number of Unhelmeted Motorcyclist Fatalities	15	11	11	23	17	15	14
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	207	202	176	170	153	162	165
Number of Pedestrian Fatalities	146	169	161	200	173	172	182
Number of Bicyclist Fatalities	16	23	25	27	22	19	23
Observed Seat Belt Use, Front Seat Outboard Occupants	90%	90%	90%	88%	88%	90%	89.9%

* All Statistics, except for Number of Serious Injuries in Traffic Crashes, are available from the State Traffic Safety Information (STSI) website. The Number of Serious Injuries in Traffic Crashes is obtained from the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		October 1, 1985	N/A
Graduated Drivers License	X		December 1, 1997	15-18 and NC resident
Open Container Law (154)	X		October 1, 1983	N/A
Repeat Intoxicated Driver Law (164)	X		October 1, 1983	N/A
CPS	X		1982	Less than 16
Booster Seat	X		January 1, 2005	Less than 8
Motorcycle Helmet Law	X		1973	All
Prohibit Racial Profiling	X		2000	N/A
High BAC	X		December 1, 2007	N/A
Texting Ban	X		December 1, 2009	All Drivers

PROGRAM AREA SUMMARIES

General:

Management Review – Completed July 11-15, 2016

Assessments – scheduled within year or conducted within year

- Impaired Driving—Completed in March, 2015
- Occupant Protection—Completed April 17-22, 2016
- Motorcycle – November 2009
- Traffic Records—January 2011; began in January 2017 (currently ongoing)
- Driver’s Education—Completed in May 2015

Impaired Driving:

North Carolina Governor’s Highway Safety Program (NCGHSP) participates in the National impaired driving mobilizations as well as state mobilization periods—resulting in increased impaired driving enforcement during October, December, March, July, and August. During these periods, NCGHSP directs all participating law enforcement partners to record their enforcement activities and increase activities that seek the arrest of impaired motor vehicle operators and under age alcohol consumption. A variety of enforcement methods are used, including checkpoints, saturation patrols and regular patrols. In addition to these enforcement methods, the NCGHSP has provided funding for the purchase of seven Blood Alcohol Testing (BAT) Mobiles. These BAT Mobiles are in operations year round providing technical support, educational opportunities and checkpoint programs. They also serve as fully functioning DUI processing centers. State Alcohol Law Enforcement (ALE) officers participate in the enforcement waves by checking for sales to minors at establishments that sell alcoholic beverages.

In 1994 North Carolina’s “Booze It and Lose It” program began. The program focuses on highly visible nighttime impaired driving checkpoints, year round. Because the state has invested 20 years in their “Booze It and Lose It” program resulting in considerable “branding,” the state does not use the national tag line. During the five “Booze It and Lose It” enforcement waves in FY2015, law enforcement officers conducted 38,475 checkpoints and saturation patrols. These enforcement efforts yielded 9,924 DWI arrests and more than 230,000 total traffic violations. North Carolina is a Drug Evaluation Classification state and has charged the Forensic Test for Alcohol Branch with managing the state program.

GHSP also has implemented an initiative to establish DWI Enforcement Teams in counties that are overrepresented in alcohol-related crashes, injuries, and fatalities. This initiative encourages law enforcement agencies in the identified counties to focus their enforcement efforts on days and times during which impaired drivers are most likely to be on the roadways – typically Thursday, Friday, and Saturday nights between 10 p.m. and 6 a.m. the following morning. North Carolina works its overall program through a network of 11 Regional Coordinators and 100 County coordinators, representing more than 350 law enforcement agencies across the state.

Seat Belt Use:

North Carolina first conducted a Click It or Ticket (CIOT) program in 1993, focusing on seat belt checkpoints and stepped-up patrols to increase occupant protection use. During FY2015, law enforcement agencies in NC conducted two statewide waves of the CIOT campaign. Additionally, a special enforcement campaign was held during Child Passenger Safety Week in September. A total of 16,223 checkpoints and patrols were conducted, resulting in 18,122 safety belt citations and 1,892 child passenger safety violations. In addition to the occupant protection violations, 3,421 DWI arrests were made, 213 stolen vehicles recovered, 4,431 drug charges and more than 110,000 other traffic violations discovered. The seat belt use rate for 2015 is at 89.9 percent.

In January 2005, NC upgraded its child passenger safety law - any child younger than eight years of age and weighing less than 80 pounds is required to be secured in a weight appropriate child passenger restraint system or booster seat. Any driver found responsible for a violation of this law may be fined \$25.00 to \$100.00 court costs and accumulate two points on their driver license. Senate Bill 774 (Seat Belt Use Enhancement Act) was introduced in 2006; it is a back seat passenger law. This secondary law went into effect November 29, 2006. It requires all motor vehicle passengers to wear seat belts. The penalty for violating the law is a \$10 fine. In 2015, the state increased court costs for many violations. This increase affected North Carolina's front seat safety belt law, which now costs an offender \$25.50 plus \$153.50 in court costs (even if they do not go to court), for a total of \$179.

"Click It or Ticket, Securing Your Future" is in its tenth year operating as a partnership between the Governor's Highway Safety Program and North Carolina high schools. The program was created to reduce the number of teenage injuries and fatalities on our roadways by promoting safety belt use among this vulnerable age group. It requires all drivers and passengers to buckle their safety belts before leaving school parking lots or risk losing parking privileges at their school. The NC Governor's Highway Safety Program has assembled a working group to revise, rebrand, and pilot test an enhanced version of this program.

The state received \$2,282,908 in 2006 and \$5,348,910 in 2007 in Section 406 funds and another \$1,683,570 in "Powerball" funds in 2009.

Other Significant Programs - provide if applicable:

Motorcycles: The NCGHSP has implemented a promising program entitled "Bike Safe North Carolina." As part of this program, law enforcement officers are trained to evaluate motorcycle operators after riding with them for an extended period of time and offering riding tips and advice. During FY2015, there were 30 host agencies for the BikeSafe Program. Together, these agencies provided a total of 137 BikeSafe sessions with 472 participants. Also, a total of 167 assessors have been trained, enabling a continuation and planned expansion of the program.

Speed: High-Visibility Enforcement - The "No Need 2 Speed" campaign was introduced in June 2006 to encourage drivers to slow down and obey the speed limit. This campaign model employs a concentrated effort of messaging and enforcement with the purpose of changing the driving behavior of drivers who speed. During 2014, GHSP transitioned away from this campaign to use the national slogan of "Obey the Sign or Pay the Fine." During FY2015, law enforcement agencies in North Carolina conducted one wave of the "Obey the Sign or Pay the Fine" campaign from March 30 to April 5, 2015.

During this initiative, 4,177 checkpoints and saturation patrols were conducted, resulting in 13,391 speeding citations. Additionally, the campaign produced 1,094 DWI arrests, 3,481 safety belt and child passenger violations, 1,644 drug arrests, and 1,333 fugitives captured. The plans are to continue this campaign and look for continued growth in future years, as well as focus law enforcement and media attention on the enforcement of speeding at night.

Pedestrian/Bicycle Safety: The “Watch for Me NC” program started as a NHTSA-funded (403) demonstration project, and has grown to cover the entire state of NC. The program uses various outreach and education strategies—including enforcement—to disseminate the message regarding pedestrian and bicycle safety. During FY2015, project staff conducted eight training courses for law enforcement, to help them become more engaged in ped/bike safety issues.

Data Records/Traffic Records (TRCC): North Carolina applied for and received Section 408 funding for fiscal years 2006, 2007, 2008, 2009, 2010, 2011, and 2012.

Statewide Coordinating Committee:

The Executive Committee for Highway Safety consists of the Deputy DOT Secretary, Director of Conference of District Attorneys, Commissioner of Motor Vehicles, Commander of the State Police, Insurance Commissioner, Director of Emergency Medical Services, Chief’s/Sheriff’s Association members, the Highway Safety Office, State Traffic Engineer, Board of Transportation, Director of Latino Affairs, DOT Public Information Office, the Highway Safety Research Center, FHWA, FMCSA, and NHTSA. This group is providing input toward the development of the strategic highway safety plan for the state.

Any Hot Issues:

A bill was passed in the 2015 General Assembly to amend NC’s DWI law, to provide that a misdemeanor or felony DWI conviction cannot be expunged (HB 273). This law became effective Dec. 1, 2015.

An interim Governor’s Representative has been appointed by Governor Cooper. This interim position will be filled by a permanent GR within the next month (7/2017).

MAP-21 FUNDING CHART					FAST ACT
North Carolina	FY13	FY14	FY 15	FY 16	FY 17

§402	\$ 6,329,469	\$ 6,277,277	\$6,746,100	\$7,276,215	\$7,247,935
§405 OP	\$ 1,542,964	\$ 1,588,378	\$1,505,688	\$1,181,194	\$956,010
§405 IMPAIRED DRIVING	\$ 3,744,956	\$ 3,743,996	\$3,702,040	\$3,734,591	\$3,748,464
§405 DATA	\$ 1,315,393	\$ 1,393,908	\$1,031,751	\$1,034,018	\$1,047,230
§405 DISTRACTION	\$ N/A	\$ N/A	N/A	N/A	N/A
§405 MOTORCYCLE	\$ 117,316	\$ 118,111	\$116,652	\$114,904	\$115,130
§405 GDL	\$ N/A	\$ N/A	N/A	N/A	N/A
§405 NON MOTORIZED	\$ N/A	\$ N/A	N/A	N/A	\$757,075
§154 OPEN CONTAINER	\$ 21,114,644	\$ N/A	N/A	N/A	N/A
§164 REPEAT OFFENDER	\$ N/A	\$ N/A	N/A	N/A	N/A
TOTAL	\$ 34,164,742	\$13,121,670	\$13,102,231	\$13,340,922	\$13,871,844

NOTE:

Date: April 2, 2017

STATE: North Dakota

Contact: Debbie McIntosh, Regional Program Manager, NHTSA-Region 8
720-963-3112 (Office)

Organization

Governor: Governor Doug Burgum (R)

State Congressional Delegation:

Senators and Party Affiliation: John Hoeven (R)
Senate Committee on Appropriations
Heidi Heitkamp (D)

Representatives and Party Affiliation: Kevin Cramer (R)

Governor's Representative: Mark Nelson, Deputy Director
Driver's License and Motor Vehicle Division
North Dakota Department of Transportation

Division Director: Karin Mongeon, Director
Safety Division
North Dakota Department of Transportation

Coordinator: Sandy Wilson, Co-Manager, Safety Division &
Carol Thurn, Co-Manager, Safety Division
North Dakota Department of Transportation

State Patrol Executive: Colonel Michael Gerhart, Superintendent
North Dakota Highway Patrol

State EMS Director: Thomas Nehring
North Dakota Department of Public Health
Emergency Medical Services and Trauma

State Legislature: Senate (47 total): 15 Democrats; 32 Republicans
House (94 total): 23 Democrats; 71 Republicans

STATEWIDE STATISTICS*

See also the North Dakota Crash Summary for 2015: <http://www.dot.nd.gov/divisions/safety/docs/crash-summary.pdf>

	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	105	148	170	148	135	131
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	380	462	575	517	518	428
Fatalities/100M VMT	1.27	1.62	1.69	1.47	1.28	
• Total	0.52	0.68	.98	.39	.72	
• Urban						
• Rural	1.56	1.95	1.91	1.84	1.47	
Number of Unrestrained Occupant Fatalities, All Seat Positions	46	76	89	66	71	63
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	46	63	72	61	55	50
Number of Speeding-Related Fatalities	42	51	62	59	50	43
Number of Motorcyclist Fatalities	15	14	16	9	10	8
Number of Unhelmeted Motorcyclist Fatalities	12	10	11	3	9	3
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	17	22	23	21	23	16
Number of Pedestrian Fatalities	7	9	7	1	9	7
Number of Bicyclist and Other Cyclist Fatalities	1	1	0	1	3	1
Observed Seat Belt Use, Front Seat Outboard Occupants	74.8	76.7	80.9	77.7	81	80

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes was provided by the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below:)

LAW	YES	NO	EFFECTIVE DATE, IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X	N/A	For under-18 only
Graduated Drivers License		X	N/A	N/A
Open Container Law (154)	X		1989 (amended)	N/A
Repeat Intoxicated Driver Law (164)		X	Repealed in 2013	N/A
CPS (Child Passenger Safety)	X		2005	Required for age 6 and under. Safety seat or belt required for ages 7-17
Booster Seat		X	N/A	N/A
Motorcycle Helmet Law	X		1977 (amended)	Under 18 years of age
Prohibit Racial Profiling		X	N/A	N/A
High BAC (Blood Alcohol Concentration)	X		Amended 2013 to .16	N/A

PROGRAM AREA SUMMARIES

General:

Management Reviews:

- Conducted in April 2011 (FFY11), June 2014 (FFY14), and November 2016 (FFY17)

Special Management Reviews:

- Impaired Driving – Conducted in June 2009
- Occupant Protection – Conducted March 2012

Assessments:

- Impaired Driving – Conducted in July 2013 and September 2016, incorporated into ND ID Strategic Plan – June 2016
- Occupant Protection – Conducted in 2007 and April 2015
- SFST – Conducted in 2007
- EMS – Conducted in 2008
- Motorcycle – Conducted in 2010
- Traffic Records – Conducted in May 2016
- Driver Education – Conducted August 2014

North Dakota is the second-leading oil producing state in the nation following Texas. Oil production in the state began in late 2008 and has grown to the current level of production of about one million barrels of oil per day (U.S. Energy Information Administration Petroleum and other Liquids 2016). Census data show that the oil boom in North Dakota has sparked a population increase that made the state the fastest growing since 2010 – 12.5 percent Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015) (United States Census Bureau, Quick Facts North Dakota). The “oil boom” has impacted North Dakota in many ways including: an influx of population statewide but primarily in the northwest where the bulk of oil is being produced; a significant increase in commercial and non-commercial vehicle traffic, travel time, and vehicle miles traveled; economic prosperity; and an increase in motor vehicle fatalities.

In 2015, 131 people died on North Dakota roads, down from 135 in 2014. Historically (dating back to 1979), North Dakota’s motor vehicle fatality rate had been consistently lower than the national fatality rate, but, in recent years, the state rate has crept beyond the national rate due to population and vehicle swells. Due to North Dakota’s rural nature, it is not unexpected that about 70-80 percent of fatal crashes occur on rural roads in North Dakota each year, many of which are single-vehicle, roadway departure crashes. Through the Strategic Highway Safety Plan (SHSP), which is orchestrated through the ND DOT, greater emphasis and resources are being committed to identifying safety strategies on the rural roads where these crashes are occurring.

The vehicles most prevalently involved in fatal crashes in order of frequency include pickup/van/utility truck (accounting for 45.6% of fatal crashes), followed by passenger vehicle, truck tractor, trucks, and motorcycles. Fatal crashes in North Dakota occur sporadically when analyzing time of year, day of week, and time of day. Demographic groups disproportionately impacted through fatal motor vehicle crashes consist of the following:

- o Male drivers aged 18-34 account for 33.0 percent of North Dakota’s licensed drivers in 2015 and 37.0 percent of drivers involved in fatal crashes. The main contributing factors to these crashes are:

- Non-seat belt use – males aged 18-34 accounted for 48.1 percent of all unbelted crash fatalities in 2015.
- Speed – males aged 18-34 accounted for 53.6 percent of drivers in speed-related fatal crashes in 2015.
- Alcohol use – males aged 18-34 accounted for 42.5 percent of impaired drivers involved in fatal crashes in 2015.
- Drivers aged 14-20 represent 6.8 percent of all licensed drivers in North Dakota but accounted for 15.7 percent of all crashes but less than six percent of fatal crashes in 2015.

Thus, ND's priorities for FY16 include:

- Priority #1 – Unbelted occupants
- Priority #2 – Alcohol-related crashes
- Priority #3 – Speed/aggressive driving
- Priority #4 – Younger drivers

Other behavioral areas and demographic groups that don't fall within the top six priorities include distracted driving and motorcycle crashes, and drivers over age 64 (i.e., older drivers). A complete data summary document entitled, *2015 Crash Summary*, can be located on the TSO webpage at: <http://www.dot.nd.gov/divisions/safety/trafficsafety.htm>.

Impaired Driving:

Approximately 38.0% of all fatal traffic crashes in 2015 involved alcohol. Thus, ND continues to work to decrease the number of fatalities involving a driver or motorcycle operator with a blood alcohol content through the following strategies:

- State, county, city, and tribal law enforcement work in regional enforcement teams to impact impaired driving in rural North Dakota.
- Possible implementation of a DUI Task Force with 1-2 full-time DUI officers in FY17.
- North Dakota has one of the smallest sworn law enforcement populations in the country, with approximately 100 agencies statewide.
- Sobriety checkpoints are coordinated by the North Dakota Highway Patrol and employed statewide.
- The 24/7 Sobriety Program is a statewide judicial sentencing alternative for DUI offenders. The North Dakota Attorney's General Office administers the Program.
- Interlock provisions appear in statute but administrative procedures do not exist and are used infrequently.

Involvement in National Crackdown –

- Yes. Media and law enforcement are coordinated through the TSO and its contractors, and efforts programmed for FY 2017. Much of the impaired driving messaging for high-risk audiences now falls under the TSO's "Code for the Road" campaign.

Support of National tag line –

- Yes. The State adopted and is using the *Drive Sober or Get Pulled Over* materials and alternates with PSAs developed by media contractors.

Innovative Programs –

- The 24/7 Sobriety Program
- Parents LEAD
- Web-Based reporting to capture DUI (law enforcement) activity statewide
- *DUI Report and Notice Module* for TraCS

Significant impaired driving Section 403 demonstration projects -

- N/A

Carryover funding in any of the grant program areas –

- The liquidation of funds dedicated for alcohol programs is slow.

Drug Evaluation Classification (DEC) State -

- Yes, the DRE Program became active in 1999. Today, ND has more than 60 active Drug Recognition Experts (DREs) statewide.

Seat Belt Use:

48.1% of the fatalities in 2015 were unrestrained at the time of the crash; 2015 surveyed seat belt use is 80%.

General Summary of Activities –

- *Click It or Ticket* events are scheduled quarterly, with the May Mobilization taking center stage. Approximately 90 percent of the State is exposed to HVE outreach.

Involvement in Click It or Ticket (CIOT) Mobilization –

- Yes, quarterly.

Support of National tag line –

- Yes.

Innovative programs –

- North Dakota is a secondary law state. However, Turtle Mountain and Spirit Lake Reservations have primary seat belt laws.

Significant occupant protection Section 403 projects --

- No.

Carryover funding in the grant program areas --

- Not an issue with S.402 funds

Does State have an active Coordinating Committee?

- A Seat Belt Subcommittee comprised of stakeholders is an operational subset of the Strategic Highway Safety Plan (SHSP).

Hot Issues –

- The Legislature failed to pass primary seat belt legislation in 2013; State partners will attempt again in 2019.

Other Significant Programs: None

Distracted Driving:

ND chooses to use self-reported data from high school students in 9th – 12th grades collected through the North Dakota Youth Risk Behavior Survey to determine its performance measures for distracted driving. This data serves as the baseline from which performance will be measured. Through strategies identified in this HSP, the TSO hopes to decrease self-reported cell phone use while driving as reflected in these performance target statements. The State will work to decrease the percent of students who drove a car or other vehicle while texting or emailing while driving in the past 30 days. Additionally, the TSO will partner with stakeholders to decrease the percent of students who drove a car or other vehicle who talked on a cell phone while driving in the past 30 days.

- A no-texting ban became effective on August 1, 2011.
- The State submitted an application for S.405e funds and was approved for funding under the 2016 “Special” Distracted Driving grant program contained in the F.A.S.T. Act, and continues to liquidate its award through media and distracted driving HVE. Additionally, mini-grants are offered to approximately 10 middle- and high-schools to develop and conduct outreach activities to deter distracted driving among teenage peers within their communities.

Innovative programs –

- *Speak Up* teen driver program which is a peer-based campaign to put down the phone while driving.
- *Driving Skills for Life*. FY 2017 is the seventh year for the DSFL program. Interactive activities educate teen drivers about safe driver and safe occupant behaviors.
- In 2015, AAA North Dakota donated DVR in-car cameras, monitors, and display tables to the North Dakota Driver and Traffic Safety Education Association for use in driver education training classes at five North Dakota schools.

Community Traffic Safety Programs:

- In 2016, Native Americans accounted for 12.2% of North Dakota’s motor vehicle fatalities but just 5.4% of the State’s population. The TSO is funding tribal Community Traffic Safety Program coordinators to address highway safety priority issues on all four Reservations in the State.
- The North Dakota Association of Counties is enlisted to effect change through the Institute of Local Governments, the County Employers Group (CEG), and the CEG Risk Managers Group. County-level outreach draws in law enforcement, social services, public health, other health care services, businesses, non-profit agencies, faith-based agencies, media, and other entities and focuses on PI&E and revised safety policies.
- A media campaign entitle *Pass on the Pass – Make It Your Code* as part of the *Code for the Road* (Ease Up section) campaign targets passing in areas where there isn’t adequate room or visibility in the passing lane with an emphasis aimed toward the oil industry and commercial vehicle industry.

Motorcycles:

In 2015, 8 people died in motorcycle-related crashes; approximately 38% were not wearing helmets at the time of the crash. ND returned S.405 motorcycle incentive grant funds in FY 2013, and did not apply for Section 405f from 2014-2016 but did apply and received Section 405f funding in FY17.

Innovative programs –

- Video ads have been created and are playing on YouTube.
- A new motorcycle advisory group has been created which will be looking at the people who ride, the types of motorcycles and their gear.
- Developed a flip card on the basic rider course with its requirements.

Speed:

In 2015, approximately 33% of people died in speed-related fatalities. Speed enforcement is currently used as a trigger violation for the enforcement of a secondary seat belt law.

Pedestrians/Bicycles:

North Dakota pedestrian fatalities have seen a reduction of approximately 23% from 2015 to 2016; however ND experienced a large swell in pedestrian fatalities, increasing from 1 fatality in 2013 to 9 in 2014. The average age of the pedestrian fatalities is 35 and the majority of these occur in rural areas. In 2015, one person died in a bicycle-related crash. North Dakota's goal is to maintain the number of bicyclist fatalities at a five-year (2013-2017) average of 1.2.

Emergency Medical Services:

The Department of Health is responsible for EMS training statewide. The TSO funds a full-time EMS analyst annually for data collection and analysis.

Data Records/Traffic Records (TRCC):

The Traffic Safety Office receives S.405c funds each year. In keeping with the requirements, an active Traffic Records Coordinating Committee meets regularly, updates the Traffic Records Strategic Plan annually, and demonstrates "progress" at known intervals. North Dakota is working on the 2016 Traffic Records Assessment recommendations.

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$1,761,525	\$1,761,525	\$1,761,525
§405 Occupant Protection	\$	\$	\$
§408 Traffic Records	\$500,000	\$500,000	\$500,000
§410 Impaired Driving	\$1,981,973	\$1,698,808	\$2,338,254
§410 HFR	\$	\$734,669	\$
§2010 Motorcycle	\$100,000	\$100,000	\$100,000
§2011 Booster Seat	\$	\$	\$
§1906 Racial Profiling	\$	\$	\$
§406 Primary Seat Belt	\$	\$	\$
§154 OPEN CONTAINER	\$	\$	\$
§164 REPEAT OFFENDER	\$	\$	\$
TOTAL	\$4,343,498	\$4,795,001	\$4,699,779

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$1,756,253	\$1,742,775	\$1,875,110	\$2,029,646
§405 OP	\$454,872	\$468,260	\$443,883	\$348,220
§405 DATA	\$387,783	\$410,929	\$304,164	\$304,832
§405 IMPAIRED DRIVING	\$1,104,028	\$1,103,745	\$1,091,376	\$1,100,972
§405 DISTRACTION	\$459,082	\$		
§405 MOTORCYCLE	\$	\$		
§405 GDL	\$	\$		
§154 OPEN CONTAINER	\$	\$		
§164 REPEAT OFFENDER	\$	\$		
TOTAL	\$4,162,019	\$3,725,710	\$3,714,535	\$3,783,673

FAST FUNDING CHART				
	FY17	FY18	FY19	FY20
§402	\$1,892,250.00			
§405 OP	\$281,835.93			
§405 DATA	\$308,727.62			
§405 IMPAIRED DRIVING COUNTERMEASURES	\$1,105,062.91			
§405 IMPAIRED DRIVING - 24/7 SOBRIETY PROGRAM	\$33,448.66			
§405 DISTRACTION - SPECIAL	\$176,906.00			
§405 MOTORCYCLIST SAFETY	\$33,940.51			
§405 GDL				
§405 NON-MOTORIZED				
§154 OPEN CONTAINER				
§164 REPEAT OFFENDER				
TOTAL	\$3,883,171.63			

Date: July 5, 2017

State: Ohio

Contact: Darin G. Jones, NHTSA Region 5 Administrator
708.503.8822 (Darin.Jones@dot.gov)

Organization

Governor: John R. Kasich (R) – term expires 2019

U.S. Congressional Delegation:

Senators: Rob Portman (R) and Sherrod Brown (D)

Representatives:

Steve Chabot (R)	1 st		Marcy Kaptur (D)	9 th
Brad Wenstrup (R)	2 nd		Michael R. Turner (R)	10 th
Joyce Beatty (D)	3 rd		Marcia Fudge (D)	11 th
Jim Jordan (R)	4 th		Pat Tiberi (R)	12 th
Robert Latta (R)	5 th		Tim Ryan (D)	13 th
Bill Johnson (R)	6 th		David Joyce (R)	14 th
Bob Gibbs (R)	7 th		Steve Stivers (R)	15 th
Warren Davidson (R)	8 th		Jim Renacci (R)	16 th

Committee Assignments:

Senate Committee on Energy and Natural Resources

Rob Portman

House Appropriations Committee

David Joyce, Marcy Kaptur and Tim Ryan

House Committee on Transportation and Infrastructure

Bob Gibbs

House Committee on Energy and Commerce

Bill Johnson and Robert Latta

Governor's Representative: John Born, Director, Ohio Department of Public Safety

Coordinator: Lieutenant Andre Swinerton, Commander, Ohio Traffic Safety Office

State Police/Patrol Executive: Col. Paul Pride, Superintendent, Ohio State Highway Patrol

State EMS Director: Jeffrey Leaming, Executive Director, Ohio Emergency Medical Services

Composition of State Legislature:

Senate: 10 Democrats; 23 Republicans

House: 34 Democrats; 65 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	1,080	1,017	1,121	989	1,006	1,110	
Number of Serious Injuries in Traffic Crashes (Obtain from State)**	10,186	9,523	9,781	9,232	8,785	9,079	
Fatalities/100M VMT	0.97	0.91	0.99	0.88	0.89	0.94	
• Total						0.76	
• Urban	0.48	0.47	0.63	0.59	0.64		
• Rural	1.97	1.82	1.75	1.54	1.49	1.46	
Number of Unrestrained Occupant Fatalities, All Seat Positions	404	358	416	352	375	385	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	335	310	389	271	310	313	
Number of Speeding-Related Fatalities	321	299	354	273	274	207	
Number of Motorcyclist Fatalities	170	165	162	132	136	168	
Number of Unhelmeted Motorcyclist Fatalities	125	120	124	87	91	112	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	159	160	150	123	138	153	
Number of Pedestrian Fatalities	93	104	113	85	86	116	
Number of Bicyclist and Other Cyclist Fatalities	11	16	18	19	11	25	
Observed Seat Belt Use, Front Seat Outboard Occupants	83.8%	84.1%	82.0%	84.5%	85.0%	84.0%	83.8%

* Data Source: State Traffic Safety Information (STSI) website.

**The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		N/A
Graduated Drivers License	X		7-1-1998	15 ½ - 17
Open Container Law (154)	X		7-2-1993	N/A
Repeat Intoxicated Driver Law (164)		X		N/A
CPS	X		3-7-1983	Under 4 and/or under 40 pounds
Booster Seat	X		4-7-2009	4 - 8
Motorcycle Helmet Law		X	Repealed 1978	<18 or licensed <1 yr.; all passengers if operator required to wear helmet
Prohibit Racial Profiling		X		N/A
High BAC	X		5-17-2000	N/A
No Texting while Driving Law	X		6-2-2012	Secondary law (primary for under 18)

PROGRAM AREA SUMMARIES

General:

Management Review (MR) completed August 22 – 26, 2016.

Impaired Driving:

General summary of activities:

Ohio State law allows Sobriety Checkpoints. The current National Crackdown tag line *Drive Sober or Get Pulled Over* is used. The state currently has 132 certified DRE's.

Approximately 560 law enforcement agencies participated in the *Drive Sober or Get Pulled Over* (DSOGPO) Crackdown December 13 – January 1, 2017. The Ohio Traffic Safety Office utilized a network of four LELs to enlist the support of the Ohio law enforcement community for the Crackdown. More than 40 earned media press and other events occurred for DSOGPO time period.

Approximately 560 law enforcement agencies participated in the 2016 *Drive Sober or Get Pulled Over* (DSOGPO) Labor Day Crackdown. The Ohio Traffic Safety Office held a Tri-State kick-off with Ohio, Kentucky and West Virginia. The Ohio Traffic Safety Office utilized a network of four LELs to enlist the support of the Ohio law enforcement community for the Crackdown. Almost 40 earned media press and other events occurred for DSOGPO time period.

Seat Belt Use:

General Summary of Activities:

Ohio is a secondary seat belt enforcement state. Ohio's seat belt usage rate for 2016 is 83.8 percent.

Involvement in *Click It or Ticket* Mobilization – Ohio participated in the 2017 Click It or Ticket Mobilization. Approximately 600 Law Enforcement Agencies participated with support from \$580,000 for enforcement and \$500,000 for paid media. The Ohio Traffic Safety Office used the network of four LELs to enlist the support of the Ohio law enforcement community for the *Click It or Ticket* Mobilization.

On May 17, 2017, the first of two tri-state *Click it or Ticket Events* was held in Fairfax, OH with the Ohio and Kentucky highway safety offices with law enforcement agencies from Ohio, Kentucky, and Indiana in attendance. On May 18, 2017, The Tri-State Council in conjunction with the Ohio, West Virginia and Kentucky highway safety offices held the second of two tri-state *Click it or Ticket Media* kickoff events at Marshall University in Huntington, West Virginia with law enforcement agencies from Ohio, Kentucky and West Virginia in attendance.

Forty-two separate communities *Click it or Ticket* events were held throughout the state of Ohio during the 2017 *Click It or Ticket* mobilization period. Programs involved safety partner interaction with: high school students, military units, churches, culturally diverse organizations, emergency medical facilities, safety corridors, neighboring States, and other safety enforcement agencies.

Occupant Protection Assessment conducted February 22 – 26, 2016

MAP-21 FUNDING CHART		FAST Act Funding Chart			
	FY13	FY14	FY 15	FY 16	FY 17
§402	\$7,590,522	\$7,525,412	\$8,085,603	\$8,713,640	\$8,679,431
§405 OP	\$2,095,930	\$2,157,619	\$2,045,296	\$1,604,509	\$1,298,625
§405 IMPAIRED DRIVING	\$5,087,070	\$5,085,767	\$5,028,774	\$5,072,990	\$5,091,836
§405 DATA	\$1,786,803	\$1,893,455	\$1,401,509	\$1,404,589	\$1,422,535
§405 DISTRACTION	\$	\$			
§405 MOTORCYCLE	\$159,360	\$160,439	\$158,457	\$156,084	\$156,389
§405 GDL	\$	\$			
§154 OPEN CONTAINER	\$	\$			
§164 REPEAT OFFENDER	\$1,321,681	\$ 1,309,001	\$1,300,653	\$1,342,122	\$1,333,827
TOTAL	\$18,041,366	\$18,131,693	\$18,020,292	\$18,293,934	\$17,982,643

DATE: September 7, 2016

STATE: OKLAHOMA

Contact: NHTSA Region 6 Administrator
Georgia S. Chakiris, (817) 978-4300

State Organization:

Governor: Mary Fallin (R), Re-elected to Second Term November 2014

U.S. Congressional Delegation:

Senators:

Jim Inhofe (R) - Ranking Member Armed Services Committee
James Lankford (R) Senate Committee on Appropriations, the Homeland Security and Governmental Affairs Committee, Committee on Intelligence, and the Committee on Indian Affairs.

Congressmen:

Jim Bridenstine (R) – Member Armed Services, Science and Technology Committees.
Markwayne Mullin (R) – Member, Committee on Transportation and Infrastructure;
Bipartisan Panel on 21st Century Freight Transportation; Citizen of Cherokee Nation.

Frank D. Lucas (R) – Member, Committee on Financial Services; Science and Technology

Tom Cole (R) – Member, Appropriations, Budget and Rules, House-Senate Joint Budget Conference Committees; Enrolled member of the Chickasaw Nation.

Steve Russell (R) – Member, Armed Services Education and the Workforce Oversight and Government Committees

Governor's Representative: Michael C. Thompson, Commissioner
Oklahoma Department of Public Safety

Coordinator: Toby Taylor, Director, Oklahoma Highway Safety Office

State Police/Patrol Executive: Chief Ricky Adams, Oklahoma Highway Patrol

State EMS Director: Timothy Cathey, M.D., Oklahoma State Department of Health

State Legislature:

Session Date: February 2 - May 27, 2016

Senate: 8 Democrats; 40 Republicans

House: 31 Democrats; 70 Republicans

STATEWIDE STATISTICS*

OKLAHOMA	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	750	737	668	696	709	678	669	643
Number of Serious Injuries in Traffic Crashes (State Data)**	16,458	16,077	16,557	16,190	16,168	14,734	15,199	
Fatalities/100M VMT (Vehicle Miles Traveled)	1.55	1.57	1.40	1.47	1.48	1.41	1.40	
• Total								
• Urban	0.90	0.94	0.78	0.77	0.92	0.84	0.75	
• Rural	2.25	2.32	2.14	2.30	2.15	2.18	2.24	
Number of Unrestrained Occupant Fatalities, All Seat Positions	338	301	275	287	282	248	258	218
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	242	229	218	222	209	170	154	170
Number of Speeding-Related Fatalities	221	234	189	213	218	174	152	171
Number of Motorcyclist Fatalities	89	108	78	98	84	92	57	89
Number of Unhelmeted Motorcyclist Fatalities	65	78	66	79	63	77	44	62
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	139	115	97	102	84	86	84	105
Number of Pedestrian Fatalities	50	32	62	43	65	58	50	69
Number of Bicycle Fatalities	4	11	9	1	5	13	4	6
Observed Seat Belt Use, Front Seat Outboard Occupants	84.3%	84.2%	85.9%	85.9%	83.8%	83.6%	86.3%	84.4%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		11/01/97	N/A
Graduated Drivers License	X		05/17/99 & 11/01/05	
Open Container Law (154)	X		1998	N/A
Repeat Intoxicated Driver Law (164)		X		N/A
Child Passenger Safety	X		11/01/83, 07/01/95 11/01/00, 11/1/15	Children under 2 must be rear facing
Booster Seat	X		3/31/04, 11/1/15	Requires children 4-8 years old, or shorter than 4'9" be restrained
Motorcycle Helmet Law	X		1976	Requires only those motorcycle operators and passengers under 18 to wear helmets.
Prohibit Racial Profiling		X		N/A
High BAC	X		2001	N/A
Texting Law	X		11/1/15	

PROGRAM AREA SUMMARIES

General:

Management Review –FY14

Special Management Reviews

- Impaired Driving – FY12
- Occupant Protection – FY09

Assessment – scheduled within year or conducted within year

- Impaired Driving – FY12 Occupant Protection – N/A
- Traffic Records – FY15

Impaired Driving: In FY2015, OHSO provided grants to 17 law enforcement agencies statewide, including the OHP, to conduct enforcement activities primarily dedicated to impaired driving enforcement in the majority of the counties in Oklahoma.

Oklahoma met and greatly exceeded the 2014 target, reducing the number of .08 impaired fatalities from 220 in 2011 to 154 in 2014 – a 25% decrease. Oklahoma's decrease is not simply a short term trend, but is indicative of positive improvement directly resulting from the countermeasures employed.

Beginning in 2012, the OHSO increased its emphasis on impaired driving issues, including enhanced enforcement efforts, legislative efforts, judicial and prosecutorial training, treatment and prevention options, and PI&E efforts.

At the forefront of this increased emphasis were the efforts of the members of the Governor's Impaired Driving Prevention Advisory Council (GIDPAC), through Executive Order 2013-03 signed by Governor Mary Fallin on February 5, 2013 and resigned in 2015. The council was tasked with developing the first statewide plan to reduce impaired driving crashes and fatalities by February 2014. The GIDPAC plan included 37 recommendations to the Governor to improve the State impaired driving control system.

In support of the statewide impaired driving enforcement teams, four (4) Chevrolet one-ton cargo vans were purchased, outfitted and equipped as DUI Mobile Command Centers. These vans were customized with vehicle wraps identifying them as such, with state-of-the-art equipment, including radio communications, Intoxilyzer 8000, passive alcohol-sensor devices, PBTs, and telecommunication kiosks to access driver license and vehicle registration information. These mobile command centers are used throughout the state in DUI checkpoints and task force efforts.

In August, the OHSO kicked off the Labor Day ENDUI (Drive Sober or Get Pulled Over) campaign with press events held in Oklahoma City and Tulsa. The Labor Day impaired driving mobilization also includes the Oklahoma ENDUI tagline. The OHSO website contains a Mobilization Reporting System which allows agencies to submit participation activity electronically for each mobilization.

In 2015, 198 law enforcement agencies reported enforcement activities from their participation in the Crackdown.

The results of the 2015 mobilization enforcement efforts (including number of arrests) are summarized in the following table:

Mobilization	Reporting Agencies	Impaired Driving	Occupant Protection	Speed	Other
Drive Sober or Get Pulled Over	198	838	6816	9924	48, 206

On November 13, 2014, Oklahoma held a press event, featuring Governor Mary Fallin, to kick off their ENDUI Campaign, following the model used in New Mexico.

Oklahoma's "2Much2Lose" (2M2L) under 21 program is well established. Oklahoma was the first State to implement law enforcement training with field exercises on conducting compliance checks and controlling party dispersal operations. The format has since become the standard for underage drinking enforcement training in the country.

Oklahoma qualified and received Section 410 funding under SAFETEA-LU and Section 405d under MAP-21. Oklahoma has 56 established DWI/DUI Courts across the State. The three largest are in Oklahoma County, Tulsa County and Rogers County which adjudicate high-risk impaired driving offenders.

Historically Oklahoma has had the lowest alcohol impaired fatality rate in Region 6; however, the rate has been steadily increasing over the last several years. In FY11, Oklahoma was identified as an Impaired Driving Special Management Review candidate, and the review was conducted December 5-9, 2011. As a result of recommendations listed in the Review, Oklahoma conducted an Impaired Driving Assessment in November of 2012.

State Drug Evaluation Classification (DEC) program: Yes
 Statewide Impaired Driving Task Force: Yes

Seat Belt Use: The summer 2015 survey results reveals that statewide safety belt use was 84.4%. This was down from 86.3% in 2014 but up slightly from the 83.6% recorded in 2013.

Like the 2014 survey, the 2015 survey separately examined pickup trucks for their usage rates. Consistent with national data and other Oklahoma data, pickup trucks showed a significantly lower rate of usage (78.2% in 2015 down from 79.4% in 2014) than other vehicle types (86.8% in 2015 versus 88.6% in 2014).

Oklahoma utilizes the Click It or Ticket (CIOT) messaging. In 2015, law enforcement agencies reported enforcement activities from their participation in the CIOT May mobilization.

The results of the 2015 mobilization enforcement efforts (including number of arrests) are summarized in the following table:

Mobilization	Reporting Agencies	Impaired Driving	Occupant Protection	Speed	Other
Click It or Ticket	215	628	7,877	6,862	11, 041

In addition, the State conducts a statewide “Get Your ‘Clicks’ on Route 66” mobilization featuring border-to-border occupant protection enforcement on the first Friday of November, February, May and August. This crackdown, organized and initiated in Oklahoma, has expanded to include partner agencies in all eight states along Route 66 (Illinois to California).

Oklahoma’s primary seat belt law went into effect on November 1, 1997. At that time, the seat belt use rate in the State was 47%. The rate has been climbing steadily, and after a slight decrease in 2013, the State reached its highest usage rate of 86.3% in 2014. A challenge for seat belt enforcement in the State is the statutorily set fine of a *not to exceed* amount of \$20 for *fine and court costs* for violators.

In 2013, the State developed a statewide occupant protection plan in compliance with MAP-21 Section 405b. Section 405b funds were awarded to the State in 2013, and this marked the first time the state qualified for occupant protection incentive funds. The State continues to qualify and received these funds.

State Occupant Protection Coordinating Committee status: None

Child Passenger Safety: In May 2015, lawmakers approve updated child restraint laws in Oklahoma which requires children 4-8 years old, or shorter than 4’9” to be restrained, in addition to requiring children under 2 years of age must be rear facing. Overall, the combined percentage of children who were properly restrained increased from 82.7 percent in 2005 to 87.8 percent in 2013. In 2010, the State considered withdrawing from the National Child Passenger Safety Technician Certification program; however efforts by NHTSA and Safe Kids forestalled the plan.

Data Records/Traffic Records (TRCC): Major improvements have occurred in the traffic records area. Oklahoma had a traffic records assessment in 2009 and 2015. All crash data are currently being entered within one business day of receipt. Officer training on crash forms has been conducted for every law enforcement agency statewide. A new Collision Training Manual was distributed at all training sessions. The new collision form and manual are both available electronically. The Oklahoma TraCS (Traffic & Criminal Software) pack currently includes six forms: Collision Form, Insurance Information Exchange Form, Contact Form, Officer Activity Form, Arrest Record and Stored Vehicle Form. An online conviction reporting system is now available, with 129 participating courts. A new TraCS eCitation system allows for near instantaneous submission of Oklahoma Highway Patrol citations to the county court clerk for review and disposition. In addition, the OHSO has partnered with the state DOT and University of Oklahoma to enhance an interactive software package for reporting and analyzing roadway data, known as “SAFE-T”. In 2013, the Oklahoma SAFE-T crash analysis system was expanded to include a Google Maps collision plotting capability for use by government planners and law enforcement agencies in their traffic safety efforts. Oklahoma also implemented an electronic grants system in FY14. The “OK Grants” system is easy for sub grantees to utilize, and provides for enhanced project oversight and monitoring by the HSO.

Law Enforcement: Oklahoma currently has seven full-time Highway Patrol Troopers assigned as Law Enforcement Liaisons to promote traffic safety programs statewide. These positions include a Statewide Impaired Driving Enforcement Coordinator, a Statewide Occupant Protection Enforcement Coordinator, and five troopers assigned as local law enforcement

impaired driving liaisons. Their primary function is to increase the number of law enforcement agencies participating in mobilizations and sustained enforcement activities.

In addition to overtime enforcement, the Statewide Impaired Driving Enforcement Coordinator facilitates and coordinates the activities of the field troops in identification of problem areas and coordination of scheduling and reporting activities. Among other duties, the coordinator develops a data-driven impaired driving strategic plan which is employed in conjunction with the formation of statewide impaired driving enforcement teams. These teams are composed of both OHP Troopers and officers from various area law enforcement agencies.

Motorcycle Safety: Another challenge has been to address the growing problem of motorcycle crashes for the over 45 age group. With this in mind, Oklahoma, through a number of highway safety grants, has increased its support for motorcycle training and education, with the cooperation and support of the Oklahoma Motorcycle Safety Committee.

Hot Issues: In May 2015, Oklahoma became the 46th state to ban texting while driving. The law, which goes into effect on November 1, 2015, prohibits texting while operating a motor vehicle and includes a \$100 fine for offenders. A driver will not be pulled over and ticketed for text messaging or using a cell phone unless the officer observes that the driver is posing a safety threat to others.

Effective FY13, NHTSA and FHWA concluded that Oklahoma’s repeat intoxicated driver’s law does not comply with the “mandatory license suspension” requirement of Section 164. The State legislature subsequently took corrective action to amend the law. The law went through legal review by OCC, and while a final decision was not rendered, no penalty notice for 2014 was made.

In FY11, Oklahoma and Tennessee were selected to participate in a NHTSA 403 demonstration project to conduct and evaluate a special high visibility enforcement campaign which uses combined Impaired Driving and Seat Belt enforcement and paid/earned media. A minimum of six (6) high visibility enforcement waves will be conducted through September, 2013. The final briefing for this project was conducted in March 2014.

MAP-21 FUNDING CHART				
OKLAHOMA	FY13	FY14	FY15	FY16
§402	\$3,478,336	\$3,445,134	\$3,697,991	\$3,059,238
§405 OP	\$ 909,648	\$936,422	\$887,673	\$696,368

§405 IMPAIRED DRIVING	\$2,207,825	\$2,207,260	\$2,182,524	\$2,201,714
§405 DATA	\$775,485	\$821,773	\$608,265	\$609,601
§405 DISTRACTION	\$ N/A	\$ N/A	\$ N/A	NA
§405 MOTORCYCLE	\$69,163	\$69,632	\$68,771	\$67,741
§405 GDL	N/A	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A	N/A
§164 REPEAT OFFENDER	\$1,997,405	N/A	N/A	N/A
TOTAL	\$9,435,522	\$7,480,221	\$6,073,201	\$6,634,662

**** Key:**

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A – not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds
- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406), only the AL funds that the State HSO received in the fiscal year (FY) is shown.
- the fiscal year (FY) is included, with the amount going to NHTSA in parenthesis () to help clarify what \$\$\$ should be listed.

Date: November 16, 2016

STATE: OREGON

Contact: Greg T. Fredericksen (206) 220-7652
Regional Administrator, NHTSA Region 10

Organization

Governor: Kate Brown (D) (succeeded in February 2015 term ends 2018)

U.S. Congressional Delegation:

Senators and party affiliation:

Jeff Merkley -Democrat (Re-elected November 2014 term ends 2020)

- Committee on Appropriations; Committee on Banking, Housing and Urban Affairs; Committee on the Budget; Committee on Environment and Public Works

Ron Wyden – Democrat (Re-Elected November 2010 term ends 2016)

- Committee on Finance; Committee on Budget; Committee on Energy and Natural Resource

*

*

Members of Congress and party affiliation (Elected November 2014):

1st District-Suzanne Bonamici-Democrat (Re-elected 2014 term ends 2016)

2nd District-Greg Walden-Republican (Re-elected 2014 term ends 2016)

3rd District-Earl Blumenauer-Democrat (Re-elected 2014 term ends 2016)

4th District-Peter DeFazio-Democrat (Re-elected 2014 term ends 2016)

5th District-Kurt Schrader-Democrat (Re-elected 2014 term ends 2016)

Governor's Representative and Administrator:

Troy Costales, Administrator

Transportation Safety Division, Oregon Department of Transportation

troy.e.costales@odot.state.or.us

State Police/Patrol Executive (NOTE: please use correct title) (Name, Title, Agency):

Superintendent Richard Evans Jr, Oregon State Police

State EMS (Emergency Medical Services) Director (Name, Title, Agency):

Mike Harryman, Director

EMS and Trauma Systems, Oregon Department of Human Services

2015 State Legislature:

Senate: 12 Republicans; 17 Democrats

House: 25 Republicans; 35 Democrats

STATEWIDE STATISTICS *

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	416	377	317	331	337	313	357	447
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	1,913	1,231	1,382	1,541	1,619	TBD	TBD	TBD
Fatalities/100M VMT	1.24	1.11	0.94	0.99	1.02	.93	1.03	TBD
• Total	0.62	0.45	0.54	0.61	0.58	0.61	0.57	TBD
• Urban	2.03	1.93	1.45	1.48	1.58	1.33	1.76	TBD
• Rural								
Number of Unrestrained Occupant Fatalities, All Seat Positions	91	96	52	63	61	54	61	76
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	137	115	70	96	88	103	99	155
Number of Speeding-Related Fatalities	147	125	97	105	103	95	105	118
Number of Motorcyclist Fatalities	48	53	38	40	51	34	46	61
Number of Unhelmeted Motorcyclist Fatalities	1	8	4	5	4	2	4	3
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	34	46	37	35	40	35	33	50
Number of Pedestrian Fatalities	51	35	56	46	55	48	57	69
Number of Bicyclist and Other Cyclist Fatalities	10	8	7	15	10	3	7	8
Observed Seat Belt Use, Front Seat Outboard Occupants	96.3%	96.6%	97.0%	96.6%	96.82%	98.18%	97.75%	95.54%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		1990	ALL
Graduated Drivers License	x		1989	16-17
Open Container Law (154)	x		1983	N/A
Repeat Intoxicated Driver Law (164)		x		N/A
CPS (Child Passenger Safety)	x		Amended 2007	UP TO 8 YEARS OR 4' 9"
Booster Seat	x		Amended 2007	UP TO 8 YEARS OR 4' 9"
Motorcycle Helmet Law	x		1988	ALL
Prohibit Racial Profiling	x			ALL
High BAC (Blood Alcohol Concentration)		x		N/A

PROGRAM AREA SUMMARIES

General:

Management Review – Conducted July 9-13, 2012. No Findings or Management Considerations arose from the Review.

Special Management Review - scheduled within year or conducted within year

- Impaired Driving: None scheduled or anticipated.
- Occupant Protection: None scheduled or anticipated.

Assessment – scheduled within year or conducted within year

- Impaired Driving: None within past year or scheduled.
- Occupant Protection: None within past year or scheduled.

Other assessments (as appropriate): Traffic Records Assessment held October 2010, Driver Education

Assessment held December 2010.

Impaired Driving:

General Summary of Activities: Alcohol is a key contributing factor in fatal and injury crashes in Oregon, though in 2010, 22% of motor vehicle fatalities were alcohol-related at .08 or above – a significant drop from 2009, when the percentage alcohol-related was 31%. The State has a statewide alcohol and injury control traffic safety program, which includes an active Governor’s DUII (Driving Under the Influence of Intoxicants) Advisory Committee.

Oregon has strong, steady enforcement of DUII laws, as opposed to what NHTSA would call a High Visibility Enforcement campaign (HVE). They have been working in recent years to strengthen their HVE, however, to make sure their activities are in accordance to Section 410 guidelines.

A Mobile DUII Process Center (MDPC) vehicle is in use in Oregon. State police man the RV-type unit, which is taken to events across the state to assist with DUII processing.

Multnomah County District Court has an outstanding innovative Repeat Offender DUII Court that is being used as a model for the rest of the State. Several additional counties in Oregon are pursuing the DUII Court model, though local municipality and county funding constraints may lead to these new courts being postponed to a future date. There is hope that a new DUII Court will start up during FY 2012 – probably in the city of Beaverton.

An initiative passed in November 2010 and amended during the 2011 Legislative Session was reviewed by NHTSA Chief Counsel to determine whether or not the changes bring Oregon into compliance with Section 164 regulations. Oregon remains out of compliance.

Involvement in crackdown –

- Support of National tag line: Oregon adopted the national “Over the Limit/Under Arrest” campaign slogan in 2006, and currently uses the national “Drive Sober or Get Pulled Over” slogan. During the December 2010 crackdown, participation was up slightly from 2009 but total enforcement hours declined significantly. Not surprisingly, the number of DUI arrests declined as well, with only 104 arrests in 2010 compared to 138 in 2009. Work is ongoing to assist Oregon’s HSO with reestablishing a good working relationship with the State Police and Sheriffs, and convincing them to participate in HVE events in the state. Discussions regarding the establishment of an LEL network in Oregon are also encouraging.

Oregon is supportive of NHTSA creative; however Oregon primarily relies on national air buys for radio and television during the crackdowns – though they are expanding the purchase of air time on radio or TV, along with PSAs and billboards, etc.

- Number of Law Enforcement involved: Oregon State Police is understaffed, but until 2009 all districts participated in crackdowns. Due to the small size of many of the city agencies, participation from these has traditionally been low – work is currently underway at the Highway Safety Office (HSO) to improve these numbers.

Innovative programs

Any significant impaired driving Section 403 demonstration projects (sensitive projects, or earmark): NONE

Section 410:

-- Sobriety checkpoints: Not allowed in Oregon. During the 2011 Legislative session bills were once again introduced to allow checkpoints, if a constitutional amendment were to be passed by the citizens, but the measures failed.

Drug Evaluation Classification (DEC) State or not? YES

Does State have active Coordinating Committee: YES - Governor’s Advisory Council on DUII (Driving Under the Influence of Intoxicants)

Hot issues: During the 2011 legislative session, bills were once again introduced to allow sobriety checkpoints, though the bill did not pass. One of the DUI bills that did get signed into law requires the

installation of an ignition interlock device in the vehicles owned by offenders in the DUII diversion program.

Carryover funding in any of the grant program areas – Oregon carries over a large percentage of funds in nearly every grant area. They qualified for Section 410 as a low fatality state in 2011 and 2012.

Seat Belt Use:

General Summary of Activities: Oregon is unique in that its primary seat belt law was passed by an initiative from the people. Oregon's observed seat belt use rate in 2012 is 96.6%, one of the highest in the Nation. This rate can be attributed largely to Oregon's primary enforcement. Oregon never had a secondary law. Focus continues to be on improving the state's booster seat use.

Involvement in Click It or Ticket mobilization –

- Support of National tag line: Oregon is supportive of NHTSA creative, however Oregon relies on national air buys for radio and television during the mobilizations – they do not purchase air time on radio or TV, instead using PSAs and billboards, etc.

- Number of LE involved: Oregon State Police is seriously underfunded and understaffed, though recently some officers have been added. However, there is generally good participation by OSP, though less in recent years by county and city agencies. Discussion in Region 10 is underway on how best to increase law enforcement participation in CIOT mobilizations. Discussions and planning with the HSO regarding the implementation of an LEL network have begun.

- During the May 2012 Click It or Ticket mobilization, agency participation was up for the third consecutive year (93 participating agencies in 2012 versus 88 in 2011). The number of seat belt citations dropped in 2012, as did DUI citations. However, the number of felony arrests made during the Mobilization rose again – 73 in 2012 compared to 52 in 2011.

- Innovative programs

Any significant occupant protection Section 403 projects (sensitive issues; earmark): NONE

Carryover funding in any of the grant program areas: Oregon carries over a large percentage of funds in nearly every grant area. This was discussed with the GR at the 2012 Management Review.

Does State have active Coordinating Committee: Not specifically for Occupant Protection, though ACTS Oregon oversees the non-enforcement activities in the state.

Hot issues: none.

Other Significant Programs (provide if applicable):

Safe Communities: Oregon has a number of active Safe Communities coalitions as well as other local traffic safety committees across the state.

Motorcycles: Fatal motorcycle crashes were down in 2010– there were a total of 38 fatalities (versus 53 in 2009). Oregon has a strong helmet law, with an observed use rate of nearly 100%. Currently Oregon operates a Governor's Advisory Committee on motorcycle issues.

Speed: Currently the possibility of creating a Governor's Advisory Committee on speed is being explored in Oregon – Governor's committees are already in place for impaired driving and motorcycle issues. There is a speed task force in place, and discussions are underway on whether or not to elevate the task force to the gubernatorial level.

Pedestrians/Bicycles:

Emergency Medical Services: Oregon DOT staff have been working to improve coordination with the EMS people, and to be included in their activities.

Data Records/Traffic Records (TRCC): Oregon’s Traffic Records Coordinating Committee meets regularly and has been working to enhance traffic records statewide. Oregon qualified under Section 408 and has an on-going strategic plan to improve traffic records. In March of 2009 the Traffic Safety Division’s research analyst accepted a temporary assignment with the governor’s office, but returned to ODOT in February 2011. A Traffic Records Assessment was conducted in October of 2010.

Federal Highway Focus City/State: Rural Roadway Departure Focus (FY 2008)

Congressional Earmarks: NONE

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Nighttime Enforcement): NONE

Any Hot Issues: The small size of the Oregon State Police force in relation to the geographic size of the state continues to be a concern. Adequate coverage and participation in overtime patrols is a challenge.

MAP-21 FUNDING CHART				FAST ACT
OREGON	FY14	FY15	FY16	FY17
§402	\$ 2,750,448.73	\$3,129,382.90	\$ 3,404,030.83	\$ 579,771.33
§405(b) OP	\$ 732,820.30	\$ 694,670.47	\$ 544,960.32	
§405(d) IMPAIRED	\$ 1,727,345.41	\$1,707,988.29	\$ 1,723,005.81	
§405(c) DATA PROGRAM	\$ 643,098.64	\$ 476,012.88	\$ 477,058.89	
§405(e) DISTRACTION	\$			
§405(f) MOTORCYCLE	\$ 54,492.15	\$ 53,818.96	\$ 53,012.70	
§405(g) GDL	\$			
§154 OPEN CONTAINER	\$			
§164 REPEAT OFFENDER	\$ 719,669.00	\$ 715,109.00	\$ 737,175.00	
TOTAL	\$ 6,627,944.23	\$ 6,776,982.50	\$ 6,939,243.55	\$ 579,771.33

- include funding that has been awarded for all that apply
- 0 - didn’t receive funding - either didn’t qualify or didn’t apply
- N/A – not eligible (e.g. 154/164); if compliant don’t receive money or Territories not eligible for certain grant funds.

Date: June 27, 2017

PENNSYLVANIA

**Contact: Michael N. Geraci, NHTSA Region 2 Administrator
914-682-6162 (michael.geraci@dot.gov)**

Organization

Governor: Tom Wolf (D)

U.S. Congressional Delegation:

**Senators: Robert P. Casey Jr. (D)
Patrick Joseph "Pat" Toomey (R)**

House of Representatives:

Robert Brady (D, 1 st Dist.)	Michael Fitzpatrick (R, 8 th D.)	Charles Dent (R, 15 th D.)
Chaka Fattah (D, 2 nd D.)	William Shuster (R, 9 th D.)	Joseph Pitts (R, 16 th D.)
Michael Kelly (R, 3 rd D.)	Thomas Marino (R, 10 th D.)	Matt Cartwright (D, 17 th D.)
Scott Perry (R, 4 th D.)	Lou Barletta (R, 11 th D.)	Tim Murphy (R, 18 th D.)
Glenn Thompson (R, 5 th D.)	Keith Rothfus (R, 12 th D.)	
Ryan Costello (R, 6 th D.)	Brendan Boyle (D, 13 th D.)	
Patrick Meehan (R, 7 th D.)	Michael Doyle (D, 14 th D.)	

Committees

House Appropriation Committee (full committee)

Charles W. Dent
Chaka Fattah

House Energy and Commerce Committee (full committee)

Joseph Pitts
Tim Murphy
Michael Doyle

House E&C Committee, Commerce , Manufacturing and Trade subcommittee

None

House Transportation and Infrastructure (full committee)

Bill Shuster, Chairman	Lou Barletta
Scott Perry	Ryan Costello

House T&I Highways and Transit subcommittee members

Lou Barletta	Scott Perry
Ryan Costello	

Senate Appropriations (full committee)

None

Senate Transportation, Housing and Urban Development subcommittee

None

Senate Commerce, Science and Transportation (full committee)

None

Senate Surface Transportation and Merchant Marine Infrastructure, Safety, and Security subcommittee

None

Governor's Representative: George W. McAuley Jr., P.E.
Deputy Secretary for Highway Administration
Pennsylvania Department of Transportation (PennDOT)

Coordinator: Tom Glass, Manager
Program Services Unit

Glenn Rowe, P.E., Chief
Highway Safety & Traffic Operations Division

State Police/Patrol Executive: Colonel Tyree Blocker, Acting Commissioner
Pennsylvania State Police

State Transportation Executive: Leslie Richards, Secretary
PennDOT

State Motor Vehicle Executive: Kurt Meyers, Deputy Secretary
Safety Administration, PennDOT

State EMS Director: Dr. Karen Murphy, Secretary
Pennsylvania Department of Health

State Legislature: Senate: 30 Republicans, 20 Democrats
House: 119 Republicans, 84 Democrats

STATEWIDE STATISTICS¹

Statewide population: 12,702,379 (U.S. Census, 2010)

Core Outcome Measures		Year							
		2009	2010	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities		1,256	1,324	1,286	1,310	1,208	1,195	1200	
Number of Serious Injuries in Traffic Crashes *		3,483	3,555	3,409	3,458	3,248	3,040	3,030	
Fatalities Per 100 Million Vehicle Miles Driven	Total	1.22	1.32	1.30	1.32	1.22	1.20	N/A	
	Rural	1.77	1.94	1.80	2.01	1.78	1.70	N/A	
	Urban	0.91	0.98	1.02	0.95	0.91	0.91	N/A	
Unrestrained Occupant Fatalities (All Seat Positions)		446	507	496	498	419	371	402	
Fatalities Involving Driver or Motorcycle Rider with BAC=.08+		399	424	398	407	360	349	364	
Speeding-Related Fatalities		634	702	615	614	552	509	540	
Motorcyclist Fatalities	Total	204	223	199	210	182	185	178	
	Unhelmeted	100	126	94	102	94	100	89	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes		199	199	200	194	139	126	142	
Pedestrian Fatalities		134	145	147	163	147	161	151	
Bicyclist and Other Cyclist Fatalities		15	21	11	16	11	19	16	
Observed Seat Belt Use, Front Seat Outboard *		87.93%	86.0%	83.8%	83.5%	84.0%	83.6%	82.7%	85.2%

* Data provided by PennDOT

¹ All Statistics, except for Number of Serious Injuries in Traffic Crashes, were available from the State Traffic Safety Information (STSI) website. Serious Injuries, as defined by the State, are non-fatal injuries in which victims cannot walk, drive or normally continue activities they could perform before the incapacitating crash. Numbers in *italics* are estimates from charts and not exact values.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE (IF YES)	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X	Secondary law eff. 11/23/87	
Graduated Driver's License	X		08/24/1999	
Open Container Law (154)	X		09/30/2000	N/A
Repeat Intoxicated Driver Law (164)	X		09/30/2000	N/A
CPS	X		01/01/1984	Birth - 4 yrs of age
Booster Seat	X		02/20/2003	Ages 4 – 8, secondary offense
Motorcycle Helmet Law		X	Repealed 09/04/03	Exempt from wearing a helmet if 21 or older and licensed for 2 yrs or has taken the motorcycle safety course and any passenger who is at least 21 years of age.
Prohibit Racial Profiling		X		N/A
High BAC	X		02/1/2004	N/A

PROGRAM AREA SUMMARIES

General:

Management Review – April 20-24, 2015. Final Report sent June 29, 2015

Traffic Records Assessment – Online assessment, August- November, 2015

Occupant Protection Assessment – Conducted January, 2015

Impaired Driving:

Pennsylvania has qualified as a S.405d Impaired Driving Mid-Range State from FY13-present and has consistently and aggressively supported the national crackdowns, including the “Drive Sober or Get Pulled Over” tagline in its DUI support materials.

For the 2015 impaired driving national crackdown, 418 police agencies reported working 9,320 hours of patrols, conducting 94 checkpoints, and issuing 653 DUI arrests and 46 DUI-D arrests. In addition, \$300,000 in State funds was spent on paid media for the crackdown. Strategies such as radio messages, gas pump toppers, and internet advertising were used during the campaign targeting the male 18-34 demographic.

Pennsylvania has an active DUI Association, which is responsible for several statewide initiatives such as providing Law Enforcement Liaison support for local police agencies and administering the State’s ignition interlock program. They also conduct training for police officers as well as community advocates on a variety of impaired driving issues.

Drug Evaluation Classification (DEC)

Yes. There was only 1 DRE in 2004 (5,529 DUI-Drug arrests, 1 DRE evaluation conducted) and by 2011, PA's DREs had the highest number of evaluations/arrests per DRE than any other State in the US.

Does State have active Coordinating Committee?

As a S.405d Mid-Range State, Pennsylvania established a DUI Task Force which developed an Impaired Driving Plan in FY13 and is responsible for its implementation and updates.

Seat Belt Use:

Pennsylvania's 2016 seat belt use rate was 85.2%, slightly lower since achieving its high of 87.9% in 2009. PA's seat belt law is among the weakest in the Nation – a secondary law with only a \$10 fine which can only be imposed if a violator is convicted first of another, primary offense.

The 2015 *Click It or Ticket* mobilization resulted in 484 police agencies participating, 31,834 patrol hours worked, and 4,817 seat belt/child restraint summonses issued. Another 33 felony arrests were made during these mobilization activities.

Other Significant Programs:**Motorcycles:**

Fatalities have decreased in recent years despite the absence of a universal helmet law, from a high of 239 in 2008 to 182 in 2013, still below the levels seen prior to repeal of its helmet law in 2005.

Speed:

Pennsylvania law prohibits police agencies other than State Police from using radar to enforce speed limits. As a result, in 2013, 46 percent of motor vehicle fatalities were speed-related. A bill was again introduced in the current legislative session which would allow the use of radar by municipal police departments (with certain restrictions including limits on revenues generated by speeding fines).

Data /Traffic Records:

PA has qualified for S.408/405(c) funds in each year of eligibility.

Federal Highway focus City/State:

State: Speed

Philadelphia: Pedestrian

403 Demonstration Projects:

In FY14, Pennsylvania received a S.403 award to implement a pedestrian safety enforcement and

awareness campaign in the city of Philadelphia.

Hot Issues:

None.

FAST ACT	FY 2017
§402	\$ 4,784,589
§405b Occupant Protection	\$1,373,618
§405c Traffic Records	\$1,504,683
§405d Impaired Driving	\$5,385,880
§405e Distracted Driving	\$0
§405f Motorcyclist Safety	\$165,420
§405g GDL	\$0
Nonmotorized Safety	\$0
TOTAL	\$ 13,214,190

MAP- 21	FY 2013	FY 2014	FY 2015	FY 2016
S.402	\$8,136,331	\$8,076,838	\$8,670,611	\$8,328,377
S.405b Occupant Protection	\$2,216,966	\$2,282,218	\$2,163,408	\$1,697,167
S.405c Traffic Records	\$1,889,987	\$2,002,798	\$1,482,444	\$1,485,702
S.405d Impaired Driving	\$5,380,839	\$5,379,461	\$5,319,178	\$5,365,947
S.405e Distracted Driving	0	0	0	
S.405f Motorcyclist Safety	\$168,563	\$169,705	\$167,608	\$165,097
S.405g GDL	0	0	0	
TOTAL	\$17,792,685	\$17,902,020	\$17,803,249	\$17,042,290

February 5, 2016

PUERTO RICO

Contact: Michael Geraci, NHTSA Region 2 Administrator
914-682-6162 (michael.geraci@dot.gov)

Organization

Governor: Alejandro García Padilla (Popular Democratic Party)
First term expires January 1, 2017

U.S. Congressional Delegation:

Pedro Pierluisi (New Progressive Party), Resident Commissioner

Governor's Representative: Miguel A. Torres Diaz
Secretary, Department of Transportation

Coordinator: Jose Delgado
Executive Director, Traffic Safety Commission

State Police/Patrol Executive: Col. Jose Caldero Lopez
Superintendent, Puerto Rico Police Department

State EMS Director: Mildred Martínez Rivera
Interim Director, Emergency Medical Services

Director Ejecutivo de Servicios al Conductor (DISCO): *(DMV Office)*
Wanda E. Morales Sánchez, Acting Director

Executive Director of the Automotive Accident Compensation Administration (ACAA)
Director, Dorelisse Juarbe

State Legislature:

Senate: 18 Popular Democrats; 8 New Progressives; 1 Independence

House: 28 Popular Democrats; 22 New Progressives; 0 Independence

STATEWIDE STATISTICS

Commonwealth population: 3,725,789 (U.S. Census, 2010)

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	365	340	359	347	344	304*	
Number of Serious Injuries in Traffic Crashes *	38,748	37,396	35,592	35,219	31,957		
Fatalities/100M VMT							
• Total	1.92	1.83	1.94	1.87			
• Rural	15.08	12.63	14.78	15.40			
• Urban	0.94	1.02	0.98	0.85			
Number of Unrestrained Occupant Fatalities, All Seat Positions	104	107	116	110	117		
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	109	98	103	101	127		
Number of Speeding-Related Fatalities	156	135	138	144	149		
Number of Motorcyclist Fatalities	54	47	53	54	42		
Number of Unhelmeted Motorcyclist Fatalities	37	39	36	37	25		
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	50	49	47	44	51		
Number of Pedestrian Fatalities	109	101	111	112	87		
Observed Seat Belt Use, Front Seat Outboard Occupants *	92.3%	N/A	91.9%	90.2%	89.7%	89.5%	91.8%

*The Number of Serious Injuries in Traffic Crashes and Observed Seat Belt Use are obtained from the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		1/1/1975	All Positions
Graduated Drivers License		X		
Open Container Law (154)	X		2/03/05(Not 154 Compliant)	N/A
Repeat Intoxicated Driver Law (164)	X		9/03/04(Not 164 Compliant)	N/A
CPS	X			
Booster Seat		X	2001	0-4
Motorcycle Helmet Law	X		1960	
Prohibit Racial Profiling		X		N/A

High BAC		X		N/A
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PROGRAM AREA SUMMARIES

General:

High Risk CAP signed by GR May 28, 2014

Management Review conducted July 28 - 31, 2014. Final report transmitted December 3, 2014.

Assessments – Traffic Records Assessment was conducted in February 2012.

Impaired Driving:

Puerto Rico qualified as a S.405d Mid-Range State for FY13, FY14 and FY15. They reported that the Puerto Rico Police Department participated in the 2014 National crackdown by working 1,689 hours and issuing 344 DWI citations during that period.

Hot Issue: Puerto Rico loses an estimated \$11 million in highway funding each year for not complying with the National Minimum Drinking Age (21). At this time it does not appear likely that the Legislature will pass a law to increase the drinking age to 21. In addition, \$3.2 million in Federal Aid highway funds is transferred annually into the S.154 and S.164 grant programs for lack of Open Container and Repeat Offender laws.

Seat Belt Use:

Puerto Rico failed to comply with the requirements of S.405(b) and was not awarded an occupant protection incentive grant (S.405b) in FY15.

Puerto Rico's 2014 reported seat belt use rate was 89.5% and data reported for the 2015 *Click It or Ticket* mobilization shows 21,811 summonses issued during 12,980 hours of patrol. Since January 1, 1975, Puerto Rico has had a mandatory primary seat belt law covering all seating positions.

Hot issues:

High Risk:

In May 2011, NHTSA placed the Puerto Rico highway safety program under “high risk” as per 49 CFR 18.12. The designation was the result of instances of non-compliance related to the S.154 and S.164 grants, non-compliance with safety belt survey requirements for calendar year 2010, and internal control weaknesses that permitted the over-expenditure of the S.402 grant funds in Fiscal Year 2010. To address the designation, additional oversight activities have been put into place to improve the management of the program by the Puerto Rico Traffic Safety Commission (PRTSC). The regional office continues to monitor PRTSC compliance with all Federal regulations and to evaluate the high risk designation. To date, the only corrective actions that have been fully accepted by NHTSA are the reimbursement of \$50,000 in CY2010 seat belt survey costs and the hiring of Law Enforcement Liaisons. All other actions related to internal controls, grants management, and reimbursement of misused funds remains open.

Payback of funds

On October 7, 2015, NHTSA requested that PR reimburse \$5.9M for S.154, S.164, and S.410 funds that were improperly used for general, routine traffic enforcement efforts rather than DWI-specific efforts. A response is due to NHTSA by November 6, 2015. (A copy of the letter can be provided upon request.)

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$2,363,947	\$2,137,866	\$2,137,309
§405 Occupant Protection	\$318,631	\$316,195	\$311,119
§408 Traffic Records	\$500,000	\$500,000	\$500,000
§410 Impaired Driving - HFR	\$1,354,854	\$1,477,610	\$1,680,467
§2010 Motorcycle	\$100,000	\$100,000	
§154 Open Container	\$3,378,816	\$3,346,159	\$3,198,083
§164 Repeat Offender	\$3,378,816	\$3,346,159	\$3,198,083
TOTAL	\$11,394,794	\$11,223,989	\$11,025,061

MAP-21	FY 2013	FY2014	FY2015	FY2016
§402	\$2,130,454	\$2,122,625	\$2,282,124	\$2,195,322
§405b Occupant Protection	\$609,960	\$627,914	\$0	\$ 466,946.72
§405c Traffic Records	\$519,998	\$551,036	\$407,869	\$ 408,765.69
§405d Impaired Driving	\$1,480,447	\$1,480,068	\$1,463,482	\$ 1,476,349.52
§405e Distracted Driving	\$0	\$0	\$0	
§405f Motorcyclist Safety	\$46,377	\$0	\$46,114.53	\$ 45,423.68
§405g GDL	\$0	\$0	\$0	
§154 Open Container	\$1,099,868	\$1,090,581	\$812,766	
§164 Repeat Offender	\$1,099,868	\$1,090,581	\$812,764	
TOTAL	\$6,986,972	\$6,962,805	\$5,825,119	\$4,592,808

Date: August 29, 2017

STATE: RHODE ISLAND

Contact: Art Kinsman, NHTSA Region 1 Administrator (617) 494-3427

Organization

Governor: Governor Gina Raimondo (D) term expires January 2019

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Armed Services, Transportation and Infrastructure, Intelligence, Energy and Commerce)

Senators and party affiliation:

John F. “Jack” Reed (D), term expires January 2021, Appropriations
Sheldon Whitehouse (D), term expires January 2018

Members of Congress and party affiliation:

David N. Cicilline (D), term expires January 2017
James Langevin (D), term expires January 2017

Governor’s Representative: Peter Alviti, Director

Rhode Island Department of Transportation
401.222.4971
Peter.Alviti@dot.ri.gov

Coordinator:

Gaby Abbate
Chief of Highway Safety
Rhode Island Department of Transportation
2 Capitol Hill Room 126A
Providence, RI 02903
401-222-2694 Ext. 4490
gabrielle.abbate@dot.ri.gov

State Police/Patrol Executive: Colonel Ann Assumpico, Superintendent

Rhode Island State Police
401-444-1000
aassumpico@risp.state.ri.us

State EMS Director:

Peter Leary, Chief
Division of EMS, Rhode Island Department of Health
401-222-2401
peter.leary@health.ri.gov

State Legislature:

Senate: 33 Democrats; 4 Republicans; 1 Independent
House: 63 Democrats; 11 Republicans; 1 Independent

STATEWIDE STATISTICS *

	2007	2008	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities	69	65	83	66	66	64	65	52
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	764	416	491	542	512	467	419	446
Fatalities/100M VMT	0.80	0.79	1.01	0.80	0.84	0.82	0.84	0.68
• Total					0.80	0.78	0.87	0.68
• Urban	0.25	0.70	0.57	0.70	0.80	0.78	0.87	0.68
• Rural	0.65	1.60	1.95	1.58	0.84	1.19	0.55	0.68
Number of Unrestrained Occupant Fatalities, All Seat Positions	19	29	32	26	23	20	19	9
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	22	23	34	25	26	24	24	18
Number of Speeding-Related Fatalities	20	20	39	28	23	31	17	12
Number of Motorcyclist Fatalities	13	7	19	15	15	8	11	10
Number of Unhelmeted Motorcyclist Fatalities	9	2	12	11	9	6	6	7
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	15	9	11	7	4	4	7	4
Number of Pedestrian Fatalities	13	12	16	8	14	5	14	14
Number of Bicyclist Fatalities	1	1	0	2	0	2	3	0
Observed Seat Belt Use, Front Seat Outboard Occupants	79.1	72.0	74.7	78.0	80.4	77.5	85.6	87

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		June 30, 2011	All ages, all seating positions, \$45.00 fine. (Sunset Provision was removed on June 30, 2013)
Graduated Drivers License	X			16 years and 6 months; Night time restriction
Open Container Law (154)	X			
Repeat Intoxicated Driver Law (164)		X		
CPS	X		July 1980	Under 6
Booster Seat	X		June 30, 2009	Under 8, less than 57 inches, and under 80 lbs. 85.00 fine.
Motorcycle Helmet Law	X		7-01-92	Helmet use required for operators under 21 years of age, all passengers, and first year novices
Prohibit Racial	X		2006	N/A

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Profiling				
High BAC	X			BAC ≥ .15
Texting Law	X		Nov. 2009	All ages. No texting includes stopped at Stop Sign or Red Light. Up to a 125.00 fine. Any person under 18 years of age who drives while using a cell phone will be fined 50.00.

PROGRAM AREA SUMMARIES

General:

Management Review (MR) –conducted in March 2014. A CAP and RAP have been instituted as of 10/14 and both have been closed.

Special Management Reviews

- Impaired Driving - None
- Occupant Protection - 2007
- Technical Assessment Team Meeting was held on December 29 and 30, 2011 as opposed to the OP SMR, to address SMR triggers, successful implementation of PBL and Racial Profiling concerns.

Assessment –

- Traffic Records – March 2010, June 2015
- Impaired Driving - June 2003, May 2016
- Occupant Protection -- December 1991 and July 2013, April 2016
- MC- August 2015

Other Assessments

None

Impaired Driving:

General summary of activities

- Law enforcement program known as *Operation Blue RIPTIDE* provides statewide saturation patrols during Crackdown periods and on a sustained monthly basis.
- RI has an active Impaired Driving Task Force that meets monthly.

Involvement in crackdown –

- Support of National tag line- RI is using “Drive Sober or Get Pulled Over”

Innovative programs

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark) - None

Impaired Driving

- Sobriety checkpoints-None (State Supreme Court ruled they are not constitutional)
- ALR-No

Hot issues (include if significant) (e.g. pending legislation)

Carryover funding in any of the grant program areas – MAP-21 405 program funds

Drug Evaluation Classification (DEC) State or not? Yes

Does State have active Coordinating Committee? No

Seat Belt Use:

General summary of activities

- The State seat belt use rate for 2016 increased to 87.5% from 86.7% in 2015.
- Passed a Booster Seat law (under 8) with an effective date of June 30, 2009. Strong child passenger safety program with child safety seat clinics and overtime enforcement.
- Racial profiling remains a hot button issue. (Please see Racial Profiling below)
- Revision of State-specific Complete Traffic Stop Training for law enforcement has been completed with active participation from representatives of the minority community (Civil Rights Roundtable).
- Excellent belt education efforts in minority communities.
- Nighttime seat belt enforcement initiated in 2010.

Involvement in Click It or Ticket mobilization –

- Support of National tag line? Yes
- Amount of LE involved - the 2016 CIOT Mobilization had 38 out of 43 agencies participate.
- Strong involvement with Click It Or Ticket (CIOT) program since 2002.
- Paid media in the Spanish language media outlets has now been incorporated as part of all CIOT mobilizations.

Innovative programs

Any significant occupant protection Section 403 projects (sensitive issues; earmark)

- none

Hot issues (include if significant) (e.g. pending legislation)

- Data collection provision of racial profiling law has expired but still being voluntarily collected by State Police and selected departments. Statewide data collection being implemented using Memorandum of Agreement with all enforcement agencies and funding under Sections 408 and 1906. Northeastern University was awarded (Nov. 2010) a contract to collect racial profiling data collected at traffic stops.
- Traffic Safety Coalition is active and meets monthly. Its purpose is to be a vocal supporter of Highway Safety initiatives in the state which may ultimately result in the passage of Highway Safety Laws, (PBL, etc.)
- Civil Rights Roundtable, a coalition of community groups, state agencies and law enforcement officials seeking improvements in training, use of technology, and community based education has been re-instated.
- Purchased BAT Mobile and will deploy throughout state for transport and processing since

checkpoints are not legal.

- **Racial Profiling:** This continues to be a highly visible issue in the State. The HSO released a study, which involved the collection and analysis of traffic stop data from 39 police agencies, found in the majority of communities, minorities are more likely to be pulled over than whites for a traffic stop but less likely to receive a citation than their white counterparts. It also found that the most common category of drivers stopped in Rhode Island are white males under 31 years of age who are not residents of the community in which the stop occurs. The majority of traffic stops are made for a violation of traffic laws (96 percent) – most often, speeding.
- **Transfer Programs:** Rhode Island has no Repeat Intoxicated Driver Law (Section 164). As a result, funds are split between hazard elimination and the 402 program for impaired driving programs (see funding chart).

Other Significant Programs -provide if applicable:

- **Safe Communities:** The Providence Injury Free Coalition is based at Rhode Island Hospital's Injury Prevention Center and is administered by Dr. Michael Mello. The program has an active community based coalition that targets low-income minority populations. They have been implementing screening and brief intervention programs.
 - The Woonsocket program is administered by a local social service agency (*Connecting Children and Families*). Emphasis has been on child passenger safety seat distribution and training.

Motorcycles:

Speed: Rhode Island is implementing speed related enforcement and paid media to address their speed related fatality rate. Program highlights include "Obey the Sign or Pay the Fine" where overtime speed enforcement patrols are conducted in a 24 hour period.

Pedestrians: In FY 2017 the state was eligible for non-motorized user funds for having an over-representation of these type of fatalities.

Data Records/Traffic Records (TRCC): A Traffic Records Assessment was completed in 2015.

Federal Highway focus City/State: None

Congressional Earmarks: None

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Washington State TACT project): None

FUNDING CHART				
	FY14	FY15	FY16	FY17
§402	\$1,742,775	\$1,875,110	\$2,029,646.62	\$344,783
§405 OP	\$468,260	\$443,883	\$348,220.82	\$53,245
§405 IMPAIRED	\$1,103,745	\$1,091,376	\$1,100,972.81	\$208,760
§405 DATA	\$410,929	\$304,164	\$304,832.90	\$58,325
§405 DISTRACTION	\$0	NA	NA	
§405 MOTORCYCLE	\$34,819	\$34,389	\$57,874.25	\$6,412
§405 GDL	\$ NA	\$ NA	NA	
§154 OPEN	\$ NA	\$ NA	NA	
§164 REPEAT	\$219,329	\$217,931	\$1,123,599	
TOTAL	\$3,979,859.27	\$3,966,488.76	\$4,941,146.40	\$671,525

August 15, 2017

State: South Carolina

**Contact: Regional Administrator Carmen N. Hayes, Region 4
(404) 562-3739**

Organization:

Governor: Henry McMaster (R) - First Term (succeeded Governor Nikki Haley)

U.S. Congressional Delegation and Party Affiliation:

Senators and Party Affiliation:

Tim Scott (R)

Lindsey Graham (R) (Budget and Senate Appropriations Committees)

Members of Congress and Party Affiliation:

James E. Clyburn (D)

Jeff Duncan (R)

Trey Gowdy (R)

Mark Sanford (R), (Committee on Transportation and Infrastructure and
Budget Committee)

Tom Rice (R), (Committee on Transportation and Infrastructure and
Budget Committee; Highways and Transit)

Joe Wilson (R)

Mick Mulvaney (R)

Governor's Representative: Leroy Smith, Director
South Carolina Department of Public Safety

Coordinator: Phil Riley
Office of Highway Safety and Justice Programs
South Carolina Department of Public Safety

State Police/Patrol Executive: Colonel Michael Oliver
South Carolina Highway Patrol
South Carolina Department of Public Safety

State EMS Director: Rob Wronski, Director
Division of Emergency Medical Services and
Trauma
South Carolina Department of Health and
Environmental Control

State Legislature:

Senate: 18 Democrats; 27 Republicans; 1 Vacancy

House: 43 Democrats; 78 Republicans; 3 Vacancy

STATEWIDE STATISTICS*

	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	828	863	767	824	977	
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	3261	3399	3266	3300	3075	
Fatalities/100M VMT						
• Total	1.70	1.76	1.57	1.65	1.89	
• Rural	2.97	3.19	2.62	2.99	2.96	
• Urban	0.53	0.45	0.60	0.54	0.99	
Number of Unrestrained Occupant Fatalities, All Seat Positions	258	313	242	275	306	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	309	348	335	279	301	
Number of Speeding-Related Fatalities	278	322	306	305	361	
Number of Motorcyclist Fatalities	129	146	149	121	184	
Number of Unhelmeted Motorcyclist Fatalities	100	102	106	95	129	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	107	126	99	119	121	
Number of Pedestrian Fatalities	113	123	100	107	123	
Number of Bicyclist and Other Cyclist Fatalities	15	13	15	14	16	
Observed Seat Belt Use, Front Seat Outboard Occupants	86.0	90.5	91.7	90	91.6	93.9

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

South Carolina	YES	NO	EFFECTIVE DATE, IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		December 9, 2005	N/A
Graduated Drivers License	X		July 1, 1998	Supervised driving, night restriction (supervised), limit on number of passengers
Open Container Law (154)	X		2003	N/A
Repeat Intoxicated Driver Law (164)	X		2003 (Law Amended April 2014- Penalty Transfer Effective 10/01/14)	N/A
CPS	X		June 30, 1984	Birth to 5 child safety seat
Booster Seat	X		June 30, 1984	1 to 5. 40-80 lbs., booster seat law
Motorcycle Helmet Law	X			Law only covers 20 years old and younger
Prohibit Racial Profiling		X		N/A
High BAC	X		Effective 2/09 law will change to .16	N/A

(Laws below do not necessarily meet grant criteria. Check grant funding below)

PROGRAM AREA SUMMARIES

General:

Management Review scheduled for September 25-29, 2017

Assessments–

Impaired Driving – Conducted on November 14-18, 2016

Occupant Protection – Conducted on January 12-16, 2009

Traffic Records – Completed on January 27, 2017

Impaired Driving: South Carolina’s law enforcement agencies actively participate in the national crackdown and sustained enforcement effort. South Carolina’s primary message is *Sober or Slammer!*; the State has retooled the very successful *Highways or Dieways? The Choice is Yours* campaign as a secondary message. Law enforcement agencies conduct sobriety checkpoints and saturation patrols as a part of the sustained driving under the influence (DUI) enforcement program. In 2016, approximately 200 law enforcement agencies participated in the crackdown enforcement wave. In CY 2016, South Carolina law enforcement agencies’ efforts resulted in 22,000 DUI arrests. The Governor’s Representative for Highway Safety has been instrumental in securing support from state and local law enforcement agencies including Sheriff’s Offices, State Highway Patrol and State Transport Police in combating the impaired driving problem. The state has experienced a 9% decrease in alcohol-impaired fatalities involving a driver or motorcycle operator with a BAC \geq .08 (from 331 in 2014 to 301 in 2015).

In FY 2016, the South Carolina Office of Highway Safety and Justice Programs (SC OHSJP) received a \$1,986,736.15 Section 405(d) Impaired Driving Countermeasures grant. South Carolina is currently a Drug Evaluation and Classification (DEC) state with 125 certified Drug Recognition Experts (DRE) officers and five certified DRE instructors. South Carolina has a very active DUI task force, the Impaired Driving Prevention Council.

State DEC program: Yes

State Impaired Driving Coordinating Committee status: Yes

Hot Issue: On April 14, 2014, Governor Nikki Haley signed Senate Bill 137 (Emma’s Law), which amended the current DUI laws to expand the requirement for mandatory use of interlock devices for repeat offenders and individuals under the age of 21. Currently, South Carolina law requires that repeat offenders receive a hard license suspension or revocation for one year for second offenders, for two years for third offenders (four years if the third offense occurred within five years from the first offense), and permanently for a fourth or subsequent offense. S.137 would remove the current suspension and revocation requirements for repeat offenders and replace with mandatory enrollment in the Ignition Interlock Device Program (after immediate license suspension). Additionally, offenders must obtain an ignition interlock restricted license. This amendment eliminates the mandatory one-year hard suspension under Section 164 (Repeat Offenders). Finally, SB 137 allows an individual with an ignition interlock restricted license to use an employer’s motor vehicle without an ignition interlock device installed. The law became effective on October 1, 2014.

Seat Belt Use: South Carolina enacted a primary belt law in 2005; South Carolina achieved its highest, recorded seat belt use rate of 93.9 percent in 2016 (NHTSA certified). The state uses the theme *Buckle Up, South Carolina: It's the Law and It's Enforced* as its primary message and; the retooled *Highways or Dieways? The Choice is Yours* serves as a secondary message. State law enforcement agencies are prohibited by law from using a *Click It or Ticket* tag line in any law enforcement activity. South Carolina has established 16 Law Enforcement Networks (LEN) structured around the state's judicial circuits. These networks coordinate multi-agency traffic enforcement campaigns and mobilization activity including occupant protection, impaired driving and speed enforcement efforts. In 2016, 210 South Carolina law enforcement agencies issued 170,000 seat belt and child safety seat citations. South Carolina conducted a paid media campaign (\$320,053.70) to support the enforcement wave. In FY 2016, South Carolina received \$628,374.18 under the MAP-21 Section 405(b) Occupant Protection grant program.

State OP Coordinating Committee status: None

Safe Communities: South Carolina has one Safe Community program in Greenville, South Carolina. The lead agency is the Greenville County Sheriff's Department. This program is self-sufficient and no longer receives highway safety grant funding.

Data Driven Approaches to Crime and Traffic Safety (DDACTS): The South Carolina Office of Highway Safety and Justice Programs (SC OHSJP) hosted their first two-day DDACTS workshop for six law enforcement agencies on October 16, 2012. DDACTS integrates location-based crime and traffic crash data to establish effective and efficient methods for deploying law enforcement and other resources. Six agency teams participated in South Carolina's implementation workshop on the DDACTS model. South Carolina law enforcement agencies included Mauldin PD, Fountain Inn PD, Goose Creek PD, Florence County Sheriff's Office, Sumter County PD and Rock Hill PD.

Motorcycles: South Carolina does not have a universal motorcycle helmet law; the current law only covers individuals 20 years old and younger. South Carolina has organized a Motorcycle Task Force, which submitted recommendations on decreasing motorcycle fatalities to the SC OHSJP. In FY 2016, the State received a MAP-21 Section 405(f) Motorcycle Safety Grant award totaling \$61,127.04.

Hot Issue: The Myrtle Beach City Council banned two major motorcycle events that attracted thousands of motorcyclists from across the country. Effective in 2009, Myrtle Beach, SC will not host the Harley-Davidson Dealers Association Spring Rally and the Atlantic Beach Memorial Day Bikefest. Additionally, the city passed a local ordinance requiring the use of motorcycle helmets and protective eyewear for motorcyclists and their passengers. In 2010, the South Carolina Supreme Court ruled that Myrtle Beach's motorcycle helmet law was invalid. The Supreme Court found that the Myrtle Beach helmet ordinance failed under implied field preemption due to the need for statewide uniformity and issued a declaratory judgment invalidating the local ordinance.

Data Records/Traffic Records (Traffic Records Coordinating Council): In FY 2006, the South Carolina Office of Highway Safety and Justice Programs (SC OHSJP) and the South Carolina Department of Transportation (SC DOT) jointly funded an upgrade to the State's traffic records system. This eight-million dollar commitment has significantly improved accuracy, timeliness, and availability of crash and highway safety data in the State. South Carolina completed a Traffic Records assessment on January 23-27, 2012 and the FY 2017 traffic records assessment is currently underway (to remain in compliance with Section 408 requirements). In FY 2016, the SC OHSJP received a \$550,079.48 MAP-21 Section 405(c) State Traffic Safety Information System Improvements Grant.

Distracted Driving: On June 9, 2014, Governor Nikki Haley signed Senate Bill 459, which banned the use of any wireless electronic device while operating a motor vehicle. The law became effective on June 9, 2014 and includes a 180-day period limiting officers to citing offenders with a warning notice. After the warning phase, a \$25 fine applies to all violations.

MAP-21 FUNDING CHART					FAST ACT
SOUTH CAROLINA	FY13	FY14	FY15	FY16	FY17
\$402	\$3,273,596.70	\$3,247,945.44	\$3,488,240.84	\$3,915,881.89	\$3,901,590.02
\$405 OP	\$ 820,829.40	\$844,988.78	\$800,999.58	\$628,374.18	\$508,580.81
\$405 IMPAIRED DRIVING	\$1,992,250.20	\$1,991,739.99	\$1,969,419.98	\$1,986,736.15	\$1,994,116.84
\$405 DATA	\$ 699,765.90	\$741,533.97	\$548,873.36	\$550,079.48	\$557,107.60
\$405 MOTORCYCLE	\$ 62,410.14	\$62,832.95	\$62,056.72	\$61,127.04	\$61,246.60
\$164 REPEAT OFFENDER	\$0	\$0	\$1,933,663.00	\$0	\$0
TOTAL	\$6,848,852.34	\$6,889,041.13	\$8,803,253.48	\$7,142,198.74	\$7,022,641.87

Date: March 15, 2016

STATE: South Dakota

Contact: Susan DeCourcy, Regional Administrator (Acting)
720-963-3100 (Office)

Organization

Governor: Dennis Daugaard (R)

**U.S. Congressional Delegation:
Senators and party affiliation:**

John Thune (R)
Senate Commerce, Science, and
Transportation Committee (Chair)

Subcommittee on Surface Transportation
and Merchant Marine Infrastructure, Safety,
and Security

Mike Rounds (R)

**Members of Congress and
party affiliation:**

Kristi Noem (R)

Governor's Representative:

Trevor Jones, Secretary
Department of Public Safety

Coordinator:

Lee Axdahl, Director
Office of Highway Safety
Department of Public Safety

State Police/Patrol Executive:

Colonel Craig Price, Superintendent
South Dakota Highway Patrol (SDHP)
Department of Public Safety

State EMS Director:

Marilyn Rutz, Director
Emergency Medical Services
Department of Public Safety

State Legislature:

Senate: 8 Democrats; 27 Republicans
House: 12 Democrats; 58 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014
Number of Traffic Fatalities	140	111	133	135	136
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	845	760	810	832	738
Fatalities/100M VMT	1.58	1.23	1.46	1.48	
• Total	0.52	0.59	0.61	0.63	
• Urban	2.00	1.48	1.81	1.84	
• Rural					
Number of Unrestrained Occupant Fatalities, All Seat Positions	60	52	60	61	69
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	37	33	45	41	46
Number of Speeding-Related Fatalities	32	37	39	38	30
Number of Motorcyclist Fatalities	27	14	25	22	17
Number of Unhelmeted Motorcyclist Fatalities	20	11	21	15	11
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	16	15	19	16	23
Number of Pedestrian Fatalities	9	7	2	9	9
Observed Seat Belt Use, Front Seat Outboard Occupants	75%	73%	67%	69%	69%

* Data Source: State Traffic Safety Information (STSI) website. 2011 is most recent data available

** The Number of Serious Injuries (incapacitating) in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below:)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		Required for <u>under</u> 18 years of age All seating positions
Graduated Drivers License	X		2003	
Open Container Law (154)	X		1971	N/A
Repeat Intoxicated Driver Law (164)		X		N/A
CPS (Child Passenger Safety)	X		2001	Under 5 years and under 40 pounds
Booster Seat		X		
Motorcycle Helmet Law	X		1967	Required for under 18 years of age
Prohibit Racial Profiling		X		N/A
High BAC (Blood Alcohol Concentration)	X		1991	N/A

PROGRAM AREA SUMMARIES

General:

Management Review - August 2015

Special Management Review -

- Impaired Driving - None
- Occupant Protection - Assessment in lieu of in 2012

Assessment -

- Impaired Driving - None
- Occupant Protection - April 2012

Other assessments -

- Traffic Records - March 2016 (planned)

Impaired Driving:

General Summary of Activities:

Alcohol-involved fatalities show long-term downward trend. In CY2014, there were 46 alcohol involved-fatalities, a slight increase from the prior year. 45% of the State's passenger vehicle occupant fatalities were alcohol-impaired.

Involvement in crackdown:

- Support of National tag line: The state's message is *Drive Safe South Dakota* in combination with the "Drive Sober or Get Pulled Over" logo.
- Number of law enforcement involved: Forty percent of South Dakota's law enforcement agencies participated in the 2015 Crackdown; working a total of 3,685 hours of overtime. A total of 15 checkpoints were conducted and 261 DUI arrests were made during the enforcement wave. The Crackdown was the subject of TV news (4), radio news (13), and print news (17).

Innovative programs:

- The 24/7 Sobriety Program. Every defendant arrested for a second or subsequent DUI offense is required to submit to a breath test between the hours of 7 a.m. to 9 a.m., and 7 p.m. to 9 p.m. at the local sheriff's office. Those who fail the test or are "no shows" are incarcerated. Recent numbers show that since the program's inception (January 2005) through December 2014, over 7.3 million tests have been administered to more than 35,000 defendants who have appeared and blown a clean test. Clean tests occurred 99.2% of the time.
- There is legislation requiring blood draws in all fatal crashes to determine impairment.
- *Parents Matters - Underage Drinking and Driving* is a media message targeted at parents asking them to be parents by establishing rules, setting limits, and teaching their children to be safe by not drinking and driving.

Any significant impaired driving Section 403 demonstration projects: N/A

- Sobriety checkpoints: The use of sobriety checkpoints is a central component of South Dakota's high visibility enforcement campaign. In 2015, the South Dakota Highway Patrol (SDHP) held a total of 171 checkpoints; a total of 5,208 hours of overtime were provided resulting in 874 impaired arrests, 150 citations for underage possession, and 169 for other alcohol infractions.

In 2015, a total of 9,481 DUI (driving under the influence) citations were written statewide (voluntary reporting only).

Carryover funding in any of the grant program areas: South Dakota continues to liquidate SAFETEA-LU 410 funding. Increased liquidation remains a priority for the SHSO.

Drug Evaluation Classification (DEC) State: South Dakota is committed to the DRE [Drug Recognition Expert] and ARIDE [Advanced Roadside Impaired Driving Enforcement] programs. A total of 34 officers have been certified.

Hot issues (e.g. pending legislation): None at this time

Seat Belt Use:

General Summary of Activities:

South Dakota is a secondary law state. In CY 2014, 68% of the people killed in passenger vehicle crashes were not wearing seat belts. A total of 11,732 seat belt citations were issued statewide (voluntary reporting). The 2015 observed seat belt usage rate was 74%.

Involvement in Click It or Ticket mobilization:

- Support of National tag line: The State uses *Someone needs you. Buckle Up.*
- Number of law enforcement involved: A total of 49 or 32% of all law enforcement agencies participated in the 2015 Click It or Ticket Campaign. A total of 3,328 overtime hours were invested resulting in 31 safety restraint citations, 320 child passenger citations, 1,613 speeding citations, and 162 DUI arrests. The Mobilization was the subject of 97 earned media stories through print, television, and radio.

Any significant occupant protection Section 403 projects: N/A

Carryover funding in any of the grant program areas: N/A

Does State have active Coordinating Committee: N/A

Other Significant Programs:

Safe Communities: None

Motorcycles: Historically one-fifth of the state's fatalities are motorcycle involved. In 2014, the State had 17 motorcycle fatalities, 65% of which were unhelmeted.

The Sturgis Motorcycle Rally is a national event that occurs every August. The 2015 event resulted in 251 DUI arrests.

Speed: Speed is a contributing factor in 29% of all state’s passenger vehicle fatal crashes in 2014. The law enforcement agencies are provided with equipment, such as radars and LIDAR to address the issue.

Pedestrians/Bicycles: No significant programs exist at this time.

Data Records/Traffic Records Coordinating Committee (TRCC): South Dakota’s Traffic Records Coordinating Committee (TRCC) continues in their efforts to improve the quality of their traffic records databases (Crash, Roadway, Driver Licenses, Vehicle, Citation/Adjudication, and Injury Surveillance (EMS, Trauma, Hospital Discharge, Emergency Department, and Mortality).

Federal Highway Focus City/State: N/A

Congressional Earmarks: N/A

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet: N/A

SAFETY-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$1,761,525	\$ 1,761,525	\$ 1,761,525
§405 Occupant Protection	N/A	N/A	N/A
§408 Traffic Records	\$ 500,000	\$ 500,000	\$ 500,000
§410 Impaired Driving	\$ 972,388	\$ 964,139	\$ 953,248
§410 HFR	\$ 0	\$ 1,217,497	\$ 1,385,006
§2010 Motorcycle	\$ 100,000	\$ 100,000	\$ 100,000
§2011 Booster Seat	N/A	N/A	N/A
§1906 Racial Profiling	N/A	N/A	N/A
§406 Primary Seat Belt	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A

§164 REPEAT OFFENDER	\$5,843,553 (\$1,210,444)	\$ 6,213,948 (\$1,553,487)	\$ 5,972,720 (\$1,493,180)
TOTAL	\$9,177,466	\$10,757,109	\$10,672,499

For programs that are split between NHTSA and Federal Highway (FHWA) (i.e. 154/164), the entire amount the State received in the fiscal year (FY) is included, with the amount going to NHTSA in parenthesis ().

MAP-21 FUNDING CHART			
	FY14	FY15	FY16

§402	\$1,742,775	\$1,875,111	\$2,029,647
§405 OP	\$	\$	\$
§405 IMPAIRED DRIVING	\$	\$1,091,377	\$1,100,973
§405 DATA	\$410,930	\$304,165	\$304,833
§405 DISTRACTION	\$	\$	\$
§405 MOTORCYCLE	\$	\$	\$
§405 GDL	\$	\$	\$
§154 OPEN CONTAINER	\$1,424,002	\$	\$
§164 REPEAT OFFENDER	\$1,424,002	\$1,414,920	\$1,458,734
TOTAL	\$5,001,709	\$4,685,573	\$4,894,186

Date: August 29, 2017

TERRITORY: AMERICAN SAMOA

Contact: Chris Murphy, Regional Administrator
(916) 498-5058

Organization

Governor: Lolo Matalasi Moliga (Independent, 1st Term)

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:
(None)

Members of Congress and party affiliation:
Amata Radewagen (R), Representative at Large

Governor’s Representative:
Commissioner Save Liuato A. Tuitele, Governor’s Representative for Highway Safety
American Samoa Department of Public Safety

Coordinator:
(Ms.) Sinatoga Moliga
Office of Highway Safety

Territory Police/Patrol Executive:
Tauese V. Sunia, Chief of Police

Territory EMS Director:
Chief Fuapopo Avegelio
American Samoa EMS

Territorial Legislature:
Senate: 17 non-partisan members
House 21 non-partisan members

TERRITORY STATISTICS *

	2008	2009	2010	2011	2012	2013
Number of Traffic Fatalities	2	3	5	0	1	2
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	87	61	23	18	17	15

Fatalities/100M VMT***	N/A	N/A	N/A	N/A	N/A	N/A
• Total	N/A	N/A	N/A	N/A	N/A	N/A
• Urban	N/A	N/A	N/A	N/A	N/A	N/A
• Rural	N/A	N/A	N/A	N/A	N/A	N/A
Number of Unrestrained Occupant Fatalities, All Seat Positions***	2	3	5	0	0	1
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	0	0	3	0	0	1
Number of Speeding-Related Fatalities	0	1	3	0	1	1
Number of Motorcyclist Fatalities	0	0	0	0	0	0
Number of Unhelmeted Motorcyclist Fatalities	0	0	0	0	0	0
Number of Drivers Age 20 or Younger Involved in Fatal Crashes***	1	2	1	0	1	0
Number of Pedestrian Fatalities	1	0	1	0	1	1
Number of Bicyclist and Other Cyclist Fatalities	0	0	0	0	0	0
Observed Seat Belt Use, Front Seat Outboard Occupants	56%	60%	73%	77%	75%	75%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

*** Data not collected in Territory

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		1989	All seats
Graduated Drivers License		X		
Open Container Law (154)		X		
Repeat Intoxicated Driver Law (164)		X		
CPS	X			More than 4 years
Booster Seat		X		
Motorcycle Helmet Law	X			All riders
Prohibit Racial Profiling		X		
High BAC		X		
Ignition Interlock		X		

PROGRAM AREA SUMMARIES

General:

The NHTSA Region 9 Office conducted a management review of American Samoa in August 2011. As a result of that management review, American Samoa was placed on high risk status. American Samoa remains on high risk status as of FY2015. American Samoa is scheduled for a management review in FY 2016.

Special Management Review (scheduled within year or conducted within year):

No Special Management Reviews scheduled.

Assessment (scheduled within year or conducted within year):

- Traffic Records – American Samoa has a traffic records assessment scheduled for December 2015.

Other assessments (as appropriate):

No assessments scheduled.

Impaired Driving:

American Samoa participates in the National impaired driving campaign and sustained impaired driving enforcement efforts. The Territory uses the impaired driving tag line, “Drive Sober or Get Pulled Over” for the 2013 Impaired Driving Crackdown. American Samoa conducts sobriety checkpoints and does support Administrative License Revocation (ALR).

American Samoa is a territory and does not qualify for Section 405d Impaired Driving Countermeasures Grant funding. As a territory, American Samoa also did not qualify for Section 410 funding during the SAFETEA-LU authorization period.

Seat Belt Use:

American Samoa uses the national tag line “Click It or Ticket” and will continue to use the tag line in the future. American Samoa’s challenge is to convince people that seat belt use is important in low-speed travel. The speed limit on all roads in American Samoa is 25 miles per hour.

Motorcycles: American Samoa reported no motorcycle fatalities for the past few years.

Speed: Most of American Samoa’s crashes occur when vehicles exceed the speed limit of 25 miles per hour.

Data Records/Traffic Records (TRCC): American Samoa’s Traffic Records system is able to map out crashes in real-time on the island territory.

Any Hot Issues: None

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$587,175	\$587,175	\$587,175
§405 Occupant Protection	N/A	\$74,837	\$73,635.64
§408 Traffic Records	\$500,000	\$500,000	\$500,000
§410 Impaired Driving	0	0	0
§410 HFR	0	0	0
§2010 Motorcycle	N/A	N/A	N/A
§2011 Booster Seat	N/A	N/A	N/A
§1906 Racial Profiling	N/A	N/A	N/A
§406 Primary Seat Belt	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A
§164 REPEAT OFFENDER	N/A	N/A	N/A
TOTAL	\$1,087,175	\$1,162,018	\$1,160,810.64

N/A - not eligible

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY 16
§402	\$ 585,416.94	\$ 580,925.00	\$ 625,036.99	\$ 676,548.87
§405 OP	\$	\$		
§405 IMPAIRED DRIVING	\$	\$		
§405 DATA	\$ 129,261.12	\$ 136,976.53	\$ 101,388.17	\$ 101,610.96
§405 DISTRACTION	\$	\$		
§405 MOTORCYCLE	\$	\$		
§405 GDL	\$	\$		
§154 OPEN CONTAINER	\$	\$		
§164 REPEAT OFFENDER	\$	\$		
TOTAL	\$ 714,678.06	\$ 717,901.53	\$ 726,425.16	\$ 778,159.83

N/A – not eligible

Date: August 29, 2017

STATE: ARIZONA

Contact: Chris Murphy, Regional Administrator
(916) 498-5058

Organization

Governor: Doug Ducey (R)

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Ann Kirkpatrick Transportation and Infrastructure

Senators and party affiliation:

Jeff Flake (R)

John McCain (R)

Members of Congress and party affiliation:

Ann Kirkpatrick (D) District 1

Martha McSally (R) District 2

Raul Grijalva (D) District 3

Paul Gosar (R) District 4

Matt Salmon (R) District 5

David Schweikert (R) District 6

Ruben Gallego (D) District 7

Trent Franks (R) District 8

Kyrsten Sinema (D) District 9

Governor's Representative:

Alberto Gutier, Director

Arizona Governor's Office of Highway Safety

(602) 255-3216

Coordinator:

(same)

State Police/Patrol Executive:

Director Frank Milstead

Arizona Department of Public Safety, Highway Patrol Division

State EMS Director:

Terry Mullins, Bureau Chief of EMS

Arizona Department of Health Services, Bureau of Emergency Medical Services & Trauma System

State Legislature:

Senate: 13 Democrats; 17 Republicans

House: 24 Democrats; 36 Republicans

STATEWIDE STATISTICS *

	2008	2009	2010	2011	2012	2013
Number of Traffic Fatalities	938	806	759	826	821	849
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	5,330	4,808	4,600	4,570	4,471	4,305
Fatalities/100M VMT	1.52	1.31	1.27	1.39	1.37	1.4
• Total	2.60	2.30	2.04	2.24	2.20	2.39
• Rural	1.07	0.89	0.95	1.04	1.03	1.09
• Urban						
Number of Unrestrained Occupant Fatalities, All Seat Positions	330	248	235	222	254	227
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	262	218	206	212	230	219
Number of Speeding-Related Fatalities	389	293	262	299	302	290
Number of Motorcyclist Fatalities	141	121	91	136	141	151
Number of Unhelmeted Motorcyclist Fatalities	68	66	50	73	70	83
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	153	95	79	116	99	119
Number of Pedestrian Fatalities	121	118	145	147	122	151
Number of Bicyclist and Other Cyclist Fatalities	19	25	19	23	18	31
Observed Seat Belt Use, Front Seat Outboard Occupants	79.9%	81.0%	81.8%	82.9%	82.2%	84.7%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		
Graduated Drivers License	X			6-Month Holding Period Provision for 16 yo
Open Container Law (154)	X			
Repeat Intoxicated Driver Law (164)	X			
CPS	X			
Booster Seat	X			
Motorcycle Helmet Law		X		
Prohibit Racial Profiling	X			

High BAC	X		2007	
Ignition Interlock	X			

PROGRAM AREA SUMMARIES

General:

The NHTSA Region 9 Office conducted a management review of the Arizona Governor's Office of Highway Safety in August 2014 in Phoenix, Arizona.

Assessment: (scheduled within year or conducted within year):
Occupant Assessment completed April 29, 2016.

Other assessments (as appropriate):

Traffic Records Assessment completed November, 2015. Next assessment required in 2020.

Impaired Driving:

General Summary of Activities:

Involvement in crackdown -

- Support of National tag line: Yes
- Number of LE involved:

Innovative programs

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark)

Arizona was penalized under Section 164 in 2013 which resulted in GOHS receiving a transfer of more than \$7m. The Arizona Legislature enacted law to bring state into IID compliance in 2013.

Carryover funding in any of the grant program areas – if issue: Not an issue

Drug Evaluation Classification (DEC) State: Yes

Does State have active Coordinating Committee: Yes

Hot issues (include if significant) (e.g. pending legislation): None

Etc.:

- Statewide SFST and DRE training for police officers
- Three multi-agency DUI Task Forces in Phoenix, Tucson and Flagstaff areas
- Mobile BAC testing vans, preliminary breath testers and videotaping
- Frequent sobriety checkpoints and saturation patrols at least monthly
- Strong Youth Alcohol Enforcement program targeting underage drinking

Seat Belt Use:

General Summary of Activities:

Involvement in Click It or Ticket mobilization – Yes

- Support of National tag line: Yes
- Number of LE involved: 80% participation in CIOT

Innovative programs: N/A

Any significant occupant protection Section 403 projects (sensitive issues; earmark): N/A

Carryover funding in any of the grant program areas – if issue: Not an issue

Does State have active Coordinating Committee: Yes
 Hot issues (include if significant) (e.g. pending legislation): None
 Participating in Next Generation Click or Ticket program.

Etc.:

Other Significant Programs (provide if applicable):

Safe Communities: Nothing significant.

Motorcycles: Region 9 conditioned approval of the 2014 Arizona HSP to require GOHS to provide proportional funding for motorcycle safety issues.

Speed: Nothing significant.

Pedestrians/Bicycles: Region 9 conditioned approval of the 2014 Arizona HSP to require GOHS to provide proportional funding for motorcycle safety issues.

Emergency Medical Services: Nothing significant.

Data Records/Traffic Records (TRCC): Nothing significant.

Federal Highway Focus City/State: Phoenix, Arizona is a focus city for pedestrian injuries and fatalities.

Congressional Earmarks: Nothing significant.

Any Hot Issues:

Transfer Programs: Section 164 funds transferred in 2013.

Hyperthermia: Administrator David Strickland and Region 9 Administrator David Manning, PhD, attended a Hyperthermia Awareness press event in Arizona in July 2012 coordinated by Governor's Representative for Highway Safety Alberto Gutier.

	SAFETEA-LU FUNDING CHART		
ARIZONA	FY10	FY11	FY12
§402	\$ 3,720,276	\$ 4,161,471	\$ 4,164,699.34
§405 Occupant Protection	\$ 0	\$ 0	\$ 0

§408 Data Improvement	\$ 500,000	\$ 500,000	\$ 429,884
§410 Impaired Driving	\$ 2,053,648	\$ 2,277,707	\$ 2,253,724.71
§410 HFR	\$ 0	\$ 0	\$ 0
§2010 Motorcycle	\$ 114,198	\$ 114,198	\$ 115,514.44
§2011 Booster Seat	\$ 0	\$ 0	\$ 185,424.20
§1906 Racial Profiling	\$ 0	\$ 0	\$ -271.91
§406 Primary Seat Belt	\$ 0	\$ 0	\$ 0
§154 OPEN CONTAINER	\$ 0	\$ 0	\$ 0
§164 REPEAT OFFENDER	\$ 0	\$ 0	\$ 0
TOTAL	\$ 6,388,122.00	\$ 7,053,376.00	\$ 7,148,974.78

- N/A - not eligible

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY 16
§402	\$ 4,167,272.70	\$ 4,127,809.34	\$ 4,452,485.82	\$ 4,789,002.29
§405 OP	\$	\$		
§405 DATA	\$ 819,996.63	\$ 868,941.10	\$ 643,178.40	\$ 644,591.74
§405 IMPAIRED DRIVING	\$ 2,334,549.95	\$ 2,333,952.10 \$ 346,639.09*	\$ 2,307,797.16 \$ 345,425.37*	\$ 2,328,088.51 \$ 348,866.27*
§405 DISTRACTION	\$	\$	\$	
§405 MOTORCYCLE	\$ 73,133.17	\$ 73,628.63	\$ 72,719.03	\$ 71,629.62
§405 GDL	\$	\$	\$	
§154 OPEN CONTAINER	\$	\$	\$	
§164 REPEAT OFFENDER	\$ 7,223,778.00	\$	\$	
TOTAL	\$ 14,610,012.78	\$ 7,750,970.26	\$ 7,821,605.78	\$ 8,182,178.43

*405 Impaired Driving Interlock

*** Key:

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A - not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds

Date: August 29, 2017

TERRITORY: GUAM

Contact: Chris Murphy, Regional Administrator
(916) 498-5058

Organization

Governor: Eddie Balza Calvo (R, 2nd term)

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:
(None)

Members of Congress and party affiliation:
Madeleine Z. Bordallo (D), Representative at Large

Governor's Representative:
Glenn Leon Guerrero, Director
Department of Public Works

Coordinator:
Cecilia D. Javier, Highway Safety Coordinator
Office of Highway Safety

Territory Police/Patrol Executive:
Fred E. Bordallo, Jr., Chief of Police, Guam Police Department

Territory EMS Director:
James W. Gillan, Director, Department of Public Health & Social Services

Territorial Legislature:
Senate: 6 Republicans; 9 Democrats

TERRITORY STATISTICS

	2008	2009	2010	2011	2012	2013
Number of Traffic Fatalities	8	15	16	15	16	18
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	448	267	484	916	1180	1121
Fatalities/100M VMT***	N/A	N/A	N/A	N/A	N/A	N/A
• Total	N/A	N/A	N/A	N/A	N/A	N/A
• Urban	N/A	N/A	N/A	N/A	N/A	N/A
• Rural	N/A	N/A	N/A	N/A	N/A	N/A
Number of Unrestrained Occupant Fatalities, All Seat Positions***	0	2	0	0	2	5
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	5	9	0	1	1	3
Number of Speeding-Related Fatalities	1	6	8	7	5	7
Number of Motorcyclist Fatalities	0	4	2	3	4	2
Number of Unhelmeted Motorcyclist Fatalities	0	2	0	0	3	2
Number of Drivers Age 20 or Younger Involved in Fatal Crashes***	1	1	0	1	0	1
Number of Pedestrian Fatalities	3	4	4	2	4	6
Number of Bicyclist and Other Cyclist Fatalities	0	0	0	0	0	0
Observed Seat Belt Use, Front Seat Outboard Occupants	85%	80%	85%	84%	81%	94%

** The Number of Serious Injuries in Traffic Crashes from State data system.

*** Data not collected in Territory

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		January 1, 2010, as amended	All occupants
Graduated Drivers License	X		June 30, 2000 (P.L. 25-96)	15 ½ years old and above
Open Container Law (154)	X		June 22, 1993	
Repeat Intoxicated Driver Law (164)	X		June 22, 1993	
CPS	X		January 1, 2010, as amended	Under 12 years old
Booster Seat	X		January 1, 2010, as amended	Under 12 years old and less than 4'9"
Motorcycle Helmet Law	X		1997, Public Law 24-02	Below 18 years of age
Prohibit Racial Profiling		X		
High BAC		X		
Ignition Interlock	X		January 2, 2008 (P.L. 29-050)	All license drivers
Increasing the Minimum Legal Drinking Age from 18 to 21	X		July 8, 2010	Age 21 and above

PROGRAM AREA SUMMARIES

General:

The NHTSA Region 9 Office conducted a management review of the Guam Office of Highway Safety in August 2013 in Tamuning, Guam. Guam was taken off high risk status in FY 2011.

Special Management Review (scheduled within year or conducted within year):

A Seat Belt Special Management Review was conducted in August 2013. Note that this SMR is the equivalent of an OP assessment for Guam to qualify for Section 405b Occupant Protection funds.

Assessment (scheduled within year or conducted within year):

- Impaired Driving
- Occupant Protection
- OP assessment conducted in August 2013.

Other assessments (as appropriate):

Impaired Driving:

Guam participates in the National impaired driving campaign and sustained impaired driving enforcement efforts. The Territory uses the impaired driving tag line, “Drive Sober or Get Pulled Over” for the 2013 Impaired Driving Crackdown.

Guam is a territory and does not qualify for Section 405d Impaired Driving Countermeasures Grant funding. As a territory, Guam also did not qualify for Section 410 funding during the SAFETEA-LU authorization period.

Hot issues (include if significant) (e.g. pending legislation): Cell Phone Legislation; Move-Over Legislation – both pending; Guam has enacted a Distracted Driving law that did not meet the Section 405(e) grant criteria. Guam intends to modify their law as appropriate.

Seat Belt Use:

Guam uses the national tag line “Click It or Ticket” and will continue to use the tag line in the future. Guam has had a seat belt use of 80% and above for the past five years.

Safe Communities: Nothing significant.

Motorcycles: Motorcycle Helmet Legislation – still pending.

Speed: Nothing significant.

Pedestrians/Bicycles: Nothing significant.

Emergency Medical Services: Nothing significant.

Data Records/Traffic Records (TRCC): Nothing significant.

Federal Highway Focus City/State: Nothing significant.

Congressional Earmarks: Nothing significant.

Any Hot Issues: Anticipated Military Build-up.

Transfer Programs: GUAM does not meet requirements for the Open Container Law under Section 154 of TEA-21 and does not meet the requirements for the Repeat Offender Law under Section 164.

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$587,159.44*	\$587,175	\$587,175
§405 Occupant Protection	\$75,414	\$78,837	\$73,635.64
§408 Traffic Records	\$499,997.36*	\$500,000	\$500,000
§410 Impaired Driving	0	0	0
§410 HFR	0	0	0
§2010 Motorcycle	N/A	N/A	N/A
§2011 Booster Seat	N/A	N/A	N/A
§1906 Racial Profiling	N/A	N/A	N/A
§406 Primary Seat Belt	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A
§164 REPEAT OFFENDER	N/A	N/A	N/A
TOTAL	\$1,162,570.80	\$1,162,012	\$1,160,810.64

N/A – not eligible

*Adjustments made to Sec. 402 and 408 near end of FY10

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY 16
§402	\$ 585,417.55	\$ 580,925.00	\$ 625,036.99	\$ 676,548.87
§405 OP	\$ 151,624.03	\$ 156,086.76	\$ 147,961.06	\$ 116,073.60
§405 IMPAIRED DRIVING	\$	\$		
§405 DATA	\$ 129,261.12	\$ 136,976.53	\$ 101,388.17	\$ 101,610.96
§405 DISTRACTION	\$ 153,027.40	\$	\$	
§405 MOTORCYCLE	\$	\$	\$	
§405 GDL	\$	\$	\$	
§154 OPEN CONTAINER	\$	\$	\$	
§164 REPEAT OFFENDER	\$	\$	\$	
TOTAL	\$ 1,019,330.10	\$ 873,988.29	\$ 874,386.22	\$ 894,233.43

N/A – not eligible

Date: August 29, 2017

STATE: HAWAII

Contact: Chris Murphy, Regional Administrator
(916) 498-5058

Organization

Governor: David Ige (D)

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Brian Schatz (D) - US Senate Committee on Commerce, Science, and Transportation,
US Senate Committee on Appropriations

Senators and party affiliation:

Mazie Hirono (D)

Brian Schatz (D)

Members of Congress and party affiliation:

Mark Takai (D), 1st District

Tulsi Gabbard (D), 2nd District

Governor's Representative:

Ford Fuchigami, Director

Hawaii Department of Transportation

Coordinator:

Lee Nagano, Highway Safety Manager

Hawaii Department of Transportation

State Police/Patrol Executive:

Nolan Espinda, Director

Hawaii Department of Public Safety

State EMS Director:

Vacant, Branch Chief

State Department of Health, EMSIPS Branch

(Emergency Medical Services and Injury Prevention System)

Interim contact: Virginia Pressler, M.D., Director

Hawaii State Department of Health

State Legislature:

Senate: 24 Democrats; 1 Republican

House: 44 Democrats; 7 Republicans

STATEWIDE STATISTICS *

	2008	2009	2010	2011	2012	2013
Number of Traffic Fatalities	107	109	113	100	125	102
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	330	320	354	N/A	N/A	N/A
Fatalities/100M VMT	1.04	1.09	1.13	.99	1.24	1.01
• Total	2.32	1.69	1.73	1.75	2.33	2.23
• Rural	0.63	0.90	0.94	0.76	0.90	.75
• Urban						
Number of Unrestrained Occupant Fatalities, All Seat Positions	27	27	25	14	31	23
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	42	52	43	45	47	33
Number of Speeding-Related Fatalities	50	59	51	45	69	44
Number of Motorcyclist Fatalities	25	35	26	32	40	29
Number of Unhelmeted Motorcyclist Fatalities	18	21	21	25	28	19
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	18	16	14	12	10	9
Number of Pedestrian Fatalities	20	16	26	23	26	23
Number of Bicyclist and Other Cyclist Fatalities	2	3	3	2	2	2
Observed Seat Belt Use, Front Seat Outboard Occupants	97.01%	97.92%	97.6%	96%	93%	94%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		1985	
Graduated Drivers License	X		2006	
Open Container Law (154)	X		1981	
Repeat Intoxicated Driver Law (164)	X		1995	
CPS	X		1983	
Booster Seat	X		1/2007	
Motorcycle Helmet Law		X		
Prohibit Racial Profiling	X			
High BAC		X		
Ignition Interlock	X		1/2011	

PROGRAM AREA SUMMARIES

General:

The NHTSA Region 9 Office conducted a management review of the Hawaii Department of

Transportation Office of Highway Safety in July 2015 in Honolulu, HI.

Special Management Review (scheduled within year or conducted within year):

No Special Management Reviews scheduled.

Assessment (scheduled within year or conducted within year):

A Traffic Records Assessment was conducted on September 2011.

Other assessments (as appropriate):

No other assessments scheduled.

Impaired Driving:

General Summary of Activities:

Involvement in crackdown –

- Support of National tag line: Yes
- Number of LE involved: 100% participation from all 4 county police departments

Innovative programs

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark)

Section 410:

- Sobriety checkpoints: Yes
- ALR: Yes

Carryover funding in any of the grant program areas – if issue: Not an issue

Drug Evaluation Classification (DEC) State: Yes

Does State have active Coordinating Committee: Yes

Hot issues (include if significant) (e.g. pending legislation): None

Etc.: N/A

Seat Belt Use:

General Summary of Activities:

Involvement in Click It or Ticket mobilization – Yes

- Support of National tag line: Yes
- Number of LE involved:

Innovative programs: Honolulu Police Department officers received permission from the Hawaii Department of Education to monitor students being dropped off and picked up in the mornings and afternoons. During that time, officers ensure that students are properly restrained using seat belts and child passenger safety seats.

Any significant occupant protection Section 403 projects (sensitive issues; earmark): N/A

Carryover funding in any of the grant program areas – if issue: Not an issue

Does State have active Coordinating Committee: Yes

Hot issues (include if significant) (e.g. pending legislation): The Governor signed a Seat Belt Bill covering all seating positions into law in May 2013. The signing and related press releases were timed to coincide with the national Click It or Ticket campaign in May.

Etc.:

Hawaii has enacted several major priority laws, including Ignition Interlock. In 2012, Hawaii's seat belt

use rate was 93%, making Hawaii one of the highest seat belt use rates in the Nation.

Other Significant Programs (provide if applicable):

Safe Communities: Nothing significant.

Motorcycles: There are currently motorcycle safety training ranges in three counties. The Big Island of Hawaii will have one beginning November 2013, with a dedication ceremony in late October 2013. Prior to 2012, there was only one motorcycle safety training range in the state, located on the island of Oahu.

Speed: Nothing significant.

Pedestrians/Bicycles: Walk Wise Hawaii has been instrumental in creating awareness of pedestrian safety amongst Hawaii's population, ranging from children to senior citizens. Hawaii dedicates the month of August as Pedestrian Safety Month. Currently, Hawaii is the only state to do so.

Emergency Medical Services: Hawaii has made tremendous improvements in the collection of EMS and trauma registry data with the implementation and continuation of the Hawaii Emergency Medical Services Information System (HEMSIS).

Data Records/Traffic Records (TRCC): Nothing significant.

Federal Highway Focus City/State: Nothing significant.

Congressional Earmarks: Nothing significant.

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Washington State TACT project):

Any Hot Issues:

Transfer Programs: Hawaii does not meet the requirements for the Open Contain Law under Section 154 of TEA-21 and the Repeat Offender Law under Section 164.

SAFETEA-LU FUNDING CHART****

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$ 1,761,525	\$ 1,761,525	\$ 1,761,525
§405 Occupant Protection	\$ 150,827	\$ 149,675	\$ 147,271.28

§408 Traffic Records	\$ 500,000	\$ 500,000	\$ 500,000
§410 Impaired Driving	\$ 972,388	\$ 964,139	\$ 953,248.26
§410 HFR	\$0	\$0	\$0
§2010 Motorcycle	\$ 100,000	\$ 100,000	\$ 100,000
§2011 Booster Seat	\$ 81,337	\$ 78,399	\$ 56,644.84
§1906 Racial Profiling	N/A	N/A	N/A
§406 Primary Seat Belt	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A
§164 REPEAT OFFENDER	N/A	N/A	N/A
TOTAL	\$ 3,566,077	\$ 3,553,738	\$3,518,689.38

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY16
§402	\$ 1,756,252.67	\$ 1,742,775.00	\$ 1,875,110.98	\$ 2,029,646.62
§154 OPEN CONTAINER	\$	\$	\$	\$ 1,709,380.00
§164 REPEAT OFFENDER	\$	\$	\$	\$ 1,709,380.00
§405 OP	\$ 454,872.10	\$ 468,260.30	\$ 443,883.18	\$ 348,220.82
§405 DATA	\$ 387,783.36	\$ 410,929.62	\$ 304,164.52	\$ 304,832.90
§405 IMPAIRED DRIVING	\$ 1,104,028.48	\$ 1,103,745.75	\$ 1,091,376.86	\$ 1,100,972.81
§405 DISTRACTION	\$	\$		
§405 MOTORCYCLE	\$ 34,585.29	\$ 34,819.60	\$ 34,389.44	\$ 33,874.25
§405 GDL	\$	\$	\$	
TOTAL	\$ 3,737,521.90	\$ 3,760,530.27	\$ 3,748,924.98	\$ 7,236,307.40

*** Key:

- Include funding that has been awarded for all that apply
- 0 - didn't receive funding – either didn't qualify or didn't apply
- N/A – not eligible (e.g. 154/164); if compliant don't receive money or Territories not eligible for certain grant funds

Date: August 29, 2017

TERRITORY: COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS (CNMI)

Contact: Chris Murphy, Regional Administrator
(916) 498-5058

Organization

Governor: Ralph Deleon Guerrero Torres (R) (took office on December 29, 2015)

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:
(None)

Members of Congress and party affiliation:
U.S. Delegate to the Northern Mariana Islands
Congressman Gregorio Kilili Camacho Sablan (D)

Governor's Representative:
Robert A. Gurerro, Acting Commissioner
Department of Public Safety

Coordinator:
Margaret Camacho, Officer in Charge
DPS/Office of Highway Safety

Territory Police/Patrol Executive:
N/A

Territory EMS Director:
Fire Chief Thomas Manglona Jr.

Territorial Legislature:
Senate: (7) Republican, (2) Independent
House: (7) Republican, (13) Independent

TERRITORY STATISTICS

	2008	2009	2010	2011	2012	2013
Number of Traffic Fatalities	9	7	4	2	4	4
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	9	7	N/A	6	11	8
Fatalities/100M VMT***	N/A	N/A	N/A	N/A	N/A	N/A
• Total	N/A	N/A	N/A	N/A	N/A	N/A
• Urban	N/A	N/A	N/A	N/A	N/A	N/A
• Rural	N/A	N/A	N/A	N/A	N/A	N/A
Number of Unrestrained Occupant Fatalities, All Seat Positions***	0	0	0	0	4	3
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	5	3	0	1	4	3
Number of Speeding-Related Fatalities	N/A	1	2	1	1	2
Number of Motorcyclist Fatalities	0	0	0	0	0	1
Number of Unhelmeted Motorcyclist Fatalities	0	0	0	0	0	0
Number of Drivers Age 20 or Younger Involved in Fatal Crashes***	0	N/A	1	1	1	1
Number of Pedestrian Fatalities	3	2	2	0	0	1
Number of Bicyclist and Other Cyclist Fatalities	0	0	0	0	0	0
Observed Seat Belt Use, Front Seat Outboard Occupants	90%	90%	81%	94%	N/A	90.5%

** The Number of Serious Injuries in Traffic Crashes from State data system.

*** Data not collected in Territory

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		April 20, 1990	All Ages
Graduated Drivers License		X		
Open Container Law (154)	X		April 10, 1997	
Repeat Intoxicated Driver Law (164)		X		
CPS	X		April 20, 1990	All Ages
Booster Seat	X		April 20, 1990	All Ages
Motorcycle Helmet Law	X		Feb 8, 2001	
Prohibit Racial Profiling		X		
High BAC	X		July 6, 1995	
Ignition Interlock		X		

PROGRAM AREA SUMMARIES

General:

The NHTSA Region 9 Office conducted a management review of the CNMI in August 2013 in Saipan.

Special Management Review (scheduled within year or conducted within year): None
No Special Management Reviews scheduled. None

Assessment (scheduled within year or conducted within year): None

- Impaired Driving
- Occupant Protection

No assessments scheduled.

Other assessments (as appropriate): None

No assessments scheduled.

Impaired Driving:

The CNMI participates in the December 3D Month Impaired Driving campaign as well as the annual 4th of July Prevention Campaign and Labor Day Crackdown. The CNMI has the follow number of law enforcement officers involved: 30 Officers: Saipan (15), Tinian (5), Rota (10). The CNMI uses FaceBook to increase traffic safety awareness.

The CNMI is a territory and therefore does not qualify for either Section 405d Impaired Driving funds under MAP-21 or Section 410 funds under the SAFETEA-LU authorization period.

Seat Belt Use:

The CNMI participates in the national Click It or Ticket campaign and supports the national CIOT tagline. Enforcement activities involve 30 law enforcement officers broken down as follows by island: Saipan (15), Tinian (5), and Rota (10). The CNMI also uses FaceBook to increase seat belt use awareness. The CNMI did not conduct a seat belt survey in 2012. This resulted in a 20% penalty in Sec. 402 funding for FY 2013. Note that the CNMI has completed their 2013 seat belt survey using the new NHTSA-approved methodology. The 2013 rate is 90.51%.

Etc.:

The CNMI has consistently had a low fatality count. For the past five years, there have been fewer than 10 fatalities per year in the CNMI.

Other Significant Programs (provide if applicable):

Safe Communities: Nothing significant.

Motorcycles: Nothing significant.

Speed: Nothing significant.

Pedestrians/Bicycles: (In 2010, increased in number of bicycle and moped road users due to increase in gas prices.)

Emergency Medical Services: Nothing significant.

Data Records/Traffic Records (TRCC): Nothing significant.

Federal Highway Focus City/State: Nothing significant.

Congressional Earmarks: Nothing significant.

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Washington State TACT project): None

Any Hot Issues: None

Transfer Programs: CNMI does not meet requirements for the Open Contain Law under Section 154 of TEA-21 and does not meet the requirements for the Repeat Offender Law under Section 164.

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$587,175	\$587,175	\$587,175
§405 Occupant Protection	\$75,414	\$74,837	\$0
§408 Traffic Records	\$500,000	\$500,000	\$0
§410 Impaired Driving	0	0	0
§410 HFR	0	0	0
§2010 Motorcycle	N/A	N/A	N/A
§2011 Booster Seat	N/A	N/A	N/A
§1906 Racial Profiling	N/A	N/A	N/A
§406 Primary Seat Belt	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A
§164 REPEAT OFFENDER	N/A	N/A	N/A
TOTAL	\$1,162,589	\$1,162,012	\$587,175

N/A – not eligible

MAP-21 FUNDING CHART				
	FY13	FY14	FY15	FY 16
§402	\$ 468,099.99	\$ 580,925.00	\$ 625,036.99	\$ 676,548.87
§405 OP	\$	\$	\$	\$ 116,073.60
§405 IMPAIRED DRIVING	\$	\$	\$	
§405 DATA	\$ 129,261.12	\$ 0	\$ 101,388.17	\$ 101,610.96
§405 DISTRACTION	\$	\$	\$	
§405 MOTORCYCLE	\$	\$	\$	
§405 GDL	\$	\$	\$	
§154 OPEN CONTAINER	\$	\$	\$	
§164 REPEAT OFFENDER	\$	\$	\$	
TOTAL	\$ 597,361.11	\$ 580,925.00	\$ 726,425.16	\$ 894,233.43

N/A – not eligible

August 15, 2017

State: Tennessee

Contact: Regional Administrator Carmen N. Hayes, Region 4
(404) 562-3739

Organization

Governor: Bill Haslam (R) – First Term

U.S. Congressional Delegation:

Senators: Lamar Alexander (R) (Appropriations)
Bob Corker (R)

Members of Congress: John J. Duncan, Jr. (R) (Transp. and Infrastructure)
Jim Cooper (D)
Marsha Blackburn (R) (Energy and Commerce)
Steve Cohen (D) (Transp. and Infrastructure)
David Roe (R)
Chuck Fleischmann (R) (Transp. and Infrastructure)
Scott DesJarlais (R)
Diane Black (R)
Stephen Fincher (R)

Governor's Representative: David Purkey, Commissioner
Department of Safety & Homeland Security

Coordinator: None

State Police/Patrol Executive: Colonel Tracy Trott
Tennessee Highway Patrol

State EMS Director: Donna Tidwell, Director
Division of Emergency Medical Service

State Legislature:

Senate: 5 Democrats; 28 Republicans
House: 26 Democrats; 73 Republicans;

STATEWIDE STATISTICS*

	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	937	1,015	995	963	958	
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	7,376	7,609	6,941	6,868	7,611	
Fatalities/100M VMT						
• Total	1.32	1.43	1.40	1.33	1.28	
• Rural	1.92	2.04	1.90	1.79	1.88	
• Urban	0.93	1.02	1.08	1.08	0.93	
Number of Unrestrained Occupant Fatalities, All Seat Positions	366	398	349	355	332	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	259	286	284	273	252	
Number of Speeding-Related Fatalities	215	197	239	220	187	
Number of Motorcyclist Fatalities	115	139	138	120	123	
Number of Unhelmeted Motorcyclist Fatalities	18	9	12	10	12	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	141	145	117	121	103	
Number of Pedestrian Fatalities	80	67	80	86	104	
Number of Bicyclist and Other Cyclist Fatalities	5	8	8	5	10	
Observed Seat Belt Use, Front Seat Outboard Occupants	87.4	84.8	87.7	87.7	86.2	88.9

* Data Source: [State Traffic Safety Information \(STSI\) website.](#)

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		7/1/04	N/A
Graduated Drivers License	x		7/1/01	Under 18
Open Container Law (154)		x		N/A
Repeat Intoxicated Driver Law (164)	x		10/2002	N/A
CPS	x		1977	Under 4
Booster Seat	x		7/1/04	4 - 8
Motorcycle Helmet Law	x		1967	All ages
Prohibit Racial Profiling	x		1/2006	N/A
High BAC		x		N/A

PROGRAM AREA SUMMARIES

General:

Tennessee participated in a Motorcycle Safety Assessment February 2-7, 2014. Tennessee hosted the 2014 National Lifesavers Conference April 27-29, 2014. Tennessee also completed a Traffic Records Assessment on May 18, 2014. In 2013, Tennessee concluded 403 demonstration grants to test combined messaging to reduce unrestrained and impaired driving fatalities and a project with the National Parks Service focusing on high visibility enforcement in the Great Smoky Mountains National Park. Tennessee completed an Occupant Protection Assessment February 8-13, 2015. Tennessee completed a Management Review September 14-18, 2015.

Impaired Driving:

Tennessee actively participates in the National crackdown. The state does not use the new impaired driving tag line; instead, it uses Booze It & Lose It. They have used Booze It & Lose It for over five years. During the 2015 Impaired Driving Crackdown, 368 law enforcement agencies conducted sobriety checkpoints and saturation patrols across the state. Tennessee is a Drug Evaluation and Classification (DEC) state and it is managed out of the Tennessee Governor's Highway Safety Office (GHSO). Tennessee was admitted as a DEC state in 2005 and as of June 2014, Tennessee has 96 Drug Recognition Experts (DREs). 2,796 arrests resulted in the 2015 Impaired Driving Crackdown for impairment alone. Paid media for the Impaired Driving Crackdown totaled \$233,805.00. The GHSO supports 21 special impaired driving prosecutors throughout the state and supports two Traffic Safety Resource Prosecutors (TSRPs) from the Tennessee District Attorneys General Conference. The Governor convened a committee called the Governor's Driving Under the Influence (DUI) Task Force, designed to streamline the state's impaired driving statutes. Tennessee does not have Open Container or Administrative License Revocation (ALR) legislation. During the 2013 General Assembly, Tennessee passed legislation to amend and enhance its current ignition interlock law by requiring everyone convicted of a DUI to install an ignition interlock device in their car. HB 353 was signed by Governor Haslem on May 13, 2013.

Seat Belt Use:

Tennessee's seat belt use rate was 88.9% in 2016. Tennessee was the first in the nation to pass Child Passenger Safety (CPS) legislation and in July 2004 passed booster seat legislation. Tennessee continues to emphasize the importance of increased seat belt usage among pickup truck drivers by making it an ongoing component of Click It or Ticket and other occupant protection activities. Tennessee passed SB 0120 on March 12, 2015. SB 0120 amends Tennessee's current primary seat belt law by specifically exempting utility workers and meter readers from wearing seat belts while emerging from and re-entering a vehicle at frequent intervals and while the vehicle is operated at less than 40 mph. Increase in seat belt fines go into effect January 1, 2016, first time offenders - \$25 and second time offenders - \$50. During the 2015 Click It or Ticket (CIOT) campaign 367 agencies participated and produced 10,202 seat restraint violations. The paid media during this period totaled 210,602.00. Agencies provided 147 checkpoints statewide during CIOT.

Safe Communities:

Tennessee currently does not have any Safe Communities projects across the state. However, Tennessee maintains strong coalitions across the state and is continuously developing new relationships that are essential to the statewide highway safety campaigns. These relationships provide a valuable link to the highway safety office in conducting outreach and community-level planning, training and multidisciplinary safety activities.

Speed:

In 2014, Tennessee had 220 speed-related crash fatalities, down from 236 in 2013. The Summer Heat program is primarily a speed campaign but also emphasizes seat belts and impaired driving.

Child Passenger Safety: There are 81 Child Passenger Inspections stations located throughout the state of Tennessee.

Data Records/Traffic Records Coordinating Committee (TRCC):

Tennessee has an active TRCC and received MAP-21 Section 405(c) State Traffic Safety Information System Improvement Grant funds in the amount of \$983,358.21 (2013) and \$1,042,053.51 (2014).

Data-Driven Approaches to Crime and Traffic Safety (DDACTS): Tennessee successfully participated in the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Project in 2009 and continues to do so. Tennessee plans to conduct a DDACTS Implementation Workshop August 8, 2016.

Distracted Driving: Tennessee does not have a hand-held cellphone ban. Young drivers holding a learner's permit or intermediate license and school bus drivers have an all cellphone use ban. However, all drivers have a texting ban with primary enforcement. "Thumbs Down To Texting & Driving", is the campaign message used in Tennessee.

Motorcycle: A law went into effect January 1, 2016 that allows motorcycle riders to not wear helmets in low speed parades or funeral processions.

Social Media: Tennessee provides several social media outlets to communicate with their partners. These outlets are Facebook, Twitter, Instagram and Youtube.

Any Hot Issues: N/A

MAP-21 FUNDING CHART				
Tennessee	FY13	FY14	FY15	FY16
§402	\$4,560,093.66	\$4,519,860.68	\$4,854,367.86	\$4,655,164.43
§405b Occupant Protection	\$1,153,484.81	\$1,187,435.19	\$1,125,618.60	\$883,033.75
§405d Impaired Driving	\$2,799,644.26	\$2,798,927.29	\$2,767,561.71	\$2,791,895.55
§405c Data	\$983,358.21	\$1,042,053.51	\$771,313.85	\$773,008.77
§405f Motorcycle	\$87,702.93	\$88,297.10	\$87,206.28	\$85,899.84
§154 Open Container	\$10,514,754.00	\$12,803,951.00	\$10,347,465.00	\$10,667,811.00
TOTAL	\$20,099,037.87	\$22,440,524.77	\$19,953,533.30	\$19,856,813.34

FAST ACT FUNDING CHART

Tennessee	FY17	FY18	FY19	FY20
§402	\$ 5,212,493.66			
§405b Occupant Protection	\$ 714,692.03			
§405c Traffic Records	\$ 782,885.15			
§405d Impaired Driving	\$ 2,802,267.40			
§405f Motorcycle	\$ 86,067.85			
§154 Open Container	\$ 10,601,739.00			
TOTAL	\$ 20,200,145.09	\$ 0	\$ 0	\$ 0

DATE: September 7, 2016

STATE: TEXAS

**CONTACT: NHTSA Region 6 Administrator
Georgia S. Chakiris (817) 978-4300**

State Organization:

Governor: Greg Abbott (R), First Term November 2014

U.S. Congressional Delegation:

Senators :

John Cornyn (R) Senate Committee on Finance, Committee on the Judiciary
Ted Cruz (R) Committee on Commerce, Science, & Transportation

U.S. Representatives:

1 - Louie Gohmert (R) Tyler	13 - Mac Thornberry (R) Clarendon	25 - John Roger Williams (R) Austin
2 - Ted Poe (R) Humble	14 - Randy Weber (R) Surfside	26 - Michael C. Burgess (R) Lewisville – Energy & Commerce
3 - Sam Johnson (R) Plano	15 - Rubén Hinojosa (D) Mercedes	27 - Blake Farenthold (R) Corpus Christi – Subcommittee on Highways and Transit
4 - John Ratcliffe. (R) Rockwall	16 - Beto O'Rourke (D) El Paso	28 - Henry Cuellar (D) Laredo-Appropriations
5 - Jeb Hensarling (R) Dallas	17 - Bill Flores (R) Waco	29 - Gene Green (D) Houston – Committee on Energy & Commerce
6 - Joe Barton (R) Ennis – Energy & Commerce	18 - Sheila Jackson Lee (D) Houston- Transportation Security (Ranking Member)	30 - Eddie Bernice Johnson (D) Dallas – Transportation & Infrastructure
7 - John Abney Culberson (R) Houston – Appropriations	19 - Randy Neugebauer (R) Lubbock	31 - John R. Carter (R) Round Rock –Transportation
8 - Kevin Brady (R) The Woodlands	20 - Joaquín Castro (D) San Antonio	32 - Pete Sessions (R) Dallas
9 - Al Green (D) Houston	21 - Lamar S. Smith (R) San Antonio	33- Marc Veasey (D) Fort Worth
10 - Michael T. McCaul (R) Austin	22 - Pete Olsen (R) Sugar Land –Energy & Commerce	34- Filemon Bartolome Vela, Jr (D) Brownsville
11 - K. Michael Conaway (R) Midland	23 - Will Hurd (R) San Antonio	35- Lloyd Alton Doggett II (D) Austin
12 - Kay Granger (R) Fort Worth – Appropriations	24 - Kenny Marchant (R) Coppell	36- Brian Babin (R) Friendswood

Governor's Representative:

James M. Bass , Executive Director
Texas Department of Transportation (TxDOT)

Coordinator:

Carol T. Rawson, P.E.

Director of TxDOT Traffic Operations Division

State Police/Patrol Executive:

Steven C. McCraw
Director, Texas Department of Public Safety

State EMS Director:
Services,

Maxie Bishop Jr., Director, TX Dept. of State Health
EMS/Trauma Systems Coordination Office

State Legislature:

Session January 13, 2015- June 1, 2015 (140 days) -Last
January 11, 2017- June 1, 2017 (140 days) -Next
Senate: 11 Democrats; 20 Republicans
House: 51 Democrats; 98 Republicans-District 118 Vacant

STATEWIDE STATISTICS*

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	3,104	3,0238	3,016	3,398	3,382	3,538	3,516
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	80,244	82,685	80,067	87,340	89,336	90,744	NA
Fatalities/100M VMT	1.35	1.29	1.29	1.43	1.39	1.46	NA
• Total	2.45	22.12	2.09	2.39	2.19	2.62	
• Rural	0.88	0.92	0.95	1.02	1.02	1.00	
• Urban							
Number of Unrestrained Occupant Fatalities, All Seat Positions	950	838	842	930	900	973	859
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	1,253	1,270	1,216	1,290	1,337	1,446	1,323
Number of Speeding-Related Fatalities	1,248	1,205	1,177	1,251	1,175	1,284	1,105
Number of Motorcyclist Fatalities	429	429	478	454	491	450	443
Number of Unhelmeted Motorcyclist Fatalities	278	246	255	264	279	234	231
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	533	469	424	447	438	450	457
Number of Pedestrian Fatalities	350	349	425	482	480	476	537
Number of Bicyclist and Other Cyclist Fatalities	48	42	45	56	48	50	50
Observed Seat Belt Use, Front Seat Outboard Occupants	92.9%	93.8%	93.7%	94.04%	90.28%	90.74%	90.47%

* Data Source: [State Traffic Safety Information \(STSI\) website.](#)

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		September 1, 1985	Front & back seat for everyone, passed 2009
Graduated Drivers License	X		2002	Less than 18 years of age
Open Container Law (154)	X		2001	N/A
Repeat Intoxicated Driver Law (164)	X		2001	N/A
Child Passenger Safety	X		1984	0 – 4 years of age
Booster Seat	X		June 1, 2010	4 yrs. to 8 yrs. of age unless 4'8" or taller
Motorcycle Helmet Law	X		1997	Less than 21 years of age
Prohibit Racial Profiling	X		2001	N/A
High BAC	X		2005	N/A

PROGRAM AREA SUMMARIES

General:

Management Review - FY16

Management Review - FY13

Special Management Reviews

- Impaired Driving - FY10
- Occupant Protection - N/A

Assessment – scheduled within year or conducted within year

- Impaired Driving FY15
- Motorcycle -February FY14
- Occupant Protection - N/A
- Traffic Records FY13

Impaired Driving: In Texas, there is a traffic crash about every 20 minutes involving a driver under the influence of alcohol. Labor Day weekend is an especially dangerous time on Texas roads. In 2013, DUI-alcohol-related traffic fatalities accounted for 1 in 3 of all Texas roadway deaths — or nearly 1,100. During last year’s Labor Day weekend in Texas, nearly half (16) of the 35 holiday traffic fatalities were caused by drivers under the influence of alcohol.

Texas launched its annual Labor Day "Drink. Drive. Go to Jail." (Drive Sober or Get Pulled Over). The campaign ran Aug. 21 through Sept. 7, 2015. The campaign reminded drivers and motorcyclists to avoid drinking and driving or else face severe consequences.

In 2015, the campaign focused on encouraged people to plan ahead for a sober ride. TxDOT conducted media and outreach events across the state in the weeks leading up to Labor Day. Many of these events featured a vintage-style "DWI Not So Fun House," which participants experienced the simulated effects of alcohol on their motor skills.

TxDOT also has developed SoberRides.org to help people quickly and easily find sober alternatives to drinking and driving such as calling a taxi, using mass transit, asking a sober friend or family member for a ride home, or just staying put.

To stem the tide of DWI suspects who refuse to take BAC tests, several cities in Texas now regularly participate in No Refusal Operations. The No Refusal Program is resulting in significant drops in refusal rates and leading to

fewer DWI fatalities. The No Refusal Program continues to make a difference in San Antonio and Bexar County. During the city's 2015 Fiesta celebration in April, there were no alcohol-related traffic fatalities during the 11 days of Fiesta which brings in one million tourists to the area. This year, Fiesta San Antonio brought almost 700,000 people to San Antonio. The city also conducted a public information campaign to encourage the public to seek alternative transportation or designate a driver if they planned to drink alcohol excessively.

Texas is one of 12 States unable to conduct sobriety checkpoints. A sobriety checkpoint bill has been introduced in the Legislature to authorize the use of this tool during the last several sessions. The bill again failed to pass in 2015 however; the State's impaired driving advocates continue to lay the groundwork in an effort to introduce another bill in the 2017 Legislative Session.

Gov. Greg Abbott signed House Bill 2246 into law on Tuesday June 23rd, which will require all suspected drunk drivers to get an ignition interlock device on their vehicle if they plan to continue driving during their license suspension period following their arrest. The Texas Senate unanimously approved the bill in late May in the 2015 Legislative Session, and the Texas House approved the bill by a 143 to 1 vote on May 5. Texas becomes the 25th state to require interlock systems. The new law takes effect in September 1, 2015.

To facilitate the development of DWI courts and to work with the judiciary, Texas employs a Judicial Resource Liaison. In 2007, the Texas legislature passed a law requiring all cities with a population of over 200,000 to have a DWI Court. For 2014 Texas has 10 designated DWI Courts and 21 hybrid DWI/Drug Courts in operation.

Texas utilized 402 funds to reduce the amount of time required to prepare DWI arrest paperwork. A web-based reporting system LEADRS (Law Enforcement Advanced DUI/DWI Reporting System) was developed under a TxDOT contract with the Texas Municipal Police Association (TMPA). This system, available at no cost, is reported to reduce the time needed to complete a DWI report from as many as four to six hours to an average of one and a half to two hours. In FY12, 11,202 DUI/DWI cases were entered into Texas LEADRS system, representing approximately 10 percent of all DUI/DWI cases in Texas. During this period, a total of 579 officers and administrators from 50 different agencies received training on Texas LEADRS system. Additional law enforcement agencies began using the system, and additional integrations were accomplished with record management systems and police agencies.

State Drug Evaluation Classification (DEC) program: Yes
State Impaired Driving Coordinating Committee status: Yes

Seat Belt Use: Motorists who didn't buckle up in compliance with the state seat belt laws faced fines and court costs up to \$200 as stepped up enforcement got underway for 14th annual "Click It or Ticket" campaign, May 18 to May 31, 2015. Whether you're the driver or a passenger, everyone in the vehicle is required by law in Texas to wear a seat belt for every trip.

The Statewide safety belt use rate in 2015 was 90.47 percent; Texas has achieved at least 90% safety belt use for 10 consecutive years. Today, 9 out of 10 Texans buckle up. The "Click It or Ticket" campaign is credited with motivating millions of motorists to always use their seat belts. Only 76 percent of Texans used seat belts when the campaign began in 2002...

In 2013, there were 943 fatalities and 5,383 serious injuries in Texas resulting from crashes in which drivers or passengers were not wearing seat belts. Wearing a seat belt increases the chances of surviving a serious crash by 45 percent. In pickup trucks, that number jumps to 60 percent as those vehicles are more likely than cars to roll over in a crash. In roll-over crashes, seat belts help keep occupants from being ejected from the vehicle.

In 2015, the State will set out to build on the previous success of the "Save Me with a Seat" campaign for child passenger safety. Utilizing paid media, earned media, website updates, social media and outreach materials, in an effort to remind parents of the importance of installing child passenger safety seat properly. The campaign will run during National Child Passenger Safety Week (September 13 – 19, 2015).

In 2013 the Texas Legislation passed HB294 relating to the dismissal of a charge for the offense of failing to secure

a child in a child passenger safety seat system. The bill amended the Transportation Code to establish certain exceptions to an offense by a person who fails to secure a child in a child passenger safety seat system and became effective September 1, 2013.

State Occupant Protection Coordinating Committee status: None

Motorcyclist: TxDOT's statewide "Look Twice for Motorcycles" and "Share the Road" motorcycle safety and public awareness campaign urges motorists to look twice for motorcycles at intersections and when changing lanes, the two places where serious motorcycle collisions commonly occur.

In 2013, 494 people died on Texas roadways while riding motorcycles and scooters. In 2012, that number was 470. This represents a 5 percent increase from 2012 to 2013. The annual Texas Motorcycle Safety Forum meets each spring to bring together motorcycle riders, law enforcement, and motorcyclist safety advocates to discuss opportunities and initiatives to reduce the likelihood of motorcycle crashes, injuries, and fatalities in Texas.

Data Records/Traffic Records: TxDOT's implementation of the Crash Records Information System (CRIS) has successfully kept crash data entries up-to-date. Texas Traffic Records Coordinating Committee meets quarterly.

Texas has developed and implemented Agency XML Submission Services as a means for agencies with an internal application to submit Texas Peace Officer's Crash Reports (CR-3) electronically. At the end of 2012, there were four agencies submitting via XML Submission Services. At the end of 2015, there are 21 agencies submitting via XML Submission Services. TxDOT also continued to add law enforcement agencies to the Crash Analysis for Safer Highways (CRASH) application. At the end of 2015, 379 agencies were using CRASH to submit their crash reports electronically. The percentage of crashes submitted electronically using either CRASH or XML submission services has increased from 74.16% in 2014 to 84.33% in 2015. Both applications eliminate the need for agencies to report by submitting paper forms and improve the timeliness and accuracy of the data received.

Texas Department of Public Safety (TxDPS) Highway Patrol Division has developed and implemented the Texas Highway Safety Operations Center (HSOC). The Highway Safety Operations Center is intended to serve as a central collection point to conduct trend and statistical analysis of data related to crimes, crashes, and traffic stops on Texas highways. HSOC identifies where the problems currently are (crimes, crashes, specific traffic violations) and what trends are indicated.

Distracted Driving:

Texas texting-while-driving ban failed in 2015 Texas Legislative Session. The Statewide texting-while-driving ban died Wednesday May 28th in the State Legislature. As a Senate deadline loomed, the measure still lacked one vote to bring the debate to the floor. The opposing Senators argued the proposed law was unnecessary and raised concerns about violations to the 4th amendment of the U.S. Constitution, which protects citizens from unlawful search and seizure of property.

In the 2013 legislative session, the Texas Legislature approved a statewide texting-while-driving ban, but then-Gov. Rick Perry vetoed the measure.

In 2016, TxDOT continued its efforts focused on distracted driving with the Talk, Text, and Crash campaign. This campaign used media placements, outreach, earned media, and social media to reach a statewide audience, with some campaign elements timed to coincide with National Distracted Driving Awareness Month in April.

Hot Issues:

Administrator Rosekind spoke to more than 300 professionals as part of the Texas A&M Transportation Institutes' 2016 Traffic Safety Conference in College Station. The Administrator praised the Texas A&M University System's recently announced RELLIS campus, saying it paves the way for leading transportation minds to work together for a safer future. By embracing a model of public and private partnership, while also incorporating the academic minds of the A&M system's faculty and students, Rosekind said the RELLIS campus will be a "great opportunity" for

innovation.

Among the several topics discussed at the conference an emphasis was made on pedestrian and bicycle safety and safety cities. These two subjects hold an important place in Rosekind’s vision of the future, as he emphasized youth and public education and integrating safety features aimed at protecting pedestrians and bicyclists into vehicle safety ratings as key points in transitioning to a safer system of transportation.

The recent boom in oil and gas production across Texas has created thousands of jobs and many new opportunities for energy-producing areas. Unfortunately, with an influx in traffic in these areas and there has also been increase in roadway fatalities and crashes.

The Texas Department of Transportation continues to remind drivers to “Be Safe, Drive Smart” in the Permian Basin region as Texas oil production continues to rise despite a slowdown in new drilling.

In 2014, 5,038 traffic crashes in the 59-county Permian Basin region resulted in 429 fatalities, a 17-percent increase over 2013. As of June 2015, the area has seen 1,953 traffic crashes and 175 fatalities. According to law enforcement, the leading cause of crashes in the region is failure to control speed.*

* **Source** –<http://www.txdot.gov/inside-txdot/media-center/local-news/odessa/014-2015.html>

MAP-21 FUNDING CHART				
TEXAS	FY13	FY14	FY15	FY16

§402	\$17,159,574	\$17,013,424	\$18,276,433	\$15,188,742
§405 OP	\$ 4,126,121	\$4,247,565	\$4,026,441	\$3,158,693
§405 IMPAIRED DRIVING	\$10,014,585	\$10,012,020	\$9,899,822	\$9,986,867
§405 DATA	\$ 3,517,563	\$3,727,521	\$2,759,060	\$2,765,123
§405 DISTRACTION	N/A	N/A	N/A	N/A
§405 MOTORCYCLE	\$ 313,721	\$315,846	\$311,944	\$307,271
§405 GDL	N/A	N/A	N/A	N/A
§154 OPEN CONTAINER	N/A	N/A	N/A	N/A
§164 REPEAT OFFENDER	N/A	N/A	N/A	N/A
TOTAL	\$35,131,564	\$35,307,384	\$35,273,703	\$31,406,696

**** Key:**

- Include funding that has been awarded for all that apply
- 0 - didn’t receive funding – either didn’t qualify or didn’t apply
- N/A – not eligible (e.g. 154/164); if compliant don’t receive money or Territories not eligible for certain grant funds

- For programs that are split between NHTSA and FHWA (i.e. 154/164, 406), only the AL funds that the State HSO
- received in the fiscal year (FY) is shown.

Date: March 15, 2016
STATE: Utah
Contact: Susan DeCourcy, Acting Regional Administrator
720-963-3100 (Office)

Organization

Governor: Gary R. Herbert (R)

U.S. Congressional Delegation:

Senators and Party Affiliation: Orrin Hatch (R)
Mike Lee (R)

**Members of Congress and
Party Affiliation:**

Rob Bishop (R)
Chris Stewart (R)
Jason Chaffetz (R)
Mia Love (R)

Governor's Representative:

Keith Squires, Commissioner
Governor's Representative
Utah Department of Public Safety

Director:

Kristy K. Rigby, Director
Utah Highway Safety Office
Utah Department of Public Safety

State Police/Patrol Executive:

Colonel Daniel Fuhr, Superintendent
Utah Highway Patrol
Utah Department of Public Safety

State EMS Director:

Paul Patrick
Bureau of Emergency Medical Services and
Preparedness
Utah Department of Health

State Legislature:

Senate: 5 Democrats; 24 Republicans
House: 12 Democrats; 63 Republicans

STATEWIDE STATISTICS*

	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities	244	253	243	217	220	256
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	1,340	1,330	1,278	1,386	1,343	1,431
Fatalities/100M VMT	0.93	0.95	0.93	0.82	0.81	N/A
• Total	0.56	0.66	0.68	0.66	0.57	N/A
• Urban						
• Rural	1.77	1.64	1.51	1.19	1.48	N/A
Number of Unrestrained Occupant Fatalities, All Seat Positions	85	85	80	77	57	71
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	41	46	54	32	37	56
Number of Speeding-Related Fatalities	109	97	90	72	75	89
Number of Motorcyclist Fatalities	30	21	28	32	31	45
Number of Unhelmeted Motorcyclist Fatalities	18	11	18	11	19	26
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	50	37	38	33	33	38
Number of Pedestrian Fatalities	19	28	30	28	28	32
Number of Bicycle Fatalities	5	7	5	3	6	9
Observed Seat Belt Use, Front Seat Outboard Occupants	86.1%	89.0%	89.2%	81.9%	83.4%	83.4%

* State Traffic Safety Information (STSI) website.

** State data

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria.)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		May 12, 2015	All age groups All seating positions \$45 fine for second offense
Graduated Driver's License		X	2006	GDL provisions, but not all elements
Open Container Law (154)	X		2002	Yes
Repeat Intoxicated Driver Law (164)	X		2005	
CPS (Child Passenger Safety)	X		2005	CRS Required: ≤7 years of age and 57"; CRS or belt: 8-15 years of age (or ≥ 57") \$45 fine for first offense
Booster Seat	X		2008	Booster Required <8 years of age or <57" tall
Motorcycle Helmet Law	X		1977	Universal law for those < 18 years of age
Prohibit Racial Profiling	X		2002	N/A
High BAC (Blood Alcohol Concentration)	X		2004	.16
Distracted Driving	X			Cell Phone: Yes, primary, school bus drivers Yes, novice drivers < 18 Texting: Yes, all drivers

PROGRAM AREA SUMMARIES

General:

Management Review: September 2016

Program Assessments:

- Occupant Protection – Completed January 2016
- Traffic Records – Completed January 2014

Impaired Driving:

The State's success in being a low alcohol-related fatality state is largely due to strong political, cultural, religious, and social support for alcohol prevention programs and impaired driving enforcement. The Department of Public Safety adopted Administrative procedures, separate from court actions, to sanction drivers in violation of the State's impaired driving laws. Utah has an "Alcohol Restricted Driver" Law. And, first time offenders can be required to get an ignition interlock device installed on all registered vehicles.

Utah has a growing problem with under influence of prescription medication and driving. Utah's Drug Recognition Expert (D.R.E.) Program now has 121 DRE officers and 32 instructors to address this problem.

Involvement in Crackdown:

- Support of National tag line: Yes - the State uses "*Drive Sober or Get Pulled Over*".
- Number of law enforcement involved: The Utah Highway Patrol (UHP) and 18 law enforcement agencies actively participated in the 2015 Crackdown, working 579 overtime hours and conducting 2 sobriety checkpoints. These hours resulted in a total of 34 DUI arrests.

Seat Belt Use:

Utah now has a primary seat belt law, the first in Region 8. The 2014 observed seat belt usage rate was 83.4, a modest increase over the year before. The June, 2015 rate is 87.2, with a goal of 90% usage by the summer of 2016.

Utah partnered with NHTSA on an Occupant Protection Leadership Project in FY 2014.

A Positive Community Norming approach is a pilot intended to increase seat belt use in three rural, low-use counties and belt use is increasing.

Involvement in Click It or Ticket mobilization:

- Support of National tag line: Yes - the State uses "*Click It or Ticket*."
- Number of LE involved: During the 2015 May Mobilization, the UHP and 91 law enforcement agencies participated. A total of 5,268 overtime hours were invested resulting in 170 safety restraint citations, and 7 child passenger citations.

Speed: Speed-related fatalities are a pressing concern and viewed as a local law enforcement issue. Law enforcement agencies have equipment through the HSO such as radars, LIDARs, and speed trailers to address the issue.

Data Records/Traffic Records (TRCC): Nearly all (99%) of Utah law enforcement agencies converted to electronic crash reporting statewide.

The State is participating in two NHTSA pilots: Mapping to MMUCC; and High Performing Traffic Records Coordinating Committee.

MAP-21 FUNDING CHART			
	FY14	FY15	FY16
§402	\$2,027,352	\$2,182,356	\$2,348,673
§405 OP	\$497,892	\$471,972	\$370,256
§405 IMPAIRED DRIVING	\$1,173,591	\$1,160,440	\$1,170,643
§405 DATA	\$436,934	\$323,412	\$324,123
§405 DISTRACTION	\$0	\$0	
§405 MOTORCYCLE	\$37,023	\$36,565	\$36,018
§405 GDL	\$0	\$0	
§154 OPEN CONTAINER	\$0	\$0	
§164 REPEAT OFFENDER	\$0	\$0	
TOTAL TO DATE	\$4,172,792	\$4,174,745	\$4,249,713

Date: August 29, 2017

STATE: Vermont

Contact: Art Kinsman, NHTSA Region 1 Administrator (617)-494-3427

Organization

Governor: Peter Shumlin (D), term expires on January 2017

U.S. Congressional Delegation: (include the following committees only: Senate – Appropriations and Commerce. House – Appropriations, Transportation and Infrastructure, Energy and Commerce)

Senators and party affiliation:

Patrick Leahy (D), term expires January 2017, Senate Appropriations Committee

Bernie Sanders (I), term expires January 2019

Members of Congress and party affiliation:

Congressman Peter Welch (D), term expires January 2017, House Energy and Commerce Committee

Governor's Representative: Christopher Cole, Secretary of Transportation
Agency of Transportation
(802) 828-2657

Coordinator: Scott Davidson
Chief Governor's Highway Safety Program
Governor's Highway Safety Program
1 National Life Drive
Montpelier, VT 05633
802.828.3440 (office)

State Police/Patrol Executive: Colonel Matthew Birmingham, Director
Vermont State Police

State EMS Director: Chris Bell, Director
Vermont Office of EMS and Injury Prevention
Vermont Department of Health

State Legislature as of 2015 Election:

Senate: 20 Democrats; 7 Republicans; 3 Vermont Progressive Party
House: 85 Democrats; 53 Republicans; 6 Vermont Progressive Party; 6 Independent

STATEWIDE STATISTICS*

	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities	74	71	55	77	69	44
Number of Serious Injuries in Traffic Crashes (Obtain from State) *	376	390	368	330	318	274
Fatalities/100M VMT						
• Total	0.97	0.98	0.77	1.07	0.97	0.62
• Rural	1.18	1.00	0.70	1.18	1.10	0.74
• Urban	0.32	0.92	0.80	0.75	0.59	0.34
Number of Unrestrained Occupant Fatalities, All Seat Positions	28	31	17	34	21	14
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	24	18	18	24	19	9
Number of Speeding-Related Fatalities	22	27	20	33	18	15
Number of Motorcyclist Fatalities	8	6	8	11	7	7
Number of Unhelmeted Motorcyclist Fatalities	2	0	1	2	2	1
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	10	6	7	7	10	7
Number of Pedestrian Fatalities	5	4	3	10	5	5
Number of Bicyclist and Other Cyclist Fatalities	0	1	0	0	0	0
Observed Seat Belt Use, Front Seat Outboard Occupants	85.4	85.2	84.7	84.2	84.9	84.1

* Data Source: [State Traffic Safety Information \(STSI\) website](#).

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		
Graduated Drivers License	X			At least 16; No Nighttime restriction
Open Container Law (154)	X		June, 2002	N/A
Repeat Intoxicated Driver Law (164)		X		N/A
CPS	X		July, 1984	Up to 1 rear facing
Booster Seat	X		Amended 2004	Under 8
Motorcycle Helmet Law	X		March, 1968	All Riders
Prohibit Racial Profiling		X		
High BAC		X		

PROGRAM AREA SUMMARIES

General:

Management Review –July 20-24, 2015; one finding in regards to equipment. CAP created and R1 staff are working with the state to resolve this issue.

Assessments –

- Impaired Driving – Completed week January 20th, 2012
- Occupant Protection – Completed week of January 24, 2016
- Driver Education – Completed week of December 9th, 2011
- Traffic Records -- Completed week of May 14th, 2012

Impaired Driving: General summary of activities: Vermont (VT) enacted (1998, Act 117) a permanent funding mechanism for DWI countermeasures that includes, a steering group and an annual report requirement. It is funded by the gasoline tax. Funds for highway safety purposes are extremely limited.

Involvement in crackdown –

- Support of National tag line: YES
- Amount of LE involved: 64

Innovative programs - St Albans, VT is one of the DDACTS (Data Driven Approaches to Crime and Traffic Safety) pilot sites. St. Albans PD Chief Gary Taylor has been recognized with a NHTSA Public Service Award which was presented to him by NHTSA at the Annual VT Law Enforcement Challenge Awards Luncheon. Due to some changes, State Police are the only ones fully implementing the DDACTS model at this time; St. Albans is still on a partial model.

Any significant impaired driving Section 403 demonstration projects (SES, sensitive projects, or earmark)

405d: Low fatality rate

- Sobriety checkpoints: Yes
- ALR: Yes (1989)

Hot issues (include if significant) (e.g. pending legislation) There was a bill in the FY 2014 session to pending to lower the BAC limit to .05 which failed. Legislation passed to improve reporting requirements for vehicles that have ignition interlocks installed on them (permissive). In FY 2015, there was some effort to pass a mandatory interlock law.

Marijuana is expected to be legalized in the near future.

Vermont is the first state in the Region to have a JOL, but the position is currently vacant.

Carryover funding in any of the grant program areas – is a major issue to be addressed on MR

Drug Evaluation Classification (DEC) State or not? Yes

Does State have active Coordinating Committee? Yes

Seat Belt Use:

General summary of activities: Highly data driven approach to funding belt use program; substantial amounts of data provided to all grantees about where to target their enforcement. In 2016 the belt use rate dropped nearly 6 points to 80.4.

Involvement in Click It or Ticket mobilization – Yes

- Support of National tag line - Yes
- Amount of LE involved: 77

Innovative programs: OP 802 Task Force to get more law enforcement to participate and view the belt problem as a statewide issue. Furthermore the formation of the Vermont Highway Safety Alliance, a statewide organization that is the foundation for the SHSP in Vermont; this group has gained serious traction in helping promote traffic safety issues throughout the state of Vermont.

Hot issues: In July 2012 as a result of the MR, Region 1 suspended CPS grant activities for Fletcher Allen Health care due to numerous concerns. Follow up communication has since commenced, including an on-site meeting with the state auditor, on how to address both NHTSA and VT concerns with this subgrantee. The Department of Health EMS now manages their state CPS program, however many of the problems that took place with FAHC continue. This issue has been resolved, but is still closely being monitored by Region 1 staff.

No significant movement for a PBL.

Carryover funding in any of the grant program areas – Although currently in compliance, the state is also close to being in violation of share to local benefit.

Does State have active Coordinating Committee- Yes

Other Significant Programs -provide if applicable:

Safe Communities:

Motorcycles:

Speed:

Pedestrians/Bicycles: Currently working with state partners and the town of Rutland for taking the Rutland model to statewide implementation. The Bike/Ped Assessment took place on April 6, 2015 in Rutland and results/report was completed. Rutland was awarded for their effort at the state Lifesavers lunch.

Emergency Medical Services: has been utilizing EMS more with marketing efforts as well as with their CPS program.

Data Records/Traffic Records (TRCC):

Federal Highway focus City/State: None

Congressional Earmarks: None

If critical 403 Earmarks/ 403 Demonstration Projects or Issues not listed on sheet (e.g. Washington State TACT project):

Any Hot Issues:

- GHSP moved to VTrans/AOT (Vermont Agency of Transportation) effective in April 2015. Almost an entirely new staff in 2015. Only one staff member from DPS remains.
- New LELs as of December 2016.
- On May 19, 2010, the Vermont Governor's Representative for Highway Safety and Commissioner of the Department of Public Safety, Thomas Tremblay, advised NHTSA that two employees in the Governor's Highway Safety Program have been placed on administrative leave pending a formal review of possible contracting violations. One grant has been revoked and several others are being audited by VT DPS. This issue was first brought to the attention of Commissioner Tremblay by NHTSA Region 1 Deputy Regional Administrator James Ryan. Commissioner Tremblay has requested a review by the U.S. DOT OIG, and has also requested a review by the Vermont Attorney General for possible violations of state law. The DOT OIG report has been completed.

FUNDING CHART				
	FY14	FY15	FY16	FY17
§402	\$1,742,775.00	\$1,875,110.98	\$2,029,646.62	\$344,783
§405 OP	\$468,260.30	\$443,883.18	\$348,220.82	\$53,245
§405 IMPAIRED DRIVING	\$1,103,745.75	\$1,091,376.86	\$1,100,972.81	\$208,760
§405 DATA	\$410,929.62	\$304,164.52	\$304,832.90	\$58,235
§405 DISTRACTION	\$			
§405 MOTORCYCLE	\$34,819.60	\$34,389.44	\$33,874.25	\$6,412
§405 GDL	\$			
§154 OPEN CONTAINER	\$			
§164 REPEAT OFFENDER	\$	\$239,369.00		
TOTAL	\$3,760,530.27	\$3,988,293.98	\$3,817,547.40	\$671.435

Date: August 29, 2017

STATE: Virginia

Contact: NHTSA Region 3 Administrator, Elizabeth A. Baker, Ph.D.
410-962-0090

Organization

Governor: Terence R. McAuliffe (D)
(Jan. 11, 2014)

U.S. Congressional Delegation:

Senators: Timothy Kaine (D) (Budget)
Mark Warner (D) (Finance, Rules, Budget)

Congressman: Robert J. Wittman (R)
Scott Taylor (R) (Appropriations)
Robert C. Scott (D)
Donald McEachin (D)
Thomas Garrett, Jr. (R) (Homeland Security)
Robert W. Goodlatte (R) (Judiciary)
Dave Brat (R) (Budget)
Don Beyer (D)
H. Morgan Griffith (R) (Commerce)
Barbara Comstock (R) (Transportation)
Gerald E. "Gerry" Connolly (D) (Oversight and Government Reform)

Governor's Representative: Richard D. Holcomb, Commissioner
Department of Motor Vehicles
Richard.holcomb@dmv.virginia.gov

Coordinator: George Bishop, Deputy Commissioner
Department of Motor Vehicles

State Police/Patrol Executive: Colonel W. Steven Flaherty, Superintendent
Virginia State Police

State EMS Director: Gary Brown, Director
Department of Emergency Services

State Legislature:

Senate: 19 Democrats; 21 Republicans
House: 32 Democrats; 67 Republicans; 1 Independent

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014	2015	2016
Number of Traffic Fatalities	740	764	776	740	703	753	
Number of Injuries in Traffic Crashes (Obtain from State)	11,736	10,900	10,300	8,650	7,585		
Fatalities/100M VMT	0.90	0.94	0.96	0.92	0.87		
• Total	0.45	0.54	0.51	0.51	0.49		
• Urban							
• Rural	1.03	1.37	1.68	1.57	1.48		
Number of Unrestrained Occupant Fatalities, All Seat Positions	302 (56%)	301 (54%)	297 (54%)	300 (55%)	250 (53%)	301 (54%)	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	207 (28%)	228 (30%)	209 (27%)	254 (34%)	216 (31%)	208 (28%)	
Number of Speeding-Related Fatalities	269	287	271	339* (132)	300* (99)	(104)	
Number of Motorcyclist Fatalities	86	96	85	79	90	79	
Number of Unhelmeted Motorcyclist Fatalities	1	1	5	3	1	3	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	100	90	97	89	76	74	
Number of Pedestrian Fatalities	73	73	97	75	88	77	
Number of Bicycle Fatalities	12	6	11	8	12	15	
Observed Seat Belt Use, Front Seat Outboard Occupants	80%	82%	78%	80%	77%	81%	79%

* All Statistics, except for Number of Serious Injuries in Traffic Crashes, available from the State Traffic Safety Information (STSI) website. The Number of Serious Injuries in Traffic Crashes is obtained from the State.

* **2014 data is provided by the state system TREDIS. Speed data reflects change in coding.**

Virginia used the new approved methodology seat belt use survey beginning in 2012.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		
Graduated Drivers License	X			15 & 6 mth. Learners, 16 & 3 mth. provisional
Open Container Law (154)		X		N/A
Repeat Intoxicated Driver Law (164)	X		January 2001	N/A
CPS	X			
Booster Seat	X		July 2007	Up to age 8
Motorcycle Helmet Law	X		1970	
Interlock Law	X		2011	Mandatory for first offense
Cell Phone Use Law		X		Restriction for teens/learners/intermediate
Texting Law	X			Secondary Law

PROGRAM AREA SUMMARIES

General:

Management Review – Completed 5/27-6/1/15- No findings
Special Management Review - Conducted 2008 Occupant Protection SMR
Occupant Protection Technical Assistance Team (TAT) conducted Feb 22-23, 2012
Occupant Protection Assessment – Conducted Feb 29- Mar 4, 2016
SFST Assessment – Completed October, 2009
Traffic Records Assessment – Completed May 2016
Motorcycle Assessment requested in 2017.

Impaired Driving:

Section 402 federal grant funds have been used to make many progressive improvements in the prevention, enforcement and treatment programs for impaired drivers. Additional resources have also been available because Virginia has once again qualified for Section 405d alcohol incentive grant funds (as a low alcohol fatality rate state), and 154 transfer funds. In CY15, the Virginia Highway Safety Office, in conjunction with VA law enforcement, conducted over 5,400 statewide DUI Checkpoint Strikeforce Campaigns that included saturation patrols and checkpoints. These campaigns resulted in: 2,508 DUI arrests; 4,310 safety belt citations; 1,301 felony arrests; 467 fugitives apprehended; 6,228 reckless driving and 35,757 speeding violations issued. Virginia qualified for FY13, FY14 FY15 & FY16 MAP 21 Section 405d Impaired Driving Funds as a low fatality rate state.

The National Impaired Driving Crackdown

Virginia is using the national tag line “*Drive Sober or Get Pulled Over.*” for the 2015 and 2016 Impaired Driving Crackdown. Approximately 139 law enforcement agencies, Virginia State Police and three military bases participated in the August 15– September 1 campaign and the same level of participation was expected for the 2016 Crackdown.

Innovative Programs:

DUI Checkpoint Strikeforce Campaign: Virginia’s Checkpoint Strikeforce campaign proved to be an unequivocal success as indicated by the following results from a statewide, independent, post-campaign 2010 research survey:

Over three-quarters (77%) of 21 to 35 year old Virginians were aware of sobriety checkpoints being used in their local area – a six-percent increase during the length of the campaign;

- The overwhelming majority (91%) of 21 to 35 year old Virginians said that they support the use of sobriety checkpoints – a double-digit (12%) increase during the length of the campaign;
- Six-out-of-ten (60%) of 21 to 35 year old Virginians believed that sobriety checkpoints reduce drunk driving (an eleven-percent increase during the length of the campaign) with nearly one-in-four (23%) of this same target audience saying that they’ve changed their behavior (taking a “cab or another ride home” being the most popular behavioral change) as a result of sobriety checkpoints in their area – a specified and reported action which tripled during the 2005 campaign);

- And that nearly six-out-of-ten (58%) of 21 to 35 year old Virginians heard, read or saw information on increased law enforcement regarding drinking and driving – a 16-percent increase during the length of the campaign with more than half (51%) of this same audience recognizing the campaign “Checkpoint Strikeforce” by name (a six-percent increase during the campaign).

Seat Belt Use:

Click It Or Ticket: Survey results after the May 2016 Click It or Ticket Mobilization showed that the Commonwealth has reached a 79% use rate. In 2016, nearly 300 state, municipal, and military law enforcement agencies participated resulting in 2,566 seat belt violations, 680 dui and drug arrests, 568 child restraint violations, 11 stolen vehicles, 53 fugitives apprehended, 2,238 suspended/revoked licenses, and 13,674 speeding citations. VA was approved and used the new survey design in 2012. Virginia qualified for FY13, FY14 FY15 & FY16 MAP 21 Section 405b Low Occupant Protection Funds.

Virginia Department of Health (VDH) Child Passenger Safety Program:

The Virginia Department of Health continues to coordinate the State’s Child Passenger Safety program. VDH printed materials in English and Spanish. VDH reached out to the Community Traffic Safety Program and local Transportation Safety Commissions to assist in their efforts to reach the migrant worker community. In addition, booster seats are now made available, as part of the standard distribution program as well as select special needs safety seats. VDH also spearheaded a program to discourage individuals from buying seats at yard sales and through newspaper articles by offering child safety seats to those who could not afford an approved safety seat.

Other Significant Programs -provide if applicable:

Motorcycles: The Virginia Rider Training Program (VRTP)

The purpose of the (VRTP) is to promote motorcycle safety and awareness. VRTP has experienced motorcycle safety instructors throughout the state to provide quality motorcycle rider education and training to both novice and experienced motorcyclists. In FY16, VRTP conducted 1645 Basic Rider Classes, 27 Experienced Rider Classes, 7 Instructor Classes, 103 Jumpstart classes and 14 Sidecar/Trike Classes. Virginia qualified for FY13, FY14, FY15 & FY16 MAP 21 Section 405f Motorcycle Funds.

Data Records/Traffic Records: Traffic Records Coordinating Committee: (TRCC)

Virginia has a 23-member TRCC whose membership covers each area of traffic records information systems in the state. The TRCC serves as a forum to discuss concerns and needs for traffic safety data, with the Committee developing solutions to improve and correct deficiencies. The Committee, under the direction of the Office of Highway Safety is tasked with development of a systems inventory, to include software, hardware, and platforms used by local and state agencies that collect and use crash, citation and other traffic records data. Virginia qualified for FY13, FY14, FY15 & FY16 MAP 21 Section 405c Traffic Records Funds. Virginia has also begun implementing the S2S project.

Traffic Safety Resource Prosecutors (TSRP): Virginia has 2 part time TSRPs under contract.

New Judicial Liaison: Virginia has contracted with the Administrative Office of the Courts for a statewide JOL to assist with Judicial Outreach and Education

MAP-21 FUNDING CHART					FAST ACT
Virginia	FY13	FY14	FY15	FY 16	FY 17
§402	\$ 5,111,345	\$ 5,069,486	\$ 5,449,781	\$ 5,881,957	\$ 5,859,991
§405 OP	\$ 1,287,214	\$ 1,325,099	\$ 1,256,117	\$ 985,408	\$ 797,549
§405 IMPAIRED DRIVING	\$ 3,124,220	\$ 3,123,419	\$ 3,088,418	\$ 3,115,573	\$ 3,127,147
§405 INTERLOCK	N/A	N/A	N/A	N/A	N/A
§405 DATA	\$ 1,097,363	\$ 1,162,863	\$ 860,736	\$ 862,627	\$ 873,648
§405 DISTRACTION	N/A	N/A	N/A	N/A	N/A
§405 MOTORCYCLE	\$ 97,871	\$ 98,533	\$ 97,317	\$ 95,859	\$ 96,046
§405 GDL	N/A	N/A	N/A	N/A	N/A
§405 NON MOTORIZED	N/A	N/A	N/A	N/A	N/A
§154 OPEN CONTAINER	\$ 9,630,331	\$ 9,537,941	0	0	\$10,333,359
§164 REPEAT OFFENDER	N/A	N/A	N/A	N/A	N/A
TOTAL	\$ 20,348,344	\$20,317,341	\$ 10,752,369	\$ 10,941,424	\$ 21,087,740

Virginia had not requested funds from the Section 154 transfer for FY15 and FY16 to be used for alcohol impaired driving countermeasures due to still having a large balance of unexpended funds from prior years.

NOTE:

Date: February 5, 2016

Territory: VIRGIN ISLANDS

Contact: Michael Geraci, NHTSA Region 2 Administrator
Michael.geraci@dot.gov; (914) 682-6162

Organization

Governor:

Kenneth Mapp, (Independent) – term expires January 4, 2019

U.S. Congressional Delegation:

Delegate to Congress: Stacey Plaskett (D)

Governor's Representative:

Delroy Richards, Acting Police Commissioner

Coordinator

Akil Johnson, Administrator, VI Office of Highway Safety (VIOHS)

State Police/Patrol Executive

Darren Foy - Chief of Police - St. Thomas/St. John

Christopher Howell - Chief of Police - St. Croix

State EMS Director:

Dr. Selwin Mahan

Motor Vehicle Bureau

Lawrence Olive, Director

State Legislature:

Senate: 10 Democrats, 1 Independents, and 4 Independent Citizen's Movement

STATEWIDE STATISTICS *

Territory population: 106,405 (U.S. Census)

	2009	2010	2011	2012	2013	2014
Number of Traffic Fatalities	16	11	8	14	8	12
Number of Serious Injuries in Traffic Crashes (Obtain from State)	12	13	5	9	15	
Fatalities/100M VMT						
• Total _____	N/A	N/A	N/A	N/A	N/A	
• Urban _____						
• Rural _____						
Number of Unrestrained Occupant Fatalities, All Seat Positions	2	1	3	1	4	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	0	0	0	4	2	
Number of Speeding-Related Fatalities	5	4	3	4	3	
Number of Motorcyclist Fatalities	2	1	1	7	1	
Number of Unhelmeted Motorcyclist Fatalities	N/A	1	0	2	0	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	1	0	1	0	0	
Number of Pedestrian Fatalities	5	6	3	6	3	
Observed Seat Belt Use, Front Seat Outboard Occupants	85.5	86.4	85.6%	77.9%	76.8%	66.1%

* Virgin Islands does not participate in FARS; all data reported by VIOHS

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		4/1/1991	Front seat occupants
Graduated Drivers License		X		
Open Container Law (154)		X		N/A
Repeat Intoxicated Driver Law (164)		X		N/A
CPS	x		1991	0-5
Booster Seat	x		06/24/2009	
Motorcycle Helmet Law		X		
Prohibit Racial Profiling		X		N/A
High BAC		X		N/A

PROGRAM AREA SUMMARIES

General:

NHTSA Management Review – scheduled for May 2016, covering FY 2011-16

Special Management Review – Occupant Protection, July, 2013

Assessment – Occupant Protection Assessment, February 2015

Impaired Driving: Because of inaccuracies, missing data from law enforcement crash and arrest data, and no law to require fatally injured drivers' blood alcohol content level is tested, the Virgin Islands is uncertain of its impaired driving fatalities. The Virgin Islands Office of Highway Safety (VIOHS) reports more than 100 DUI-related crashes occurring on the three islands each year. Media campaigns and education programs are developed and implemented by the Virgin Islands Office of Highway Safety. While the territory-wide police department committed almost 100 hours of overtime enforcement in the 2014 Labor Day *Drive Sober or Get Pulled Over* crackdown, the VI reported no DWI arrests. The legal BAC limit in the Virgin Islands is .08 percent.

Seat Belt Use: A primary seat belt usage law became effective in the Virgin Islands in 1991. In 2009, the Governor signed into law a bill requiring booster seats for children less than 8 years of age who weigh between 40-80 pounds and are less than 4'9" tall.

Prior to the seat belt law, observed usage was a low 4 percent; after passage of the law, it jumped to 92 percent. (Pre-2006 surveys did not yet meet the uniform criteria established by NHTSA). The first NHTSA-compliant survey was conducted in 2006, showing an 80.2 percent belt use rate. In 2011, the belt use rate was 85.6%, but fell to 76.8% in 2013 and 66.1% in 2014. The Virgin Islands supports the Click it or Ticket tagline. However, due to chronic funding lapses, a rapidly diminishing traffic safety law enforcement presence, and an absence of strong leadership in the highway safety office, participation in the national mobilization has been minimal to absent over the past three years.

Hot Issues: NHTSA Region 2 placed stringent controls on VIOHS grants management and oversight in 2007, and today still requires VIOHS to submit all vouchers and project proposals for regional office review prior approval. The VIOHS continues to have significant deficiencies in its project development, financial management, monitoring and oversight, and up until mid-2014, has had no continuity in the management of its operations. Significant carry-forward funds remain available for reimbursement. While the VIOHS has hired a dedicated financial manager and awarded several key grants in FY 2015, much remains to be done to bring its operations into compliance with minimum requirements of a State highway safety office. The Regional Office is working with a new Administrator to address these concerns.

SAFETEA-LU FUNDING CHART			
	FY10	FY11	FY12
§402	\$587,175	\$587,175	\$587,175
§405 Occupant Protection	\$75,414	\$74,837	\$73,636
§408 Traffic Records	\$500,000	\$500,000	\$500,000
§410 Impaired Driving			
§410 HFR			
§2010 Motorcycle			
§2011 Booster Seat			
§1906 Racial Profiling			
§406 Primary Seat Belt			
§154 Open Container			
§164 Repeat Offender			
TOTAL	\$1,162,589	\$1,162,018	\$1,160,811

MAP-21 Funding Chart

Virgin Islands	FY 2013	FY 2014	FY 2015	FY 2016
§402	\$ 585,418	\$ 580,925	\$625,037	\$602,175
§405b Occupant Prote	\$ 151,624	\$ 156,087	\$147,961	\$116,074
§405c Traffic Records	\$ 129,261	\$ -	\$101,388	\$101,611
Total	\$ 866,303	\$ 737,012	\$874,386	\$819,860

Date: August 29, 2017

STATE: WASHINGTON

**Contact: Greg T. Fredericksen (206) 220-7652
Regional Administrator, NHTSA Region 10**

Organization

Governor (Party Affiliation): Jay Inslee (D) (Re-elected November 2016; term ends 2020)

U.S. Congressional Delegation

Senators (Party Affiliation):

Senator Patty Murray (D), 4th Term-elected in 2010 (term ends January 2017)

- Committee on Appropriations; Transportation, Housing & Urban Development, & Related Agencies Subcommittee (Chairwoman)

Senator Maria Cantwell (D), 3rd Term-elected in 2012 (term ends January 2019)

- Committee on Commerce, Science, & Transportation; Subcommittee on Aviation Operations, Safety, & Security (Chairwoman)

Members of Congress (Party Affiliation):

Suzan DelBene (D), 1st District (since 2012; Re-elected 2014 term ends 2016)

Rick Larsen (D), 2nd District (since 2000; Re-elected 2014 term ends 2016)

- Committee on Transportation & Infrastructure

Jaime Herrera Beutler (R), 3rd District (since 2010; Re-elected 2014; term ends 2016)

Dan Newhouse (R), 4th District (since 2015; term ends 2017)

Cathy McMorris Rodgers (R), 5th District (since 2004; Re-elected 2014; term ends 2016)

- Committee on Energy and Commerce

Derek Kilmer (D), 6th District (since 2012; Re-elected 2014; term ends 2016)

Jim McDermott (D), 7th District (since 1988; Re-elected 2014; term ends 2016)

David Reichert (R), 8th District (since 2004; Re-elected 2014; term ends 2016)

Adam Smith (D), 9th District (since 1996; Re-elected 2014; term ends 2016)

Dennis Heck (D), 10th District (since 2012; Re-elected 2014; term ends 2016)

Governor's Representative: Darrin Grondel, Director, Washington Traffic Safety Commission (WTSC)

Coordinator: Chris Madill, Deputy Director, WTSC

State Police/Patrol Executive: Chief John Batiste, Washington State Patrol (WSP)

State EMS Director: Dolly Fernandes, Community Health Systems, State Health Dept.

2016 State Legislature:

Senate: 24 Republicans; 25 Democrats

House: 47 Republicans; 51 Democrats

STATEWIDE STATISTICS

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	521	492	460	454	438	436	462	568
Number of Serious Injuries in Traffic Crashes**	2603	2649	2482	2136	2200	TBD	TBD	TBD
Fatalities/100M VMT								
• Total	0.94	0.87	0.80	0.80	0.77	0.76	0.80	TBD
• Urban	0.59	0.43	0.49	0.45	0.42	0.51	0.58	
• Rural	1.78	1.88	1.50	1.61	1.60	1.43	1.35	
Number of Unrestrained Occupant Fatalities, All Seat Positions	128	143	102	99	99	89	107	113
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	183	207	169	157	143	151	132	148
Number of Speeding-Related Fatalities	216	210	176	169	162	184	162	156
Number of Motorcyclist Fatalities	81	70	70	72	83	73	69	77
Number of Unhelmeted Motorcyclist Fatalities	4	10	6	0	4	4	0	4
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	73	89	66	61	40	70	58	71
Number of Pedestrian Fatalities	63	59	61	64	71	49	75	85
Number of Bicyclist and Other Cyclist Fatalities	9	9	6	11	12	11	7	14
Observed Seat Belt Use, Front Seat Outboard Occupants	96.5%	96.4%	97.6%	97.5%	96.9%	94.5%	94.5%	94.6%

Data taken from NHTSA's State Traffic Safety Information (STSI) website; ** taken from State data systems

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria; check grant funding chart below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		July 1, 2002	All
Graduated Drivers License	x		July 1, 2002	
Open Container Law (154)	x		October 1, 1989	N/A
High BAC (Blood Alcohol Concentration)	x		January 1, 1999	N/A
Repeat Intoxicated Driver Law (164)	x			N/A
CPS (Child Passenger Safety)	x		July 1, 2002	Up to 6 years old and/or 60 pounds
Booster Seat	x		Amendment June 1, 2007	Up to 8 years old and/or 4'9" tall
Motorcycle Helmet Law	x		July 1, 1990	All ages
Prohibit Racial Profiling		x		N/A

PROGRAM AREA SUMMARIES

General:

Management Review:

- June 2015, One Finding (Indirect Costs)

Special Management Reviews:

- Impaired Driving: none scheduled
- Occupant Protection: none scheduled

Assessments:

- Driver Education: Conducted May, 2016
- Impaired Driving: none scheduled (last in 2010)
- Occupant Protection: none scheduled
- Standardized Field Sobriety Test (SFST): none scheduled (last in 2008)
- Traffic Records: April 2014 (new, online methodology)
- Motorcycle: state may request soon (last 2002)

Impaired Driving

General Summary of Activities:

WA's Legislature continues support of the WA's Target Zero Team (TZZT) with state dollars and WTSC is conducting a similar project in more rural parts of the state. Since November 2014, 15 counties and many cities have added new breath test instruments, the Draeger 9510; current plans are to completely replace all DataMasters in Eastern Washington before adding more Draeger instruments into Western Washington. WA was/is considered a "Low-Range State" for both FFY16 and FFY17 under Section 405 (impaired driving fatality rate of 0.30 or lower).

Involvement in Crackdown:

- Support of National tag line: WA uses Drive Sober or Get Pulled Over messaging
- Number of law enforcement involved: August 2014 Crackdown reports for state indicate 156 of 279 (56%) law enforcement agencies participated through 3690 total hours which generated 218 DWI arrests coupled with \$160K of paid media.

Innovative programs: Target Zero Team (TZT) Project (see above)
Significant impaired driving Section 403 demonstration projects: none currently
Sobriety checkpoints: WA does not permit Sobriety checkpoints.
Carryover funding in any of the grant program areas: not substantial
Drug Evaluation Classification (DEC) State: As of February, 2016, the state has 197 Drug Recognition Experts (DRE's) coordinated by WSP Sgt. Mark Crandall (DRE Program, WSP Impaired Driver Unit).
Does the State have an active Coordinating Committee? The Washington Impaired Driving Advisory Committee (WIDAC) was formed through NHTSA's Fostering Leadership award to facilitate impaired driving system improvement. WIDAC is composed of stakeholders from around the State that have direct input and guidance on WA's impaired driving program.

Hot issues: WA is working to evaluate the effects of recent decriminalization of marijuana possession statewide. The American Automobile Association (AAA) recently published a WA Marijuana Prevalence in Fatal Crash evaluation (May 2016). Before decriminalization, WTSC saw an 84% increase in the % of THC positives in drug tests between 2010 and 2014 (in fatal crash involved drivers). Now, WTSC is still very anxious to receive data from NHTSA's National Roadside Survey performed both before and after marijuana decriminalization. WTSC also recently retrospectively analyzed FARS impaired driving cases and saw an increase in THC positives over time. In 2014, of the 89 drivers in FARS who tested positive for marijuana, 75 of them (84 percent) were positive for THC. This is much higher than 2010 when 81 drivers were positive for marijuana and 36 (44 percent) of those were positive for THC. The undecided WA Supreme Court case "*State of Washington v. Dominic Baird and Collette Adams*" may significantly impact state breath testing processes; it regards justification by exigency of a warrantless search for a breath test under implied consent statute. Baird argues that consent given following implied consent warnings is coerced rather than voluntary because the driver is informed that a refusal may be used against the driver in criminal proceedings: [Link](#) (search page for 'Baird' Case #90419-7). WA's Dept. of Health recently hosted a rules workshop on law enforcement phlebotomy training to expand the program statewide. WASPC hosts the 24/7 Program Statewide.

Seat Belt Use

General Summary of Activities: While Washington has supported strong seat belt laws, the state has lost its leadership status among other states, having lost some focus on occupant protection; WA's usage rate of 94.6% is the fifth year where usage has been below the State's high of 97.6% in 2010. The state's seat belt law was passed in 1986 as a secondary enforcement law covering all vehicle occupants in all seating positions. The law was changed to primary enforcement in 2002.

Involvement in Click It or Ticket (CIOT) Mobilization:

- Support of National tag line: Yes
- Number of LE involved: During the May 2014 CIOT Mobilization, WA reported 129 participating law enforcement agencies of 279 that worked 3691 hours and wrote 2488 Safety Restraint Citations (16% more hours but 10% less citations than reported for 2013).

Significant occupant protection Section 403 projects: WA participated in a Section 403 Research Project a few years ago, where WTSC directed law enforcement agencies to conduct seat belt mobilizations at night; data suggested seat belt usage dipped during night-time hours, increasing the fatal and serious injury rate. At one time, WA did conduct seat belt patrols and mobilizations with federal grant dollars during night-time hours as a result of this research project, but may have discontinued this practice.

Hot issues: WA's record high seat belt use rate has dropped; their recently submitted Seat Belt Use Survey reported a seat belt use of 94.5% for 2014, the same in 2013 which matches the lowest rate for the state over the last decade and dropping the rate below 6 other states. WTSC states this drop is due to new changes in NHTSA's required survey methodology; however, weaker leadership and lack of focus

may be responsible and other states have experienced an increase in seat belt usage with the new methodology. WA qualified for FFY2015 Section 405(b) grant funds as a high seat belt use rate State.

Other Significant Programs

Safe Communities: Many of WA's Safe Communities are local and state funded and a few Safe Community programs are Native American. These Safe Communities are integral in implementation of the local and statewide traffic safety programs.

Motorcycles: The state is attempting HVE efforts again this summer focused exclusively on reducing motorcycle crashes. WTSC staff state that prior year efforts were not well coordinated.

Speed: While speed is "priority level one" in their highway safety plan and is involved in at least 30% of traffic fatalities or serious injuries between 2009-2011, the WTSC allocates minimal NHTSA grant funds to address speed.

Pedestrians/Bicycles: Recent reformation of the dormant Copper Jones Advisory Committee has proved unhelpful in addressing pedestrian and bicycle crashes which are considered "priority level two" and "priority level three" respectively in the recent highway safety plan. The State Legislature recently established a pedestrian safety advisory council. The council will review and analyze data related to pedestrian fatalities and serious injuries to identify points at which the transportation system can be improved and to identify patterns in pedestrian fatalities and serious injuries. The Seattle DOT (SDOT) recently partnered with AARP Seattle and the KOMO media family to develop pedestrian safety public PSAs related to pedestrian safety for television, radio and online. The partnership included support from KOMO TV's traffic reporter as well as on-air talent for Spanish language version television spots. Outreach to deter collisions involving intoxicated pedestrians was a joint venture between SDOT and the Seattle Police Department (SPD).

Young Drivers: WTSC recently passed a resolution establishing the Action Council on Young Drivers, a multi-agency team with student and young driver representatives.

Emergency Medical Services: The State Traffic Records Coordinating Committee (TRCC) has sponsored EMS data projects. For the 2016 Strategic Highway Safety Plan, WTSC moved "EMS & Trauma Response" from Priority Level Two to Priority Level One. WTSC is working on Data Integration efforts to address EMS data instead of updating EMS data in FARS, which has been too timeconsuming. As of Feb. 2016, ~20% of EMS agencies statewide voluntarily submit data to the Washington EMS Information System (WEMIS).

Data Records/Traffic Records (TRCC): The eTRIP (Electronic Traffic Information Processing) initiative is being developed to implement an automated system enabling law enforcement agencies to electronically create tickets and collision reports in the field. A final Traffic Records Assessment Report was issued May 2014; WA participants spoke favorably of the new electronic assessment system. In 2015, WTSC's FARS staff started extra, supplementary data files linking names to allow toxicology data linkage to FARS and FARS went paperless (toxicology reports are still paper based). A long-time WA FARS analyst is retiring the summer of 2016.

Distracted Driving: During WA's 2015 and 2016 legislature, WTSC 'agency-sponsored' bills to strengthen the existing distracted driving law which would bring law up to incentive grant funding language standard. In 2016, a bill passed the House Committee on Transportation, but died after referral to the Appropriations Committee. WA's existing distracted driving law, the "Handheld Cell Phone Use" law, took effect in 2010, making it a primary offense to be caught holding a cell phone to your ear while driving, or to be reading, writing or sending text messages. However, enforcement of the law has been challenging. Prior to 2010, on average, 700 drivers were cited for cell phone use per month statewide. After the law went into effect in 2010, the number of motorists cited for cell phone use was approximately 4,000 per month, without extra enforcement funding. WA began participating in the April 2014 national high visibility enforcement campaign and use the slogan "if you're texting you're not driving" and "Text. Talk. Ticket". Social media outreach on Facebook, Instagram, Twitter, Google display ads and You Tube generated over 4 million impressions and nearly 1 million interactions with WA citizens in target market (young men ages 18-35). Close to 150 agencies participated in the 2016 campaign. While #'s are not tabulated for 2016, WSP pulled over 22,496 vehicles in 2014 on suspicion of distracted driving due to cellphone use and gave 11,053 citations (in 2013, troopers pulled over 20,311 drivers and wrote 9,179 citations). WTSC is recommending the Governor pass an Executive Order on State Employees cell phone use while driving.

Tribal: In 2015, the Tribal Traffic Safety Advisory Board created culturally-relevant traffic safety educational materials (posters, rack-cards, vinyl banners and videos) with the tagline "Be Seen."

Federal Highway Focus City/State: None

Congressional Earmarks: None

Programs of Note: The Washington Traffic Safety Commission employs a Corridor Traffic Safety Program is to reduce collisions on roadways using low-cost, near-term solutions through partnerships with community groups, business, engineering, enforcement, education, and emergency services organizations. The program is locally led and coordinated in each community through task forces. Once selected, a task force is recruited. Invited to be part of that task force will be all law enforcement agencies, public works and state highways agencies, emergency response agencies, businesses, schools, civic organizations, citizen activists, appropriate federal agencies and interested political entities such as county commissioners or city officials. All agencies sit as equal members of the local corridor project task force. Robin Abel, 2015 Lifesavers award winner, recently worked with Congressman Dave Reichert (WA-08) to have unsecured load language added into federal Congress's Multi-Year Highway Bill'. Ms. Abel reports that Chairman Shuster and Ranking Member DeFazio of the Transportation and Infrastructure Committee agreed upon the following language in the committee report which accompanied the multi-year highway bill: "The Committee is concerned about the dangers posed by unsecured loads on non-commercial vehicles. Federal grant funds for state-run safety campaigns raising awareness about the dangers posed by unsecured loads are currently eligible under State Highway Safety Programs (23 U.S.C. 402). Therefore, the Committee encourages states to address unsecured loads the next time they submit their State Highway Safety Program for approval by the Secretary."

General: WTSC held an annual state-wide Traffic Safety Conference in Oct, 2015 after many years without holding anything similar; it was a widely attended and appeared successful. WTSC is scheduled to host the 2016 GHSA annual conference in Seattle and has invited all local and state partners to participate. The State Dept. of Transportation Director, Lynn Peterson, was fired by the State Congress in February, 2016, by refusing to confirm her three years after her appointment by Gov. Jay Inslee. Washington State Patrol (WSP) is struggling to fill positions; they are down 80 staff statewide. Darren

Grondel, the WTSC Director and State GR, is currently enrolled in a Ph.D. program while working full time. Chris Madill, previous traffic records coordinator and program director, recently moved into the WTSC Deputy Director position and is also enrolled in a graduate level program while working full time. WTSC recently recruited a new Statewide Law Enforcement Liaison (LEL) Contractor Position; unfortunately, the SHSO does not well utilize the regional LEL, Glenn Cramer. 20 Target Zero Task Force managers (TZM's) across the state serve as "branch offices" of the WTSC in promoting and executing highway safety projects statewide, such as the Sustained High Visibility DUI Saturation Patrols. TZM's work directly with the local traffic safety task forces and law enforcement across the state. WA did downsize its TZM program recently from 24 across the statewide down, partially redistributing them geographically. WTSC has also reduced it's law enforcement liaison program. WSP: John Batiste of the Washington State Patrol suffered a major stroke in the fall of 2014 but is back full time as Chief. The agency is down in the # of troopers; as of Dec. 2015, ~100 of the patrol's 617 field positions were vacant and the agency is losing 9 troopers/month. A patrol survey of other state enforcement agencies found that all but one other enforcement agency pay more than WSP at every level. Approved bills are geared towards increasing trooper pay to improve retention. John Moffat, the previous Director of the Washington Traffic Safety Commission, then Regional Administrator for the NHTSA Region 10 office recently retired from federal service.

MAP-21 FUNDING CHART				FAST ACT
WASHINGTON	FY14	FY15	FY16	FY17
§402	\$ 4,551,441.23	\$ 4,868,230.69	\$ 5,232,027.53	\$ 887,388.56
§405(b) OP	\$ 1,189,316.45	\$ 1,127,401.91	\$ 884,432.75	
§405(d) IMPAIRED DRIVING	\$ 2,803,361.63	\$ 2,771,946.36	\$ 2,796,318.76	
§405(d) ID INTERLOCKS	\$ 416,355.91	\$ 414,898.08	\$ 419,031.02	
§405(c) DATA PROGRAM	\$ 1,043,704.44	\$ 772,535.84	\$ 774,233.44	
§405(e) DISTRACTION				
§405(f) MOTORCYCLE	\$ 88,436.98	\$ 87,344.44	\$ 86,035.93	
§405(g) GDL				
§154 OPEN CONTAINER*				
§164 REPEAT OFFENDER*				
TOTAL	\$10,092,616.64	\$ 10,042,357.32	\$ 10,192,079.43	\$ 887,388.56

Date: August 29, 2017

STATE: West Virginia

Contact: NHTSA Region 3 Administrator, Elizabeth A. Baker, Ph.D.
410-962-0090

Organization

Governor: Governor Jim Justice (D)

U.S. Congressional Delegation:

Senators: Joe Manchin III (D)
Shelly E. Moore Capito (R)

Committee

Commerce
Appropriations

Congressmen: Evan Jenkins (R)
David McKinley (R)
Alex Mooney (R)

Appropriations
Commerce

Governor's Representative: Patricia S. Reed
Commissioner, West Virginia Division of Motor Vehicles

Coordinator Bob Tipton, Director Governor's Highway Safety Program
West Virginia Division of Motor Vehicles
Bob.C.tipton@wv.gov

State Police Superintendent: Col. Jan Cahill

State EMS Director: Melissa Raynes

State Legislature:

Senate: 16 Democrats; 18 Republicans -
President and Lt. Governor—Senator Mitch Carmichael (R)
House: 36 Democrats; 64 Republicans - Speaker Tim Armstead (R)

STATEWIDE STATISTICS *

	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	357	315	338	339	332	272	268
Number of Serious Injuries in Traffic Crashes (Obtain from State)	7,130	6500	5997	5,680	4,974	4,437	1,264
Fatalities/100M VMT	1.82	1.64	1.78	1.76	1.73	1.42	
• Total	1.26	1.07	1.24	0.96	1.13	0.84	
• Urban							
• Rural	2.23	2.06	2.18	2.35	2.15	1.83	
Number of Unrestrained Occupant Fatalities, All Seat Positions	152 (54%)	131 (55%)	133 (50%)	137 (57%)	113 (46%)	93 (46%)	99 (51)
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	112 (31%)	87 (28%)	93 (28%)	94 (28%)	91 (27%)	84 (31%)	71 (26%)
Number of Speeding-Related Fatalities	121	133	115	144	130	66	66
Number of Motorcyclist Fatalities	26	33	27	31	24	26	32
Number of Unhelmeted Motorcyclist Fatalities	5	10	6	14	8	7	7
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	54	40	50	32	33	34	28
Number of Pedestrian Fatalities	21	13	20	31	28	19	19
Number of Bicycle Fatalities	0	3	0	1	0	2	1
Observed Seat Belt Use, Front Seat Outboard Occupants	87%	82%	85%	84%	82%	88%	89%

* All Statistics, except for Number of Serious Injuries in Traffic Crashes, will be available from the State Traffic Safety Information (STSI) website beginning November 2008. The Number of Serious Injuries in Traffic Crashes should be obtained from the State.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		July 9, 2013	All front seat and those in rear seat <18
Graduated Drivers License	X		June 7, 2009 (last modified)	
Open Container Law (154)	X		2015	N/A
Repeat Intoxicated Driver Law (164)	X		July 2005	N/A
CPS	X		July 1, 2003	4 years/ 40 lbs
Booster Seat	X		July 6, 2005	8 years / 4 ft 9 inches
Motorcycle Helmet Law	X		1999	All
Interlock Law	X			
Cell Phone Law	X		July 2012	Primary as of July 1, 2013
Texting Law	X		July 2012	Primary (all drivers)

PROGRAM AREA SUMMARIES

General:

Management Review – February 27-March 3, 2017 (One finding; closed)

Special Management Review - Occupant Protection - February 19-21, 2013

- Impaired Driving – Last one was July 2006 (re-negotiated PEP FY11)

Assessment –

- Impaired Driving – Conducted 2/1-6/2015
- Occupant Protection – Conducted 4/12-17/2015
- Traffic Records – July 2016 (report-out November 17, 2016)

Impaired Driving:

The state's .08 legislation went into effect on May 4, 2004. Special enforcement monies were made available to law enforcement for drunk/drugged driver apprehension both through the Highway Safety Office and Drunk Driving Commission. Special programs directed at colleges have also been instituted. The West Virginia Alcohol Beverage Commission has stepped up compliance checks for underage sales and liquor license violations. West Virginia's alcohol testing has been above the national average and continues to increase. The installation of breath testing equipment has improved data collection in DUI cases. Multi jurisdictional DUI checkpoints are conducted throughout the year.

GHSP participates in the Region 3 Checkpoint Strikeforce initiative, conducting at least one checkpoint per week during the year-long effort. In 2014, WV conducted 464 checkpoints. This effort also involves border-to-border and low staffing checkpoints with neighboring states. Since July 2004, a statewide, sustained enforcement plan has been in effect (and updated as needed), involving every county in the state. The plan includes enforcement, education and public awareness through the media. West Virginia was one of the Region's SES States and had received additional funds to put towards the impaired driving effort using paid media and additional enforcement campaigns. These funds also added to the sustained enforcement effort. They are currently using the "Drive Sober or Get Pulled Over" tag line.

In 2013, WV became a Drug Evaluation Classification (DEC) State.

The State has an active Commission on Drunk Driving Prevention Committee to assist with funding and direction on impaired driving issues. The alcohol related fatalities are declining. WV has also started an Alcohol Advisory Committee to address impaired driving issues. They continually qualified for section 410 funding each year. WV was a High Fatality Rate state for FY09, FY10 and again in FY11. Under the MAP 21 Authorization, WV has qualified for 405d funds as a mid-range state. WV's open container law has been compliant with Section 154 since 2016. In the past, the WV HSO has been able to leverage a portion of these transfer funds for impaired driving enforcement efforts. In FY11 the WV GHSP rolled out a new weapon in the fight to get drunk drivers off the road, using three-wheeled motorcycles called Spyders. They look like a cross between a snow mobile and a motorcycle, but they're high-tech roadsters. They're intended for high-visibility DUI patrols. The Spyder Patrol Program requires local law enforcement agencies to dedicate a full time officer to DUI patrols in exchange for a three-wheeled motorcycle. This officer works traffic/DUI full

time and reports all activity to the WV GHSP Law Enforcement Database. The Charleston Police Department has developed the only known Spyder training for law enforcement in the country. WV qualified for FY13, FY14, FY15, and FY16 MAP 21 Section 405d Impaired Driving Grant funds, as well as FY17 FAST Act 405d funds.

Seat Belt Use:

In 2001, West Virginia reported one of the lowest observed seat belt use rates of all 50 States at 52.3 percent. Recognizing the serious need to increase seat belt use, a considerable focused effort was made in support of a primary seat belt bill. To strengthen their seat belt program, West Virginia began conducting "Click It or Ticket," a high visibility public information and zero tolerance enforcement program aimed at increasing seat belt use. The State focused its efforts with funding from the Section 157 Innovative Seat Belt grant to enhance the public information "Click It or Ticket" effort using paid advertising with increased enforcement levels. Paid media ads using local law enforcement were aired statewide. Click it or Ticket road signs were placed statewide. An additional LEL had been hired for training and to administer the Click it or Ticket campaign. These activities resulted in an increase to West Virginia's 2002 seat belt use rate to 72%, a 20% increase.

The most recent seat belt use surveys, in June of 2015 and 2016, revealed a usage rate of 89% and 86.8%, respectively. The 2015 May Click It or Ticket mobilization resulted in 130 agencies reporting with 4,647 Seat Belt and 67 Child Seat tickets being written. Over 395 DUI arrests were also made. A "Click it or Ticket West Virginia Lifesavers" program was started involving the recognizing of individual officers for occupant protection enforcement efforts, and currently has over 2400 officers signed up representing 137 agencies. A booster seat law took effect July 6, 2005 which requires all child under the age of 8 years old unless the child is 4 foot 9 inches or taller to be properly secured in a child restraint device.

The city of Charleston WV was awarded a 403 demo grant for nighttime seat belt enforcement in 2007. The Region 2 (Huntington) and Cabell County Sheriff's Office are currently working on a 403 demonstration project to increase seat belt use among tweens and teens.

WV qualified for Section 406 funding by reaching 85% as a secondary law state for 2 consecutive years. Primary Seat Belt Bill for 2013 passed and was signed by the Governor, taking effect July 9, 2013. WV was approved to use the new survey design in 2013. WV qualified for FY13, FY14, FY15 and FY16 MAP 21 Section 405b OP Funds, as well as FY17 FAST ACT 405b funds.

Other Significant Programs -provide if applicable:

Safe Communities: West Virginia has a total of eight Safe Community Programs that cover a majority of the State's population, and a Child Passenger Safety Coordinator. These Safe Communities are the foundation for many of the statewide traffic safety activities, such as Click It or Ticket, the National Crackdown and other mobilizations. These Safe Communities programs reach out to agencies as well as local businesses in their area to promote traffic safety. Each of the coordinators has increased geographical areas to encompass more of the state. They are funded in part and coordinated through the Highway Safety Office.

Motorcycles: West Virginia continues to monitor their motorcycle crashes and training. WV qualified for the Section 2010 Safety-LU funding and will increase their training availability in the rural areas. Each year, a repeal of the helmet law is introduced resulting in no changes. WV qualified for FY13, FY14, FY15 and FY16

MAP 21 Section 405f MC Funds, as well as FY17 FAST Act funds.

Data Records/Traffic Records (TRCC): Traffic records are a vital part in producing programs that affect traffic safety. West Virginia has been struggling to upgrade and revive their record keeping and retrieval process. A Traffic Records Coordinating Committee (TRCC) was formed and a strategic plan written to address this problem. West Virginia has agreed to join the State Data System and provide data to NCSA. Section 408 funding had been utilized for this effort to improve the quality and accessibility of the data. A new traffic records coordinator has been hired to oversee and administer the strategic plan. The development of a uniform citation for the state to be used by all law enforcement agencies is in progress. The new crash report has also been implemented. Electronic crash reporting is being used throughout the state with the State Police and has expanded to over 90% of the agencies. E-Citations are being implemented statewide as part of a process that began in earnest during FY15. WV qualified for FY13 & FY14 MAP 21 Section 405c Traffic Records Funds. They did not apply for FY15 funds.

WV also had qualified for the FY06 and FY07 Section 1906 Racial Profiling Grant which was designated to the area of traffic records. Their legislation for this expired 12/31/08.

Any Hot Issues: A bill was introduced in the 2017 Legislative Session that would eliminate the Office of Administrative Hearings (OAH) and put the license revocation process for DUI back into the Magistrate Courts' hands. If this were to happen, there could be far fewer license revocations for DUI. (This is based on the fact that currently more than 98% of DUI Offenders receive a license revocation based on the Officers Statement (DMV314) for the offense versus around 60% receiving a criminal conviction for the same offense.) If passed, this could have affected the number of license revocations dramatically. It did not pass in the 2017 session; however, GHSP expects that it may come up again in 2018.

An officer at the New Cumberland Police Department in WV was determined to have committed fraudulent activity using WV GHSP funding. This case has been thoroughly investigated by the WV State Police, and the officer has voluntarily resigned from his duties, with the caveat that he can never be a certified police officer again. WV GHSP has received a check in the amount of \$3,014.03, sent from the Brooke County Prosecutor's office, in restitution for this case. WV GHSP is working with NHTSA R3 to repay the funds.

WV also applied for FY13 MAP 21 Section 405 Graduated Driver License Funds but did not qualify.

MAP-21 FUNDING CHART					FAST ACT
West Virginia	FY13	FY14	FY15	FY 16	FY 17
§402	\$ 1,756,253	\$ 1,742,775	\$ 1,875,111	\$ 2,029,647	\$ 2,018,695
§405 OP	\$ 454,873	\$ 468,261	\$ 443,883	\$ 348,221	\$ 281,836
§405 IMPAIRED DRIVING	\$ 1,104,028	\$ 1,103,745	\$ 1,091,377	\$ 1,100,973	\$ 1,105,063
§405 DATA	\$ 387,783	\$ 410,929	N/A	N/A	\$ 308,728
§405 DISTRACTION	\$ 459,082	N/A	N/A	N/A	\$ 103,089
§405 MOTORCYCLE	\$ 34,567	\$ 34,819	\$ 34,389	\$ 33,874	\$ 33,941
§405 GDL	N/A	N/A	N/A	N/A	N/A
§405 NON MOTORIZED	N/A	N/A	N/A	N/A	N/A
§154 OPEN CONTAINER	\$ 3,615,561	\$ 0	\$ 889,510	N/A	N/A
§164 REPEAT OFFENDER	N/A	N/A	N/A	N/A	N/A
TOTAL	\$ 7,812,147	\$ 3,760,529	\$ 4,334,270	\$ 3,817,548	\$ 3,851,352

West Virginia requested no 154AL funding in FY14 for Alcohol Programs
NOTE:

Date: August 28, 2017

State: Wisconsin

Contact: Mike Geraci, NHTSA Region 5 Administrator
708.503.8822 (michael.geraci@dot.gov>

Organization

Governor: Scott K. Walker (R)

U.S. Congressional Delegation:

Senators: Ron Johnson (R)

Tammy Baldwin (D)

Representatives:

Paul Ryan (R)	1 st		James Sensenbrenner (R)	5 th
Mark Pocan (D)	2 nd		Thomas Petri (R)	6 th
Ron Kind (D)	3 rd		Sean Duffy (R)	7 th
Gwen Moore (D)	4 th		Reid Ribble (R)	8 th

Committee Assignments:

Senate Committee on Commerce, Science and Transportation

Ron Johnson

Senate Committee on Appropriations

Tammy Baldwin

House Committee on Transportation and Infrastructure

Reid Ribble

Governor's Representative: Mark Gottlieb, Secretary, Department of Transportation

Coordinator: David Pabst, Director, Bureau of Traffic Safety

State Police/Patrol Executive: Stephen Fitzgerald, Superintendent, Wisconsin State Patrol

State EMS Director: Brian Litza, Director, Chief of EMS Section,
Department of Health Services

Composition of State Legislature:

Senate: 14 Democrats, 19 Republicans

House: 36 Democrats, 63 Republicans

STATEWIDE STATISTICS *

	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	572	582	615	543	507	566
Number of Serious Injuries in Traffic Crashes (Obtain from State) **	3,845	3,534	3,582	3301	2,986	N/A
Fatalities/100M VMT	.96	.99	1.04	0.91	.84	.91
• Total	.74	.71	.79	0.63	.57	.68
• Urban	1.15	1.27	1.27	1.17	1.09	1.12
• Rural						
Number of Unrestrained Occupant Fatalities, All Seat Positions	178	189	201	186	162	167
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	203	196	200	178	166	189
Number of Speeding-Related Fatalities	202	195	209	178	168	167
Number of Motorcyclist Fatalities	105	88	117	85	73	81
Number of Un-helmeted Motorcyclist Fatalities	82	78	87	62	51	65
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	91	83	81	58	67	76
Number of Pedestrian Fatalities	52	57	45	37	45	57
Number of Bicyclist Fatalities and other cyclists	9	12	11	10	4	15
Observed Seat Belt Use, Front Seat Outboard Occupants	79.2%	79.0%	79.9%	82.4%	84.7%	85.8%

* Data Source: State Traffic Safety Information (STSI) website.

** The Number of Serious Injuries in Traffic Crashes from State data system.

STATUS OF TRAFFIC SAFETY LAWS

(Laws below do not necessarily meet grant criteria. Check grant funding below)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	X		6/29/2009	Covering all seating positions.
Graduated Drivers License	X		7/1/2000	Ages 15 1/2 to 18.
Open Container Law (154)	X		12/3/2003	N/A
Repeat Intoxicated Driver Law (164)	X		2001	N/A
CPS	X		1991	Birth - 8
Booster Seat	X		6/1/2006	
Motorcycle Helmet Law		X	Repealed 1978	<18 or instructional permit
Prohibit Racial Profiling		X	Repealed 6/29/2011	N/A
High BAC	X			N/A
No Texting while driving law	X		12/1/2010	All Ages

PROGRAM AREA SUMMARIES

General:

Management Review - Conducted April 24-28, 2017 final completed August 22, 2017 and the corrective action plan (CAP) is currently being developed.

Impaired Driving: Wisconsin supports the current national tag line of Drive Sober or Get Pulled Over. Wisconsin law enforcement agencies participated in high-visibility, multi-jurisdictional, nighttime enforcement efforts. Overtime enforcement reimbursed with NHTSA Grant Funds must take place between the hours of 6:00PM and 4:30AM, as a condition for Wisconsin law enforcement grants. Wisconsin is a DEC State with 230 certified DREs. Multi-jurisdictional drugged task force in Dane County and roadside drug testing pilot activities are expected to be implemented in 2016. Wisconsin has 17 OWI and 20 Drug courts respectively. Wisconsin's law does not allow Sobriety Checkpoints.

Impaired driving arrests decreased 18% from 2,512 in 2015 to 2,072 in 2016.

Seat Belt Use: Wisconsin has a primary seat belt law that covers all seating positions. The State uses the National tag line of CIOT and has High Visibility Enforcement (HVE) projects including nighttime enforcement, 50% conducted during hours of darkness. The 2016 seat belt usage rate is 88.4%.

The number of seat belt citations issued during grant-funded activities increased 24% from 17,092 in 2015 to 21,241 in 2016 and speeding citations decreased 17% from 27,218 in 2015 to 22,468 in 2016.

Motorcycles: Preliminary data for 2017 show 57 motorcycle fatalities (52 drivers and 5 passengers).

Pedestrians/Bicycles: Currently, there are 43 pedestrians and 3 bicycle fatalities in 2017.

MAP-21 FUNDING CHART				
	FY 13	FY 14	FY 15	FY 16
§402	\$4,495,413	\$4,455,137	\$4,783,449	\$4,582,910
§405 OP	\$1,192,528	\$1,227,628	\$1,163,719	\$912,923
§405 IMPAIRED DRIVING	\$2,894,407	\$2,893,666	\$2,861,239	\$2,886,396
§405 DATA	\$1,016,643	\$1,077,325	\$797,422	\$799,174
§405 DISTRACTION	\$	\$		
§405 MOTORCYCLE	\$90,672	\$91,286	\$90,159	\$88,807
§405 GDL	\$	\$		
§154 OPEN CONTAINER	\$	\$		
§164 REPEAT OFFENDER	\$	\$		
TOTAL	\$9,689,663	\$9,745,042	\$9,695,988	\$9,270,210

Date: November 15, 2016

STATE: Wyoming

Contact: Gina Espinosa-Salcedo, Regional Administrator
720-963-3100 (Office)

Organization

Governor: Matt Mead (R)

U.S. Congressional Delegation

Senators and Party Affiliation: Mike Enzi (R)
John Barrasso (R)

**Members of Congress and
Party Affiliation:** Cynthia Lummis (R)

Governor's Representative: Matt Carlson, P.E.
Wyoming Department of Transportation

Manager: Kenneth Ledet, Highway Safety Behavioral Grant Manager
Highway Safety Behavioral Program
Wyoming Department of Transportation

State Police/Patrol Executive: Col. Kevin W. Haller
Wyoming Highway Patrol Administrator

State EMS Director: Andy Gienapp, MS, NREMT-P
Office of Emergency Medical Services
Wyoming Department of Health

State Legislature: Senate: 4 Democrats; 27 Republicans
House: 9 Democrats; 52 Republicans

STATEWIDE STATISTICS*

	2008	2009	2010	2011	2012	2013	2014	2015
Number of Traffic Fatalities	159	134	155	135	123	87	150	145
Number of Serious Injuries in Traffic Crashes (Obtain from State)	747	629	584	488	455	448		
Fatalities/100M VMT								
• Total	1.68	1.40	1.66	1.46	1.33	0.93	1.59	
• Urban	0.83	0.71	0.80	1.39	0.77	0.52	1.85	
• Rural	2.02	1.67	2.01	1.49	1.57	1.12	0.99	
Number of Unrestrained Occupant Fatalities, All Seat Positions	83	78	69	63	50	41	67	79
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	65	48	53	38	41	25	48	56
Number of Speeding-Related Fatalities	65	56	57	51	41	40	48	46
Number of Motorcyclist Fatalities	20	13	33	16	12	9	16	24
Number of Unhelmeted Motorcyclist Fatalities	12	10	25	13	10	5	10	17
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	20	26	15	17	12	14	14	13
Number of Pedestrian Fatalities	7	2	3	6	6	4	5	5
Number of Bicycle Fatalities	1	2	0	1	0	0	5	0
Observed Seat Belt Use, Front Seat Outboard Occupants	68.6	67.6	78.9	82.6	77.0	81.2	79.2	79.8

* State Traffic Safety Information (STSI)

**Serious injury numbers are provided by the State

STATUS OF TRAFFIC SAFETY LAWS
(Laws below do not necessarily meet grant criteria.)

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law		X		\$25 fine for driver \$10 fine for each passenger
Child Passenger Safety	X			≤ 8 years of age \$50 fine for first offense
Booster Seat	X			< 9 as appropriate for child size
Graduated Drivers License		X		<ul style="list-style-type: none"> 30-50 hours of supervised driving Passenger restriction
Distracted Driving		X		Texting: All drivers, primary
Motorcycle Helmet Law	X			< 18 years of age
Open Container Law (154)	X		2007	
Repeat Intoxicated Driver Law (164)		X		
High BAC	X			Enhanced Penalty (aggravated) BAC .15
Implied Consent	X			
Zero Tolerance	X			.02 Underage BAC Limit
Per Se BAC	X			.08 BAC
Ignition Interlock				

PROGRAM AREA SUMMARIES

General:

Management Review

- August 2014; Planned for 2017

Assessments

- Impaired Driving: September 2008
- ID SMR conducted July 2010; Closed August 2012
- Occupant Protection: March 2016
- Standard Field Sobriety Test (SFST): December 2009
- Traffic Records: September 2014
- EMS: August 2012

General:

The Wyoming Highway Patrol will be fully staffed in the current year, filling nearly 30 vacant trooper positions.

Kenneth Ledet was named as the manager of behavioral programs within WYDOT. Strategic changes, including the standardization/automation of recurring functions, revisions to policies and procedures documents, and linkages to the Strategic Highway Safety Plan, offer immediate system improvements.

The Wind River Reservation and the Highway Safety Behavioral Program hosted a Native American Highway Safety Summit May 4-5, 2016 at a location near Riverton, WY. John Smith, the Tribal Transportation Director, previously attended the February 18 Denver Summit hosted by NHTSA Administrator Mark Rosekind.

The State Highway Safety Office submitted S.402 and S.405 applications for FY2017. Funds were awarded for S.405b, S.405c, S.405d, S.405d (24-7), and S.405f.

Seat Belt Use:

Wyoming is a secondary law state. Legislative efforts to strengthen the law historically succumbed to personal freedom protests. The net effect can be measured in lives lost, or 73.8 percent, of all traffic fatalities in 2015. Economic costs incurred are estimated at \$788 million (2010 dollars).

Wyoming's surveyed seat belt use (2015) was 79.8 percent, placing the State among the lowest in the country. The State Highway Safety Office utilizes a variety of countermeasures to address this problem, including community outreach, paid and earned media campaigns, high visibility and sustained enforcement initiatives, and more.

An occupant protection assessment took place March 13-18 in Cheyenne. The recommendations will serve the strategic planning efforts of the SHSO as well as the newly re-formed Seat Belt Coalition.

Speed:

Speed involvement in traffic crashes is a problem regardless of rural or urban boundaries. Fatalities are particularly high in the counties of Laramie, Campbell, Sweetwater, Natrona, and Fremont and are addressed

in conjunction with occupant protection enforcement. Speed is understood to be a local issue and highway safety funds are typically not provided for general speed interdiction.

Impaired Driving:

High visibility enforcement is the mainstay of the impaired driving program statewide.

The Governor’s Council on Impaired Driving (GCID) is a pivotal force behind strategic initiatives to impact impaired driving. Governor Mead also named a 20-member council to discuss the potential impacts of legalized medical or recreational marijuana in Wyoming – the Governor’s Marijuana Impact Assessment Council.

Cheyenne Police Department and partner agencies use a “batmobile” as a tool in interdicting impaired driving. A number of events have been structured around this unit through the coordination of the Law Enforcement Liaisons.

MAP-21 FUNDING CHART					
	F13	FY14	FY15	FY16	FY17
§402	\$1,756,253	\$1,742,775	\$1,875,111	\$2,029,647	\$344,783
§405 OP	\$454,872	\$468,260	\$443,883	\$348,221	
§405 Impaired Driving	\$1,104,028	\$1,103,746	\$1,091,377	1,100,973	
§405 Data	\$387,784	\$410,930	\$304,165	304,833	
§405 Distraction	\$0	\$0	\$0	0	
§405 Motorcycle	\$34,585	\$34,820	\$0	\$33,874	
§405 GDL	\$0	\$0	\$0	0	
§154 Open Container	\$0	\$0	\$0	\$1,488,751	
§164 Repeat Offender	\$0	\$0	\$0	0	
Total To Date	\$3,737,522	\$3,760,530	\$3,714,536	\$5,306,298	\$344,783