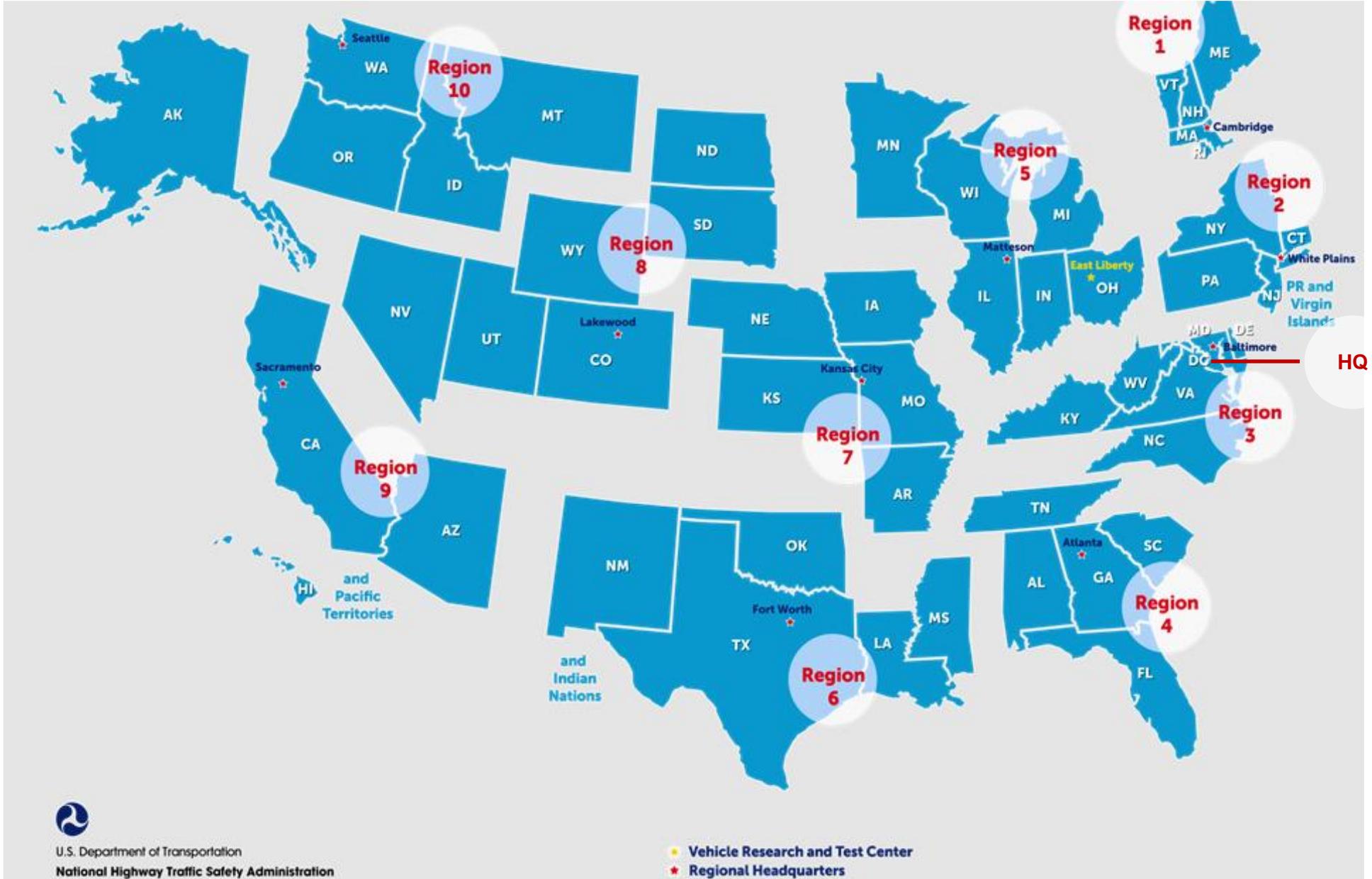


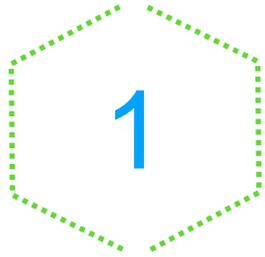


Commercial Vehicle Safety Summit Denver, Colorado

*Presented by
NHTSA Region 8 Regional Administrator
Gina Espinosa-Salcedo*

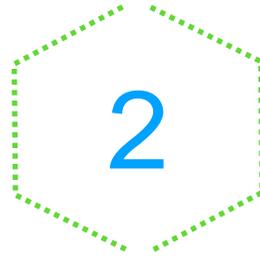
December 4, 2024





Vehicle Safety Programs

- Safe vehicles are a vital component of preventing collisions and the resulting injuries and fatalities.
- The vehicle safety program includes vehicle research, rulemaking, enforcement, and data collection and analysis activities.



Highway Safety Research & Development

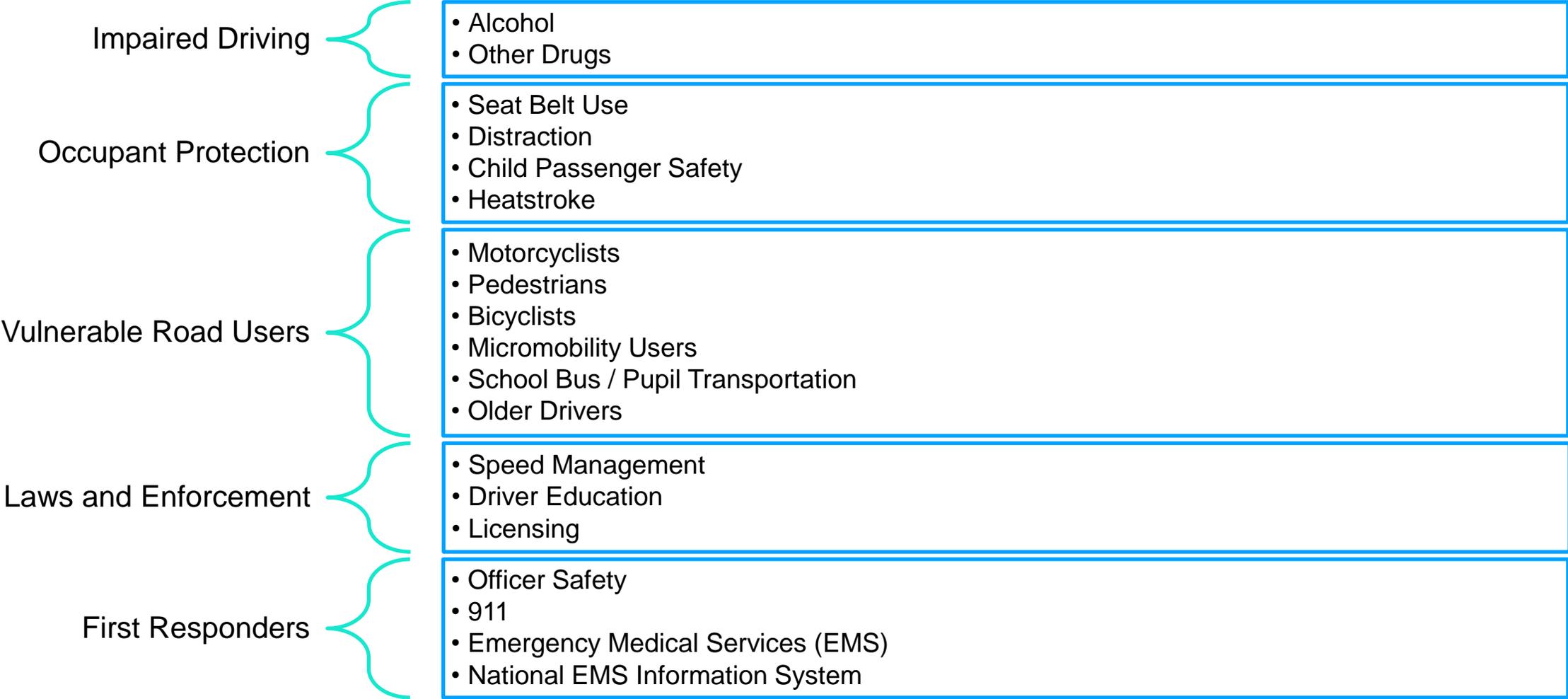
- Human choices and errors play a critical role in auto collisions.
- The highway safety R&D program includes research to influence driver behaviors to reduce injuries and fatalities on our roadways and develop and implement science- and data-driven highway safety programs.



Highway Traffic Safety Grants

- Highway Traffic Safety Grants are the foundation for NHTSA's highway safety program.
- In addition to general highway traffic safety grants, other grants are available for occupant protection, traffic safety information systems, impaired driving, distracted driving, motorcyclist safety, graduated driver licensing, and nonmotorist safety.

Research and Program Development



CURRENT TRENDING DATA:

Fatalities by Person Type and in Crashes Involving Large Trucks

Percentage change of estimated fatalities from 2023 to 2024 are:

- Total estimated driver fatalities decreased by 3%
- Total estimated passenger fatalities decreased by 7%
- Total estimated PV occupant fatalities decreased by 6%
- Total estimated motorcyclist fatalities increased by 1%
- Total estimated pedestrian fatalities decreased by 3%
- Total estimated pedalcyclist fatalities decreased by 1%
- Total estimated fatalities in crashes involving at least one large truck decreased by 1%

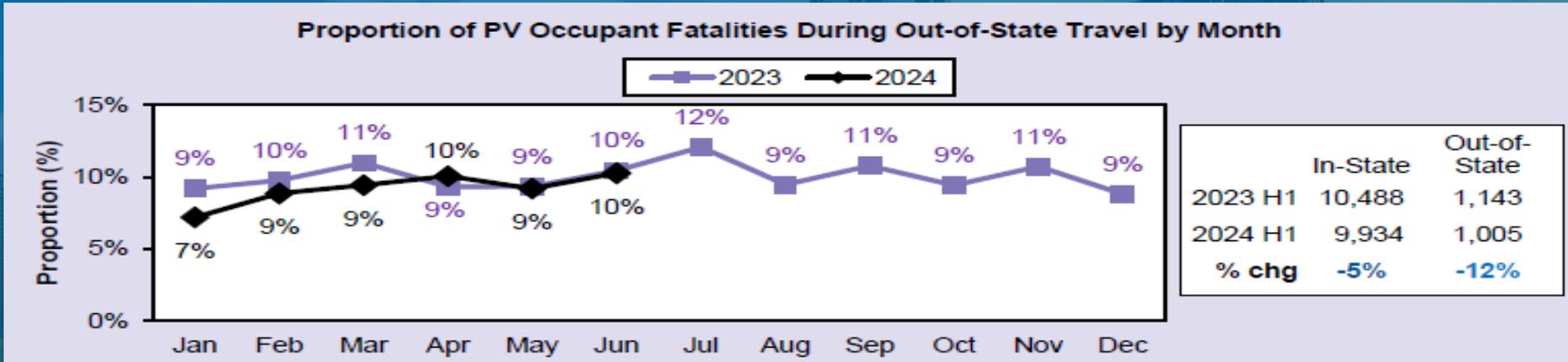
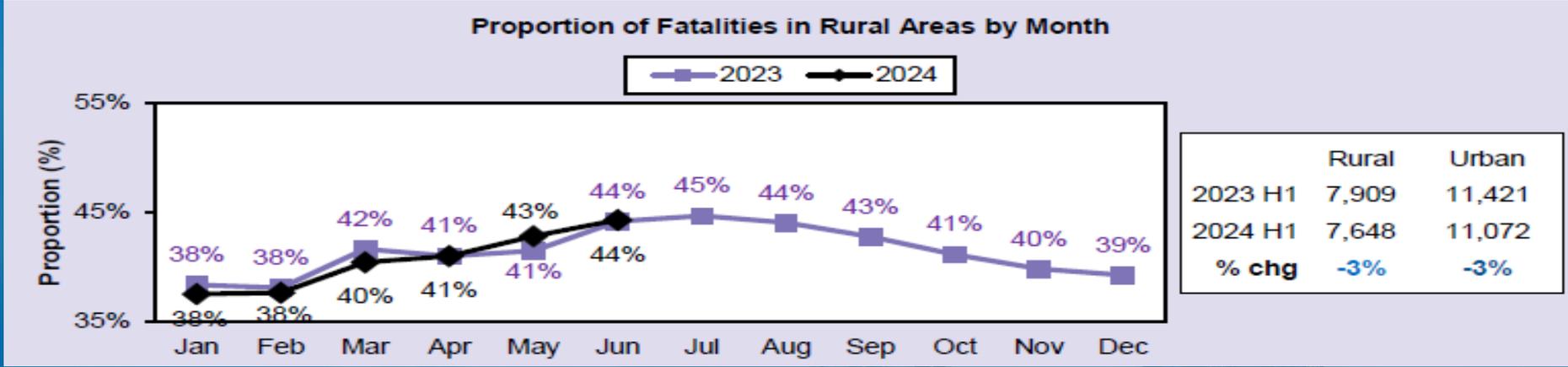
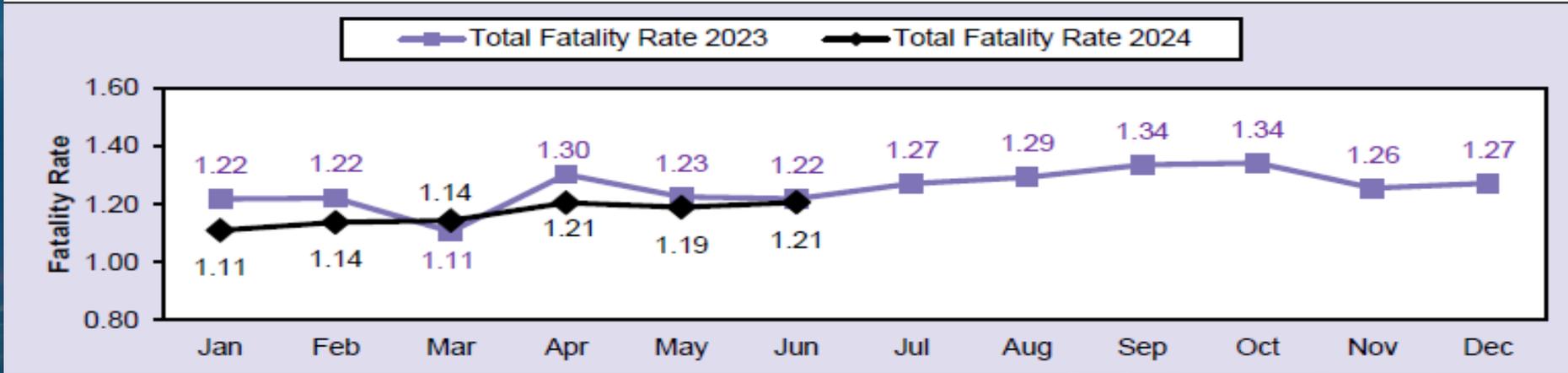


Figure 2. Total Fatality Rate per 100 Million VMT and the Fatality Rate per 100 Million VMT by Roadway Function Class for 2023–2024



NHTSA FARS

Qualifying Vehicles

- A vehicle pulling a trailer with a gross combination weight rating (GCWR) greater than 10,000 lbs.
- A single vehicle with a GVWR greater than 10,000 lbs.
- A vehicle with nine or more seats (including the driver).
- A vehicle displaying a hazardous materials placard.



NHTSA Fatality and Injury Reporting System (FIRST)

United States Department of Transportation

NHTSA Fatality and Injury Reporting System Tool (FIRST)

*** IOS Device Users: [Click here](#) ***

This query tool allows a user to construct customized queries from the [Fatality Analysis Reporting System \(FARS\)](#) and from the [Crash Report Sampling System \(CRS\)](#). To view a list of crash Data Elements used on this site [click here](#). To review and open the opening splash screen content [click here](#). [Click here](#) to find out how U.S. DOT is implementing the **National Roadway Safety Strategy (NRSS)**.

Crashes Vehicles People Drivers Occupants Pedestrians Pedalcyclists

Select Fatality and/or Injury -

- Fatal Motor Vehicle Crashes
- Estimated Injury Only Motor Vehicle Crashes
- Estimated Property-Damage-Only (PDO) Motor Vehicle Crashes
- Estimated Injury and PDO Non-Fatal Motor Vehicle Crashes
- All Motor Vehicle Crashes

* No Region, State, County or City is available for Injury, PDO, and All crashes data.
** Changing Metric types, resets all panels to application default values.

Select Time Frame +

Select State or Region +

Filter Your Selection (FYS)

Build Your Report (BYR)

Query Criteria Selected

Crashes ▶ Fatal Motor Vehicle Crashes ▶ Years: 2018-2022 ▶ Report Type: Table > Rows (Crash Date (Year)); Columns (Crash Date (Month))

Sample Queries

Build your own query or setup the panels on the left to create a query. When all the panels are loaded click the **Submit** button at the bottom of the page. To search for a specific number, use "#" before number (i.e. #200) in Search.

Search Crashes

- [Fatal Crashes by State and Month; 2022 \(#100\)](#)
- [Fatal Crashes by Atmospheric Conditions and Light Conditions](#)
- [Fatal Crashes by Crash Type and Relationship to the Vehicle](#)
- [Fatal Crashes by State and Year; 2021, 2022 \(#103\)](#)

Select State or Region

- State
- NHTSA Region 8. Colorado, Nevada, North Dakota, South Dakota, Utah, Wyoming

Filter Your Selection (FYS)

Crash: General Characteristics +

Crash: Crash and Roadway Characteristics +

Crash: Specific Scenario/Event -

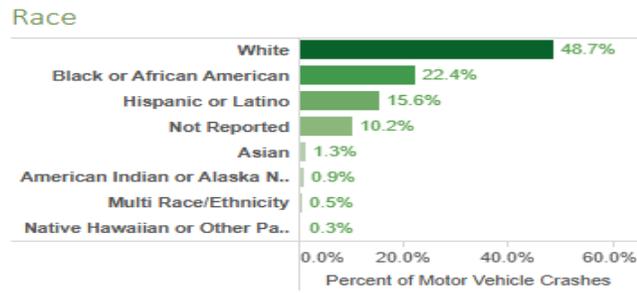
Involving A Distracted Driver	+	Involving A Pedestrian	+
Involving A Drowsy Driver	+	Involving A Police Pursuit	+
Involving A Hit And Run	+	Involving A Roadway Departure	+
Involving A Large Truck	-	Involving A Rollover	+
<input checked="" type="radio"/> Yes		Involving A Young Driver (Aged 15-20)	+
<input type="radio"/> No		Involving An Older Driver (Aged 65+)	+
Involving A Motorcycle	+	Involving Speeding	-
Involving A Pedalcyclist	+	<input checked="" type="radio"/> Yes	
		<input type="radio"/> No	

Demographics

Age and Gender

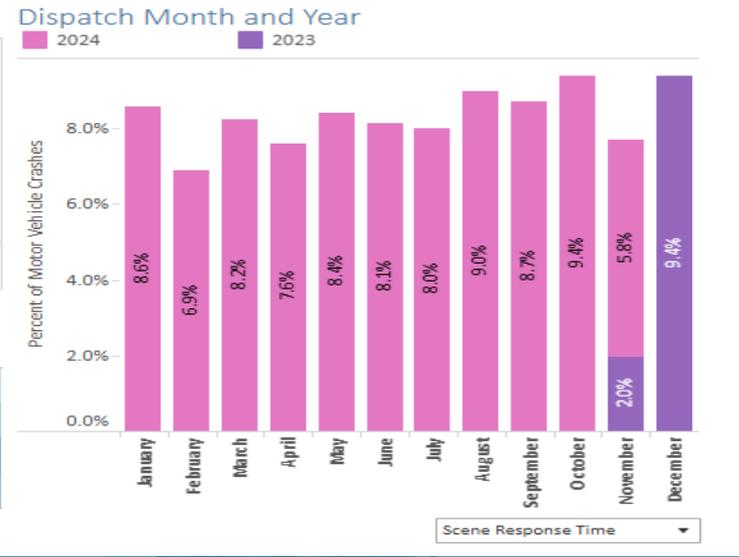
Age Range	Gender		
	Fem..	Male	Mal.. Oth..
0-4 Years	0.1%	0.2%	
5-9 Years	0.0%	0.0%	
10-14 Years	4.2%	3.7%	0.0%
15-19 Years	3.4%	4.9%	0.0%
20-24 Years	3.1%	5.3%	0.0%
25-29 Years	2.8%	5.3%	0.0%
30-34 Years	3.1%	5.7%	0.0%
35-39 Years	2.9%	5.8%	0.0%
40-44 Years	2.7%	5.2%	0.0%
45-49 Years	2.4%	4.4%	
50-54 Years	2.7%	4.9%	0.0%
55-59 Years	2.4%	4.7%	
60-64 Years	2.3%	4.6%	
65-69 Years	1.6%	3.2%	0.0%
70-74 Years	1.4%	2.2%	0.0%
75-79 Years	1.0%	1.3%	
80-84 Years	0.5%	0.8%	
85-89 Years	0.2%	0.4%	
90-94 Years	0.1%	0.1%	
95-99 Years	0.0%	0.0%	
100+ Years	0.0%	0.0%	
Unknown	0.0%	0.2%	

Time

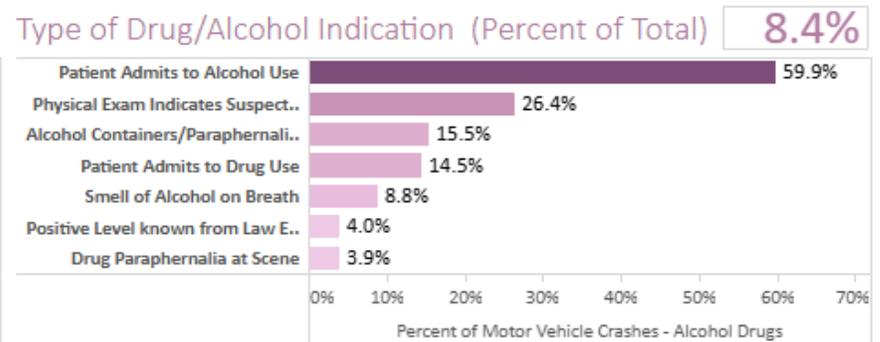
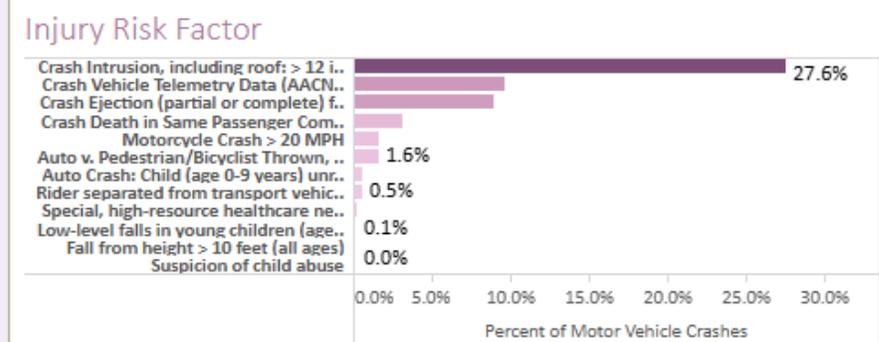
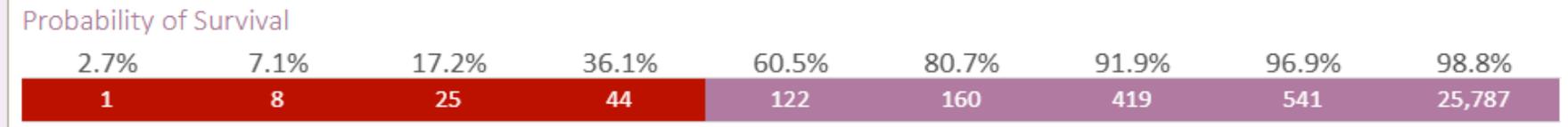
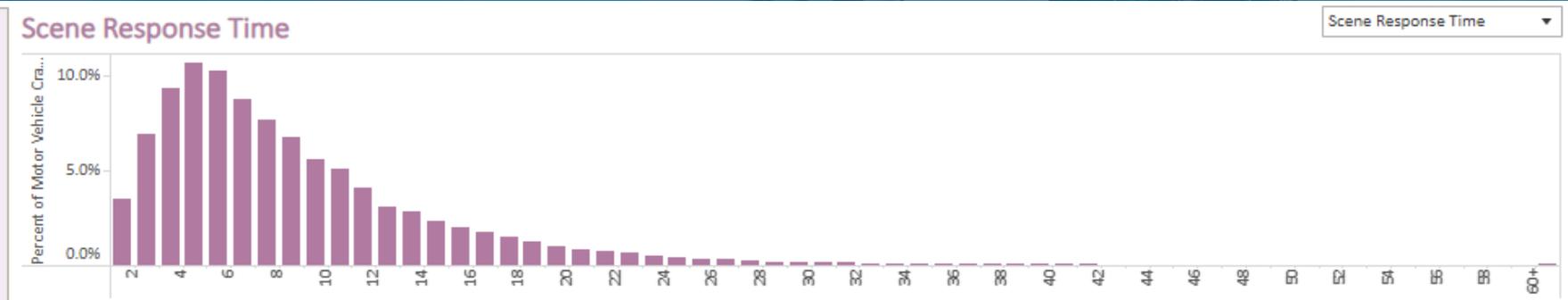


Dispatch Time

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12am to 6am	1.7%	1.3%	1.2%	1.2%	1.1%	1.5%	1.6%
6am to 12pm	1.8%	4.7%	5.1%	4.8%	4.7%	4.7%	2.7%
12pm to 6pm	3.5%	6.2%	6.6%	6.1%	6.3%	6.7%	4.2%
6pm to 12am	2.7%	2.8%	2.9%	3.1%	3.3%	4.0%	3.5%



Scene Response Time



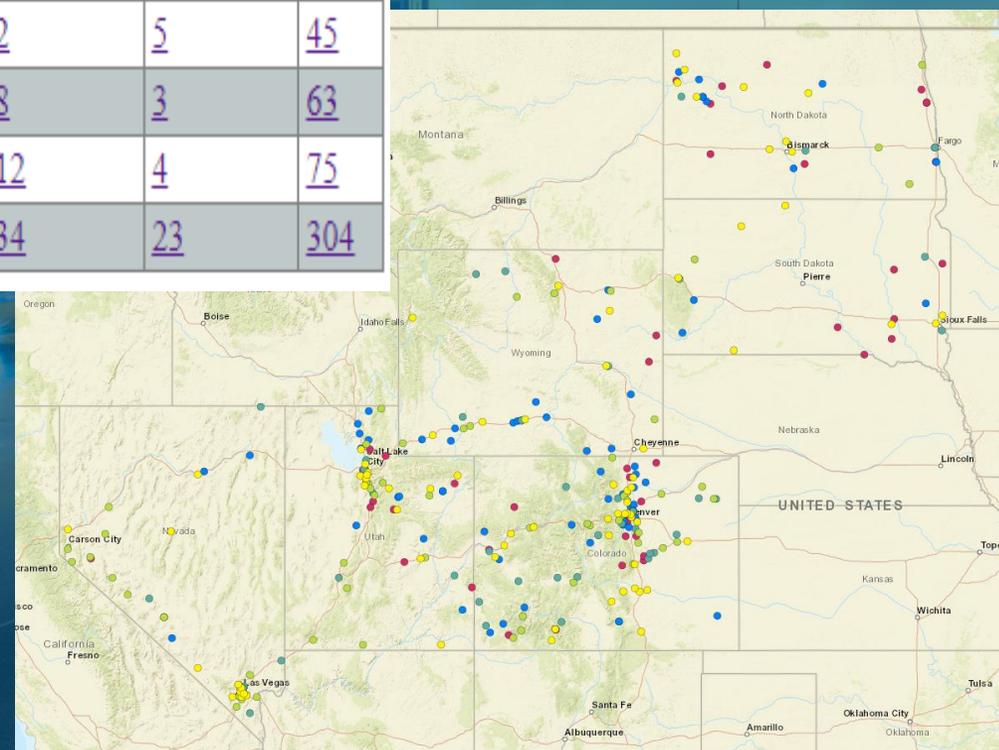
Incident Details

NHTSA Fatality and Injury Reporting System (FIRST)

Fatal Motor Vehicle Crashes¹

Note: Click the link within a table cell to view those records on a web map

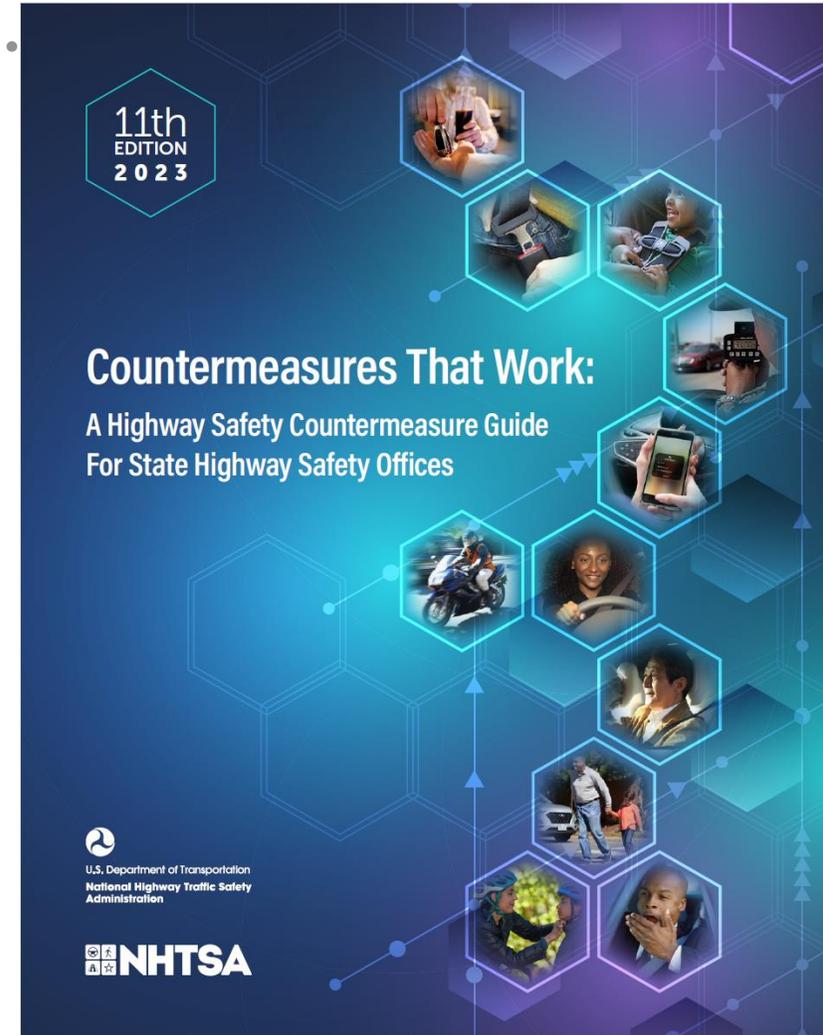
Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2018	6	4	8	0	3	7	2	7	3	4	2	5	51
2019	7	2	10	4	4	3	5	7	8	4	10	6	70
2020	1	4	5	4	2	3	5	6	2	6	2	5	45
2021	3	5	2	4	7	7	5	7	7	5	8	3	63
2022	4	4	6	5	8	7	8	5	7	5	12	4	75
Total	21	19	31	17	24	27	25	32	27	24	34	23	304



Countermeasures That Work (CMTW)

What is it?

Basic reference to assist State Highway Safety Offices and other professionals interested in highway safety in selecting effective, evidence-based countermeasures for traffic safety problem areas.



What Topics are Covered?

- Alcohol-Impaired Driving
- Drug-Impaired Driving
- Seat Belts and Child Restraints
- Speeding and Speed Management
- Distracted Driving
- Motorcycle Safety
- Young Drivers
- Older Drivers
- Pedestrian Safety
- Bicycle Safety
- Drowsy Driving

What is the Effectiveness Star-Rating System?

Stars	Effectiveness
★★★★★	Demonstrated to be effective by several high-quality evaluations with consistent results.
★★★★	Demonstrated to be effective in certain situations.
★★★	Likely to be effective based on balance of evidence from high-quality evaluations.
★★	Limited evaluation evidence, but adheres to principles of human behavior and may be effective if implemented well.
★	No evaluation evidence, but adheres to principles of human behavior and may be effective if implemented well.

* Based primarily on demonstrated reductions in crashes and injuries.

A Highway Safety Countermeasure Guide for State Highway Safety Offices

11th Edition, 2023

Countermeasures That Work is intended to be a reference guide for State Highway Safety Offices to help select effective, science-based traffic safety countermeasures to address highway safety problem areas in their States.

While this is the 11th edition of this guide, this is the first digital version where you can easily save information and countermeasures that you feel are most relevant.

[How to Navigate This Digital Book →](#)

About This Guide

The guide provides an overview for readers to familiarize themselves with the behavioral strategies and countermeasures in each topic area and provides resources for a deeper look at the topic. The guide is not intended to be a comprehensive list of countermeasures available for State use or a list of expectations for SHSO implementation.

[What's Included & Not Included & New →](#)

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Creating a Customized Book: Adding Book Pages

COUNTERMEASURES THAT WORK

Alcohol-Impaired Driving

Overview

In 2021 there were 13,384 people killed in crashes involving alcohol-impaired drivers (defined as drivers or motorcycle riders with BACs of .08 g/dL or higher). This was an increase of 14.2% from the 11,718 fatalities in 2020 (National Center for Statistics and Analysis, 2023a). Fatalities in crashes involving alcohol-impaired drivers continue to represent almost one-third (31%) of the total motor vehicle fatalities in the United States. NHTSA's most recent *State Alcohol-Impaired-Driving Estimates Traffic Safety Facts* (NCSA, 2023c) contains additional national and State statistics pertaining to crashes involving alcohol.

Alcohol-impaired driving dropped steadily from the early 1980s to the mid-1990s. A study showed much of this decrease could be attributed to alcohol-related legislation (e.g., .08 BAC), administrative license revocation, and minimum drinking age laws) and to demographic trends (e.g., the aging of the population and the increased proportion of female drivers) (Dang, 2008). However, during this period there also was substantial public attention to the issue of alcohol-impaired driving, including the growth of grassroots organizations such as Mothers Against Drunk Driving and Remove Intoxicated Drivers, increased Federal programs and funding, State task forces, and increased enforcement and intensive publicity, all which combined to address this critical traffic safety problem.

As shown in the figure below, alcohol-impaired-driving fatalities decreased 53% from 1982 to 2011. However, fatalities increased 36% from 2011 to 2021, due in part to a noticeable rise in alcohol-impaired-driving fatalities during 2020 and 2021 and the COVID-19 pandemic.

U.S. Alcohol-Impaired Driving Fatalities

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My Book

• Alcohol-Impaired Driving

Creating a Customized Book: *Adding Book Pages* (continued)

Administrative License Revocation or Suspension



Effectiveness: ★★★★★ Cost: \$\$\$ Use: **High** Time: **Medium**

Administrative license suspension laws allow law enforcement and driver licensing authorities to suspend a driver's license if the driver fails or refuses to take a BAC test. Administrative license revocation laws are similar, except the offender must re-apply for a license once the suspension period ends. Usually, the arresting officer takes the license at the time a driver fails or refuses a BAC test. The driver typically receives a temporary license that allows time to make other transportation arrangements and to request and receive an administrative hearing or review. From a NHTSA review (2008a), in most jurisdictions at that time, an offender could obtain an occupational or hardship license during part or all the revocation or suspension period. NHTSA recommends that ALR laws include a minimum license suspension of 90 days (NHTSA, 2006a). The National Committee on Uniform Traffic Laws and Ordinances (NCUTLO, 2000) has a model ALR law.

ALR and ALS laws provide for swift and certain penalties for DWI rather than the lengthy and uncertain outcomes of criminal courts. They also protect the driving public by removing some DWI offenders from the road (but see the discussion of driving with a suspended license, under "other considerations"). The NCHRP Report 500 guide on reducing impaired-driving (Goodwin et al., 2005) and NHTSA's *Traffic Safety Facts* on ALR (NHTSA, 2008a) have more information about ALR laws.

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My Book

- **Alcohol-Impaired Driving**
- **Alcohol-Impaired Driving**
Administrative License Revocation or Suspension
- **Alcohol-Impaired Driving**
Minimum Legal Drinking Age 21 Laws
- **Drug-Impaired Driving**
Understanding the Problem
- **Drug-Impaired Driving**
Enforcement of Drug-Impaired Driving
- **Drug-Impaired Driving**
Education Regarding Medications

Using Keyword Search & Filters

rural

3 Star
4 Star
5 Star

\$
\$\$
\$\$\$

High
Low
Low-Medium

Time to Implement Chapter

Long
Medium
Short

Alcohol-Impaired Driving
Drug-Impaired Driving
Seat Belts and Child Restraints

Apply

5 Results

[Clear filters](#)

TITLE ▲	EFFECTIVENESS	COST	USE	TIME TO IMPLEMENT	CHAPTER
Alcohol Ignition Interlocks	5 Star	\$\$	Medium	Medium	Alcohol-Impaired Driving
Dynamic Speed Display/Feedback Signs	5 Star	\$	High	Short	Speeding and Speed Management
Lower Speed Limits	5 Star	\$	High	Varies	Speeding and Speed Management
Primary Enforcement Seat Belt Use Laws	5 Star	\$	Medium	Short	Seat Belts and Child Restraints
Publicized Sobriety Checkpoints	5 Star	\$\$\$	Medium	Short	Alcohol-Impaired Driving

NHTSA & CMV Collaboration

Road Check and Click it or Ticket May 14-16

NHTSA Region 8 reached out to its FMCSA Division Partners to offer joint messaging for NHTSA's Click it or Ticket campaign as well as International Road Check.

The Region drafted a letter for DAs to distribute to commercial carriers, encouraging proactive belt use.

This campaign raised awareness for seatbelt use among CMV owners and operators during NHTSA's national high visibility enforcement period.



NHTSA & CMV Collaboration

School Bus Safety Week Oct 21-25

Dear Administrators,

This year the Federal Motor Carrier Safety Administration (FMCSA) **INSERT STATE DIVISION** and the National Highway Traffic Safety Administration (NHTSA) Region 8 offices are working together to raise awareness about NHTSA's *National School Bus Safety Week*, and focus on valid commercial driver licenses (CDL) for bus drivers, endorsements (to carry passengers), and impaired driving prevention—all to keep bus passengers and drivers safe on the road. You can work with your State Driver Licensing Agency to check your drivers for valid CDLs with proper endorsements, and utilize FMCSA's Drug and Alcohol Clearinghouse to identify drivers who are prohibited from operating buses due to impairment convictions. This year *National School Bus Safety Week* is scheduled for October 21st-25th.

According to FMCSA data, over 480,000 yellow school buses transport approximately 25 million students from home to school each school day. School buses remain one of the safest forms of school-age student transportation in our country; however, in FY 2023, DOT recorded 15,222 bus crashes in the U.S. From 2013 to 2022, there were 111 people killed in school transport vehicles--50 were drivers and 61 were passengers. Proactive measures such as ensuring drivers are properly licensed and utilizing the FMCSA Drug and Alcohol Clearinghouse can help lower these incidents.

In addition to manning buses with safe operators, we're asking you to reinforce safety *around* the bus with drivers and passengers alike. The most dangerous part of the school bus ride is getting on and off the bus. From 2013 to 2022, there were 1.5 times more pedestrian deaths *around* the bus (169) than riders on the bus (111). The school bus loading and unloading area is commonly termed the "Danger Zone", which is any side of the bus where a bus rider may not be seen by a bus driver or motorist and is in greater danger. Please take time to educate your bus riders about safely getting on/off and walking around the bus before crossing the road.

Thank you for joining NHTSA and FMCSA to educate your bus drivers and riders about the importance of safe bus operation and passenger safety in/around the bus. For more information on bus licensing, endorsements, the Clearinghouse, and keeping passengers safe, please visit:

[School Bus Safety](#) | [Traffic Safety Marketing](#)
[Drug & Alcohol Clearinghouse \(dot.gov\)](#)
[Federal Motor Carrier Safety Administration \(dot.gov\)](#)

Thank you.



- FMCSA and the NHTSA Region 8 offices worked together to raise awareness about NHTSA's National School Bus Safety Week.
- Letters focused on valid commercial driver licenses (CDL) for bus drivers, endorsements (to carry passengers), and impaired driving prevention.



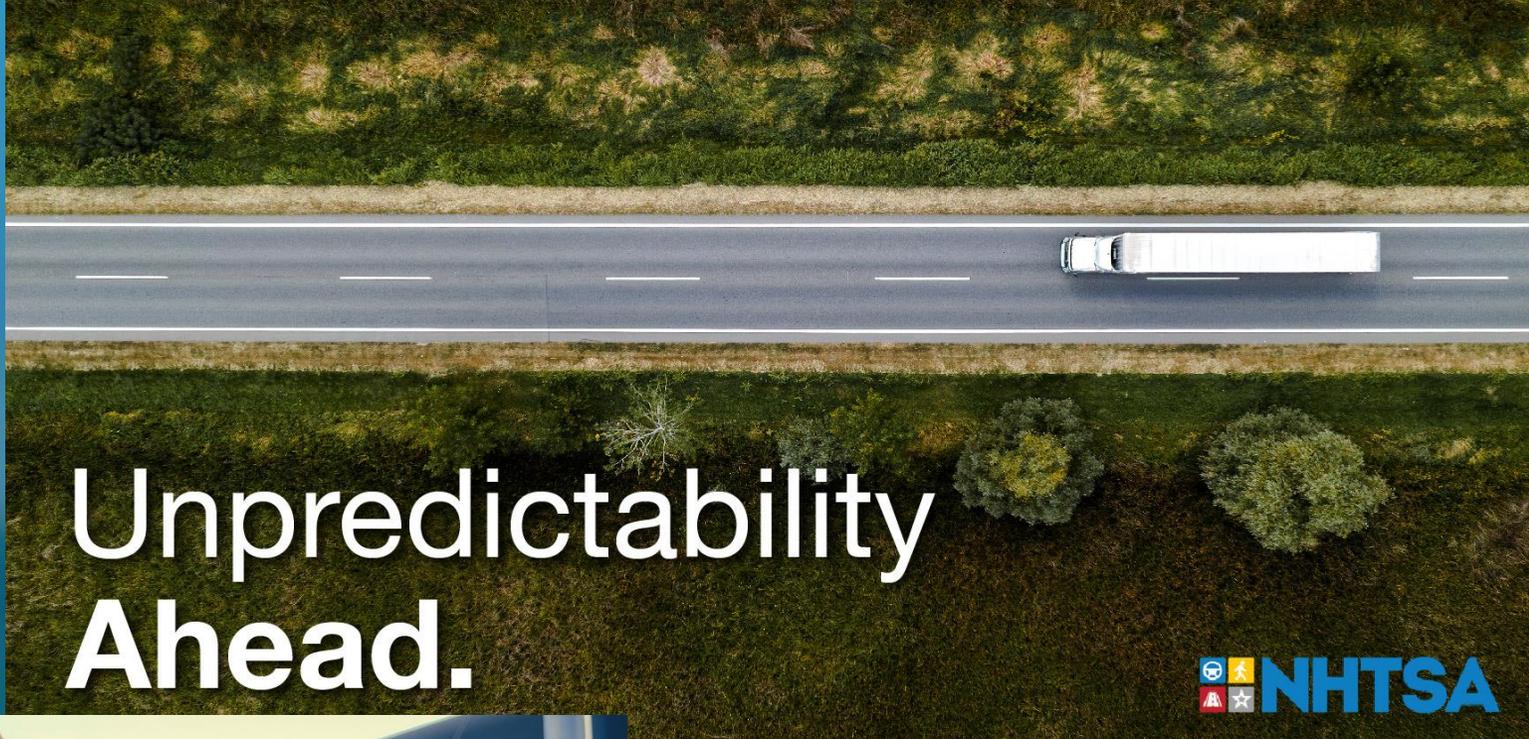
Ideas for 2025

- High Visibility Enforcement with Law Enforcement (Impaired Driving Focus)
- Drug Recognition Expert (DRE) at POE
- Teen Driver Programs
 - Colorado Drive Smart
 - North Dakota Driving Skills for Success
 - Utah DOT Truck Smart
- Use of Traffic Safety Marketing Material (Multi-Focus)
- Use of NHTSA's SMEs: Judicial Outreach, P&P, Toxicology (Impaired Driving Focus)
- CMV Presentations at Traffic Safety Summit (Multi Focus)
- Traffic Incident Management (TIM)
- Invite NHTSA to CMV Jamborees/Events

TRAFFIC SAFETY MARKETING



*Predict.
Protect.
Prevail.*



**Unpredictability
Ahead.**

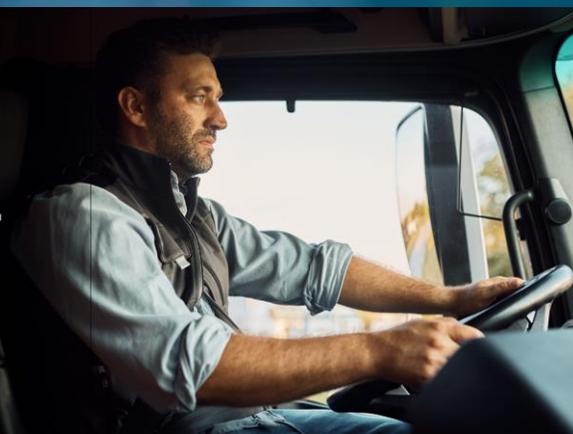


**Unreliable
Roads.

Reliable
CMV Driver.**



**Expect the
Unexpected.**



SD CMV Creative Material

You can see them but
CAN THEY SEE YOU?



DRIVESAFESD.COM

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

There are a lot of great places to hang out in South Dakota...

THE NO ZONE IS NOT ONE OF THEM.

Driving in a large truck's blind spots can be deadly.



DRIVESAFESD.COM

U.S. Department of Transportation
Federal Motor Carrier Safety Administration



U.S. Department of Transportation
Federal Motor Carrier Safety Administration



STAY OUT OF THE NO ZONE.

Together, we can maintain safe roads.

NV CMV Creative Material



Tribal CMV Creative Material

RESPECT THE LAND, **RESPECT THE LIMIT**



SAFETY IS IN YOUR HANDS. **REDUCE SPEED AHEAD.**



High Wind CMV Creative Material

Before you go,
**KNOW IF
IT'LL BLOW.**

Sign up for
high wind alerts.



Don't ignore
THE SIGNS.

Heed high
wind warnings.



#HighWindWarning

Hauling
cargo on a
windy day?

**NOT SO
FAST.**



#HighWindWarning



SECTION 402 *Highway Safety Program Grants*

.....

- Program Purpose: Provide flexible funding to States that develop a triennial Highway Safety Plan and annual grant applications to address State highway safety issues based on problem identification
- Eligible Recipients: 50 States, District of Columbia, Puerto Rico, 4 U.S. Territories, and Indian Tribes (through Bureau of Indian Affairs) based on apportionment formula
- Eligible Projects: Alcohol and other impaired (drugged, distracted, and drowsy) driving; police traffic services; occupant protection; traffic records; emergency medical services; motorcycle safety; pedestrian and bicyclist safety; speed management; and other safety countermeasures to address emerging issues of highway safety

Questions?



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