

Law officers have discovered more than 400,000 violations other than driving while impaired, seat belts and child safety seats since 1993.

Joe Parker, director of the Governor's Highway Safety Program, said North Carolina is continuing the campaign in an effort to lower the number of impaired drivers on the highways, saving lives and health-care costs.

"Booze It & Lose It" works, Parker said. A 1994 study showed the campaign cut in half the number of intoxicated drivers found at checkpoints and helped reduce alcohol-related fatalities in North Carolina.

Prior to the 1994 campaign, about 2 percent of all nighttime drivers passing through checkpoints were found to have a blood alcohol concentration above the legal limit of .08 percent. Three months later, the number of legally intoxicated drivers seen at these checkpoints was cut in half to slightly less than 1 percent (0.9 percent).

"We know this program saves lives, that's why we're stepping up our efforts," Parker said. "Law enforcement agencies and communities are working together in unprecedented cooperation. Last year, 392 people lost their lives on North Carolina highways due to alcohol-related crashes. That's far too many. The eyes of the nation will be on us to see what we can accomplish with this massive effort." (Source: July 1, 1996 Press Release).

APPENDIX C5B

OHIO HIGHWAY SAFETY PROGRAM PROGRAM OVERVIEW - FEDERAL FISCAL YEAR 1995

Laura Ludwig

Ohio Office of the Governor's Highway Safety
Representative

WHAT IS IT?

- Distribution of federal and state funds allocated to traffic safety.
- Federal funding sources during 1995 included Title 23, Section 402 Highway Safety Program, 410 Impaired Driving, and 153 Helmet Law Transfer Funds.
- Administration of funds from state MUL fines and Federal County Surface Transportation Program.
- Ohio Department of Public Safety, Office of the Governor's Highway Safety Representative (OGHSR) acts as grants administration agent, and develops annual work plan (Ohio Highway Safety Plan) to guide statewide traffic safety efforts.

WHAT PROGRAMS ARE FUNDED?

During Federal Fiscal Year 1995 (October 1, 1994 to September 30, 1995) the OGHSR issued grants for the following:

- Expended over \$4 million of Section 402 funds in support of 90 state and local agencies.
- Overtime traffic enforcement of speed and impaired driving
- Occupant protection and child passenger safety seat programs
- Traffic engineering studies
- Comprehensive community traffic safety program coordination
- Bicycle, pedestrian and school bus safety programs
- State and local traffic records systems
- Youth traffic safety programs
- Development of the Ohio Safety Management System Implementation Plan
- Expended over \$4 million of Section 410 funds in support of 204 state and local agencies.
- Overtime traffic enforcement of impaired driving
- *Campaign Safety and Sober*
- Standard Field Sobriety Test training (SFST) and Advanced Detection, Apprehension, and Prosecution (ADAP) training
- Court immobilization programs to address repeat DUI offenders
- Sobriety checkpoints.
- Began expenditure of almost \$5 million of Section 153 transfer funds in support of state and local agency traffic records systems.
- Completed Traffic Records System Strategic Plan as a guide for state and local agency planning of traffic records systems over the next 3-5 years (driver license, vehicle registration, traffic crash, roadway information, emergency medical services data systems).
- Distributed \$227,000 in state MUL fines to 206 local "Third Grade Safety Belt Programs."
- Distributed \$650,000 in County Surface Transportation Program funds for the County Engineers Association of Ohio, which they obtained from the Federal Surface Transportation Program.

Table - Section 402 Funding by Program

Funding Area	\$ Expended
Planning & Administration	\$ 184,127
Occupant Protection	\$ 257,599
Alcohol Programs	\$1,038,163
Police Traffic Enforcement	\$ 812,797
Traffic Records Systems	\$ 273,375
Emergency Medical Services	\$ 70,415
Motorcycle Safety	\$ 2,718
Comprehensive Community Programs	\$ 475,206
Roadway Safety	\$ 359,393
School Bus Safety	\$ 62,952
Pedestrian Safety	\$ 150,910
Youth Programs	\$ 473,386
Total Section 402 Funds	\$4,161,042

Program Accomplishments and Impact:

- Achieved an overall occupant restraint use rate of 62.7 percent, up from 62.1 percent in 1994.
- Increased child passenger safety seat usage from 33% in 1994 to 47.6% in 1995 through grants to 241 local programs.
- Distributed \$227,000 of state MUL funds to support 206 "Third Grade Safety Belt Program" participants. (Contacted 88,394 students).
- Distributed 12,949 car seats to low income families.
- Collected \$136,562.82 in Child Restraint fines since July, 1994 when the Child Passenger Restraint Law was modified to eliminate safety belts as valid child restraints.
- Supported "None for Under 21" program, and the "Cops in Shops" programs which involved enforcement of laws governing the sale of alcoholic beverages to those under 21 years of age.
- A total of 885 DUI arrests (137 under 21) were made by 70 local agencies as a result of 20,650 labor hours of overtime enforcement activity. In addition, the Ohio State Highway Patrol made 687 DUI arrests as a result of 9,945 labor hours of overtime enforcement.
- A total of 18 local agencies were supported to perform 38 DUI checkpoints, resulting in a total of 13,887 vehicles being checked, with 48 DUI arrests (of which 2 were under 21), 28 traffic arrests, and 8 arrests for invalid drivers licenses. In addition, 638 restraint warnings were issued, along with 8 restraint citations, while 8 vehicles were seized.
- Supported PI&E efforts through: Designated Driver Program, Habitual Offenders Program, HOT Sheet Newsletter, 1-800-GRAB-DUI, Vehicle Immobilization Program, and the Ohio Alcohol Servers Coalition Program.
- A Vehicle Immobilization Program in Franklin County resulted in 1,189 vehicle immobilizations.
- A total of 1,815 vehicles were forfeited through the stricter DUI laws.
- Training efforts resulted in 356 state and local officers being trained in ADAP, certification of 37 new ADAP instructors, and training of 381 judicial officers in alcohol issues.
- Generated 5,504 speed-related arrests as a result of 417 flight hours by Ohio State Highway Patrol (OSHP) in support of local air speed enforcement.
- General overtime traffic enforcement by local police agencies (3,022 labor hours) resulted 2,302 speed arrests, 45 DUI arrests (1 under 21), 554 adult restraint use citations, an numerous additional traffic arrests.
- During this same period the OSHP, in 341 post-months of activity, expended 13,261 overtime labor hours, resulting in 18,033 speed arrests, 85 DUI arrests (none under 21), and 7,719 adult restraint use citations.
- Campaign Safe & Sober resulted in 375 participating agencies expending 67,816 labor hours of local effort. This effort produced 33,600 safety belt citations, 1,144 child restraint citations, 739 Under-21 DUI arrests, 4,966 Adult DUI arrests, 90,465 speed arrests. Local programs reported a 66 percent restraint usage rate (as compared to 62.7 percent state wide).

- Corporate traffic safety programs activity resulted in an expansion of the Ohio Partnership for Traffic Safety (OPTS) membership to 316 firms, representing 314,071 employees and 66,143 fleet vehicles.
- Performed 18 Safety Review Team studies to help local government in identifying local safety problems.
- Erected 850 new "Stop" signs at high-hazard locations on local roads.
- Initiated a county-wide safety review pilot project in Stark County entitled "The Roadway Analysis for Fatal/ Injury Countermeasures" (TRAFFIC). Government agency representatives and Stark County officials are working together to decrease the traffic fatalities and injuries within the county.
- Supported four local traffic control device inventory projects and six local traffic studies of high-hazard locations (26 sites) with 402 funds.
- Used County Surface Transportation Program (CSTP) funds to support activity in 27 counties, including seven guard rail inventory projects, five sign inventory projects, five curve sign replacement projects (1,052 signs erected), five ball-bank curve studies, and six pavement marking inventory projects.
- Supported training for 35 state and 115 local engineering employees in safety, related issues (4 courses).
- Inventoried 471 miles of local roadways.
- Printed and distributed 800,000 safety patrol stuffers for corporations, schools, etc.
- Printed 50,000 School Bus Driver Responsible Driver pamphlets.
- Printed 400,000 copies of "Safe Days with Oliver the Owl" brochures addressing safe loading and unloading of school buses.
- Trained 8,000 students in pedestrian and bicycle safety issues.
- Printed 400,000 pedestrian/bicycle safety booklets. ("From A to Z by Bike")
- Funded an impaired pedestrian project in the Ohio State University, Main Campus area, resulting in 226 arrests by the six foot patrol officers during the 10-week program.
- Supported the "None for Under 21" campaign through distribution of materials to 77 percent of Ohio's public and private schools, which contributed to a 45% reduction in alcohol-related involving Under-21 drivers.
- Funded 17 agencies for undercover officers to enforce under age sales laws in liquor establishments as part of the "Cops in Shops" program.
- Implemented, under the auspices of Ohio's "None For Under 21" campaign, the "Capa City" Experience and "Strides for Safety" initiatives as youth programs on impaired driving.
- Youth focus groups debated inconsistencies in traffic and impaired driving sentences with Ohio's juvenile judges, and offered recommendations on graduated

driver licensing.

- Distributed youth traffic safety resources and campaign materials to over 6,000 educators and prevention specialists in Ohio.
- Established TEENLINK, a communication network linking teens in Ohio's schools.
- The 1995 National SADD Student of the Year was from Ohio.
- Won awards and/or recognition from NCADD, NAGHSR, NASADAD, AAMVA and Nationwide Insurance Company for the "None For Under 21" campaign.

APPENDIX C5C

CALIFORNIA'S PROGRAM FOR REDUCING THE NUMBER OF FATALITIES AND INJURIES ASSOCIATED WITH ALCOHOL-RELATED MOTOR VEHICLE CRASHES

Arthur L. Anderson

California Office of Traffic Safety

This paper provides an overview of the progressive efforts California has made in reducing the number of fatalities and injuries associated with alcohol-related motor vehicle crashes. This paper also tenders California's perspective on federal changes, government downsizing and anti-government sentiment. The Office of Traffic Safety's impetus for this paper is relative to the coercive nature of incentive grants and associated grant sanctioning.

DUI IN CALIFORNIA

Despite recent declines, the leading cause of death and disability in California is motor vehicle injuries. Motor vehicle fatalities account for 60% of all years of life lost to persons under age 65, far exceeding heart disease and cancer combined. The majority of spinal cord and traumatic brain injuries result from motor vehicle crashes.

The major cause of these highway motor vehicle injuries is related to alcohol intoxication. Vigorous enforcement and education efforts, promulgated under the auspices of OTS grants, have resulted in changing norms associated with alcohol consumption patterns. The number of fatalities and injuries in alcohol-related crashes has also declined in recent years as a result of these efforts. These changes have been driven, by publicity given to data showing the role of alcohol intoxication in highway crashes. Data systems such as the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) have also played a central role in showing the contribution of alcohol intoxication to California's highway injury problem. Unfortunately, despite this progress, 50% of California's motor vehicle-related highway fatalities still involve alcohol.

For a list of 1996 DUI statistical caveats please see Attachment I.