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

NHTSA

State Traffic Safety Performance Measures: Report to Congress

(2014-2015 Update)

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Contents

List of Frequently Used Abbreviations 3

Executive Summary 4

Congressional Request Fulfilled by This Report 5

Introduction 6

Core Safety Performance Measures 7

State Safety Target Overview and Achievement 8

Traffic Safety (2014-2015 Data Overview) 16

Data Sources 18

Target Establishment 19

Program Linkage 20

Performance Reporting 21

Reccomendations for States 22

Next Steps for NHTSA 24

Conclusions 25

Appendix

A) Behavioral Highway Safety Targets and Actuals, by State and Program Area 26

List of Frequently Used Abbreviations

ARF: Annual Report File

CY: Calendar Year

FARS: Fatality Analysis Reporting System

FHWA: Federal Highway Administration

FY: Fiscal Year

GHSA: Governors Highway Safety Association

GR: Governor's Representative for Highway Safety

HSA: Highway Safety Act

HSIP: Highway Safety Improvement Program

HPMS: Highway Performance Monitoring System

HSP: Highway Safety Plan

MAP-21: Moving Ahead for Progress in the 21st Century Act, Public Law 112-141

MMUCC: Model Minimum Uniform Crash Criteria

NHTSA: National Highway Traffic Safety Administration

PM: Performance Measure

SHSO: State (and Territorial) Highway Safety Office

TZD: Toward Zero Deaths

VMT: Vehicle Miles of Travel

Executive Summary

This second biennial "*State Traffic Safety Performance Measures: Report to Congress*" assesses State and Territorial highway safety performance and target achievement for calendar years 2014 and 2015[1]. States submit safety targets to the National Highway Traffic Safety Administration (NHTSA) as part of their annual highway safety plan (HSP) that is required to receive a 23 U.S.C. Section 402 State and Community Highway Safety Grant. The HSP describes planned highway safety programs and expenditures based upon a State's problem identification. States forecast and set evidence-based targets from trend analysis, anticipated levels of effort, and situational factors such as economic conditions, demographics, vehicle miles traveled (VMT) and legislative changes known at the time of target establishment.

Performance management increases accountability and transparency of actions taken to reduce motor vehicle crashes, which continue to be one of the top 10 causes of death in the United States. Performance management provides a framework to support improved investment decisions that guide States to focus on areas likely to have the most meaningful impacts on saving lives, preventing injuries and reducing traffic-related healthcare and other economic costs.

Among the 11-core highway safety performance measure areas for all States[2], 39 percent of State highway safety performance targets were achieved in calendar years 2014 and 2015. The percentage of States meeting their total traffic fatality targets fell each year, from 53 percent in 2013[3] to 40 percent in 2014 and 33 percent in 2015. Among the program-specific areas, States were most successful in meeting targets for the number of unrestrained passenger vehicle occupant fatalities but continue to struggle meeting pedestrian fatality targets. In 2015, 10 percent of States achieved pedestrian safety targets.

In 2013[3], 26 of the 47 States, DC, and PR (53%) met or exceeded their total fatalities target.

In 2014, 21 of the 50 States, DC, and PR, (40%) met or exceeded their total fatalities target.

In 2015, 17 of the 50 States, DC, and PR, (33%) met or exceeded their total fatalities target.

The decline in States meeting performance targets coincides with the increase in motor vehicle fatalities, making the ambitious performance targets set by the States more challenging to meet. Motor vehicle traffic fatalities have steadily increased, beginning in the fourth quarter of 2014, rising seven percent from 2014 to 2015. In a period of rising traffic fatalities and injuries, performance management becomes increasingly important planning and evaluation tool. Despite the recent increase in fatalities, States have made significant progress in reducing motor vehicle fatalities over the long term. Since 2006, fatalities have decreased by nearly 18 percent. Performance management will provide objective benchmarks for States to set data-driven targets and measure future successes in reducing motor vehicle crash deaths and injuries.

[1] State safety performance targets for calendar years 2014 and 2015 years were originally submitted to NHTSA in July 2013 and July 2014, respectively.
[2] See page eight of this report for the complete list of core highway safety performance measures.
[3] Maryland, Rhode Island and Tennessee did not submit total fatality targets in their FY 2013 HSPs.

Congressional Request Fulfilled by This Report

In accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Public Law 112-141, Section 31102, this report provides an update to the first Congressional report on "*2013 State Traffic Safety Performance Measures*" provided to the Chairman and 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 of the One Hundred-Fourteenth United States Congress.

Congress directed "the Secretary shall submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that contains—

1. an evaluation of each State's performance with respect to the State's Highway Safety Plan under subsection (k) and performance targets set by the States in such plans; and
2. such recommendations as the Secretary may have for improvements to activities carried out under subsection (k)."

This report offers an overview of 2014 and 2015 State behavioral highway safety program performance measurement. The following October 2019 report to Congress will provide an overview of 2016 and 2017 State highway safety performance.

Introduction

Performance management is a strategic and outcome-based approach that uses system information to inform investment and policy decisions. Performance management accentuates the use of objective data and evidence-based project selection. Performance measurement also improves communication and transparency between decision makers, stakeholders, and the traveling public.

On May 23rd, 2016, NHTSA issued an interim final rule[4] outlining uniform procedures governing the implementation of State highway safety grant programs. This rule set forth minimum requirements with which each State highway safety program must comply. Setting annual safety performance targets as part of State's Highway Safety Plan (HSP) is one of the requirements. The HSP describes the data-driven traffic safety program to prevent traffic crashes, fatalities and injuries.

Background

Four years before the enactment of MAP-21 in 2012, NHTSA convened an expert panel with representatives of State highway safety offices (SHSOs), academia, research and other key safety organizations to develop core performance measures to use when developing behavioral highway safety programs. The resulting publication, "*Traffic Safety Performance Measures for States and Federal Agencies*,"[5] defines a minimum set of traffic safety performance measures.

The States and territories, through their representative organization for highway safety offices, the Governors Highway Safety Association (GHSA), voluntarily agreed to include performance measures beginning with their fiscal year 2010 HSP submissions. MAP-21 codified this requirement, requiring that States include these measures beginning in their FY 2014 HSPs.

NHTSA has since updated the application of highway safety performance measures. The list of core performance measures was updated in 2015 to include the bicyclist fatality measure. States now include at least fifteen performance measures, and data-driven targets as part of the HSP[6]. All program areas for which the State plans to use federal grant funds require a program-specific performance measure and target. The required performance measures address core highway safety areas; however, States may also include performance measures to address other highway safety problems. NHTSA works with States to develop supplemental measurements of performance for emerging highway safety areas, e.g., drug-impaired driving.

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[4] 23 CFR Part 1300. Uniform Procedures for State Highway Safety Grant Programs. https://www.federalregister.gov/documents/2016/05/23/2016-11819/uniform-procedures-for-state-highway-safety-grant-programs

[5] NHTSA (August 2008). *Traffic Safety Performance Measures for States and Federal Agencies*. Report No. DOT HS 811 025

[6] https://www.ghsa.org/resources/performance-measures

Core Safety Performance Measures

Outcome Measures
States set safety targets and report progress on the following eleven 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)[7]

Behavior Measure
States set a safety target and report progress on one behavior measure:

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

Activity Measures
States report on the following three activity measures:

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

[7] Beginning with the FY 2015 HSP, States included an additional core outcome measure on bicycle fatalities: http://www.ghsa.org/html/resources/planning/index.html.

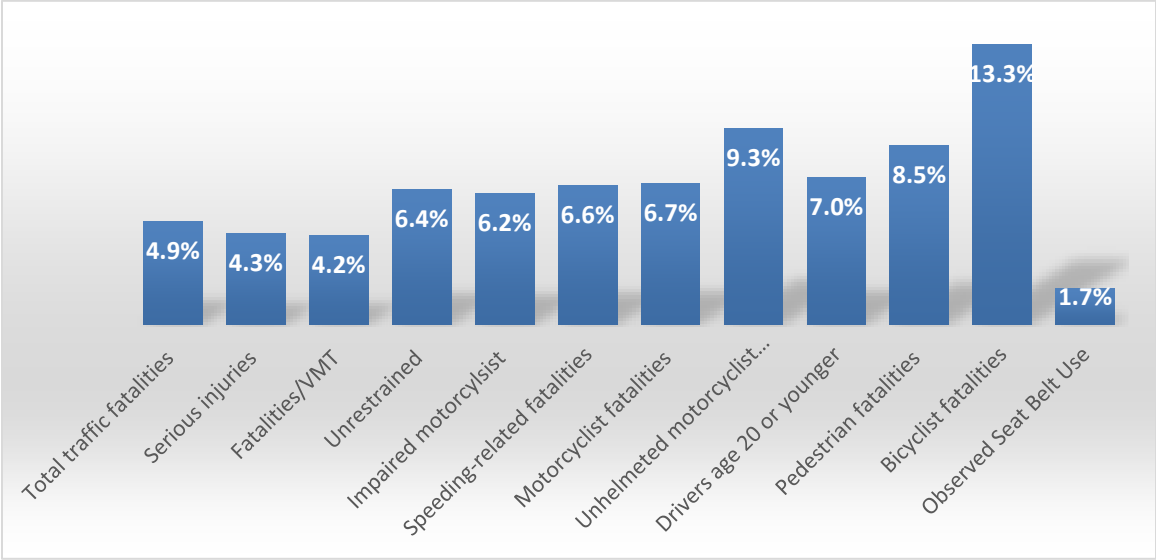
State Safety Target Overview and Achievement

There were 37,461 people killed in crashes on U.S. roadways during 2016, an increase from 35,485 in 2015, despite the recent rise in fatalities,[8], NHTSA analysis indicates that States continue to set aggressive annual safety performance targets contained within each year's HSP submission. NHTSA looked at each fatality safety target submitted by the States and compared those targets to the historical fatality data for the measure. Specifically, NHTSA compared the percent of proposed target reduction to the moving average of the most recent three years of historical crash data. For example, California had a 2015 target of 2,238 fatalities; between 2011 and 2013 (the most recent years available when California selected this target), California had an average of 2,927 fatalities. Their target was 23.5 percent below the previous average, a very ambitious target. Across all State's core performance measures between 2013 and 2017, States set targets an average of 6.6 percent below the three most recent years of data available at the time targets were established.

Many States set the ambitious targets for the bicyclist, unhelmeted motorcyclist, and pedestrian safety targets. Consequently, fewer than half of States achieved performance targets in these areas (see figure 2). In general, unhelmeted motorcyclists and non-motorized, pedestrians and bicyclists, comprise a smaller proportion of the total fatalities, particularly when compared to alcohol-impaired, unrestrained and speeding-related fatalities. Therefore, it is not uncommon for States to project a larger percentage reduction among these measures. For example, a State with a baseline of 30 pedestrian fatalities and 250 total fatalities would only need to prevent three pedestrian fatalities from achieving a ten percent reduction, while they would need 25 fewer total fatalities to reach a 10 percent target reduction. While fewer crashes need to be prevented in order to meet performance targets for program areas with relatively small fatality counts, these measures are often volatile: one large crash may derail a State's ability to meet performance targets in these areas.

[8] National Center for Statistics and Analysis. (2017, October). *2016 fatal motor vehicle crashes: Overview.* (Traffic Safety Facts Research Note. Report No. DOT HS 812 456). Washington, DC: National Highway Traffic Safety Administration: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812456

Average *Projected* Improvements for 2014 and 2015[9]



Performance Achievement, by Year

2013 Key Findings

States were not required to include targets in their FY 2013 HSPs, and not all States included targets for all measures[10]. In 2013, of the 47 States, the District of Columbia (DC) and Puerto Rico (PR) that submitted total fatality targets, 26 of 49 (53 percent) met or exceeded their total fatalities target. Of the 43 States and PR that submitted fatality rate per 100 million vehicle miles traveled (VMT) targets, 25 of 44 (57 percent) met or exceeded their fatality rate targets. The percentage of States achieving highway safety targets by the specific performance measure area ranged from a low of 26 percent to a high of 74 percent. The highest proportion of States met their targets for the number of unrestrained passenger vehicle occupant fatalities (74 percent) and the number of drivers age 20 or younger in fatal crashes (64 percent). States were least successful in meeting their pedestrian safety targets (26 percent).

2014 Key Findings

Fewer than half of States met or exceeded their 2014 total fatality and fatality rate targets. Of the 50 States, DC and PR[11], 21 (40 percent) met their total fatalities targets and 22 (43 percent) met or exceeded their fatality rate per 100 million VMT targets. The highest percentage of States met their targets for unrestrained passenger vehicle occupants (56 percent), young drivers involved in fatal crashes (48 percent), and unhelmeted motorcyclist (48 percent). States

[9] Average projected improvements for 2014 and 2015 when compared to 3-Year Average Baselines, 2010-2012 for 2014 targets and 2011-2013 for 2015 targets

[10] NHTSA implemented the use of core behavioral highway safety performance measures in an interim final rule, *Uniform Procedures for State Highway Safety Grant Programs*, 78 Fed. Reg. 4986 (January 23, 2013). The interim final rule is available online at http://federalregister.gov/a/2013-00682.

[11] Puerto Rico did not submit a 2014 fatality rate target.

continued to struggle meeting their pedestrian, observed seat belt use and alcohol-impaired safety targets, with fewer than one-third of States meeting these targets.

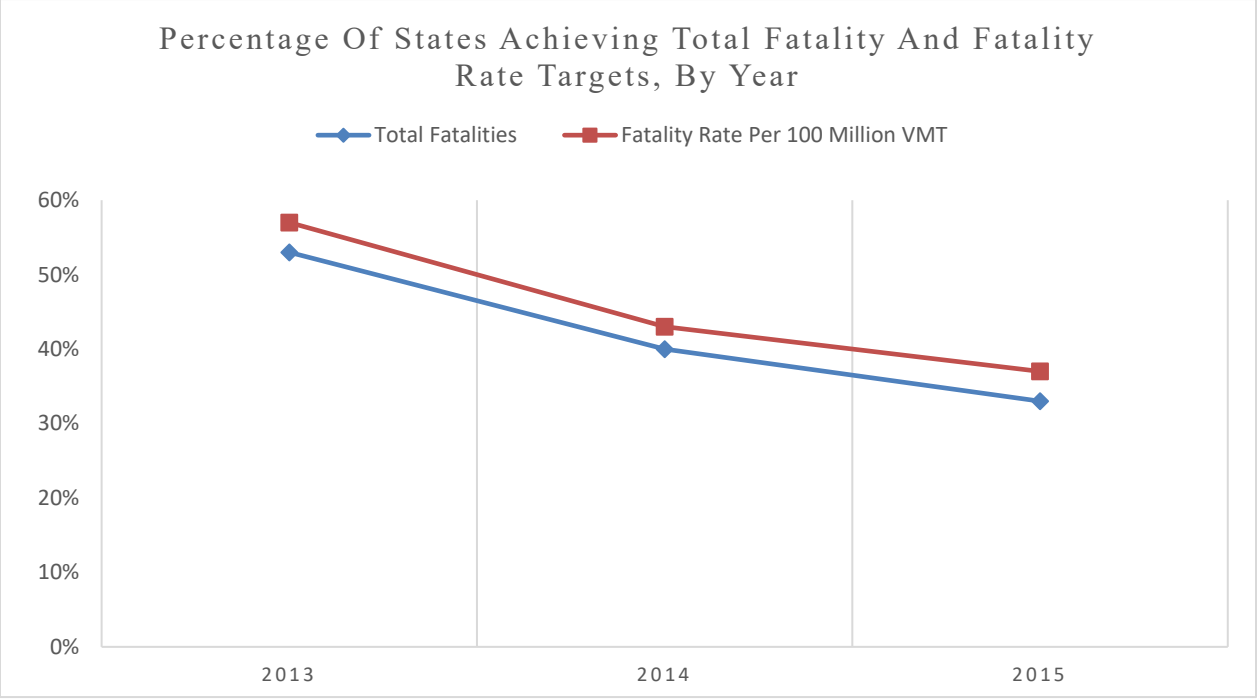
The 31 States (60 percent) that missed their total fatality targets, missed by an average of 12 percent (range = 1 percent in Rhode Island and Wisconsin to 43 percent in Alaska). The 19 States, DC and PR (40 percent) that met their total fatality targets, exceeded them by an average of 4.6 percent (range = 13 percent in Puerto Rico to 0.4 percent in Georgia and Pennsylvania).

2015 Key Findings

In 2015, 17 of 50 States, DC and PR (33 percent) met their total fatalities target and 19 of 50 States, DC and PR (37 percent) met or exceeded their fatality rate per 100 million VMT targets. The highest proportion of States met their 2015 targets for unrestrained passenger vehicle occupants (52 percent), speeding-related (52 percent) and unhelmeted motorcyclist (48 percent) fatalities. States continued to struggle meeting their pedestrian targets but were more successful than in 2014 in meeting their seat belt use and alcohol-impaired safety targets. The proportion of States meeting observed seat belt use targets increased by 13 percentage points (from 27 percent in 2014 to 40 percent in 2015), and the proportion of States achieving alcohol-impaired driving targets increased 11 percentage points (from 29 percent in 2014 to 40 percent 2015).

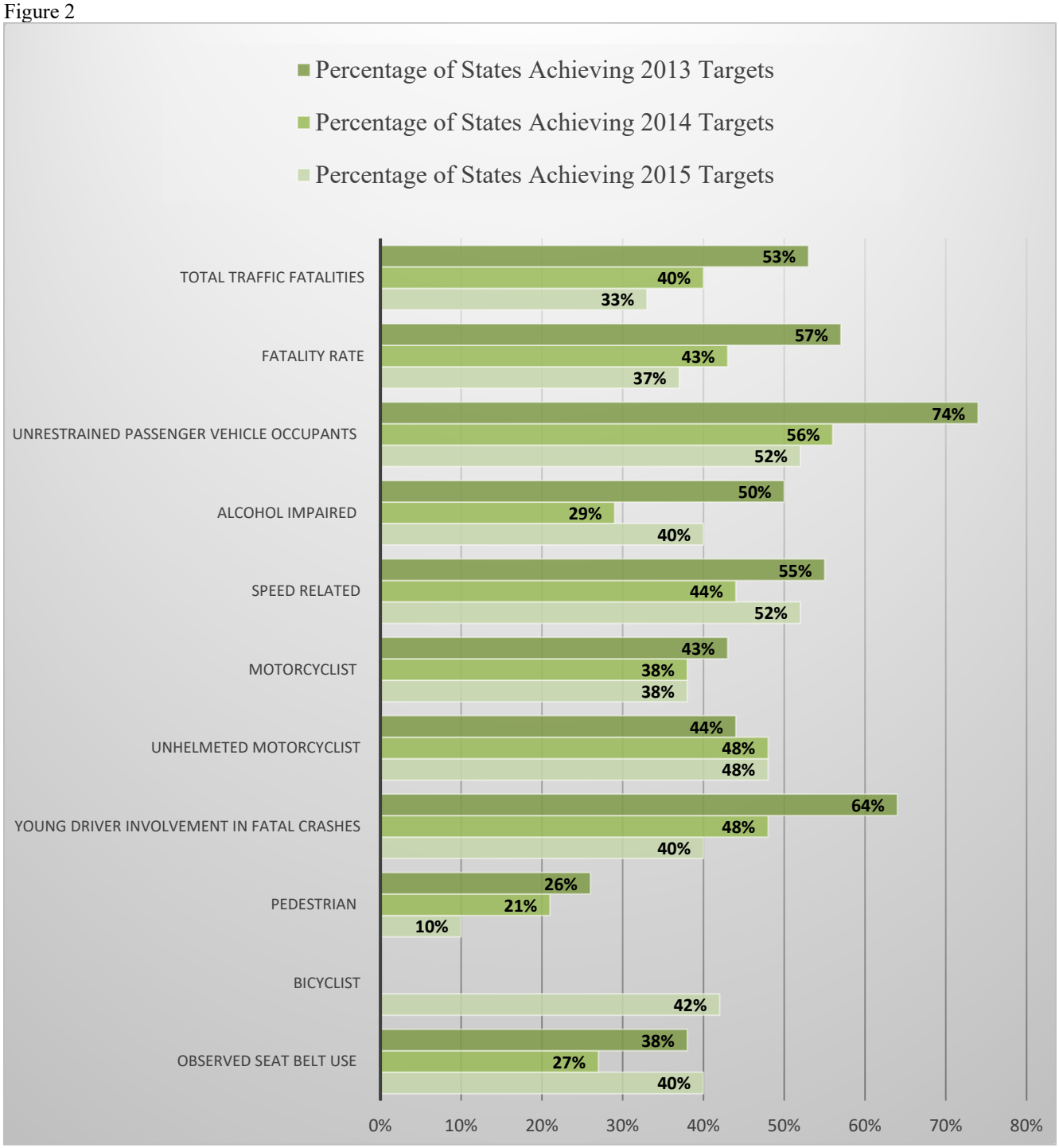
The 34 States and PR (67 percent) that missed their 2015 total fatality targets, missed by an average of 15.6 percent (range = 0.3 percent in Pennsylvania to 41 percent in California and Florida). The 16 States and DC (33 percent) that met their total fatality targets, exceeded their targets by an average of 5.2 percent (range = 0.3 percent in Rhode Island to 13.6 percent in the District of Columbia).

Figure 1



Percentage of States Achieving Behavioral Highway Safety Performance Targets, by Program Area and Year[12]

Figure 2



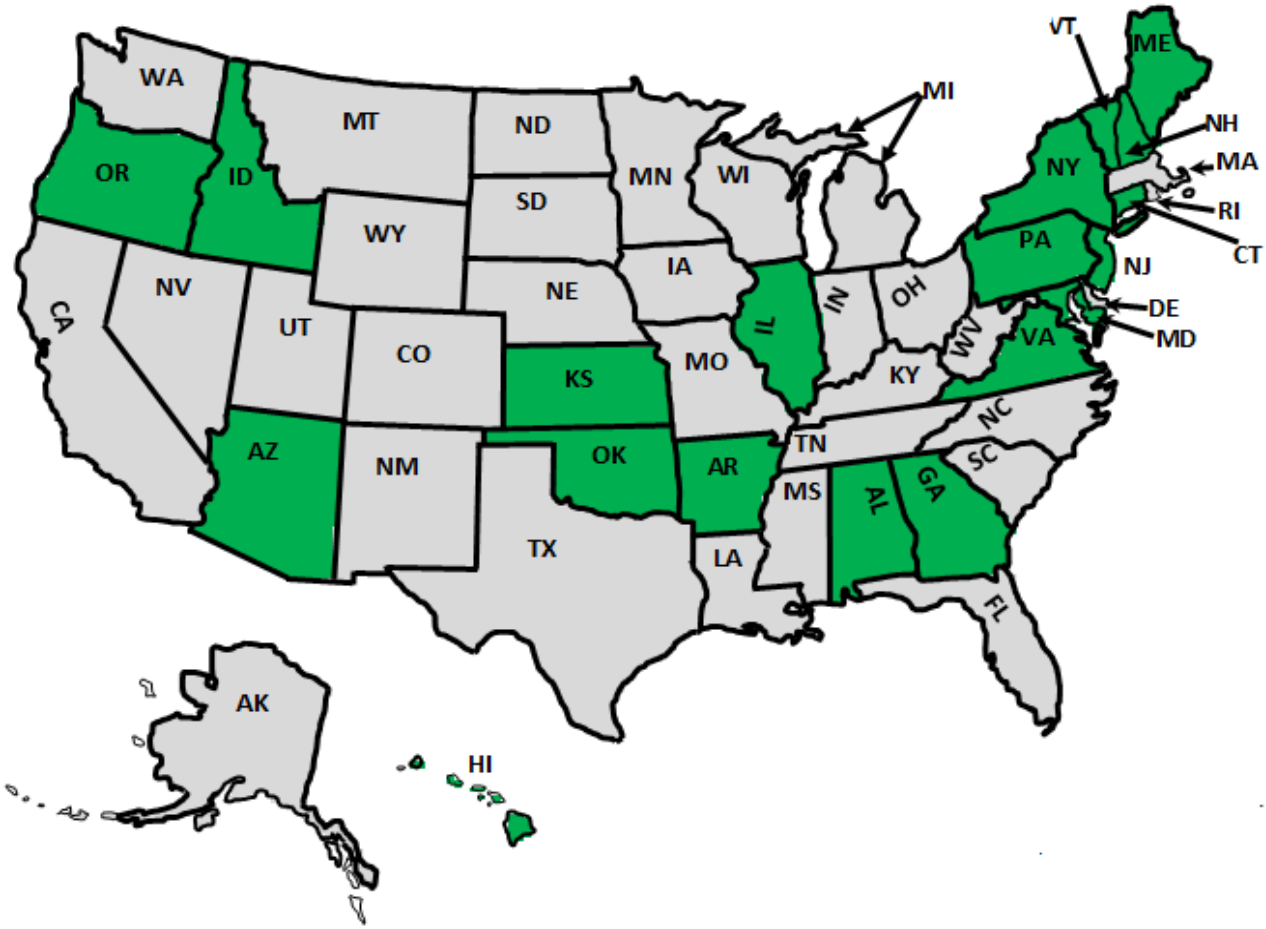
[12] The list of core safety performance measures was updated in 2015 to include a bicyclist fatality measure. Prior to 2015 HSPs, States were not required to submit bicyclist targets.

Performance Achievement, by State

The maps below depict target achievement by State for the total fatality and fatality rate performance measures. Green shaded States met their targets and States shaded in gray missed their targets.

2014 Total Fatalities Target Achievement[13]

Figure 3

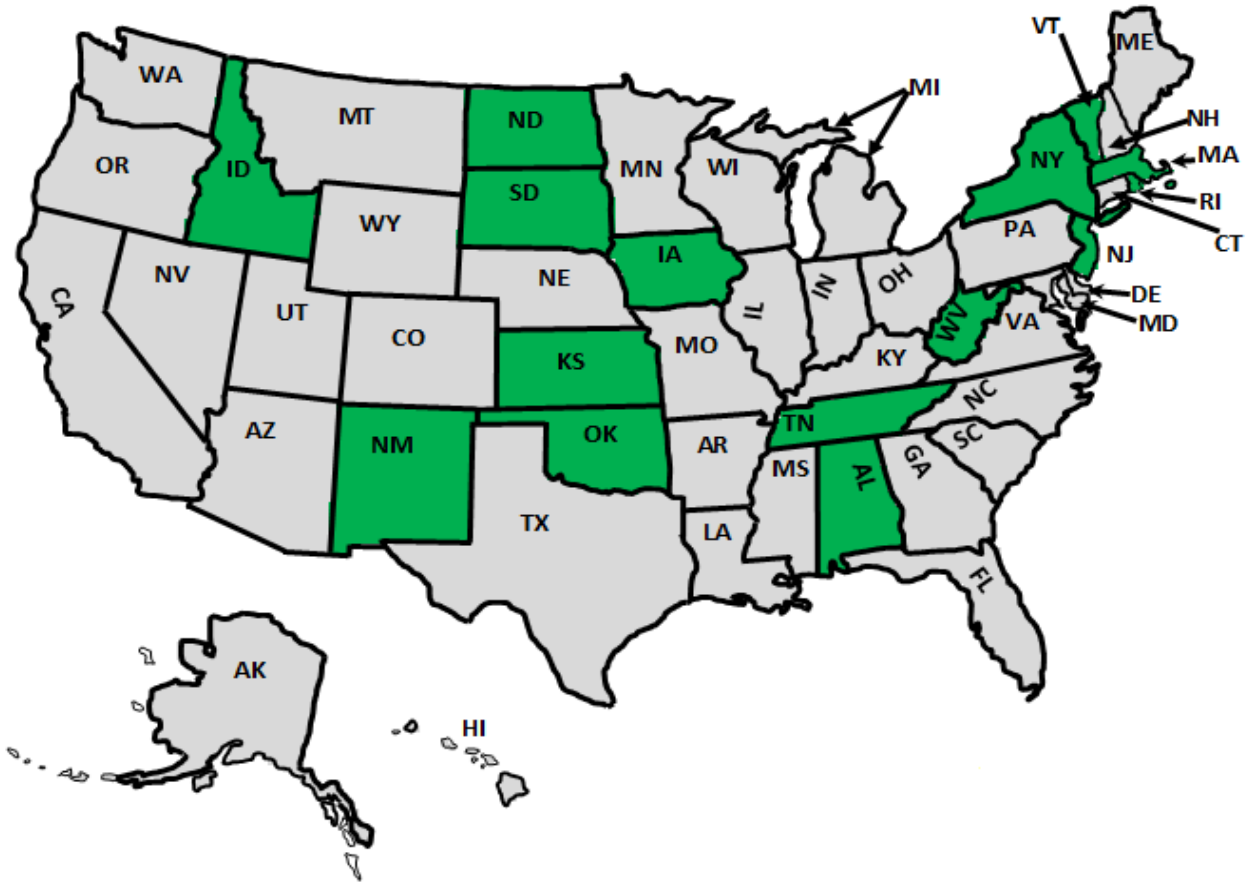


Target Achievement	
Target met	Green
Target missed	Gray

[13] Total fatality targets submitted by States in the 2014 HSPs compared to 2014 FARS data.

2015 Total Fatalities Target Achievement[14]

Figure 4

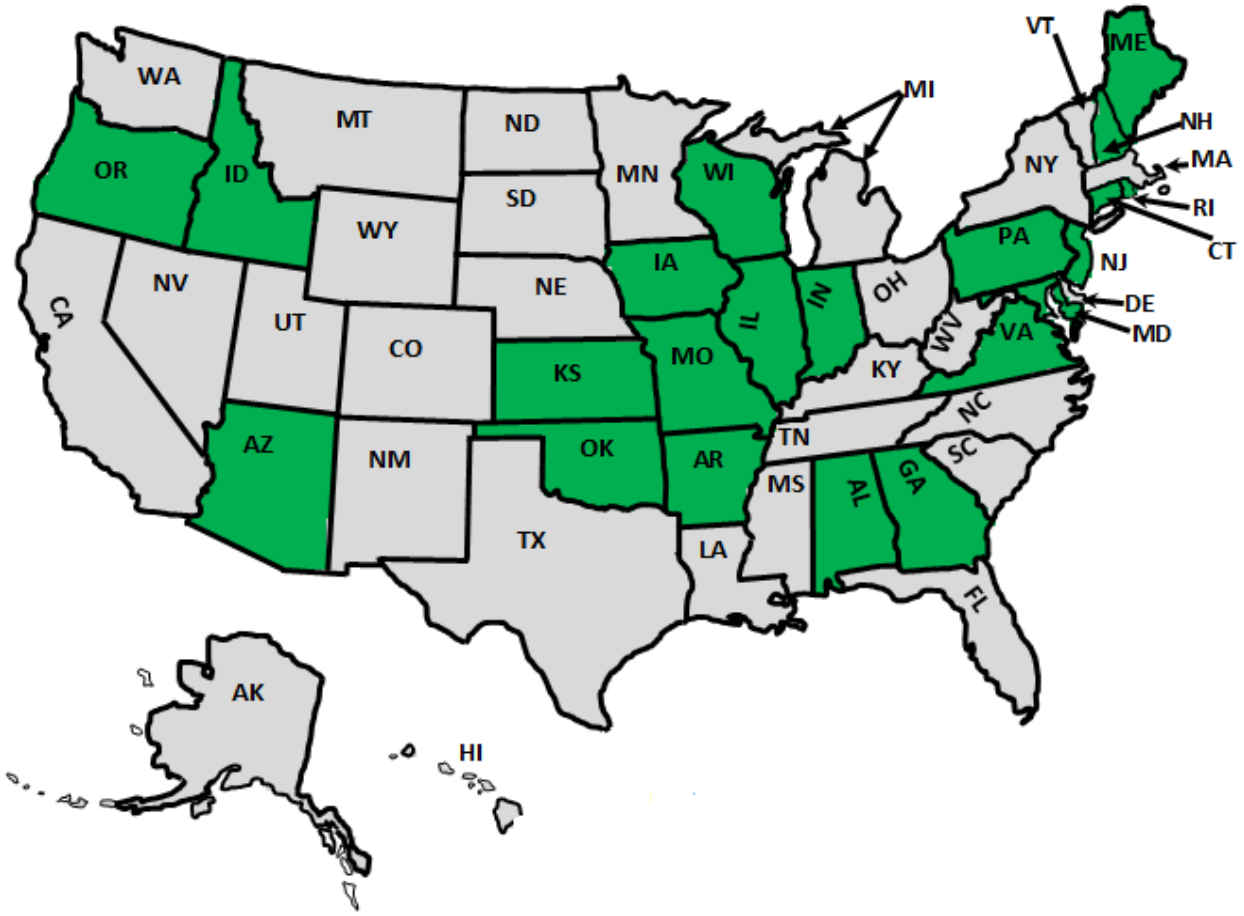


Target Achievement	
Target met	Green
Target missed	Gray

2014 Fatalities per 100 Million VMT Target Achievement[15]

[14] Total fatality targets submitted by States in the 2015 HSPs compared to 2015 FARS data.
[15] Total fatalities per 100 million VMT targets submitted by States in the 2014 HSPs compared to 2014 FARS data.

Figure 5

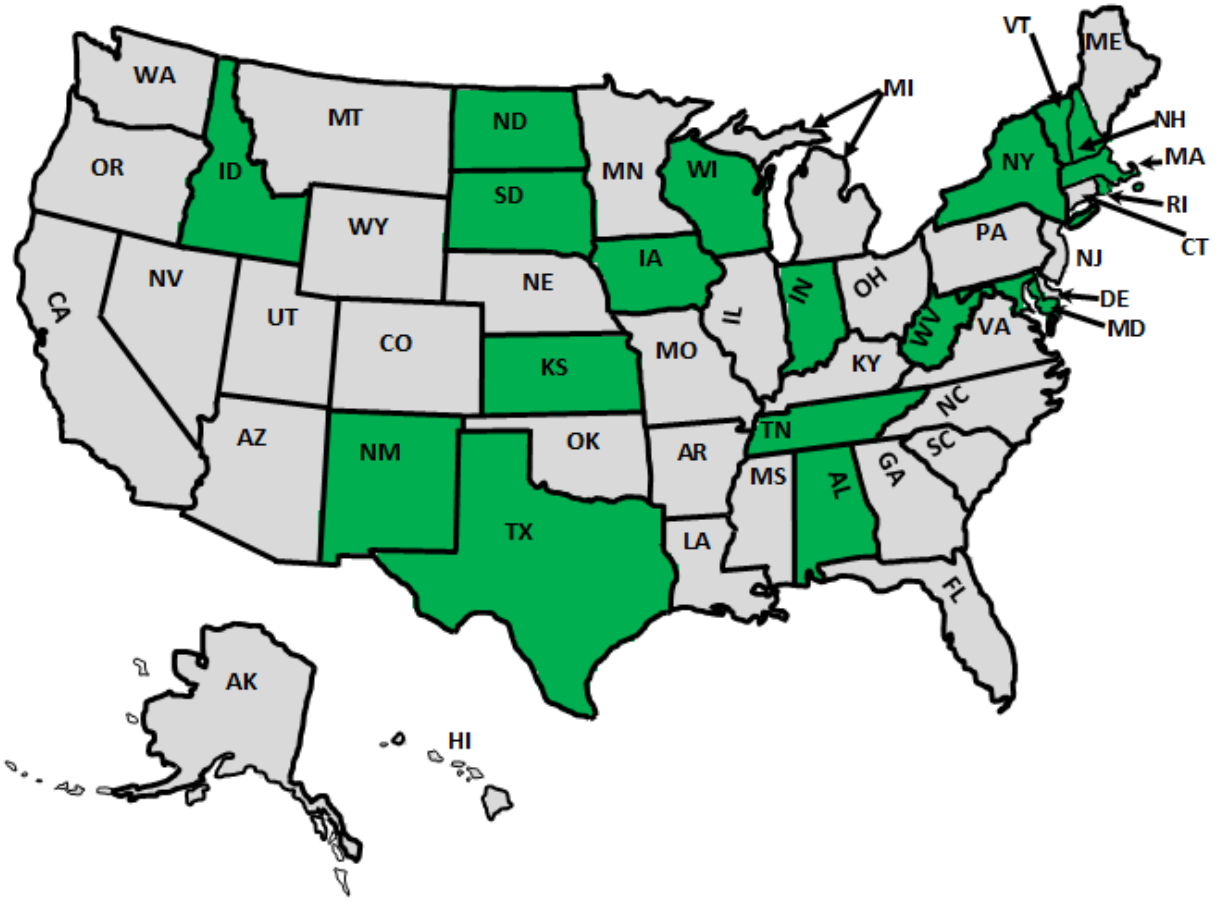


Target Achievement	
Target met	Green
Target missed	Gray

2015 Fatalities per 100 Million VMT Target Achievement[16]

Figure 6

[16] Total fatalities per 100 million VMT targets submitted by States in the 2015 HSPs compared to 2015 FARS data.



Target Achievement	
Target met	Green
Target missed	Gray

Traffic Safety (Data Overview)[17]

There were an estimated 6,296,000 police-reported traffic crashes in 2015, in which 35,092 people were killed, and an estimated 2,443,000 people were injured. Fatalities increased by 7.2 percent, and injuries by 4.5-percent, from 2014. The estimated 106,000 increase in injured people between 2014 and 2015 is statistically significant.

The fatality and injury rates, across several denominators, rose between 2014 and 2015. The fatality rate per 100 million VMT increased from 1.08 in 2014 to 1.13 in 2015. The fatality rates per population and VMT are the highest they have been in the last several years. The injury rate per 100 million VMT was 79 in 2015, an increase from 77 in 2014. The injury rate increased from 733 per 100,000 population in 2014 to 760 in 2015. The injury rate based on registered vehicles also increased between 2014 and 2015.

While this report covers safety performance in calendar years 2014 and 2015, its worth mentioning that 2016 fatality data is available. In 2016, there was an estimated 7,277,000 police-reported motor vehicle crashes in the United States, resulting in 37,461 fatalities and 3,144,000 people injured. There were 1,976 more fatalities from motor vehicle crashes than in 2015—a 5.6-percent increase. The 5.6-percent increase is lower than the 8.4-percent increase from 2014 to 2015. Between 2015 and 2016, fatalities increased in almost all segments of the population—passenger vehicle occupants, occupants of large trucks, pedestrians, pedalcyclists, motorcyclists, alcohol-impaired driving, male/female, and daytime/nighttime.

Figure 7

Police-Reported Crashes[18] by Crash Severity and Year, 2013–2016								
	Fatal		Injury		Property Damage Only		Total	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2013	30,202	0.5%	1,591,000	28.0%	4,066,000	71.5%	5,687,000	100%
2014	30,056	0.5%	1,648,000	27.2%	4,387,000	72.3%	6,064,000	100%
2015	32,166	0.5%	1,715,000	27.2%	4,548,000	72.2%	6,296,000	100%
2016	34,439	0.5%	2,177,000	29.9%	5,065,000	69.6%	7,277,000	100%

Source: 2016 FARS and 2016 Crash Report Sampling System (CRSS). CRSS estimates have been rounded to nearest thousand. Percentages have been computed based on unrounded estimates.

[17] National Center for Statistics and Analysis. (2017, February). Summary of Motor Vehicle Crashes (Early edition): 2015 data. (Traffic Safety Facts. Report No. DOT HS 812 376). Washington, DC: NHTSA. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812376

[18] Fatal crashes differ from the total number of fatalities one fatal crash may involve one or more fatalities.

Figure 8

People Killed and Fatality Rates, 2013–2016					
Year	**Killed**	**Licensed Drivers (Thousands)**	**Fatality Rate per 100,000 Licensed Drivers**	**Vehicle Miles Traveled (Billions)**	**Fatality Rate per 100 Million VMT**
2013	32,893	212,160	15.50	2,988	1.10
2014	32,744	214,092	15.29	3,026	1.08
2015	35,092	218,084	16.09	3,095	1.13
2016	37,461	221,712	16.90	3,174	1.18

Source: Fatality Analysis Reporting System (FARS) 2006–2015 (Final File) and 2016 Annual Report File (ARF); Vehicle Miles Traveled and Licensed Drivers — Federal Highway Administration.

Data Sources

The Fatality Analysis Reporting System (FARS) is the primary data source for highway safety performance measures. FARS is a voluntary census of police-reported fatal motor vehicle crashes in which there was a qualifying fatality that occurred within the 50 States, the District of Columbia, and Puerto Rico. Crashes qualifying as a FARS case must involve a motor vehicle traveling on a traffic-way customarily open to the public and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash. FARS data is obtained from various State documents, such as police crash reports, death certificates, vehicle registration files, coroner/medical examiner reports, State driver licensing files, medical reports, State highway department data, pre-hospital reports, vital statistics and other State records.

NHTSA is careful to ensure consistency in FARS data from State-to-State by establishing numerous quality control measures and standard data coding guidelines, thereby assuring adequate national data to facilitate accurate analyses. Annually, based on end-user input, NHTSA reviews and updates coding definitions, attributes, coding guidance and instructions used in FARS.

Non-Crash Data Sources

While States primarily rely on FARS and State crash data to conduct their comprehensive problem identification, they may also use a variety of non-crash data sources to establish evidence-based targets, including their roadway, vehicle and citation/adjudication databases. Other non-crash factors that inform the target setting process include, but are not limited to, programmatic evaluations, anticipated levels of effort, limitations, and obstacles, economic conditions and legislative changes.

Additional Factors States Should Consider When Establishing Targets:

Target Establishment

The goal of evidence-based safety target-setting is to link investments and policy decisions to performance. Typically, this is done by reviewing results from previous investments and applying that knowledge to estimate expected improvements in safety outcomes likely to be achieved in the future.

Basic Target Setting Processes:

- Use trend analysis
- Consider external factors (e.g., economic activity, population, demographic distribution)
- Identify data on expected countermeasure strategy impact.
- Forecast fatality reductions based on planned implementation of countermeasure strategies

States establish targets using trend analysis and future crash projections. States establish trend lines using all available relevant data sources and adjust based on their proposed countermeasures. States then calculate a corresponding baseline value, using the most recent available highway safety data. The baseline is the State's best estimate of the number of crashes (for each performance measure) that would occur without the proposed countermeasures. Baselines serve as a point of reference by which progress is measured and allow States to determine how realistic their targets are. States can choose the length of their baselines (annual or multi-year).[19]

States commonly select performance targets that they reasonably expect to achieve based on safety trends. However, some States set overall performance targets without using projected crashes as the basis for performance targets; they instead use longer-term goals from their State Strategic Highway Safety Plan (SHSP), submitted to the Federal Highway Administration (FHWA). The SHSP is a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on public roads, including programs addressing both behavioral and infrastructure issues. Despite this, State safety focus areas and strategies are generally consistent with crash data.

[19] Beginning with FY 2018 target submission, States are required to report total fatality, serious injury and fatality rate baselines and targets using a 5-year rolling average. Using a rolling average provides a better understanding of data over time. When there are years with significant increases or decreases, a five-year rolling average provides a smoothing effect.

Program Linkage

NHTSA's Office of Regional Operations and Program Delivery oversees the Agency's largest investment in safety – the national highway safety grant programs. As part of the agency's support for and oversight of, the grant program, NHTSA's Regional offices provide technical assistance to States in selecting data-driven targets based on highway safety problems identified during the planning process. Also, NHTSA guides States to select evidence-based strategies consistent with the "*Uniform Guidelines for Highway Safety Programs*"[20] and "*Countermeasures that Work*," the highway safety countermeasure guide for SHSOs.[21]

NHTSA collaborates with the FHWA Office of Safety to ensure coordination among the broader highway safety community. Thus, performance measurement and target setting have strengthened collaboration among State Departments of Transportation and State Highway Safety Offices. Total fatalities, total serious injuries and fatality rate measures are common to NHTSA and FHWA. Annual safety performance targets are coordinated in the longer-term SHSP. The SHSP is developed by the State DOT in a cooperative process with Federal, State, tribal, local and private sector safety stakeholders, including the SHSO.

As States prepared targets for their 2018 HSP and Highway Safety Improvement Program (HSIP) reports, FHWA and NHTSA offered "Safety Target Setting Coordination Workshops' to all State DOTs and SHSOs in 2016 and 2017. As a prerequisite, workshop participants were required to view a performance measure training video jointly developed by FHWA and NHTSA that outlined both agencies' regulations and shared promising practices. The performance measure training video has been viewed nearly 4,100 times by State DOTs, SHSOs, metropolitan planning organizations (MPOs) and highway safety practitioners to date.

The concept of program linkage extends beyond intermodal coordination. States must demonstrate a clear linkage between their problem identification, targets, countermeasure strategies and funding allocation. NHTSA's final rule January 25, 2018, requires "a description of the linkage between program-area problem identification data, performance targets, identified countermeasure strategies and allocation of funds to planned activities." (23 CFR Part 1300.11(d))[22]. If a State does not demonstrate this linkage, the NHTSA regional office may condition or disapprove the State's Highway Safety Plan, required to receive a 23 USC Section 402 State and Community Highway Safety Grant. Additionally, HSPs must include a description of the highway safety planning process, a performance plan identifying performance measures and targets, and countermeasure strategies and projects. These requirements encourage an integrated planning process: problem identification linked to data-driven performance measures and targets, followed by countermeasure strategies and projects to achieve those targets.

[20] Uniform Guidelines for Highway Safety Programs: https://www.nhtsa.gov/DOT/NHTSA/Planning%20Evaluation%20&%20Budget/Programs%20&%20Grants/Associated%20Files/Uniform%20Guidelines%20For%20State%20Highway%20Safety%20Programs.pdf
[21] Countermeasures That Work: https://www.nhtsa.gov/.../files/812202-countermeasuresthatwork8th.pdf
[22] Uniform Procedures for State Highway Safety Grant Programs: https://www.gpo.gov/fdsys/pkg/FR-2018-01-25/pdf/2018-01266.pdf

Performance Reporting

Many factors affect a State's highway safety performance, such as other transportation agencies' safety efforts, economic fluctuations, employment pattern and changes, demographic and travel pattern changes, weather, emerging risk factors such as new technologies that distract drivers, and changes in public safety consciousness. States evaluate safety performance on an ongoing basis and are encouraged to use a wide variety of data sources to assess their progress towards meeting safety targets. States routinely assess their progress in achieving their safety performance targets, which allows them to make program and project adjustments needed to meet performance targets.

Within the State's Annual Report, NHTSA's final rule, 23 CFR Part 1300.11(b), requires States to provide a program area level report on their progress towards meeting their performance targets, and a description of how the State will adjust its upcoming HSP to achieve performance targets. As part of the performance report, States must provide a qualitative description of their progress towards meeting performance targets from the previous year's HSP and describe how they will adjust their upcoming HSP to achieve performance targets. This performance reporting is critical to help States meet performance targets in future years.

Existing Recommendations for States

In the inaugural *2013 State Traffic Safety Performance Measures: Report to Congress*[23], NHTSA identified seven promising State target setting practices: (1) conduct comprehensive problem identification; (2) align project selections with problem areas; (3) use targets to direct resources and efforts; (4) fund programs that are proven effective; (5) make allowances for community-based approaches; (6) coordinate with a diverse group of partners; and (7) consistently monitor progress and program effectiveness to adjust and amend safety countermeasure strategies and programs as needed. NHTSA continues to recommend the above practices. Also, NHTSA recommends that States consider the following when setting future safety performance targets:

- ***Use performance targets to guide funding and programming decisions***. States typically select targets they believe they can reasonably achieve based on historical crash data, trend projections, and safety programs in place. Performance targets should be selected to guide safety investments and actions proactively.

- ***Enhance coordination among different safety plans***. States currently coordinate their planning effort among different safety plans and programs. NHTSA will continue to promote enhanced coordination and collaboration among the broader safety community. Approximately half (47 percent) of the 57 State and jurisdictional Highway Safety Offices (HSO) are located within the State Department of Transportation; five HSOs are affiliated with the State driver licensing agency. The remaining HSOs are housed within other State agencies, e.g., departments of public safety and State police or highway patrols. Coordination among the different State agencies and stakeholder groups, each with specialized and unique focus areas, helps align projects and resources towards common safety goals and strategies.

- ***Set program area specific targets with total fatality and serious injury targets in mind***. NHTSA will continue to encourage States to set performance targets for individual measures (e.g., pedestrian and motorcyclist fatalities) based on their overall performance targets (total fatalities and fatality rates). Due to the interrelationship between performance measures, States may inadvertently set conflicting performance targets. For example, a State that opts for a performance target to reduce total fatalities by seven percent but sets targets to decrease program specific fatalities by only three percent would be unlikely to meet the more ambitious target of reducing overall fatalities by seven percent. The program area specific targets should logically feed into the overall measures.

- ***Utilize findings from the NHTSA-facilitated program area assessments.*** NHTSA-facilitated assessments employ a team of subject matter experts to conduct a comprehensive review of specific highway safety programs. States that have conducted a

[23] National Highway Traffic Safety Administration (2016, September). *2013 State Traffic Safety Performance Measures: Report to Congress*. Washington, DC.

program assessment associated with a core performance measure should review the recommendations within the Assessment Final Report when establishing performance targets (e.g., use recommendations from a State's occupant protection assessment to inform occupant protection and overall safety countermeasure strategy and target selections).

Next Steps for NHTSA

- ***Continue the emphasis on linking data analyses, target selection, project selection, and funding.*** Since the implementation of the FAST Act, the linkage between problem identification, performance measurement, countermeasure strategy selection and allocation of funding to projects has improved. NHTSA now requires States to demonstrate this linkage to receive Section 402 State and Community Highway Safety Grants. NHTSA continues to work with States to use performance measures as a tool to focus their efforts on evidence-based, high impact projects that are likely to reduce traffic fatalities and serious injuries.

- ***Deploy an electronic system to analyze performance measures more robustly.*** Performance measurement affords NHTSA additional data to assess better State progress toward achieving their annual targets and longer-term highway safety goals. NHTSA is launching a major safety information system, the Grants Management and Solutions Suite (GMSS)[24], to accept State section 402 and section 405 (incentive National Priority Safety Programs) highway safety grant applications. This system will support NHTSA and States in the financial and programmatic administration of behavioral highway safety grants. Also, GMSS will allow for more detailed assessment and analysis of State performance.

[24] https://www.nhtsa.gov/highway-safety-grants-program/grants-management-solutions-suite-gmss

Conclusion

Performance management is a valuable planning tool that emphasizes the need to integrate data, planning, and action using proven countermeasures and stresses transparency and accountability. In a period of increasing fatalities, a performance-based approach is an important tool to guide State and local leaders in making investments and policy decisions on how to achieve State highway safety goals.

States met or exceeded 39 percent of all core behavioral highway safety performance targets in 2014 and 2015. Forty percent of States met their total fatality safety performance targets in 2014, down thirteen percentage points from 2013. The percentage of States achieving their total fatality targets continued to decline in 2015, to just 33 percent. Among the specific program areas, States were most successful in meeting targets for the number of unrestrained passenger vehicle occupants, while pedestrian fatality targets continue to pose a significant challenge. In 2015, only 10 percent of States achieved their pedestrian targets.

The overall decline in States meeting their performance targets coincides with the recent increase in traffic fatalities. Fatal crashes increased 7 percent from 2014 to 2015, and the fatality rate rose from 1.08 to 1.13 fatalities per 100 million vehicle miles of travel in 2015.

Many factors contribute to a State's ability to meet its annual highway safety targets, including population, traffic volumes, fuel prices, urbanization, per capita alcohol consumption, and general economic conditions. Performance management allows for objective, data-driven discussions on whether anticipated levels of progress are met and how to best achieve highway broader and longer-term highway safety goals.

Appendix A[25]

Behavioral Highway Safety Targets and Actuals, by State and Program Area

The following pages list the 2014 and 2015 behavioral highway safety targets included in States fiscal year (FY) 2014 and 2015 Highway Safety Plans (HSPs), submitted initially July 2013 and July 2014, respectively. (Performance measures are aggregated by State).

[25] The columns titled "2014 Target Period (Actual)" and "2015 Target Period (Actual)" represent the target period submitted in the FY 2014 and FY 2015 HSPs. States submitted targets using a single-year or multi-year rolling average (multi-year targets were typically based on a three or five year rolling average). For example, Connecticut's 2015 total fatality performance target was to reduce the 2013 to 2015 three year moving average number of fatalities to 242. In this example, this column does not represent the 2015 annual fatality count. The corresponding row in the column titled "2015 Target Period (Actual)" represents the average of fatalities in 2013, 2014 and 2015, per the FARS dataset. Most States set annual targets, e.g., Florida's 2015 total fatality performance target was "to reduce traffic fatalities five percent annually from the 2012 FARS data baseline year total of 2,424 to 2,078 by December 31st, 2015." For this example, the corresponding row in the column titled "2015 Target Period (Actual)" represents the 2015 single-year FARS fatality count.

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Alabama	Total Traffic Fatalities	*875*	820	*885*	849
Alabama	Fatalities per 100 Million VMT	*1.35*	1.25	*1.4*	1.26
Alabama	Unrestrained Passenger Vehicle Occupants	*375*	351	*390*	355
Alabama	Alcohol-Impaired (BAC=.08+)	*250*	265	*271*	247
Alabama	Speed-Related Fatalities	*280*	237	*331*	236
Alabama	Motorcyclist	*90*	65	*90*	67
Alabama	Unhelmeted Motorcyclist	*8*	10	*8*	9
Alabama	Drivers Age 20 or Younger Involved in Fatal Crashes	*130*	91	*143*	122
Alabama	Pedestrian	*64*	96	*69*	98
Alabama	Bicyclist	*N/A*	9	*5*	9
Alabama	Observed Seat Belt Use	*90.5%*	95.7%	*92.5%*	93.30%
Alaska	Total Traffic Fatalities	*51*	73	*62*	65
Alaska	Fatalities per 100 Million VMT	*1.07*	1.50	*1.17*	1.29
Alaska	Unrestrained Passenger Vehicle Occupants	*19*	21	*18*	15
Alaska	Alcohol-Impaired (BAC=.08+)	*17*	22	*18*	23
Alaska	Speed-Related Fatalities	*22*	18	*24*	22
Alaska	Motorcyclist	*7*	8	*6*	11
Alaska	Unhelmeted Motorcyclist	*2*	3	*2*	4
Alaska	Drivers Age 20 or Younger Involved in Fatal Crashes	*14*	11	*14*	6
Alaska	Pedestrian	*2*	14	*7*	12
Alaska	Bicyclist	*N/A*	3	*1*	0
Alaska	Observed Seat Belt Use	*90.1%*	88.4%	*89.0%*	89.3%
Arizona	Total Traffic Fatalities	*820*	773	*828*	893
Arizona	Fatalities per 100 Million VMT	*1.37*	1.23	*1.35*	1.37
Arizona	Unrestrained Passenger Vehicle Occupants	*265*	208	*259*	250
Arizona	Alcohol-Impaired (BAC=.08+)	*270*	200	*238*	272

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Arizona	Speed-Related Fatalities	*279*	255	*259*	307
Arizona	Motorcyclist	*136*	130	*138*	136
Arizona	Unhelmeted Motorcyclist	*65*	69	*71*	74
Arizona	Drivers Age 20 or Younger Involved in Fatal Crashes	*96*	86	*110*	93
Arizona	Pedestrian	*131*	142	*148*	153
Arizona	Bicyclist	*N/A*	29	*26*	29
Arizona	Observed Seat Belt Use	*83.1%*	87.2%	*85.0%*	86.6%
Arkansas	Total Traffic Fatalities	*510*	470	*475*	531
Arkansas	Fatalities per 100 Million VMT	*1.53*	1.38	*1.49*	1.52
Arkansas	Unrestrained Passenger Vehicle Occupants	*185*	167	*187*	190
Arkansas	Alcohol-Impaired (BAC=.08+)	*153*	136	*131*	149
Arkansas	Speed-Related Fatalities	*82*	56	*61*	90
Arkansas	Motorcyclist	*72*	61	*68*	79
Arkansas	Unhelmeted Motorcyclist	*35*	36	*36*	48
Arkansas	Drivers Age 20 or Younger Involved in Fatal Crashes	*60*	57	*44*	63
Arkansas	Pedestrian	*39*	37	*38*	43
Arkansas	Bicyclist	*N/A*	7	*3*	3
Arkansas	Observed Seat Belt Use	*77.0%*	74.4%	*79.2%*	77.7%
California	Total Traffic Fatalities	*2,833*	3,102	*2,238*	3,176
California	Fatalities per 100 Million VMT	*0.89*	0.93	*0.69*	0.95
California	Unrestrained Passenger Vehicle Occupants	*538*	479	*426*	545
California	Alcohol-Impaired (BAC=.08+)	*792*	876	*645*	914
California	Speed-Related Fatalities	*930*	995	*745*	955
California	Motorcyclist	*381*	522	*323*	462
California	Unhelmeted Motorcyclist	*29*	24	*30*	22
California	Drivers Age 20 or Younger Involved in Fatal Crashes	*345*	383	*292*	385
California	Pedestrian	*587*	709	*455*	742

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
California	Bicyclist	*N/A*	129	*82*	129
California	Observed Seat Belt Use	*97.1%*	97.1%	*96.9%*	97.3%
Colorado	Total Traffic Fatalities	*463*	488	*460*	546
Colorado	Fatalities per 100 Million VMT	*0.94*	1.00	*0.98*	1.08
Colorado	Unrestrained Passenger Vehicle Occupants	*160*	156	*145*	188
Colorado	Alcohol-Impaired (BAC=.08+)	*160*	160	*120*	151
Colorado	Speed-Related Fatalities	*159*	168	*147*	216
Colorado	Motorcyclist	*79*	94	*79*	106
Colorado	Unhelmeted Motorcyclist	*51*	61	*49*	67
Colorado	Drivers Age 20 or Younger Involved in Fatal Crashes	*62*	74	*57*	67
Colorado	Pedestrian	*78*	63	*49*	59
Colorado	Bicyclist	*N/A*	10	*13*	13
Colorado	Observed Seat Belt Use	*84.0%*	82.4%	*84.0%*	85.2%
Connecticut	Total Traffic Fatalities	*268*	248	*242*	266
Connecticut	Fatalities per 100 Million VMT	*0.85*	0.80	*0.81*	0.84
Connecticut	Unrestrained Passenger Vehicle Occupants	*69*	48	*61*	66
Connecticut	Alcohol-Impaired (BAC=.08+)	*115*	97	*107*	103
Connecticut	Speed-Related Fatalities	*103.5*	69	*84*	73
Connecticut	Motorcyclist	*42*	55	*46*	53
Connecticut	Unhelmeted Motorcyclist	*28*	32	*29*	31
Connecticut	Drivers Age 20 or Younger Involved in Fatal Crashes	*16*	21	*20*	26
Connecticut	Pedestrian	*34*	47	*34*	45
Connecticut	Bicyclist	*N/A*	4	*4*	3
Connecticut	Observed Seat Belt Use	*90.0%*	85.1%	*90.0%*	85.4%
Delaware	Total Traffic Fatalities	*99*	124	*105*	126
Delaware	Fatalities per 100 Million VMT	*1.10*	1.29	*1.09*	1.27
Delaware	Unrestrained Passenger Vehicle Occupants	*28*	25	*22*	30

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Delaware	Alcohol-Impaired (BAC=.08+)	*37*	52	*35*	41
Delaware	Speed-Related Fatalities	*36*	45	*38*	34
Delaware	Motorcyclist	*12*	15	*15*	19
Delaware	Unhelmeted Motorcyclist	*8*	7	*6*	6
Delaware	Drivers Age 20 or Younger Involved in Fatal Crashes	*15*	12	*13*	20
Delaware	Pedestrian	*16*	26	*18*	35
Delaware	Bicyclist	*N/A*	3	*2*	3
Delaware	Observed Seat Belt Use	*92.0%*	91.9%	*93.0%*	90.4%
Dist. of Columbia	Total Traffic Fatalities	*21*	23	*25*	23
Dist. of Columbia	Fatalities per 100 Million VMT	*0.68*	0.65	*0.68*	0.65
Dist. of Columbia	Unrestrained Passenger Vehicle Occupants	*4*	3	*3*	1
Dist. of Columbia	Alcohol-Impaired (BAC=.08+)	*7*	5	*8*	6
Dist. of Columbia	Speed-Related Fatalities	*5*	12	*9*	7
Dist. of Columbia	Motorcyclist	*2*	3	*3*	3
Dist. of Columbia	Unhelmeted Motorcyclist	*1*	1	*1*	1
Dist. of Columbia	Drivers Age 20 or Younger Involved in Fatal Crashes	*1*	3	*1*	0
Dist. of Columbia	Pedestrian	*7*	9	*10*	13
Dist. of Columbia	Bicyclist	*N/A*	1	*1*	1
Dist. of Columbia	Observed Seat Belt Use	*90.0%*	93.2%	*91.6%*	95.5%
Florida	Total Traffic Fatalities	*2,056*	2,494	*2,078*	2,939
Florida	Fatalities per 100 Million VMT	*1.01*	1.24	*1.09*	1.42
Florida	Unrestrained Passenger Vehicle Occupants	*387*	511	*493*	604
Florida	Alcohol-Impaired (BAC=.08+)	*522*	694	*597*	797
Florida	Speed-Related Fatalities	*202*	245	*309*	320
Florida	Motorcyclist	*397*	478	*450*	616
Florida	Unhelmeted Motorcyclist	*199*	223	*216*	283
Florida	Drivers Age 20 or Younger Involved in Fatal Crashes	*214*	269	*256*	359

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Florida	Pedestrian	*420*	588	*407*	628
Florida	Bicyclist	*N/A*	139	*105*	150
Florida	Observed Seat Belt Use	*92.9%*	88.8%	*91.9%*	89.4%
Georgia	Total Traffic Fatalities	*1,169*	1,164	*1,111*	1,430
Georgia	Fatalities per 100 Million VMT	*1.07*	1.04	*1.07*	1.21
Georgia	Unrestrained Passenger Vehicle Occupants	*402*	363	*314*	410
Georgia	Alcohol-Impaired (BAC=.08+)	*234*	279	*276*	366
Georgia	Speed-Related Fatalities	*217*	213	*145*	268
Georgia	Motorcyclist	*140*	137	*135*	152
Georgia	Unhelmeted Motorcyclist	*14*	8	*7*	10
Georgia	Drivers Age 20 or Younger Involved in Fatal Crashes	*152*	149	*162*	168
Georgia	Pedestrian	*129*	163	*166*	193
Georgia	Bicyclist	*N/A*	19	*14*	23
Georgia	Observed Seat Belt Use	*92.0%*	97.3%	*96.0%*	97.30%
Hawaii	Total Traffic Fatalities	*113*	95	*102*	94
Hawaii	Fatalities per 100 Million VMT	*1.00*	0.93	*1*	0.91
Hawaii	Unrestrained Passenger Vehicle Occupants	*12*	18	*28*	15
Hawaii	Alcohol-Impaired (BAC=.08+)	*45*	30	*45*	33
Hawaii	Speed-Related Fatalities	*55*	36	*49*	40
Hawaii	Motorcyclist	*35*	25	*29*	26
Hawaii	Unhelmeted Motorcyclist	*25*	12	*21*	16
Hawaii	Drivers Age 20 or Younger Involved in Fatal Crashes	*5*	8	*13*	12
Hawaii	Pedestrian	*23*	24	*20*	25
Hawaii	Bicyclist	*N/A*	4	*2*	2
Hawaii	Observed Seat Belt Use	*96.0%*	93.5%	*97.0%*	92.8%
Idaho	Total Traffic Fatalities	*200*	186	*200*	216
Idaho	Fatalities per 100 Million VMT	*1.25*	1.15	*1.25*	1.3

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Idaho	Unrestrained Passenger Vehicle Occupants	*83*	68	*83*	94
Idaho	Alcohol-Impaired (BAC=.08+)	*66*	53	*66*	70
Idaho	Speed-Related Fatalities	*66*	48	*66*	49
Idaho	Motorcyclist	*25*	25	*25*	31
Idaho	Unhelmeted Motorcyclist	*14*	15	*14*	21
Idaho	Drivers Age 20 or Younger Involved in Fatal Crashes	*36*	27	*36*	38
Idaho	Pedestrian	*9*	13	*9*	8
Idaho	Bicyclist	*N/A*	2	*3*	0
Idaho	Observed Seat Belt Use	*79.7%*	80.2%	*79.7%*	81.1%
Illinois	Total Traffic Fatalities	*972*	924	*854*	998
Illinois	Fatalities per 100 Million VMT	*0.95*	0.88	*0.83*	0.95
Illinois	Unrestrained Passenger Vehicle Occupants	*221*	246	*181*	242
Illinois	Alcohol-Impaired (BAC=.08+)	*195*	302	*197*	307
Illinois	Speed-Related Fatalities	*519*	349	*411*	369
Illinois	Motorcyclist	*154*	118	*150*	147
Illinois	Unhelmeted Motorcyclist	*124*	81	*118*	105
Illinois	Drivers Age 20 or Younger Involved in Fatal Crashes	*109*	118	*64*	135
Illinois	Pedestrian	*138*	123	*123*	150
Illinois	Bicyclist	*N/A*	27	*32*	26
Illinois	Observed Seat Belt Use	*95.2%*	94.1%	*95.2%*	95.20%
Indiana	Total Traffic Fatalities	*749*	745	*717*	821
Indiana	Fatalities per 100 Million VMT	*0.98*	0.94	*1.01*	1.04
Indiana	Unrestrained Passenger Vehicle Occupants	*196*	190	*193*	221
Indiana	Alcohol-Impaired (BAC=.08+)	*185*	160	*197*	178
Indiana	Speed-Related Fatalities	*160*	204	*166*	232
Indiana	Motorcyclist	*131*	124	*120*	108
Indiana	Unhelmeted Motorcyclist	*105*	89	*94*	79

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Indiana	Drivers Age 20 or Younger Involved in Fatal Crashes	*115*	87	*111*	120
Indiana	Pedestrian	*62*	78	*57*	96
Indiana	Bicyclist	*N/A*	12	*12*	12
Indiana	Observed Seat Belt Use	*87.2%*	90.2%	*88.0%*	91.90%
Iowa	Total Traffic Fatalities	*337*	322	*337*	320
Iowa	Fatalities per 100 Million VMT	*1.13*	1.03	*1.10*	0.96
Iowa	Unrestrained Passenger Vehicle Occupants	*98*	89	*100*	101
Iowa	Alcohol-Impaired (BAC=.08+)	*78*	91	*81*	78
Iowa	Speed-Related Fatalities	*65*	45	*60*	49
Iowa	Motorcyclist	*53*	52	*53*	41
Iowa	Unhelmeted Motorcyclist	*45*	37	*44*	31
Iowa	Drivers Age 20 or Younger Involved in Fatal Crashes	*45*	50	*40*	52
Iowa	Pedestrian	*19*	19	*18*	25
Iowa	Bicyclist	*N/A*	4	*3*	5
Iowa	Observed Seat Belt Use	*93.0%*	92.8%	*92.4%*	93.0%
Kansas	Total Traffic Fatalities	*390*	385	*368*	355
Kansas	Fatalities per 100 Million VMT	*1.31*	1.25	*1.23*	1.13
Kansas	Unrestrained Passenger Vehicle Occupants	*169*	150	*157*	127
Kansas	Alcohol-Impaired (BAC=.08+)	*118*	108	*141*	84
Kansas	Speed-Related Fatalities	*101*	109	*93*	128
Kansas	Motorcyclist	*39*	48	*45*	44
Kansas	Unhelmeted Motorcyclist	*27*	28	*32*	28
Kansas	Drivers Age 20 or Younger Involved in Fatal Crashes	*54*	55	*50*	60
Kansas	Pedestrian	*8*	23	*16*	24
Kansas	Bicyclist	*N/A*	7	*3*	3
Kansas	Observed Seat Belt Use	*82.0%*	85.7%	*86.0%*	82.1%
Kentucky	Total Traffic Fatalities	*668*	672	*659*	761

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Kentucky	Fatalities per 100 Million VMT	*1.38*	1.40	*1.38*	1.56
Kentucky	Unrestrained Passenger Vehicle Occupants	*262*	285	*261*	308
Kentucky	Alcohol-Impaired (BAC=.08+)	*105*	171	*116*	192
Kentucky	Speed-Related Fatalities	*118*	125	*115*	140
Kentucky	Motorcyclist	*77*	86	*82*	91
Kentucky	Unhelmeted Motorcyclist	*43*	48	*48*	61
Kentucky	Drivers Age 20 or Younger Involved in Fatal Crashes	*77*	79	*76*	89
Kentucky	Pedestrian	*55*	57	*50*	67
Kentucky	Bicyclist	*N/A*	4	*3*	7
Kentucky	Observed Seat Belt Use	*86.8%*	86.1%	*86.4%*	86.7%
Louisiana	Total Traffic Fatalities	*655*	740	*644*	726
Louisiana	Fatalities per 100 Million VMT	*1.41*	1.53	*1.38*	1.51
Louisiana	Unrestrained Passenger Vehicle Occupants	*263*	284	*241*	247
Louisiana	Alcohol-Impaired (BAC=.08+)	*220*	247	*203*	245
Louisiana	Speed-Related Fatalities	*204*	204	*206*	165
Louisiana	Motorcyclist	*76*	83	*72*	91
Louisiana	Unhelmeted Motorcyclist	*12*	10	*4*	12
Louisiana	Drivers Age 20 or Younger Involved in Fatal Crashes	*92*	81	*77*	75
Louisiana	Pedestrian	*84*	105	*92*	102
Louisiana	Bicyclist	*N/A*	13	*17*	34
Louisiana	Observed Seat Belt Use	*81.3%*	84.1%	*84.5%*	85.9%
Maine	Total Traffic Fatalities	*147*	131	*138*	156
Maine	Fatalities per 100 Million VMT	*1.04*	0.92	*0.96*	1.07
Maine	Unrestrained Passenger Vehicle Occupants	*52.25*	41	*53*	53
Maine	Alcohol-Impaired (BAC=.08+)	*35.91*	37	*33*	52
Maine	Speed-Related Fatalities	*65.36*	39	*47*	60
Maine	Motorcyclist	*18.62*	11	*12*	32

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Maine	Unhelmeted Motorcyclist	*12.54*	4	*10*	24
Maine	Drivers Age 20 or Younger Involved in Fatal Crashes	*19.95*	16	*20*	13
Maine	Pedestrian	*9.9*	9	*10*	19
Maine	Bicyclist	*N/A*	2	*2*	0
Maine	Observed Seat Belt Use	*86.0%*	85.0%	*84.6%*	85.5%
Maryland	Total Traffic Fatalities	*475*	442	*475*	513
Maryland	Fatalities per 100 Million VMT	*0.86*	0.78	*0.86*	0.89
Maryland	Unrestrained Passenger Vehicle Occupants	*132*	98	*132*	86
Maryland	Alcohol-Impaired (BAC=.08+)	*116*	130	*116*	159
Maryland	Speed-Related Fatalities	*131*	134	*131*	121
Maryland	Motorcyclist	*67*	69	*67*	75
Maryland	Unhelmeted Motorcyclist	*8*	8	*8*	6
Maryland	Drivers Age 20 or Younger Involved in Fatal Crashes	*85*	36	*85*	40
Maryland	Pedestrian	*92*	101	*92*	92
Maryland	Bicyclist	*N/A*	5	*6*	11
Maryland	Observed Seat Belt Use	*96.7%*	92.1%	*96.7%*	92.9%
Massachusetts	Total Traffic Fatalities	*324*	354	*337*	306
Massachusetts	Fatalities per 100 Million VMT	*0.61*	0.62	*0.58*	0.52
Massachusetts	Unrestrained Passenger Vehicle Occupants	*98*	113	*84*	83
Massachusetts	Alcohol-Impaired (BAC=.08+)	*107*	143	*108*	96
Massachusetts	Speed-Related Fatalities	*83*	85	*85*	80
Massachusetts	Motorcyclist	*41*	47	*45*	46
Massachusetts	Unhelmeted Motorcyclist	*3*	4	*2*	7
Massachusetts	Drivers Age 20 or Younger Involved in Fatal Crashes	*44*	27	*36*	33
Massachusetts	Pedestrian	*56*	74	*63*	72
Massachusetts	Bicyclist	*N/A*	8	*7*	9
Massachusetts	Observed Seat Belt Use	*77.0%*	76.6%	*77.5%*	74.1%

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Michigan	Total Traffic Fatalities	*806*	901	*781*	963
Michigan	Fatalities per 100 Million VMT	*0.89*	0.93	*0.87*	0.98
Michigan	Unrestrained Passenger Vehicle Occupants	*179*	196	*188*	190
Michigan	Alcohol-Impaired (BAC=.08+)	*153*	212	*163*	267
Michigan	Speed-Related Fatalities	*192*	235	*240*	264
Michigan	Motorcyclist	*105*	112	*125*	141
Michigan	Unhelmeted Motorcyclist	*51*	52	*59*	57
Michigan	Drivers Age 20 or Younger Involved in Fatal Crashes	*130*	119	*117*	153
Michigan	Pedestrian	*135*	148	*146*	166
Michigan	Bicyclist	*N/A*	22	*25*	33
Michigan	Observed Seat Belt Use	*98.0%*	93.3%	*98.0%*	92.8%
Minnesota	Total Traffic Fatalities	*350*	361	*350*	411
Minnesota	Fatalities per 100 Million VMT	*0.60*	0.63	*0.60*	0.72
Minnesota	Unrestrained Passenger Vehicle Occupants	*90*	93	*90*	85
Minnesota	Alcohol-Impaired (BAC=.08+)	*90*	108	*90*	115
Minnesota	Speed-Related Fatalities	*75*	111	*75*	82
Minnesota	Motorcyclist	*45*	46	*45*	61
Minnesota	Unhelmeted Motorcyclist	*27*	29	*27*	38
Minnesota	Drivers Age 20 or Younger Involved in Fatal Crashes	*40*	38	*40*	60
Minnesota	Pedestrian	*38*	15	*38*	39
Minnesota	Bicyclist	*N/A*	5	*6*	10
Minnesota	Observed Seat Belt Use	*97.0%*	94.7%	*97.0%*	94.0%
Mississippi	Total Traffic Fatalities	*567*	607	*620*	677
Mississippi	Fatalities per 100 Million VMT	*1.44*	1.54	*1.64*	1.7
Mississippi	Unrestrained Passenger Vehicle Occupants	*278*	279	*317*	309
Mississippi	Alcohol-Impaired (BAC=.08+)	*134*	172	*179*	175
Mississippi	Speed-Related Fatalities	*94*	96	*114*	96

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Mississippi	Motorcyclist	*52*	41	*42*	37
Mississippi	Unhelmeted Motorcyclist	*5*	6	*7*	8
Mississippi	Drivers Age 20 or Younger Involved in Fatal Crashes	*77*	81	*78*	105
Mississippi	Pedestrian	*42*	53	*47*	63
Mississippi	Bicyclist	*N/A*	6	*5*	5
Mississippi	Observed Seat Belt Use	*84.0%*	78.3%	*80.0%*	79.6%
Missouri	Total Traffic Fatalities	*700*	766	*700*	869
Missouri	Fatalities per 100 Million VMT	*1.20*	1.08	*1.14*	1.21
Missouri	Unrestrained Passenger Vehicle Occupants	*365*	312	*326*	356
Missouri	Alcohol-Impaired (BAC=.08+)	*238*	205	*230*	224
Missouri	Speed-Related Fatalities	*287*	267	*258*	310
Missouri	Motorcyclist	*75*	91	*84*	97
Missouri	Unhelmeted Motorcyclist	*4*	7	*8*	7
Missouri	Drivers Age 20 or Younger Involved in Fatal Crashes	*136*	97	*120*	123
Missouri	Pedestrian	*71*	65	*68*	104
Missouri	Bicyclist	*N/A*	5	*4*	9
Missouri	Observed Seat Belt Use	*87.0%*	78.8%	*83.0%*	79.9%
Montana	Total Traffic Fatalities	*182*	192	*182*	224
Montana	Fatalities per 100 Million VMT	*1.31*	1.58	*1.01*	1.81
Montana	Unrestrained Passenger Vehicle Occupants	*98*	99	*98*	114
Montana	Alcohol-Impaired (BAC=.08+)	*70*	73	*73*	75
Montana	Speed-Related Fatalities	*67*	52	*67*	91
Montana	Motorcyclist	*23*	23	*23*	24
Montana	Unhelmeted Motorcyclist	*14*	12	*14*	18
Montana	Drivers Age 20 or Younger Involved in Fatal Crashes	*27*	26	*27*	35
Montana	Pedestrian	*11*	10	*11*	14
Montana	Bicyclist	*N/A*	2	*0*	1

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Montana	Observed Seat Belt Use	*89.3%*	74.0%	*89.3%*	77.0%
Nebraska	Total Traffic Fatalities	*182*	225	*190*	246
Nebraska	Fatalities per 100 Million VMT	*0.92*	1.15	*0.90*	1.22
Nebraska	Unrestrained Passenger Vehicle Occupants	*81*	95	*75*	118
Nebraska	Alcohol-Impaired (BAC=.08+)	*64*	60	*47*	65
Nebraska	Speed-Related Fatalities	*30*	49	*30*	37
Nebraska	Motorcyclist	*17*	20	*14*	25
Nebraska	Unhelmeted Motorcyclist	*1*	1	*1*	4
Nebraska	Drivers Age 20 or Younger Involved in Fatal Crashes	*36*	34	*25*	39
Nebraska	Pedestrian	*6*	9	*8*	19
Nebraska	Bicyclist	*N/A*	2	*1*	4
Nebraska	Observed Seat Belt Use	*86.2%*	79.0%	*86.3%*	79.6%
Nevada	Total Traffic Fatalities	*254*	291	*258*	325
Nevada	Fatalities per 100 Million VMT	*1.00*	1.15	*1.1*	1.25
Nevada	Unrestrained Passenger Vehicle Occupants	*69*	65	*70*	72
Nevada	Alcohol-Impaired (BAC=.08+)	*60*	93	*72*	97
Nevada	Speed-Related Fatalities	*66*	100	*82*	111
Nevada	Motorcyclist	*38*	63	*41*	55
Nevada	Unhelmeted Motorcyclist	*4*	8	*6*	11
Nevada	Drivers Age 20 or Younger Involved in Fatal Crashes	*20*	37	*32*	39
Nevada	Pedestrian	*39*	71	*43*	66
Nevada	Bicyclist	*N/A*	8	*3*	10
Nevada	Observed Seat Belt Use	*90.0%*	94.0%	*90.0%*	92.1%
New Hampshire	Total Traffic Fatalities	*101*	95	*108*	114
New Hampshire	Fatalities per 100 Million VMT	*0.93*	0.73	*0.87*	0.87
New Hampshire	Unrestrained Passenger Vehicle Occupants	*40*	45	*54*	47
New Hampshire	Alcohol-Impaired (BAC=.08+)	*24*	29	*32*	33

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
New Hampshire	Speed-Related Fatalities	*35*	47	*40*	56
New Hampshire	Motorcyclist	*26*	17	*23*	26
New Hampshire	Unhelmeted Motorcyclist	*10*	14	*16*	16
New Hampshire	Drivers Age 20 or Younger Involved in Fatal Crashes	*9*	9	*14*	9
New Hampshire	Pedestrian	*8*	12	*6*	8
New Hampshire	Bicyclist	*N/A*	3	*1*	3
New Hampshire	Observed Seat Belt Use	*70.5%*	70.4%	*75.0%*	69.5%
New Jersey	Total Traffic Fatalities	*584*	556	*581*	562
New Jersey	Fatalities per 100 Million VMT	*0.76*	0.74	*0.74*	0.75
New Jersey	Unrestrained Passenger Vehicle Occupants	*157*	119	*149*	117
New Jersey	Alcohol-Impaired (BAC=.08+)	*149*	161	*158*	111
New Jersey	Speed-Related Fatalities	*154*	99	*154*	128
New Jersey	Motorcyclist	*79*	62	*73*	50
New Jersey	Unhelmeted Motorcyclist	*7*	5	*5*	7
New Jersey	Drivers Age 20 or Younger Involved in Fatal Crashes	*70*	58	*63*	58
New Jersey	Pedestrian	*148*	168	*139*	170
New Jersey	Bicyclist	*N/A*	11	*13*	18
New Jersey	Observed Seat Belt Use	*90.0%*	87.6%	*92.0%*	91.4%
New Mexico	Total Traffic Fatalities	*352*	386	*330*	298
New Mexico	Fatalities per 100 Million VMT	*1.37*	1.52	*1.30*	1.09
New Mexico	Unrestrained Passenger Vehicle Occupants	*108*	98	*99*	88
New Mexico	Alcohol-Impaired (BAC=.08+)	*104*	117	*95*	98
New Mexico	Speed-Related Fatalities	*140*	132	*118*	130
New Mexico	Motorcyclist	*44*	46	*48*	38
New Mexico	Unhelmeted Motorcyclist	*38*	35	*37*	18
New Mexico	Drivers Age 20 or Younger Involved in Fatal Crashes	*38*	39	*38*	32
New Mexico	Pedestrian	*40*	75	*50*	54

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
New Mexico	Bicyclist	*N/A*	5	*4*	7
New Mexico	Observed Seat Belt Use	*91.5%*	92.1%	*92.1%*	93.3%
New York	Total Traffic Fatalities	*1,117*	1,041	*1,145*	1,121
New York	Fatalities per 100 Million VMT	*0.86*	0.81	*0.88*	0.88
New York	Unrestrained Passenger Vehicle Occupants	*176*	155	*189*	171
New York	Alcohol-Impaired (BAC=.08+)	*299*	312	*334*	311
New York	Speed-Related Fatalities	*321*	322	*332*	343
New York	Motorcyclist	*153*	148	*166*	160
New York	Unhelmeted Motorcyclist	*8*	21	*12*	14
New York	Drivers Age 20 or Younger Involved in Fatal Crashes	*114*	97	*130*	99
New York	Pedestrian	*278*	264	*281*	307
New York	Bicyclist	*N/A*	46	*35*	36
New York	Observed Seat Belt Use	*92.0%*	90.6%	*93.0%*	92.2%
North Carolina	Total Traffic Fatalities	*1,114*	1,284	*1,054*	1,379
North Carolina	Fatalities per 100 Million VMT	*1.08*	1.19	*1.02*	1.23
North Carolina	Unrestrained Passenger Vehicle Occupants	*333*	360	*305*	402
North Carolina	Alcohol-Impaired (BAC=.08+)	*324*	363	*309*	411
North Carolina	Speed-Related Fatalities	*385*	497	*359*	547
North Carolina	Motorcyclist	*141*	190	*141*	192
North Carolina	Unhelmeted Motorcyclist	*15*	15	*<15*	14
North Carolina	Drivers Age 20 or Younger Involved in Fatal Crashes	*157*	162	*147*	165
North Carolina	Pedestrian	*137*	172	*133*	182
North Carolina	Bicyclist	*N/A*	19	*20*	23
North Carolina	Observed Seat Belt Use	*92.0%*	90.6%	*92.0%*	89.9%
North Dakota	Total Traffic Fatalities	*101*	135	*152*	131
North Dakota	Fatalities per 100 Million VMT	*1.29*	1.28	*1.59*	1.31
North Dakota	Unrestrained Passenger Vehicle Occupants	*59*	71	*85*	63

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
North Dakota	Alcohol-Impaired (BAC=.08+)	*38*	55	*56*	50
North Dakota	Speed-Related Fatalities	*27*	50	*120*	43
North Dakota	Motorcyclist	*8*	10	*13*	8
North Dakota	Unhelmeted Motorcyclist	*7*	9	*9*	3
North Dakota	Drivers Age 20 or Younger Involved in Fatal Crashes	*16*	23	*19*	16
North Dakota	Pedestrian	*5*	9	*2*	7
North Dakota	Bicyclist	*N/A*	3	*0*	1
North Dakota	Observed Seat Belt Use	*82.7%*	81.0%	*76.8%*	80.4%
Ohio	Total Traffic Fatalities	*879*	1,006	*1,006*	1,110
Ohio	Fatalities per 100 Million VMT	*0.78*	0.89	*0.92*	0.98
Ohio	Unrestrained Passenger Vehicle Occupants	*306*	374	*392*	385
Ohio	Alcohol-Impaired (BAC=.08+)	*285*	302	*328*	313
Ohio	Speed-Related Fatalities	*278*	274	*298*	207
Ohio	Motorcyclist	*150*	136	*145*	168
Ohio	Unhelmeted Motorcyclist	*122*	91	*115*	112
Ohio	Drivers Age 20 or Younger Involved in Fatal Crashes	*127*	138	*140*	153
Ohio	Pedestrian	*88*	87	*95*	116
Ohio	Bicyclist	*N/A*	11	*15*	25
Ohio	Observed Seat Belt Use	*83.2%*	85.0%	*85.0%*	83.9%
Oklahoma	Total Traffic Fatalities	*712*	669	*712*	643
Oklahoma	Fatalities per 100 Million VMT	*1.42*	1.40	*1.39*	1.35
Oklahoma	Unrestrained Passenger Vehicle Occupants	*268*	258	*265*	218
Oklahoma	Alcohol-Impaired (BAC=.08+)	*246*	156	*240*	170
Oklahoma	Speed-Related Fatalities	*216*	152	*216*	171
Oklahoma	Motorcyclist	*113*	57	*96*	89
Oklahoma	Unhelmeted Motorcyclist	*93*	44	*70*	62
Oklahoma	Drivers Age 20 or Younger Involved in Fatal Crashes	*95*	84	*89*	105

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Oklahoma	Pedestrian	*44*	50	*60*	69
Oklahoma	Bicyclist	*N/A*	4	*10*	6
Oklahoma	Observed Seat Belt Use	*85.7%*	86.3%	*85.7%*	84.5%
Oregon	Total Traffic Fatalities	*348*	357	*300*	447
Oregon	Fatalities per 100 Million VMT	*1.03*	1.03	*0.9*	1.24
Oregon	Unrestrained Passenger Vehicle Occupants	*50*	61	*51*	76
Oregon	Alcohol-Impaired (BAC=.08+)	*78*	99	*67*	155
Oregon	Speed-Related Fatalities	*151*	105	*108*	118
Oregon	Motorcyclist	*40*	46	*42*	61
Oregon	Unhelmeted Motorcyclist	*2*	4	*2*	3
Oregon	Drivers Age 20 or Younger Involved in Fatal Crashes	*36*	33	*34*	50
Oregon	Pedestrian	*41*	57	*51*	69
Oregon	Bicyclist	*N/A*	7	*10*	8
Oregon	Observed Seat Belt Use	*98.0%*	97.8%	*99.0%*	95.5%
Pennsylvania	Total Traffic Fatalities	*1,200*	1,195	*1,237*	1,200
Pennsylvania	Fatalities per 100 Million VMT	*1.24*	1.20	*1.24*	1.19
Pennsylvania	Unrestrained Passenger Vehicle Occupants	*493*	371	*465*	402
Pennsylvania	Alcohol-Impaired (BAC=.08+)	*360*	349	*406*	364
Pennsylvania	Speed-Related Fatalities	*605*	509	*615*	540
Pennsylvania	Motorcyclist	*197*	185	*189*	178
Pennsylvania	Unhelmeted Motorcyclist	*97*	100	*97*	89
Pennsylvania	Drivers Age 20 or Younger Involved in Fatal Crashes	*197*	126	*202*	142
Pennsylvania	Pedestrian	*160*	161	*129*	151
Pennsylvania	Bicyclist	*N/A*	19	*14*	16
Pennsylvania	Observed Seat Belt Use	*85.0%*	83.6%	*84.5%*	82.7%
Puerto Rico	Total Traffic Fatalities	*350*	304	*327*	309
Puerto Rico	Fatalities per 100 Million VMT	*N/A*	2.09	*1.74*	2.12

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Puerto Rico	Unrestrained Passenger Vehicle Occupants	*94*	78	*122*	77
Puerto Rico	Alcohol-Impaired (BAC=.08+)	*86*	94	*94*	104
Puerto Rico	Speed-Related Fatalities	*127*	115	*138*	118
Puerto Rico	Motorcyclist	*42*	47	*40*	48
Puerto Rico	Unhelmeted Motorcyclist	*30*	33	*23*	29
Puerto Rico	Drivers Age 20 or Younger Involved in Fatal Crashes	*16*	39	*18*	30
Puerto Rico	Pedestrian	*95*	95	*82*	101
Puerto Rico	Bicyclist	*N/A*	12	*11*	11
Puerto Rico	Observed Seat Belt Use	*90.2%*	89.5%	*91.0%*	91.8%
Rhode Island	Total Traffic Fatalities	*62*	51	*61*	45
Rhode Island	Fatalities per 100 Million VMT	*0.99*	0.66	*0.74*	0.57
Rhode Island	Unrestrained Passenger Vehicle Occupants	*26*	10	*24*	16
Rhode Island	Alcohol-Impaired (BAC=.08+)	*27*	17	*23*	19
Rhode Island	Speed-Related Fatalities	*24*	13	*26*	20
Rhode Island	Motorcyclist	*12*	10	*12*	9
Rhode Island	Unhelmeted Motorcyclist	*8*	7	*8*	4
Rhode Island	Drivers Age 20 or Younger Involved in Fatal Crashes	*8*	4	*7*	6
Rhode Island	Pedestrian	*11*	14	*11*	8
Rhode Island	Bicyclist	*N/A*	0	*1*	0
Rhode Island	Observed Seat Belt Use	*80.0%*	87.4%	*89.0%*	86.7%
South Carolina	Total Traffic Fatalities	*802*	823	*722*	977
South Carolina	Fatalities per 100 Million VMT	*1.50*	1.65	*1.53*	1.89
South Carolina	Unrestrained Passenger Vehicle Occupants	*301*	275	*254*	306
South Carolina	Alcohol-Impaired (BAC=.08+)	*312*	331	*300*	301
South Carolina	Speed-Related Fatalities	*285*	307	*298*	361
South Carolina	Motorcyclist	*112*	121	*120*	184
South Carolina	Unhelmeted Motorcyclist	*85*	96	*89*	129

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
South Carolina	Drivers Age 20 or Younger Involved in Fatal Crashes	*113*	119	*98*	121
South Carolina	Pedestrian	*96*	107	*98*	123
South Carolina	Bicyclist	*N/A*	14	*12*	16
South Carolina	Observed Seat Belt Use	*94.5%*	90.0%	*92.0%*	91.6%
South Dakota	Total Traffic Fatalities	*127*	136	*130*	133
South Dakota	Fatalities per 100 Million VMT	*1.42*	1.47	*1.43*	1.43
South Dakota	Unrestrained Passenger Vehicle Occupants	*63*	69	*63*	60
South Dakota	Alcohol-Impaired (BAC=.08+)	*36.6*	44	*36*	43
South Dakota	Speed-Related Fatalities	*33.6*	30	*30.6*	31
South Dakota	Motorcyclist	*21*	17	*19.8*	31
South Dakota	Unhelmeted Motorcyclist	*21*	11	*14.85*	22
South Dakota	Drivers Age 20 or Younger Involved in Fatal Crashes	*14*	23	*17.4*	14
South Dakota	Pedestrian	*7*	9	*7*	5
South Dakota	Bicyclist	*N/A*	2	*1*	1
South Dakota	Observed Seat Belt Use	*70.0%*	68.9%	*70.0%*	73.6%
Tennessee	Total Traffic Fatalities	*900*	963	*983*	958
Tennessee	Fatalities per 100 Million VMT	*1.30*	1.33	*1.38*	1.25
Tennessee	Unrestrained Passenger Vehicle Occupants	*400*	355	*340*	332
Tennessee	Alcohol-Impaired (BAC=.08+)	*235*	273	*267*	252
Tennessee	Speed-Related Fatalities	*190*	220	*185*	187
Tennessee	Motorcyclist	*109*	120	*130*	123
Tennessee	Unhelmeted Motorcyclist	*20*	10	*10*	12
Tennessee	Drivers Age 20 or Younger Involved in Fatal Crashes	*250*	121	*138*	103
Tennessee	Pedestrian	*70*	86	*66*	104
Tennessee	Bicyclist	*N/A*	5	*7*	10
Tennessee	Observed Seat Belt Use	*86.2%*	87.7%	*87.9%*	86.2%
Texas	Total Traffic Fatalities	*3,015*	3,536	*3,480*	3,516

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Texas	Fatalities per 100 Million VMT	*1.40*	1.45	*1.44*	1.36
Texas	Unrestrained Passenger Vehicle Occupants	*829*	973	*938*	859
Texas	Alcohol-Impaired (BAC=.08+)	*829*	1446	*1,286*	1,323
Texas	Speed-Related Fatalities	*1,164*	1,277	*1,226*	1,105
Texas	Motorcyclist	*470*	451	*472*	443
Texas	Unhelmeted Motorcyclist	*248*	234	*266*	231
Texas	Drivers Age 20 or Younger Involved in Fatal Crashes	*420*	450	*419*	457
Texas	Pedestrian	*420*	479	*535*	537
Texas	Bicyclist	*N/A*	50	*60*	50
Texas	Observed Seat Belt Use	*94.1%*	90.7%	*91.0%*	90.5%
Utah	Total Traffic Fatalities	*212*	256	*221*	276
Utah	Fatalities per 100 Million VMT	*0.80*	0.93	*0.81*	0.93
Utah	Unrestrained Passenger Vehicle Occupants	*68*	71	*49*	81
Utah	Alcohol-Impaired (BAC=.08+)	*25*	57	*21*	43
Utah	Speed-Related Fatalities	*65*	90	*59*	58
Utah	Motorcyclist	*26*	45	*28*	36
Utah	Unhelmeted Motorcyclist	*9*	26	*14*	18
Utah	Drivers Age 20 or Younger Involved in Fatal Crashes	*25*	38	*25*	40
Utah	Pedestrian	*28*	32	*28*	46
Utah	Bicyclist	*N/A*	9	*5*	5
Utah	Observed Seat Belt Use	*85.0%*	83.4%	*83.4%*	87.2%
Vermont	Total Traffic Fatalities	*65*	44	*64*	57
Vermont	Fatalities per 100 Million VMT	*0.85*	0.62	*0.94*	0.78
Vermont	Unrestrained Passenger Vehicle Occupants	*26*	14	*27.5*	17
Vermont	Alcohol-Impaired (BAC=.08+)	*17*	8	*20.7*	15
Vermont	Speed-Related Fatalities	*23.8*	15	*22.5*	21
Vermont	Motorcyclist	*7.7*	7	*7*	11

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Vermont	Unhelmeted Motorcyclist	*1.1*	1	*1.6*	0
Vermont	Drivers Age 20 or Younger Involved in Fatal Crashes	*5.3*	7	*5.7*	5
Vermont	Pedestrian	*4*	5	*5.3*	5
Vermont	Bicyclist	*N/A*	0	*0*	4
Vermont	Observed Seat Belt Use	*86.0%*	84.1%	*85.0%*	86.00%
Virginia	Total Traffic Fatalities	*760*	703	*669*	753
Virginia	Fatalities per 100 Million VMT	*0.93*	0.87	*0.82*	0.91
Virginia	Unrestrained Passenger Vehicle Occupants	*286*	250	*284*	301
Virginia	Alcohol-Impaired (BAC=.08+)	*211*	216	*189*	208
Virginia	Speed-Related Fatalities	*257*	99	*278*	104
Virginia	Motorcyclist	*73*	90	*60*	79
Virginia	Unhelmeted Motorcyclist	*1*	1	*0*	3
Virginia	Drivers Age 20 or Younger Involved in Fatal Crashes	*88*	76	*85*	74
Virginia	Pedestrian	*96*	88	*70*	77
Virginia	Bicyclist	*N/A*	12	*7*	15
Virginia	Observed Seat Belt Use	*79.9%*	77.3%	*82.1%*	80.9%
Washington	Total Traffic Fatalities	*381*	462	*400*	568
Washington	Fatalities per 100 Million VMT	*0.76*	0.80	*0.73*	0.95
Washington	Unrestrained Passenger Vehicle Occupants	*98*	107	*77*	113
Washington	Alcohol-Impaired (BAC=.08+)	*126*	132	*132*	148
Washington	Speed-Related Fatalities	*152*	162	*158*	156
Washington	Motorcyclist	*60*	69	*72*	77
Washington	Unhelmeted Motorcyclist	*N/A*	0	*0*	4
Washington	Drivers Age 20 or Younger Involved in Fatal Crashes	*59*	58	*46*	71
Washington	Pedestrian	*58*	75	*62*	85
Washington	Bicyclist	*N/A*	7	*9*	14
Washington	Observed Seat Belt Use	*98.0%*	94.5%	*95.0%*	94.6%

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
West Virginia	Total Traffic Fatalities	*301*	272	*314*	268
West Virginia	Fatalities per 100 Million VMT	*1.58*	1.42	*1.64*	1.35
West Virginia	Unrestrained Passenger Vehicle Occupants	*124*	93	*126*	99
West Virginia	Alcohol-Impaired (BAC=.08+)	*86*	84	*91*	71
West Virginia	Speed-Related Fatalities	*110*	66	*109*	66
West Virginia	Motorcyclist	*26*	26	*30*	32
West Virginia	Unhelmeted Motorcyclist	*6*	7	*8*	7
West Virginia	Drivers Age 20 or Younger Involved in Fatal Crashes	*43*	34	*39*	28
West Virginia	Pedestrian	*16*	19	*18*	19
West Virginia	Bicyclist	*N/A*	2	*0*	1
West Virginia	Observed Seat Belt Use	*92.0%*	87.8%	*92.0%*	89.0%
Wisconsin	Total Traffic Fatalities	*558*	506	*546*	566
Wisconsin	Fatalities per 100 Million VMT	*0.95*	0.84	*0.92*	0.91
Wisconsin	Unrestrained Passenger Vehicle Occupants	*192*	161	*188*	167
Wisconsin	Alcohol-Impaired (BAC=.08+)	*188*	165	*186*	189
Wisconsin	Speed-Related Fatalities	*208*	168	*182*	167
Wisconsin	Motorcyclist	*93*	73	*92*	81
Wisconsin	Unhelmeted Motorcyclist	*71*	51	*69*	65
Wisconsin	Drivers Age 20 or Younger Involved in Fatal Crashes	*88*	67	*77*	77
Wisconsin	Pedestrian	*47*	45	*43*	57
Wisconsin	Bicyclist	*N/A*	4	*8*	15
Wisconsin	Observed Seat Belt Use	*81.1%*	84.7%	*82.8%*	85.8%
Wyoming	Total Traffic Fatalities	*130*	150	*106*	145
Wyoming	Fatalities per 100 Million VMT	*1.01*	1.59	*1.41*	1.51
Wyoming	Unrestrained Passenger Vehicle Occupants	*63*	67	*54*	79
Wyoming	Alcohol-Impaired (BAC=.08+)	*33*	48	*39*	56
Wyoming	Speed-Related Fatalities	*48*	48	*47*	46

State	Measure	2014 Target	2014 Target Period (Actual)	2015 Target	2015 Target Period (Actual)
Wyoming	Motorcyclist	*16*	16	*12*	24
Wyoming	Unhelmeted Motorcyclist	*13*	10	*11*	17
Wyoming	Drivers Age 20 or Younger Involved in Fatal Crashes	*13*	14	*12*	13
Wyoming	Pedestrian	*3*	5	*4*	5
Wyoming	Bicyclist	*N/A*	5	*0*	0
Wyoming	Observed Seat Belt Use	*80.0%*	79.2%	*84.0%*	79.8%