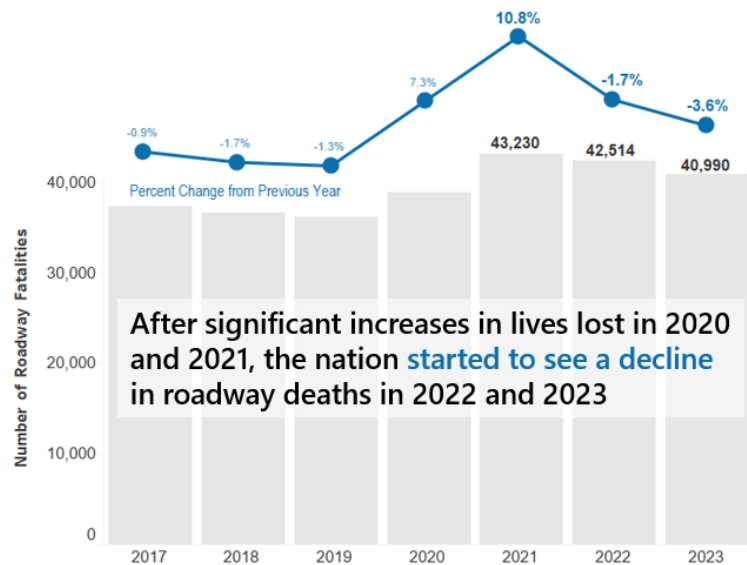


Advancing Roadway Safety with the Assistance of Law Enforcement Partners as Part of a Comprehensive Approach

America's Roadway Safety Crisis

Over 40,000 people lose their lives on our nation's streets, roadways, and highways each year. Secretary Pete Buttigieg has called these roadway deaths a crisis.

In response, the U.S. Department of Transportation (USDOT) launched the National Roadway Safety Strategy (NRSS) in January of 2022, which outlines a comprehensive approach to addressing lives lost on our roadways and the vital role that stakeholders, including state and local government, play in reducing fatalities.



This fact sheet describes the connection between USDOT activities and law enforcement in advancing roadway safety.



USDOT Is Taking Action Through a Safe System Approach

The NRSS uses multiple layers of protection to save lives and prevent harm. These include actions that lead to safer behaviors, safer roads, safer vehicles, safer speeds, and better standards of post-crash care—referred to as a Safe System Approach.

Within USDOT's Safe System Approach, law enforcement is one important layer of protection.



USDOT Activities and the Role of Law Enforcement

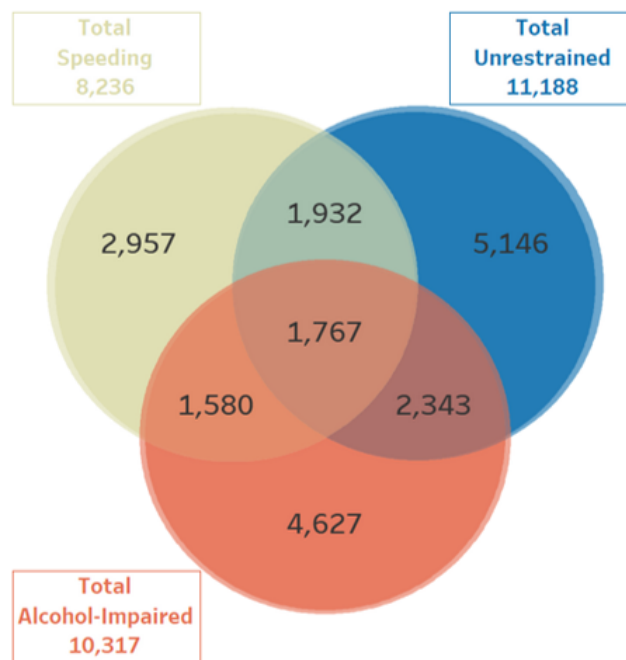
State and local law enforcement across the country play a vital role in implementing multiple aspects of the Safe System Approach. They are critical to the prevention and reduction of traffic-related fatalities and injuries by engaging with the community, educating the public, and upholding public safety laws to deter risky driving.

Research shows that traffic enforcement specifically focused on dangerous driving behavior—including impaired driving, speeding, distracted driving, and failure to wear seat belts—remains critical to saving lives, preventing injuries, and reducing traffic crashes. Law enforcement officers also help identify and better understand the biggest safety challenges on our nation's roadways.

The NRSS makes clear that equity is a key component of transportation safety and that the Safe System Approach should affirmatively improve equity outcomes. The consistent, fair, just, and impartial treatment of all people must be at the foundation of enforcement activities. USDOT continues to advance equity in roadway safety in accordance with [Title VI](#) of the Civil Rights Act of 1964 as well as Executive Orders [13985](#) and [14074](#).

USDOT safety activities include supporting effective law enforcement practices that use deterrence, education, and outreach focused on both the traveling public broadly and commercial motor vehicle operations and commercial drivers specifically. The National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Administration (FMCSA)—both of which are directly engaged with law enforcement officials—issue safety regulations, provide technical assistance, aggregate data collected by law enforcement, and perform research to identify evidence-based best practices. The Federal Highway Administration (FHWA) also has roadway programs that complement law enforcement-related activities as part of a Safe System Approach.

Behaviors of Passenger Vehicle Drivers Involved in Fatal Crashes in 2022



USDOT Accomplishments and Upcoming Activities Related to Law Enforcement

Safety Funds to State and Local Governments

- NHTSA is making available an unprecedented **\$4 billion to support States and safety activities, including law enforcement**, through President Biden’s Bipartisan Infrastructure Law (BIL). This funding includes new requirements for public participation and engagement, law enforcement community collaboration, and a new Driver and Officer Safety incentive grant to promote safe behaviors for drivers and peace officers at traffic stops. BIL also expanded the eligible use of funds for the Section 1906 Racial Profiling and Data Collection grants, allowing States to develop and implement programs, public outreach, and training to reduce the negative impacts of traffic stops.
- FMCSA has made available \$2.4 billion in BIL funding under the [Motor Carrier Safety Assistance Program](#) to fund State and local law enforcement agencies conducting commercial vehicle enforcement and safety activities.
- NHTSA is encouraging States to apply for Section 1906 Racial Profiling Data Collection and Section 405 Driver and Officer Safety grants. In addition, NHTSA is conducting additional webinars for State highway safety offices to provide more information about these grants and to help States meet law enforcement community collaboration requirements.
- NHTSA established the [State Electronic Data Collection Grant Program](#) to provide \$350 million in funding for crash data systems.
- NHTSA is seeking public input as it updates performance metrics related to highway safety formula grant programs.

Behavioral Safety Initiatives

- NHTSA conducted annual [National Media Campaigns](#) in collaboration with State and local enforcement and launched the [Put the Phone Away or Pay](#) distracted driving prevention campaign.
- NHTSA published a revised [Countermeasures That Work](#) guide on effective traffic safety countermeasures.
- In response to requests from local governments seeking guidance and best practices, FHWA and NHTSA jointly updated the [Speed Safety Camera Program Planning and Operation Guide](#) to promote effective and equitable practices for traffic enforcement.
- FMCSA established a [Clearinghouse](#) to support its [Drug and Alcohol Testing Program](#) and safe commercial driving.
- FMCSA [provided training](#) on unsafe truck and bus driving behaviors through the [Education and High Visibility Enforcement](#) program.



- FMCSA leveraged the [Compliance, Safety, Accountability \(CSA\)](#) program to identify and inspect high-risk commercial motor carrier operations.

Upcoming Safety Initiatives

- NHTSA is holding peer exchanges to discuss strategies for States to meet public participation and engagement and law enforcement community collaboration requirements in BIL.
- With the expiration last year of the Data Driven Approaches to Crime and Traffic Safety (DDACTS) cooperative agreement, NHTSA is now working on new approaches for guidance on effective, community-based traffic safety enforcement. NHTSA is developing a new model that will promote community-driven and evidence-based traffic law enforcement programs that prioritize safety and public trust through improved focus on risky driving behaviors such as speeding, impaired driving, and distraction.
- As a part of implementation of the [White House Alternatives, Rehabilitation, and Reentry Strategic Plan](#), USDOT, with support from the U.S. Department of Homeland Security and U.S. Department of Justice and engaging with the American Association of Motor Vehicle Administrators, is developing a toolkit of leading practices in 2024 for providing state-issued identification for eligible persons with criminal history records. Access to identification is critical for reentry so that people may access jobs, housing, medical care, education, and other benefits.

Complementary Safety Programs

- FHWA promotes effective infrastructure-based [Proven Safety Countermeasures](#) for speed management and shares best practices on infrastructure designs in publications such as [Self-Enforcing Roadways: A Guidance Report](#) and the [Safe System Approach for Speed Management](#).
- NRSS encourages stakeholders to commit to specific actions to improve roadway safety as [Allies in Action](#).
- [Safe Streets and Roads for All \(SS4A\)](#) and other [grant programs](#) funded billions of dollars in projects that improve roadway safety by addressing the physical design of roads and other infrastructure. Hundreds of communities are considering behavioral, operational, and infrastructure interventions to address roadway safety challenges.
- FHWA continues to promote safe responses to traffic incidents through [Traffic Incident Management](#) programs.
- NHTSA updated the [Model Minimum Uniform Crash Criteria](#), a voluntary crash report guideline used by local law enforcement and governments.
- NHTSA continues to publish [crash data](#) collected by law enforcement agencies, providing insight into the riskiest driving behaviors.

