

SHARING IDEAS TO SAVE LIVES

Talking Points

- Nationally, in 2004 more than 5,000 people died in large truck crashes, with nearly 4,000 of those being the result of passenger vehicles and trucks colliding.
- In 2004, Congress directed the National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Administration (FMCSA) to work together to educate passenger car drivers on how to share the roadway safely with commercial motor vehicles (CMVs).
- A *Ticketing Aggressive Cars and Trucks* (TACT) interagency committee was developed that resulted in the first TACT pilot demonstration study held in Washington State in 2005. The FMCSA and NHTSA provided grants and Washington State provided in-kind contributions to fund the project.
- The Washington State TACT Program was based on the Selective Traffic Enforcement Program (STEP), a Canadian intervention model that combines intensive enforcement of a specific traffic safety law with extensive communication, education, and outreach informing the public about the enforcement activity.
- Another widely publicized campaign based on the STEP model was NHTSA's campaign, *Click It or Ticket* – a well-known safety belt enforcement program which was also designed under the STEP model.
- The Washington State TACT pilot program targeted the unsafe behavior of “cutting off” trucks. Other unsafe driving behavior includes unsafe lane changes, tailgating, failure to signal lane changes, failure to yield the right-of-way, and speeding).
- The purpose of a TACT Program is to:
 - Reduce the number of crashes, injuries, and fatalities on our Nation's roadways.
 - Increase public awareness about unsafe driving behaviors around commercial vehicles (i.e., cutting off trucks, tailgating, and/or speeding).
- Georgia, Kentucky, North Carolina, and Pennsylvania are also implementing TACT Programs. These States have formed a TACT State Peer Exchange Network (T-SPEN) to share lessons learned, resources, and approaches in saving lives by reducing crashes between passenger and commercial motor vehicles.
- States are required to conduct comprehensive and high-visibility traffic enforcement and commercial motor vehicle safety inspection programs in high-risk locations and corridors through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- The Motor Carrier Safety Assistance Program (MCSAP) and **Grants.gov** are two incentive grants for States to fund a TACT Program.

