

TICKETING AGGRESSIVE CARS AND TRUCKS

TACT Quarterly e-Update

A High-Visibility Traffic Enforcement Program

Volume 2, Issue 3 September 2009



Greetings from the State of Kentucky

As a centrally located state in the eastern part of the United States, which can boast of major north-south and east-west corridors running through it, Kentucky and its highways are critical arteries in the movement of people and goods across the country. But that distinction comes with considerable risk: As drivers face more distractions on the road than ever before, one mistake can be deadly.

That's why the TACT program has proven to be a vital component of Kentucky's efforts to improve highway safety and reduce the number of highway fatalities. The numbers speak to its success. Since the program was piloted along two heavily traveled interstate corridors in Kentucky, highway collisions in those targeted corridors decreased from 575 to 490 when compared to the same period a year earlier. Fatal collisions were more than cut in half, from 12 to 5. Also, the total number of fatalities decreased from 19 to 6. In all, the program has seen decreases in total collisions, injuries, and fatalities, especially in commercial motor vehicle-related accidents.

TACT is a re-education program. It reminds the public, through public service announcements, signage, and sometimes through unwanted reminders such as tickets, about the importance of remaining aware while driving. As the statistics show, that message goes a long way toward making our highways safer.

Sincerely,
J. Michael Brown
Secretary of Justice
Kentucky Justice and Public Safety Cabinet

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About the TACT State Peer Exchange Network (T-SPEN)

The TACT State Peer Exchange Network (T-SPEN) is a group of State and local stakeholders participating in the TACT Program. The group is taking the lead in sharing approaches to save lives by reducing crashes among passenger and commercial motor vehicles. The States currently participating in T-SPEN include Alabama, Colorado, Georgia, Kentucky, North Carolina, Pennsylvania, Texas, and Washington.

The vision of T-SPEN is to serve as a safety advocate and become the national information resource for TACT Programs.

The mission of T-SPEN is to support the sharing of lessons learned among TACT States; bring Federal, State, and local resources together to educate the public about how to operate safely around big trucks; and to find the best approaches to save lives across the nation.



T-SPEN members at the May 2009 meeting in Washington, DC.

T-SPEN Activities Update

Members of the T-SPEN group gathered May 4–6, 2009, at the L'Enfant Plaza Hotel in Washington, DC, to discuss the TACT Program and its strategic direction, short-term objectives, long-term goals, and ways to improve implementation of key communication, enforcement, and evaluation activities by States. Funding guidance, experimental signage, and a training academy were just some of the innovative tactics discussed at the meeting to further support States in their TACT Program activities. The T-SPEN group agreed that enhanced technical assistance and partnership building will be instrumental in creating a strong foundation at the national, State, and local levels to ensure a consistent and continuous roll-out of TACT.

During the bimonthly May T-SPEN WebCall, the Federal Motor Carrier Safety Administration (FMCSA) Division Administrators and State Program managers from the participating States were invited to join T-SPEN. Below is a synopsis of the representatives serving on T-SPEN.

Washington—In 2004, it was selected as the first pilot State for the TACT Program and in July 2005 implemented the first program. Washington is a charter member of T-SPEN. Sergeant Joe Ross, Lieutenant Kevin Zeller, and Penny Nerup serve as State representatives, and Andrew Eno serves as the FMCSA Division representative.

Kentucky—In August 2007, it launched the TACT Program. Kentucky is a charter member of T-SPEN. David Leddy and John Smoot serve as State representatives, and Pamela Rice serves as the FMCSA Division representative.

North Carolina—In September 2007, it launched the TACT Program. North Carolina is a charter member of T-SPEN. Myra Beckers and Lieutenant Doug Shackelford serve as State representatives, and Chris Hartley serves as the FMCSA Division representative.

Georgia—In November 2007, it launched the G-TACT Program. Georgia is a charter member of T-SPEN. Don Lively, Major Wayne Beck, and Jan Childers serve as State representatives, and Jon McCormick serves as the FMCSA Division representative.

Pennsylvania—In September 2008, it launched the TACT Program. Pennsylvania is a charter member of T-SPEN. Lieutenant Raymond Cook and Sergeant Robert Krol serve as State representatives, and Tim Cotter serves as the FMCSA Division representative.

Alabama—In May 2009, it attended its first T-SPEN Planning Meeting. Captain Jack Clark and Corporal Philip Taylor serve as State representatives, and Judy Van Luchene serves as the FMCSA Division representative.

Texas—In May 2009, it attended its first T-SPEN Planning Meeting. Patrick Spradlin and Commander Donald Baker serve as State representatives, and Joanne Cisneros serves as the FMCSA Division representative.

Colorado—In May 2009, it attended its first T-SPEN Planning Meeting. Sergeant Rocco Domenico and Lynn Christiansen serve as State representatives, and William Copley serves as the FMCSA Division representative.



TACT State Activity Updates

Alabama—The Alabama Department of Public Safety (ALDPS) Motor Carrier Safety Unit began conducting high visibility enforcement details in May 2008 to collect data in support of a TACT Readiness grant application.

The Highway Patrol Division conducted two separate enforcement details, the first using Highway Patrol supervisors, and the second using the entire Highway Patrol Division, in an effort to target aggressive drivers throughout the State. The first detail conducted used Highway Patrol supervisors, and resulted in a total of 832 citations issued over a 2-day period. The second detail used 15-Trooper Posts, and resulted in 16,281 citations issued to commercial vehicles and noncommercial vehicles for improper lane change, following too close, speeding, and aggressive driving violations.

ALDPS partnered with the Alabama Trucking Association and completed commercial motor vehicle (CMV) ride-alongs. With their Used Infinity Car Detail, ALDPS also shadowed CMVs and wrote 312 citations to passenger vehicles and 13 to CMVs. In April 2009, ALDPS received Motor Carrier Safety Assistance Program (MCSAP) funding to migrate its enforcement activities to a TACT Program by adding an evaluation component to measure changes in driver behavior and awareness. A summary of their timeline of activities is below.

- May 2008: Initiated enforcement activities
- June 2008: Published safety message on Message Boards
- July 2008: Distributed additional press releases and enforcement tools

- August 2008: Received TACT Readiness Grant and changed enforcement philosophy
- April 2009: Received TACT High Priority Grant

Colorado—The Colorado State Patrol (CSP) received a MCSAP High Priority TACT Readiness Grant in September 2008 to form a TACT Steering Committee that focused on problem definition and corridor selection. The CSP is planning to submit a proposal for a Fiscal Year 2010 TACT project. A summary of their recent activities is presented below.

- Completed inputting crash data into GIS Mapping System to assist in crash corridor selection
- Found concentration of crashes is in the Denver Metro area and surrounding counties
- Selected enforcement corridors in Metro Denver and control corridors in Colorado Springs
- Obtained TACT information and best practices from partners: Washington, North Carolina, and Georgia
- Working on Project Charter and TACT Program scope of work



Georgia—The Georgia Department of Public Safety received a MCSAP grant to implement G-TACT in May 2007. Georgia administered a high-visibility enforcement and public information and education campaign for an 18-month period in four enforcement corridors and four control sites throughout the State. The Department of Public Safety’s Motor Carrier Compliance Division partnered with the Georgia State Patrol and local jurisdictions to staff each 25-mile corridor for an 8-hour TACT enforcement.

The enforcement “blitz” period ran for 1 week with two separate followup waves of 3 days each in the 2 months following the initial blitz period. There was an average of 27 enforcement officers for the blitz and an average of 15 enforcement officers for each of the followup waves.

The TACT enforcement patrols focused on speeding, following too close, improper lane changes, and careless or reckless driving by drivers of large trucks or other vehicles near large trucks. Georgia has leveraged the partnerships with the Georgia Motor Trucking Association and the University of Georgia Survey Research Center to help make G-TACT a successful program. Although Georgia has not produced a consolidated final report, the State has produced the results from each of the four major campaigns. Updates on recent activities are presented below.

- G-TACT was promoted just before the “First Pitch” in each of 162 Atlanta Braves games on the Braves Radio network throughout Georgia

- Full-page ad placed in all Atlanta Falcons home games programs
- Radio spots played on the Falcons radio network heard throughout the State, and “in game fan interactive promotion message” displayed at the stadium
- Insert ad placed in *Shopping List* throughout selected corridors
- Public outreach featured at the Rest Area and/or Welcome centers in the enforcement corridor
- G-TACT message included on mall kiosks

A summary of the evaluation results for each major wave are presented below.

Cobb, Bartow & Chatham Counties from November 2007–February 2008

- Improper lane change reduced 6.8 percent during officer observations
- Failure to signal reduced 3.7 percent during officer observations
- Message awareness increased 16.1 percent in Cobb/Bartow and 26.8 percent in Chatham, as determined via telephone surveys
- Leaving five or more car lengths increased in both Cobb/Bartow at 18.6 percent and Chatham at 8.7 percent from Department of Driver Services (DDS) surveys

Barrow/Jackson/ Gwinnett Counties from July 2008–September 2008

- Failure to signal reduced 5.8 percent during officer observations
- Following too closely reduced 7 percent during officer observations



Pictured left to right: Don Lively, G-TACT Project Coordinator; MCCD Officer Mary Ann Smith, Public Information and Education Director; and Carlos Hardy, MCCD Statistical Analyst for Georgia’s Safetnet Program. MCCD is the Department of Public Safety, Motor Carrier Compliance Division.

- Message awareness increased 15.7 percent as determined via telephone surveys

McDuffie & Richmond Counties from November 2008–January 2009

- Failure to signal reduced 19.5 percent during officer observations
- Message awareness increased 21.8 percent and 35.8 percent as determined by DDS surveys
- Tailgating and cutting off trucks reduced 8.8 percent as determined by DDS surveys

Cook & Lowndes Counties from February 2009–March 2009

- Improper lane change reduced 3.2 percent during officer observations
- Message awareness increased 21.8 percent and 17.4 percent as determined by DDS surveys
- Aggressive driving behaviors of both car and truck drivers reduced 15.8 percent from DDS surveys

Indiana—Indiana received a MCSAP high-priority grant in April 2009 to conduct a TACT initiative. Indiana will implement a program with the three TACT elements: (1) an education and outreach element that will communicate to the public an awareness of driving behaviors around commercial vehicles, (2) an enforcement element that will saturate patrols in a designated corridor during the blitz period, and (3) a research, evaluation, and data analysis element that will collect and analyze data before, during, and after the campaign.

Indiana will use local radio and television stations to air the public safety announcements. They will also contract for billboard space for the messages to be placed in the TACT campaign corridor.

The enforcement campaign started during the second week in August 2009 and will continue over a 5-week period. An 18-mile stretch of I-465 will be patrolled during the hours of 8:00 a.m. to 4:00 p.m. on Monday through Friday.

Finally, Indiana will use the Center for Road Safety, Purdue University to conduct the research, evaluation, and data analysis for this TACT campaign. A final report is expected during the third quarter of fiscal year 2010.

Kentucky—The Kentucky State Police Division of Commercial Vehicle Enforcement started an 18-month TACT Program in August 2007 to reduce the number of commercial motor vehicle (CMV) related crashes in Kentucky. The objective of the program was to alter driver behavior around large CMVs through education and enforcement. The University of Kentucky Transportation Center evaluated the program.

The program was focused in two high-volume, high-crash interstate areas: one in northern Kentucky on I-75 (Covington County) and the other along I-65 (in Jefferson and Bullitt Counties). These areas were selected due to the high number of crashes involving trucks. The program consisted of two media campaigns (earned and paid), informational signage, and three enforcement blitzes. The evaluation measured the success of the program by analysis of before and after surveys, video observations, and crash data. The blitzes focused on public awareness, driver behavior, and road safety.

Overall, there was an increase in the number of survey respondents indicating they changed their driving behavior around trucks. Particularly, an increased number of drivers leave more space for trucks.



Kentucky State Police CVE Captain Phillip Frazier addressing the media at the TACT 2 Campaign kickoff event on I-75.

Also, a higher number of individuals reported seeing or hearing the message “Leave More Space” on the radio and on roadway signs. Video data for passenger cars, small trucks/vans, and semi- or large-trucks revealed that, in general, larger trucks leave more space than other vehicle types and, in general, all vehicle types leave more space, when following large trucks than for other kinds of vehicles.

Pre-intervention versus post-intervention CMV crash analysis was conducted in both the intervention and control corridors used in the TACT Program. Interventions included paid (i.e., radio, road signs, and wrapped trucks) and earned (i.e., TV, radio, and newspaper) media campaigns, as well as heightened enforcement activities (i.e., three blitzes).

Kentucky continued—The control corridor is a comparison site that does not receive the TACT interventions, but are examined with the same data collection techniques and timing as the intervention sites. There was an 11.83 percent reduction in the number of crashes in the intervention corridors when comparing before and after the enforcement activities/interventions, and a 5.52 percent reduction in crashes in the control corridors during the same period.

This means there was twice the reduction of crashes in the intervention corridors, as compared to the control corridors during the same periods. Since there was a significant change in the intervention site compared to the control site (more than twice the level), the effectiveness of the TACT Program was confirmed in Kentucky.

Enforcement activity was monitored using individual officer activity logs, and 5,546 hours of enforcement were conducted by Kentucky State Police, Commercial Vehicle Enforcement, Louisville Metropolitan Police Department, and Bath County Sheriff's Office. There were a combined total of 13,075 violations, of these, 63 percent for speeding, 10 percent for State violations to CMVs, 6.3 percent for CMV safety inspections, 6.2 percent for failure to use a seatbelt, and 6.2 percent for following too close.



An overview of Kentucky's program activities is presented below.

- TACT I: 2007–2008: Corridor length (20 miles) and TACT evaluation results released
- TACT II: 2008–2009: Corridor length (40-50 miles)
- Next Step: Enforcement on rural roads

Louisiana—The Louisiana State Police (LSP) received a MCSAP High Priority TACT Readiness Grant in April 2009 to form a TACT Steering Committee that focused on problem definition and corridor selection. LSP is planning to prepare a proposal for FY 2010 TACT Program.

Montana—The Montana Department of Transportation Motor Carrier Services (MCS) Division began employing traffic enforcement activities in specific, high-crash corridors in Montana in late 2007. The strategy placed a Montana Highway Patrol (MHP) officer in the cab of a CMV driven by an MCS employee, with that officer identifying unsafe activities and maneuvers in the vicinity of the vehicle. When such activities were identified, the officer radioed the information about the offending vehicle ahead to assisting MHP officers traveling in the same direction. Those officers then intercepted the offending vehicle, and issued a warning or citation, as circumstances dictated. Both commercial and noncommercial vehicles were monitored for aggressive driving in the vicinity of the CMV.

Enforcement activities typically ran for 3-day periods (8 hours per day), with enforcement being performed approximately once per quarter and revolving around the State.

To date, abbreviated activities were conducted on highway corridors in or near five communities in the State: Polson, Butte, Bozeman, Billings, and Belgrade.

The activities were conducted on a number of different facility types, ranging from interstate highways to four- and two-lane (with passing lanes) to U.S. and State highways. In light of Montana's experience with these activities, MCS received a high-priority MCSAP grant in April 2009 to expand the program to include the evaluation and education components required to become a TACT Program.

Nevada—In 2008, the Nevada Highway Patrol (NHP) conducted a Nevada pilot traffic enforcement project using State funding. NHP Troopers, in an unmarked NDOT semi-truck, rode in the cab of the truck and watched for non-CMV moving violations. In the two day operation, over 81 citations were issued. Numerous news segments were aired in Reno and Las Vegas television markets with video showing NHP targeting moving violators near large trucks.

An evaluation component was added to the fiscal year 2009 effort. To support this on-going effort, NHP enhanced its regular media campaign for safety in the No Zone to include a media campaign called Badge on Board. NHP produced Badge On Board media (truck decals, billboards, pump toppers, radio) beginning in March or April 2009 to alert the motoring public that NHP might be riding on board large trucks. NHP intends to conduct non-grant-funded Badge on Board enforcement operations throughout the year. In April 2009, NHP received MCSAP high-priority funding for a formal TACT Program.

New Jersey—In April 2009, the New Jersey Transportation Safety Bureau received MCSAP high-priority funding to support preliminary organization and process/program development for its TACT activities. The Transportation Safety Bureau (TSB) within the New Jersey State Police will conduct research on existing and related activities, coordinate agency and stakeholder input to form a focus group committed to embracing the TACT Mission and Purpose, and develop strategic goals and objectives for operational implementation of the program. The program will focus enforcement on the unsafe and inattentive actions of both passenger and commercial vehicle operators. Equally important is the need to concentrate enforcement activities on those roadways in the State having statistically significant histories of crashes and incidents involving commercial and passenger vehicles.

North Carolina—North Carolina's TACT program took place from August 2007 to August 2008. The 12-month program incorporated enforcement and media education on two North Carolina highway TACT corridors. The program was designed to increase public awareness of the risks associated with cars and trucks operating in close proximity to one another, and to give citations for instances of aggressive driving by both commercial and non-commercial drivers.

The two highway TACT corridors included I-85 in Cabarrus County and I-77 in Iredell County. Two comparable control corridors where enforcement and media activities were not conducted were used as comparison sites for the purpose of evaluating the effect of the TACT program in the treatment corridors.

The comparison corridors used were I-85 in Durham County and I-95 in Robeson County.

Enforcement efforts consisted of three waves of enforcement, each lasting approximately 2 weeks in each TACT corridor. The enforcement waves took place in September, November, and December 2007. Enforcement activities involved an average of 41 officers in Cabarrus County and 52 officers in Iredell County patrolling for an average of 8 hours each day for a 5-day period in each enforcement wave.

More than 2,400 TACT-related citations were issued during the three enforcement waves. By far, the most common offense was for speeding, about 84 percent.

In each wave of enforcement, between 96 percent and 100 percent of citations were given to non-commercial drivers; very few commercial drivers were cited.

The results of the motorist and trucker surveys indicated drivers in areas receiving TACT media outreach were able to recall the TACT safety message: "Don't Press Your Luck, Leave Room for Trucks." However, on the surveys, drivers did not report any behavior changes or have an increased knowledge of specific truck safety details (e.g., amount of space to leave, definition and intention of No Zones [i.e., blind spots], etc.).

Video observation data analysis showed that the TACT corridors (i.e., that had police presence) had larger percentage reductions of aggressive driving violations compared to the control corridors.



North Carolina T-SPEN representatives Myra Beckers and Lieutenant Doug Shackelford.

Additionally, the change in violation rates was statistically significant, adding credence to the finding. This result indicates that TACT had an effect in reducing the rate of aggressive driving violations during the enforcement phase.

An overview of North Carolina's program activities is presented below.

- NC TACT I: 2007–2008: All components completed
- NC TACT II: 2008–2009: Enforcement completed, took media semi-statewide, evaluation pending
- NC TACT III: 2009–2010: In planning process for rural roads

Oregon—The Oregon Department of Transportation (ODOT) periodically coordinates with law enforcement to conduct exercises aimed at stopping aggressive driving around trucks. During the May 12–16, 2008, TACT exercise on I-5 near Portland, the Clackamas County Sheriff's Office and law enforcement officers pulled over 362 drivers, issuing 351 tickets and 97 warnings. The two most common violations were unlawful lane changes and tailgating. Fines ranged from \$97 to \$242.

Oregon continued—The Fall 2008 TACT operation resulted in citations to 34 car drivers and 4 truck drivers during a 2-day exercise conducted September 30–October 1, 2008. The TACT exercise focused on I-5 traffic near Salem and Albany. Oregon State Police patrolled I-5 and officers rode in trucks looking for drivers engaging in risky behavior like speeding, tailgating, and changing lanes unsafely.

In addition to the Oregon State Police, Marion County deputies and Salem police were involved in the TACT exercise. Officers issued citations for violations that included speed (14), following too close (9), unsafe/improper lane change (6), and failure to use seatbelts (5). Twenty-one warnings were also issued.

Prior to both TACT exercises, the public received a media campaign including public service announcements, posters, highway signs, and brochures featuring the TACT message. The key campaign message motorists saw over and over again was: “LEAVE MORE SPACE FOR TRUCKS.”

A similar campaign occurred the week of May 25, 2009. Clackamas County Sheriff’s Office and local law enforcement officers spent the week on Interstate 5, south of Portland, emphasizing enforcement of aggressive driving around commercial motor vehicles. This campaign resulted in 271 tickets and 94 warnings.

On July 2 and 3, 2009, Oregon State Police and Lane County Sheriff’s Office conducted a TACT exercise on I-5 near Eugene. Officers issued 50 tickets and 46 warnings.

ODOT continues its public outreach with radio and theater public service announcements. Oregon received a fiscal year 2009 high-priority grant to continue TACT efforts in Oregon.

Pennsylvania—Pennsylvania received a MCSAP grant to implement the TACT Program in April 2008. The Pennsylvania State Police began their TACT campaign on September 29, 2008, with a press event. The campaign took place from September 30, 2008, through November 14, 2008.

Pennsylvania TACT used highway billboards, posters, safety awareness messages, and brochures to educate drivers about the importance of sharing the road and steering clear of unsafe situations. State police used marked and unmarked patrol vehicles and fixed-wing aircraft as part of the enforcement effort. The 4-week enforcement effort to reduce aggressive driving along a portion of Interstate 81 in Dauphin and Cumberland counties resulted in nearly 1,500 traffic citations and more than 700 written warnings.

In June 2009, the Pennsylvania State Police conducted an additional TACT campaign along Interstate 70, Washington County, Pennsylvania. Final results for Pennsylvania’s TACT initiative are expected during the fourth quarter of FY 2009.



Texas—In May 2008, the Austin Police Department (APD) received a MCSAP grant to conduct a high-visibility traffic enforcement project. This project incorporated two of the three elements required for a TACT initiative (e.g., communications and enforcement). Once all preparatory work for the TACT campaign was completed, APD implemented these activities from October 6, 2008, through May 25, 2009.

More than 4,800 citations were issued for the following types of offenses: speeding, failure to signal, unsafe movement, following too close, disregard posted signs and road markings, and failure to use a seatbelt. More than 6,000 citywide traffic surveys were completed to evaluate the project. These activities were completed in anticipation of applying for a MCSAP grant to cover a full TACT implementation in Fiscal Year 2009. Austin received a MCSAP funding for a TACT Program in April 2009.

Utah—The Utah Highway Patrol received a MCSAP high-priority TACT readiness grant in April 2009 and formed a TACT Steering Committee to evaluate the feasibility and possible obstacles related to the implementation of a TACT Program within the State. The TACT Steering Committee met in July to formulate plans.



Washington—The Washington State TACT program is fully implemented with 10 Washington State Patrol (WSP) troopers and one sergeant assigned to districts throughout the state working TACT as their primary duty. During Fiscal Year 2009, the WSP TACT troopers working TACT within their geographical assignments conducted 7,644 traffic stops including 2,538 contacts for aggressive driving.

In addition, the WSP TACT team routinely partners with local law enforcement on TACT-related enforcement efforts. The partnerships the WSP developed with the trucking industry and local law enforcement are very important to the overall success of the TACT program.

In May 2009, the Washington State Patrol reorganized the TACT program with a more central command. Under this approach, the TACT Troopers in the five western Washington Districts, which include a total of seven TACT Troopers, will report to one TACT sergeant. Most of the time, the TACT Troopers will perform their normal duties within their own District.

However, four to six times per month, the TACT detachment will identify areas in western Washington with high numbers of CMV collisions and/or aggressive driving complaints and work the area as a group.

The “emphases” are 1 to 3 days in length, after which the TACT Troopers return to their home districts. The “emphases” approach is a team of TACT officers working in a high-collision enforcement area during a targeted period of time. Additionally, commercial vehicle enforcement officers, with limited arrest authority to CMVs, when available, are added to the team and focus strictly on CMV inspections.

In the Spotlight

Commercial Vehicle Safety Alliance (CVSA)

Operation Safe Driver



Each year more than 40,000 people die on the roadways throughout North America—many of which are the direct result of unsafe and aggressive driving practices by both passenger and commercial vehicle drivers. Nearly 5,000 of them are related to large trucks and buses. CVSA, in partnership with FMCSA, State and local law enforcement and industry launched a new campaign in 2007, dubbed *Operation Safe Driver*. The program builds upon unique and innovative approaches such as TACT, Project ADVANCE, and Smooth Operator, all of which have proved to be successful at combating the number of deaths in crashes involving large trucks and passenger vehicles.

Operation Safe Driver is a selective traffic enforcement program that emphasizes CMV and non-CMV driver-focused enforcement in high crash corridors that have high CMV traffic and concentration of moving violations, driver infractions, and aggressive driving behaviors. It also has educational and outreach components to it. Participants will determine their focus—enforcement, education, or both—and allocate resources as available throughout the week of October 18–24, 2009. This year CVSA is expanding the program’s educational activities to include seminars, Webinars, podcasts, op-eds, paid media, training, a specialized “Teens & Trucks” Training Program (in collaboration with the Arizona Trucking Association, Arizona Department of Public Safety, and American Trucking Associations), and a video public service announcement to complement the existing outreach materials.

“The campaign works because of the support it receives from FMCSA, State, Provincial and local law enforcement, industry, associations, and others, but we need more help to make it even more successful,” said CVSA’s Director of Policy and Programs, Stephen A. Keppler. “*Operation Safe Driver* focuses enforcement resources on these high-risk operators and on problem behaviors by ALL drivers that contribute to large truck crashes, while at the same time offering educational tools to the motoring public at large, especially higher-risk segments, on how to drive more safely around trucks and buses.”

To learn more about CVSA’s *Operation Safe Driver* Program and how you can participate, please visit www.cvsa.org or www.operationsafedriver.com.

TACT Safety Partners

- American Trucking Associations <http://www.truckline.com>
- Commercial Vehicle Safety Alliance <http://www.cvsa.org>
- Federal Highway Administration <http://www.fhwa.dot.gov>
- Federal Motor Carrier Safety Administration <http://www.fmcsa.dot.gov>
- Governor's Highway Safety Representatives <http://www.ghsa.org>
- International Association of Chiefs of Police <http://www.theiacp.org>
- National Highway Traffic Safety Administration <http://www.nhtsa.dot.gov>
- National Safety Council <http://www.nsc.org>
- National Sheriff's Association <http://www.sheriffs.org>
- State Patrol and State Police <http://www.statetroopersdirectory.com>

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Contact Us

For States interested in participating in the *Ticketing Aggressive Cars and Trucks* (TACT) Program, please e-mail tactinfo@dot.gov or visit <http://www.fmcsa.dot.gov/tact>.

To receive information about how cars and trucks can share the road safely, please call 1-877-SAFE-TRK (723-3875).

The mailing address for FMCSA is:

United States Department of Transportation
Federal Motor Carrier Safety Administration
Outreach Division, Office of Enforcement and Program Delivery
1200 New Jersey Avenue, SE, W63-314
Washington, DC 20590

To contact FMCSA Service Centers and Field Offices, please visit <http://www.fmcsa.dot.gov/about/contact/offices/displayfieldroster.asp>.



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