



IACP Highway Safety Committee
Midyear Meeting Minutes
June 16 — 19, 2010
Hilton Promenade at Branson Landing
Branson, Missouri

The Highway Safety Committee's (HSC's) 2010 Midyear Meeting commenced on June 16, 2010, at 1205 hours, with Commissioner Earl M. Sweeney presiding.

Commissioner Sweeney welcomed those present, called for self-introductions, and once again thanked the Missouri State Highway Patrol for its hospitality.

Colonel Ronald K. Replogle, Superintendent of the Missouri State Highway Patrol, welcomed the HSC to Branson, indicated the Patrol would make every effort to accommodate those present in any way possible, and introduced the Midyear Meeting's sponsors.

Commissioner Sweeney asked those present to observe a moment of silence for those officers who recently had died in the line-of-duty in California, Maryland, and New Jersey.

The roundtable discussion is summarized as follows:

<p>Washington State Patrol Assistant Chief G. Curt Hattell</p>	<ul style="list-style-type: none"> • Enacting legislation, effective June 10, 2010, to make texting and non-hands free cell phone use a primary offense and emphasizing that the Washington State Patrol is not exempt from the law by agency order • Graduating 21 troopers to be assigned fulltime starting July 1, 2010, in three counties to "Target Zero," a two-year high-visibility, impaired driving enforcement effort with allied agencies based on detailed research and analysis (Data-Driven Approaches to Crime and Traffic Safety [DDACTS] is involved, but it is not the focus); aiming to reduce the 40 percent of fatalities that are alcohol-related; and using differently marked vehicles
<p>Nebraska State Patrol Colonel Bryan J. Tuma</p>	<ul style="list-style-type: none"> • Reaching a 25-year low in terms of staffing, but no furloughs or layoffs yet • Productivity is being aided by DDACTS • Building a traffic data component into the statewide fusion center

	<ul style="list-style-type: none">• Recording the lowest number of fatalities since 1937• Redefining definitions in the motor vehicle code, but an oversight allows 13 year olds to drive utility vehicles (UTVs)• Enacting a texting law, which is a secondary offense
Montana Highway Patrol Colonel Michael T. Tooley	<ul style="list-style-type: none">• Achieving a 32 percent reduction in fatalities and a 43 percent decline in impaired driving fatalities, after losing two troopers in impaired driver crashes• Charging both an establishment and a bartender for overserving in the death of a trooper• Experiencing difficulty with the 15,000 medical marijuana cardholders and with the inability to produce enough marijuana within the state, emphasizing the fact that law enforcement had not involved itself in the passage of the original law
Oro Valley, Arizona, Police Department Chief Daniel G. Sharp	<ul style="list-style-type: none">• Reporting the lowest incidence of Part I crimes in Arizona, even though being located just 3½ miles from Tucson• Modeling its traffic program after that of Fresno, California• Recording zero fatalities over the past two years• Indicating that the new immigration law includes a provision allowing anyone to sue alleging that law enforcement is not performing its duties under this statute
Cincinnati, Ohio, Police Department Captain Daniel W. Gerard	<ul style="list-style-type: none">• Reporting that traffic is a core function, and that the agency works closely with the Ohio State Highway Patrol• Indicating that fatalities within the city have been reduced 48 percent and that those on the freeway have declined 90 percent• Describing how the agency overlays gang activities, impaired driving arrests, fatal crashes, and serious crimes• No longer engaging in pursuits only for motor vehicle violations• Advising the agency strongly supports seat-

	<p>belt use by its officers: violators receive a citation and a 60-day assignment to a walking beat</p>
<p>California Highway Patrol (CHP) Assistant Chief Robert W. Maynard</p>	<ul style="list-style-type: none"> • Legislatively, attempting to stop a bill making moving violations civil offenses • Reporting budget issues, with no budget yet passed, with a 15 percent mandatory fleet reduction for all State agencies, and with no new vehicles being purchased • For the first time in history, being below 1.0 fatalities per 100 million vehicle miles traveled (VMT)
<p>Colorado State Patrol Lieutenant/Colonel M. Anthony Padilla</p>	<ul style="list-style-type: none"> • Experiencing a budget shortfall: mandating eight furlough days between November 2009, and June 2010, for everyone, except troopers and communications dispatchers • Reporting the approval of some new equipment, e.g., replacing its CAD system over five years • Using Microsoft SharePoint that has totally revamped the records system, providing real-time data, e-mail addresses, and training records • Moving toward e-citations • Still experiencing significant decreases in fatalities: 35 percent thus far this year • Reporting that Port of Entry is being incorporated into the Patrol • Indicating that the Patrol will celebrate its 75th anniversary on September 23, 2010
<p>New York State Police Major David A. Salmon</p>	<ul style="list-style-type: none"> • Thanking the HSC for its support, but is retiring after 30 years' service on July 8, 2010 [Commissioner Sweeney thanked Major Salmon for representing the HSC and for serving as its Acting Chair.] • Indicating he will complete the Law Enforcement Stops and Safety Subcommittee's (LESSS') 4th roll-call training video, <i>Is Today Your Day?</i>
<p>Missouri State Highway Patrol (MSHP) Colonel Replogle</p>	<ul style="list-style-type: none"> • Reporting a 36 percent reduction in fatalities over the past three years, with 14 percent thus far this year and with a 25 percent decrease in alcohol-related fatalities

	<ul style="list-style-type: none"> • Advising the 90-minute rule for effecting impaired driving arrests was rescinded • Indicating that an enhanced texting while driving bill had failed; and that the Patrol had supported a bill that would have applied to all drivers, not only those under 21 years • Reporting that the Patrol is attempting to set an example in the distracted driving realm, and that the new MSHP “no texting” logo will be prominently displayed on the hood of the Number 16 Con-way Freight race car during the NASCAR Nationwide Series race on July 17, 2010 • Advising that the Illinois State Police is partnering with Oprah Winfrey to prevent distracted driving • Indicating that budget shortfalls are impacting operations, but the Patrol still is having two recruit classes each year • Reporting that the 100-person Missouri State Water Patrol will merge with the MSHP on January 1, 2011 • Implementing from Niche Technology Inc. a new records management system, and progressing on an interoperable radio system • Producing the new 15-minute video <i>Permanent</i>
<p>Hoffman Estates, Illinois, Police Department Chief Casstevens</p>	<ul style="list-style-type: none"> • Implementing a no texting while driving initiative • Experiencing high seatbelt use rate in the State, and currently emphasizing teen driving • Not replacing vehicles; formerly traded ½ of its fleet annually • Seeking \$15.00 of each moving violation for repair or replacement of police vehicles
<p>Virginia Highway Safety Office Frank J. Kowaleski</p>	<ul style="list-style-type: none"> • Advising that he had detected no highway safety “big picture” among police officers and consequently had put together free presentations for academies • Indicating that fatalities in Virginia were increasing this year (motorcycles and alcohol-impaired pedestrians)
<p>Georgia’s Office of High-</p>	<ul style="list-style-type: none"> • Reporting that Georgia had removed the pick-

<p>Way Safety Ricky H. Rich</p>	<p>up truck exemption from its seatbelt law</p> <ul style="list-style-type: none">• Advising that teenagers are prohibited from engaging in any type of communications while driving, but adults are prohibited only from texting while driving
<p>Waterford, Connecticut, Police Department Chief Murray J. Pendleton</p>	<ul style="list-style-type: none">• Indicated that Connecticut and New York had been awarded distracted driving grants, that the preliminary report is due June 17, 2010, and that Connecticut has primary cell-phone and texting laws• Advised that the sticker had been removed from the registration plate and placed on the windshield, endangering police officers' safety; but that it would be eliminated on July 1, 2010, under the "I promise" program
<p>Boulder City, Nevada, Police Department Chief Thomas W. Finn</p>	<ul style="list-style-type: none">• Indicating that an officer had discovered \$500,000.00 in cash in a vehicle's tire as part of a narcotics deal; and that license plate readers (LPRs) had been purchased with those funds for license, registration, and insurance violations• Reporting that the November 1, 2010, opening of the Hoover Dam bypass bridge will add 3,000 to 4,000 additional trucks per day to his jurisdiction's traffic flow, and that his agency is the closest one to the bridge
<p>Arizona Highway Patrol Captain Jeff A. King</p>	<ul style="list-style-type: none">• Reporting that the immigration bill had taken the heat off photo enforcement, which will end for the state on July 15, 2010; that it had been self-funded, not costing taxpayers "a dime"; and that an analysis is needed in that two in-state vendors had strongly influenced legislation• Preparing training for the new immigration bill, emphasizing that it does not change Department of Public Safety (DPS) procedures, that it requires a state law violation <i>plus</i> reasonable suspicion to believe a subject is illegally in the country, and that the entire bill should be read for understanding• Advising that <i>Teens and Trucks: Share the Road</i>, sponsored by the Commercial Vehicle Safety Alliance (CVSA) and the Arizona DPS,

	<p>will have a booth at the 117th Annual IACP Conference</p> <ul style="list-style-type: none">• Reporting that the anti-texting bill had failed• Indicating a full-time fugitive unit is executing unserved impaired driving warrants• Advising that officers are losing 2.7 percent performance pay, furloughing civilians, and enduring a one year hiring freeze for officers and three years for civilians• Indicating that a one percent sales tax benefiting education and public safety had been enacted by a two-to-one margin, and that it had preserved DPS as it is
<p>New Hampshire Department of Safety Commissioner Sweeney</p>	<ul style="list-style-type: none">• Looking at selling off \$60 billion in state assets to meet fiscal demands• Reporting that “plea by mail” fines are preventing layoffs in the Department of Safety, but that vacancies are high and no new vehicles are being purchased• Advising that the all-crimes, all-hazards fusion center had been stood up• Indicating that 30 percent of fatalities are alcohol-related; that texting while driving is a primary offense; that medical marijuana and decriminalization bills had been defeated; that Federal Motor Carrier Safety Administration (FMCSA) regulations and the State’s commercial vehicle laws have been synchronized; that the impaired-driving-to-a-doctor-or-hospital bill had been defeated; that the State cannot participate either in REAL ID or PASS ID; that the State still must provide a second breath sample to impaired drivers, making it the only jurisdiction in the country with such a requirement; and that gambling bills had been defeated• Discussing his temporary Liquor License Commissioner assignment
<p>Metropolitan Nashville, Tennessee, Police Department Lieutenant David B. Corman</p>	<ul style="list-style-type: none">• Still hiring recruit classes• Discussing the recent flood damage• Reporting that Chief Ronal W. Serpas, PhD, had resigned to become the New Orleans, Louisiana, Police Superintendent

<p>Baltimore County, Maryland, Police Department Captain Howard B. Hall</p>	<ul style="list-style-type: none">• Reporting that a National Institute of Justice publication on DDACTS had just been published [http://www.ojp.usdoj.gov/nij/maps/gps-bulletin-v2i3.pdf]• Reducing fatalities by 16 so far this year over last year• Indicating legislation to require defendants to decide affirmatively whether or not to stand trial on traffic charges, in lieu of automatically being assigned trial dates and deciding up to the time of trial whether to stand trial or pay the fine, had been enacted and hopefully will save a substantial amount of court time and overtime• Reporting an ignition interlock bill had failed• Receiving the thanks of Commissioner Sweeney for the articles he had submitted as a part of the <i>Highway Safety Desk Book</i> revision
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Garrett Morford, NHTSA's Chief, Enforcement and Justice Services:

- Reported no Reauthorization bill yet.
- Indicated that NHTSA and the IACP are working toward the next five-year cooperative agreement.
- Introduced Joel A. Bolton who will be handling most of the IACP's project tasks after October 1, 2010.
- Advised of the excitement at NHTSA over the number of DDACTS agencies.
- Reported that, according to the Office of National Drug Control Policy (ONDCP), 11.3 percent of drivers in 2007 had illegal drugs in their systems on weekends, and 16 percent of weekend nighttime drivers in 2007 had either legal or illegal drugs in their systems; and that ONDCP had promulgated a five-point plan on drugged driving, for which NHTSA requests that the HSC develop policy statements.
- Indicated that distracted driving still is an issue, and that law enforcement should involve itself in legislation.
- Advised the law enforcement liaison (LEL) network provides resources to agencies in the realm of highway safety. And,
- Discouraged deploying automated enforcement for the purpose of raising revenue.

Keith D. Williams, Highway Safety Specialist, Federal Highway Administration's (FHWA's) Office of Safety:

- Indicated that fatalities have been reduced because of enforcement. And,
- Discussed “Toward Zero Deaths [TZD]: A National Strategy on Highway Safety,” a joint initiative of the American Association of State Highway and Transportation Officials (AASHTO) and the Governors Highway Safety Association (GHSA).

Thomas “Tim” Lane, Highway Safety Specialist, FHWA’s Office of Operations:

- Indicated that 40 workshops bringing the four Es together, as well as workshops for new first responders, are being conducted around the country.
- Advised that the National Unified Goal (NUG) Conference will be held in Baltimore, Maryland. And,
- Emphasized that secondary crash studies, as well as interoperability applications of actions undertaken at crash scenes, are underway.

FMCSA’s Director of Enforcement and Compliance, John W. Van Steenburg:

- Emphasized that the President had recommended substantial budget increases for the FMCSA (\$600 million to \$1 billion over five years), which will translate into increased grant awards.
- Indicated that fatalities are down, and that seatbelt use is up.
- Advised that Operation Strike will be held between August 23, 2010, and September 3, 2010; that Operation Safe Driver will be held between October 17 and 23, 2010; and that the Drug Interdiction Assistance Program (DIAP) will provide cost-free training between August 17 and 20, 2010. And,
- Reported that Selden J. Fritschner is taking over the Commercial Vehicle Driver Program, which will award \$31 million in grants.

Reporting for the GHSA, Mr. Rich:

- Indicated that there was nothing new to report on Reauthorization.
- Explained the “Toward Zero Deaths: A National Strategy on Highway Safety” initiative; indicated that four Webcasts will be held, and that twelve “white papers” will be developed; and advised that a Webcast stakeholders meeting will be held on August 25 and 26, 2010, from which a plan will be drafted by Spring 2011.
- Noted that the Congress is considering several bills to promote research on advanced impaired driving technologies; and that a Senate distracted driving bill would earmark \$30 million a year in federal Sec-

tion 406 primary seatbelt incentive funding for distracted driving incentives, if states satisfied a number of criteria.

- Indicated that the minimum performance measures for a traffic records system will be announced by NHTSA in the very near future.
- Emphasized that the GHSA supports DDACTS as a new business model and will hold a workshop on it at GHSA's annual conference.
- Advised that a conference between law enforcement liaisons, traffic safety resource prosecutors, and judicial liaisons will be held in New Orleans, Louisiana, between November 16 and 18, 2010. And,
- Indicated that GHSA is working with NHTSA on an ignition interlock conference focusing on how to overcome challenges posed by interlock law implementation in order to encourage states to enact ignition interlock statutes, especially for first-time offenders.

Edward J. Hutchison, Traffic Safety Project Director for the National Sheriffs' Association (NSA):

- Indicated that Sergeant Chris Gonzalez, of the Collier County, Florida, Sheriff's Office had won the J. Stannard Baker Award for Highway Safety (sheriff); and that the Tift County, Georgia, Sheriff's Office was a fifth year winner of the current National Law Enforcement Challenge (NLEC) and.
- Advised that the NSA is contributing \$20,000.00 from an under spent NHTSA grant toward the production of LESSS' fourth roll-call video; and that it may contribute \$2,000.00 toward the IACP's Highway Safety Awards Breakfast.
- Reported that contract negotiations for a new cooperative agreement with NHTSA are approaching, and that the NSA will be seeking more collaborative efforts.
- Advised of five seminars at the forthcoming National Sheriffs' Annual Conference and Exhibition: legal affairs, pursuit liability reduction through policy and training, cruising clean with American-made energy: propane auto gas and vehicles' conversions, DDACTS, and community drug crisis: balance and perspective on prescription drug abuse.
- Reviewed the Traffic Safety Committee's agenda at the forthcoming National Sheriffs' Annual Conference and Exhibition: motorcycle safety discussion; National Law Enforcement Officers Memorial Fund (NLEOMF) Chairman and Chief Executive Officer Craig W. Floyd on traffic safety; the Coalition for Transportation Productivity; American Association of Motor Vehicle Administrators (AAMVA); older driver issues: law enforcement training and policy, and older adult education; and resolutions on distracted driving and seatbelt use. And,

- Indicated that the NSA would consider the HSC's proposed resolutions on distracted driving and on seatbelt use by law enforcement officers.

AAMVA's Director of Law Enforcement Brian A. Ursino:

- Indicated that Colonels Tooley and John T. Czernis, of the Montana Highway Patrol and of the Florida Highway Patrol, respectively, serve on AAMVA's Board of Directors.
- Reported on three working groups: (1) suspended/revoked focuses on non-driver behaviors; (2) rural and work-zone encourages non-Motor Carrier Safety Assistance Program (MCSAP) agencies to cite in rural areas and in work zones commercial trucks for traffic violations that are non-inspection-related and will complete a video; and (3) international driver's licenses is exploring a means to determine the validity of these licenses.
- Emphasized the availability of training on fraudulent document examination. And,
- Identified a U.S. Customs and Border Protection issue: Are stacked letters on registration plates a part of the identification? . . . Sometimes, depending on the state. He intends to survey states and to take the results to a law enforcement group.

Paul F. Tamburelli presented CVSA's report and

- Explained Operation Safe Driver. Colonel Tuma presented a resolution of support for Operation Safe Driver that the State and Provincial (S & P) Police Directorate's Executive Board had unanimously supported and requested that the HSC review it.
- Reviewed FMCSA's texting rule.
- Advised that the annual 72-hour road check had been held last week.
- Indicated that the North American Inspectors' Championship Competition will be held in Columbus, Ohio.
- Emphasized that *Teens and Trucks: Share the Road* training will be available in the next few weeks.
- Reported that CVSA will be testifying before the Congress on the new CSA 2010 and will assist with the implementation of electronic onboard recorders.
- Advised that CVSA is working with other associations on the TZD initiative.
- Indicated that the 2010 CVSA Annual Conference will be held in Anaheim, California, between September 20 and 23. And,
- Reported that CVSA's Executive Director position is being advertised.

Tom Carpenter made, on behalf of the Coalition for Transportation Productivity, a PowerPoint presentation in support of H.R. 1799, the "Safe and Efficient Transportation Act of 2009," and responded to questions.

Commissioner Sweeney, NLEC Subcommittee Chair L.R. "Bob" Jacob, and NLEC Program Manager Sarah R. Horn made a PowerPoint presentation entitled "The Future of Law Enforcement Recognition Programs." Mrs. Horn advised that if nothing happens in terms of money within a week, the NLEC will only have a ceremony, as supposed to an awards breakfast, at the 117th Annual IACP Conference. Comments from those present were as follows:

- Colonel Padilla indicated that he had been a first-time judge this year and recognized that advocates are needed in every state.
- Chief Sharp emphasized the need to ensure that agencies that do not have problems are not penalized, e.g., Oro Valley has not had a fatality in two years.
- Chief Maynard supported pushing the NLEC down to agencies that do not have traffic as a core function; indicated that while completing the application is time-consuming, competing is an opportunity to showcase one's agency; and advised that the CHP Commissioner presents two awards: one to a CHP office, and the other to an allied agency.
- Mr. Van Steenburg asked whether or not the NLEC pays for the travel of winners [first place only]; and suggested that the number of categories be reduced [Mrs. Horn indicated that categories had been condensed this year, but Commissioner Sweeney cautioned against being too restrictive and thereby discouraging competition].
- Mr. Morford emphasized that NHTSA has invested \$10 million in the NLEC and will continue to support it, that NHTSA would like to see greater HSC involvement, but that limited participation makes the NLEC difficult to justify.
- Mr. Allred suggested that NLEC be linked to the TZD initiative.
- Mr. Rich advised that the Georgia Law Enforcement Challenge receives in excess of \$250,000 in cash, equipment, and services; and that he is concerned over the prospect of changing NLEC criteria: Will the changes create excitement and interest?
- Chief Casstevens indicated that the Illinois Traffic Safety Challenge annually gives away \$200,000 in equipment, that he has seen agencies update or develop policies in order to participate in the competition, that the bulk of agencies have 25 or less officers and these smaller agencies should not be alienated, and that the NLEC attracts more applications than any other IACP awards program. And,

- Chief Pendleton advised that a subcommittee review of the NLEC is long overdue, and that the same few vendors are asked to support the NLEC each year.

The initial session of the HSC's 2010 Midyear Meeting was adjourned at 1703 hours on June 16, 2010.

The second session of the HSC's 2010 Midyear Meeting convened at 0832 hours on June 17, 2010.

Colonel Replogle introduced the video *Permanent* that the MSHP had produced and that demonstrates the costs of failing to wear seatbelts, showed it to those in attendance, and indicated that it would not be available for outside release for two years because of its copyright, but that MSHP's earlier video *How to Save a Life* is available because it now is three years old.

The Chair established three subcommittees, which met on June 18, 2010. Chief Casstevens chaired Subcommittee One; Chief Pendleton, Subcommittee Two; and Captain Hall, Subcommittee Three.

Chief Finn reported:

- The red-light-camera working group is working to correct simulator issues. Once the issues are corrected, Dr. Chiu Choi will reevaluate the simulator. This process is estimated to take about three months.
- He had completed his review of the lidar specifications and had approved them. Mrs. Horn had forwarded them to NHTSA for formatting and publishing; she will post them online once they are received.
- He had completed his review of the down-the-road radar specifications and had approved them. Mrs. Horn will forward them to NHTSA for formatting and publishing; she will post them online once they are received. And,
- In lieu of holding an ETATS meeting in Branson, the working groups are meeting individually in order to present their work at the Annual IACP Conference in Orlando. The lidar working group already had met and forwarded a revised performance specification that will be considered and, if approved, forwarded to the HSC.

The Chair asked Chief Finn whether or not automated enforcement had failed, and whether vendor greed or shortened yellow signals had played a role. Chief Finn indicated that the economy encourages the use of automated enforcement to compensate for lost personnel.

- Mr. Morford advised that FHWA's *Red Light Camera Systems Operational Guidelines* and NHTSA's *Speed Enforcement Camera Systems Operational Guidelines* are on their respective Web sites and suggested that the HSC review them.
- Mr. Allred advised that he receives telephone calls from municipalities requesting to know how much cash can be gleaned from implementing automated enforcement; and that delayed red signals, where sensors detect a vehicle that cannot stop in time, may encourage violations by drivers who understand the technology.
- Chief Sharp cited misplaced cameras, e.g., in Tucson cameras attempt to compensate for poorly engineered intersections.
- Chief Pendleton suggested creating a small cadre (FHWA, IACP, and NHTSA) to visit states to promote good practices.
- Mr. Williams advised of a June 30, 2010, hearing on automated enforcement with Congressman John J. Duncan, Jr. He also indicated that the National Cooperative Highway Research Program will be issuing new guidelines pertaining mostly to vendors; reiterated the two publications to which Mr. Morford had referred; and suggested that HSC members need to make others aware of them.
- Commissioner Sweeney suggested that a model ordinance be crafted, possibly by National Committee on Uniform Traffic Laws and Ordinances; and that guidelines promoting "safety and driver" be developed. Mr. Morford advised that NHTSA provides the National Conference of State Legislatures topics to research several times a year.

Anoop K. Gupta, Marketing Manager, 3M Traffic Safety Systems—assisted by J.D. Sobol, Professional Services Manager, 3M Traffic Safety Systems—made a lengthy presentation on tamper-evident, clean-release validation stickers, which Missouri now is piloting; and on other new products, such as license plate validation stickers, windshield validation stickers, and temporary tags; and showed four of the five segments of *Reissues*. They also requested that the HSC consider updating a study on the value of two registration plates. The Chair suggested an empirical study, plus anecdotal evidence; and Chief Sharp emphasized this is "a huge issue in Arizona."

Colonel Padilla, LESSS' chair, described and showed LESSS' 4th roll-call video, *Is Today Your Day?*, which deals with fatalities of law enforcement officers not wearing seatbelts. **It was moved by Mr. Kowaleski, seconded by Chief Pendleton, and unanimously approved that *Is Today Your Day?* be approved for submission to the IACP Board of Officers.** Captain Hall suggested that it be shown at one of the general sessions at the 117th Annual IACP Conference; Colonel Tuma indicated he would raise this possibility with S & P's General Chair, Colonel Mark A. Dunaski. Captain Hall also advised that he would show it

at the joint conference of the Maryland Chiefs of Police Association and the Maryland Sheriffs' Association in November 2010.

Director Lowell M. Porter, of the Washington Traffic Safety Commission, made a PowerPoint presentation entitled "Nighttime Seat Belt Enforcement and Criminal Interdiction: The Washington Experience," distributed to those present the CD "Washington State Nighttime Seat Belt Enforcement Project Files," and answered questions.

Dr. Bryan J. Vila, Professor of Criminal Justice and Director, Sleep and Performance Research Simulation Lab at Washington State University—Spokane, made a PowerPoint presentation entitled "Police Fatigue and Highway Safety," responded to questions, and suggested that the HSC consider a letter of support for the efforts of California's Commission on Peace Officer Standards and Training. He recommended that officers' work schedules rotate forward: days, evenings, and nights.

The second session of the HSC's 2010 Midyear Meeting was adjourned at 1400 hours on June 17, 2010.

The final session of the HSC's 2010 Midyear Meeting was convened at 0855 hours on June 19, 2010.

Mr. Ashton advised that the Vehicle Theft Committee had met on June 15, 2010, that the 11 "2010 Vehicle Theft Award of Merit" submissions had been evaluated, and that the Committee had unanimously selected the following winners:

- Category 1 (1-75 personnel): No entry
- Category 2 (76-250 personnel): Bellevue, Washington, Police Department
- Category 3 (251-1,000 personnel): Norfolk, Virginia, Police Department
- Category 4 (1,001+ personnel): Winnipeg, Canada, Police Service
- Category 5 (multi-agency task force): Baltimore, Maryland, Regional Auto Theft Team
- Category 6 (individual): Investigator David M. Monticelli, Henrico County, Virginia, Division of Police

Commissioner Sweeney requested the results of the 2010 J. Stannard Baker Award for Highway Safety: Major David A. Salmon, of the New York State Police, was selected the 2010 J. Stannard Baker Award for Highway Safety "state" winner; Captain Charles M. Hirata, of the Maui County, Hawaii, Police Department, was selected the 2010 J. Stannard Baker Award for Highway Safety "municipal" winner; and no one was selected for the "other" category.

The Chair requested the results of the 3M's 2010 *Looking Beyond the License Plate* program:

- 2010 Grand Prize Winners (the first time there have been dual winners): Senior Investigator Eliezer Roman and Investigator Charles Knapp, of the New York State Police
- 2010 Honorable Mentions:
 - Chief Robert H. Wunderlich, Holly Hill, South Carolina, Police Department
 - Officer Michelle Verdin, Miami, Florida, Police Department
 - Patrolman Paul Wonoski, Lynn, Massachusetts, Police Department
 - Officer Gregg Smith, Paradise Valley, Arizona, Police Department
 - Officer Kurt Schultz, Apple Valley, Minnesota, Police Department

It was moved by Captain Gerard, seconded by Chief Sharp, and unanimously approved that the state and municipal winners of the 2010 J. Stannard Baker Award for Highway Safety, and that the two grand prize winners and the five honorable mentions in the 2010 *Looking Beyond the License Plate* program be accepted.

The Chair requested the subcommittees' reports, but he asked that the NLEC discussion be deferred to the end of the meeting and be addressed as one topic.

Chief Casstevens presented the report for Subcommittee One:

- Both the "Quick Clearance of Roadway Incidents" and the "Reduction of Distracted Driving by Law Enforcement Officers" proposed resolutions were approved with stylistic changes.
- With regard to the proposed NLEC, this subcommittee believed that the full message was not being presented; that a meeting should be held with NHTSA to identify "the true issues"; and that if enough agencies are not submitting NLEC applications, then NLEC should be marketed differently, new agencies and states should be assisted better, successful state challenge programs should be identified and replicated, but the whole program should not be changed.
- The Traffic Incident Management (TIM) effort that the FHWA wishes to fund involving the HSC and the NSA and that may involve producing a roll-call training video should be undertaken and should be a subcommittee separate from LESSS. And,
- This year's NLEC judging and winners (which can be found at <http://www.theiacp.org/LinkClick.aspx?fileticket=eimrDsZK684%3d&tabid=345>) were summarized.

It was moved by Colonel Tooley, seconded by Captain Hall, and unanimously approved that Subcommittee One's report be accepted.

Chief Pendleton presented the report for Subcommittee Two:

- The proposed resolution entitled "Recognition of Law Enforcement Officer Fatigue" was approved with some wordsmithing.
- The proposed resolution entitled "Support of Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS)" was deemed duplicative to one entitled "Support of Strategic and Tactical Approaches to Traffic Safety (STATS)" and adopted as HSC.015.a07 at the 114th Annual IACP Conference on October 16, 2007. Mr. Morford requested that the subcommittee's recommendation be reconsidered because DDACTS is a new model, which is different from STATS. **It was moved by Captain Hall, seconded by Chief Sharp, and unanimously approved that the proposed DDACTS resolution be accepted with wordsmithing by Chief Pendleton.**
- The S & P resolution supporting Operation Safe Driver should be endorsed by the HSC.
- The need for law enforcement to collect accurate and timely data in a uniform fashion should be linked to grant funding and should be a higher priority of the HSC. And,
- The HSC Chair should send a letter to the Chair of the IACP Criminal Justice Information Services (CJIS) Committee within 30 days recommending that impaired driving involving a homicide be classified from a Uniform Crime Reporting (UCR) Part II offense to a UCR Part I offense.

It was moved by Captain Hall, seconded by Chief Casstevens, and unanimously approved that Subcommittee Two's report be accepted.

Captain Hall presented the report for Subcommittee Three:

- The proposed "Seat Belt Use by Police Officers" resolution should be approved with modifications, and the proposed "Reducing Deaths and Injuries to Law Enforcement Officers" resolution should not be approved because it reflects the first one.
- The HSC should not support the Coalition for Transportation Productivity's request to support H.R. 1799, the "Safe and Efficient Transportation Act of 2009," because the highway infrastructure is incapable of handling increased truck weights and the potential for increasing the severity of crashes involving heavier trucks creates an additional risk to

the motoring public. This reflects the HSC's position at its 2010 Agenda Screening Meeting. And,

- 3M's request for research related to the benefits of requiring two registration plates should be supported based on the IACP's 2002 resolution entitled "Validating the Public Safety and National Security Needs for Fully Reflective Front and Rear License Plates Reissued on a Periodic Basis"; on that fact that 31 states currently require two plates, but legislation constantly is introduced to reduce that number; on the need for empirical data to support law enforcement's position; on 3M's willingness to fund the research to update an older study; and on the possible involvement of the Vehicle Theft Committee and those involved in the license plate reader (LPR) initiative.

It was moved by Mr. Jacob, seconded by Major Salmon, and unanimously approved that Subcommittee Three's report be accepted.

The Chair briefly discussed the *Highway Safety Desk Book* (<http://www.theiacp.org/LinkClick.aspx?fileticket=qJ0Qs%2f6MtRY%3d&tabid=87>), the *Manual of Police Traffic Services Policies and Procedures* (<http://www.theiacp.org/LinkClick.aspx?fileticket=6LEWIkF%2bafU%3d&tabid=87>), and *Traffic Safety Strategies for Law Enforcement* (<http://www.theiacp.org/LinkClick.aspx?fileticket=VKwi8ASJmMU%3d&tabid=392>). He suggested that they be reviewed, but discovered that a number of those present were unfamiliar with the trilogy. Mr. Ashton advised he would e-mail to those present their links [and did so on June 23, 2010.]

NLEC Discussion

Mr. Jacob explained the reason for the NLEC subcommittee meeting on June 18, 2010. He indicated:

- He and Commissioner Sweeney had learned from Mrs. Horn and Senior Highway Safety Specialist Earl Hardy that the NLEC would be replaced.
- A May 27, 2010, teleconference was initiated to inform the members of the NLEC subcommittee of the change.
- Mrs. Horn had advised that a decision would be made by July 1, 2010, as to whether or not the Highway Safety Awards Breakfast would be held in Orlando; and that Laser Technology, Inc., Carfax, Inc., and Aftermath, Inc. may sponsor the breakfast.
- A select group of NLEC subcommittee members should meet with Mr. Hardy to ascertain who attended the original meeting and whether or not those persons ever had been involved in the NLEC. Mr. Morford

responded that people who had not participated in the NLEC had been sought to identify why they had not been involved and what it would take to encourage them to participate. And,

- Funding is an issue, and fundraising is a problem when the IACP's clearance is required before a possible sponsor can be approached. The need for transparency is paramount.

Mrs. Horn stated that there are funds with which to purchase awards, but there is none with which to travel the winners.

Mr. Morford continued:

- Former S & P Director Vincent J. Talucci had provided the names of S & P members invited to the original meeting, the purpose of which was to secure ideas.
- While NHTSA has contributed \$6-to-\$10 million to the NLEC, the number of participants always has been low.
- NHTSA is seeking a decrease in fatalities, broad law enforcement involvement, more concern over outcomes than outputs, and a less complex application process. He summed up his observations by indicating that NHTSA supports the NLEC, but that it cannot continue to fund it without results: If you keep doing the same old things in the same old ways, you get the same results!

Chief Casstevens recounted NLEC's achievements, advised that ideas to help grow the NLEC have been submitted, emphasized that more than volunteer NLEC subcommittee members are required to operate effectively, and indicated that the "how to" guide had been developed in response to past feedback.

Chief Maynard suggested that NHTSA, through its grant process, put pressure on states to participate in the NLEC and observed that there is no clear sense of what the NLEC is being asked to do; and that there is a need for a face-to-face meeting.

Major Salmon indicated that the IACP is turning down donations because they do not reach established levels; that administrative costs should be reduced; that the IACP should proceed on the assumption that NHTSA will not fund the NLEC; and that the states that succeed have champions to move them, e.g., Georgia, Illinois, and Virginia.

Commissioner Sweeney summarized the "lessons-learned":

- The former S & P Director was unfamiliar with the police culture.

- A meeting with Messrs. Morford and Hardy needs to be scheduled at which expectations are defined and funding is set, noting that NHTSA's budget is relatively small with Congressional restrictions; that other Department of Transportation agencies may choose to participate; that no Federal program goes on forever; that independence from federal-funding should be sought; and that the NLEC could opt for a smaller ceremony, like Mr. Ashton's at the Annual IACP Conference in Philadelphia.
- Governors' highway safety offices are semi-autonomous: If they do not have an interest in the NLEC and/or if a state does not support the NLEC, then smaller agencies will be precluded from participating in the NLEC.
- Metrics need to be defined, e.g., nighttime enforcement and sustainability.
- He likes the idea that an agency's NLEC application is its annual year-book. And,
- He needs to contact the IACP leadership in terms of fund-raising.

It was moved by Mr. Kowaleski, seconded by Captain Gerard, and unanimously approved that the Chair's summation and forthcoming actions be accepted.

Mr. Ashton advised that Mrs. Horn had requested a conference workshop on the NLEC, and that he had requested one for the debut of LESSS' 4th roll-call video *Is Today Your Day?*

The HSC's 2010 Midyear Meeting was adjourned at 1015 hours on June 19, 2010.

Respectfully submitted,



Richard J. Ashton
Grant/Technical Management Manager
Highway Safety Committee Liaison

RJA:



IACP Highway Safety Committee

Midyear Meeting Attendees

June 16 — 19, 2010

Hilton Promenade at Branson Landing
Branson, Missouri

#	Name	Agency	Telephone Number	E-Mail
1	Earl Sweeney	NH Dept. of Safety	603/271-1703	earl.sweeney@dos.nh.gov
2	Curt Hattell	Washington State Patrol	360/596-4111	curt.hattell@wsp.wa.gov
3	Garrett Morford	NHTSA	202/366-4300	garrett.morford@dot.gov
4	Jack Van Steenburg	FMCSA	202/366-5125	john.vansteenburgh@dot.gov
5	Mike Tooley	Montana Highway Patrol	406/461-4113	mitooley@mt.gov
6	Daniel Sharp	Oro Valley, AZ, PD	520/229-4900	dsharp@ovpd.org
7	Dan Gerard	Cincinnati, OH, PD	513/368-1064	daniel.gerard@cincinnati-oh.gov
8	Robert Maynard	CA Highway Patrol	916/843-3330	rmaynard@chp.ca.gov
9	Terry McDonnell	NY State Police	518/457-4878	tmcdonne@troopers.state.ny.us
10	Anthony Padilla	Colorado State Patrol	303/239-4494	anthony.padilla@cdps.state.co.us
11	Brian Ursino	AAMVA	703/350-5103	bursino@aamva.org
12	Dave Salmon	New York State Police	518/457-3258	dsalmon55@gmail.com
13	Ron Replogle	Missouri State Highway Patrol	573/694-6401	ron.replogle@mshp.dps.mo.gov
14	Steven Casstevens	Hoffman Estates, IL, PD	847/781-2804	steven.casstevens@hoffmanestates.org
15	Frank Kowaleski	VA HSO	757/508-8227	frank.kowaleski@dmv.virginia.gov
16	Ricky H. Rich	GA Governor's Ofc of Highway Safety	404/886-0829	rhrich@bellsouth.net
17	Bud Pendleton	Waterford, CT, PD	860/442-9451	mpendleton@waterfordct.org
18	Tom Finn	Boulder City, NV, PD	702/994-9355	tfinn@bcnv.org
19	L.R. "Bob" Jacob	IPTM	904/620-4786	ljacob@unf.edu
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