

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****Discretionary Cooperative Agreement Program To Address Impaired Motorcycle Operation**

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of a discretionary cooperative agreement program to address Impaired Motorcycle Operation.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement to provide funding to individuals and organizations to address impaired motorcycle operation. The National Agenda for Motorcycle Safety lists reducing impaired riding as an urgent recommendation. The National Agenda for Motorcycle Safety was developed by a diverse group of motorcycle advocates, injury prevention specialists, health care, insurance, and safety research representatives working together. Sponsored by NHTSA and the Motorcycle Safety Foundation, the National Agenda provides eighty-two (82) recommendations, five (5) of which address impaired driving. The five recommendations on impaired driving are: (1) Study how alcohol, drugs and other substances, including over-the-counter medications, can affect a motorcyclists operating skills; (2) Study the alcohol, drug and other substance use patterns of motorcyclist's; (3) continue to discourage mixing alcohol and other drugs with motorcycling; (4) educate law enforcement about unique alcohol-related behavior of motorcyclists; (5) encourage partnerships with groups already involved in alcohol/substance abuse issues related to motor vehicle crashes (e.g., Mothers Against Drunk Driving, Students Against Destructive Decisions).

In February 2003, NHTSA published results of a focus group study that sought input from motorcyclists, those in leadership positions in motorcycling organizations and in traffic safety on what they perceived would be effective approaches in reducing impaired riding. The final report, *Drinking, Riding, and Prevention: A Focus Group Study* discusses the following approaches: (1) Peer to peer activities; (2) intervention techniques; and (3) social norms models; and (4) motorcycle impoundment.

In addition to the guidance provided National Agenda and *Drinking, Riding, and Prevention: A Focus Group Study*,

other possible approaches include law enforcement and prosecutor training and in the detection of impaired motorcyclists, educating judges in the efficient handling of impaired riding cases, and projects that may be implemented by State motorcycle training programs.

These recommendations and approaches are designed to be a road map for interested motorcycle organizations or individuals as they develop programs to reduce impaired motorcycle operation.

NHTSA anticipates funding approximately four competitive cooperative agreements for a minimum of 2 years and a maximum of 3 years. To this end, this cooperative agreement will develop programs and projects that foster implementation of the National Agenda for Motorcycle Safety and *Drinking, Riding, and Prevention: A Focus Group Study*.

This notice solicits applications from public and private, non-profit, not for-profit, and for-profit organizations, State and local governments and their agencies or a consortium of the above. Interested applicants must submit an application packet as further described in the application section of this notice. The application will be evaluated to determine the proposals that will receive funding under this announcement. Non-federal employees under contract to NHTSA may serve on an application review team that will evaluate the applications.

DATES: Applications must be received in the office designated below on or before 3 p.m. (EST), on July 22, 2003.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NPO-220), Attention: Ross S. Jeffries, Contract Specialist, 400 Seventh Street SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program Number DTNH22-03-H-05133.

FOR FURTHER INFORMATION CONTACT:

General administrative questions may be directed to Ross S. Jeffries, Office of Contracts and Procurement at (202) 366-6283, or by e-mail at rjeffries@nhtsa.dot.gov. Programmatic questions relating to this cooperative agreement program should be directed to Robert L. Hohn, Impaired Driving Division, NHTSA, 400 Seventh Street, SW., (NTI-111), Washington, DC 20590, by e-mail at bhohn@nhtsa.dot.gov, or by phone at (202) 366-9712. Interested applicants are advised that no separate

application package exists beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:**Background**

Despite significant gains since the enactment of Federal motor vehicle and highway safety legislation in the mid 1960s, the annual toll of traffic crashes remains tragically high. In 2001, the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) and General Estimates System (GES) reported that approximately 42,116 people were killed and another 3.03 million were injured on our Nation's roadways. Traffic crashes continue to account for 95 percent of all transportation fatalities and 99 percent of injuries, and represent the leading cause of death for individuals ages 4 through 33. The large number of crashes has placed a considerable burden on our Nation's health care system affecting the economy—reaching \$230.6 billion a year, or an average of \$820 for every person living in the United States.

Recent data indicate that injuries and deaths attributable to motorcycle crashes are becoming a larger portion of this grave public health problem. Motorcycle crash-related fatalities have been increasing since 1997, while injuries have been increasing since 1999. More than 100,000 motorcyclists have died in traffic crashes since the enactment of the Highway Safety Act and the National Traffic and Motor Vehicle Safety Act of 1966. Like other roadway users who are urged to protect themselves from injury or death by wearing safety belts, driving sober, and observing traffic rules, many motorcycle deaths could be prevented if motorcyclists would take responsibility for ensuring they have done everything possible to make the ride safe by taking operator training, becoming properly licensed, wearing protective gear, and riding sober.

The effects of a crash involving a motorcycle can often be devastating. While 20 percent of passenger vehicle crashes result in injury or death, an astounding 80 percent of motorcycle crashes result in injury or death. According to NHTSA's data, while total traffic deaths increased by four tenths of a percent in 2001, motorcycle deaths were up by 10 percent, compared to 2000. Motorcyclist fatalities have increased each year since reaching an historic low of 2,116 fatalities in 1997. It is estimated in 2002, 3,216 motorcyclists were killed, an increase of almost 55 percent between 1997 and 2002. Without this substantial increase in motorcyclist fatalities between 1997