Healthy People 2020: Who’s Leading the Leading Health Indicators?
Don Wright, MD, MPH
Deputy Assistant Secretary for Disease Prevention and Health Promotion
Who’s Leading the Leading Health Indicators?

Leading Health Indicators are:

- Critical health issues that, if addressed appropriately, will dramatically reduce the leading causes of preventable deaths and illnesses.
- Linked to specific Healthy People objectives.
- Intended to motivate action to improve the health of the entire population.
Who’s Leading the Leading Health Indicators?

Featured Speakers:

Wanda Jones, DrPH

*Principal Deputy Assistant Secretary for Health, U.S. Department of Health and Human Services*

Bethany West, MPH

*Health Scientist, Division of Unintentional Injury Prevention, National Center for Injury Prevention and Control, Centers for Disease Control and Prevention*

Carole Guzzetta

*Highway Safety Specialist, National Highway Traffic Safety Administration, Department of Transportation*

Cesi Velez

*Project Manager, Washington Child Passenger Commission, Bonney Lake Police Department*
Wanda Jones, DrPH
Principal Deputy Assistant Secretary for Health
Unintentional injuries and violence-related injuries can be caused by a number of events, such as:

- Motor vehicle crashes
- Falls
- Unintentional drug overdoses
- Physical assault
- Homicide
- Suicide

Injuries have serious, painful, and debilitating physical and emotional consequences, including:

- Hospitalization
- Brain injury
- Poor mental health
- Disability
- Premature death
Injury and Violence

- Fatal injuries (injury deaths)
- Homicides
Injury Deaths

Rate per 100,000 (age adjusted)

HP2020 Baseline

HP2020 Target: 53.7

NOTES: Data are for ICD-10 codes *U01-*U03, V01-Y36, Y85-Y87, Y89 reported as the underlying cause of death and are age adjusted to the 2000 standard population.
SOURCE: National Vital Statistics System-Mortality (NVSS-M), CDC/NCHS.
Homicide Rate

Rate per 100,000 (age adjusted)

HP2020 Baseline

HP2020 Target: 5.5


NOTES: Data are for ICD-10 codes *U01-*U02, X85-Y09, Y87.1 reported as underlying cause of death and are age adjusted to the 2000 standard population.
SOURCE: National Vital Statistics System-Mortality (NVSS-M), CDC/NCHS.
10 leading causes of death: United States, 2011–2012 (Age-Adjusted)

Age adjusted to the 2000 standard population
Child Passenger Safety & Fatal Injuries

More than 800 additional lives could have been saved if car seats were used by 100% of 0–4 year olds from 2002–2011

Source: CDC Vital Signs
http://www.cdc.gov/vitalsigns/childpassengersafety
CDC: Child Passenger Safety

Bethany West, MPH
CDC

Healthy People 2020 Webinar: Who’s Leading the Leading Health Indicators?
November 20, 2014
BACKGROUND
Leading Health Indicators

- IVP 1.1 Reduce fatal injuries
- Motor vehicle crashes are the second leading cause of injury death among all ages
- Motor vehicle traffic crashes killed over 33,500 people in 2012 –
  - 92 people every day

Motor vehicle crashes are the leading cause of death for children and young adults (ages 5-24)

Number of deaths in 2011

- Motor vehicle crash deaths: 7,713
- Unintentional injuries: 6,252
- Suicide: 5,109
- Homicide: 4,837
- Cancers: 2,471

Child passenger restraints prevent death

- Child safety seat use reduce the risk for death to infants (aged <1 year) by 71%; and by 54% for toddlers (aged 1-4 years)

- Among children under age 5, an estimated 3,573 lives were saved by child safety seat use from 2002-2012

Sauber-Schatz, EK; West, BA; Bergen, G. Vital Signs: Restraint Use and Motor Vehicle Occupant Death Rates Among Children Aged 0–12 Years — United States, 2002–2011. Morbidity and Mortality Weekly Report. 2014 Feb 7;63(5):113-8. [http://www.cdc.gov/mmwr/preview/mmwrhtml/mm63e0204a1.htm?s_cid=mm63e0204a1_w](http://www.cdc.gov/mmwr/preview/mmwrhtml/mm63e0204a1.htm?s_cid=mm63e0204a1_w)

February 2014 Vital Signs

- Explore the past decade of child motor vehicle death data
- Trends over time
- Detailed picture of the most recent years
- Differences by
  - Sex
  - Age
  - Race/ethnicity

http://www.cdc.gov/vitalsigns/childpassengersafety/index.html
RESULTS

Motor vehicle crashes are a leading cause of death for children in the US. Buckling up is the best way to save lives and reduce injuries.

Child passenger restraint laws result in more children being buckled up. Only 2 out of every 100 children live in states that require car seat or booster seat use for children age 8 and under.

A third of children who died in crashes in 2011 were not buckled up. We—especially parents and caregivers—can do more to protect children on the road.

Parents and caregivers can keep children safe by:

• Knowing how to use car seats, booster seats, and seat belts.
• Using them on every trip, no matter how short.
• Setting a good example by always using a seat belt themselves.

See page 4
Want to learn more? Visit www.cdc.gov/vitalsigns

National Center for Injury Prevention and Control
Division of Unintentional Injury Prevention
Results: Child Motor Vehicle Crash Deaths (aged 12 and under); 2002–2011

- 9,182 child motor vehicle crash deaths
- Child death rates decreased 43%
  - 2.2 deaths per 100,000 population in 2002
  - 1.2 deaths per 100,000 population in 2011
- 1 in 3 (33%) child deaths in 2011 were not buckled up
Results: Child Motor Vehicle Crash Deaths (aged 12 and under); 2009–2010

- Proportion of deaths not buckled differed by race/ethnicity
  - 45% of black children
  - 46% of Hispanic children
  - 26% of white children
More Can Be Done: Child Safety Seats, Booster Seats, and Seat Belts

Using the correct car seat or booster seat can be a lifesaver: make sure your child is always buckled in an age- and size-appropriate car seat or booster seat.

<table>
<thead>
<tr>
<th>Birth</th>
<th>Age by Years^6</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
</tr>
<tr>
<td>3</td>
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<tr>
<td>10</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
</tr>
<tr>
<td>12+</td>
<td></td>
</tr>
</tbody>
</table>

**REAR-FACING CAR SEAT**
Birth up to Age 2^a
Buckle children in a rear-facing seat until age 2 or when they reach the upper weight or height limit of that seat.

**FORWARD-FACING CAR SEAT**
Age 2 up to at least age 5^a
When children outgrow their rear-facing seat, they should be buckled in a forward-facing car seat until at least age 5 or when they reach the upper weight or height limit of that seat.

**BOOSTER SEAT**
Age 5 up until seat belts fit properly^a
Once children outgrow their forward-facing seat, they should be buckled in a booster seat until seat belts fit properly. The recommended height for proper seat belt fit is 57 inches tall.

**SEAT BELT**
Once seat belts fit properly without a booster seat
Children no longer need to use a booster seat once seat belts fit them properly. Seat belts fit properly when the lap belt lays across the upper thighs (not the stomach) and the shoulder belt lays across the chest (not the neck).

Keep children ages 12 and under in the back seat. Never place a rear-facing car seat in front of an active air bag.

^aRecommended age ranges for each seat type vary to account for differences in child growth and height/weight limits of car seats and booster seats.
Use the car seat or booster seat owner’s manual to check installation and the seat height/weight limits, and proper seat use.

Graphic design: adapted from National Highway Traffic Safety Administration.
What Can Be Done? Parents and Caregivers Can...

- Know how to use car seats, booster seats, and seat belts
- Use them on every trip, no matter how short
- Install and use seats according to the owner’s manual
- Get help installing seats from a certified Child Passenger Safety Technician
  - Find one at: http://cert.safekids.org/Home/SeatCheckLocations.aspx
- Recognize the safest way to buckle up changes as a child grows
- Buckle children age 12 and under in the back seat
What Can Be Done?
Proven Strategies for States and Communities

- **Community Preventive Services Task Force systematic review found***
  - CSS laws
    - Decrease deaths
    - Increase CSS use
  - CSS distribution plus education programs
    - Increase CSS possession and CSS use

- **Increasing the required age for CSS/booster seat use**
  - Increases CSS/booster seat use by almost 3 times
  - Decreases the rate of fatal or incapacitating injuries by 17%

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Evidence shows that state laws result in more children being buckled up.

Only 2 states (Tennessee and Wyoming) have child passenger restraint laws requiring car seat or booster seat use for children age 8 and under.

Child passenger restraint laws that increase the age for car seat or booster seat use result in more children being buckled up. Among five states that increased the required car seat or booster seat age to 7 or 8 years, car seat and booster seat use tripled, and deaths and serious injuries decreased by 17%.

SOURCE: Insurance Institute for Highway Safety, 2013

Note: Only age was used to determine child passenger restraint law coverage. Some states also have specific height and/or weight requirements.
PROGRAMS AND RESEARCH
Injury Control Research Centers (ICRCs)

- CDC funds ICRCs at universities and medical centers throughout U.S. to study ways to prevent injuries and disabilities
- Conduct cutting edge research and support the translation of evidence-based programs into prevention efforts
- Training new generation of researchers and practitioners
- Develop partnerships to ensure research is translated into practice, and practice informs research

http://www.cdc.gov/injury/erpo/icrc/
How We Work with States

Core Violence and Injury Prevention Program 2011-2016

http://www.cdc.gov/injury/stateprograms/
Thank you!
Bethany West
bwest2@cdc.gov

For more information, please contact Centers for Disease Control and Prevention

1600 Clifton Road NE, Atlanta, GA  30333
Telephone: 1-800-CDC-INFO (232-4636)/TTY: 1-888-232-6348
E-mail: cdcinfo@cdc.gov       Web: http://www.cdc.gov

The findings and conclusions in this report are those of the authors and do not necessarily represent the official position of the Centers for Disease Control and Prevention.
Healthy People 2020: Leading Health Indicators Webinar

Strategies to Address Child Passenger Safety
Carole S Guzzetta
Highway Safety Specialist
Office of Impaired Driving and Occupant Protection
Key Responsibilities of NHTSA

- **Vehicle**
  - Sets and enforces safety performance standards
  - Conducts vehicle safety research
  - Investigates safety defects

- **Behavioral**
  - Monitors grants to State and local governments
    - Regional Offices
  - Helps states reduce the threat of impaired drivers; promotes the use of seat belts, car seats and booster seats

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**Key Responsibilities of NHTSA**
Behavioral Areas of Focus

CPS
Education and Training

- National Child Passenger Safety Certification Training Program
  - Partnership with NHTSA, National Child Passenger Safety Board and Safe Kids Worldwide
  - Resource for community programs
  - Over 35,000 currently certified technicians and 1,300 certified instructors
  - Over 4,000 inspection stations
Examples of Community Outreach –

- National Child Passenger Safety Week
- Car Seat Registration Program
- Ease of Use Ratings Program
- Photo Library
Examples of our RESEARCH

2013 National Survey of the Use of Booster Seats (NSUBS).

- the only probability-based nationwide child restraint use survey in the United States that observes restraint use and interviews an adult occupant to collect race, ethnicity, and other data.
- 46 percent of 4- to 7-year-old children were restrained in booster seats in 2013 as compared to 47 percent in 2011.
- Restraint use for all children under 13 remained the same at 91 percent in 2013.
Research continued...

- National Occupant Protection Use Survey
  - Provides nationwide probability observed data on seat belt use in the U.S.
  - Also observes child restraint use
• Current Research Activities –

  ◦ CPS Messaging Effectiveness
    • Develop and test various methods of framing CPS recommendations

  ◦ Evaluation of Child Restraint Installations
    • To evaluate CPS installation performance in novice and experienced users
    • Yield insight to the cause of errors
• CDC
• SAFE KIDS WORLDWIDE
• NATIONAL SAFETY COUNCIL
• NATIONAL CHILD PASSENGER SAFETY BOARD
• AMERICAN ACADEMY OF PEDIATRICS
• CHILDREN’S HOSPITAL OF PHILADELPHIA
• To name a few....
RESOURCES

◦ How to Find the Right Car Seat
  • New tool to help parents/caregivers find the right type of car seat
  • http://www.safercar.gov/parents/Car-Seat-Safety.htm

◦ How to Install Your Car Seat
  • How to videos to help parents/caregivers
    http://www.safercar.gov/parents/How-To-Install-Car-Seats.htm
• RESOURCES

◦ Car Seat Registration
  • Enhanced effort to promote car seat registration
  • http://www.safercar.gov/parents/Car-Seat-Recalls-Registration.htm
Many Ways to Reach Us:

- NHTSA.gov
- Safercar.gov
- Distraction.gov
- EMS.gov
- 911.gov
- TrafficSafetyMarketing.gov

THANK YOU.
The Best Protection

- In 2012, among children under the age of 5 in cars, an estimated 284 lives were saved by child restraints.
  - An additional 58 children could have lived if car seat use was 100 percent.
- Car seats reduce the risk of fatal injury by 71 percent for infants and by 54 percent for toddlers in cars.

National Highway Traffic Safety Administration
Child Passenger Safety Technicians (CPST)
15 SafeKids Coalitions

- Child Passenger Safety
- Water Safety
- Recreation Safety
- Home Safety
- Medication Safety
- Fire/Burn Safety
- Pedestrian Safety
20 Target Zero Managers

- Target Zero Task Force
- Focus on traffic related deaths and serious injuries

Locally-led CPS teams
Technicians in Washington

397 Car Seat Technicians
25 CPST Instructors
4 Technician Proxies
1 Instructor Candidate
Washington Results
2012-2013

4,622 car seats inspected
1,217 seats distributed

13 monthly events (drop-in)
1 weekly car seat event (drop-in)
32 monthly events by appointment
3 weekly events by appointment
36 community events
Car Seat Inspections

• 30% expectant parents
• 56% child present
• 10% had used program before
• 1 in 4 had more than one child/car seat to check
• 26% visits resulted in caregiver receiving a new safety seat
• Rear-facing convertible was most often installed
Car Seat Mis-use

Corrections made to existing seats:

• 28% seatbelt corrected
• 25% harness corrected
• 13% right angle corrected
• 16% LATCH system corrected
Anton’s Law

July 1, 2002
First booster seat law for children
4-6 years old and 40-60 pounds

June 1, 2007
Boosters to 8 years and 4’9”
Under 13 in back seat
Washington
Child Restraint Law

RCW 46.61.687

– All children must ride in an appropriate car or booster seat until at least age 8 or 4’9” tall
– Booster seats until adult seat belt fits properly
– Up to age 13, children must ride in the back seat
Washington Child Vehicle-Occuapant Fatality Rate, 1994-2013*

By Year, *Ages 0-12 per 100,000 population, 2013 figures based on preliminary data

Source: FARS,
The State of Washington

Washington Child Traffic Serious-Injury Rate, 2002-2013*

* Ages 0-12 per 100,000 population; 2013 figures based on preliminary data

By Year

- 2002: Child booster seat law takes effect.
- 2005: WA Legislature changes booster seat criterion from weight to height.
- 2007: Height restriction takes effect.
- 2013: Child serious-injury rate is less than half of what it was in 1994.

Source: FARS
The State of Washington

Washington Child Vehicle-Occupant Fatalities, 1994-2013*

By Year, *Ages 0-12, 2013 figures based on preliminary data

Source: FARS, OFM
The State of Washington

Washington Child Vehicle-Occupant Serious Injuries, 2002-2013

By Year, *Ages 0-12, 2013 figures based on preliminary data

Source: CLAS, OFM
The State of Washington

Child Fatality Crashes in Washington
2010 - 2013

12 years & younger

2010 = 12
2011 = 7
2012 = 7
2013 = 6

4 in front seat
9 restraint use unknown
8 no restraint used
3 under age 8 using l/s belt
6 8yr+ using l/s belt
4 using booster
1 lap only belt
1 shoulder belt only
The State of Washington

Child Serious Injury Crashes in Washington 2010-2013

12 years & younger

2010 = 89
2011 = 64
2012 = 83
2013 = 38
12 years & younger

2010 = 89
2011 = 64
2012 = 83
2013 = 38
Washington Child Passenger Safety Program

Funding

• National Highway Traffic Safety Administration (NHTSA)
• Washington Traffic Safety Commission (WTSC)
CPS Structure

Goals of Washington’s Child Passenger Safety Program

1. Maintain and support an active network of child restraint inspection stations.
2. Maintain a sufficient number of child passenger safety technicians.
3. Increase driver awareness and enforcement of Washington’s child restraint law.
CIOT-style Child Car Seat Project

• Goal
• Funding
• Project structure followed the very successful Click It or Ticket seatbelt model
Pre-emphasis patrol activity

- Measure
- Publicity

Emphasis patrols conducted

- Continued publicity efforts

Post-emphasis patrol activity

- Measure
CIOT-style Child Car Seat Project

CHILD CAR SEAT PATROLS GOING ON NOW

PATROLS NOW!! WA LAW: Kids Up to Age 13 Ride in Back Seat
**CIOT-style Child Car Seat Project**

<table>
<thead>
<tr>
<th>RESULTS</th>
<th>Pre</th>
<th>Post</th>
<th>Change</th>
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</thead>
<tbody>
<tr>
<td>Children observed</td>
<td>446</td>
<td>431</td>
<td>-3%</td>
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<tr>
<td>Restrained correctly</td>
<td>156</td>
<td>225</td>
<td>Pre Post 35% 52%</td>
</tr>
<tr>
<td>Not restrained at all</td>
<td>64</td>
<td>30</td>
<td>Pre Post 14% 7%</td>
</tr>
<tr>
<td>In front seat (illegal)</td>
<td>55</td>
<td>21</td>
<td>Pre Post 12% 5%</td>
</tr>
<tr>
<td>Can’t tell</td>
<td>61</td>
<td>43</td>
<td>Pre Post 14% 10%</td>
</tr>
</tbody>
</table>
MORE RESULTS

• Law enforcement friendly child passenger safety training

• Statewide Observational Study
  – 1 in 5 children riding in the front seat
  – 80% of children restrained with seat belt but less than 1/3 are properly restrained in back seat in a car or booster seat
Researchers are here gathering data for a project that seeks to save the lives of children.

This information will be used to measure the impact of a local project aimed at improving compliance with Washington’s child passenger restraint law. Extra enforcement patrols are being planned.

Parents, to comply with the law:
• Up to age 13, children must ride in the back seat
• All children must ride in an appropriate car or booster seat until at least age 8 or 4’9” tall
• Booster seats until adult seat belt fits properly

Collisions are the number one cause of unintentional death for children. If drivers follow the law, this will better protect children from injuries and deaths caused by vehicle collisions.

For the best protection, safety experts recommend:
• Rear-facing until at least age 2 or as long as the child car seat allows
• Forward-facing harness up to the maximum height or weight limit of the child car seat
• Everyone in the car properly restrained

www.wtsc.wa.gov
360-725-9860
NEXT STEPS

Partnerships

The Safest Ride

Keep Kids Under age 13:

- In the back seat
- Properly restrained
- Every time

IT'S THE LAW!
NEXT STEPS
Partnerships with stakeholders

- Car Seat Awareness Class for child transporters.
- Car seat inspection form
- Child passenger safety awareness training for hospital staff
- Click It or Ticket seat belt patrols
NEXT STEPS

Continue efforts to achieve zero deaths and serious injuries in 2030.

_Cesi Velez, Project Manager_

_WA Child Passenger Safety_

_Bonney Lake Police Dept._

_18421 Veterans Memorial Dr E_

_Bonney Lake, WA 98391_

_Ofc/253-447-3257  Cell/253-677-3791_

_velezc@ci.bonney-lake.wa.us_

_http://www.citybonneyleake.org/childpassengersafety_
Roundtable Discussion

Please take a moment to fill out our brief survey.
Continuing Education Credits Available

• 1 credit hour available from APHA in Medicine, Nursing, or Health Education
• Must complete online evaluation
  • Will receive via email within 48 hours
• If not logged into webinar with your own name, send email to healthypeople@norc.org within 24 hours after webinar
Healthy People 2020
Stories from the Field

A library of stories highlighting ways organizations across the country are implementing Healthy People 2020

Healthy People in Action
Addressing the Social Determinants of Health

Health starts in our homes, schools, workplaces, neighborhoods, and communities. Explore resources related to the social determinants of health and see what communities are doing across the country to address the social determinants of health.

Visit [http://www.healthypeople.gov/](http://www.healthypeople.gov/) to get started!
Healthy People 2020 Progress Review Webinar

Join us as we review progress on Healthy People 2020 objectives in the Environmental Health and Tobacco Use topic areas.

Friday, December 5, 2014
12:30 p.m. EST

Hear from a community-based organization that is working locally to improve health.

Register at http://www.healthypeople.gov/
Stay Connected

- Visit healthypeople.gov to learn more about the Healthy People 2020 Leading Health Indicators.

- To receive the latest information about Healthy People 2020 and related events, visit our website to:
  - Join the Healthy People 2020 Consortium
  - Share how your organization is working to achieve Healthy People goals

Follow us on Twitter @gohealthypeople
Join our Healthy People 2020 group on LinkedIn
Homicide Rate by Race/Ethnicity

Rate per 100,000 (age adjusted)

25
20
15
10
5
0


Black
American Indian
Total
Hispanic
White
Asian

HP2020 Target: 5.5

NOTES: Data are for ICD-10 codes U01-U02, X85-Y09, Y87.1 reported as underlying cause of death and are age adjusted to the 2000 standard population. Multiple-race data were reported by some states; multiple-race data were bridged to the single-race categories for comparability. Persons of Hispanic origin may be of any race.
SOURCE: National Vital Statistics System-Mortality (NVSS-M), CDC/NCHS.

Obj. IVP-29
Decrease desired
- Helps state decision makers prioritize and select from a suite of 12 effective interventions
- Calculates the expected
  - Number of injuries prevented
  - Number of lives saved
  - Monetary costs and benefits of implementation
Welcome to the Motor Vehicle PICCS (Prioritizing Interventions and Cost Calculator for States). The Motor Vehicle PICCS is a web tool that helps you review the costs and benefits of different statewide interventions designed to prevent motor vehicle-related injuries and deaths. The Motor Vehicle PICCS selects the most cost-effective combination of interventions for implementation under a given budget and user identified parameters. Currently, twelve effective interventions are available for you to select.

<table>
<thead>
<tr>
<th>Candidate Intervention</th>
<th>Currently Implemented</th>
<th>Intervention Name</th>
<th>Benefit $/year</th>
<th>Cost $/year</th>
<th>Selected by Model</th>
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<tr>
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<td>✓</td>
<td>Speed Camera</td>
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<td>Motorcycle Helmet</td>
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<td>Bicycle Helmet</td>
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<td>556,000</td>
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<td>✓</td>
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<td>Vehicle Impoundment</td>
<td>66,545,000</td>
<td>4,400,000</td>
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<td>Limits on Diversion</td>
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<td>Saturation Patrols</td>
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Summary Results of the Interventions Chosen

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<th>Category</th>
<th>Value</th>
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<tr>
<td>Total Benefit</td>
<td>983,833,000</td>
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<tr>
<td>Total # of Fatalities Reduced</td>
<td>226</td>
<td>units</td>
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<tr>
<td>Total # of Injuries Reduced</td>
<td>26,932</td>
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