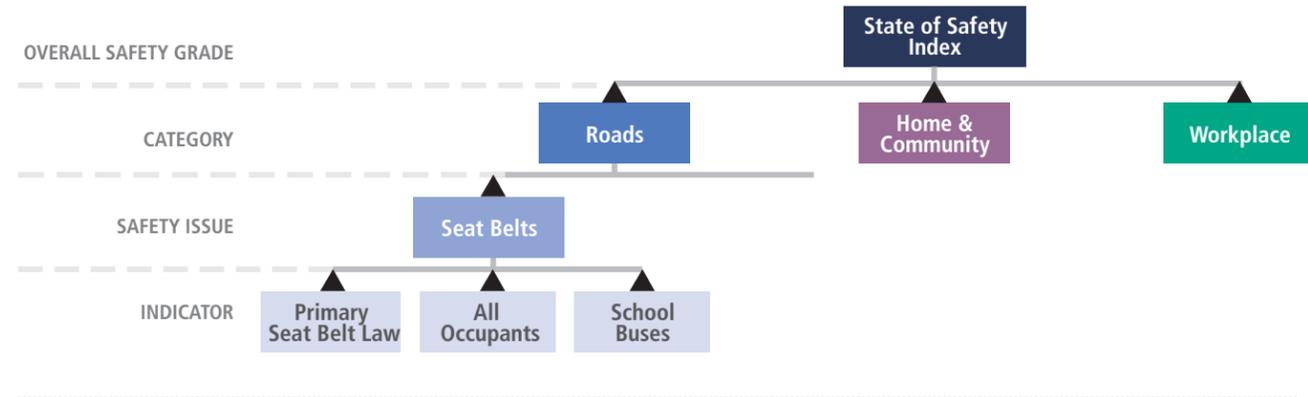


Methodology

The State of Safety report represents a hierarchical structure in which similar safety-related indicators are grouped into sub-categories, categories, and further into an overall index as shown below.



The State of Safety report framework consists of three sections that collectively reflect key spheres of human activity, preventable injuries and deaths, and NSC strategic priorities:

1. Road Safety
2. Home and Community Safety
3. Workplace Safety

Each section comprises of sub-category safety issues pertaining either to etiological mechanisms of injury (e.g., fall, poisoning, fire), risk or protective factors (e.g., distracted driving, seat belt use), vulnerable populations (e.g., older drivers, child passengers), or domains of legislative action (e.g., health promotion in the workplace). Six Home and Community sub-categories, nine Road safety sub-categories and three Workplace sub-categories are included.

Finally, each safety issue was represented by a set of indicators identified by NSC subject matter experts as specific programs, policies or practices that can impact safety within each of the 50 states and the District of Columbia.

The final selection of indicators was contingent upon the availability of state-level data from trustworthy public entities, including nonprofit organizations, associations, state government agencies and the U.S. federal government (see reference section for complete list of referenced data sources), as well as good practices over which state governments have some

degree of control, and that have an influence on overall safety and a reduction of preventable death and injury. A total of 62 indicators are included in the State of Safety report. Every attempt was made to provide the most recent data available.

All indicators for each of the safety issues were summed up to determine sub-category grades: **On Track**, **Developing** and **Off Track**. Since the number of indicators per sub-category varied, the cut-off points used to calculate the grades varied as well. For example, for sub-categories with three indicators, states with all three indicators in place received a grade of On Track, with two indicators – Developing, and with fewer than two indicators in place – Off Track.

All indicators were also assigned a weight on a scale of one to five, based on the perceived level of impact of the state action in preventing adverse safety and health outcomes. A group of 367 industry-wide professionals rated the indicators in the Home and Community, Road, and Workplace on a five-point scale from one (low impact) to five (high impact). These indicator weights are identified on each issue page of the report.

Whenever possible, NSC consulted and surveyed experts at the state and federal level, across industries, and nationwide to ensure consensus around the potential impact of any given indicator. In the final analysis, indicator weights were converted into percentage values based on the respective sum of indicator weights within each sub-category.

Sub-category safety issues were weighted by the expert panels, all weights adding up to a total of 100 points for each section of the report. The table below specifies how all safety issues were weighted:

ROAD SAFETY ISSUES
Alcohol Impaired Driving: 16%
Child Passengers: 16%
Distracted Driving: 20%
Older Drivers: 8%
Seat Belts: 13%
Speeding: 9%
Teen Drivers: 12%
Vulnerable Road Users: 6%
Total: 100%
HOME AND COMMUNITY SAFETY ISSUES
Drownings: 14%
Firearms: 20%
Home Fires: 17%
Older Adults Falls: 16%
Poisonings: 19%
Youth Sports-Related Concussions: 14%
Total: 100%
WORKPLACE SAFETY ISSUES
Prevention, Preparedness and Enforcement: 50%
Workers' Compensation: 25%
Worker Health and Wellbeing: 25%
Total: 100%

The three sections – Road Safety, Home and Community Safety, and Workplace Safety – were all weighted equally. States received a letter grade as well as a rank between one and 51 for each section as well as the overall index. States were ranked based on how close they came to a maximum possible weighted score of having all the indicators in place. The percentage values, rounded to the nearest tenth of a percent, indicate states' relative positions. Tied scores received a value equal to the highest position in a sequence. Based on these percentage values, the letter grades for each category and the overall index were assigned as follows:

- A 70% – 100%
- B 60% – 69%
- C 50% – 59%
- D 40% – 49%
- F Below 40%

Three states were affected by missing data for indicators in the Workers' Compensation sub-category. In this case, sub-category grades were not assigned. Overall, missing data accounted for less than 0.2% of the total data points included in the State of Safety report.

Disclaimer: This report is a communication tool intended to identify best practices and state-level recommendations. This report is not an exhaustive scientific study on these critical focus areas or ways to address them. We recognize the following limitations.

First, the strategic priorities and critical safety issues identified are not exhaustive nor representative of all safety problems within a state. Indicators were selected based on availability of state-level data and, therefore, do not include all of best practice policy or legislative actions. In order to be able to compare state rankings, indicators were selected only if comparable data was available. NSC was careful to only grade states on indicators for which comparable data was available and actions were being taken at the state level. No single indicator should be considered a proxy for how well any given state is performing on safety. However, in aggregate NSC believes these indicators are ones against which the improvement can be measured.

Although several other indicators were initially considered for inclusion, they were ultimately excluded due to data availability and validity concerns. Some areas like emergency response or drowsy driving, did not have significant statewide action that could be captured for grading. Emerging issues are highlighted, as well as best practice actions taken at the local or municipal level.

In some instances, state legislation may have been enacted, or other policy actions taken, prior to the publication of this report that may not have been captured in this report grading. NSC made every effort to use the latest available data and noted the date of data sources for each indicator or safety issue as appropriate.