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**TEXAS
TRAFFIC SAFETY
ANNUAL REPORT**

TEXAS DEPARTMENT OF TRANSPORTATION

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AUSTIN, TEXAS 78701

http://www.dot.state.tx.us/services/traffic_operations/traffic_safety.htm

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INTRODUCTION

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TRAFFIC SAFETY PROGRAM

Texas planned an extensive and diverse traffic safety program in FY 2006, with projects in these program areas:

- Planning and Administration
- Alcohol & Other Drug Countermeasures
- Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian/Bicycle Safety
- Police Traffic Services
- Speed Control
- Traffic Records
- Driver Education and Behavior
- Roadway Safety
- Safe Communities

CRASH SUMMARY

Texas is approximately 60 months behind in crash data assimilation and analysis, so the most recent year for which complete data is available is calendar year 2001. Because the state data is old, the Fatal Analysis Reporting System (FARS) data has been added for 2004. The number of fatalities per hundred million vehicle miles driven has decreased despite the rapid increases in population and miles driven from 1995 to 2004.

	1995	2001	2004
Population	18,378,185	21,175,281	22,206,375
Miles Driven (Hundred million vehicle miles traveled)	1831.0	2115.7	2,293.4
Mileage Death Rate (Number of persons killed Per hundred million miles traveled)	1.70	1.70	1.61

Note: Crash data and trend lines are in Appendix B.

CHALLENGES

Crashes, injuries and fatalities caused by drunk drivers continue to be the major traffic safety problem in Texas. However, fatalities related to alcohol are decreasing and Texas again experienced a decrease in alcohol-related fatalities this year. Alcohol-related

fatalities reported by the Fatality Analysis Reporting System (FARS) decreased in Texas to 1,704 in 2004 versus 1,771 in 2003, or 4.0 percent.

Texans are using their safety belts at an all-time high: 90.4 percent in FY 2006 versus 89.9 in FY 2005. The *Click it or Ticket* enforcement and public education in Texas have led to a jump in safety belt usage from 76.1 in 2001 to 90.4 percent in 2006. That increased safety belt usage translates into an estimated 1,200 fewer Texas killed in traffic crashes and 28,000 injuries prevented on Texas roadways. The use of safety belts in our state has saved the State of Texas and society an estimated \$4.99 billion in wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, employer costs, and a measure of the value of lost quality of life. The economic impact was derived from using the average comprehensive costs on a per injured person basis from 2001 provided by the National Safety Council. These numbers were adjusted to actual fatality and injury numbers from motor vehicle crashes in Texas in 2001.

The significant improvement in safety belt use is attributed to increased enforcement, a large public information and education campaign, statewide increase in local community involvement, as well as strong campaign participation and support from the National Highway Traffic Safety Administration (NHTSA) South Central Regional office.

MISSION

The Texas Department of Transportation is committed to the agency's mission "to work cooperatively to provide safe, effective, and efficient movement of people and goods" and to the mission of the traffic safety program "to save lives and prevent injuries."

STRATEGIC PLANNING

Beginning with the traffic safety planning process for FY 97, the State initiated periodic, formal traffic safety strategic planning sessions. Every three years a formal strategic planning meeting is convened to re-evaluate all measures, re-establish short and long-term targets, identify new goals, measures and/or strategies, assess traffic safety legislative directives and review the Traffic Safety Program's Vision and Mission Statement. According to the *Strategic Plan for FY 2005 – 2010: Texas Traffic Safety Program*, the Vision and Mission of the program are defined as:

- Vision: To provide a safer, friendlier, and more accommodating street and highway environment for all of Texas.
- Mission: To save lives and prevent injuries through planned and coordinated activities.

The following five long-term goals were also established and built into the *Strategic Plan*:

- Support prevention of crashes by providing sufficient data/information to accurately identify traffic safety problems of an infrastructure, human or vehicular nature.
- Increase infrastructure safety.
- Educate and positively influence drivers' behavior before they get behind the wheel.
- Enforce and positively influence behavior in traffic.

- Improve post-crash prosecution, adjudication and treatment.

Texas last held a Strategic Planning Update meeting in Austin in June 2003. The results of that meeting are included in the fiscal year 2006 Performance Plan, including the new goals, strategies, performance measures, objectives, and targets. The next Strategic Planning Update meeting will be held in Austin in June 2007.

PROBLEM IDENTIFICATION

The Texas Department of Transportation, Traffic Operations Division, coordinates the development and implementation of highway safety performance goals, strategies, and objectives for each program area using a strategic planning process. Multiple goals and strategies are identified through a comprehensive problem identification process. The agencies that Texas plans with include the following: AAA-Texas, AARP, MADD-Texas, Texas Department of Public Safety (TxDPS), Texas Department of State Health Services (DSHS), Texas Transportation Institute (TTI), Texas Cooperative Extension (TCE), Texas Engineering Extension Service (TEEX), Texas Bicycle Coalition (TBC), and the NHTSA South Central Region. Based on this problem identification information, state and local agencies as well as public and private organizations then develop and submit project proposals designed to support those multiple goals and strategies.

FY 06 FEDERAL FUNDING

On June 29, 2005, the Texas Transportation Commission approved the *FY 2006 Texas Highway Safety Plan*, which described how federal highway safety funds would be programmed consistent with the guidelines, priority areas, and other Section 402 requirements. In addition to the Section 402 program, the FY 06 Texas Traffic Safety Program included funding from special use grant funds created by the passage of the Transportation Equity Act for the 21st Century (TEA-21) and also funds from the recently created Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU). These included:

- Section 157 - Seat Belt Incentive Funds
- Section 163 - Impaired Driving Mobilization
- Section 164 - Hazard Elimination Transfer Program
- Section 405 - Occupant Protection J2
- Section 405 - OP SAFETEA-LU Incentive Funds K2
- Section 406 - Safety Belt Incentive Funds (reprogrammed for FY07)
- Section 410 - AL SAFETEA-LU Incentive Funds (reprogrammed for FY07)
- Section 2010 - Motorcycle Safety Incentive Funds (reprogrammed for FY07)

PERFORMANCE MEASUREMENT GOALS

Overall State Goals

The tables on the following pages show the state goals, measures, targets and results for the traffic safety program. The following abbreviations/explanations are pertinent for the table that follows:

Symbol	Description
K	Fatal
A	Incapacitating injuries
B	Non-incapacitating injuries
HMVMT	total vehicle miles traveled in the state (hundred million vehicle miles traveled)

Traffic Safety Goals, Strategies, Performance Measures, and Objectives

As an outgrowth of the strategic planning process, Texas developed 16 specific goals for the traffic safety program, 60 specific strategies, and 30 specific performance measures. Objectives have been established for all 30 performance measures for years 2006 through 2010. The goals, strategies, performance measures and objectives for 2006 and the most recent status are outlined in Table 1.

FY 2006 Texas Traffic Safety Goals, Strategies, Performance Measures, and Objectives

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2006 Objective
<i>Overall State Goal</i>					
Reduce the number of motor vehicle crashes, injuries and fatalities		1: Mileage Death Rate	1.70 fatalities per 100M VMT (2003 FARS)	1.61 fatalities per 100M VMT (2004 FARS)	1.60 fatalities per 100M VMT
		2: Serious Injury Rate	49.87 serious injuries per 100M VMT	49.87 serious injuries per 100M VMT	47.46 serious injuries per 100M VMT
<i>Planning and Administration Program Area – 01</i>					
		No current quantifiable performance measures or objectives			
<i>Alcohol and Other Drug Countermeasures Program Area – 02</i>					
To reduce the number of DWI-related crashes, injuries, and fatalities	Increase enforcement of DWI laws Improve BAC testing and reporting to the State's crash records information system Improve anti-DWI public information and education campaigns Increase the number of law enforcement task forces and coordinated enforcement campaigns Increase training for anti-DWI advocates Increase intervention efforts Improve and increase training for law enforcement officers Improve DWI processing procedures Develop a DWI and minor in possession tracking system	3: Number of DWI-related fatalities per 100M VMT (Based on FARS estimates)	0.81 DWI-related fatalities per 100M VMT (Based on 2003 FARS estimates)	0.74 DWI-related fatalities per 100M VMT (Based on 2004 FARS estimates)	0.77 DWI-related fatalities per 100M VMT (Based on FARS estimates)
		4: Number of DWI-related (alcohol or other drugs) KAB crashes	4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	3.40 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT
		5: Number of 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds	86.95 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-	86.95 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds	63.71 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-
To reduce the number of DWI-related crashes where the driver is under age 21	Improve adjudication of DWI cases through improved training for judges, administrative license revocation judges, and prosecutors, and				

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Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2006 Objective
	improved support materials for judges and prosecutors Improve education programs on alcohol and driving for youth		20 year-olds		20 year-olds
	Increase enforcement of driving under the influence by minors laws Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving Develop innovative ways and programs to combat underage drinking and driving Expand "El Protector" and keep concentration on alcohol	6: Number of DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.541 DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.541 DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.505 DWI-related (alcohol or other drugs) fatalities per 100M VMT
		7: Number of DWI-related (alcohol or other drugs) serious injuries per 100M VMT	6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT	6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT	4.73 DWI-related (alcohol or other drugs) serious injuries per 100M VMT
Emergency Medical Services Program Area - 03					
To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.	To increase the availability of EMS training in rural and frontier areas	8: EMS response time in rural areas	EMS response time to motor vehicle trauma calls in rural areas reduced to 12.3 minutes (1999)	EMS response time to motor vehicle trauma calls in rural areas 12.3 minutes (preliminary results – 2004 DSHS)	EMS response time to motor vehicle trauma calls in rural areas reduced to 10.5 minutes
	Increase EMS involvement in local community safety efforts	9: EMS response time in frontier areas	Average EMS response time to motor vehicle crashes in frontier areas less than 13.6 minutes	Average EMS response time to motor vehicle crashes in frontier areas less than 16.8 minutes (preliminary results – 2004 DSHS)	Average EMS response time to motor vehicle trauma calls in frontier areas less than 13 minutes
Motorcycle Safety Program Area - 04					
To reduce the number of motorcyclist fatalities	Increase enforcement of existing motorcycle helmet law for riders and passengers under 21 Improve public information and education on the value of wearing a helmet Improve public information and education on the value of not	10: Number of motorcyclist fatalities	Motorcyclist fatalities 323 (2003 FARS)	Motorcyclist fatalities 290 (2004 FARS)	Reduce motorcyclist fatalities to no more than 310

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Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2006 Objective
	operating a motorcycle while under the influence of alcohol and/or other drugs				
Occupant Protection Program Area - 05					
To increase occupant restraint use in all passenger vehicles and trucks	Increase enforcement of occupant protection laws	11: Driver and front seat passenger restraint use	89.9 percent (2005)	90.4 percent (2006)	91.0 percent
	Increase public information and education campaigns	12: Safety belt use rate by children age 5-16	44.6 percent (2005)	48.3 percent (2006)	55.0 percent
		13: Child passenger restraint use rate for children ages 0-4	79.9 percent (2005)	80.0 percent (2006)	77.0 percent
	<p>Increase intervention efforts by healthcare professionals, teachers, and all safety advocates Concentrate efforts on historically low use populations</p> <p>Increase judges' and prosecutors' awareness of safety belt misuse</p> <p>Increase retention of child passenger safety (CPS) instructors</p> <p>Increase training opportunities for CPS instructors</p> <p>Increase EMS/fire department involvement in CPS fitting stations</p> <p>Maintain CPS seat distribution programs for low income families</p> <p>Increase occupant protection education and training for law enforcement and judges</p>				

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Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2006 Objective
Pedestrian and Bicyclist Safety Program Area - 06					
To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities	Increase enforcement of traffic laws about bicycle right of way Increase motorist awareness for sharing the road with bicyclists Improve bicycle crash data	14: Number of motor vehicle-related pedestrian fatalities	1.75 motor vehicle-related pedestrian fatalities per 100,000 population (2003 FARS)	2.01 motor vehicle-related pedestrian fatalities per 100,000 population (2004 FARS)	No more than 1.72 motor vehicle-related pedestrian fatalities per 100,000 population
	Increase public information and education efforts on the use of safety equipment Improve identification of problem areas for pedestrians Improve pedestrian "walkability" of roads and streets Improve data collection on pedestrian injuries and fatalities Improve public education and information on pedestrians and "safe walking"	15: Number of bicyclist fatalities	0.224 bicyclist fatalities per 100,000 population (2003 FARS)	0.230 bicyclist fatalities per 100,000 population (2004 FARS)	0.127 bicyclist fatalities per 100,000 population
Police Traffic Services Program Area - 07					
To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes	Increase enforcement of traffic safety-related laws Increase public education and information campaigns Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals	16: Number of KAB crashes per 100M VMT	36.19 KAB crashes per 100M VMT	36.19 KAB crashes per 100M VMT	32.19 KAB crashes per 100M VMT
		17: Number of intersection and intersection-related KAB crashes	15.5 intersection and intersection-related KAB crashes per 100M VMT	15.5 intersection and intersection-related KAB crashes per 100M VMT	11.1 intersection and intersection-related KAB crashes per 100M VMT
Reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles weighing more than 10,000 pounds	Increase public information and education on sharing the road with commercial motor vehicles (CMV) Develop partnerships with CMV industry and trade associations to increase education and training of the general public and drivers Increase enforcement of commercial motor vehicle speed limits	18: Number of CMV-involved fatalities	0.250 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2003 FARS)	0.225 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2004 FARS)	No more than 0.203 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR
		19: Number of CMV-involved fatal crashes	0.219 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2003 FARS)	0.187 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2004 FARS)	No more than 0.187 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR

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Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2006 Objective
Speed Control Program Area - 08					
To reduce the number of speed-related fatal and serious injury crashes	Identify best practices for speed deterrence when law enforcement is not present	20: Number of speed-related KAB crashes	11.88 speed-related KAB crashes per 100M VMT	11.88 speed-related KAB crashes per 100M VMT	9.82 speed-related KAB crashes per 100M VMT
Traffic Records Program Area - 09					
To improve the timeliness of, quality of, availability of, and linkages of records between crash data bases	Link Texas Department of State Health Services, Transportation, and Public Safety databases Improve local databases and their ability to electronically transmit crash data to the Department of State Health Services and Public Safety	21: Days for Crash Records Information System (CRIS) to report crash data after occurrence	Crash data available electronically to TxDOT in excess of 26 months	Contract signed to alleviate backlog of crash data available electronically to TxDOT in excess of 60 months.	Crash data available electronically within 60 days of the event
		22: Days to report local crash data electronically to CRIS after occurrence	Local crash data reported electronically to CRIS no later than 60 days after occurrence	Local crash data reported component being developed in order to report electronically to CRIS no later than 60 days after occurrence (2006)	Local crash data reported electronically to CRIS no later than 10 days after occurrence
Driver Education and Behavior Program Area - 10					
To increase public knowledge, perception and understanding of traffic safety	Develop and implement public information and education efforts on traffic safety issues Provide assistance to update the drivers' education curriculum Conduct and assist local, state and national traffic safety campaigns	23: Number of people reached with traffic safety messages	7.2 million people reached with traffic safety messages (2003)	20 million people reached with traffic safety messages	13.1 million people reached with traffic safety messages
Railroad / Highway Crossing Program Area - 11					
		No current quantifiable performance measures or objectives			
Roadway Safety Program Area - 12					
Reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled	Increase enforcement of traffic safety-related laws in work zones Increase public education and information on traffic safety in work zones	24: Number of KAB crashes in work zones	1.45 KAB crashes in work zones per 100M VMT	1.45KAB crashes in work zones per 100M VMT	Achieve 1.19 KAB crashes in work zones per 100M VMT
		25: Number of injuries in work zones	2.00 A&B injuries in work zones per 100M VMT	2.00 A&B injuries in work zones per 100M VMT	Achieve 1.62 A&B injuries in work zones per 100M VMT

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Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2006 Objective
	Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training	26: Number of fatalities in work zones	0.082 fatalities in work zones per 100M VMT	0.082 fatalities in work zones per 100M VMT	Achieve 0.065 fatalities in work zones per 100M VMT
Increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level	Provide traffic safety problem identification to local jurisdictions	27: Number of communities provided assistance in improving safety through engineering	25 communities assisted (2005)	8 communities assisted (2006)	25 communities assisted
	Improve highway design and engineering through training	28: Number of persons trained in roadway safety classes	2,697 students in roadway safety classes (2004)	2,793 students in roadway safety classes	2,300 students in roadway safety classes
Safe Communities Program Area -13					
To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries	Provide training programs on how to initiate and conduct community based programs Support the Safe Communities process Provide management support to implement community traffic safety programs	29: Number of Safe Communities coalitions	37 coalitions	39 coalitions (2006)	Maintain a minimum of 50 coalitions
School Bus Program Area -14					
Reduce School bus-related crashes, injuries and fatalities	Provide safe school bus operation training for school bus drivers in both English and Spanish Provide public information and education campaigns to promote safe motor vehicle operations around school buses Provide increased enforcement of state traffic laws around school buses	30: Number of school bus passenger fatalities per year on a five year average	0.40 school bus passenger fatalities per year on a 5 year average (1997-2001)	0.40 school bus passenger fatalities per year on a 5 year average (1997-2001)	Maintain school bus passenger fatalities to no more than 0.50 per year on a five year average

SIGNIFICANT LEGISLATIVE ACCOMPLISHMENTS

The 79th Texas Legislature met in Special Session during 2006. No traffic safety issues were addressed by the Special Session.

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PROGRAM AREA SUMMARIES

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PROGRAM AREA 06-01: PLANNING AND ADMINISTRATION

PROGRAM AREA RESULTS

The Traffic Safety Management Training Project, managed by Sam Houston State University, assisted with the Project Management Course (PMC). The PMC Course was conducted in Corpus Christi, Texas, and 31 participants were trained in traffic safety project/program management. This course is for subgrantees and TxDOT traffic safety staff.

The Technical Assistance for Data Compilation, Analyses, and Graphics Project, managed by the Texas Transportation Institute, prepared the *Compilation of FY04 Administrative Evaluation Reports*, developed crash data graphics and related materials in support of required TxDOT Traffic Safety Planning documents, including the FY 2006 Highway Safety Performance Plan. This project assisted with many requests for technical support with data, graphics and other technical efforts. Delays of the Texas Crash Record Information System (CRIS) precluded conversion of crash data for cities and counties.

State funds continue to support facilities, salaries and other administrative expenses involved in the oversight and management of the Traffic Safety Program in TxDOT Headquarters and District offices.

The eGrants project procured a vendor, Agate Software, and has developed an electronic grant management system (eGrants) based on Agate's IntelliGrants™ software product.

STATUS OF PROGRAM COMPONENTS

The Project Management Course is offered each grant year and assists with the training of subgrantees and TxDOT staff in the components of grant management. The course teaches subgrantees the key elements of the grant and grant management, including how to prepare budgets, request for reimbursements, performance reports, preparation and use of public information and education campaigns, and the relationship of grants to the statewide traffic safety efforts.

The Technical Assistance for Data Compilations project will continue to provide technical assistance with data compilations, analysis and graphics in addition to providing data for the strategic planning meeting in FY 2007 and assistance with the FY 2008 Performance Plan.

TxDOT will continue to provide state funding to support oversight of the Traffic Safety Program.

The purpose of the eGrants Project is to procure and implement a Web-based solution that will improve the efficiency of the processing and management for the Traffic Safety Grant Program. The eGrants Project Team is currently working on deploying the first stage of the system in order to include the FY 2008 grants. Full deployment of the eGrants system is expected to be completed August 31st, 2007.

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PROGRAM AREA 06-02: ALCOHOL AND OTHER DRUG COUNTERMEASURES



PROGRAM AREA RESULTS

For the seventeenth year, the Project Celebration program was provided \$170,000 in state funds as seed money for schools to host alcohol free functions during the prom and graduation season. A total of 489 high schools participated reaching 105,378 students.

Youth Alcohol:

The counties of Travis and Brazos and the Texas Alcoholic Beverage Commission conducted youth education projects that provided information on the dangers of drinking and driving to over 265,000 K-12 and college students.

TABC also conducted the Shattered Dreams program which provided a mechanism for bringing diverse segments of 51 communities together for a common effort targeting underage drinking and drunk driving. Teenage participants learned leadership, organizing and coalition building skills, and the entire community gained greater understanding of the problem of underage drinking, its scope, and its consequences.

Adult Alcohol:

The Texas District & County Attorneys Association (TDCAA) maintained an experienced attorney to serve as the Texas DWI Resource Prosecutor. He trained a combined total of 1,314 prosecutors and police officers at regional workshops on DWI related issues. The DWI Investigation & Prosecution manual was distributed to 1,314 Texas prosecutors and six articles were prepared for the TDCAA's bi-monthly magazine, The Prosecutor. Twenty case notes and analysis on recent significant DWI-related judicial opinions were prepared and published in the TDCAA's bi-monthly periodical, Report. A combined total of 470 prosecutors and police officers were trained at the 2006 TDCAA Intoxication Manslaughter School and Prosecutor Trial Skills Courses. The TDCAA Train-the-Trainer program recruited and trained 47 prosecutors for DWI related programs. The Texas DWI Resource Prosecutor continued to provide technical assistance on DWI-related issues, serve as liaison between prosecutors, TxDOT, NHTSA, and other law enforcement agencies and developed and updated DWI-related content for www.tdcaa.com. The DWI Resource prosecutor presented in three breakout sessions at the Lifesavers Conference held in

Austin in April, 2006, and assisted in creating training materials for other Texas program partners and states. The publication, *DWI Investigation and Prosecution Manual*, is used by the judiciary and defense across the country.



Effective January 1, 2005, the Standardized Field Sobriety Testing (SFST) program achieved self sufficiency when it was restructured and incorporated into the Basic Peace Officer Curriculum. The restructuring ensures that all new Texas peace officers will systematically have the tools necessary to detect impaired drivers on Texas roads and highways. Texas Law Enforcement Academies can provide instruction for in-service training. All SFST classes used SFST instructors, and SFST instructors followed the NHTSA approved instructor manual. In support of this self sufficiency, TxDOT planned to print and distribute Standardized Field Sobriety Testing (SFST) practitioner and instructor manuals to all of the 101 Texas peace officer academies, however, NHTSA changes and updates to the training curriculum were not completed in time to print and distribute in FY06.

The Drug Evaluation and Classification Program (DECP) reviewed, analyzed and updated the demographics associated with the Drug Recognition Expert (DRE) practitioners and instructors to identify areas of need for future planning and training purposes. One (1) meeting was conducted with DRE practitioners and DRE instructors to review the technical content of the current DRE course materials, the Texas program in general and the new NHTSA curriculum, Advanced Roadside Impaired Driving Enforcement (ARIDE) Training. The ARIDE pilot is now scheduled for Texas in 2007. The DRE Standardized Operating Procedures (SOP) manual was revised and updated. Three DRE courses were conducted, training 49 Texas Peace Officers as Drug Recognition Experts (DRE) enabling them to recognize drivers impaired by drugs other than alcohol, seven (7) agencies were added to the number of Texas law enforcement agencies having DRE practitioners on staff, and one instructor course was conducted with nine DRE officers trained in the NHTSA/IACP approved instructor DRE course. DRE recertification curriculum was revised and implemented into the recertification courses and six DRE re-certification courses were conducted with a total of 86 peace officers receiving DRE recertification training. The Texas Department of Public Safety (DPS) designated a DRE liaison which has enhanced the communication between DPS and the Texas DRE office. A total of 290 Texas prosecutors were provided DRE methods and materials. An evaluation of the Texas program's participation and effectiveness was conducted by the Texas Transportation Institute (TTI).

Ten Mobile Video Instructor Training classes were conducted that resulted in two hundred and ninety-six Texas peace officers being trained as instructors in the use of mobile video equipment. These trained instructors will train their fellow officers to effectively use mobile video equipment to gather DWI and other court evidence in order to more effectively testify to the video taped evidence in court.



Texas Transportation Institute (TTI) conducted a project to continue efforts to Improve the Reporting of Toxicology Information for fatally injured drivers and pedestrians in Texas. A survey was prepared by Dr. Sarah Kerrigan (Forensic Toxicologist) and sent to the thirteen (13) medical examiner (ME) offices and the central DPS Crime Lab to determine their procedures for reporting this information. The survey also sought to determine the elements of the Laboratory Information Management Systems (LIMS) used by those agencies and to determine their knowledge of the laws governing reporting of traffic fatalities to the Department of Public Safety (DPS) Crash Records Bureau (CRB). A form for reporting the information was drafted with the assistance of the CRB, and the feasibility of future electronic submission of toxicology results to the Crash Records Information System (CRIS) was discussed. A separate survey instrument was developed and sent to seven hundred and thirty (730) Justices of the Peace (JP) who act as coroners in counties without an ME Office to determine their knowledge of the laws and current procedures for reporting toxicology information to DPS. The results of the survey were reviewed with the Texas Justice Court Training Center (TJCTC). The TJCTC plans to incorporate information regarding the importance of reporting this information to DPS in their JP training course. TTI also contacted the thirteen (13) District Attorney Offices in those counties with an ME office to provide them the legislative history of the laws governing the reporting of traffic fatalities to the DPS Crash Records Bureau, and to request their support in encouraging the ME offices in their counties to report the toxicology results to DPS. The Texas Funeral Directors Association and DPS Traffic Law Enforcement Division were contacted to inform them of the ongoing efforts to improve the reporting of toxicology information. A newsletter

article was prepared and submitted to the Texas Commission on Law Enforcement Officer Standards and Education (TCLEOSE) detailing the importance of reporting the information. Informational materials were also developed and disseminated to MEs, JPs, and the DPS Crime Lab regarding the current statutes and the need for all agencies to report toxicology results to the DPS Crash Records Bureau.

The Texas Municipal Courts Education Center's (TMCEC) grant, Municipal Traffic Safety Initiatives (MTSI) was designed to bring traffic safety to the forefront of awareness and implementation by municipal courts and to help them embrace the concept of transforming traffic safety into a local priority. The TMCEC trained 1,120 municipal judges at eleven regional judicial seminars. There were 56 traffic safety courses offered at these regional seminars. PI&E packets containing speeches, fact sheets, calendars, recommended action steps were prepared and distributed to 1,316 municipal judges and to 1,212 city managers and mayors. Three feature traffic safety articles were written for judges, clerks and city officials trade magazines/newsletters that related to quality of life in municipalities. Twenty five traffic safety exhibits were provided for city or court related seminars. A traffic safety web site was established on issues related directly to municipal courts.

TTI's grant, Texas Statewide Impaired Driving Work Groups worked with TxDOT to identify possible agencies and activities that could address outstanding issues in the Impaired Driving Assessment. The Impaired Driving Assessment document was updated. The most significant areas for potential projects are in the prevention education (K-12 students) and partnering with employers/employer professional organizations to provide awareness activities and management training. A policy document was created to provide the impaired driving working group with operational identity and direction. The primary committee was identified through its members: state traffic safety representative, judicial liaison, prosecutor (training and technical assistance), law enforcement representatives (traffic enforcement and training/standards), toxicologists, an advocacy representative, as well as a research and evaluation specialist. One meeting was conducted that laid the groundwork for the development of several project proposals.

To insure that judges are provided with the latest information on significant changes to laws relating to impaired driving, license suspension, breath interlock devices and other conditions of probation and sentencing, The Texas Center for the Judiciary (TCJ) sponsored a Texas Judicial Resource Liaison to work with Texas judges to improve their awareness of DWI and other traffic safety issues. The judicial liaison prepared a survey document that was sent to 213 judges to identify problem areas from Texas trial judges who preside over their impaired driving cases. The judicial liaison participated in 4 TCJ curriculum committee meetings as an ex officio member. The curriculum committee formulates judicial training curriculum. Two DWI specific judicial curriculums were developed and presented at three Judicial Conference breakout sessions. Four NHTSA alcohol workshop video overview presentations to facilitate judicial understanding of Drug Recognition and Standardized Field Sobriety Testing training were implemented and conducted. Five articles for judiciary, prosecution and law enforcement publications were written, five case processing and disposition systems best practices were reviewed and identified, and one meeting of all alcohol and other drug program partners stakeholders was planned and conducted. Texas was again selected to pilot the DWI Court Curriculum training. This curriculum was developed by the National Drug Court Institute and funded by

NHTSA. A total of 40 participants, including judges and their staff, attended the four day training.

The Texas Municipal Police Association (TMPA) Improving DWI Processing project reconvened coalitions of law enforcement officers, prosecutors and defense attorneys to determine how well phase one of the web based on line DWI reporting system worked and used this information to make modifications to the reporting system and data base.

Eight (8) year-long DWI STEPs and thirty (30) impaired driving mobilizations (IDM) STEPS were conducted in the cities and counties with the highest number of alcohol involved crashes, injuries, and fatalities. Of the 30 IDMs, 16 were 163 funded and those agencies were required to conduct coordinated DWI operations monthly from October 2005 through June 2006. All Section 163 DM funds were expended in FY06. Fourteen (14) 402 funded IDM STEP grants were also conducted. The 402 funded IDM subgrantees focused their enforcement during the Labor Day Crackdown period of August 18 – September 4, 2006.

STATUS OF PROGRAM COMPONENTS

Texas continued the mix of education and enforcement efforts to reduce the number of alcohol-related motor vehicle crashes involving one or more drivers. The education components responded to the need for early emphasis on the dangers of drinking and driving to reduce alcohol-related crashes, fatalities and injuries.

During the winter holidays, TxDOT conducted a DWI-prevention paid-media campaign. The “Don’t Drink and Drive” campaign targeted adult drivers between the ages of 25 and 54.

The “Drink. Drive. Go to Jail” campaign was conducted during Spring Break. The media campaign targeted young adults 18 to 24 through radio, billboards, pumptoppers, a wall wrap, aerial banners and print ads in March, 2006.

Project Celebration mini-grants used promotional and education materials support that was provided to communities across the state.

The Labor Day “Drink. Drive. Go to Jail” campaign included the production and distribution of “Operation DWI Blues” news series to television stations statewide to announce the Labor Day media campaign (“You Can’t Afford It,” “Extra Efforts To Save Lives,” “Shattered Lives” and “Shattered Lives/Spanish”)



Along with the Drug Evaluation and Classification (DEC) peace officer training, Sam Houston State University (SHSU) partnered with the Texas Transportation Institute's Center for Transportation Safety to develop an evaluation methodology. The evaluation highlighted some of the strengths, weaknesses, and opportunities for improvement related to the overall training program based on the areas observed as part of the analysis. The evaluation report along with subsequent documentation related to survey results are steps towards a systematic program evaluation for the Texas DEC Program with the intent ultimately to institutionalize an evaluation process that is cost effective and provides useful data that can help improve the program and demonstrate responsible financial stewardship. SHSU continued to update their comprehensive standardized operating procedures (SOP) manual. The SOP contains detailed information on such things as how to market the program, coordinate training, where to find training materials, equipment, and what needs to be done and when. The SOP will be a working/changing document. For the third straight year SHSU has analyzed the demographic locations of the DRE trained peace officers using the DPS regions. This information is given to prosecutors and other law enforcement agencies. Each Texas DRE has been issued a login and password for entry into the NHTSA funded national tracking data base. The Texas DRE office provides individual assistance to DREs with their data entries.

The regional training programs developed by the Texas DWI Resource Prosecutor were presented jointly to police officer/prosecutor training and has worked very effectively. One of the most successful training curriculums was Blood Search Warrants to combat Texas' continuing high rate of breath/blood test refusals by intoxicated drivers. This particular training has received statewide media attention. As a result of this curriculum, numerous prosecutors have taken the training received under this grant and have begun to develop both formal and informal training in their own jurisdictions. The Texas DWI Resource Prosecutor has also provided invaluable technical assistance to Texas prosecutors, law enforcement and other traffic safety program partners. Several of the published articles have been reprinted both in Texas and other states and the training materials developed have been shared and used by others in Texas and across the country.

There were a total of one hundred two (102) enforcement grants that had a DWI component (DWI, STEP-IDM, STEP-Wave, STEP Comprehensive, and Holiday DWI STEP), resulting in almost 10,000 DWI arrests. These STEPS were conducted in the cities

and counties with the highest incidence of DWI, crashes, injuries and fatalities. The very successful DWI Paperwork Processing Reduction project was piloted in several law enforcement agencies in these cities and counties.

The DWI mobilizations were accompanied by paid media messages and public service announcements using the Texas slogan, “Drink, Drive, Go to Jail”. In addition to the paid media and public service announcements, outreach was made to the convenience store, restaurant and bar trade associations. As a key component to the mobilizations, Texas law enforcement agencies were contacted and were requested to utilize their resources to support the mobilizations.

The state was awarded Section 410 Alcohol Impaired Driving Countermeasure grant funds. These funds were received September, 18, 2006, which was too late for these funds to be used in FY06. Section 410 funds are planned to be used in FY07 to fund the Texas Alcohol and Other Drug Countermeasures Program Area. These funds will allow Texas to increase the alcohol programs statewide and increase the effects of our efforts to decrease alcohol fatalities in Texas.

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PROGRAM AREA 06-03: EMERGENCY MEDICAL SERVICES

PROGRAM AREA RESULTS

The time it takes for an ambulance to reach a traffic crash continues to climb in rural areas and frontier areas of the state in 2006. Especially in rural and frontier portions of west Texas, volunteer EMS units continue to depend on traffic safety funded training to maintain current and train new volunteers.

STATUS OF PROGRAM COMPONENTS

Training for Emergency Medical Service personnel in the large rural portions of the state continues to be a priority for traffic safety in Texas. Fifty-three percent of traffic fatalities occur in rural areas of the state. A majority of Texas' 254 counties qualify as rural, and a great portion of the counties listed as Metropolitan or Urban by the U.S. Census Bureau have large rural portions. The availability of trained emergency medical personnel is a key factor in the time it takes to respond to the crashes in rural areas of the state.

TxDOT funding helped train emergency medical services personnel in the following courses:

<u>Type Course</u>	<u>Students</u>
• EMS Certification Training	189
• EMS Specialty Training	164
• EMS Continuing Education	499
• Individuals Trained as EMS instructors	12

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PROGRAM AREA 06-04: MOTORCYCLE SAFETY

PROGRAM AREA RESULTS

Texas Department of Public Safety (DPS) Motorcycle Safety Program offers basic and advanced motorcycle operator training courses in 69 locations in the state. Motorcycle safety promotional materials are distributed statewide. More than 800,000 people in Texas have driver licenses that qualify them to operate a motorcycle. There were no federally funded motorcycle safety projects in FY06.

STATUS OF PROGRAM COMPONENTS

Fatality Analysis Reporting System (FARS) results indicate there were 290 fatalities in 2004. Below is the DPS motorcycle training information for FY 2006.

- 30,910 trained
- 803,116 licensed motorcyclists representing 4% of population
- 69 permanent training locations
- 8 mobile training locations
- 317,110 pieces of motorcycle safety promotional materials distributed

Section 2010 Motorcycle Safety Grant funds were received in September, 2006. These funds could not be used in FY06 because of the late date received. However, plans have been made to expend these funds in FY07.

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PROGRAM AREA 06-05: OCCUPANT PROTECTION



PROGRAM AREA RESULTS

The Safe Riders program with the Texas Department of State Health Services (DSHS) managed the TxDOT traffic safety funded child safety seat distribution program in Texas, providing 12,574 seats to local programs, checked over 630 seats at 21 checkup events; checked 418 seats at a local fitting station, conducted 6 NHTSA Standardized Child Passenger Safety (CPS) Technician classes training 102 technicians; and distributed 435,866 pieces of literature as well as maintained the Child Passenger Safety (CPS) website and toll-free response line which received 7,367 calls. In previous years, each child passenger safety seat project funded under the HSP individually purchased safety seats. Safe Riders continues to purchase safety seats for its statewide distribution program and other Texas Department of Transportation subgrantees at a state rate. The statewide CPS Advisory Committee is chaired by Johnny Humphreys who is the Texas CPS training contact. Quarterly Advisory Committee meetings are conducted with statewide partners including SAFE KIDS, Texas Dept. of Transportation, Texas Dept. of State Health Services, Texas Cooperative Extension, Hospitals, and Texas Municipal Police Association.

The Passenger Safety program of the Texas Cooperative Extension (TCE) conducted and trained individuals in the following classes: two 32 hour NHTSA Standardized Child Passenger Safety Technician courses with 31 technicians trained; two 8 hour renewal courses with 15 technicians completing the 8 hour renewal course; and one 6 hour technician update training with 35 completing the update course. TCE conducted 14 checkup events with 1,234 seats checked and conducted fitting stations at 4 fire/EMS station sites. A total of 801 safety seats were distributed at checkup events and fitting stations. In addition, TCE distributed 56,099 pieces of public information and education material during each event conducted or supported.



STATUS OF PROGRAM COMPONENTS

As the most diverse program area in the Texas Traffic Safety program, occupant protection (OP) includes 108 specific projects incorporating both education and enforcement and is funded by four separate federal fund sources. The education component included OP training for specific target audiences such as rural communities provided by local projects in Waco, Austin, Houston, and the statewide Safe Riders Program administered by the Texas Department of State Health Services and Passenger Safety administered by the Texas Cooperative Extension.

Texas has increased police involvement in safety belt enforcement through the two year long Occupant Protection STEP projects, the Buckle Up In Your Truck (BUIYT) Campaign conducted May 8 - 21, and the Click It or Ticket (CIOT) Mobilization conducted May 22 – June 4. There were 77 STEP CIOT grant funded law enforcement agencies participating, and 20 CIOT Incentives were awarded. The incentive awards resulted in participation by an additional 69 non grant funded enforcement agencies. The 69 non grant funded agencies issued 12,448 of the 50,610 safety belt citations during the mobilization. The combination of local and statewide increased sustained enforcement during the mobilization, community efforts, including eleven local press events, use of the TxDOT permanent dynamic message signs during both BUIYT and CIOT, and the media, resulted in an increase in our safety belt usage to 90.44%.

Texas plans to continue STEP grants with OP components, including STEP Waves, and a strong media presence to maintain safety belt use and move the observed use rate even higher next year.

The state used a portion of the Section 405 J2 Incentive funds for the Buckle Up Media Support project as well as CIOT media support. The state qualified in FY06 for the 405 K2 SAFETEA LU Incentive funds. These funds were used for paid media support for the CIOT campaign. The Section 406 Safety Belt Performance Grant funds were awarded late in FY06, and are planned to be used in FY07 to fund the CIOT campaign.



State and local law enforcement officials launched the 2006 Click It or Ticket education and enforcement campaign today by fastening the world's largest safety belt around the Texas State Capitol's south side. Safety advocates used Texas-sized belt to announce the annual crackdown on drivers and passengers who don't buckle up. Thanks to four straight years of Click It or Ticket campaigns, speakers acknowledged that almost 90 percent of Texas motorists now routinely use safety belts, and they promised citations to those who fail to comply. **Photo by Jody Horton**

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PROGRAM AREA 06-06: PEDESTRIAN/BICYCLE SAFETY

PROGRAM AREA RESULTS

The Texas SuperCollege Curriculum project, a bicycle safety program managed by the Texas Bicycle Coalition, was taught at 15 universities in FY2006. The project trained professors from nine universities in FY2006. The project exceeded its goal and trained more than 254 future physical education and health teachers in how to teach the Texas SuperCyclist Curriculum. In addition to training future physical education and health teachers, the project trained more than 748 certified physical education and health teachers throughout the state of Texas. Based upon the estimate that teachers have classes of 80 to 100 students, the program impacted more than 59,840 Texas school children.

The Pedestrian Safety project, managed by the Dallas County Hospital District, Injury Prevention Center for Greater Dallas (IPCGD), was terminated during FY06 due to difficulty with data collection.

STATUS OF PROGRAM COMPONENTS

Through the Texas Super College Curriculum project, teachers and university faculty are provided with the curriculum guide and reference materials and are trained to teach the revised curriculum. The fifteen-lesson curriculum is designed to provide students with a solid foundation of knowledge about the cycling laws of the road and how to cycle safely on the state's roadways, while it prepares them physically for the challenges of safely operating a bicycle. Additionally, portions of the Texas SuperCyclist Curriculum are available in Spanish for use in bilingual education programs and after-school activities.

One component of the Pedestrian Safety project was data collection on pedestrian injuries. This data was provided by Children's Medical Center for Dallas County Hospital District. Media exposures were another component of the program and 3 were completed. Dallas County linked the pedestrian database and updated the database to include 2003 and 2004 pedestrian deaths. The linked database is comprised of FARS data from NHTSA, pedestrian deaths from Dallas County and Police data. The data has been analyzed and is ready to be submitted for publication.

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PROGRAM AREA 06-07: POLICE TRAFFIC SERVICES



PROGRAM AREA RESULTS

In 2006 various Selective Traffic Enforcement Program (STEP) officers generated over **502,932** extra hours of enforcement, with:

- 15,599 Driving While Intoxicated (DWI) arrests
- 47,941 Intersection Traffic Control (ITC) citations
- 432,002 Speed citations
- 113,472 Occupant Protection (OP) citations (includes child restraint)
- 16,598 Commercial Motor Vehicle hazardous moving citations
- 265,885 other citations, and
- 13,109 other arrests

Breakdown of STEPs by Type:

<u>STEP Type</u>	<u># of Projects</u>
STEP Speed	5
STEP Comprehensive	56
STEP Holiday Driving While Intoxicated	1
STEP Intersection Traffic Control	1
STEP Driving While Intoxicated	8
STEP Impaired Driving Mobilization	10
STEP Occupant Protection	2
STEP Wave	63
STEP Click It or Ticket (CIOT)	77
STEP Commercial Vehicle Safety (CMV)	3

For 2001, there were 6,479 KAB crashes involving large motor vehicles in Texas. The Texas Department of Public Safety no longer segregates data on commercial vehicles. Texas is in the process of determining the best alternative to a commercial motor vehicle designation when compiling crash data for future reports.

STATUS OF PROGRAM COMPONENTS

Law enforcement STEP grants make up a large portion of the Texas Highway Safety Performance Plan. In FY 2006, law enforcement agencies from across the State coordinated their enforcement efforts and public information and education campaigns in order to reduce traffic crash injuries and fatalities.

All STEP subgrantees are required to report their enforcement and public information and education data for their projects on the Buckle Up Texas website. The website has proven to be a beneficial tool that promotes timely and more accurate reporting. Since 2001, TxDOT has partnered with the Texas Municipal Police Association (TMPA) to provide assistance to these subgrantees. TMPA maintains the Buckle Up Texas website and provides Law Enforcement Coordinators (LEC) to promote and support all of the traffic safety projects. LECs assist local law enforcement agencies in exploring various traffic enforcement strategies to promote program success and encourage law enforcement agencies to participate in various TxDOT Traffic Safety campaigns such as Click It or Ticket and Impaired Driving Mobilizations. In addition, LECs deliver training to law enforcement agencies regarding STEP grant administration and TxDOT policy and procedures.

The LECs also participate in various traffic safety events like child safety seat checks, community briefings, and traffic safety conferences. In FY 2006, the LECs contacted over 468 of the 1,500 law enforcement agencies in Texas on at least one occasion.

The amount of large truck traffic on Texas roadways has increased significantly since the passage of the North America Free Trade Act in 1994. Three agencies, City of Houston, City of Laredo and Harris County, participated in a special selective traffic enforcement project (STEP) concentrating on large truck hazardous moving violations and violating truck route rules. STEP officers could not use grant funded time to cite truckers for violations covered under the Motor Carrier Safety Assistance Program. The STEP CMV issued 16,598 citations for excessive speed, not wearing safety belts or other hazardous moving violations during FY 2006. Failure to comply with speed limits and wearing safety belts continues to be a major problem with commercial drivers in Texas.

Texas emphasized enforcement as a major element in the traffic Safety program, increased state funds for local enforcement, and increased the use of public information and education efforts to improve STEP impact.

PROGRAM AREA 06-08: SPEED CONTROL

PROGRAM AREA RESULTS

In 2006, five (5) agencies participated in speed specific Selective Traffic Enforcement Program (STEP) grants. Officers and deputies from Houston PD, Keller PD, Mesquite PD, Harrison County SO, and Montgomery County SO generated **16,827** overtime enforcement hours. This resulted in:

- 45,437 Speed citations
- 30 Driving While Intoxicated (DWI) arrests
- 41 Intersection Traffic Control (ITC) citations
- 793 Occupant Protection (OP) citations
- 145 Commercial Motor Vehicle hazardous moving citations
- 16,738 other citations, and
- 1,129 other arrests

The speed compliance rate for these communities increased drastically from an average of 12.1% to 32.75%. The number of speed related crashes occurring in each community were reduced during the grant term.

STATUS OF PROGRAM COMPONENTS

Texas plans on continuing to fund STEP grants that specifically focus on speed enforcement. Increased enforcement efforts combined with strong public information and education campaigns assist the public in becoming aware of the dangers of speeding.

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PROGRAM AREA 06-09: TRAFFIC RECORDS

PROGRAM AREA RESULTS

The Crash Records Information System (CRIS) contract held by IBM was terminated during FY 2005. A new vendor was hired and CRIS was completed in June 2006. TxDOT has recently contracted with HDI Solutions for the data entry of the four years of backlog crash reports. Completion of the data entry of the backlog crash reports should be completed by August 2007.

STATUS OF PROGRAM COMPONENTS

CRIS will be made available to TxDOT starting March 2007.

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PROGRAM AREA 06-10: DRIVER EDUCATION AND BEHAVIOR (INCLUDING PAID MEDIA)



PROGRAM AREA RESULTS

Every year, Texans log 218 billion vehicle miles on state streets and highways. While safe driving is a habit for many, statistics prove that Texas roadways are dangerous places where an average of 850-plus crashes occur every day. These incidents take a heavy toll on lives and property.

In 2001 (the most recent year for complete data), the Texas Department of Public Safety reports that 323,958 traffic crashes resulted in 3,739 fatalities and 340,554 injuries. The National Highway Traffic Safety Administration reports that in 2000, the costs of traffic crashes in Texas topped \$19.7 billion. (*Toll of Motor Vehicle Crashes, 2004.*)

Every day in Texas, motorists travel at unsafe speeds, drive under the influence of alcohol or other drugs, use cell phones, and fail to buckle up. These and other unsafe driver behaviors lead to traffic crashes, fatalities, and injuries.

Having made it a priority to change Texans' driver behavior to enhance and ensure driver safety on our roadways, The Texas Department of Transportation (TXDOT) supports strong education and enforcement of the State's traffic safety laws to heighten awareness of ongoing traffic safety issues and consequences.

TxDOT's Traffic Safety Section continues to work closely with Sherry Matthews Advocacy Marketing to develop media campaigns throughout the year. State funds are used to develop, produce, and place public service announcements (PSAs) and to develop public information and educational materials for distribution throughout Texas. In addition, we use

federal funds for special campaigns to extend the reach and frequency of key traffic safety messages branded with the *Save a Life™* tagline.

The state-funded multi-modal, multi-issue Save a Life™ program is the foundation for supporting overall traffic safety objectives with media events and accompanying video and print news releases, TV and radio public service announcements (PSAs), videos, billboards, pumptoppers, websites, printed materials, educational and promotional items, and placement costs for paid media in English and Spanish. The program also supports driver surveys and focus groups to help plan and implement effective campaigns.



STATUS OF PROGRAM COMPONENTS

Holiday “Don’t Drink and Drive” Campaign

Drunk driving occurrences typically spike during the winter holidays, so in an effort to curb drunk drivers this time of year, TxDOT conducted a statewide DWI-prevention campaign in December. The 2005 “Don’t Drink and Drive” public education campaign targeted adult drivers between the ages of 25 and 54. TxDOT spent nearly \$420,000 on television and radio spots that aired between December 12 and January 1 and outdoor advertising during the month of December. The value of bonus spot rotations, on-air interviews featuring TxDOT spokespeople, online advertising and live liners exceeded \$490,000.

Newsmakers gathered at a statewide news conference conducted at a restaurant in San Antonio’s historic Market Square, and TxDOT distributed a video news release reporting on the event. Resulting news stories reached nearly 1.8 million television viewers. A companion print news release and photo featuring TxDOT’s new creative outdoor advertising reached nearly 2 million readers. Earned media activities were valued at \$423,000.

The Valero Corporation, Texas Petroleum Marketers and Convenience Store Association, the Texas Restaurant Association, Texas Alcoholic Beverage Commission, and Texas Municipal Police Association participated in our point-of-sale advertising program. These partners distributed brightly colored campaign-themed coasters and decals reminding consumers not to drink and drive. The added value of this retail effort totaled an estimated \$315,000.

The combined value of the annual holiday campaign was \$1.6 million, including \$1.2 million in value added services.

“Buckle Up Your Child” Child Passenger Safety

Booster seats save lives: this was the theme of TxDOT’s annual Child Passenger Safety campaign in 2006. TxDOT invested \$544,000 in paid media in conjunction with National Child Passenger Safety Week February 13–19, 2006. Existing TV and radio spots targeting adults 18 to 44 aired statewide between February 14 and 27 in television and radio markets statewide. TxDOT used existing outdoor creative featuring a “superhero” properly secured in a booster seat. The State’s investment of radio and television added value totaled \$547,000.

To launch the Child Passenger Safety campaign, TxDOT partnered with Safe Kids Texas to host a press event at Children’s Hospital of Austin. Safe Kids conducted child safety seat checkups with parents and their children that afternoon. TxDOT distributed television, radio and print news stories to news desks all over Texas. Television, radio, and print news stories about the *Buckle Up Your Child* campaign reached more than 4.6 million Texans and have an earned media value of \$518,000.

Given the demand for educational materials in English and Spanish, TxDOT developed and distributed new posters in English and Spanish highlighting proper booster seat use. TxDOT also reprinted its public education materials with colorful illustrations describing best practices for installing and using child safety seats.

Memorial Day “Click It or Ticket”

Safety belt use in Texas has risen steadily thanks to combined enforcement and aggressive public education efforts. The campaign’s key message is direct: if you don’t buckle up, you’ll get a ticket. Since market research shows that males 18 to 34 are the worst offenders when it comes to not using safety belts, the campaign targets this demographic.

The Buckle Up in Your Truck (BUIYT) Campaign was conducted May 8-21 as an overlay to the CIOT May 22-June 4 Mobilization. The emphasis of BUIYT was pickup trucks in order to convince pickup occupants to wear their safety belts regularly. A substantial number of deaths in pickups are in rollover crashes. Safety belts reduce the risk of dying in a rollover crash by up to 80%.

During 2005, safety belt usage in Texas reached 89.9 percent. In an effort to raise usage above 90 percent, TxDOT developed a multi-tiered, highly visible campaign that was launched at the Texas State Capitol. On May 9, TxDOT wrapped the building façade with a giant safety belt and held a press event on the Capitol steps to generate interest and press

coverage for the statewide initiative. Representatives from state and federal government and law enforcement joined a young survivor of a recent crash to remind Texans of the legal, financial, and life-threatening consequences of not wearing safety belts.

TxDOT distributed a video story covering the event to more than 70 news desks across Texas, and released a print news story, accompanied by several color photos of the giant safety belt, to more than 500 daily and weekly newspapers. A 17-market media tour in support of the enforcement effort was also conducted. As a result, 450 TV news stories, 360 radio news stories, and 750 stories in newspapers were generated about *Click It or Ticket*. The combined value of these earned media efforts totals \$1.6 million.

Federal dollars make it possible to purchase high levels of TV, radio and outdoor advertising, as well as add movie theater trailers and sports marketing to the marketing mix. During May 2006, TxDOT spent nearly \$2.5 million on paid media for the statewide *Click It or Ticket* campaign as follows: \$1.2 million for nearly 24,000 television spots, garnering more than 90.5 million total (gross) impressions; \$750,000 for roughly 25,000 radio spots and traffic sponsorships, garnering more than 63 million total impressions; and \$225,000 for outdoor advertising (290 outdoor boards and 320 placards atop gasoline pumps) reaching Texas drivers 558 million times during the campaign.

The balance of the media budget covered more than 44,000 PSAs on 361 movie screens in 17 theaters seen by 2.2 million moviegoers, plus promotional marketing packages with Texas League Baseball including promo nights, first pitch opportunities, seventh-inning stretch sponsorships, radio spots during game broadcasts, booth and signage placement, plus thousands of ticket and incentive giveaways for fans.

Television and radio stations, outdoor companies and sports teams donated media services valued at more than \$1.3 million.

Thanks to this year's *Click It or Ticket* enforcement and public education efforts in Texas, roadside surveys conducted by the Texas Transportation Institute reported that safety belt usage is up from 89.9 percent last year to 90.44 percent, and the improvement translates to an estimated 14 lives saved and 316 injuries prevented.

TxDOT announced these results in a press event on September 7th in front of the Texas Department of Public Safety, a location selected to emphasize the importance of enforcement. Sixty-two news stories aired the good news, and more than 3 million Texans saw the story. Coverage from this follow-up event is valued at just over \$340,000.

Sustained Impaired Driving Enforcement Support

TxDOT participated in a year-long earned media effort aimed at reminding Texans that law enforcement would be cracking down on drunk drivers during FY2006.

- Over Labor Day, TxDOT produced a three-part series, including footage from a press event sponsored by Mothers Against Drunk Driving, to highlight the legal, emotional and financial costs and consequences of DWI. TxDOT produced a video news release, in English and in Spanish, to remind Texans of the legal consequences of driving after drinking during Spring Break.

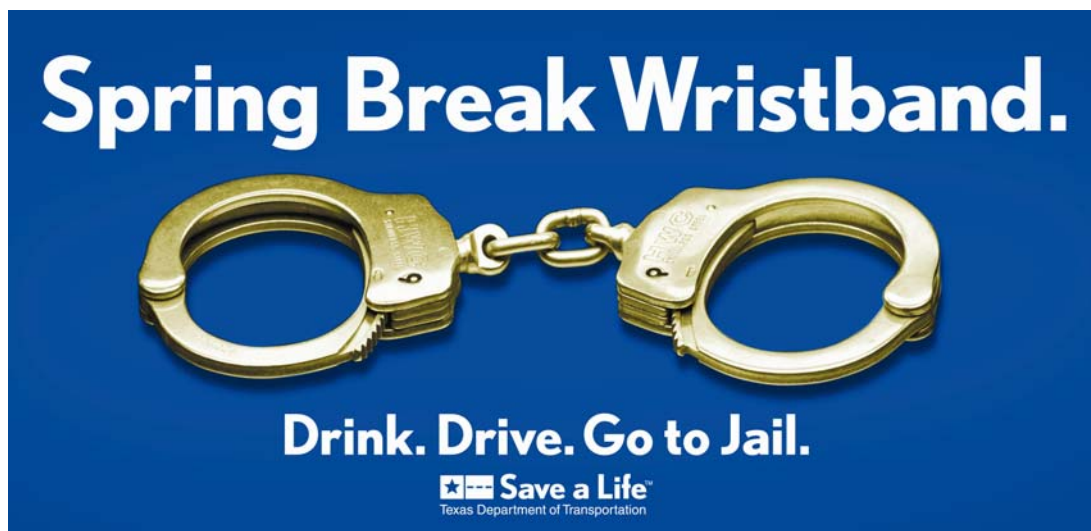
- TxDOT also conducted a three-part video series and media tour in six markets in support of efforts to stop drunk drivers over the Memorial Day holiday weekend.
- TxDOT conducted a satellite media tour to announce the results of a six-market survey aimed at quantifying the range of costs of Driving While Intoxicated (DWI).
- To extend the message in rural areas about drunk driving enforcement, TxDOT also used its *On the Road in Texas* radio news features.
- TxDOT also created a campaign-specific website dedicated to providing news directors updated and timely information in English and Spanish to support their news stories.

Over the course of this sustained earned media campaign, an estimated 41 million viewers were exposed to messages about drunk driving enforcement, and these messages are valued at more than \$3 million.

Zero Tolerance During Spring Break

TxDOT conducted a two-week media campaign aimed at college-aged students who spend their spring break in Texas. This year's annual *Drink, Drive, Go to Jail* media campaign was conducted March 6 through March 19 in the ten markets with the most college-aged Texans. TxDOT invested \$208,000 to air radio spots, post billboards, and install ads atop gas pumps. Print ads placed in Texas college newspapers reached 100,000 student readers. TxDOT also arranged to have a wall wrap placed inside the Harlingen Airport, gateway to South Padre, and 90,000 visitors saw this reminder not to drink and drive. Ads on Texas beaches during spring break were seen by more than 150,000 beach-goers.

A statewide video news release reminding parents to talk to their students about drinking and driving earned TxDOT more than \$100,000 in free news coverage. Radio and outdoor added value was estimated at nearly \$140,000 and included morning drive-time headlines, bonus spot rotations, bonus boards, web advertising, beach patrol promotions, live liners, materials distribution, and traffic sponsorships. TxDOT Traffic Safety Specialists (TSSs) distributed thousands of colorful drawstring backpacks, pens, and spiral notebooks with messages reminding students not to drink and drive.



Zero Tolerance: Before and After

In the youth alcohol area, one of our most successful public outreach efforts continues to be *Before and After*, the educational program featuring Jacqueline Saburido, the young victim of Reggie Stephey, who was convicted of DWI and two counts of intoxication manslaughter for killing two of Jacqui's friends in the 1999 Austin wreck. Jacqui and Reggie continue to act as spokespeople for the problem of impaired driving among our youth population. TxDOT updated this highly successful educational kit with a new discussion guide, new educational kit packaging, updated campaign website and reprints of campaign posters, 20-page newspaper supplement, and bookmarks for high school students.

Nearly 2,500 educational kits containing these materials plus videos and DVDs featuring spokesperson interviews were mailed to student activity directors in all public and private high schools in Texas with an offer to order additional materials for students free of charge. More than 4,300 letters and order forms describing the program were also sent to all public and private high school principals, school nurses, and educators who have ordered the materials in the past. These mailings generated 676 orders—more than double the amount of orders during FY2005. TxDOT provided more than 460,000 videos, DVDs, discussion guides and classroom handouts free of charge to educators in Texas during FY2006, reaching nearly 280,000 students in Texas high schools—exceeding our goal by more than 130,000.

Additional kits and components went to attendees of the Texas College and University Symposium and Team Training hosted by the Texas Alcoholic Beverage Commission, in-state attendees of Lifesavers, Texas affiliates of Mothers Against Drunk Driving, law enforcement agencies, nonprofit groups, and TxDOT Traffic Safety Specialists (TSSs).

Zero Tolerance During Project Celebration

Project Celebration mini-grants and promotional and educational material support was also provided to communities across the state. Public information and education materials included brightly colored backpacks and radios with Zero Tolerance messaging.

“Who’s Driving Tonight” Alternate Media Campaign

More than ever, the Internet is being used among college-age adults: a September 2005 Pew Internet studies project estimates 84 percent of Generation Y adults (ages 18–28) go online to research topics and products, send and receive text and instant messages, read and create blogs, download music and videos, and get news and information. (Pew Internet Project researches the impact of the Internet on society.)

That’s why the Texas Department of Transportation developed an alternate media campaign to be delivered on the Internet. The campaign, named, “Who’s Driving Tonight?” is targeted to college students ages 18 to 25. TxDOT developed six digital videos around specific facts regarding drinking and driving. Students learn about the costs of a DWI arrest and conviction and the legal consequences, such as automatic suspension of one’s drivers license. Students also discover that DWI conviction makes the offender a felon for life, which can affect they type of job the offender can get after college. A website, modeled after the popular website, YouTube, was developed to showcase these videos. Students can view, rate, comment, download or forward the videos to their friends. Tracking methodology was developed to quantify how many students visit the site and which videos are the most popular. This site will launch January 2007.

Labor Day “Drink, Drive, Go to Jail” Campaign

To coincide with the national Impaired Driving Mobilization over Labor Day, earned and paid media support was provided to law enforcement with the *Drink, Drive, Go to Jail* campaign between August 14 and September 3. TxDOT invested \$405,000 in paid advertising consisting of existing radio and outdoor messaging. Value-added contributions from radio stations and outdoor companies are valued more than \$347,000.

The new national slogan, “Over the Limit, Under Arrest”, was used in press releases, on our billboard ad, and was an optional message to “Drive, Drive, Go to Jail” on our dynamic message boards.

To kick off the campaign, TxDOT representatives participated in a Houston media event in partnership with NHTSA, Mothers Against Drunk Driving and Miss America Jennifer Berry. TxDOT featured footage from this event in its three-part videos news series titled, “Operation: DWI Blues.” A news release and a color photo of victim advocate Berry were distributed to more than 500 newspapers across Texas. Coverage about the Labor Day crackdown was seen by 5.5 million Texans and is valued at more than \$950,000.

TxDOT also produced a new poster featuring two DPS troopers asking motorists: “Going out tonight?” and answering, “So are we.” TxDOT distributed this poster to representatives in its 25 districts and to law enforcement partners across the state.

On the Road in Texas Radio Features

On the Road in Texas is a unique radio news feature series designed to keep the public informed about an extensive assortment of traffic safety topics. The development and distribution of this series continued during FY2006. These 60-second traffic safety radio PSAs were distributed to a network of radio stations throughout Texas dubbed the Lone Star Radio Network—an exclusive of Sherry Matthews Marketing.

In 2006, a new group of Texas DPS troopers were auditioned and selected for this series, and they recorded dozens of radio features as trusted law enforcement experts on a broad range of traffic safety subjects. The *On the Road in Texas* (*Los Caminos de Texas* in Spanish) features aired at no charge on more than 200 English and Spanish-language stations statewide.

The *On the Road in Texas/Los Caminos de Texas* inventory includes 324 English spots and 99 Spanish spots. To date, the value of free airtime provided by *On the Road in Texas* radio partners has reached over \$28 million. More than 75 million listeners hear the spots each year.

Speeding Campaign Components

TxDOT developed components for a speeding media campaign, planned for Summer 2007. One Spanish-language television spot, four English-language and two Spanish-language radio spots were produced, and two billboards were designed for the effort. TxDOT also designed information cards in English and Spanish to educate Texans on the costs and consequences of speeding.

Special Events

Hurricane Preparedness

Given the enormity of the effects of Hurricanes Katrina and Rita during 2005, the need for public education regarding traffic safety during evacuations and re-entry had never been greater. Governor Rick Perry called on TxDOT to develop and distribute information to educate the public about how to prepare for and survive hurricane season. TxDOT worked with the Governor's staff to develop effective evacuation and re-entry information posted seasonally on websites hosted by TxDOT and the Governor's Office of Emergency Management. TxDOT worked with the Governor's public education staff to create four public service announcements starring Gov. Perry. These 30-second and 15-second spots, developed in English and Spanish, included information on how to prepare for an evacuation and what to take to ensure safe highway travel. TxDOT distributed the spots to 38 stations in five media markets and to safety specialists in five TxDOT districts along hurricane corridors on the Texas coastline. These spots were paid for with non-traffic safety funding.

Lifesavers

Organizers of the 2006 Lifesavers Conference, the premier traffic safety conference, called on TxDOT to host this year's national event. TxDOT helped the national committee plan and facilitate this year's conference, which brought record-breaking attendance. TxDOT worked with Governor Rick Perry to develop a welcome message to attendees. TxDOT developed "save the date" cards, note cards, registration books, hospitality maps and other



conference take-homes. TxDOT also staffed a welcome booth at the airport and a promotional booth highlighting its public education campaigns in the conference exhibit hall. A number of Texas presenters were able to highlight our efforts during workshops.

Additional Efforts

Wrecked Car Billboard

TxDOT continued to post its billboard featuring a car belonging to two Texans whose lives were saved thanks to a safety belt. During FY2006, the “wrecked car” billboard traveled from Wichita Falls to San Angelo to Tyler and then to Dallas, and is posted three months in each location. An estimated 16.8 million motorists in Texas—plus 3 million extra visitors on their way to the Texas State Fair in Dallas during October—saw the wrecked car billboard during FY2006, reminding them to buckle up for every trip.

Work Zone Safety

During Work Zone Safety Week in April 2006, TxDOT conducted a media campaign targeting adults 25–54 with existing television PSAs and a video news release. TxDOT supplemented the \$163,000 paid media campaign by producing and distributing a video news release to televisions in seventeen television markets to announce the campaign. The total value of bonus spots, interviews and other branding opportunities donated by television stations, matched the initial investment dollar for dollar.

Teen Safety

TxDOT also worked with TxDOT administration and safety professionals with the Texas Transportation Institute in San Antonio to provide support on a program titled “Teens in the Driver Seat.” Nearly 100,000 promotional items were provided for this effort. The “Teens in the Driver-Seat” program is being implemented in 13 TxDOT districts and is continuing to expand.

PI&E Materials

More than 3.2 million pieces of printed material and promotional items to support occupant protection, DWI prevention, and other roadway safety efforts were designed and produced. TxDOT supports its 25 districts by providing thousands of educational and promotional

materials to support local traffic safety efforts. TxDOT also provides on-site support for local press events and other community-wide efforts that happen throughout the year.

Traffic safety was promoted through periodic updates to the TxDOT website and branding opportunities such as sponsoring the location where parents dropped off children at a carnival at the Astrodome in Houston, Texas. TxDOT also worked with representatives from NHTSA to provide 30,000 promotional items for the Bayou Classic football game in Houston, Texas. Multiple other state and district level staff provided Texans with educational and promotional materials to support Texas traffic safety efforts.

An additional 427,000 pieces of printed materials were produced and printed in-house for various traffic safety outreach programs.

Recognition

TxDOT traffic safety campaigns won the following awards during FY 2006.

International Summit Creative Award

Best Television PSA for Public Service: “Perfect Day” (speed)

Telly Awards

Best Television PSA for Public Service: “Bubba’s Last Stand” (Click It or Ticket)

Best Television PSA for Videography/Cinematography: “Bubba’s Last Stand” (Click It or Ticket)

Best Television PSA for Use of Special of Effects: “Bubba’s Last Stand” (Click It or Ticket)

Best Television PSA for Art Direction: “Perfect Day” (speed)

Best Television PSA for Public Service: “Parallel Reality” (DWI prevention)

AASHTO NTPAW Award:

American Association of State Highway and Transportation Officials (AASHTO) National Transportation Public Affairs Workshop (NTPAW) Skills Award for Visual Arts/Images, Best Graphic Design/Illustration:

Holiday 2005 *Don’t Drink and Drive* Public Education Campaign “Frosty” Cooler Door Decals and Coasters, English and Spanish

International Davey Awards:

Gold Award for Public Service Print, Brochure:

“Texas Road Tips 2006” Handbook (general)

Gold Award for Radio Commercial, Specialty Category, Use of Music:

“Heat’s on The Street” English (Click It or Ticket)

Silver Award for TV Commercials, Specialty Category, Use of Humor:

“Perfect Day” Spanish (speed)

Silver Award for Public Service, Radio Commercial: “Soap Opera” Spanish (CIOT)

PROGRAM AREA 06-11: RAILROAD/HIGHWAY CROSSINGS

PROGRAM AREA RESULTS

No projects were funded in FY 2006

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PROGRAM AREA 06-12: ROADWAY SAFETY

PROGRAM AREA RESULTS

Texas traffic safety funded training for 2,793 students in courses to remove some of the non-behavioral roadway safety problems:



<u>Course Title</u>	<u>Number of Students</u>
Work Zone Traffic Control	1,406
Flagging in Work Zones	291
Work Zone Traffic Control Refresher	485
Basic Electronics	54
Trouble Shooting Traffic Control Systems	78
Design, Installation and Maintenance of Detection	25
Sign Installation and Maintenance	230
Pavement Markings Installation and Maintenance	224
Conduct Safety review and field evaluations	8

Through FY 2006, TxDOT has spent approximately \$31.9 million of the \$33.6 million transferred to the Hazard Elimination program (HES) from construction accounts in FY 2001 as a result of the 154/164 penalties. The remaining \$1.7 million is obligated to projects that are currently under construction. The Texas legislature passed repeat offender and open container laws in 2001, so there will be no additional transfers.

The Texas Engineering Extension Service (TEEX) Work Zone Safety Training, Highway Safety Training, Traffic Signal Maintenance and Repair Project conducted these work zone safety classes: Work Zone Traffic Control, Flagging in Work Zones, Work Zone Traffic Control Refresher, Basic Electronics, Trouble Shooting Traffic Control Systems, Design, Installation and Maintenance of Detection, Sign Installation and Maintenance, and Pavement Markings Installation and Maintenance. This project also translated into Spanish language the flagger video. The Spanish flagger video is titled “Para Banderear a La Defensiva Una Guia Para Sobrevivir”. This video is essential to work zone safety as many of the flaggers are Spanish speakers.

Improving roadway design, signing, and marking are vitally important to traffic safety. A combination of eight cities and counties took advantage of an onsite general orientation and discussion on roadway and roadside safety features, plus a field exercise and review of selected sites on local roadways. The City/County Traffic Safety Assistance project at UT Arlington provided review and field engineering evaluations to a combination of eight cities and counties. Additionally, this service is provided at no cost to the community and has a long waiting list.

STATUS OF PROGRAM COMPONENTS

Sponsoring basic training courses to local maintenance, construction, and design engineering personnel continues to be an important component of the Roadway Safety Program Area. The safe and effective flow of traffic through work zones is a major concern to individual workers, private contractors, transportation officials, the public, businesses, and other roadway users. Training manuals for the roadway safety assessment/review and evaluations, that assist communities with traffic safety through engineering, were rewritten. The rewriting of the manuals resulted in a late start for the City/County Traffic Safety Assistance project. Eight assessments, rather than the 25 planned, were conducted and these communities were assisted with engineering solutions to improve traffic safety in their communities.

PROGRAM AREA 06-13: SAFE COMMUNITIES PROGRAMS

PROGRAM AREA RESULTS

One additional coalition was established and four more were recruited bringing the Texas total to thirty-nine coalitions actively working with Safe Communities. The Safe Communities statewide coordinator at Texas Cooperative Extension, supported the Safe Community coalitions' statewide monthly coalition meetings and the performance measures. Forming new Safe Community partners resulted in numerous diverse organizations addressing Texas injury prevention goals.

STATUS OF PROGRAM COMPONENTS

Texas, through the Statewide Safe Communities coordinator, continued utilizing the Assessing Community Traffic Safety (ACTS) website database. Enhanced traffic safety surveys, evaluations, and technical toolboxes assisted local coalition in gathering data, determining local strategies, and evaluating best practices. New items added to the Texas Town Safety website <<http://txtownsafety.tamu.edu>> to support local coalitions include a web-based resource library and a Safe Community guide. The Texas Town Safety website was built to better serve and showcase the Texas Safe Community coalitions. Over 700 visits/hits were made to the Texas ACTS community information on the website.



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PROGRAM AREA 06-14: SCHOOL BUS SAFETY

PROGRAM AREA RESULTS

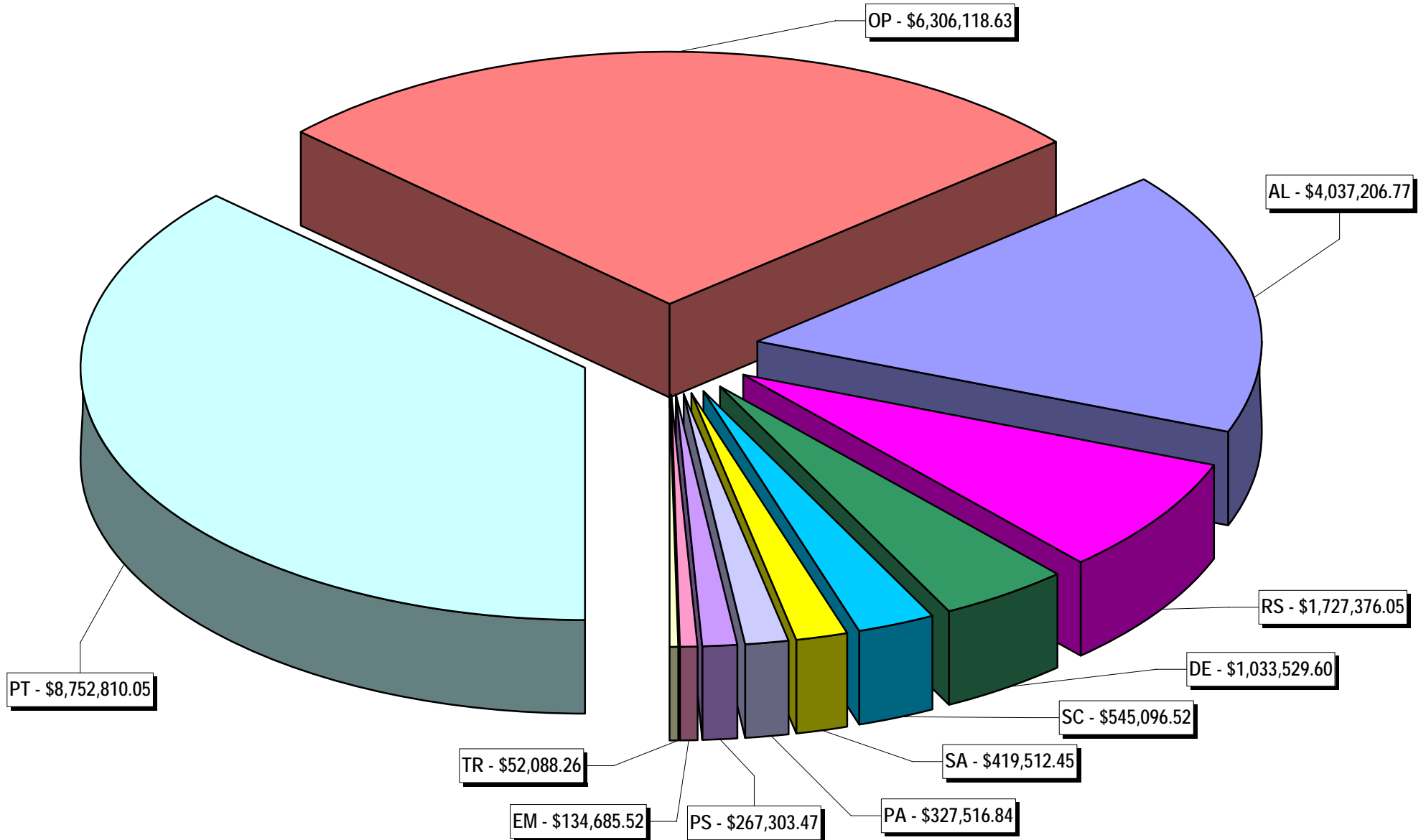
No projects were funded in FY 2006

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APPENDIX A: FINANCIAL DATA

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Program Area Federal Expenditures - FY2006



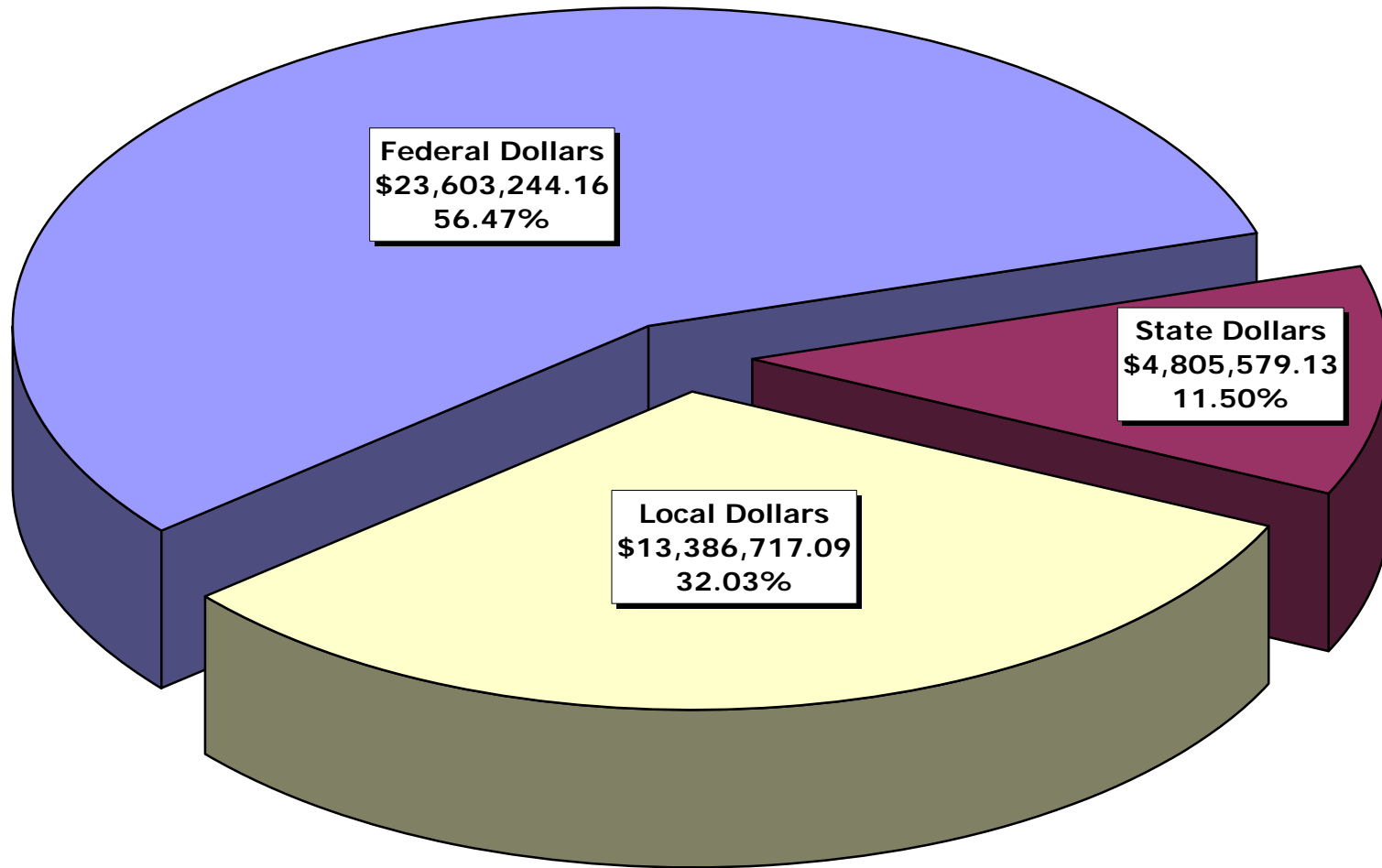
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Program Area Federal Expenditures - FY2006

Program Area			Fund Source							
#	Name	Code	402	157 INV	157 INC	163 DM	164	405 J2	405 K2	Total
01	Planning and Administration	PA	\$327,516.84							\$327,516.84
02	Alcohol & Other Drug Countermeasures	AL	\$3,377,476.54			\$659,730.23				\$4,037,206.77
03	EMS	EM	\$134,685.52							\$134,685.52
04	Motorcycle Safety	MC	\$0.00							\$0.00
05	Occupant Protection	OP	\$3,181,285.77	\$0.10				\$824,832.76	\$2,300,000.00	\$6,306,118.63
06	Pedestrian/Bicycle Safety	PS	\$267,303.47							\$267,303.47
07	Police Traffic Services	PT	\$6,371,545.96		\$2,381,264.09					\$8,752,810.05
08	Speed Control	SC	\$545,096.52							\$545,096.52
09	Traffic Records	TR	\$52,088.26							\$52,088.26
10	Driver Education	DE	\$1,033,529.60							\$1,033,529.60
12	Roadway Safety	RS	\$778,729.36				\$948,646.69			\$1,727,376.05
13	Safe Communities	SA	\$419,512.45							\$419,512.45
TOTALS:			\$16,488,770.29	\$0.10	\$2,381,264.09	\$659,730.23	\$948,646.69	\$824,832.76	\$2,300,000.00	\$23,603,244.16

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TOTAL TRAFFIC SAFETY EXPENDITURES FY 2006



Total Expenditures = \$41,795,540.38

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SECTION 163 IDM FUNDS

FISCAL YEAR 2006

NHTSA Program Areas	Planned	Obligated	Amount Expended	To Local
Impaired Driving Mobilization	\$ 732,979.71	\$ 659,730.23	\$ 659,730.23	\$ 659,730.23

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APPENDIX B: CRASH DATA

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Table 2. Crash Data/Trends: Performance Measures

Baseline Data 1995

Progress Report Data 1996-2006

Crash Data Trends for Ten Performance Measures Reported by All States

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
1. Fatalities	3,172	3,738	3,508	3,576	3,519	3,775	3,739	3,823	3,821	3,699		
2. Fatality Rate (100M VMT) [TX1]	1.75	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.61		
3. Serious (A+B) Injuries	103,310	110,751	109,351	106,578	107,996	108,282	105,520					
4. Fatality and Serious Injury Rate (100M VMT)	58.77	60.36	57.50	54.10	53.64	52.17	51.64					
5. Fatality Rate (100K Population)	16.94	19.54	18.05	18.10	17.56	18.10	17.65	17.76	17.48	16.66		
6. Fatal and Serious Injury Rate (100K Population)	568.69	598.53	580.57	557.47	556.35	537.40	515.77					
7. Alcohol-Related Fatalities - FARS	1,739	1,967	1,710	1,745	1,700	1,841	1,807	1,810	1,771	1,704		
8. Proportion of Alcohol-Related Fatalities - FARS	0.55	0.53	0.49	0.49	0.48	0.49	0.48	0.47	0.46	0.46		
9. Alcohol-Related Fatality Rate - FARS (100M VMT) [TX3]	0.96	1.04	0.87	0.86	0.82	0.86	0.85	0.84	0.81	0.74		
10. Safety Belt Use (Percent of Population) [TX11]	71.8%	74.0%	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	90.4%

Notes:

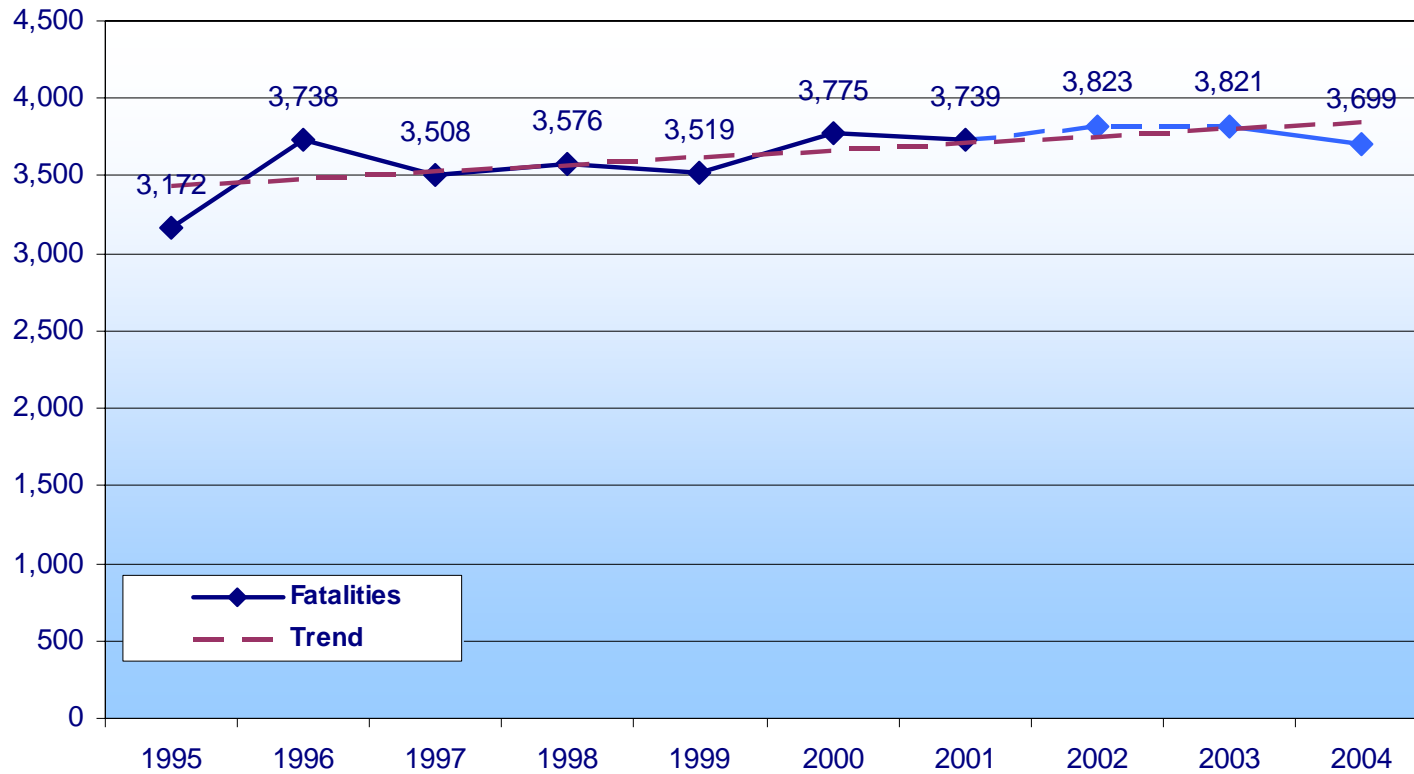
The performance measures shown here and illustrated in Figures 1-10 constitute the ten national performance measures reported by all states. National performance measures 2, 9, and 10 above are identical to Texas highway safety performance measures numbers 1, 3, and 11, respectively. The most current certified statewide crash data available are for calendar year 2001. In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 1-10 have, where comparable data are available, been supplemented with data from FARS for 2002 through 2004. Due to minor differences in coding rules and data certification, FARS data and data from the Texas Accident File may not always be in complete agreement. However, any differences between the two data sources should be minimal. Figures 1-10, based on the data in Table 2, each include a footnote identifying the sources of the data used that figure.

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Goal: Fatalities

No numeric goal established

**Figure 1. National Performance Measure 1:
Number of Fatalities**

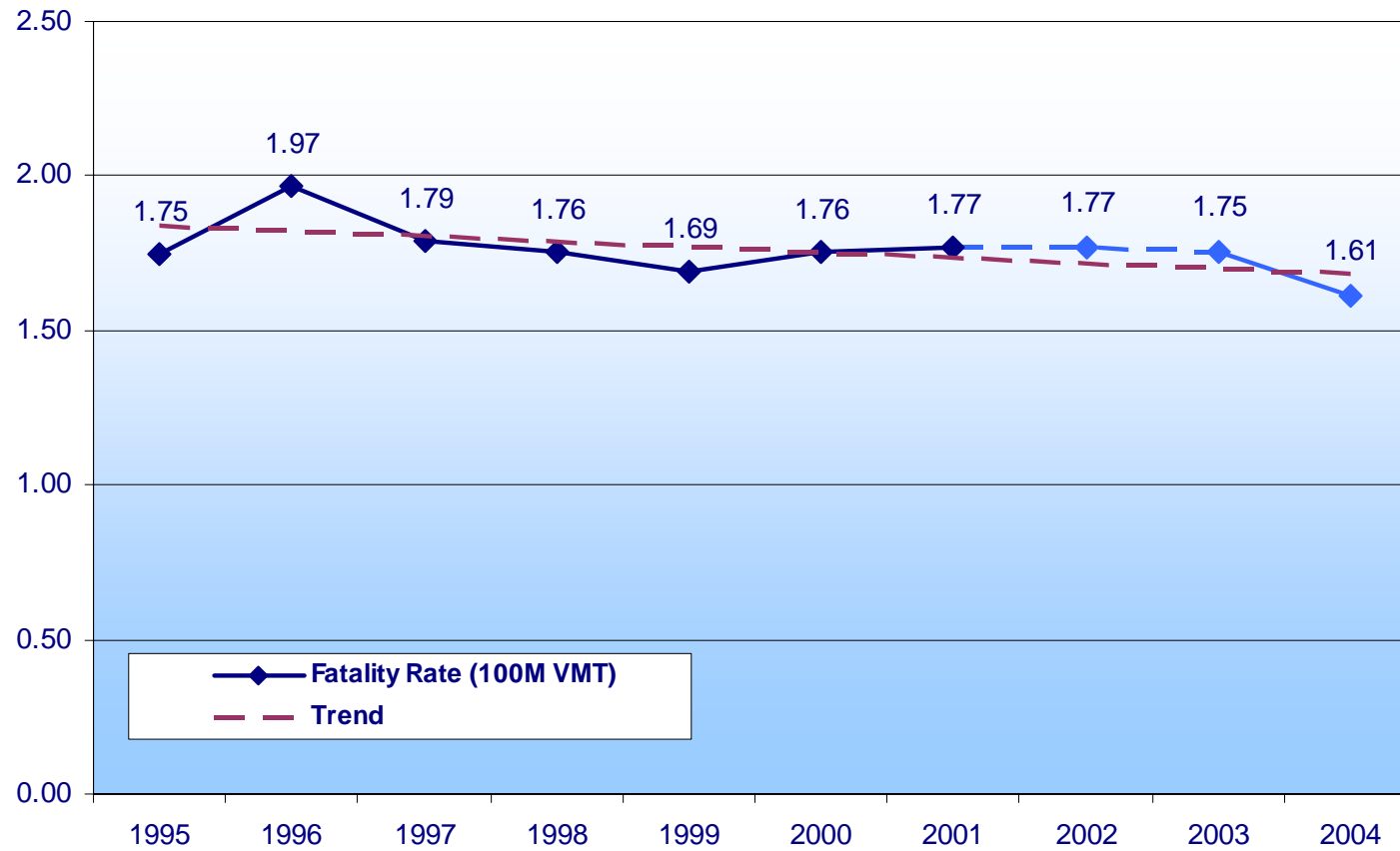


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2004: FARS

Goal: Fatality Rate per 100M VMT

Reduce the fatality rate to 1.60 per 100M VMT by 2006

**Figure 2. National Performance Measure 2:
Fatalities/100M VMT**

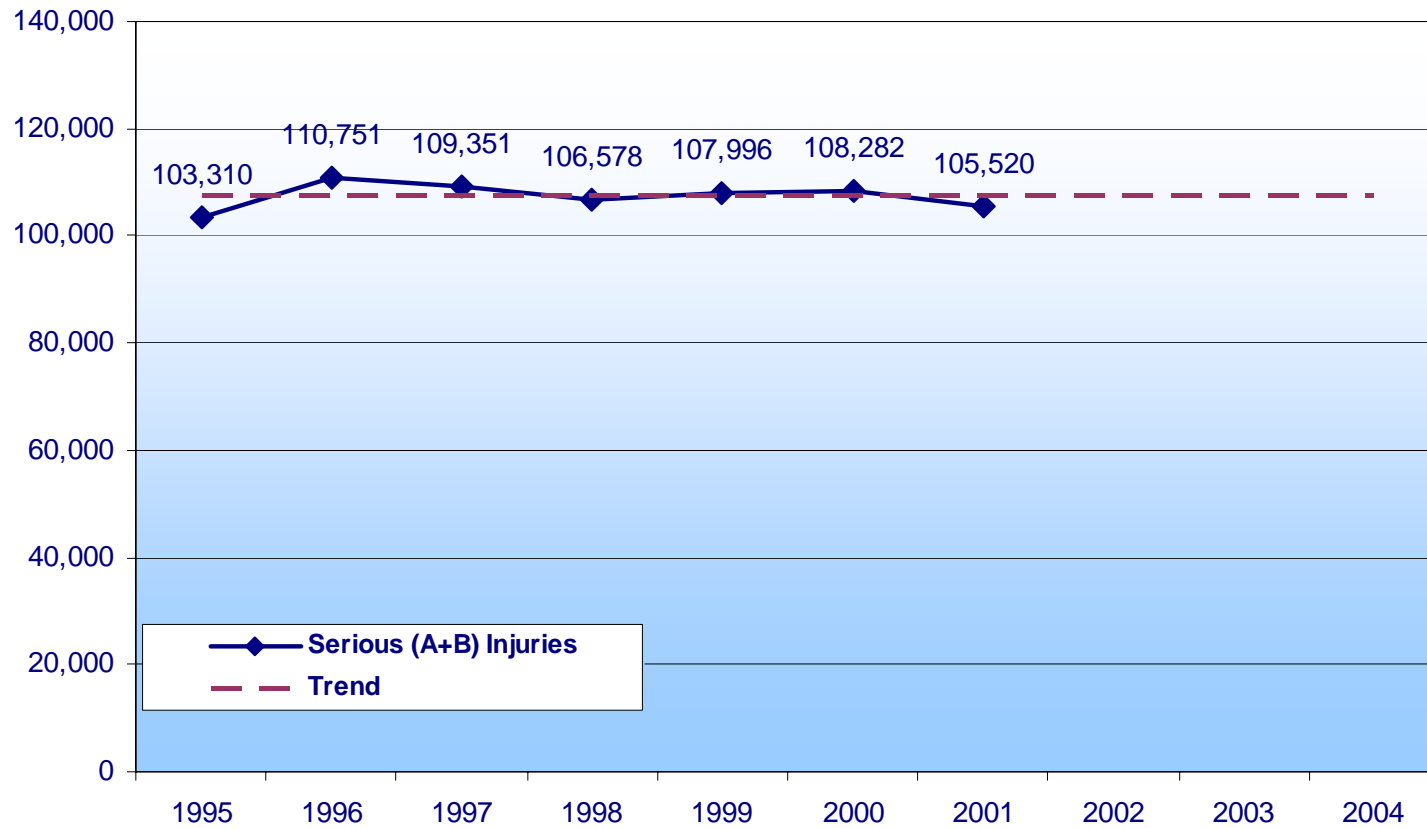


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2004: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Serious Injuries

No numeric goal established

**Figure 3. National Performance Measure 3:
Number of Serious Injuries**

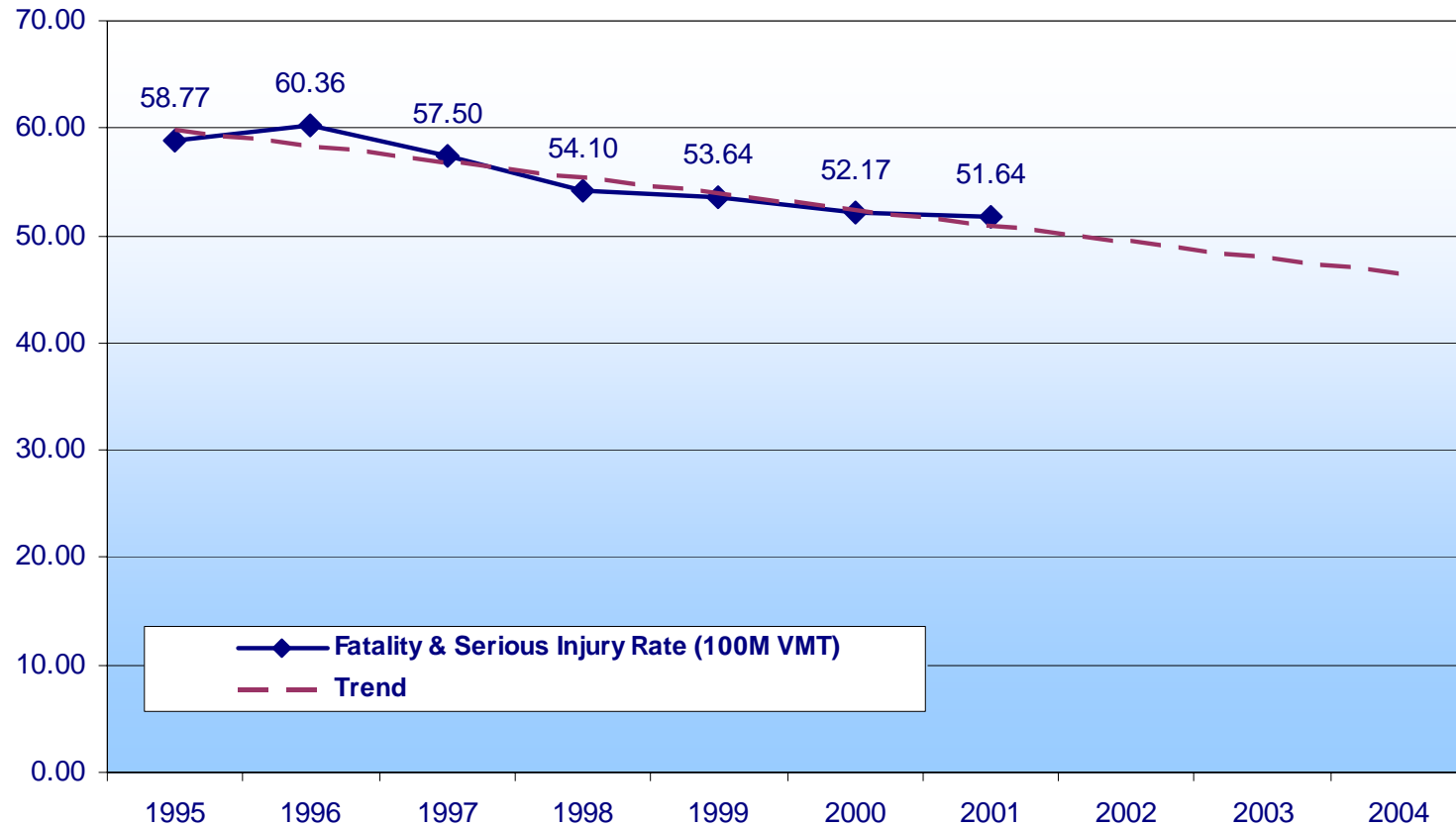


Data Sources A&B Injuries 1995-2001: Texas Accident File.

Goal: Fatality and Serious Injury Rate per 100M VMT

No numeric goal established

**Figure 4. National Performance Measure 4:
Fatalities and Serious Injuries/100M VMT**

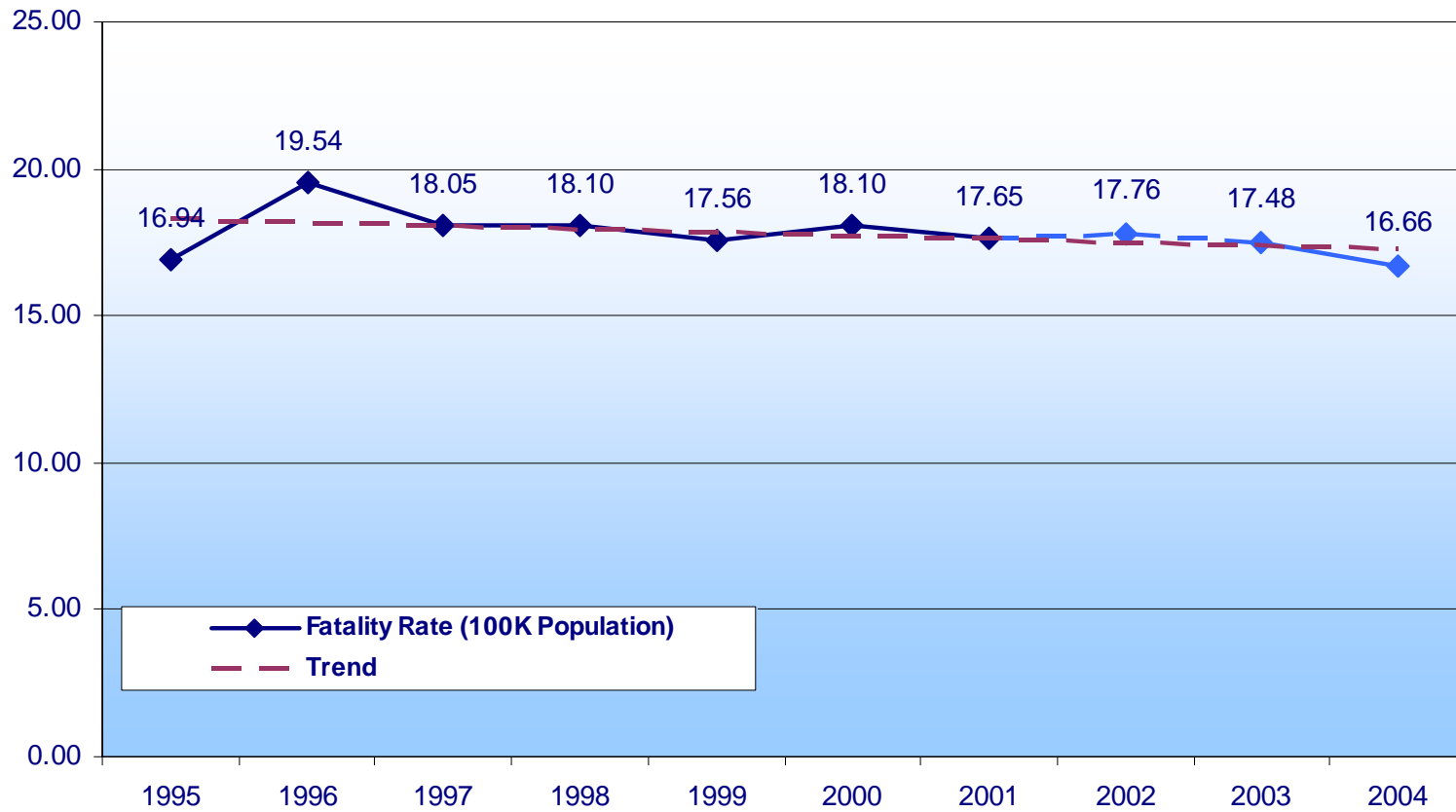


Data Sources Fatalities & injuries 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Fatality Rate per 100K Population

No numeric goal established

**Figure 5. National Performance Measure 5:
Fatalities/100K Population**



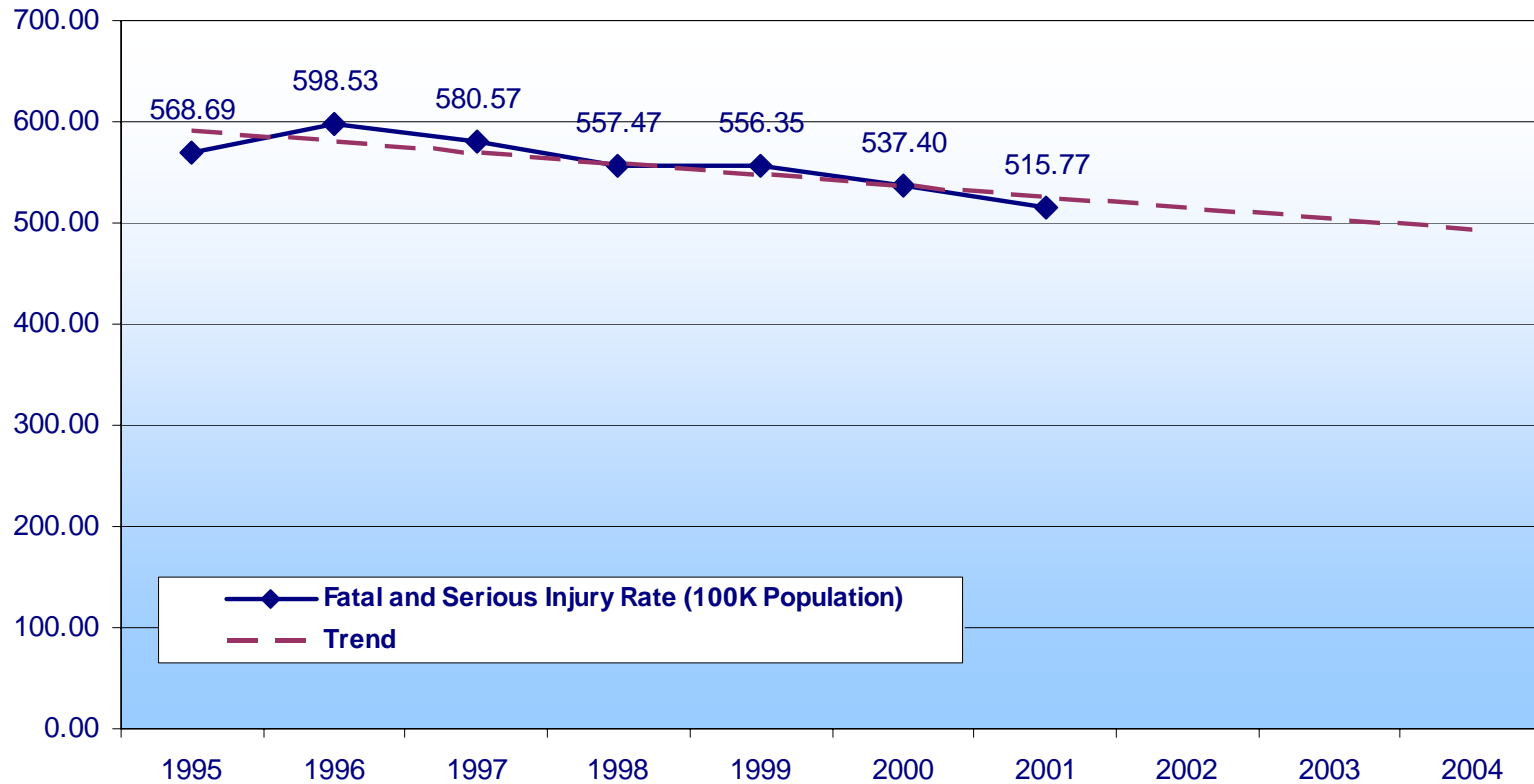
Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2004: FARS

Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

Goal: Fatal and Serious Injury Rate per 100K Population

No numeric goal established

**Figure 6. National Performance Measure 6:
Fatalities and Serious Injuries/100K Population**



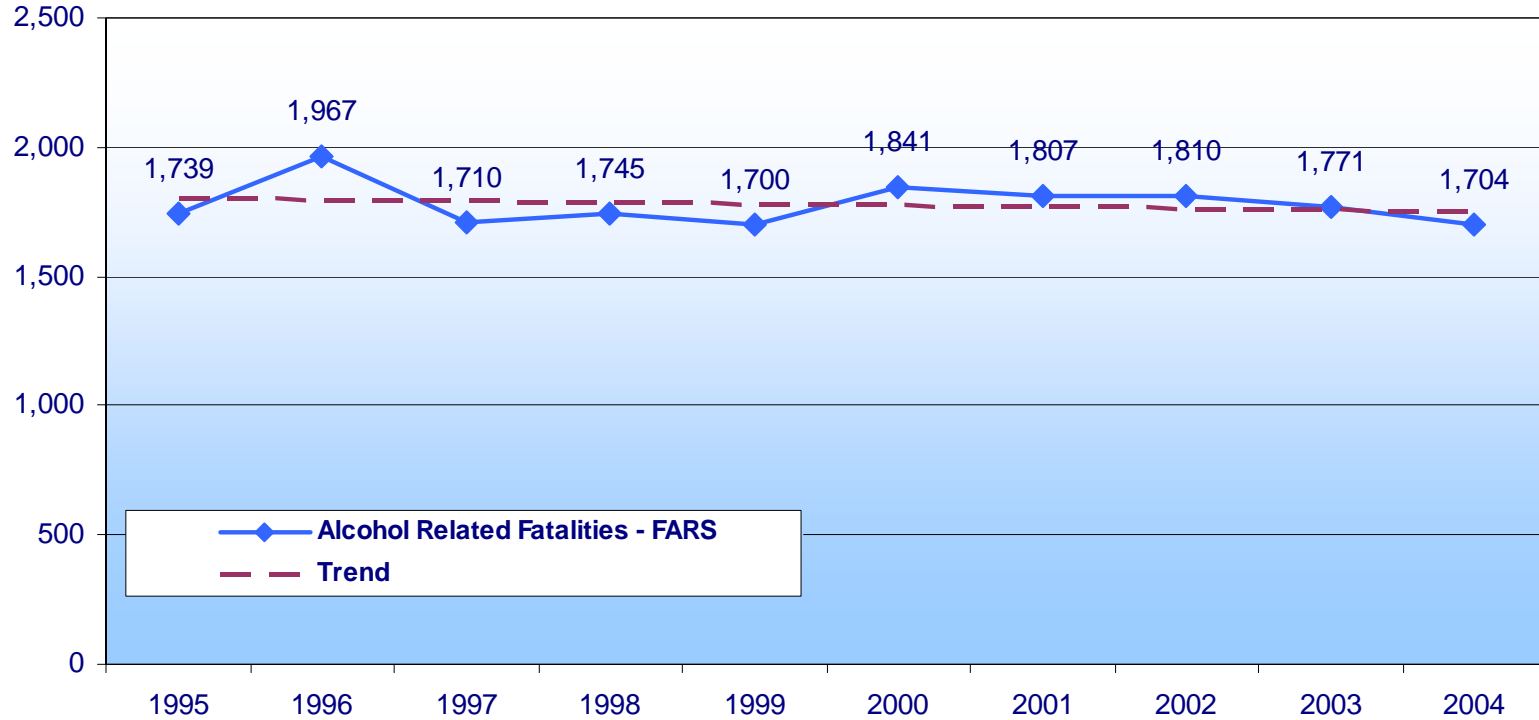
Data Sources Fatalities & injuries 1995-2001: Texas Accident File

Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

Goal: Alcohol-Related Fatalities

No numeric goal established

**Figure 7. National Performance Measure 7:
Number of Alcohol Related Fatalities**



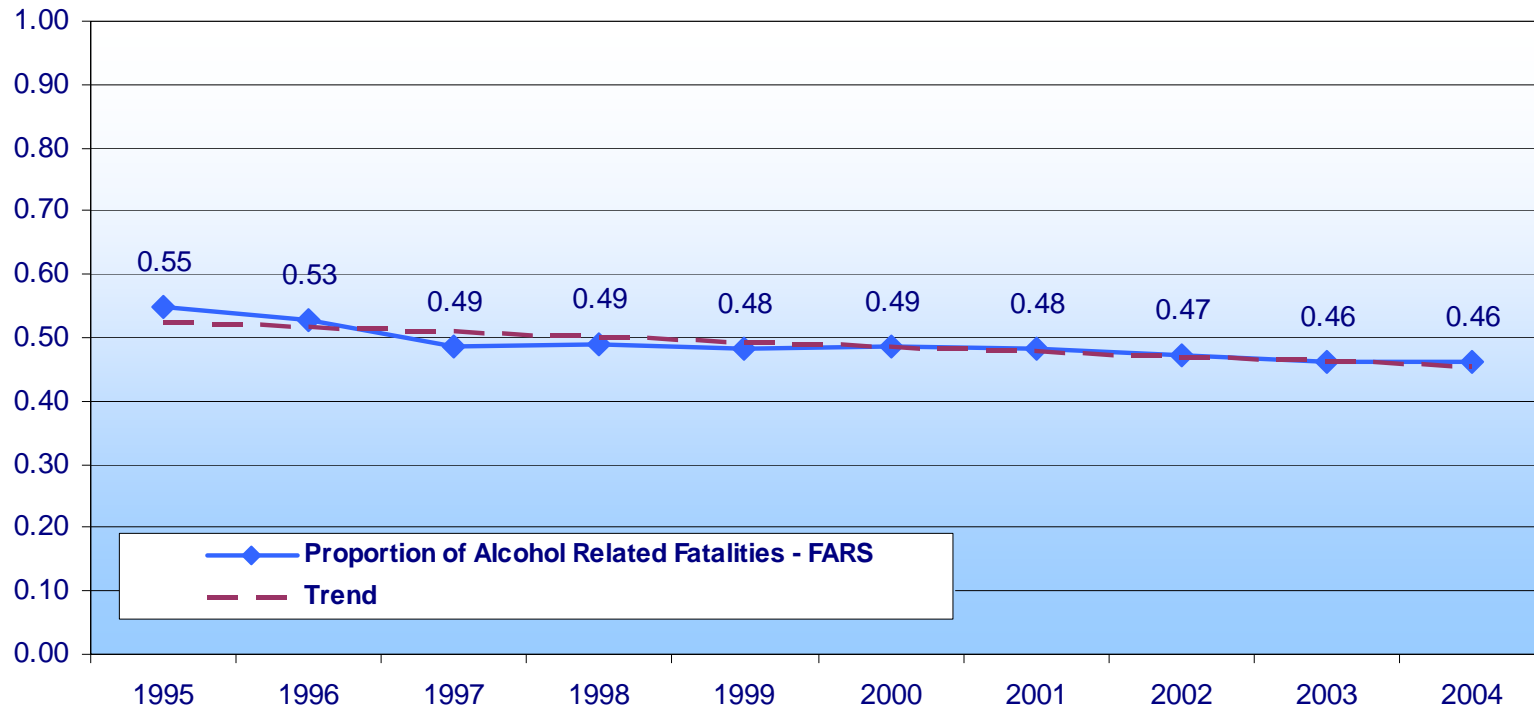
Data Sources Alcohol-related fatalities 1995-2004: FARS

Note: Alcohol Related means BAC = 0.01+

Goal: Proportion of All Fatalities that are Alcohol-Related

No numeric goal established

**Figure 8. National Performance Measure 8:
Proportion of Alcohol Related Fatalities**



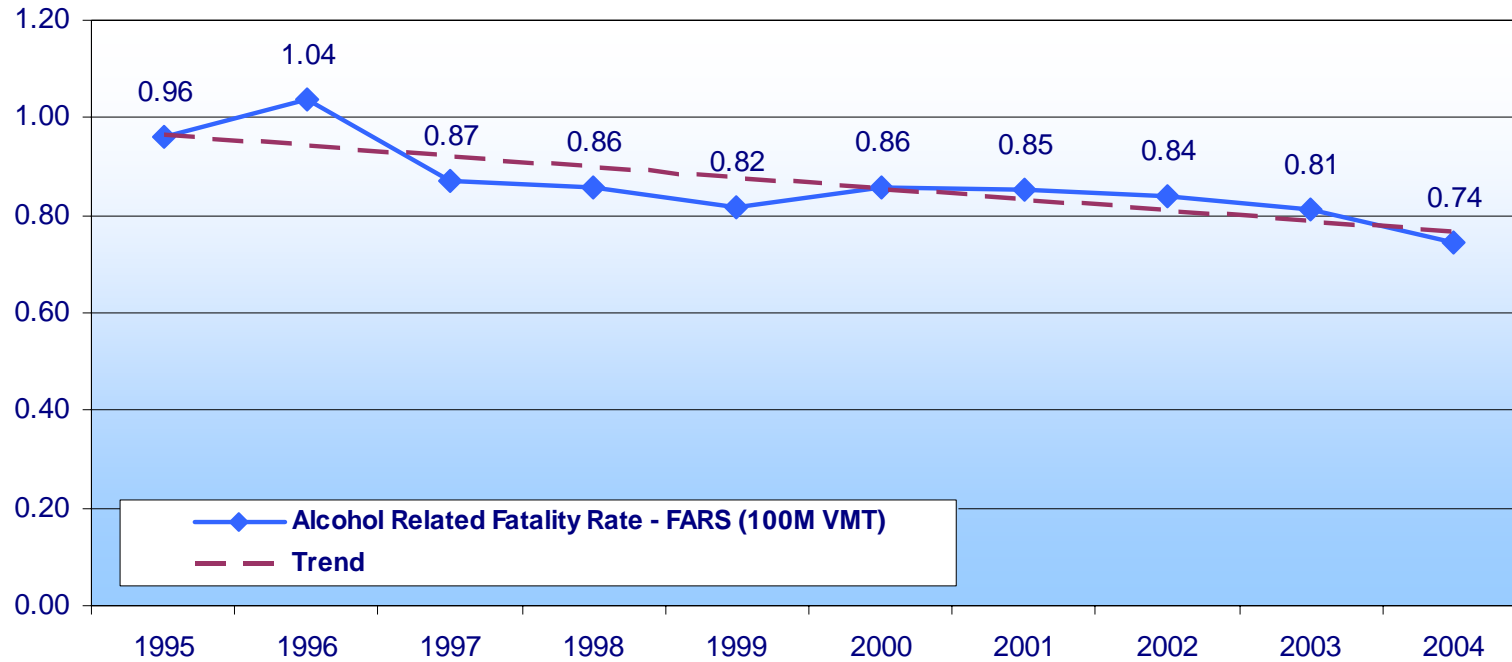
Data Sources Alcohol-related fatalities 1995-2004: FARS

Note: Alcohol Related means BAC = 0.01+

Goal: Alcohol-Related Fatality Rate per 100M VMT

Reduce alcohol-related fatalities to 0.77 per 100M VMT by 2006

**Figure 9. National Performance Measure 9:
Alcohol Related Fatalities/100M VMT**



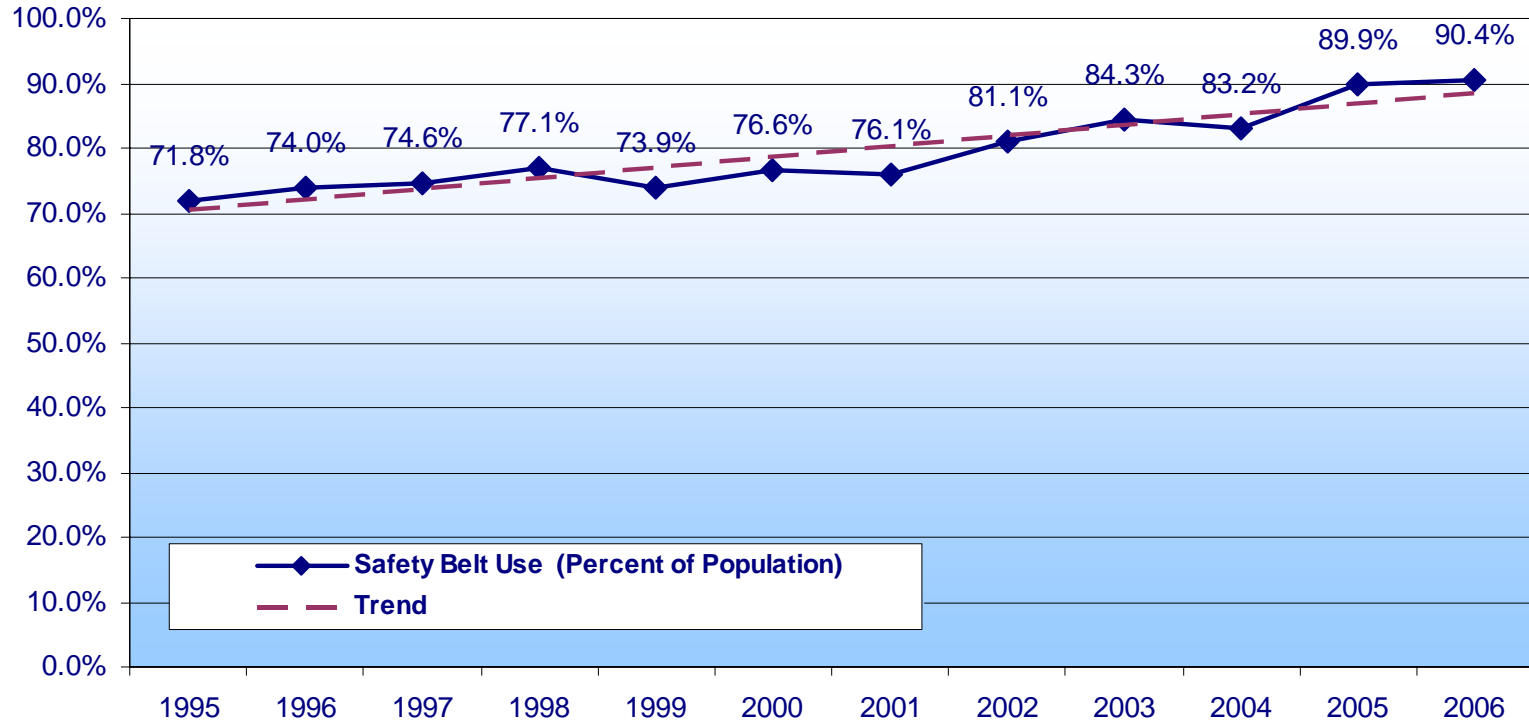
Data Sources Alcohol-related fatalities 1995-2004: FARS

VMT: TxDOT Transportation Planning & Programming Div.

Note: Alcohol Related means BAC = 0.01+

Goal: Safety Belt Use (% of Population) **Increase driver and front seat passenger safety belt use to 91.0% by 2006**

**Figure 10. National Performance Measure 10:
Percent of Population Using Safety Belts**



Data Sources Texas Transportation Institute observational safety belt surveys

APPENDIX C: NOTEWORTHY PRACTICES

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CITY OF AMARILLO: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - CLICK IT OR TICKET

Target

Increase Occupant Protection enforcement in the City of Amarillo.

Program Area

Police Traffic Services

Problem Statement

Amarillo is located in the Panhandle and has a population of 182,678. The safety belt usage rate was 85% in 2005, which was below the state average of 89.4% in 2005.

Objectives

Increase Occupant Protection enforcement in the City of Amarillo in order to reduce traffic crash injuries and fatalities.

Strategies

Increase high visibility patrols focusing on Occupant Protection violations. Initiate a public information and education campaign to supplement the enforcement effort. Media exposures, presentations and community events were conducted emphasizing the hazards of riding unrestrained in motor vehicles.

Results

	<u>Total</u>	<u>Goal</u>
Occupant Protection Citations	566	600
Child Restraint Citations	31	60
Number of other citations	393	N/A
Number of other arrests	15	N/A
Speed over limit citations	10	N/A
Media Exposures	9	2
Number of PI&E materials distributed	3000	200

Although the City of Amarillo did not meet all of their goals for the grant, they were able to maintain a rate of 4.77 citations per hour for STEP enforcement. The number of media exposures and PI&E materials distributed surpassed the goals set by the department, reaching numerous citizens in the Amarillo area. The City of Amarillo increased their safety belt usage rate by 6.08 percentage points to 91.06%. Five felony arrests were made during CIOT enforcement, 2 for narcotics and 1 was a felon with a handgun. There were also 8 county and 2 municipal arrests made.

Cost

Grant: \$8,565.21

Funding Source

402

Contact

Sergeant Steve Davis

Amarillo Police Department

806-378-6143

MONTGOMERY COUNTY: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - SPEED

Target

To reduce the number of speed-related fatal and serious injury crashes by increasing speeding citations and increasing driver compliance with posted speed limits.

Program Area

Police Traffic Services

Problem Statement

The County of Montgomery is considered a rural county, but it is one of the fastest growing counties in the State bordered by Harris County and The City of Houston to the south. Montgomery County has a population of 312,366 according to the Texas Crashes & Casualties CY 2001 Report. Montgomery County has 1,083 square miles and has two major North/South traffic arteries (IH45 and SH 59), along with numerous major traffic arteries, i.e., SH 242, SH 249, SH 105, FM 1488, and numerous other farm to market high volume roadways.

The City of Houston's city limits extends into Montgomery County. Montgomery County is unique in that it has one of the largest populations in the State in unincorporated areas. This is evident by The Woodlands with over 60,000 living within that community.

In calendar year 2003, according to Montgomery County Sheriff's Office statistical records, MCSO investigated 2,019 crashes with 811 having speed as a contributing factor.

In addition to the crashes investigated by the Sheriff's Office, according to Department of Public Safety (DPS) Automated AIS System for 2003, DPS investigated 1,361 speed related crashes in Montgomery County with 64 fatal crashes with 75 people killed. Twenty-six of those crashes were attributed to speed related factors.

According to the Texas Crashes & Casualties CY 2001 Report, there were 53 fatal crashes in Montgomery County with 58 people killed in 2001.

A Comparison:

2001 – 58 people killed on Montgomery County Roadways.

2003 – 75 people killed on Montgomery County Roadways.

People killed in fatal crashes in Montgomery County rose between 2001 and 2003. Montgomery County is ranked 8th in the State according to the Texas Crashes & Casualties CY 2001 Report for fatal crashes with speed related factors and 6th in the State for injury crashes.

Objectives

Increase Speed enforcement in Montgomery County in order to reduce traffic crash injuries and fatalities.

Strategies

Increase high visibility patrols focusing on speed enforcement on roadways within Montgomery County to reduce the number of speed-related fatal and serious injury crashes by increasing speeding citations and increasing driver compliance with posted speed limits. The Sheriff's Office initiated a public information and education campaign to supplement the enforcement effort. Media exposures, presentations and community events were conducted emphasizing traffic safety issues ranging from seat belts, DWI, speeding, and unrestrained children in vehicles.

The three deputies that demonstrated the greatest impact during the STEP Speed FY06 Program will be awarded certificates of high standards and appreciation in a presentation by the Sheriff.

Results

	<u>Total</u>	<u>Goal</u>
Speeding Citations	10,428	12,480
Reduce Speed related crashes	548	730
Speed Compliance Rate	35%	35%
Media Exposures	8	4
Education Material Distributed	9,183	8,000

Montgomery County decreased the number of speed related crashes to 548, increased speed compliance from 33.72 % to 35%. Because of the large driving distances and heavy traffic, it took a great deal of time traveling through heavy traffic to transfer the sixty-six persons arrested during the enforcement activities to jail. This project was not able to work all their enforcement hours and achieved a 2.6 STEP Indicator in a very large area. In addition to this project, Montgomery County also participated in an Impaired Driving Mobilization and Click It or Ticket mobilization with their own individual successes with media exposures, public education events and increased driver compliance rates.

Cost

Grant: \$152,714

Match: \$36,661

Funding Sources

402

Contact Information

Lt. Dan Norris

Montgomery County Sheriff's Office

936-760-5871

CITY OF PASADENA: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - COMPREHENSIVE

Target

Increase Speed, Occupant Protection, Intersection and DWI traffic enforcement in the City of Pasadena.

Program Area

Police Traffic Services

Problem Statement

In the United States a person dies every 12 minutes in a motor vehicle crash. Speeding was a factor in 30% of all fatal crashes and alcohol was a factor in 39%. More than half of those killed in motor vehicle crashes were unrestrained (*2005 stats from NHTSA website*).

Objectives

To reduce the number and severity of traffic crashes related to Speed, Alcohol, Occupant Protection and Intersection violations by increasing enforcement in these areas.

Strategies

Conducted high visibility traffic enforcement in pre-selected areas with a higher incidence of intersection crashes and non-compliance to safety belt and intersection traffic laws. Increased patrols for DWI offenses on Thursday, Friday and Saturday nights. Participated in several community events, and conducted media exposures, in which adults and students were educated on the dangers of driving while intoxicated, as well as other dangerous driving practices.

Results

	<u>Total</u>	<u>Goal</u>
Speeding Citations	2,766	2,540
Intersection Citations	2,499	2,540
Seatbelt Citations	2,406	2,050
Child Safety Seat Citations	488	490
DWI Arrests	53	50

**Step Indicator of 3.75 (4.68 overall)*

Cost

Grant: \$93,750

Match: \$62,500

Funding Sources

402

Contact Information

Lieutenant Susan Clifton

Pasadena Police Department

713-475-7250

CITY OF WASKOM: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)

- WAVE

Target

Increase speed enforcement in the City of Waskom during high traffic volume holiday periods.

Program Area

Police Traffic Services

Problem Statement

The City of Waskom has no end to the tremendous volume of traffic going through their jurisdiction on a daily basis. There are 32,000 vehicles traveling daily on interstate IH 20. Interstate 20 is a continually busy highway, especially due to the 5 casinos and an entertainment district in the Shreveport/Bossier City areas (Waskom is only 15 miles from the casinos in Shreveport, La.). Waskom experiences a high non-compliance with posted speed limits due to this factor. The City of Waskom police records indicate that in FY06, there were 55 crashes within the city limits. Twelve of these crashes or 22% of total crashes, were related to speeding. This is an extreme amount of crashes for a city as small as Waskom, with a population of 2,200.

Objectives

Increase speed enforcement in the City of Waskom during high traffic volume holiday periods in order to reduce traffic crashes, injuries and fatalities.

Strategies

Increase patrols focusing on Speed. Initiate a public information and education campaign to supplement the enforcement. Media exposures, presentations and community events were conducted emphasizing the hazards of speeding.

Results

	<u>Total</u>	<u>Goal</u>
Thanksgiving Citations	316	248
Memorial Day Citations	587	494
Labor Day Citations	867	634
Christmas Citations	295	424
Total	2,065	1,800

Cost

Grant: \$14,727.86

Match: \$4,991.30

Funding Sources

402

Contact Information

Rex Hawsey, Chief of Police

City of Waskom Police Department

903-687-2293

CITY OF WICHITA FALLS: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - COMPREHENSIVE

Target

Intoxicated Driving offenders, Occupant Restraint violators, and Intersection Enforcement

Program Area

Police Traffic Services

Problem Statement

ITC related offenses and crashes are a major concern in our community. We were also concerned with the amount of Intoxication related crashes. It has been many years since we participated in a stepped up DWI enforcement program in our community. We also determined that we did not know the last time we focused in-depth on Intersection issues.

As seen in the end of year results listed below, the benefit of participating in the FY 2006 STEP Comprehensive Project is clear.

Objectives

Increase DWI arrest and community awareness. Concentrate on Intersection safety and enforcement. Continue with Occupant Restraint violations and maintain our high level of compliance rate.

Strategies

Encourage the officers working the project to work with a zero tolerance on the violations they were assigned to. To partner up with the local media so they can get the word out of our enforcement efforts and our desire to make our community a safer place to travel in.

Results

	<u>Total</u>	<u>Goal</u>
ITC Citations	1,251	1,950
DWI Arrest	47	102
Occupant Restraint	572	430
Media Exposure	20	10
PIE Materials distributed	3,550	2,000
Reduce ITC related crashes	418	1,306
Reduce Alcohol Related crashes	97	105

Cost:

Grant: \$109,304

Match: \$ 16,301

Funding Sources

402

Contact Information

Sergeant Steve Davis

Wichita Falls Police Department/Traffic Section

940-761-6862

SAN ANTONIO (FSDS-SA): FIESTA SAFE DRIVE SOBER

Target

To increase awareness about the dangers of drinking and driving and reducing the number of DWI injuries and fatalities during Fiesta Week in San Antonio.

Program Area

Driver Education and Behavior

Problem Statement

Drunk driving is the most frequently committed violent crime in our country and in Texas; this crime is committed more frequently than in any other state. According to the National Highway Traffic Safety Administration (NHTSA), 1,704 people were killed in alcohol-related crashes in Texas in 2004, and 63,500 people were injured.

Fiesta is San Antonio's largest street party and one of the most popular events in Texas. It is held each year during the last week in April. The city of San Antonio promotes Fiesta on a local, regional, national and international level. The city hosts this two week long party with over 100 special events; each with its share of alcohol, and over 3.5 million locals and tourists attend Fiesta each year and the event continues to grow. Unfortunately, irresponsible drinking occurs at Fiesta. Last year during the month of April, San Antonio had 5,113 crashes, 190 Alcohol/Drug related crashes, and 12 fatalities. Due to numerous fiesta events, traffic enforcement is reduced by the City of San Antonio Police Department to secure the week long Fiesta events. Last year, the city of San Antonio saw an increase in public intoxication and DWI arrests. In addition, underage drinking is becoming a critical issue during Fiesta. Law enforcement has seen an increase in underage drinking at numerous Fiesta events especially during NIOSA (Night in Old San Antonio) which is known as "college night".

Objectives

To increase awareness on the dangers of drinking and driving and to prevent the number of DWI injuries and fatalities during the annual Fiesta week in San Antonio.

Strategies

To implement an aggressive and collaborative public information and education campaign during the month of April 2006 and increase community buy in.

Results

	<u>Total</u>	<u>Goal</u>
Planning meetings conducted	5	4
Law enforcement agencies supporting campaign	20	20
City Proclamation	1	1
Number of FSDS-SA billboards	6	4
Number of FSDS-SA banners	4	2

Number of FSDS-SA promotional items developed	2	2
Number of Colleges/Universities	4	4
Number of media outlets targeted	10	10
Number of media conferences conducted	1	1
Number of Fiesta events participated	4	4

Partnerships were established early in the year, and as a result the following entities provided in kind contributions to the Fiesta Safe Drive Sober (FSDS-SA) campaign:



- **Yellow Checker Cab:**
Provided 25 cab boards with the FSDS logo; boards were displayed for the entire month of April.
- **Valero Energy:**
Valero Energy hosted the media event, developed and displayed the FSDS-SA logo in front of their ice coolers at 150 corner stores for the two week duration. In addition, Valero Energy also, purchased a billboard with the FSDS-SA logo.
- **Anheuser-Busch/BudCo:**
Anheuser-Bush/BudCo, purchased a billboard with FSDS-SA logo.
- **St. Mary’s University (Oyster Bake):**
St. Mary’s University Oyster Bake event was publicized in the San Antonio Express News and as a result the FSDS-SA logo was viewed by 500,000 plus subscribers. St. Mary’s University also donated booth/storage space, and volunteer/parking passes for the two day event.
- **San Antonio Parks Foundation:**
Park Foundation donated booth and storage space for its two week run of Fiesta Fantasias at El Mercado. The FSDS-SA banners were displayed.
- **San Antonio Fiesta Commission:**
Commission created and developed 10,000 FSDS bags with campaign logo, and developed two FSDS-SA banners. The banners were displayed at the Battle of the Flowers (day parade), the oldest event and largest parade of Fiesta, attracting crowds of more than 350,000 spectators and the Flambeau (night parade). This

parade has been lovingly called the "People's Parade" and for a very good reason. The parade is viewed by more than 500,000 people along its 2.6 mile route through beautiful downtown San Antonio. Plus, there were an additional 1.5 million television viewers watching its live broadcast.

- **City of San Antonio:**
City of San Antonio endorsed city ordinance (#99008) to encourage all Fiesta San Antonio Commission members to place the "Fiesta Safe, Drive Sober" – San Antonio message on all cups and collateral materials at each Fiesta event.
- **San Antonio Traffic Jam Coalition:**
Coalition members participated and volunteered at Fiesta events by collecting FSDS-SA pledges and distributing maracas.

Fiesta 2006 had **ZERO** DWI fatalities reported during the two week Fiesta run according to the City of San Antonio Police Department. The success of the campaign is due to the collaborative efforts of all mentioned partners.

Cost

Grant: \$14,000

Match: \$23,000

The Texas Department of Transportation – San Antonio Traffic Safety Office continues to collaborate with local business, non-profit, and other community based organizations in San Antonio.

Funding Sources

State funds

Contact Information

Traffic Safety Specialist Linda S. Tomasini

Traffic Safety Specialist Asst. Samuel A. Aguirre

Texas Department of Transportation – San Antonio District

210-731-5214 and 210-731-5217

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IMPROVING THE REPORTING OF TOXICOLOGY INFORMATION

Target

To reduce the number of DWI-related crashes, injuries and fatalities. To improve BAC testing and reporting to the State's Crash Records Information System (CRIS).

Program Area

Alcohol and Other Drugs

Problem Statement

Texas has more alcohol-related traffic fatalities each year than any other state. There were 1,745 persons killed in alcohol-related crashes in Texas in 2002. Texas also has one of the worst records for reporting the alcohol and other drug results to the Fatality Analysis Reporting System (FARS). The rate of reporting the blood alcohol concentration (BAC) for fatally injured drivers in Texas has fallen from 62% in 1991 to 33% in 2002. Between 1991 and 2001, less than 5% of the fatally injured drivers in Texas had other drug results reported in FARS. In 2002, drug results were reported for only 15% of the drivers killed in crashes in Texas compared with a 43% reporting rate nationally.

Texas does not have a coordinated system of procedures for all agencies and individuals who are responsible for reporting the toxicology results for traffic fatalities. Consequently, comprehensive data on the incidence of alcohol and other drugs must be collected by contacting individual Medical Examiner (ME) Offices across the state. Past studies have revealed that 95% of the fatally injured drivers whose bodies were sent to an M.E. office were tested for alcohol and other drugs. However, unless the information is requested by the law enforcement officer who investigated the crash, the majority of these test results remain in the M.E. office files and they are never documented on the crash reports filed with the Texas Department of Public Safety (DPS) and FARS.

Although the new Crash Records Information System (CRIS) developed and maintained by DPS will provide for electronic submission of crash report information in the future, the existing problems with reporting toxicology results will remain unchanged without a concerted effort to increase awareness of the importance of reporting this information. Education with respect to the laws, requirements, and procedures for reporting toxicology results must be provided for law enforcement officers, DPS Crime Lab personnel, M.E.'s, Justices of the Peace acting as coroners in counties without an M.E. office, and all other officials and staff who will be responsible for reporting comprehensive, accurate, and timely information to the CRIS database.

Objectives

B. To conduct surveys and meet with Medical Examiners, chief toxicologists, District Attorneys, DPS Crime Lab, and the Texas Funeral Directors Association about reporting toxicology information to DPS Traffic Records Bureau.

C. To meet with Texas Justice Court Training Center and conduct surveys of Justices of the Peace to determine their current procedures for reporting toxicology results for traffic fatalities, as well as their level of knowledge of the laws governing the reporting of traffic

fatalities by JPs acting as coroners for their counties.

D. To contact and/or meet with law enforcement officials at TCLEOSE and the DPS Traffic Law Enforcement Division about reporting toxicology information to DPS Traffic Records.

E. To develop and disseminate educational materials, agency-specific procedures, and forms for individuals and agencies (MEs, JPs, DPS Crime Lab, and law enforcement officers) to use when reporting toxicology information.

F. To develop written instructions for the next JP Manual update outlining the procedures to use when submitting information about traffic fatalities to DPS Traffic Records Bureau.

G. To work with DPS Traffic Records Bureau to finalize the forms for various agencies to use when reporting toxicology results to the CRIS.

H. To work with DPS Traffic Records Bureau officials and other agencies to develop the procedures that will help facilitate electronic submission of toxicology information to DPS Traffic Records Bureau.

I. To continue to work with all agencies (MEs, JPs, DAs, DPS Crime Lab, law enforcement officials) and DPS Traffic Records Bureau to improve reporting of toxicology information to the Crash Records Information System (CRIS), and to provide a written report of the study findings.

Strategies

The primary reason for Texas' lack of toxicology results for drivers involved in fatal crashes is the lack of awareness and information regarding the statutes and procedures for reporting the results rather than the failure to test for alcohol and other drugs. With the assistance from Sarah Kerrigan, Ph.D., (Forensic Toxicologist) this project will survey those agencies and individuals involved in collecting and reporting toxicology results (i.e., MEs, JPs, and the DPS Crime Lab, and DPS Traffic Records Bureau) in order to identify gaps in knowledge and understanding of laws and procedures for reporting crash information. Dr. Kerrigan's familiarity with the various Laboratory Information Management Systems (LIMS) used in each of the 13 established ME offices in Texas and the DPS Crime Laboratory will be essential to assisting those agencies with electronic submission of toxicology data to CRIS.

Texas also has approximately 900 JPs, many of who act as coroners investigating deaths within their counties. In cooperation with the Texas Justice Courts Training Center, a newsletter will be published alerting these officials of their duty to report traffic fatality information to DPS. Information and educational materials will be developed and disseminated to all JPs, and instructions for submitting traffic fatality information to DPS will be included in the next update of the JP Manual.

Texas' ability to properly address its serious problem with impaired driving has been compromised by the lack of data on alcohol and other drugs in drivers involved in fatal crashes. The alcohol and other drug results provide the only objective evidence of a driver's impairment at the time of a crash. State agencies, legislators and other policy-makers need this information in order to set policies, establish priorities for highway safety funding and determine the need for legislative changes. In the absence of comprehensive and timely data, Texas has not been in a position to establish realistic traffic safety goals or plan effective programs and countermeasures aimed at reducing the number of motor vehicle crashes, injuries, and fatalities involving alcohol and other drugs.

Results

Texas Transportation Institute (TTI) conducted a project to continue efforts to improve the Reporting of Toxicology Information for fatally injured drivers and pedestrians in Texas. A survey was prepared by Dr. Sarah Kerrigan and sent to the thirteen (13) medical examiner (ME) offices and the central DPS Crime Lab to determine their procedures for reporting this information. The survey also sought to determine the elements of the Laboratory Information Management Systems (LIMS) used by those agencies and to determine their knowledge of the laws governing reporting of traffic fatalities to the Department of Public Safety (DPS) Crash Records Bureau (CRB). A form for reporting the information was drafted with the assistance of the CRB, and the feasibility of future electronic submission of toxicology results to the Crash Records Information System (CRIS) was discussed. A separate survey instrument was developed and sent to seven hundred and thirty (730) Justices of the Peace (JP) who act as coroners in counties without an ME Office. The purpose of the survey was to determine their knowledge of the laws and current procedures for reporting toxicology information to DPS. The results of the survey were reviewed with the Texas Justice Court Training Center (TJCTC). The TJCTC plans to incorporate information regarding the importance of reporting this information to DPS in their JP training course. TTI also contacted the thirteen (13) District Attorney Offices in those counties with an ME office to provide them the legislative history of the laws governing the reporting of traffic fatalities to the DPS Crash Records Bureau, and to request their support in encouraging the ME offices in their counties to report the toxicology results to DPS. The Texas Funeral Directors Association and DPS Traffic Law Enforcement Division were contacted to inform them of the ongoing efforts to improve the reporting of toxicology information. A form was developed for reporting toxicology results to the CRIS database and the procedures for electronic submission as well as the written instructions were completed as a result of coordination with DPS Traffic Records Bureau. A newsletter article was prepared and submitted to the Texas Commission on Law Enforcement Officer Standards and Education (TCLEOSE) detailing the importance of reporting the information. Informational materials were also developed and disseminated to M.E.'s, JPs, and the DPS Crime Lab regarding the current statutes and the need for all agencies to report toxicology results to the DPS Crash Records Bureau.

Cost

IAC: \$120,841

Match: \$13,650

Funding Source

402

Contact Information

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KIDS IN SAFETY SEATS

Target

To conduct child passenger safety activities, educational programs, check-up events and surveys in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties.

Program Area

Occupant Protection

Problem Statement

Motor vehicle crashes (MVCs) are the leading killer of person's age 2-33 nationwide (NHTSA facts 2003). In 2004, 289 Texas children under age 15 died in MVCs, 69 were under age 6 and of those 40% were unrestrained (NHTSA Texas Toll 2004). Research on the effectiveness of child safety seat use showed they reduce fatal injury by 71% for infants (under 1 year) and by 54% for toddlers (1-4 years). While Texas law requires children (under age 5 and less than 36" tall) be restrained in CSSs, drivers still disregard the law either by choice or lack of education. Others, appearing to comply, put their children at risk through misuse (improper installation, loose harness straps etc) or by using adult safety belts. Premature use of safety belts can result in "seat belt syndrome" (SBS) injuries (NHTSA 2003). Between 2000-2002, 1,507 children (4-8 years) were hospitalized due to MVCs and only 3.5% were in CSSs (TDSHS 2004). This low use trend is reflected in rural sections of the counties surrounding the City of Austin (Blanco, Bastrop, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson). Collaborative educational efforts are needed in the rural communities. The Kids in Safety Seat project will bridge the gap of occupant protection education, training & resources due to lack of or inaccessibility to resources currently available.

Objectives

Improve resources, education and training in 6 rural counties; participate in community public information events; create 1 CPS exhibit; develop 1 educational brochure; implement plans to build 1 rollover convincer; conduct child safety seat check up events and fitting stations; coordinate and conduct 1 CPS technical update class, involve a minimum of 3 local organizations in events; conduct windshield surveys in each county.

Strategies

To increase occupant restraint in all passenger vehicles and trucks; increase public information and education campaigns; increase training opportunities for (CPS) technicians and instructors; increase occupant protection education and training for law enforcement & judges; increase EMS/fire department involvement in CPS fitting stations.

Results

	<u>Total</u>	<u>Goal</u>
CPS safety seat check up events	13	6
Fitting stations conducted	21	20

Fitting stations assisted with	31	30
Child safety seats distributed	482	400
Permanent fitting stations established	3	2
CPS Update Class held	2	1
New technicians trained/certified	8	6
Community events attended	22	12
Community groups involved	131	18
People receiving education at events	3,056	500
Volunteers utilized	300	36
State, national campaign involvement	3	3
Agencies contacted for data	12	12
New PI&E materials developed	2	1
PI&E materials distributed	44,300	35,000

Over 3,000 parents and children were educated on child passenger safety, 482 children received new child safety seats. Permanent fitting stations were established in Bastrop, Burnet and Travis Counties. KISS staff took an introductory Child Passenger Safety Bus Restraint course through TxDPS and then partnered with TxDPS to conduct programs specifically for all employees transporting children in Headstart vehicles – including 8-16 passenger vans and 72 passenger buses. In an effort to reach staff of handicapped students, a CPS Bus program was conducted at the Texas School for the Blind and Visually Impaired for the drivers and transportation attendants.

While planning to build the project Rollover Convincer, staff borrowed and utilized one at an Austin elementary school with a high non-use rate. As a result, educational programs and a fitting station were implemented to educate the children, many of whom needed Spanish materials and a translator.

The Discovery channel also interviewed project staff for a segment relating to safely accommodating very large & obese children in child safety restraints. After 3 hours of taping, the crew and producer planned to explore the idea of expanding the idea into a full Discovery program. Match provided was an additional 9% greater than the required match.

Cost

Grant: \$ 71,299

Match: \$19,725

Funding Sources

402

Contact Information

Ms. Shelly Zapp

Texans In Motion – Kids in Safety Seats Project

512-291-9844

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MUNICIPAL TRAFFIC SAFETY INITIATIVES (MTSI)

Target

To increase the effective enforcement and adjudication of traffic safety related laws and to reduce fatal and serious injury crashes.

To improve adjudication of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and improved support materials for judges and prosecutors.

To increase traffic law enforcement technical and managerial support to local highway safety agencies and highway safety professionals.

To increase public education and information campaigns

Program Area

Alcohol and Other Drugs

Problem Statement

Texas does not have a broad based comprehensive traffic safety program that includes stakeholders at the municipal court level. Most city officials understand very little about municipal courts and fail to appreciate that more than the imposition of fines is necessary to save lives on Texas roads. In the past, TMCEC judicial education programs have emphasized the statutory elements of traffic crimes and legislative changes with little incorporation of principles and practices developed under NHTSA programs. Municipal courts are the primary venue for adjudicating traffic-related crimes in Texas. Nearly 5.7 million (72.87%) of all cases adjudicated in Texas municipal courts in FY04 involved non-parking traffic violations. Excluding recent changes made to the Texas DWI statute, municipal courts, due to volume of cases adjudicated, bear the greatest responsibility in adjudicating such criminal offenses. The decisions made by municipal judges have administrative consequences and impact procedures in other criminal courts, such as ordering ignition interlock devices in DWI cases. A comprehensive traffic safety program must specifically address juvenile drivers and the underage use of alcohol. Persons of ages 16-20 years have the highest risk of being killed in a traffic crash of any age group. In FY04, juvenile activity in Texas municipal courts reached an alarming record high.

Objectives

(1) Develop a minimum of six traffic safety courses and train a minimum of 1,073 municipal judges at a minimum of nine regional conferences in issues related to traffic safety, both in their role as magistrates and as judges of courts of limited jurisdiction.

(2) To support grant efforts with a public information and education (PI&E) program.

Initiate, develop and disseminate awareness campaigns (speeches, fact sheets, calendars, recommended actions, etc.) for a minimum of 872 city managers and a minimum of 1,250 judges on the importance of traffic safety in order to ensure that municipal courts and state and local traffic safety programs receive adequate local support and recognition.

- (a) Prepare a minimum of three feature articles for trade magazines/newsletters of judges, clerks and city officials about how traffic safety relates to the quality of life in municipalities;
- (b) Prepare a minimum of 10 informational pages or links for the TMCEC website on traffic safety issues;
- (c) Prepare a minimum of 48 TMCEC newsletter pages on traffic safety issues; and
- (d) Develop traffic safety exhibits to be used at a minimum of 24 city or court-related seminars.

Strategies

In order to bring traffic safety to the forefront of awareness and implementation by municipal courts and help them embrace the concept of transforming traffic safety as a local priority, a three fold approach was taken to involve Texas Municipalities as active participants in the Texas Highway Safety Plan:

- (1) Use TMCEC network to provide training and support materials for a minimum of 1100 municipal judges via presentations, newsletter articles and TMCEC website. Focus on the magistration of offenses, particularly impaired driving and the new Texas Driver's Responsibility Program. The approach will be on the NHTSA goals, standards and methodology developed since the late 1990's rather than the "black letter law" approach traditionally used by TMCEC.
- (2) Conduct an educational campaign for city managers and mayors of the 894 Texas cities to emphasize the importance of traffic safety as a high priority for their cities and the important role of municipal courts.
- (3) Conduct a statewide conference for municipal stakeholders (judges, clerks, prosecutors, and city officials) on traffic related issues, focusing on best practices and model programs, improving understanding amongst the system components of each other's roles, highlight technological advances, and provide specialized training in Lidar and Radar.

Results

In order to bring traffic safety to the forefront of awareness and implementation by municipal courts and to help them embrace the concept of transforming traffic safety into a local priority, the Texas Municipal Courts Education Center (TMCEC) trained 1,120 municipal judges at eleven regional judicial seminars. There were 56 traffic safety courses offered at these regional seminars. PI&E packets containing speeches, fact sheets, calendars, recommended action steps were prepared and distributed to 1,316 municipal judges and to 1,212 city managers and mayors. Three feature traffic safety articles were written for judges, clerks and city officials trade magazines/newsletters that related to quality of life in municipalities. Twenty five traffic safety exhibits were provided for city or court related seminars. A traffic safety web site was established on issues related directly to municipal courts.

Cost

Grant: \$153,245

Match: \$103,844

Funding Sources

402

Contact Information

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TEXAS DWI RESOURCE PROSECUTOR

Target

To increase the effectiveness of DWI prosecution and adjudications in Texas through a dedicated DWI Resource Prosecutor and increased training, technical assistance and support for Texas prosecutors and law enforcement handling DWI and DWI-related cases.

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

The Texas Office of Court Administration reported that there were 22,499 felony DWI cases and 205,999 misdemeanor DWI cases pending in Texas courts for the fiscal year ending September 30, 2003. These same courts disposed of 11,615 felony DWI cases and 104,716 misdemeanor DWI cases within the same year. The sheer volume of DWI-related cases represents a significant challenge to the officers and prosecutors involved in handling these offenses. This challenge is further complicated by the fact that these cases often involve inexperienced prosecutors and officers, highly technical evidence, complex legal issues and jurors with conflicted attitudes about enforcement. The success of any DWI prosecution depends heavily on the quality and quantity of evidence gathered during the investigation, the precise documentation of the evidence, and the effective presentation of that evidence in court.

Objectives

To provide training, technical assistance and support by an experienced attorney to prosecutors and law enforcement on DWI-related issues.

Strategies

A full time experienced attorney to be hired to provide training, technical assistance and support to prosecutors and law enforcement on DWI-related issues. Regional workshops to be developed and customized to meet the training needs of local prosecutors and peace officers. The Resource Prosecutor will serve as a liaison between prosecutors, the Texas Department of Transportation, NHTSA, law enforcement agencies and other traffic safety program partners to combine resources and collaborate on initiatives. The DWI Investigation & Prosecution manual distributed to every prosecutor in Texas. DWI related articles written and content posted on web site.

Results

The Texas District & County Attorneys Association (TDCAA) maintained an experienced attorney to serve as the Texas DWI Resource Prosecutor who trained 1,314 prosecutors and police officers at regional workshops on DWI related issues, copies (1,314) of the DWI Investigation & Prosecution manuals were distributed to all Texas prosecutors, and six articles were prepared for the TDCAA's bi-monthly magazine, *The Prosecutor*. Case notes and analysis on recent significant DWI-related judicial opinions were prepared and

published in the TDCAA's bi-monthly periodical, *The Report*. A total of 470 prosecutors and police officers were trained at the 2006 TDCAA Intoxication Manslaughter School and Prosecutor Trial Skills Courses. The TDCAA Train the Trainer program recruited and trained 47 prosecutors for DWI related programs.

The regional training programs developed by the Texas DWI Resource Prosecutor were presented jointly to police officer/prosecutor training and has worked very effectively. One of the most successful training curriculum continues to be Blood Search Warrants to combat Texas' continuing high rate of breath/blood test refusals by intoxicated drivers. This particular training has received statewide media attention. As a result of this curriculum, numerous prosecutors have taken the training received under this grant and have begun to develop both formal and informal training in their own jurisdictions. The Texas DWI Resource Prosecutor has also provided invaluable technical assistance to Texas prosecutors, law enforcement and other traffic safety program partners. Several of the published articles have been reprinted both in Texas and other states and the training materials developed have been shared and used by others in Texas and across the country.

Cost

Grant: \$196,568

Match \$36,473

Funding Source

402

Contact information

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Texas DWI Resource Prosecutor

Texas District & County Attorneys Association

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TEXAS JUDICIAL RESOURCE LIAISON

Target

To Improve adjudication of DWI cases through improved training for judges, administrative license revocation judges, prosecutors and improve support materials for judges and prosecutors.

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

Each legislative session results in significant changes to laws relating to impaired driving, license suspension, breathe interlock devices, and other conditions of probation and sentencing. However, many judges continue to operate for months without knowledge of the changes because no one person or agency is charged with synthesizing all changes to impaired driving laws in one place and making those changes immediately available to Texas trial judges. Judges need specialized training to competently preside over impaired driving cases. New areas of expertise, such as standardized field sobriety testing and drug recognition experts, also require specialized knowledge to make correct rulings in impaired driving cases.

Texas judges need more resources to deal with repeat DWI defendants because, of all defendants arrested for DWI, ½ are repeat offenders. Average blood/breath alcohol content of a Texas DWI defendant in Texas during 2001 was 0.16. Defendants who blow 0.15 or higher are 385 times more likely to be involved in a crash. Texas judges need to be made aware of how to implement specialized DWI courts that combine incarceration and treatment to reduce recidivism. Similar DWI courts in New Mexico have a proven eight year track record of reducing recidivism from 35% to 10.8%.

Too much delay exists from date of arrest with a defendant's appearance before the judge. Postponement of consequences results in a loss of a significant opportunity to impact behavior and an unsupervised defendant continues to constitute a significant threat to the community.

Judges learn best from other judges; however, judges participating in training have other full-time duties and cannot devote sufficient time to develop and oversee the specific training needed to improve the understanding of impaired driving issues.

Objectives

To increase the effectiveness of DWI adjudication in Texas through a dedicated Judicial Resource Liaison and increase training, technical assistance, and support for Texas judges handling DWI, and other traffic safety related cases.

Strategies

The Texas Center for the Judiciary (TCJ) has provided training, technical assistance, and resources for Texas Statutory County Court, District Court, and appellate courts for 20

years. Association with TCJ gave the Judicial Liaison automatic Texas Judiciary credibility to immediately implement DWI Court training and act as a resource for additional training related to impaired drivers.

A full-time Texas Judicial Liaison with extensive Texas judiciary experience was an invaluable asset to all three governmental branches with an overall goal of reducing Texas alcohol-related traffic safety deaths.

Results

The Texas Center for the Judiciary (TCJ) sponsored a Texas Judicial Resource Liaison to work with Texas judges to improve their awareness of DWI and other traffic safety issues.

The judicial liaison prepared a survey document that was sent to 213 judges to identify problem areas from Texas trial judges who preside over impaired driving cases, resulting in five case processing and disposition systems best practices identified that provide efficient and expedient disposition of DWI cases.

The judicial liaison participated in 4 TCJ curriculum committee meetings as an ex officio member. The curriculum committee formulated judicial training curriculum. Two DWI specific judicial curriculums were developed and presented at three Judicial Conference breakout sessions. Four NHTSA alcohol workshop video overview presentations to facilitate judicial understanding of Drug Recognition and Standardized Field Sobriety Testing training was implemented and conducted,

Five articles for judiciary, prosecution and law enforcement publications were written.

One meeting of all alcohol and other drug program partner's stakeholders was planned and conducted.

Texas was again selected to pilot the DWI Court Curriculum training. This curriculum was developed by the National Drug Court Institute and funded by NHTSA. Five additional judicial teams for a total of 40 judges and their staff attended the four day training.

Cost

Grant: \$ 485,295

Match: \$ 69,533

Funding Sources:

402

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TRAVIS COUNTY: COMPREHENSIVE UNDERAGE DRINKING PREVENTION PROGRAM

Target

To conduct a comprehensive underage drinking prevention program in Travis County through educational efforts and peer-to-peer interaction to reduce underage alcohol consumption and the number of alcohol-related crashes where the driver is under age 21. Provide technical assistance and training to the contiguous counties of Hays and Williamson, other communities, counties or states.

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

The 2001 Texas Youth Risk Behavior Survey (TYRBS – excluding Houston ISD) stated that alcohol was the number one drug of choice among youth under 21. Underage youth, attracted to the tri-county area by higher education institutions, recreational and entertainment activities, report they can purchase alcohol or have it purchased/provided to them by an adult. With a growing population of over 800,000 (2000 Census) in Travis County and growth in the surrounding IH35 corridor counties of Hays and Williamson, activities often cross county lines. According to the 2001 Community Action Network (CAN) Assessment Report, prevention strategies help in resisting the use of substances: “Considering the early age at which many students begin experimenting with substances, prevention efforts must start early, and definitely before age 12. The CAN as well as Hays and Williamson County officials and law enforcement identified underage drinking & driving, crashes and fatalities as a significant community traffic safety problem.

In addition, a finding from the TYRBS indicated that 18.1% of students in the 12th grade, 11.3% in the 10th grade and 9.6% in the 9th grade reported they had driven a car after drinking alcohol. This information supports the statewide Highway safety strategy to increase public information & education, concentrating on youth ages 5-13 and 14-20, including parent education on drinking and driving.

Objectives

To conduct outreach, education and prevention efforts in Travis, Williamson and Hays Counties; collect and report monthly statistics for MIP, DWI arrests, crashes, offenses, injuries and fatalities for youth under 21; to participate in community events, conduct media exposures and provide traffic safety information/technical assistance on underage drinking and driving upon request; to conduct community task force meetings; to conduct high school “Why Risk It?” student presentations and the “Busted” presentation to the “tween” and 6th – 8th grade youth.

Strategies

Increase public information & education activities; concentrate educational efforts on youth ages 5-13 and 14-20, including parent/guardian education; develop innovative methods &

programs to combat underage drinking and driving; increase high school graduation / prom alcohol free activities.

Results

	<u>Total</u>	<u>Goal</u>
Statistics collected	97	36
Task force meetings held	6	5
# of LE, judiciary, health contacts	141	50
Community events attended	106	35
Why Risk It presentations	236	170
Busted presentations	323	275
Additional UDPP presentations	30	15
Local, state, federal PI&E campaigns	14	5
New outreach efforts	33	6
Meetings held on innovative ideas	96	15
Additional counties served	14	2
Materials distributed	67,355	70,000
# People reached w/ programs	38,530	20,000
TC-TV “Focus” broadcasts	4	4
Schools contacted for presentations	339	80
Contribution of volunteer hours	300	0
UDPP website maintenance	1	1

The program is highly visible in Travis County and has established good relations with Hays and Williamson Counties as well as conducted train-the-trainer programs for 5 other counties. The program staff have received recognition from the Austin Police Department, PTA, Parent Leaders Conference, Junior League of Austin Hispanic Program, MADD, National Safety Council and were invited to present at the MADD Conference in California and Youth Power Camp.

Coordinating with local city/county law enforcement, DPS, TABC, ISD police, local school-programs were conducted during high risk times such as Halloween, Red Ribbon Week, Spring Break, Prom/Graduation, National Night Out, Christmas/New Years, Juneteenth, Valentine’s, Back to School. Community partnerships & events included: the Community Action Network, African American Health Conference, Hispanic Health Festival, Austin Community College, Capital Metro TA, Teen Parenting Prevention Network, Heart House, Safe Homes Department of Agriculture, Education Service Centers, Veterans Affairs, Substance Abuse Planning, American Youthworks, AAA and various local print, radio and TV media outlets.

Cost

Grant: \$ 157,632 actual expenditures: \$151,810

Match: \$ 77,397 \$115,754 (provided more match than required)

Funding Sources

402

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