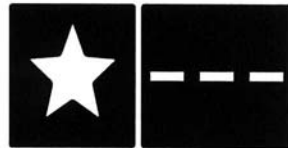




# **TEXAS HIGHWAY SAFETY PERFORMANCE PLAN for Fiscal Year 2007**



**Save a Life™**

PREPARED BY  
TRAFFIC OPERATIONS DIVISION  
125 E. 11<sup>TH</sup> STREET  
AUSTIN, TEXAS 78701-2483

[http://www.dot.state.tx.us/services/traffic\\_operations/traffic\\_safety.htm](http://www.dot.state.tx.us/services/traffic_operations/traffic_safety.htm)

(512) 416-3175

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# INTRODUCTION

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## THE TEXAS HIGHWAY SAFETY PLANNING PROCESS

This Performance Plan contains the goals, strategies, performance measures and objectives Texas has set for fiscal year 2007. It is provided as part of the State of Texas' application for FY 2007 federal highway safety funds. Consistent with the requirements for the application for these funds, the FY 2007 Performance Plan contains:

- A brief description of the processes used by Texas to identify its highway safety problems, establish its proposed measurable performance goals, and develop the programs/projects in the FY 2007 Texas Highway Safety Performance Plan (HSPP) that are designed to address highway safety problems in Texas.
- The highway safety goals established through the processes noted above, including target dates for attaining the goals and the performance measures used to track progress toward each goal relative to the baseline status of each measure. In addition, the Performance Plan lists other program goals for each of the Texas Traffic Safety Program's Program Areas, specifies the strategies employed to accomplish the goals, and reports the status of the performance measures based on the most current data.

A flowchart and description of the Traffic Safety Program and Planning Process is included on the following pages 9 through 18.

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## TRAFFIC SAFETY PROCESS

### Traffic Safety Process

#### *Planning Processes*

- Conduct Strategic Planning
- Develop Performance Plan
- Approve Performance Plan
- Develop Policies & Procedures

#### *Financial Processing Processes*

- Request Reimbursement
- Review & Approve Reimbursement
- Reimburse Grantees
- Request Federal Reimbursement
- Manage Financial Accounts
- Apportion Federal Funds
- Reimburse State

#### *Development Processes*

- Request Proposals
- Apply for Grant
- Score Proposals
- Develop Highway Safety Plan
- Develop Grant Agreement
- Award Grants

#### *Monitoring Processes*

- Report on Performance
- Review & Approve Performance Report
- Monitor Grant Projects
- Conduct Compliance Monitoring
- Oversee Traffic Safety Program

#### *Coordination Processes*

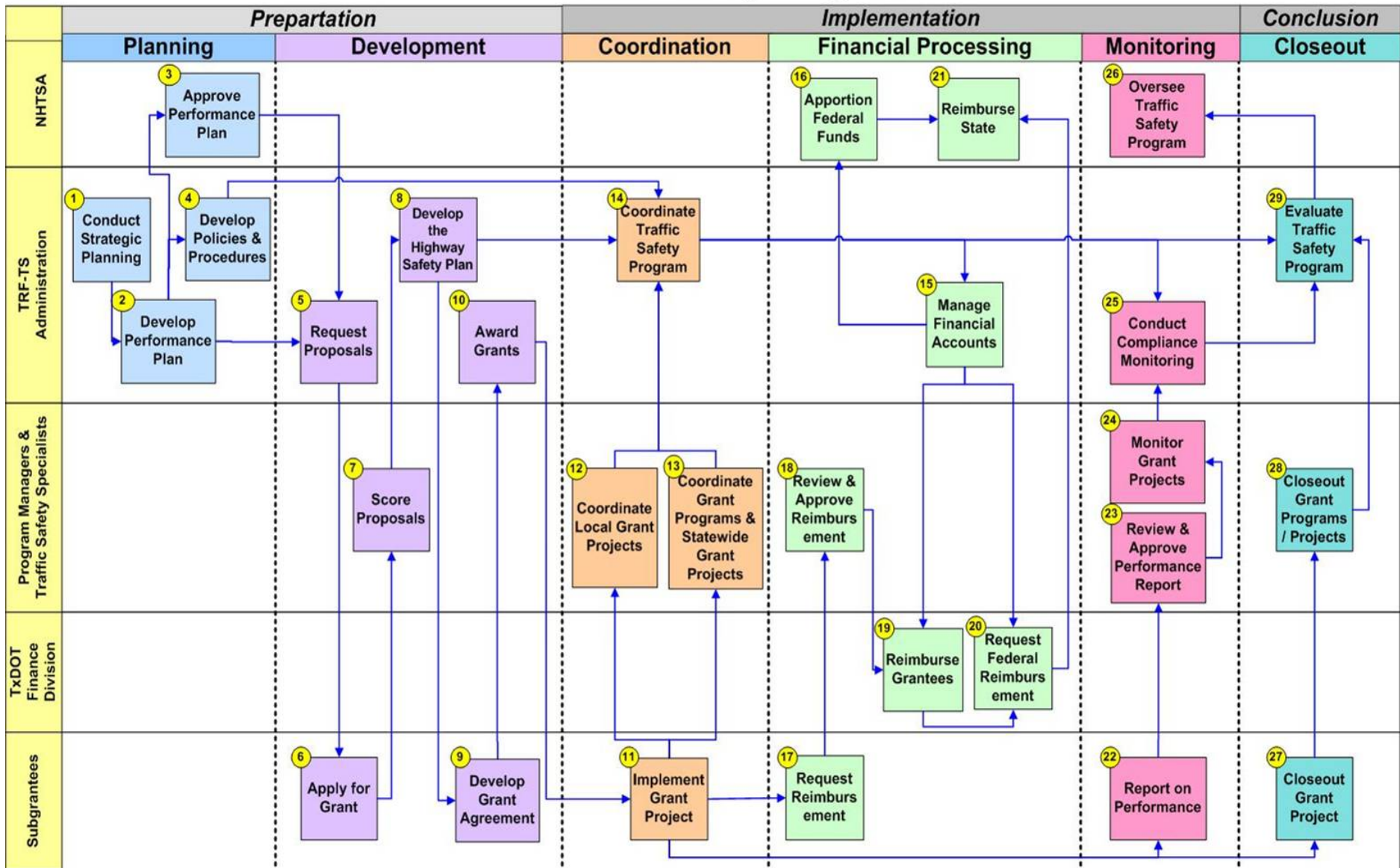
- Implement Grant Project
- Coordinate Local Grant Projects
- Coordinate Grant Programs  
& Statewide Grant Projects
- Coordinate Traffic Safety Program

#### *Closeout Processes*

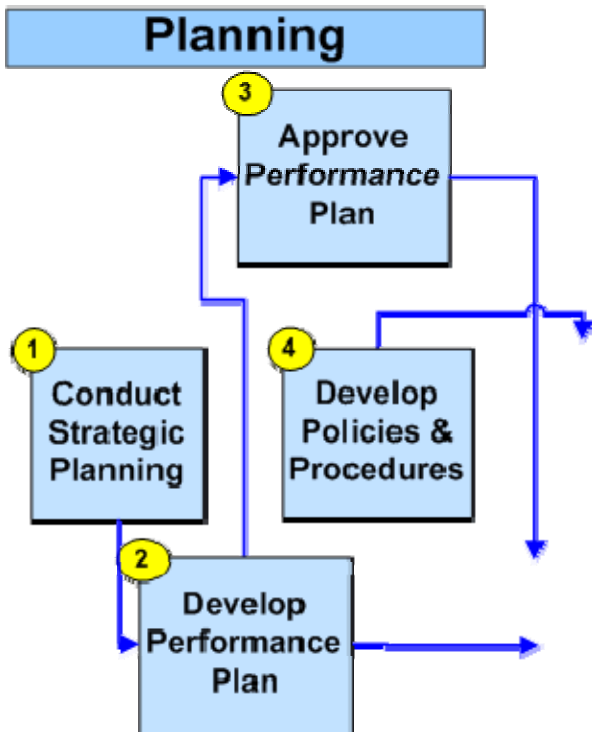
- Closeout Grant Project
- Closeout Grant Programs/Projects
- Evaluate Traffic Safety Program

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# Traffic Safety Program



**Please Note:** While more than one of the organizations on the left may participate in a given process, the process is placed within the organization where the major responsibility for the process resides. This diagram is meant as a general overview only. Please refer to the detailed description of each process for specific information regarding that process.



## Planning

### Conduct Strategic Planning

The TRF-TS Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of an informal Six Year Strategic Plan that is updated every 2-3 years. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from the program managers, District Traffic Safety Specialists, TRF-TS, and other program partners.

### Develop Performance Plan

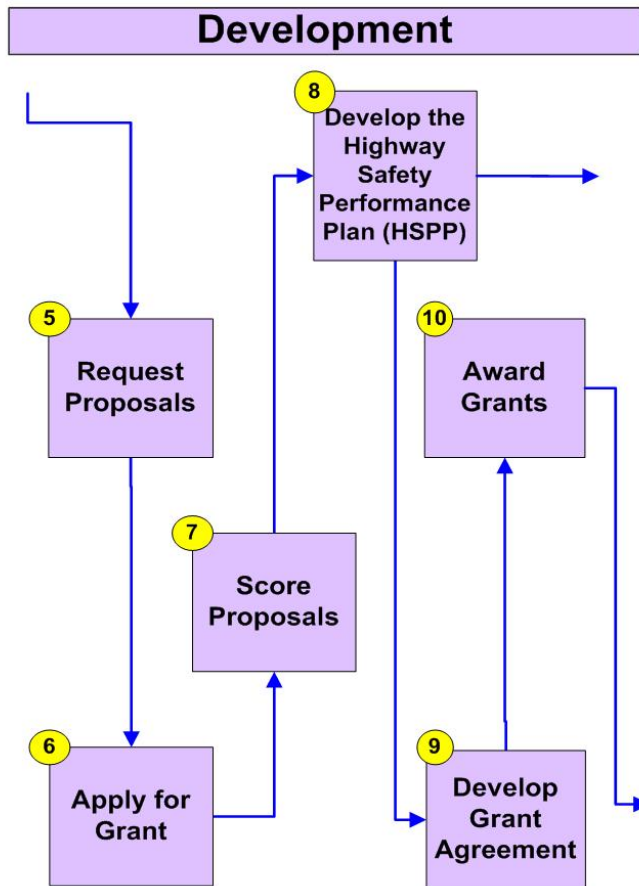
The TRF-TS Planner coordinates the performance planning processes for the Traffic Safety Program. This involves an annual Performance Plan that details the priority traffic safety performance goals for the coming year. This plan is created through a process that includes input from the program managers, District Traffic Safety Specialists, and TRF-TS and is based on the informal Strategic Plan.

### Approve Performance Plan

The National Highway Traffic Safety Administration (NHTSA) reviews the Texas Highway Safety Performance Plan, and if in agreement, approves it.

### Develop Policies & Procedures

The TRF-TS Policy & Procedures Coordinator manages the development, modification and distribution of all policies, procedures and training materials for the Traffic Safety Program. This is an ongoing process, with defined updates or “releases” to the policies and procedures.



## Development

### Request Proposals

TRF-TS develops the Requests for Proposal and associated documents each fiscal year based on the priority traffic safety performance goals detailed in the Performance Plan for that year.

### Apply for Grant

State agencies and other organizations interested in traffic safety issues submit project proposals when requested by the Traffic Operations Division based on the Request for Proposals (RFP). These project proposals constitute the organizations' traffic safety intentions and are submitted for every program area, depending on the interests of the particular organization.

### Score Proposals

The District traffic safety specialists (TSSs) and Traffic Operations Division (TRF) traffic safety program managers review each project proposal for applicability to Texas' traffic safety problems. A proposal checklist / score sheet is used to score each project

against a number of selected criteria that are based on each element of the project proposal.

A project proposal review and scoring team is convened to score all projects again so that a consensus opinion can be reached on each project using score sheets and scoring criteria. After scoring all the projects, the review team leaders turn their score sheet results into the planner, who places the projects on a draft proposed project list for further review and prioritization. Priorities are assigned based on point scores, rankings, and the estimated amount of federal dollars that will be available for the HSP for the coming fiscal year.

### Develop the Highway Safety Performance Plan

The Highway Safety Performance Plan (HSPP) is a multi-year plan developed and updated annually by the Traffic Operations Division's Traffic Safety Section (TRF-TS) to describe how federal highway safety funds will be apportioned. The HSPP is intergovernmental in nature, functioning, either directly or indirectly, through grant agreements, contracts, service purchase orders, requisitions, and work orders. The HSPP, as the state's formal planning document, is approved by the Texas Transportation Commission.

The Certification Statement provides formal assurances regarding the state's compliance with applicable laws and regulations and with financial and programmatic requirements pertaining to the

federal grant. The Certification Statement is signed by the Governor's Highway Safety Representative and submitted to NHTSA.

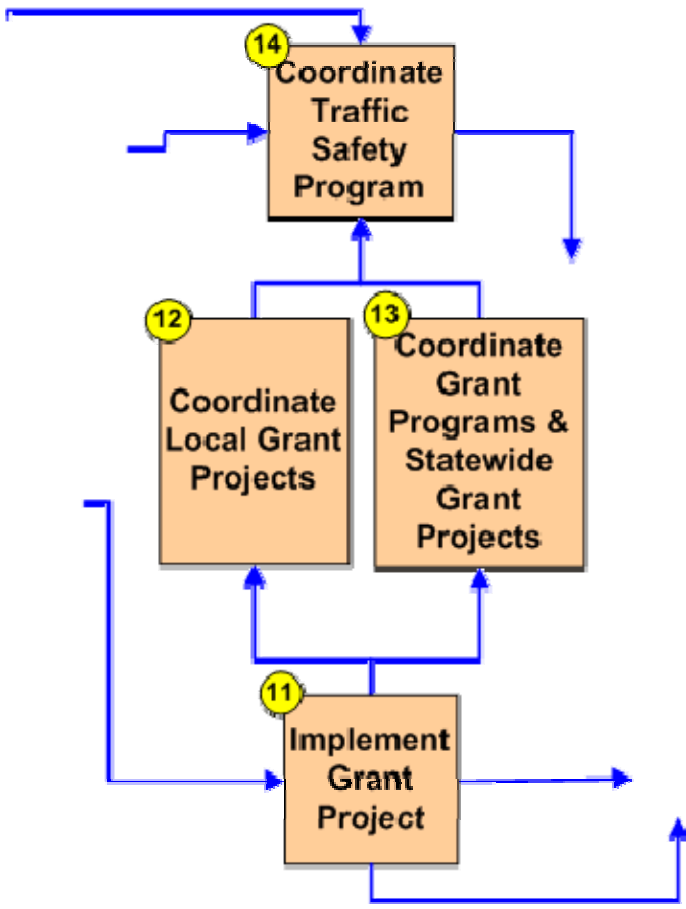
### **Develop Grant Agreement**

After the Transportation Commission approves the Highway Safety Performance Plan (HSPP), the Traffic Operations Division's Traffic Safety Section (TRF-TS) sends the districts a list of projects authorized for funding in each district (the "approved project list"). The grant agreement formats for projects are posted on the TxDOT Web page. The grant preparation process begins at this time with project development negotiations. *Proposers of selected projects are now "subgrantees"*.

### **Award Grants**

After the subgrantee drafts the grant agreement/contract, TRF-TS processes and executes the grant or contract. The process ends with an executed grant agreement or contract (signed by both TxDOT and the subgrantee).

# Coordination



## Coordination

### Implement Grant Project

After grants have been awarded, the subgrantee (previously the “proposer”) begins implementing their grant project. This process begins with a Grant Delivery Meeting and continues through the life of the grant.

### Coordinate Local Grant Projects

The District TSSs (Project Managers) manage local grants within their respective districts.

### Coordinate Grant Programs & Statewide Grant Projects

The TRF Program Managers manage the statewide grant programs.

### Coordinate Traffic Safety Program

TRF-TS is responsible for coordinating and administering the Traffic Safety Program by managing traffic safety projects in federally designated priority program areas and in other areas as may be assigned or as determined by problem identification processes. They also provide oversight to districts and assist them in the development and implementation of traffic safety projects at the local level.

## Financial Processing

### Manage Financial Accounts

TRF-Administration setups, maintains, and closes the necessary financial accounts in both the TxDOT financial system (FIMS), and the Federal financial system, NHTSA's Grant Tracking System (GTS).

### Apportion Federal Funds

The National Highway Traffic Safety Administration (NHTSA) apportions the traffic safety funds to the Texas Department of Transportation.

### Request Reimbursement

The subgrantee sends in a Request for Reimbursement (RFR) in order to get reimbursed for activities within the grant project.

### Review & Approve Reimbursement

The Program Manager (statewide grant) or the Traffic Safety Specialist (local grant) tracks and reviews incoming Requests for Reimbursement (RFRs) to determine accuracy, eligibility, and completeness. If incomplete/inaccurate, they are sent back to subgrantee (for correcting, and then they are resubmitted). If they are complete and accurate, they are approved and sent to Finance for payment.

### Reimburse Subgrantee

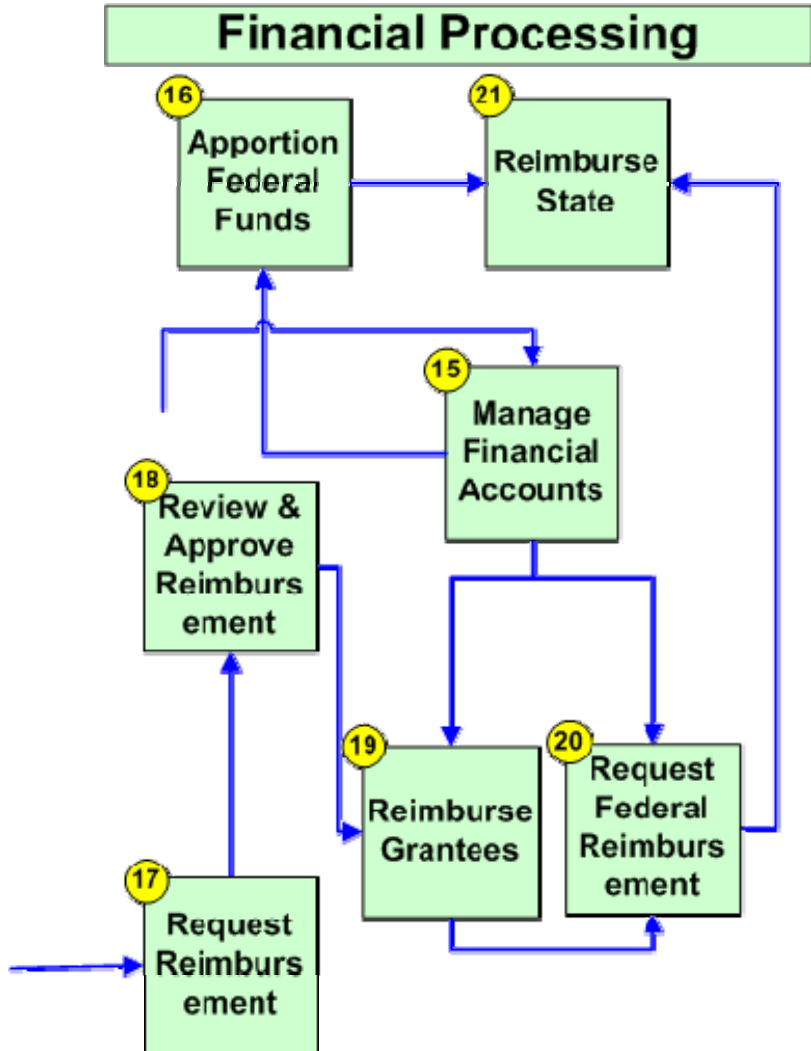
Finance Division receives RFRs and approvals from the Program Manager or Traffic Safety Specialist. After reviewing the information for completeness and accuracy, they then enter the information in FIMS and create a transaction to the Comptroller Office to send a warrant or direct deposit to the subgrantee.

### Request Federal Reimbursement

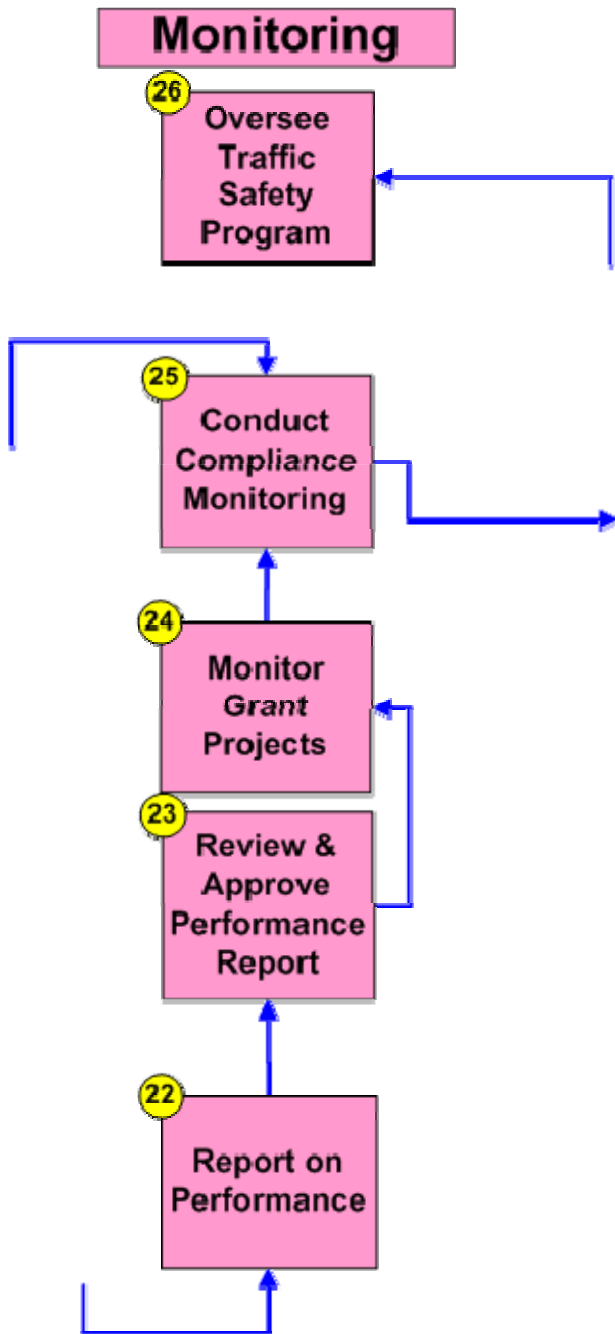
The Finance Division requests reimbursements from NHTSA via the Grants Tracking System based on the grant program created during the setup phase.

### Reimburse State

NHTSA reimburses TxDOT via the Grants Tracking System (GTS) for approved expenditures.







## Monitoring

### Report on Performance

The subgrantee provides regular reports on performance, based on the agreed-upon performance measures, in order to receive reimbursement of expenses. At the end of the year, the subgrantee provides an Administrative Evaluation Report (AER) specifying how they accomplished their goals.

### Review & Approve Performance Report

The TSSs and Program Managers review the Performance Reports to determine accuracy and completeness before accepting them. They work with the subgrantee to correct errors or to add additional information.

### Monitor Grant Projects

The Program Managers and Traffic Safety Specialists (TSS) monitor each grant project assigned to them in order to ensure that they are being properly and efficiently implemented. Monitoring is both a state and federal requirement of the Uniform Grant Management Standards (UGMS). Monitoring is required in order to assure compliance with state and federal requirements, and to assure that objectives and performance measures are being achieved.

### Conduct Compliance Monitoring

The Traffic Safety Section performs periodic reviews of the grant programs, the program managers, and the Traffic Safety Specialists, to ensure that the procedures are being followed, to help provide operational consistency, and to ensure compliance with laws and regulations.

### Oversee Traffic Safety Program

The U.S. Department of Transportation – National Highway Traffic Safety Administration (NHTSA) monitors TxDOT’s Traffic Safety Program to ensure the proper allocation and application of its grant funds.

## Closeout

### Closeout Grant Project

The subgrantees are responsible for completing any outstanding work and closing out their grant projects.

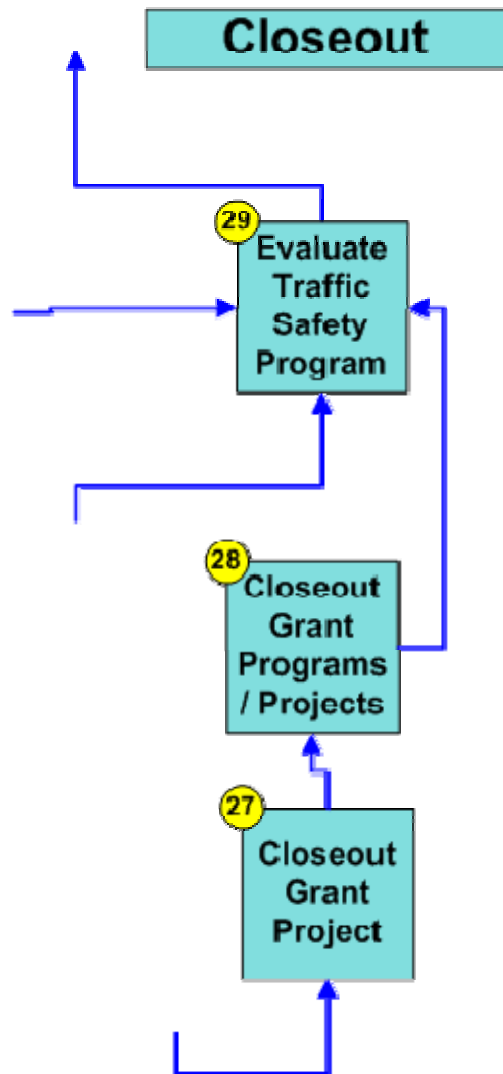
### Closeout Grant Programs / Projects

The TSSs are responsible for closing out the local grant projects and the TRF-PMs are responsible for closing out the statewide grant projects and the grant programs once the subgrantees have closed it from their end.

### Evaluate Grant Programs

The grant projects are evaluated by the Program Managers, Traffic Safety Specialists, and TRF-TS in order to assess project or program effectiveness, improve countermeasures, and allocate scarce resources more efficiently.

This helps the subgrantees, project directors, Program Managers and TSSs to make adjustments to countermeasures development or implementation. It also shows whether or not programs and individual projects are accomplishing their intended results and if one program is more or less effective than another.

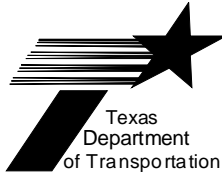


## FY2007

### HSPPLANNING CALENDAR

ACTIVITY	COMPLETION DATE	RESPONSIBLE
1. Submit FY 2007 HSPPL project proposal announcement to Office of General Counsel (OGC) for Texas Register publication	November 14, 2005	Planner
2. Texas Register announcement published	December 2, 2005	OGC
3. All FY 2007 Project proposals and STEP Wave applications are due.	February 1, 2006	Planner
4. Proposals Due from TxDOT Districts to TRF-TS	February 8, 2006	TSSs
5. FY 2007 Funding estimate released	February 17, 2006	Planner
6. Districts/Division teams review proposals	February 21-24, 2006	TSS/TRF-TS
7. Team scores and remarks entered into TS Database, by team.	February 21-24, 2006	TSS/TRF-TS
8. Draft project list	March 31, 2006	Planner
9. Team comments and scores released to TSS, TRF-TS and state agencies.	April 4, 2006	Planner
10. Response from scoring team comments due from districts, division, local and state agencies	April 14, 2006	All
11. Planner meets with each Program Manager to review comments received from proposing agencies.	April 17-21, 2006	TRF-TS
12. Draft project list submitted to Traffic Operations Division (TRF) Director for approval	May 11, 2006	TRF-TS Director
13. Draft Minute Order for June submitted to TRF Director	May 24, 2006	Planner
14. Submit final FY 2007 HSP Minute Order to TRF	June 9, 2006	Planner
15. Commission meets and reviews 2007 HSPPL Minute Order	June 29, 2006	Commission
16. Draft HSPPL due	June 30, 2006	Planner
17. Pro formas released for FY 2007 Contracts	July 7, 2006	Procedures

18. Approved project lists sent to districts and state agencies	July 7, 2006	TRF Director
19. Submit electronic copy of FY 2007 HSPP draft to TRF Director, TSSs, PMs, and NHTSA	July 14, 2006	TS Director
20. HSPP draft submitted to Texas Review and Comment System	July 14, 2006	Planner
21. HSPP submitted to South Central Region of NHTSA for review/approval	August 29, 2006	TS Director
22. Approved FY 2007 HSPP sent to TSSs, PMs and subgrantees	September 30, 2006	TS Director

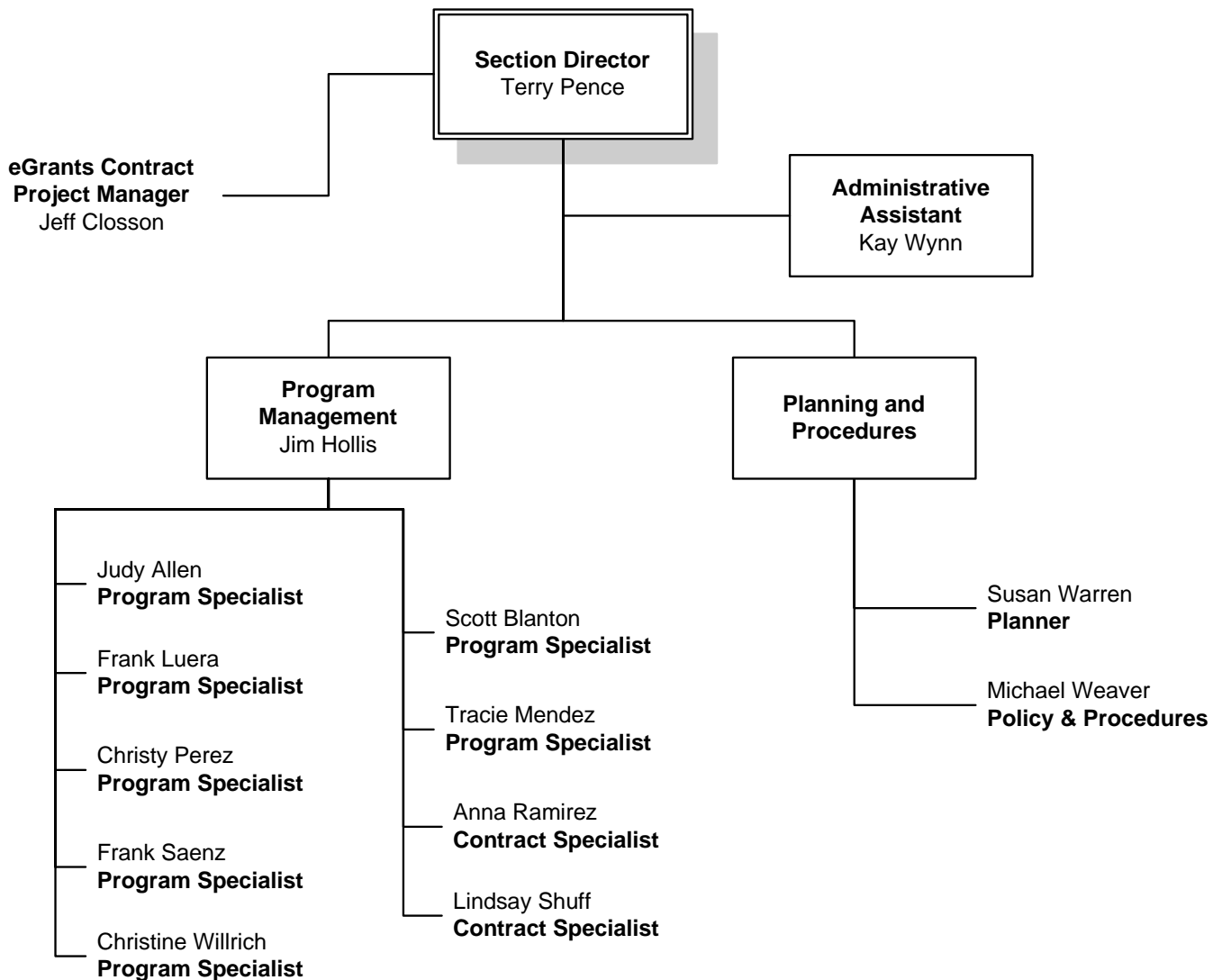


# Texas Department of Transportation

## Traffic Operations Division

### TRAFFIC SAFETY SECTION

**August 2006**



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## MISSION STATEMENT

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."

## EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) is committed to the mission of identifying state traffic safety problems and implementing highly effective countermeasures to reduce the number and severity of traffic crashes in order to save lives and prevent serious injury.

TxDOT is implementing a funding allocation methodology after an analysis of crash data and a determination of the most severe traffic safety problems. The program has been divided into three categories (Core competencies, Core auxiliaries and Contiguous competencies) and funding percentages have been assigned to each.

The Traffic Safety Program's FY07 budget of 56.4 million will fund 325 projects during the year. Several program highlights include:

- The Texas Municipal Police Association (TMPA) Police Traffic Services Support project will continue the Law Enforcement Advanced DWI Reduction System Support (LEADRS) trainings for law enforcement agencies as well as County and District Attorneys. Additionally, TMPA will introduce a new project component, the design and conduction of a blood-testing on line reporting training course for laboratory technicians.
- TxDOT will implement an interactive web-based Electronic Grants System (E-Grants) to simplify the grant process for potential subgrantees, beginning with the Request for Proposal and ending with project closeout.
- A Traffic Records Assessment will be conducted to allow management to review Texas' traffic records program. TxDOT will coordinate the assessment process for the state.
- A Traffic Records Coordinating Committee will be established as part of the requirement for Section 408 funds.
- Texas will host the annual premier Traffic Safety Summit which is dedicated to state and law enforcement agencies and other traffic safety partners.
- The Texas Municipal Courts Education Center's Municipal Traffic Safety Initiatives project focuses on the magistration of offenses, particularly impaired driving and the new Texas Driver's Responsibility Program in order to bring traffic safety to the forefront of awareness and to help municipal courts embrace the concept of transforming traffic safety into a local priority.
- The Texas Justice Court Training Center's Justice Court Traffic Safety Initiative project will educate justices of the peace (JP) in magistrating the DWI defendant, performing inquests on roadside fatalities and adjudicating juvenile alcohol/traffic defendants. Also the projects will utilize the JP in community outreach to educate the general public regarding drinking and driving and implement a cohesive system of dealing with DWI offenders as a county priority on a statewide basis.
- The Texas Association of Counties' Rural Judges DWI Court project will provide training and education for county elected rural judges to increase the effectiveness of DWI adjudication in Texas by increasing training, technical assistance and support for Texas County judges handling DWI and other traffic safety related cases.



- Statewide surveys show that safety belt use by drivers and front seat passengers increased to 89.9% in 2005. Texas children ages 0-4 years were restrained 79.5% in 2005. Texas will continue efforts to increase occupant restraint use in all passenger vehicle and trucks for driver and front seat passengers to 91.8%, for children ages 5-16 to 61.25%, and to achieve occupant restraint use for children ages 0-4 at 81.0% or higher in 2007.
- Texas Operation Lifesaver's Highway-Rail Grade Crossing Collision and Trespass project will educate law enforcement officers in five target communities with high numbers of highway-rail grade crossing collisions, focusing on the Texas Highway-Rail Grade Crossing laws, implement "Adopt-a-Crossing" programs, and sponsor Officers on the Train partnerships.
- Texas Transportation Institute's (TTI's) Motorcycle Safety Public Awareness Campaign project will update the Texas Department of Public Safety's (DPS's) *The Course for Motorcycle Riders* program. TTI will develop campaign theme(s) and materials for use in a statewide motorcycle campaign to be launched by DPS.

## LEGISLATIVE ISSUES

The 79<sup>th</sup> Texas Legislature met in FY2005. All traffic safety related laws in the Transportation Code passed by the 79<sup>th</sup> Legislature and signed by the Governor became effective September 1, 2005. A special Texas Legislative session was held in FY06, but there were no Traffic Safety related agenda items.

Below is a summary of the changes to the codes and statutes to the Transportation Code by the legislature in its regular session. This is not a verbatim recital of the laws but a summary designed to alert a reader that certain laws have changed.

### **§201.907. CONTRACT FOR ENFORCEMENT (ON TOLL WAYS)**

**HB 2702** creates this section to allow a public or private entity contracted to operate a toll project to contract for the services of peace officers to enforce traffic laws, including payment of the proper toll.

### **§228.504. FAILURE OR REFUSAL TO PAY TOLL; OFFENSE**

### **§228.505. ADMINISTRATIVE FEE; NOTICE; OFFENSE**

### **§228.506. PRESUMPTIONS; PRIMA FACIE EVIDENCE; DEFENSES**

### **§228.507. ELECTRONIC TOLL COLLECTION**

**HB 2702** moves these provisions here from Chapter 362 without any substantive change.

### **§228.058. AUTOMATED ENFORCEMENT TECHNOLOGY**

**HB 2702** renumbered former §361.256 to this new statute and amends it to permit automated toll enforcement evidence (i.e., video surveillance, “toll pass” transponder data, etc.) for use in capital murder prosecutions. This evidence is still prohibited in all other non-toll-related offenses.

### **§370.355. CRIMINAL PENALTIES (FOR FAILURE TO PROVIDE EVIDENCE OF FARE)**

**HB 2702** authorized transportation authorities to create a Class C misdemeanor for failure to provide evidence of having paid a required fare for travel on local mass transit systems. Citations may be issued for these offenses, and the offense is not a crime of moral turpitude. The penalty is limited to \$100 unless the offender fails to pay that penalty after statutory notice. (Note that prosecution under this section is needlessly complex, whereas theft of service should be far simpler.)

### **§472.022. OBEYING WARNING SIGNS AND BARRICADES**

**HB 1481** added barricades to the list of items that a driver must obey. That list already included warning signs and officer direction. Driving around a barricade is now a Class C offense, or a Class B if the driver ignores a warning sign or barricade erected because “water is over any portion of a road, street, or highway.” The new law’s intent is to deter people from driving around high-water barriers and placing themselves—and rescue crews—in harm’s way.

**§521.351. PURCHASE OF ALCOHOL FOR MINOR OR FURNISHING ALCOHOL TO MINOR: AUTOMATIC SUSPENSION; LICENSE DENIAL**

**HB 1357** created this new section to authorize a driver's license suspension or denial for persons convicted for a first offense of Providing Alcohol to a Minor under §106.06, Alcoholic Beverage Code. Repeat offenders already face suspension or denial under current law.

**§521.451. GENERAL VIOLATION (FOR FICTITIOUS OR ALTERED DL)**

**HB 699** amended §521.451 (the general offense for driver's license violations) to increase the punishment from a Class B to a Class A misdemeanor, making it equivalent in punishment to the offense of Tampering with Governmental Record (Penal Code §37.10). The bill further specifies that if the defendant's conduct can also be prosecuted under Alcoholic Beverage Code §106.07 (Misrepresentation of Age by a Minor), then the defendant must be prosecuted under that provision, which is a Class C misdemeanor. This is similar to a provision passed last session as penal Code §38.02(3) (Failure to Identify), reminding us once again that legislators do, indeed, have teenagers back home.

**§544.0055. TRAFFIC-CONTROL SIGNAL PREEMPTION DEVICE; OFFENSE**

**HB 364** created a new Class C misdemeanor if a person "uses, sells, offers for sale, purchases, or possesses for use" a traffic-control signal preemption device. These electronic devices—which are customarily used only by emergency service personnel working in urban, high-traffic areas that require their use to reduce response times—have become increasingly popular on the black market. The bill also provides that possession of a device creates a presumption of possession for unauthorized use. Exceptions are made for appropriate government services or a manufacturer, wholesaler, or retailer.

**§545.353. AUTHORITY OF TEXAS TRANSPORTATION COMMISSION TO ALTER SPEED LIMITS**

**HB 2257** potentially liberalized speed limits in several sparsely-populated West Texas counties by increasing the maximum population density for the 75 mile-per-hour limit from 10 persons per square mile to 15 persons per square mile. The bill also permitted the commission to raise speed limits to 80 miles per hour during the day along stretches of I-10 and I-20 that pass through Crockett, Culberson, Hudspeth, Jeff Davis, Kerr, Kimble, Reeves, Sutton, Pecos and Ward Counties.

**§545.356. AUTHORITY OF MUNICIPALITY TO ALTER SPEED LIMITS**

**HB 87** amended this section to give municipalities the ability to lower speed limits on some smaller urban roads from 30 miles per hour to 25 miles per hour without a traffic study.

**§545.412. CHILD PASSENGER SAFETY SEAT SYSTEMS; OFFENSE**

**HB 183** amended §545.412 to resolve an earlier conflict on the age requirements for child passenger safety seats systems, more commonly known as car seats. Conflicting bills passed in the same legislative session set the relevant age for requiring car seats for all children at different ages; one set the limit at those under 4 or under 36 inches tall, while another bill set the relevant

age at those under 5 or under 36 inches. Now, children under 5 *and* under 36 inches tall must be in a car seat. The bill also amends §545.413 to make corresponding changes and to clarify that all passengers under the age of 17 who do not fall under the mandatory car seat provision must nevertheless be secured by a seat belt at all times, regardless of their location within a vehicle.

#### **§545.4121. DEFENSE; POSSESSION OF CHILD PASSENGER SAFETY SEAT SYSTEM**

**HB 183** created this section to provide a defense to car seat violations under §545.412 for any person who “provides to the court evidence satisfactory to the court that the defendant possesses an appropriate child passenger safety seat system for each child required to be secured in a child passenger safety seat system under §545.412(a).” Note that the defense is in the present tense and not the past tense, implying that the legislature intends the defense for the benefit of those who obtain proper car seats even after the offense was committed. The bill also does not clarify what will constitute “evidence satisfactory to the court.”

#### **§545.424. OPERATION OF VEHICLE BY PERSON UNDER 18 YEARS OF AGE**

**SB 1257** added driving “while using a wireless communications device” to the list of prohibited activities for drivers under 18. Drivers of mopeds and motorcycles under 17 have a similar prohibition. Note that this section still prohibits officers from stopping a vehicle for the sole purpose of determining if the driver has violated this section.

#### **§545.425. USE OF WIRELESS COMMUNICATION DEVICE BY CERTAIN MOTORISTS**

**SB 1257** created an offense to prohibit the operator of a “passenger bus with a minor passenger on the bus” from using a wireless communication device. The statute includes exceptions “in case of emergency or if the passenger bus is not in motion,” but how that will be determined in court is unclear. Left unanswered is whether these are exceptions or defenses, and who bears the burden of presentation and proof?

#### **§547.615. RECORDING DEVICES**

**HB 160** added this new section, which requires law enforcement to obtain an owner’s consent or a court order to retrieve information recorded on or transmitted to a “black box” recording device. A court order for information that would reveal the location of a vehicle may be granted only after a showing that such data is necessary to protect public safety or is evidence of an offense or that a particular person committed an offense. Those special findings are not required to obtain court orders for other purposes (such as determining a vehicle’s speed and direction at the time of an accident), but that information may be inextricably linked to the location data, making the application of this new rule unclear in practice. Similarly, whether a grand jury subpoena or subpoena duces tecum will qualify a valid “court order” is unclear, especially if these additional findings must be made. Note also that the requirements of this section do not apply if the data was used as part of subscription service (such as On-Star) and that these requirements are for retrieving the data, not retrieving or securing the device itself—seizure of the black box is governed by existing search and seizure law.

### **§550.022. DESIGNATED ACCIDENT INVESTIGATION SITES**

**HB 1484** cleared up the punishment range for failure to clear the highway after an accident. Subsection (b) requires operators on metropolitan freeways to move operable vehicles to safer locations with it can be done safely. This amendment now clarifies that a violation of subsection (b) is a Class C misdemeanor.

### **§551.301. DEFINITION OF POCKET BIKES AND MINIMOTORBIKES**

**HB 2702** amended the definition of motor-assisted scooters to exclude pocket bikes and mini-motorbikes, which are defined as motor bikes with motors under 50 cubic centimeters not designed for highway use.

### **§551.304. LIMITS ON POCKET BIKES AND MINIMOTORBIKES**

**HB 2702** added this section, which states that nothing in Subchapter D (Neighborhood Electric Vehicles and Motor-Assisted Scooters) may be construed by local officials to authorize the operation of pocket bikes and mini-motorbikes (as defined in §551.301) on roads, streets, highways, sidewalks, or bike lanes. This provision may effectively ban most uses of those vehicles under Chapter 551 (Operation of Bicycles, Mopeds, and Play Vehicles) or other provisions of the Transportation Code. If so, a violation involving one of these vehicles should be punishable under the general provisions of §542.401 with a fine of \$1—\$200. However, the interpretation and effect of these changes are far from certain.

## **CHAPTER 601. MOTOR VEHICLE SAFETY RESPONSIBILITY ACT**

**SB 1670** amended various sections of this chapter and added new §§601.451—601.454 to create the Financial Responsibility Verification Program to help determine whether owners of motor vehicles carry valid insurance. The program will be implemented by the Department of Insurance no later than December 31, 2006.

### **§708.105. NOTICE OF POTENTIAL SURCHARGE**

**HB 2470** created a new statute that requires the following surcharge warning to be printed on traffic citations for no insurance. The warning must be in the largest type on the citation.

“A conviction of an offense under a traffic law of this state or a political subdivision of this state may result in the assessment on your driver’s license of a surcharge under the Driver Responsibility Program.”

Despite this change, there is still not required plea admonition for general driver’s license surcharges, which should be considered “collateral consequences” of any criminal conviction.

### **§725.003. OFFENSE (TRANSPORTING LOOSE MATERIALS); PENALTY**

**HB 754** changed the elements and punishment range for this offense. Violations for “loading” are eliminated. The prohibition now specifically includes transporting “aggregates” and “refuse.” The punishment ranges is raised from \$25—\$200 to a higher \$25—\$500 range, but enhanced offenses are eliminated.

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# PERFORMANCE PLAN

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## PROBLEM IDENTIFICATION

TxDOT plans with multiple agencies in identifying Texas Traffic Safety problems. Agencies that assist in problem identification 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. These agencies helped to establish the goals, strategies, and objectives for the program.

In addition, the following agencies and organizations assisted TxDOT in completing an alcohol self assessment that identified strategies needed to address impaired driving problems in Texas. These agencies included the following: Texas District and County Attorney's Association, Texas Center for the Judiciary, Texas Department of Criminal Justice, TxDPS, NHTSA South Central Region, Texas Alcoholic Beverage Commission, DSHS-Community Mental Health and Substance Abuse and Environmental Epidemiology and Injury, Higher Education Center for Alcohol and Drug Prevention, MADD, Texas Army National Guard, Brazos County, Sam Houston State University, TTI, Sherry Matthews Advocacy Marketing, Texas Education Agency, University of Texas Health Science Center at San Antonio, Texas A&M University-Center for Alcohol/Drug Education, Texas Municipal Police Association, Texans Standing Tall, and Texas Commission on Law Enforcement Standards and Education (TCLEOSE).

The bulleted list below are the problems identified by Texas as areas needing special emphasis in order to improve traffic safety and decrease injuries and fatalities. Following this list is a description of the process used to identify the traffic safety problems Texas faces on the roadways. Additional Texas data can be found on the charts included in this plan on pages 45-79.

- Impaired Driving – There were 1,642 alcohol related fatalities in 2004 (FARS) in Texas. Forty-six percent (46%) of fatalities in 2004 were alcohol related (FARS). (see Table 2 page 45).
- Safety Belts – Safety belt usage reached 90.4% in 2006 (TTI statewide survey) for front seat drivers and passengers. Children are restrained at a much lower rate than adults. Usage for children ages 0-4 was 79.9% in 2005. The lowest usage rate was for children ages 5-16, with a 44.6% usage rate in 2005 (TTI School age Children Survey in eighteen Texas Cities) (see page 39).
- Motorcycles – Motorcycle fatalities have increased following the revision of the Texas motorcycle helmet law in 1997. There were 118 fatalities in 1997 (Texas Accident File) and 285 (FARS) in 2004. Of the 285 fatalities in 2004, 167 (59%) were not wearing a helmet and 105 (37%) were alcohol related. (see Table 3 page 57).
- Speeding - Of the 3,725 crash fatalities, 1,338 (36%) involved driving over the speed limit or too fast for conditions (TxDPS crash data page 121).

A variety of data originating from multiple sources is used to assist in problem identification and project and program evaluation. The majority of the data used for problem identification originates from the Texas Department of Public Safety (DPS) Accident File, which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the DPS file are classified as K, A, B or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:

K = at least one person was killed

A = incapacitating injury

B = non-incapacitating injury

C = the most severe injury sustained was a possible injury

Additional roadway inventory data developed and maintained by the TxDOT's Transportation Planning and Programming Division are merged with the crash and injury-related information, thereby allowing analyses relating to vehicle miles traveled and roadway-specific characteristics.

Additional crash data relating to specific location, driver, vehicle, and roadway characteristics, and other contributing factors are collected from the most recently available year's crash data records files compiled and maintained by the DPS. Other location-specific crash experience data are also collected at city and county levels. This enables projects to be developed that focus on specific local problem areas, e.g., over-representation of crash causative factors on a specific segment of roadway, different driver age groups, injuries per capita, alcohol, speed, etc. Safety belt and child passenger safety seat use data are obtained from local and statewide observational surveys. Health, injury and emergency response data are collected from the DSHS.

Accident File data are used in a variety of ways to support problem identification at statewide and local levels by both TxDOT and by potential traffic safety program subgrantees. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. **In recent years Texas has experienced extensive backlogs in the coding of Accident Reports – to the degree that the most current certified statewide crash data available is for calendar year 2001. A major effort to rectify this situation through the development and implementation of a new Crash Records Information System (CRIS) has been underway for several years and is nearing the operational stage. In an effort to provide at least a modicum of more current crash information, the tabled crash data and trend information and the performance goal and trend graphical presentations provided here that include only fatal crash or fatality data, have been supplemented with data from FARS through 2004.** It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Accident File are not always in complete agreement. We believe, however, that for the purposes of this report and the on-going planning and evaluation efforts that depend on the most current data available, these differences are tolerable until the new Texas data system is fully operational. Each of the performance goal and trend graphical presentations contains a footnote identifying the sources of the data used for that figure. In addition the, glossary includes a definition/description of each of the performance measures used and the data sources tapped to generate them.

## Annual Tracking of Crash and Injury Trends

Since 1991, Texas has presented a series of graphical representations of statewide crash experience trends, with six to ten years<sup>1</sup> of data, in each Annual Report to NHTSA on the Texas Traffic Safety Program. These presentations provided a wide variety crash and casualty information encompassing absolute numbers and mileage-based rates of both crashes and casualties by severity. Over the years, the specific data reported have evolved in response to changing traffic safety priorities at the national level and, at the state level, as result of on-going internal planning efforts within TxDOT's TRF-TS and the formal strategic planning process initiated in 1997. The current measures tracked and reported annually are enumerated in Tables 1 through 3.

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<sup>1</sup> Prior to FY 2002, crash experience trends were based on Texas fiscal year data. As of FY 2002 trends are based on calendar year data.

## Application of Crash, Injury and Other Data to Problem Identification

A key component of the problem identification process is vested in the proposal process for traffic safety funding by prospective traffic safety subgrantees and contractors. This is in addition to the analyses of crash data, tracking of local, state and national trends, application of relevant TxDOT and other research findings, etc. performed under the auspices of TRF.

For each fiscal year, a public announcement for traffic safety project proposals is published in the *Texas Register*. The importance of clear, concise and accurate problem identification, supported with factual crash documentation, is stressed in the requirements provided for potential grantees proposing projects as one of the most important aspects of project proposals. A strong problem identification description accurately defines the nature and magnitude of the specific problem or problems in terms of causes of fatalities, injuries, crashes and property damage. Sufficient source-identified, verifiable data must be provided to justify the traffic safety problem in order for a proposal to be considered. Project proposers also identify specific traffic safety problems through archived and especially collected data from, for example, community assessments, traffic analyses, local speed and occupant restraint use surveys, local law enforcement agencies and hospital and emergency room reports. The proposals must be specific about the site location (city, county, roadway section, statewide), population data, the target audience, and over or under-representations.

It is through analysis and synthesis of the data described above and the stringent requirements placed on potential subgrantees and contractors that the State's traffic safety problems are identified and prioritized for inclusion in the State's annual Highway Safety Performance Plan.

## State Demographics Analysis

Texas, the largest state in the contiguous United States, is bounded by Oklahoma (N); Arkansas (NE); Louisiana (E); the Gulf of Mexico (SE); Mexico, (SW); and New Mexico (W). Approximately 790 miles long and 660 miles wide at its most distant points, Texas encompasses 268,581 square miles. Texas' population was 20,851,820 per the 2000 Census and was estimated to be 22,678,651 in 2005 (Texas State Data Center). In 2000, approximately 53 percent of the population was Anglo, 32 percent Hispanic, 12 percent Black, and 3.3 percent 'other' racial/ethnic groups. Both Hispanic and 'other' demographic groups are projected to increase as a proportion of the states' total population. About 31% of the population is 19 years-old or younger, 59% are 20-64, and 10% are 65 or older. Texans live in 254 counties that range in population from 67 (Loving) to 3,400,578 (Harris), and in area from Rockwall County's 149 square miles to the 6,193 square miles of Brewster County - equal to the combined area of the states of Connecticut and Rhode Island. There are 79,645 centerline miles of state-maintained roadways, including 3,233 miles of Interstate highways, 12,101 miles of US highways and 16,256 miles of Texas State highways. Another 40,996 miles on the state system are designated as Farm or Ranch to Market roads. In addition to the state-maintained roads, there are more than 222,000 miles of city and county-maintained streets and highways. Approximately 35% of the more than 229 billion vehicle miles traveled in Texas in 2004 were on rural roadways and 65% on urban roads. Despite vast expanses of low density population, Texas has more than 200 cities with populations of 10,000 or more. Of these, 51 have populations in excess of 50,000 and 24 have more than 100,000 residents. In 2006, there were 19.1 million registered vehicles in the state. Licensed drivers numbered 14,659,842 in 2005 (DPS). Of these, 6%, more than 943,905 were under 21 years old (with more than 230,465 under 18) and 12% were 65 or older.

## SET PERFORMANCE GOALS

As an outgrowth of the strategic planning process, Texas developed 18 specific goals for the traffic safety program, 76 specific strategies, and 31 specific performance measures. Objectives have been established for all 31 performance measures for years 2007 through 2010. These Texas traffic safety goals, strategies, performance measures and objectives for 2007 and 2010 are outlined in Table 1.

Table 2 provides ten years of crash data for the ten “national” performance measures that are reported by all states. Following Table 2, Figures 1-10 illustrate graphically both the actual data points for each performance measure and the linear trend from 1995-2005 for each measure.

Similarly, Table 3 provides seven to ten years of data for 21 of the previously noted 31 Texas-specific performance measures. After the table, Figures 11-30 present these data and the linear trend associated with each measure. With the exception of Texas performance measure 11 (percent use of safety belts), only those performance measures that are crash and/or casualty related are indicated in Table 3 and the associated figures.

### The Goal Setting Process

Beginning with the traffic safety planning process for FY 97, the State initiated periodic, formal traffic safety strategic planning sessions. The strategic planning meeting for 2005-2010 was held June 10-11, 2003. The attendees re-evaluated all strategies and goals and reviewed the Traffic Safety Program's vision and mission statement. Participants in the strategic planning sessions included traffic safety and engineering professionals from the TRF at TxDOT headquarters, TxDOT district traffic safety specialists, NHTSA South Central Region, representatives from AAA-Texas, AARP, MADD-Texas, TXDPS, DSHS, TTI, TCE, TEEX, and TBC.

Objectives and performance measures were subsequently developed by the TRF-TS to improve safety on Texas roadways and reduce the number of crashes, injuries and fatalities. These objectives and performance measures have been included in the FY 2007 Performance Plan. Continuing the effort undertaken at the 1999 planning sessions to provide better correspondence between goals and measures, several modifications and additions were made for the FY 2007 Plan. As a result of these changes, the thirty-one performance measures shown in Table 1 are now established by which progress on seventeen traffic safety goals can be assessed.

The FY 2005-2010 Strategic Plan was developed in the summer of 2003. As part of the strategic planning cycle, program goals and strategies were re-evaluated and modified as needed to make them more consistent with each other and better indicate progress toward those goals. The FY 2005-10 Strategic Plan will be used to develop the HSPPs through FY2008. Through both the formal strategic planning efforts and the on-going management and administration of the Traffic Safety Program, TxDOT will continue to comply with both the letter and the spirit of all state and federal highway safety program requirements. The original plan was to conduct Strategic Planning during June 2006. However, due to the delay in getting more recent Texas crash data, the next strategic planning meeting is scheduled for June 2007. The FY07 HSPP was sent July 14, 2006 for review and comments to the Governor's Texas Review and Comment System (TRACS). Additionally, the HSPP was sent for review to TxDOT District TSSs, TRF Program Managers, TRF Administration as well as the NHTSA South Central Regional Office.

**Table 1. FY 2007 Texas Traffic Safety Goals, Strategies, Performance Measures, and Objectives**

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2007 Objective	2010 Objective
<i>Overall State Goal</i>					
To reduce the number of motor vehicle crashes, injuries and fatalities		1: Mileage Death Rate	1.56 fatalities per 100M VMT (2004 FARS)	1.55 fatalities per 100M VMT	1.50 fatalities per 100M VMT
		2: Serious Injury Rate	49.87 serious injuries per 100M VMT	45.89 serious injuries per 100M VMT	41.19 serious injuries per 100M VMT
<i>Planning and Administration Program Area – 01</i>					
To provide effective and efficient management of the Texas Traffic Safety Program	<p>Provide training and assistance for local and statewide traffic safety problem identification.</p> <p>Provide procedures and training on highway safety planning and project development.</p> <p>Ensure availability of program and project management training.</p> <p>Review and update program procedures as needed.</p> <p>Conduct periodic project monitoring and evaluation of traffic safety activities.</p> <p>Perform accurate accounting and efficient reimbursement processing.</p> <p>Maintain coordination of traffic safety efforts and provide technical assistance.</p>	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	<p>Increase enforcement of DWI laws.</p> <p>Increase sustained enforcement.</p> <p>Increase high visibility enforcement.</p> <p>Improve BAC testing and reporting to the State's crash records information system.</p>	3: Number of Alcohol-related fatalities per 100M VMT (Based on FARS estimates)	0.72 Alcohol-related fatalities per 100M VMT (Based on 2004 FARS estimates)	0.71 Alcohol-related fatalities per 100M VMT (Based on FARS estimates)	0.69 Alcohol-related fatalities per 100M VMT (Based on FARS estimates)

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2007 Objective	2010 Objective
	<p>Improve anti-DWI public information and education campaigns.</p> <p>Increase the number of law enforcement task forces and coordinated enforcement campaigns.</p> <p>Increase training for anti-DWI advocates.</p> <p>Increase intervention efforts.</p>	4: Number of DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	3.28 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	2.81 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT
To reduce the number of DWI-related crashes where the driver is under age 21	<p>Improve and increase training for law enforcement officers.</p> <p>Improve DWI processing procedures.</p> <p>Develop a DWI and minor in possession tracking system.</p> <p>Improve adjudication of DWI cases through improved training for judges, administrative license revocation judges, and prosecutors, and improved support materials for judges and prosecutors.</p> <p>Improve education programs on alcohol and driving for youth.</p>	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 16-20 year-olds	60.52 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds	51.89 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds
	<p>Increase enforcement of driving under the influence by minors laws.</p> <p>Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving.</p> <p>Develop innovative ways and programs to combat underage drinking and driving.</p> <p>Expand "EI Protector" and keep concentration on alcohol.</p>	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	0.485 DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.460 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	4.49 DWI-related (alcohol or other drugs) serious injuries per 100M VMT	3.85 DWI-related (alcohol or other drugs) serious injuries per 100M VMT

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2007 Objective	2010 Objective
<b>Emergency Medical Services Program Area - 03</b>					
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 10.7 minutes (2003 DSHS)	EMS response time to motor vehicle trauma calls in rural areas reduced to 10.5 minutes	Maintain EMS response time to motor vehicle trauma calls in rural areas at 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 11.01 minutes (2003 DSHS)	Maintain EMS response time to motor vehicle at 11.0 minutes	Maintain EMS response time to motor vehicle trauma calls at 11.0 minutes in frontier areas
<b>Motorcycle Safety Program Area – 04</b>					
To reduce the number of motorcyclist fatalities	<p>Increase enforcement of existing motorcycle helmet law for riders and passengers under 21.</p> <p>Improve public information and education on the value of wearing a helmet.</p> <p>Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.</p>	10: Number of motorcyclist fatalities	Motorcyclist fatalities 285 (2004 FARS)	Reduce motorcyclist fatalities to no more than 283	Reduce motorcyclist fatalities to no more than 280
<b>Occupant Protection Program Area – 05</b>					
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	90.4 percent (2006)	91.8 percent	94.0 percent
	Increase sustained enforcement	12: Safety belt use rate by children age 5-16	44.6 percent (2005)	61.25 percent	80.0 percent
	Increase high visibility enforcement. Increase public information and education campaigns.	13: Child passenger restraint use rate for children ages 0-4	79.9 percent (2005)	81.0 percent	85.0 percent

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2007 Objective	2010 Objective
	<p>Increase intervention efforts by healthcare professionals, teachers, and all safety advocates</p> <p>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>				
<b>Pedestrian and Bicyclist Safety Program Area - 06</b>					
To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities	<p>Increase enforcement of traffic laws about bicycle right of way.</p> <p>Increase motorist awareness for sharing the road with bicyclists.</p>	14: Number of motor vehicle-related pedestrian fatalities per 100,000 population	1.91 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	No more than 1.642 motor vehicle-related pedestrian fatalities per 100,000 population
	<p>Improve bicycle crash data.</p> <p>Increase public information and education efforts on the use of safety equipment.</p> <p>Improve identification of problem areas for pedestrians.</p> <p>Improve pedestrian "walkability" of roads and streets.</p>	15: Number of bicyclist fatalities per 100,000 population	0.221 bicyclist fatalities per 100,000 population (2004 FARS)	0.126 bicyclist fatalities per 100,000 population	0.122 bicyclist fatalities per 100,000 population



Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2007 Objective	2010 Objective
	<p>Improve data collection on pedestrian injuries and fatalities.</p> <p>Improve public education and information on pedestrians and "safe walking".</p>				
<b>Police Traffic Services Program Area – 07</b>					
<p>To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes</p>	<p>Increase enforcement of traffic safety-related laws including speed-related.</p> <p>Increase sustained enforcement including speed related laws.</p> <p>Increase public education and information campaigns.</p> <p>Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals.</p>	<p>16: Number of KAB crashes per 100M VMT</p> <p>17: Number of intersection and intersection-related KAB crashes per 100M VMT</p>	<p>36.19 KAB crashes per 100M VMT</p> <p>15.5 intersection and intersection-related KAB crashes per 100M VMT</p>	<p>31.54 KAB crashes per 100M VMT</p> <p>10.65 intersection and intersection-related KAB crashes per 100M VMT</p>	<p>29.69 KAB crashes per 100M VMT</p> <p>9.3 intersection and intersection-related KAB crashes per 100M VMT</p>
<p>To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or greater</p>	<p>Increase public information and education on sharing the road with commercial motor vehicles (CMV).</p> <p>Develop partnerships with CMV industry and trade associations to increase education and training of the general public and drivers.</p> <p>Increase enforcement of commercial motor vehicle speed limits.</p>	<p>18: Number of CMV-involved fatalities per 100M VMT</p> <p>19: Number of CMV-involved fatal crashes</p>	<p>0.218 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2004 FARS)</p> <p>0.191 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2004 FARS)</p>	<p>No more than 0.189 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR</p> <p>No more than 0.173 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR</p>	<p>No more than 0.149 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR</p> <p>No more than 0.132 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR</p>

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2007 Objective	2010 Objective
<b>Speed Control Program Area – 08</b>					
To reduce the number of speed-related fatal and serious injury crashes	Identify best practices for speed deterrence when law enforcement is not present.  Increase sustained enforcement.	20: Number of speed-related KAB crashes per 100M VMT	11.88 speed-related KAB crashes per 100M VMT	10.18 speed-related KAB crashes per 100M VMT	9.58 speed-related KAB crashes per 100M VMT
<b>Traffic Records Program Area – 09</b>					
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.	21: Days for Crash Records Information System (CRIS) to report crash data after occurrence	Crash data available electronically to TxDOT in excess of 48 months	Crash data available electronically to TxDOT within 60 days of the event	Crash data available electronically within 60 days of the event
	Improve local databases and their ability to electronically transmit crash data to the Department of State Health Services and Public Safety.	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 electronically to CRIS no later than 10 days after occurrence	Local crash data reported electronically to CRIS no later than 10 days after occurrence
<b>Driver Education and Behavior Program Area - 10</b>					
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	20 million people reached with traffic safety messages (2005)	Maintain 20 million people reached with traffic safety messages	Maintain 20 million people reached with traffic safety messages
<b>Railroad / Highway Crossing Program Area - 11</b>					
To reduce KAB crashes at railroad/highway crossings	Educate law enforcement on laws governing railroad/highway crossings.  Increase public education and Information campaigns.	* 31. Number of KAB crashes at railroad/highway crossings	186 KAB crashes at railroad/ highway crossings	Achieve 179 KAB crashes at railroad/highway crossings	Achieve 173 KAB crashes at railroad/highway crossings
<b>Roadway Safety Program Area – 12</b>					
To 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.	24: Number of KAB crashes in work zones per 100M VMT	1.45 KAB crashes in work zones per 100M VMT	Achieve 1.17 KAB crashes in work zones per 100M VMT	Achieve 1.10 KAB crashes in work zones per 100M VMT

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2007 Objective	2010 Objective
	Increase public education and information on traffic safety in work zones.	25: Number of injuries in work zones per 100M VMT	2.00 A&B injuries in work zones per 100M VMT	Achieve 1.58 A&B injuries in work zones per 100M VMT	Achieve 1.48 A&B injuries in work zones per 100M VMT
	Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training.	26: Number of fatalities in work zones per 100M VMT	0.082 fatalities in work zones per 100M VMT	Achieve 0.064 fatalities in work zones per 100M VMT	Achieve 0.06 fatalities in work zones per 100M VMT
To 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)	25 communities assisted	25 communities assisted
	Improve highway design and engineering through training.	28: Number of persons trained in roadway safety classes	2,653 students in roadway safety classes (2005)	2,300 students in roadway safety classes	2,300 students in roadway safety classes
<b>Safe Communities Program Area -13</b>					
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.	29: Number of Safe Communities coalitions	37 coalitions	Achieve a minimum of 40 coalitions	Achieve a minimum of 45 coalitions
	Provide management support to implement community traffic safety programs.				
<b>School Bus Program Area -14</b>					
To 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.	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)	Maintain school bus passenger fatalities to no more than 0.40 per year on a five year average	Maintain school bus passenger fatalities to no more than 0.40 per year on a five year average
	Provide increased enforcement of state traffic laws around school buses.				

\* Number 31 is out-of-sequence because it is a new Performance Measure for Railway/Highway that was added later.

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## Table 2. Crash Data/Trends: Performance Measures

	Baseline Data 1995					Progress Report Data 1996-2006						
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b>Crash Data Trends for Ten National Performance Measures Reported by All States</b>												
1. Fatalities	3,172	3,738	3,508	3,576	3,519	3,775	3,739	3,823	3,821	3,583		
2. Fatality Rate (100M VMT) [TX1]	1.75	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.56		
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	16.14		
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	1,642		
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	0.72		
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.

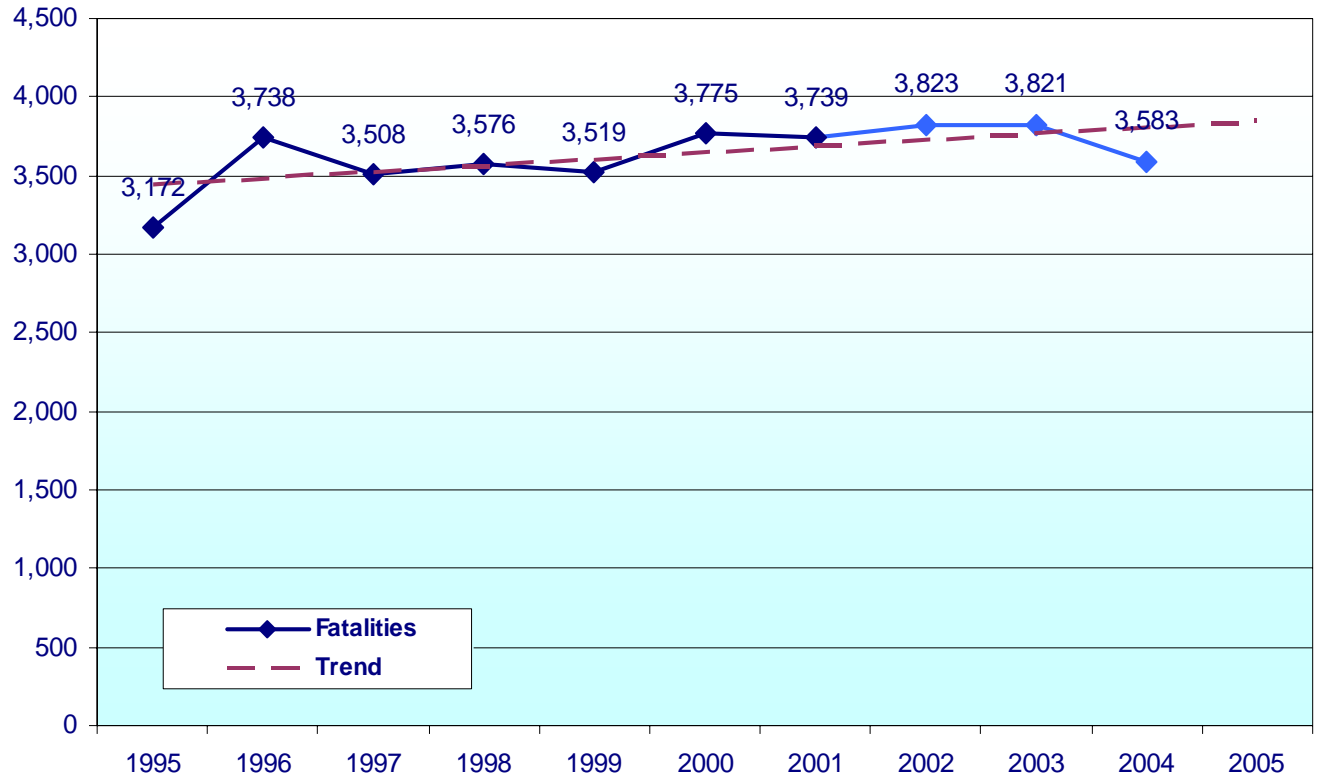
The most current certified statewide crash data available are for calendar year 2001 (see page34). In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 1-10 have, where comparable data are available, been supplemented with data from FARS for 2002 - 2004. FARS data used are from SAS data sets dated 2/14/06 and DOT HS 809 904, August 2005. 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 for that figure.

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Goal: Fatalities

No numeric goal established

Figure 1. Performance Measure 1:  
Number of Fatalities

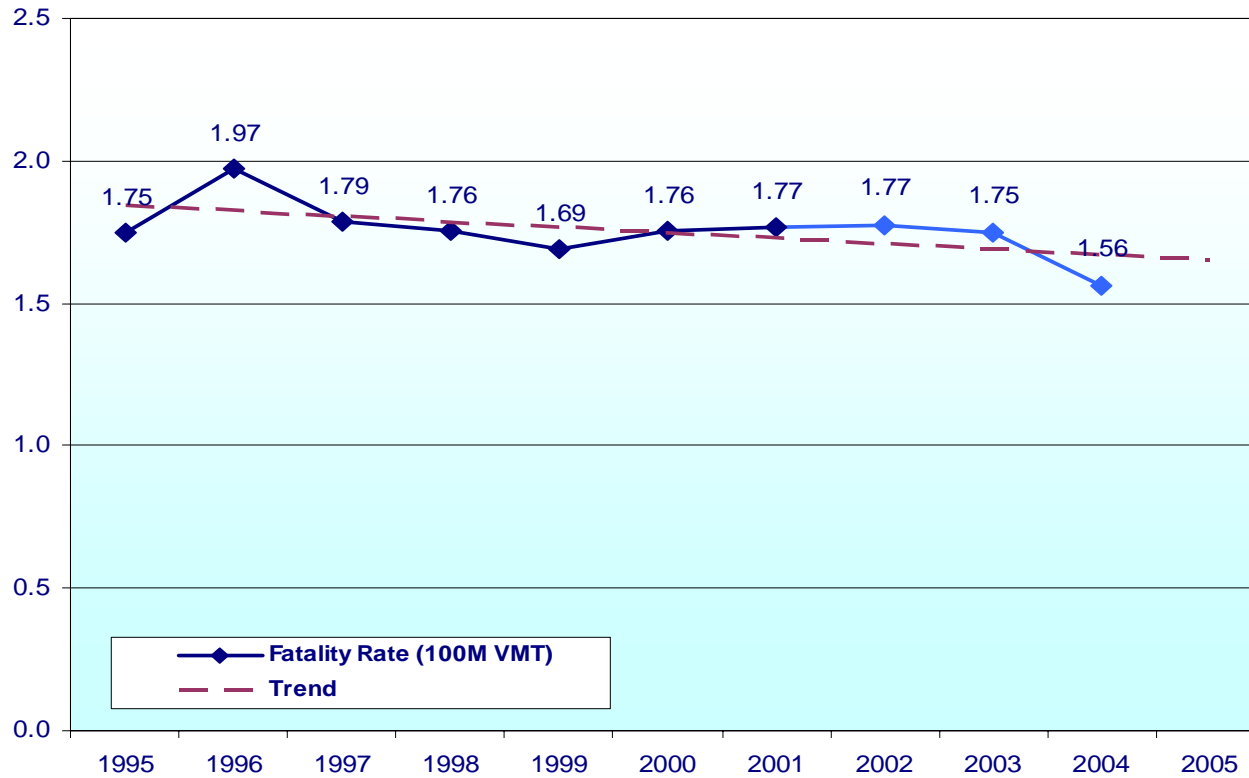


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2004: FARS

Goal: Fatality Rate per 100M VMT

Reduce the fatality rate to 1.55 per 100M VMT by 2007

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



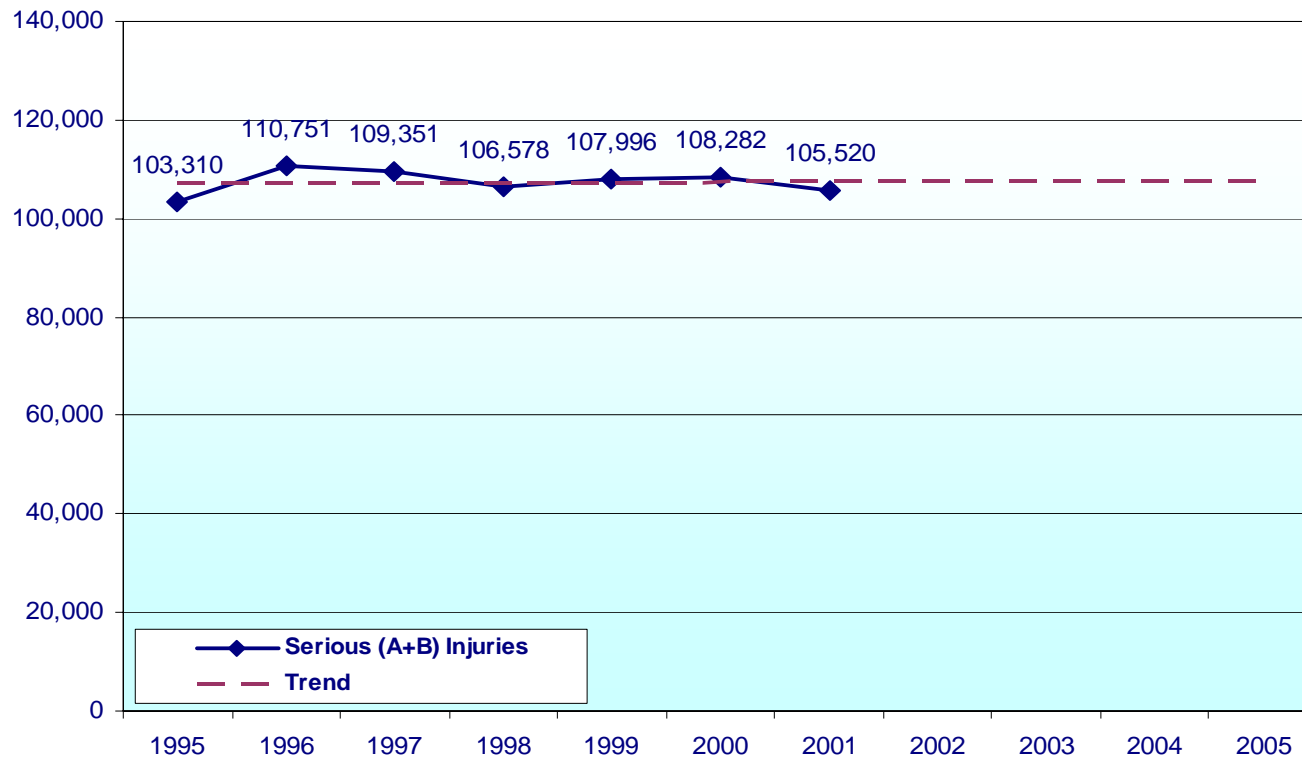
Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2004: FARS  
VMT: TxDOT Transportation Planning & Programming Div.



Goal: Serious Injuries

No numeric goal established

Figure 3. Performance Measure 3:  
Number of Serious Injuries

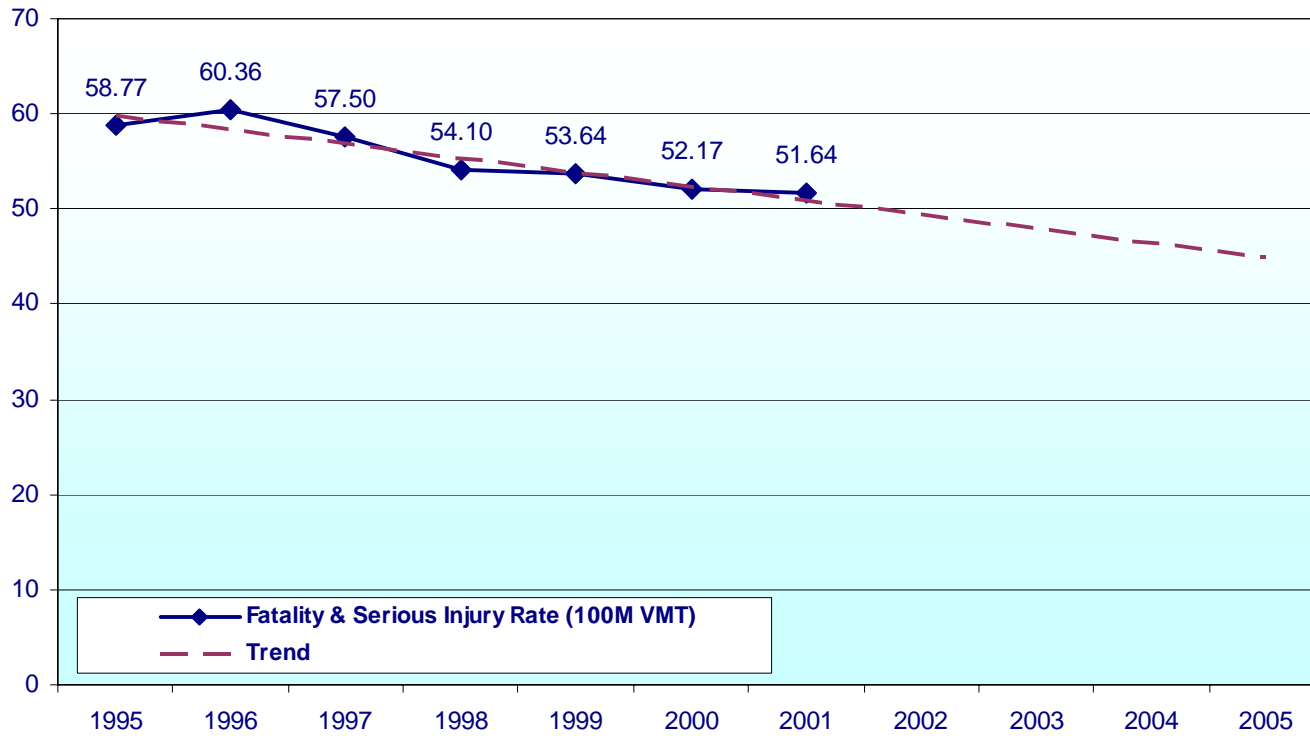


Data Sources A&B Injuries 1995-2001: Texas Accident File.

Goal: Fatality and Serious Injury Rate per 100M VMT

No numeric goal established

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

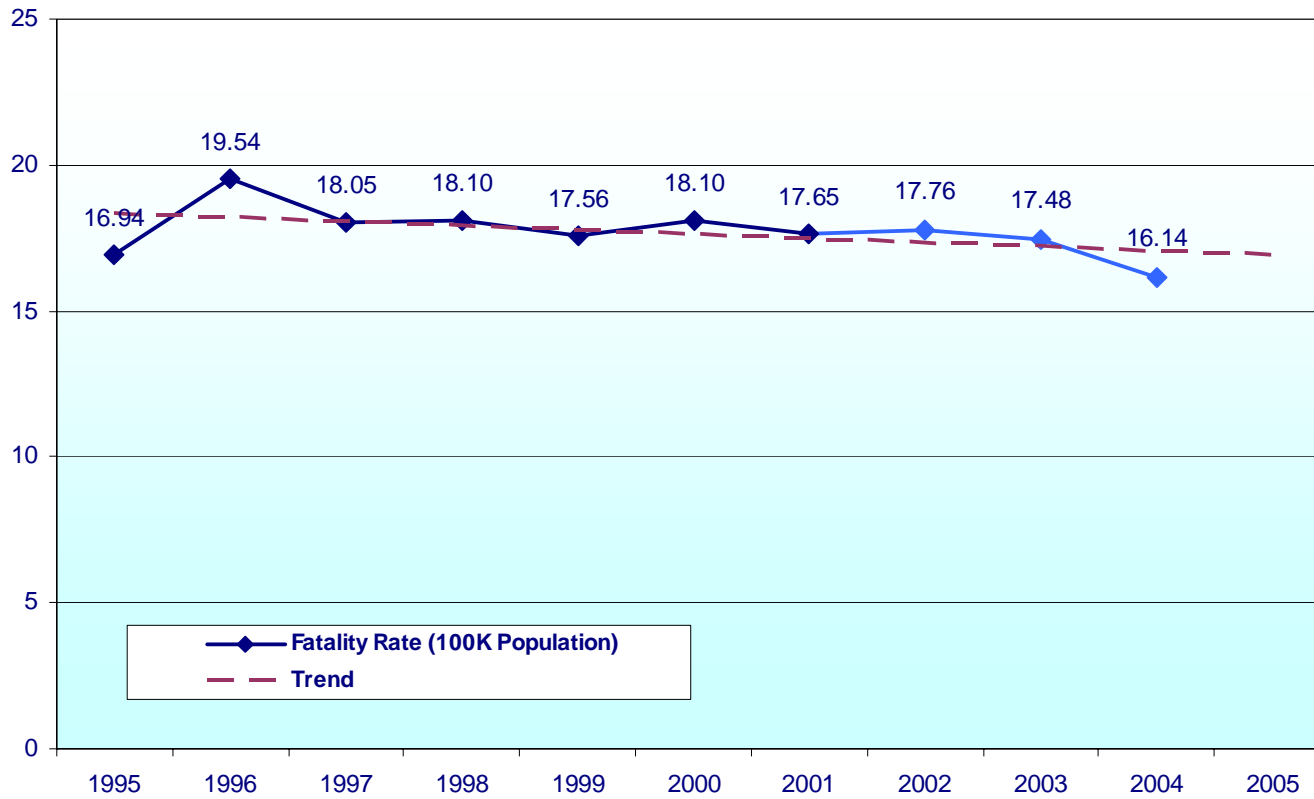


Data Sources Fatalities & injuries 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Fatality Rate per 100K Population

No numeric goal established

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



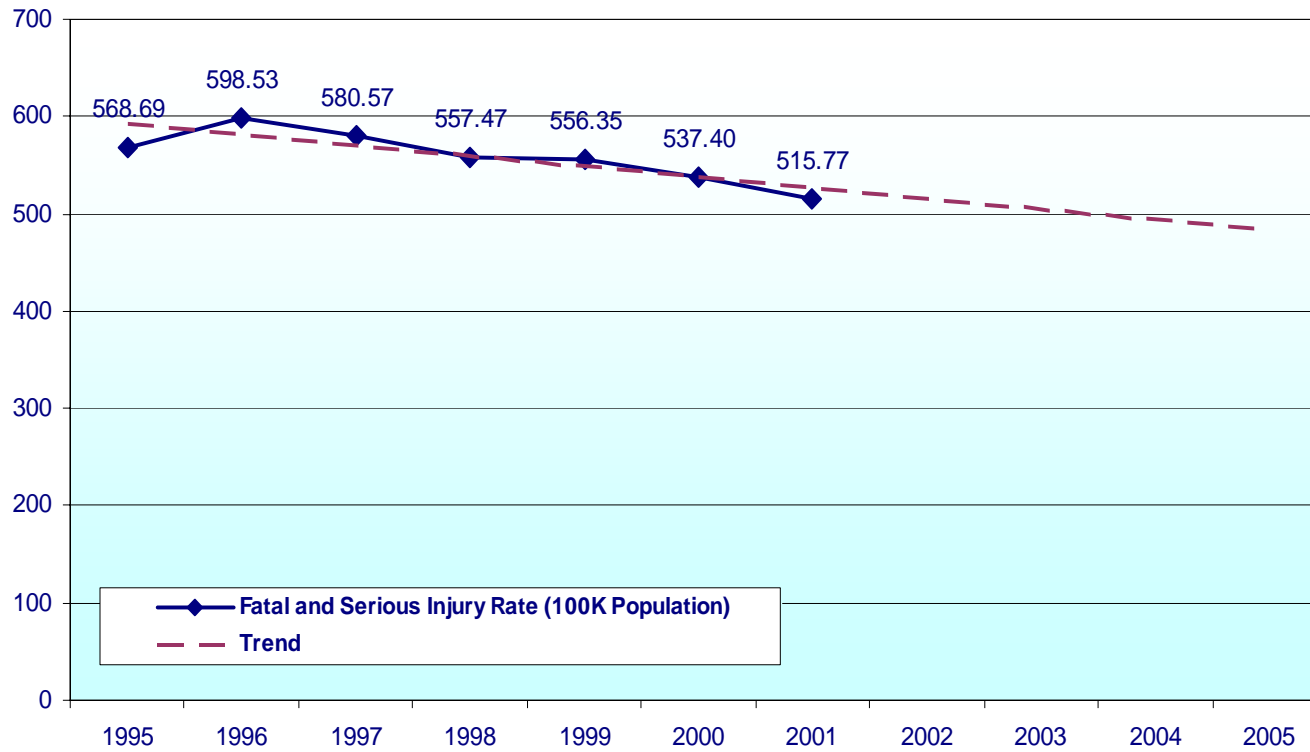
Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2004: FARS

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

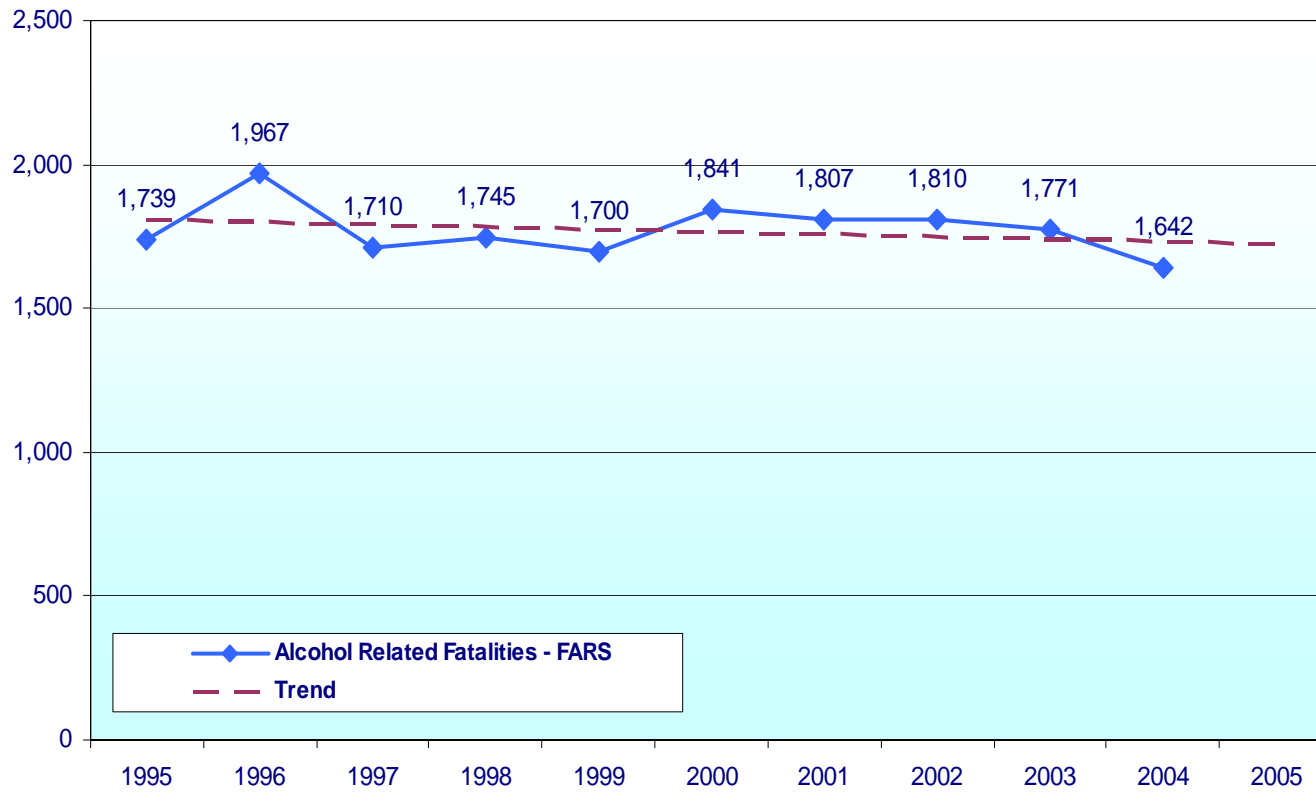
Figure 6. Performance Measure 6:  
Fatalities and Serious Injuries/100K Population



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

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

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

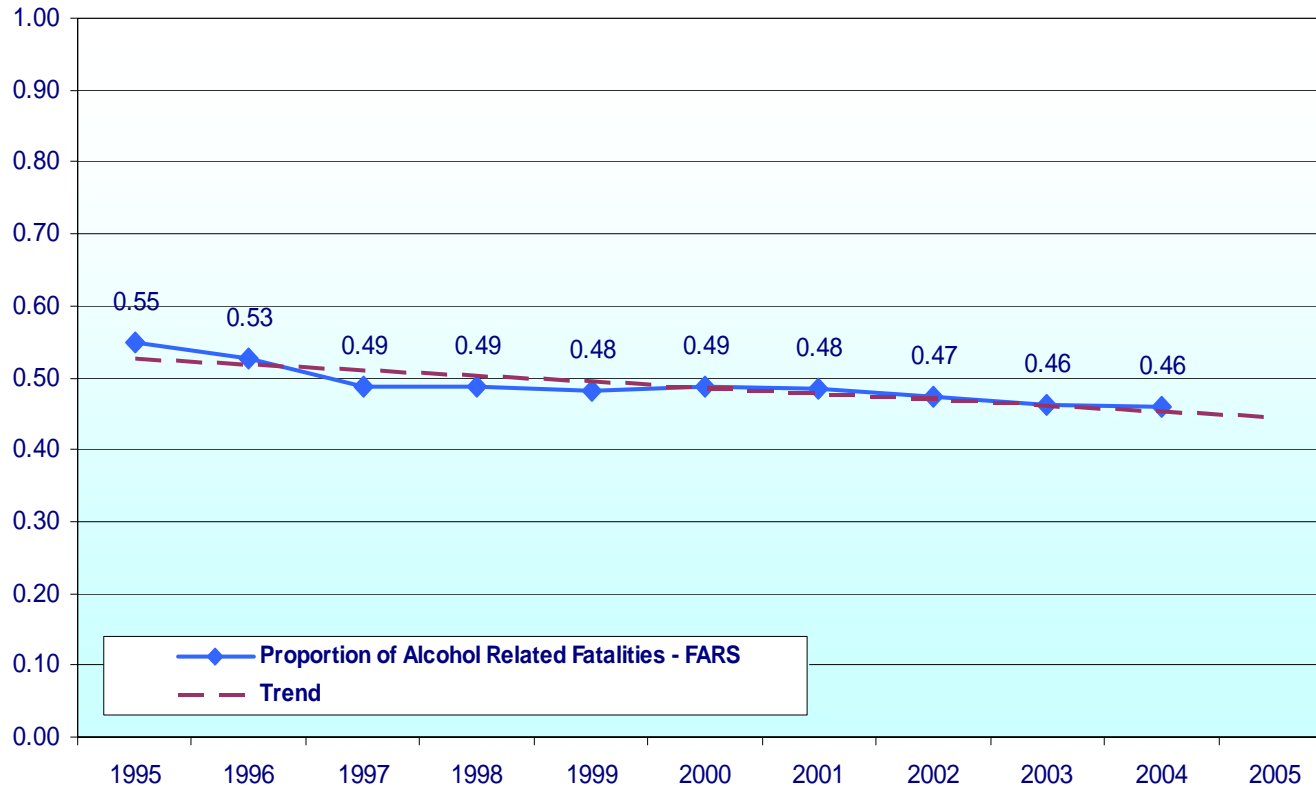


Data Sources Alcohol-related fatalities 1995-2004: FARS

Goal: Proportion of All Fatalities that are Alcohol-Related

No numeric goal established

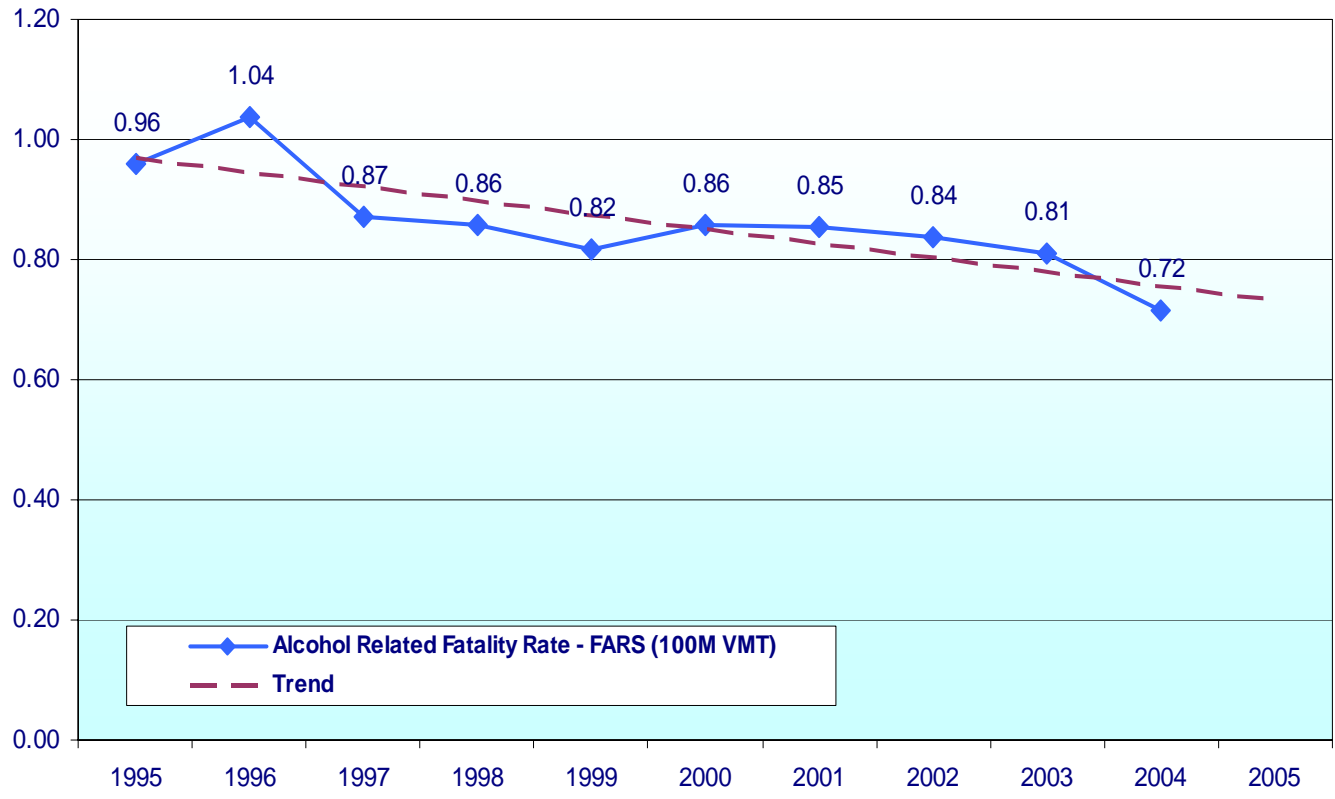
Figure 8. Performance Measure 8:  
Proportion of Alcohol Related Fatalities



Data Sources All Fatalities 1995-2001: Texas Accident File. All Fatalities 2002-2003: FARS  
Alcohol-related fatalities 1995-2004: FARS

**Goal: Alcohol-Related Fatality Rate per 100M VMT** Reduce alcohol-related fatalities to 0.71 per 100M VMT by 2007

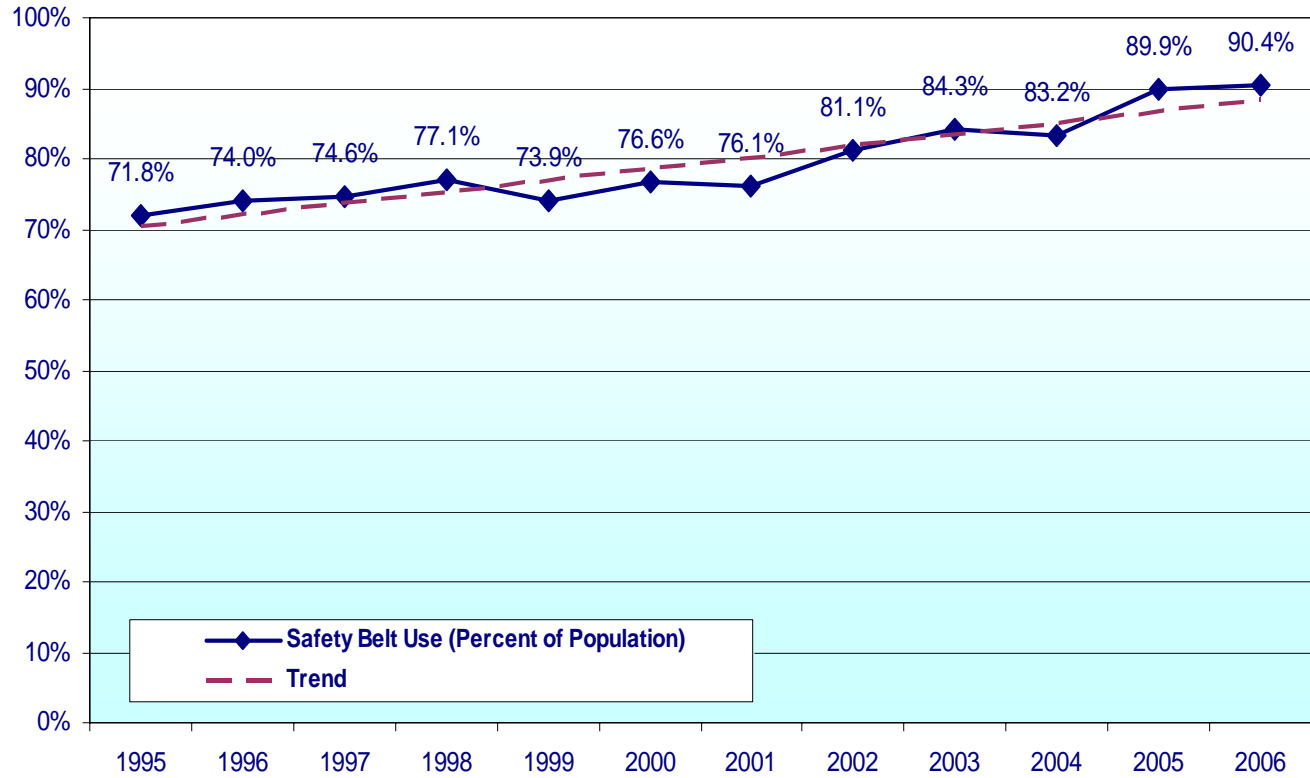
**Figure 9. Performance Measure 9:  
Alcohol Related Fatalities/100M VMT**



Data Sources Alcohol-related fatalities 1995-2004: FARS  
VMT: TxDOT Transportation Planning & Programming Div.

**Goal: Safety Belt Use (% of Population)** Increase driver and front seat passenger safety belt use to 91.8% by 2007

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



Data Sources Texas Transportation Institute observational safety belt surveys



**Table 3. Crash Data/Trends: Texas Performance Measures**

**Crash Data Trends for Twenty-one Texas Performance Measures**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
1. Mileage Death Rate (100M VMT) [NPM2]	1.75	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.56		
2. Serious Injury (A+B) Rate (100M VMT)	57.02	58.39	55.72	52.34	51.95	50.41	49.87					
3. Alcohol-Related Fatalities-FARS Estimate (100M VMT) [NPM9]	0.96	1.04	0.87	0.86	0.82	0.86	0.85	0.84	0.81	0.72		
4. Fatal and Serious Injury DWI-Related Crash Rate (100M VMT)	6.62	6.29	5.64	5.08	4.88	4.69	4.62					
5. 16-20 Year-old DWI Driver Fatal and Serious Crash Rate (100K Population)	95.98	97.06	89.31	91.20	92.28	92.53	86.95					
6. DWI-Related Fatality Rate (100M VMT)	0.684	0.719	0.608	0.580	0.558	0.558	0.541					
7. DWI-Related Serious Injury Rate (100M VMT)	9.32	8.90	7.91	7.01	6.72	6.33	6.31					
10. Motorcycle Fatalities	129	115	118	152	182	235	244	256	342	285		
11. Safety Belt Use (Percent of Population) [NPM10]	71.8%	74.0%	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	90.4%
14. Pedestrian Fatality Rate (100K Population)	2.462	2.337	2.299	2.353	2.155	2.009	2.171	1.942	1.834	1.909		
15. Bicyclist Fatality Rate (100K Population)	0.278	0.314	0.288	0.288	0.220	0.173	0.212	0.237	.0238	0.221		
16. Fatal & Serious Injury Crash Rate (100M VMT)	40.80	41.27	39.64	37.62	36.94	36.34	36.19					
17. Fatal and Serious Injury Intersection and Intersection-Related Crash Rate (100M VMT)	18.0	17.9	17.2	16.2	16.2	15.4	15.5					
18. Large Truck-Involved Fatality Rate (100M VMT)	0.203	0.259	0.227	0.229	0.222	0.234	0.247	0.224	0.256	0.218		
19. Large Truck-Involved Fatal Crash Rate (100M VMT)	0.174	0.216	0.197	0.206	0.196	0.209	0.218	0.199	0.224	0.191		

Continued on next page

**Table 3. Crash Data/Trends: Texas Performance Measures (Continued)**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
20. Fatal and Serious Injury Speed-Related Crash Rate (100M VMT)	12.97	13.03	12.62	11.85	11.60	11.72	11.88					
24. Work Zone Fatal and Serious Injury Crash Rate (100M VMT)	1.403	1.561	1.560	1.515	1.384	1.343	1.451					
25. Work Zone Serious Injury Rate (100M VMT)	1.960	2.210	2.201	2.117	1.934	1.818	2.000					
26. Work Zone Fatality Rate (100M VMT)	0.071	0.065	0.069	0.077	0.069	0.074	0.082					
30. School Bus Passenger Fatalities - 5 yr moving average					0.20	0.60	0.40					
31. Railroad Grade Crossing Fatal and Serious Injury Crashes	255	255	222	226	198	194	186					

Notes:

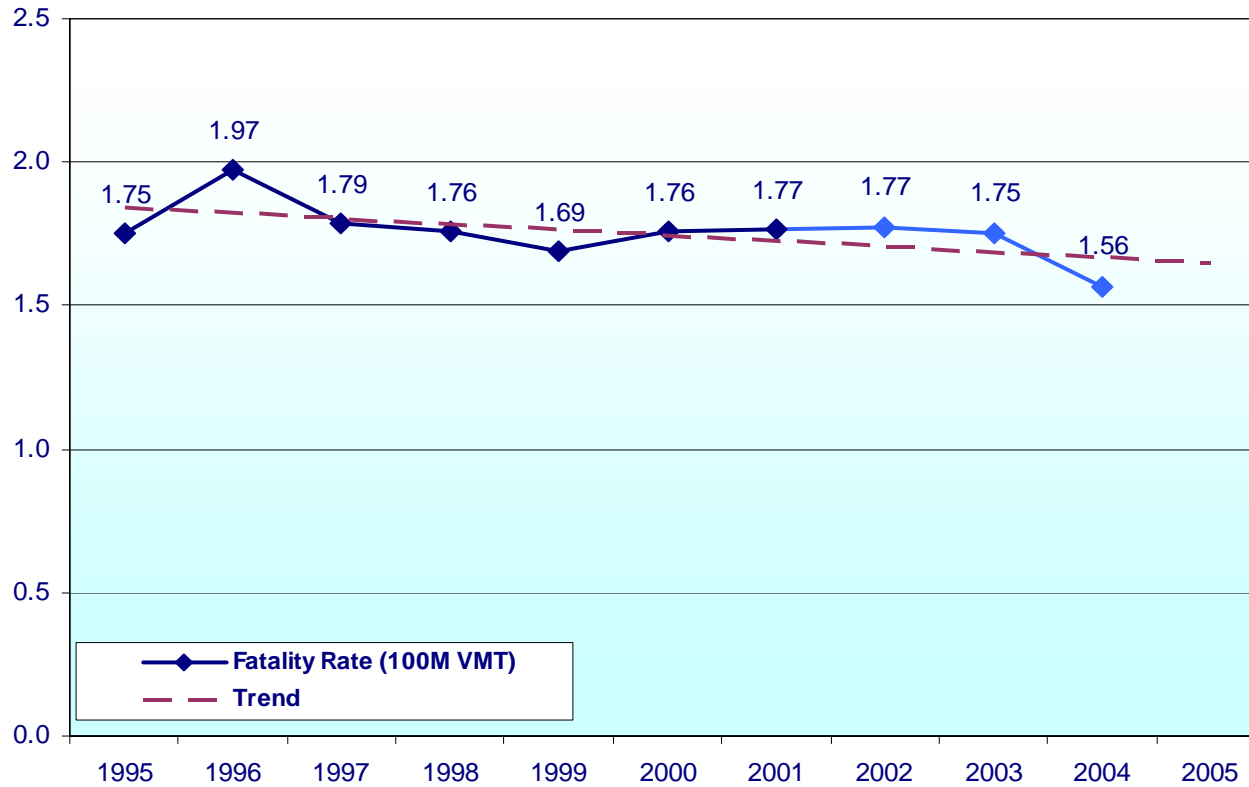
Numbering of the Texas performance measures in Table 2 is consistent with that in Table 1. Only crash-related performance measures are shown here and illustrated in Figures 11-30. See Table 1 for descriptions and data related to non-crash performance measures (Texas Performance Measures: 8, 9, 12, 13, 21, 22, 23, 27, 28, and 29). Texas performance measures 1, 3, and 11 above are identical to National performance measures numbers 2, 9, and 10, respectively.

The most current certified statewide crash data available are for calendar year 2001 (see page 34). In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 11-31 have, where comparable data are available, been supplemented with data from FARS for 2002 - 2004. FARS data used are from SAS data sets dated 2/14/06 and DOT HS 809 904, August 2005. 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 11-31, based on the data in Table 3, each include a footnote identifying the sources of the data used for that figure.

Goal: Fatality Rate per 100M VMT

Reduce the fatality rate to 1.55 per 100M VMT by 2007

Figure 11. Texas Performance Measure 1:  
Mileage Death Rate

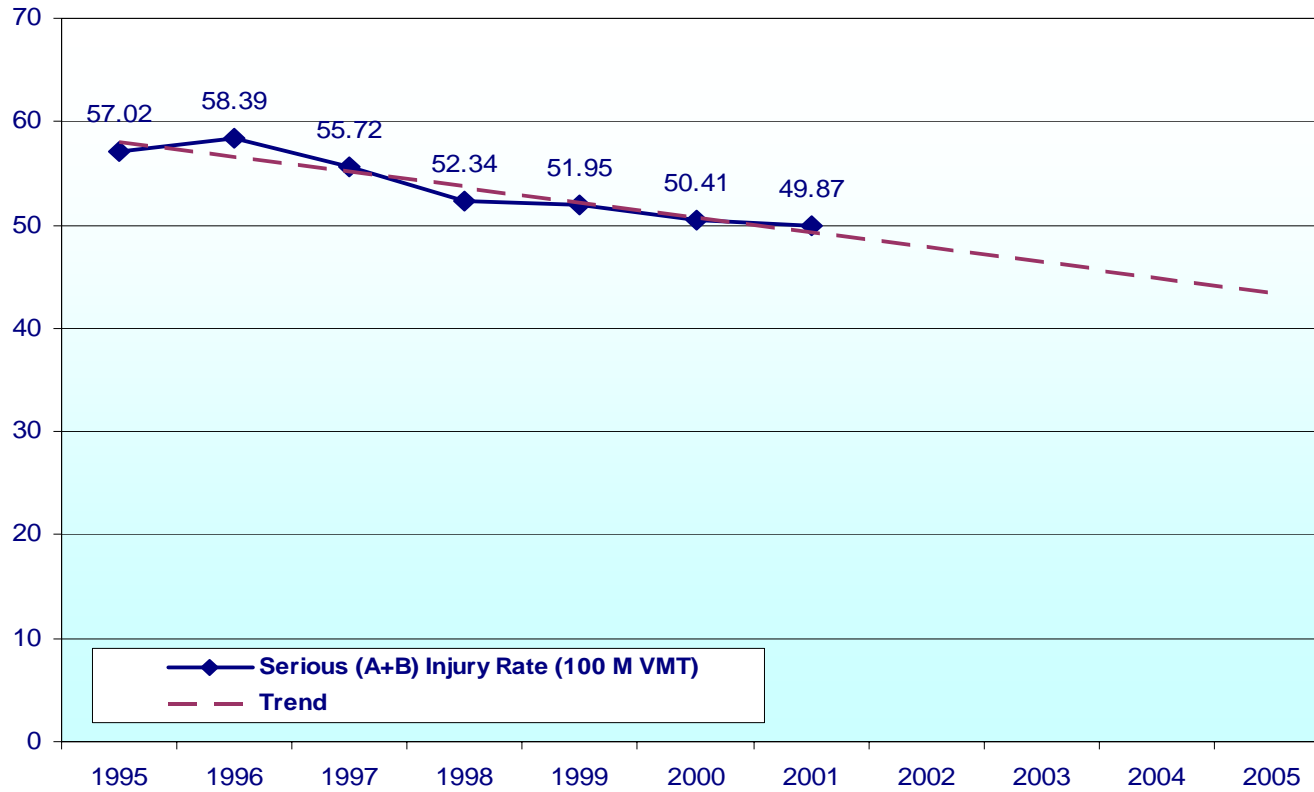


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2004: FARS  
VMT: TxDOT Transportation Planning & Programming Div.

**Goal: Serious Injury Rate per 100M VMT**

**Reduce the Serious (A+B) injury rate to 45.89 per 100M VMT by 2007**

**Figure 12. Texas Performance Measure 2:  
Serious Injuries/100M VMT**



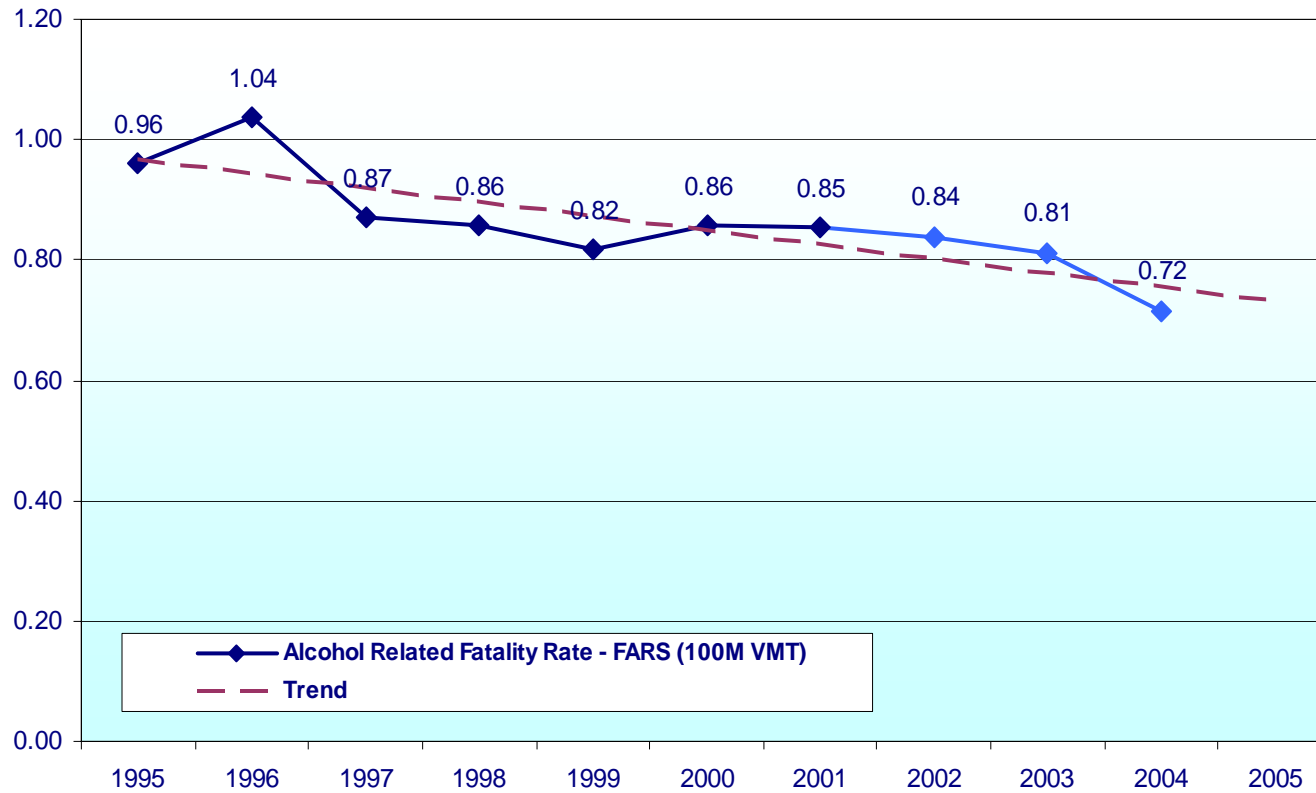
**Data Sources** A&B Injuries 1995-2001: Texas Accident File.

VMT: TxDOT Transportation Planning & Programming Div.

Goal: Alcohol-Related Fatality Rate per 100M VMT

Reduce alcohol-related fatalities to 0.71 per 100M VMT by 2007

Figure 13. Texas Performance Measure 3:  
Alcohol-Related Fatalities/100M VMT



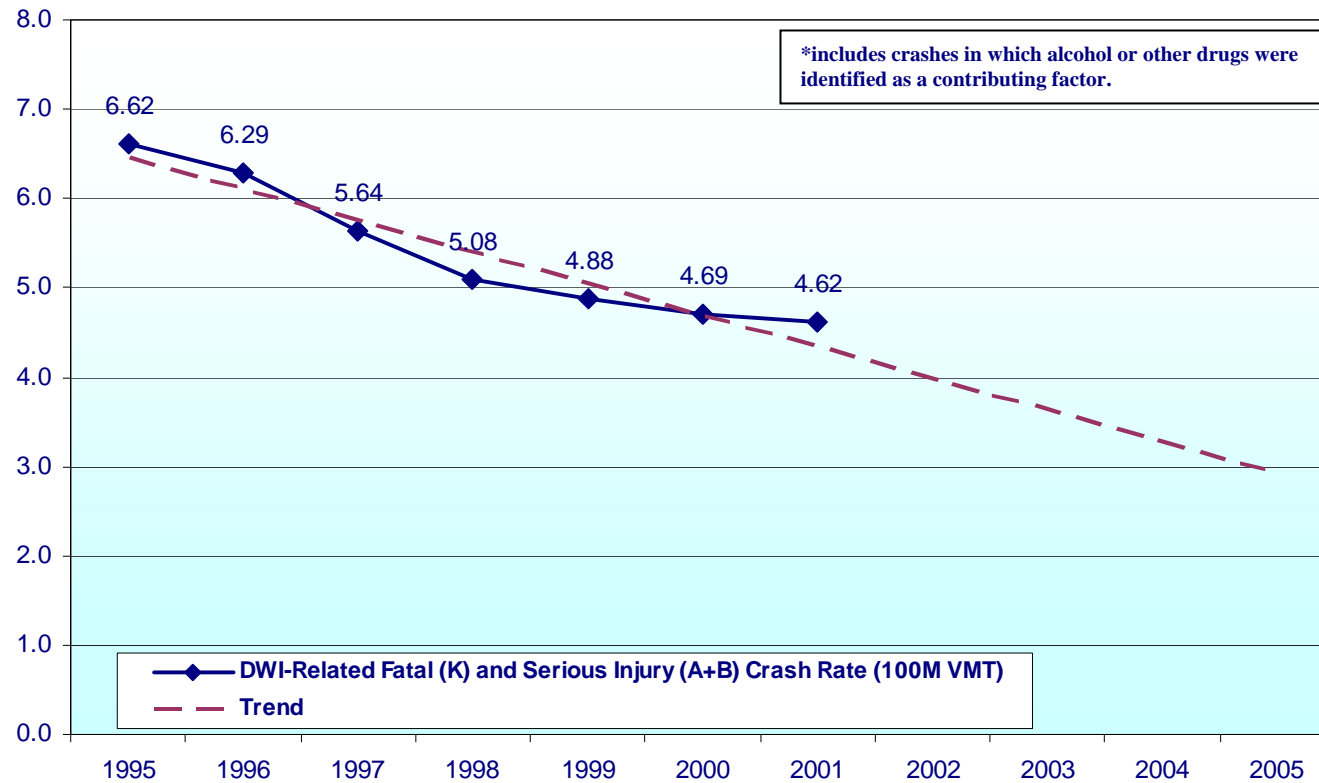
Data Sources Alcohol-related fatalities 1995-2004: FARS

VMT: TxDOT Transportation Planning & Programming Div.

Goal: Fatal and Serious Injury DWI Crash Rate per 100M VMT

Reduce the DWI-related KAB crash rate to 3.28 per 100M VMT by 2007

Figure 14. Texas Performance Measure 4:  
Fatal and Serious Injury DWI\* Crashes/100M VMT

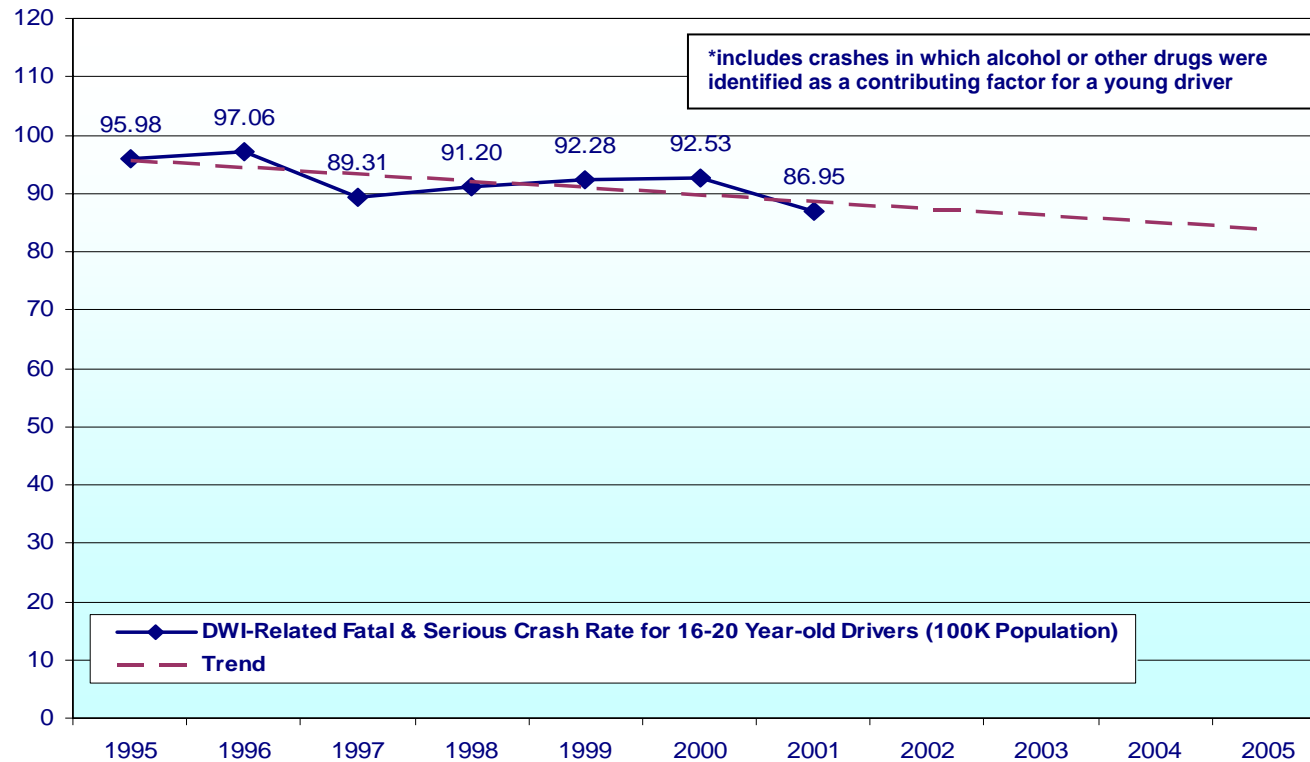


Data Sources DWI-related crashes 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.

**Goal: 16-20 Year-old DWI Driver Fatal and Serious Injury  
Crash Rate per 100K Population**

**Reduce the DWI-related KAB crash rate for 16-20 year-old drivers  
to 60.52 per 100K population by 2007**

**Figure 15. Texas Performance Measure 5:  
Fatal and Serious Injury DWI\* Crashes Among 16-20 year-old drivers/100K  
16-20 Year-old Population**



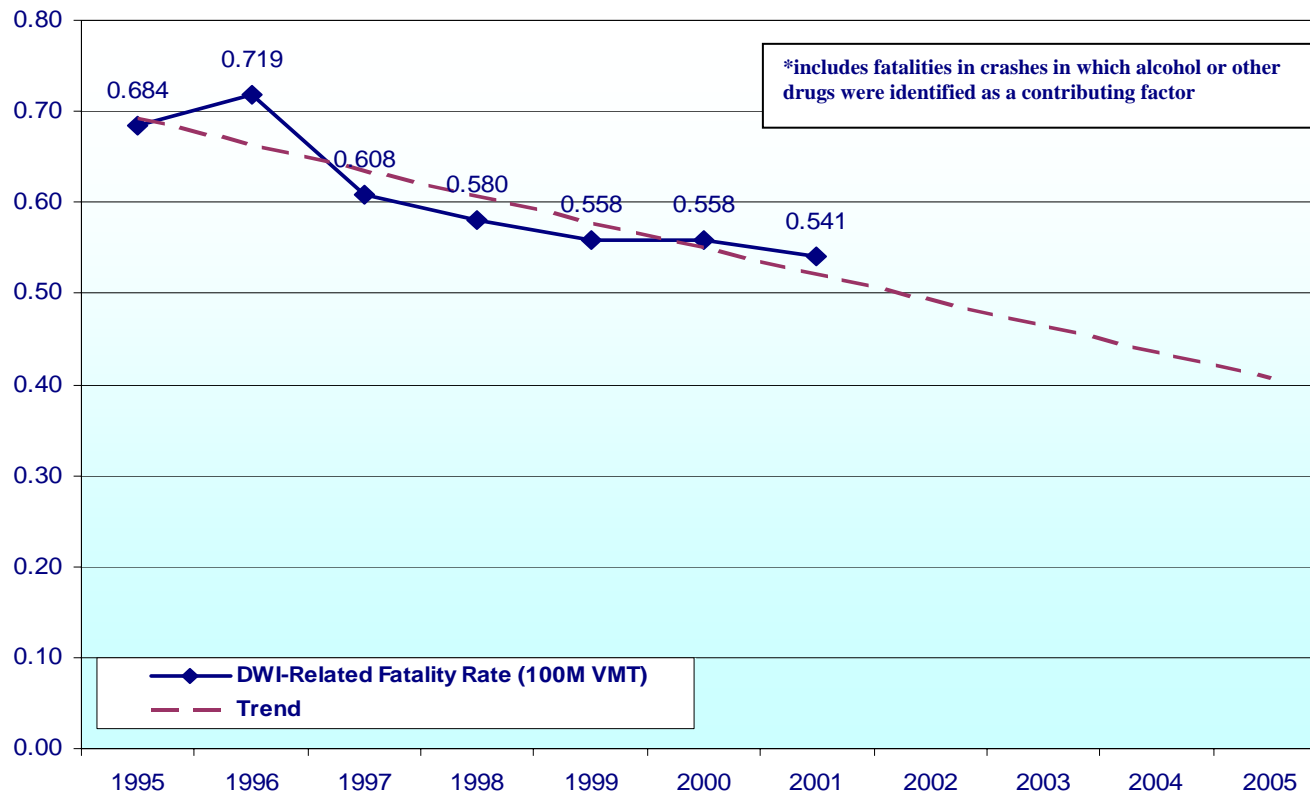
Data Sources DWI-related crashes 1995-2001: Texas Accident File

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

Goal: DWI-Related Fatalities per 100M VMT

Reduce the DWI-related fatality rate to 0.485 per 100M VMT by 2007

Figure 16. Texas Performance Measure 6:  
DWI\*-Related Fatalities/100M VMT



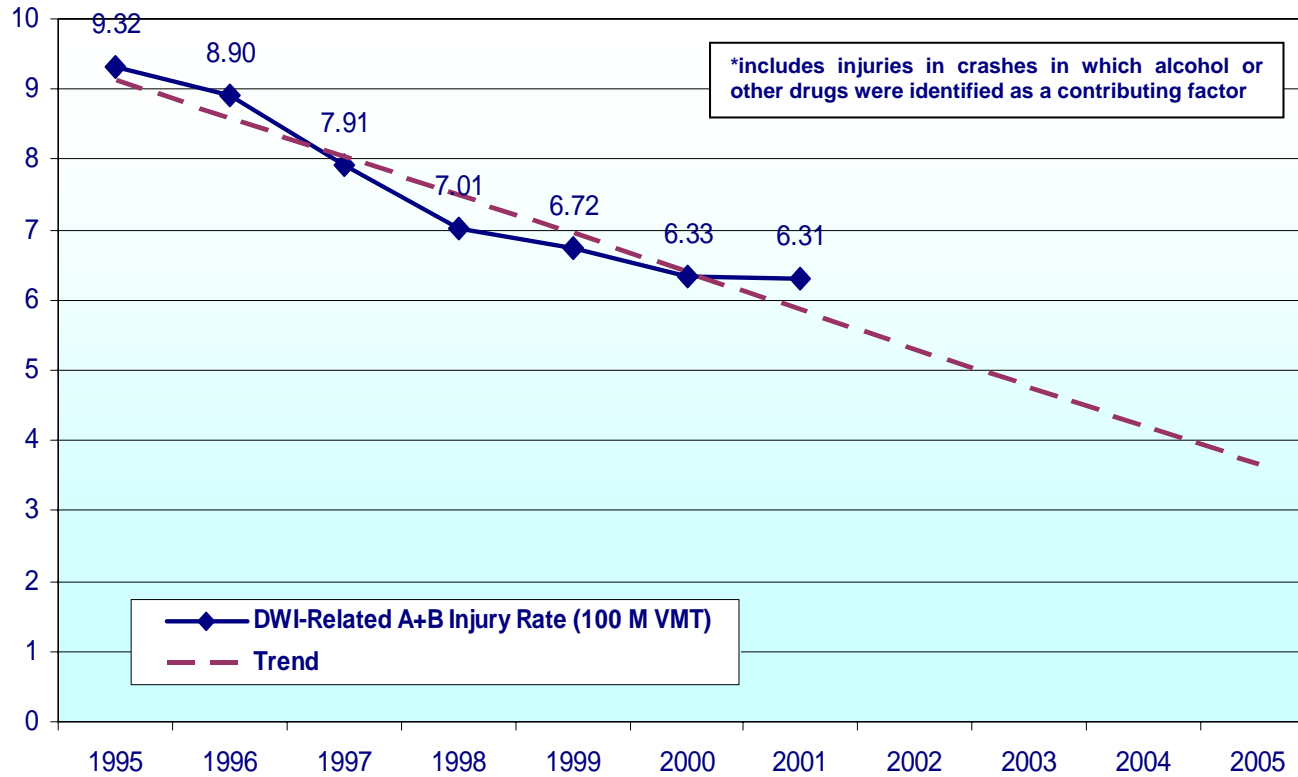
Data Sources DWI-related fatalities 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.



Goal: **DWI-Related Serious Injuries per 100M VMT**

Reduce the DWI-related serious injury rate to 4.49 per 100M VMT by 2007

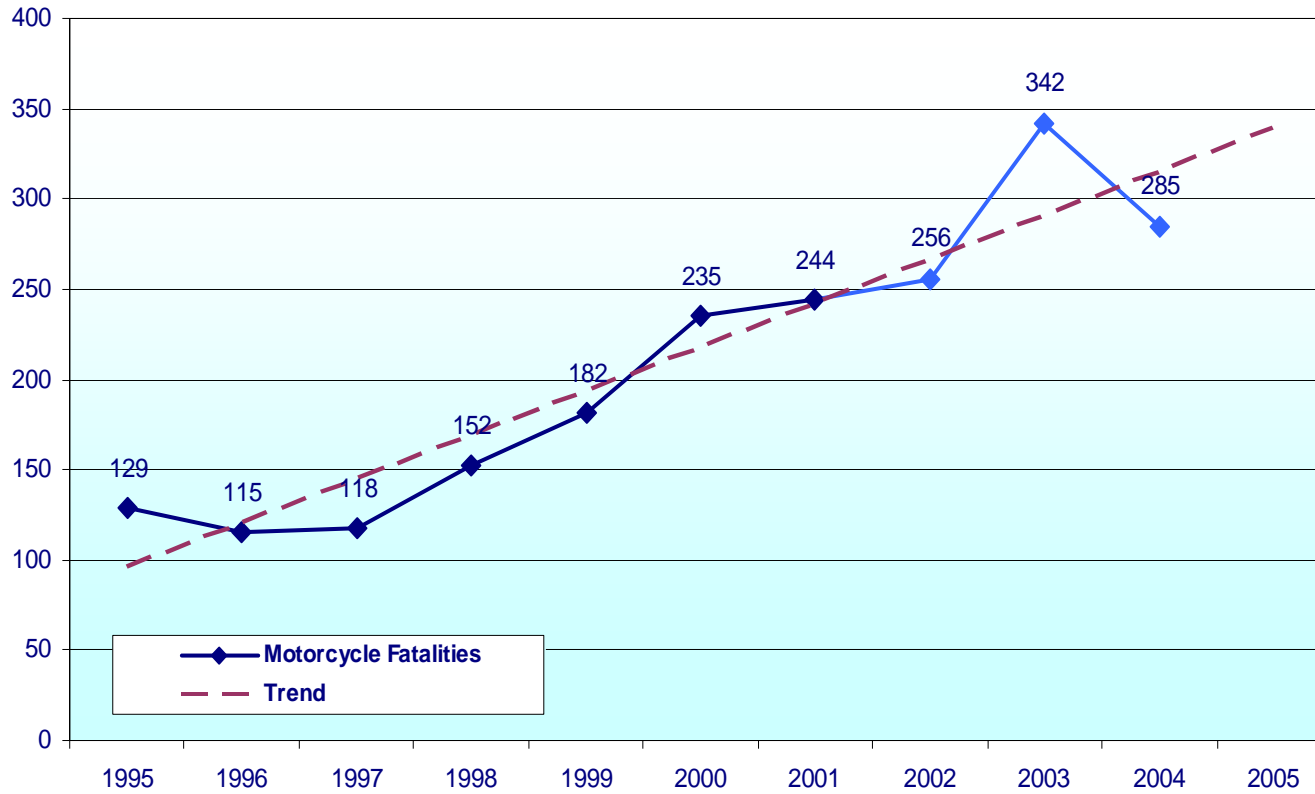
**Figure 17. Texas Performance Measure 7:  
DWI\*-Related Serious Injuries/100M VMT**



Data Sources DWI-related injuries 1995-2001: Texas Accident File

VMT: TxDOT Transportation Planning & Programming Div.

Figure 18. Texas Performance Measure 10:  
Number of Motorcyclist Fatalities

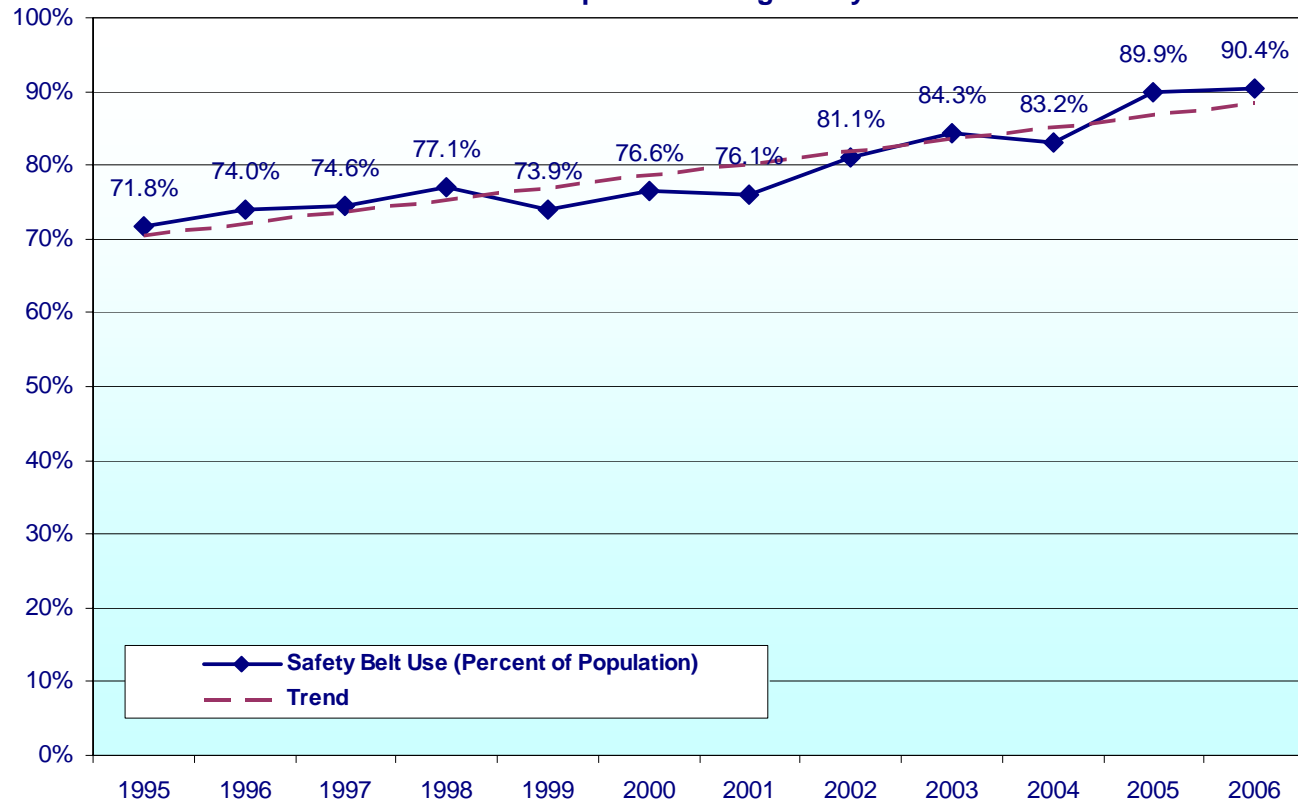


Data Sources MC fatalities 1995-2001: Texas Accident File. MC fatalities 2002-2004: FARS

**Goal: Safety Belt Use (% of Population)**

**Increase driver and front seat passenger safety belt use to 91.8% by 2007**

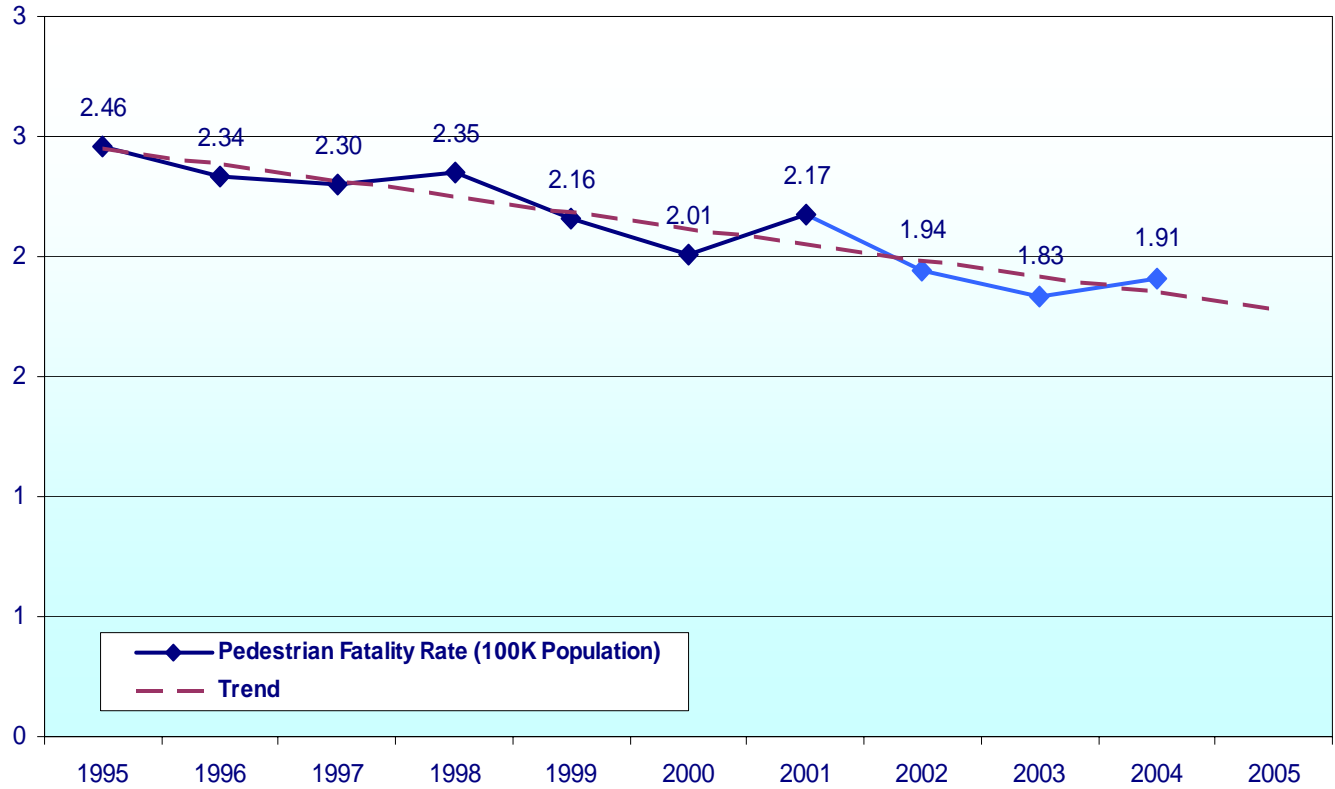
**Figure 19. Texas Performance Measure 11:  
Percent of Population Using Safety Belts**



Data Sources Texas Transportation Institute observational safety belt surveys

**Goal: Pedestrian Fatality Rate per 100K Population**      Reduce pedestrian fatalities to 1.72 per 100K population by 2007

**Figure 20. Texas Performance Measure 14:  
Pedestrian Fatalities/100K Population**

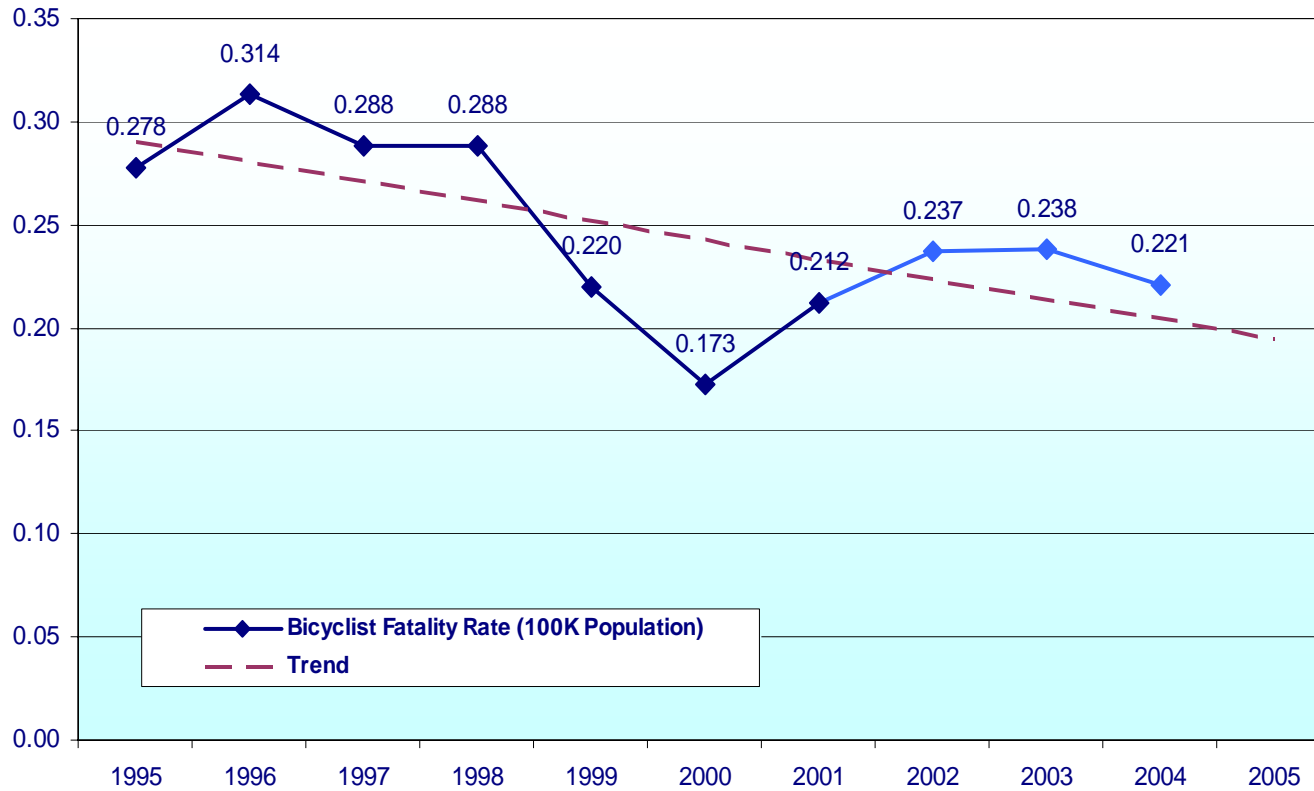


**Data Sources** Pedestrian fatalities 1995-2001: Texas Accident File. Pedestrian fatalities 2002-2004: FARS  
Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

**Goal: Bicyclist Fatality Rate per 100K Population**

**Reduce bicyclist fatalities to 0.126 per 100K population by 2007**

**Figure 21. Texas Performance Measure 15:  
Bicyclist Fatalities/100K Population**



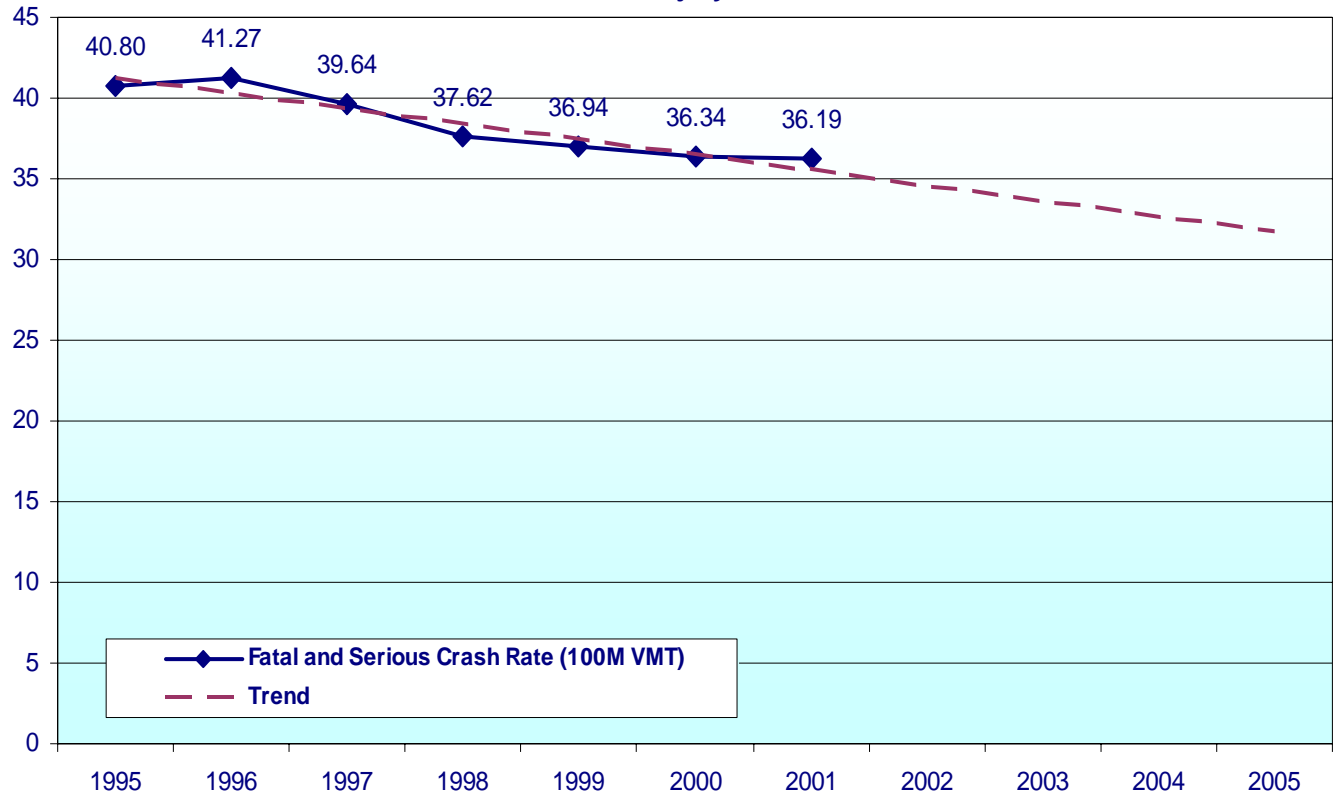
**Data Sources** Bicyclist fatalities 1995-2001: Texas Accident File. Bicyclist fatalities 2002-2004: FARS

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

Goal: Fatal & Serious Injury Crash Rate per 100M VMT

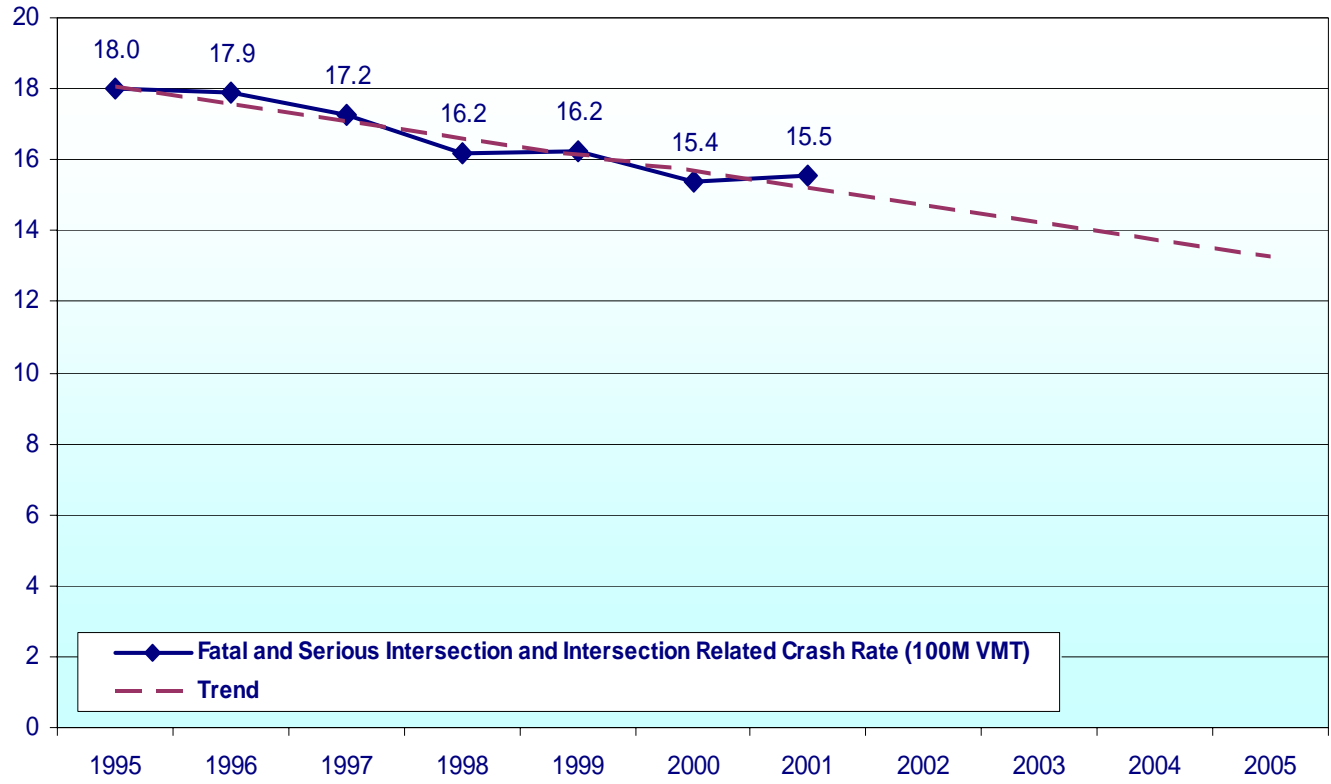
Reduce KAB crashes to 31.54 per 100M VMT by 2007

Figure 22. Texas Performance Measure 16:  
Fatal and Serious Injury Crashes/100M VMT



Data Sources Fatal & serious crashes 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.

Figure 23. Texas Performance Measure 17:  
Fatal and Serious Injury Intersection Related Crashes/100M VMT

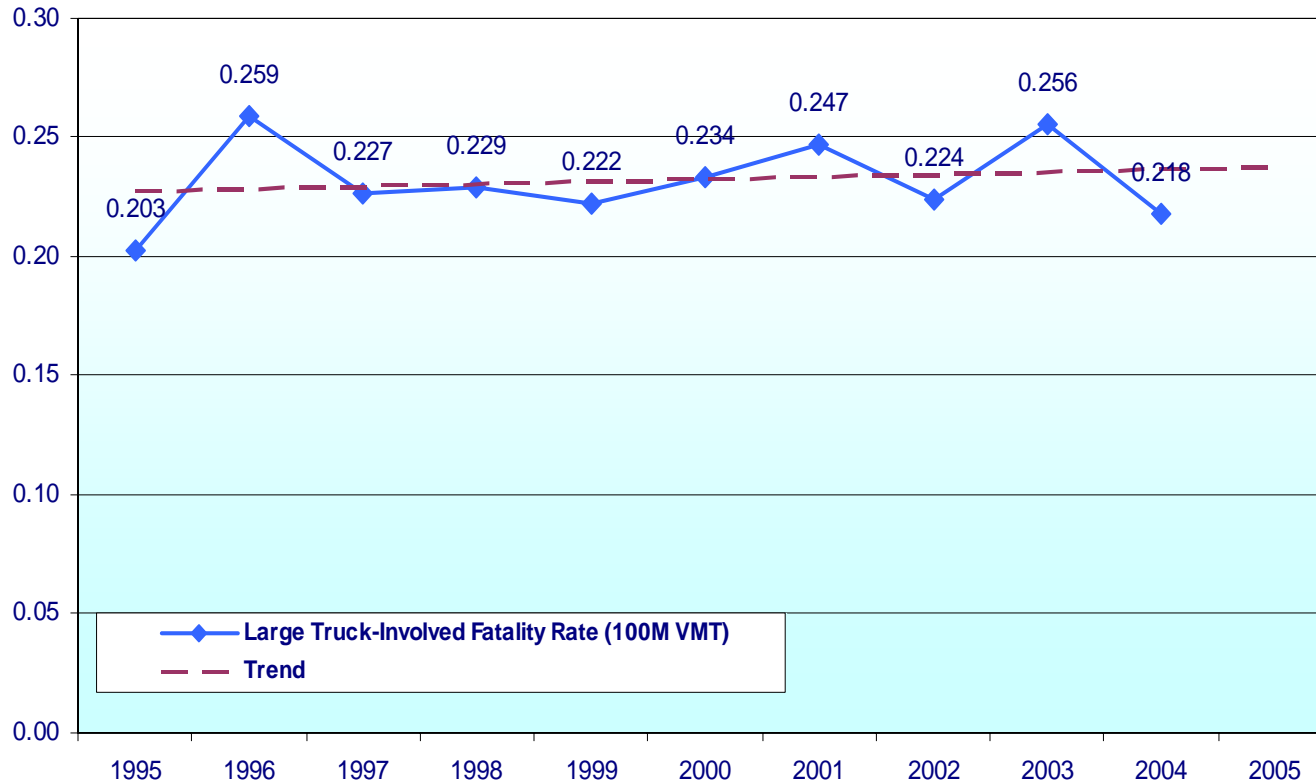


Data Sources Fatal & serious crashes 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.

**Goal: Large Truck Involved Fatality Rate per 100M VMT**

**Reduce large (10K pounds or greater GVWR) truck-involved fatalities to 0.189 per 100M VMT by 2007**

**Figure 24. Texas Performance Measure 18:  
Large Truck-Involved Fatalities/100M VMT**



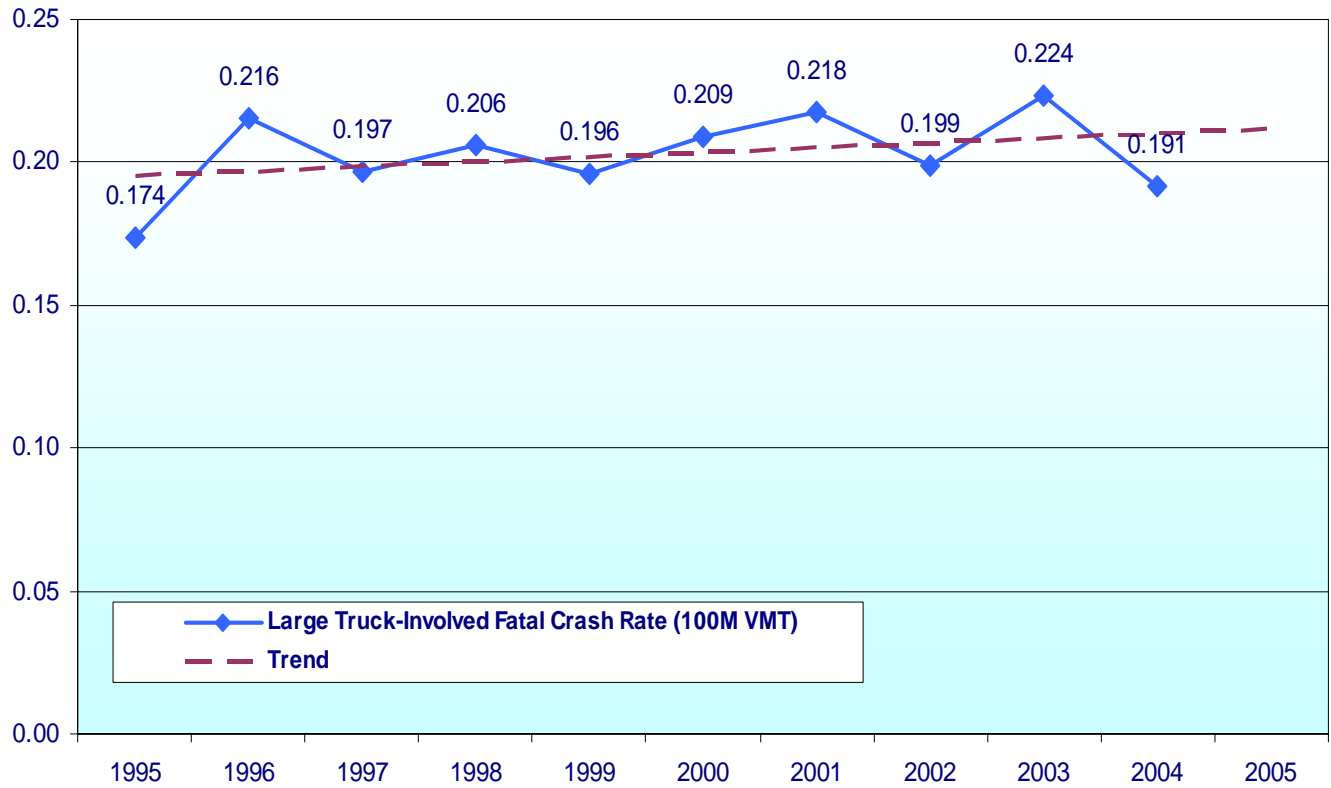
**Data Sources** Large truck-involved fatalities 1995-2004: FARS  
VMT: TxDOT Transportation Planning & Programming Div.



**Goal: Large Truck-Involved Fatal Crash Rate per 100M VMT**

**Reduce large (10K pounds or greater GVWR) truck-involved fatal crashes to 0.173 per 100M VMT by 2007**

**Figure 25. Texas Performance Measure 19:  
Large Truck-Involved Fatal Crashes/100M VMT**

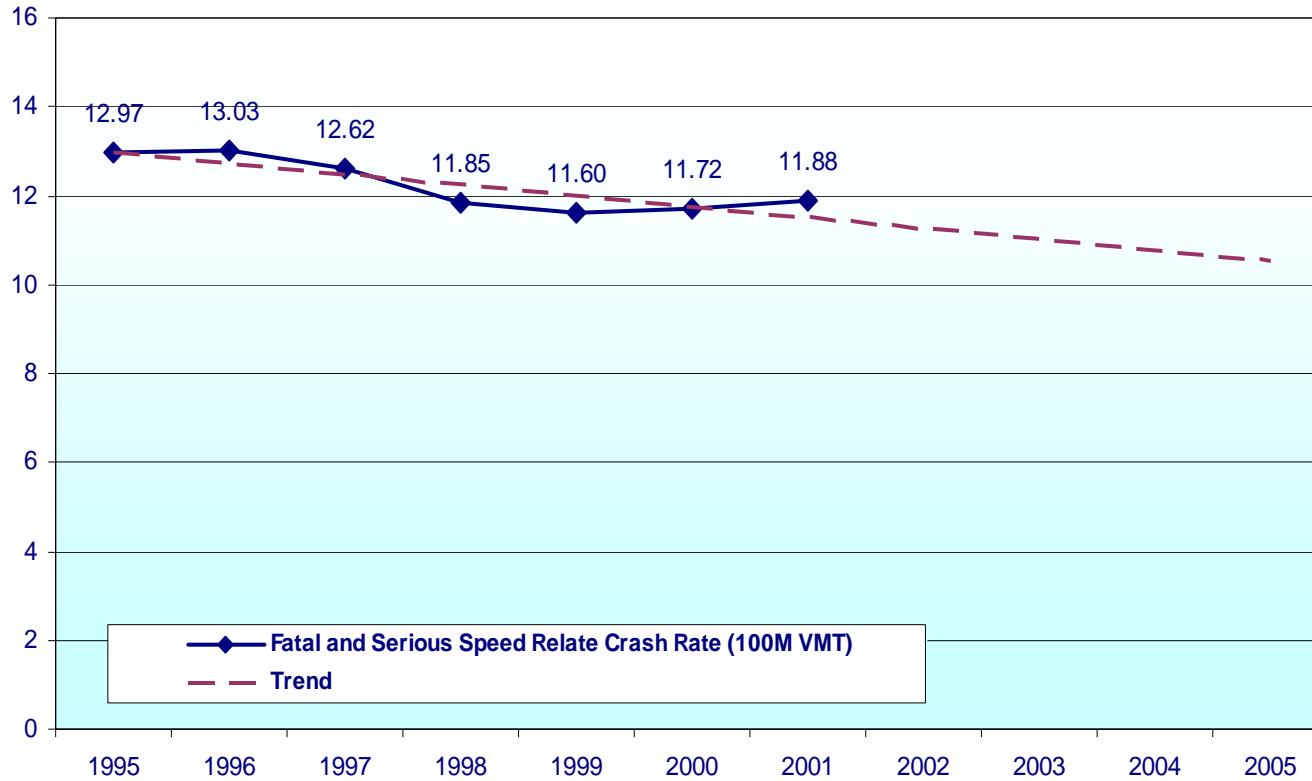


Data Sources Large truck-involved crashes 1995-2004: FARS  
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Speed-Related Crash Rate per 100M VMT

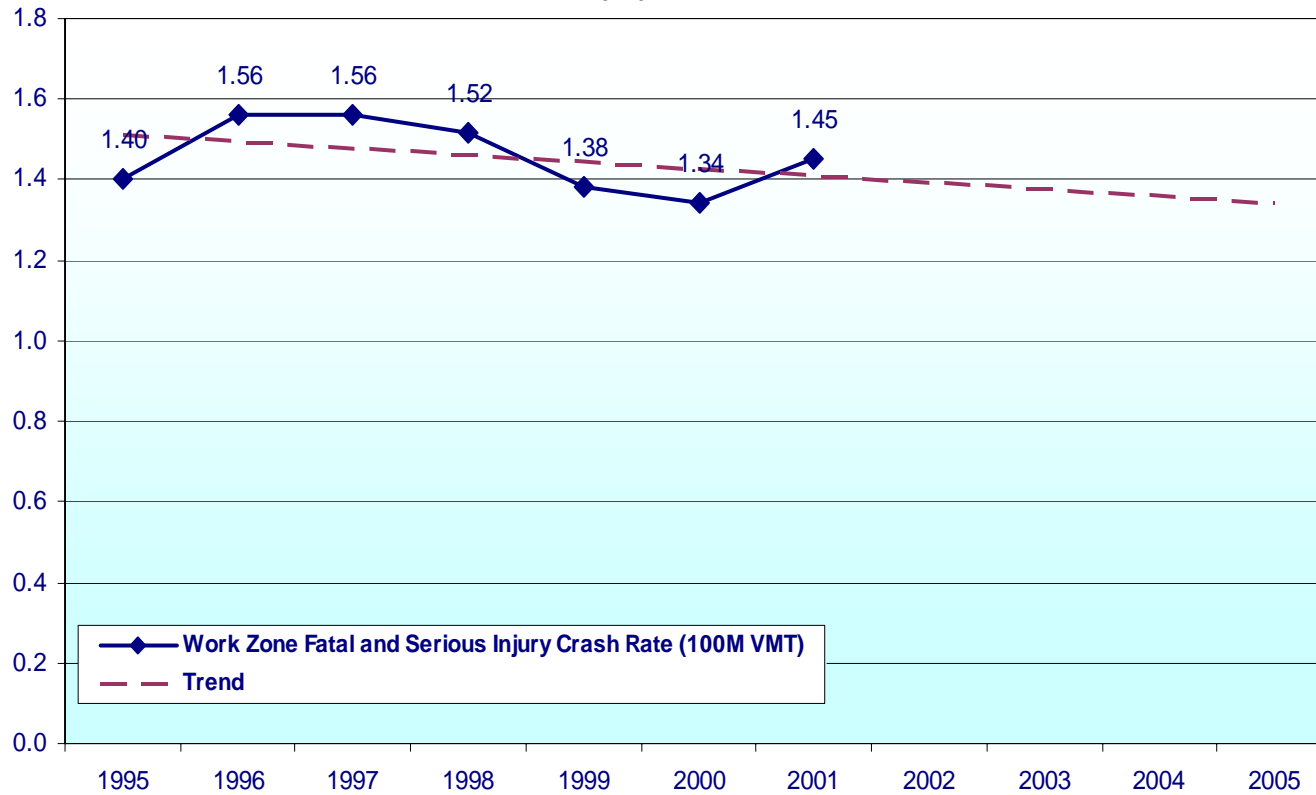
Reduce speed-related KAB crashes to 10.18 per 100M VMT by 2007

Figure 26. Texas Performance Measure 20:  
Fatal and Serious Injury Speed Related Crashes/100M VMT



Data Sources Fatal & serious crashes 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.

Figure 27. Texas Performance Measure 24:  
Fatal and Serious Injury Work Zone Crashes/100M VMT

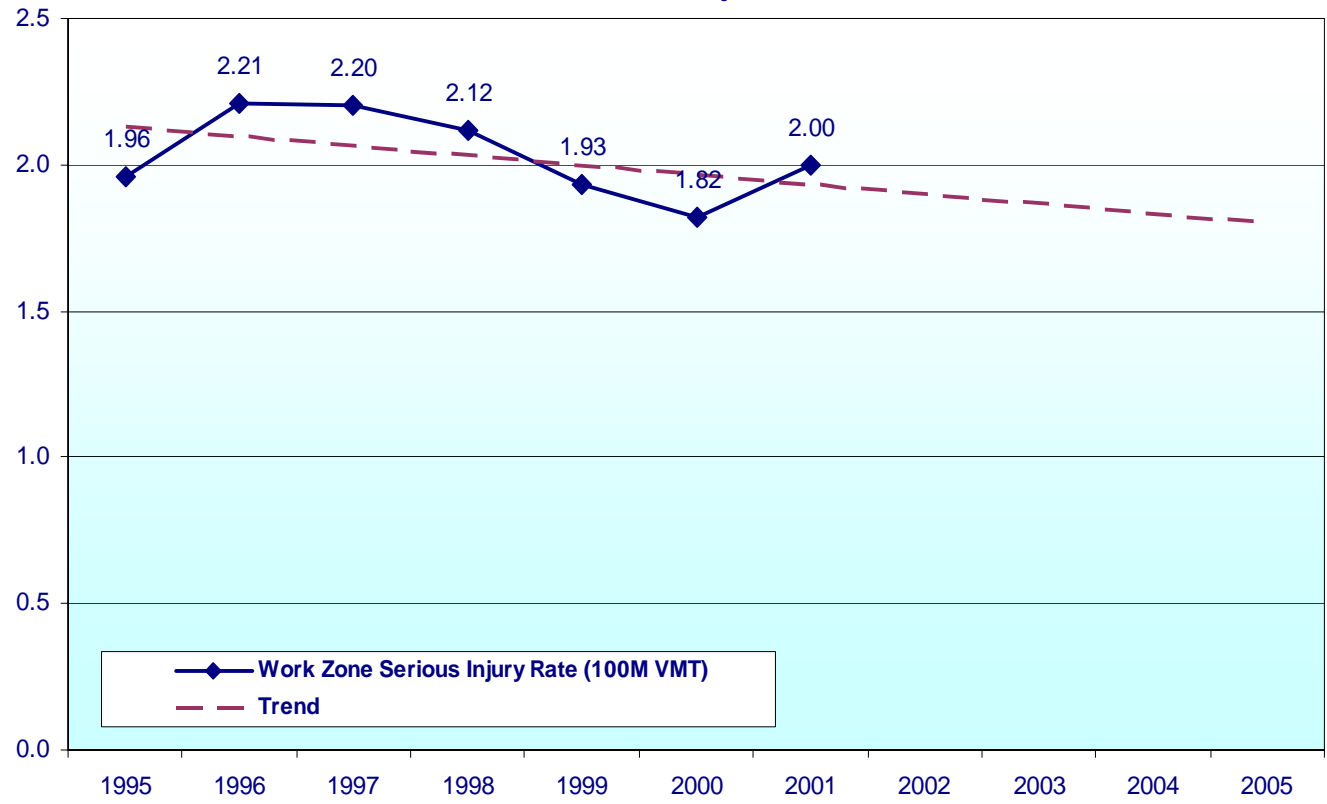


Data Sources Fatal & serious crashes 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Work Zone Serious Injury Rate per 100M VMT

Reduce work zone AB injuries to 1.58 per 100M VMT by 2007

Figure 28. Texas Performance Measure 25:  
Work Zone Serious Injuries/100M VMT

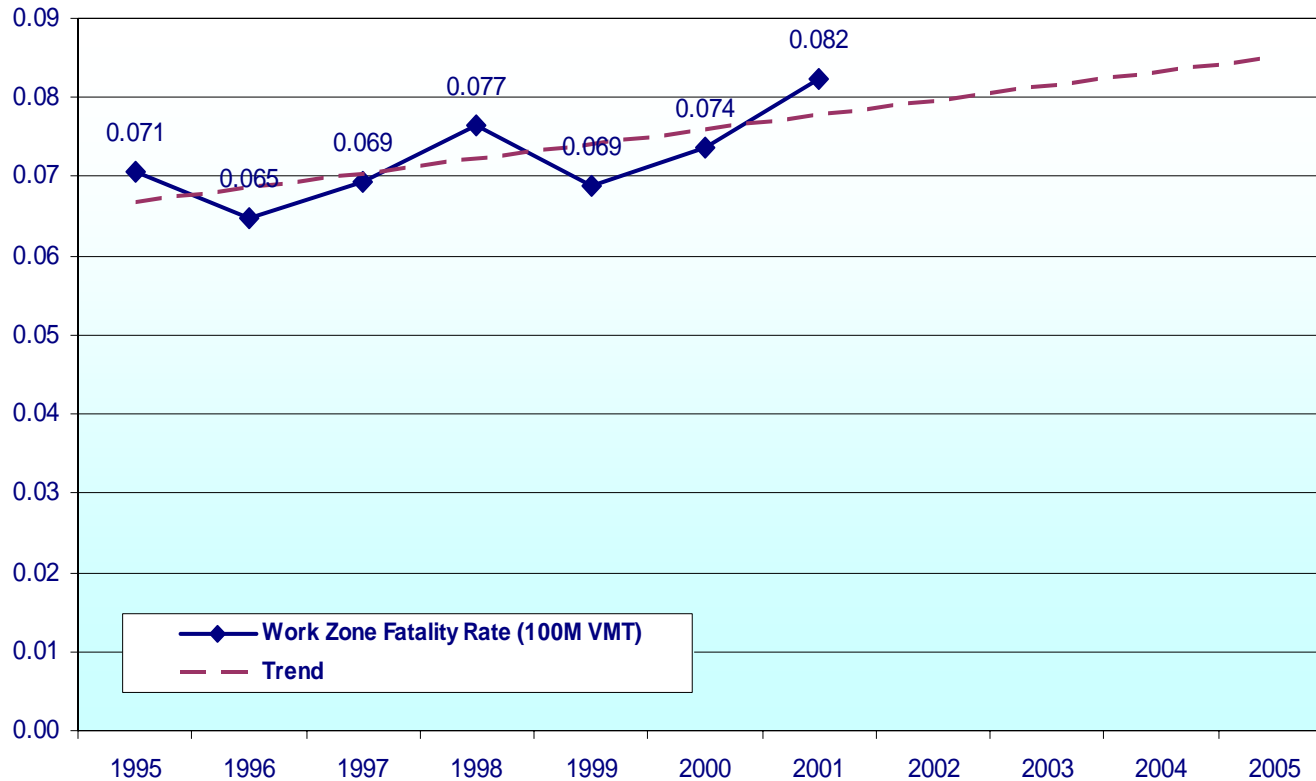


Data Sources Serious injuries 1995-2001: Texas Accident File  
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Work Zone Fatality Rate per 100M VMT

Reduce fatalities to 0.064 per 100M VMT by 2007

Figure 29. Texas Performance Measure 26:  
Work Zone Fatalities/100M VMT



Data Sources Fatalities 1995-2001: Texas Accident File

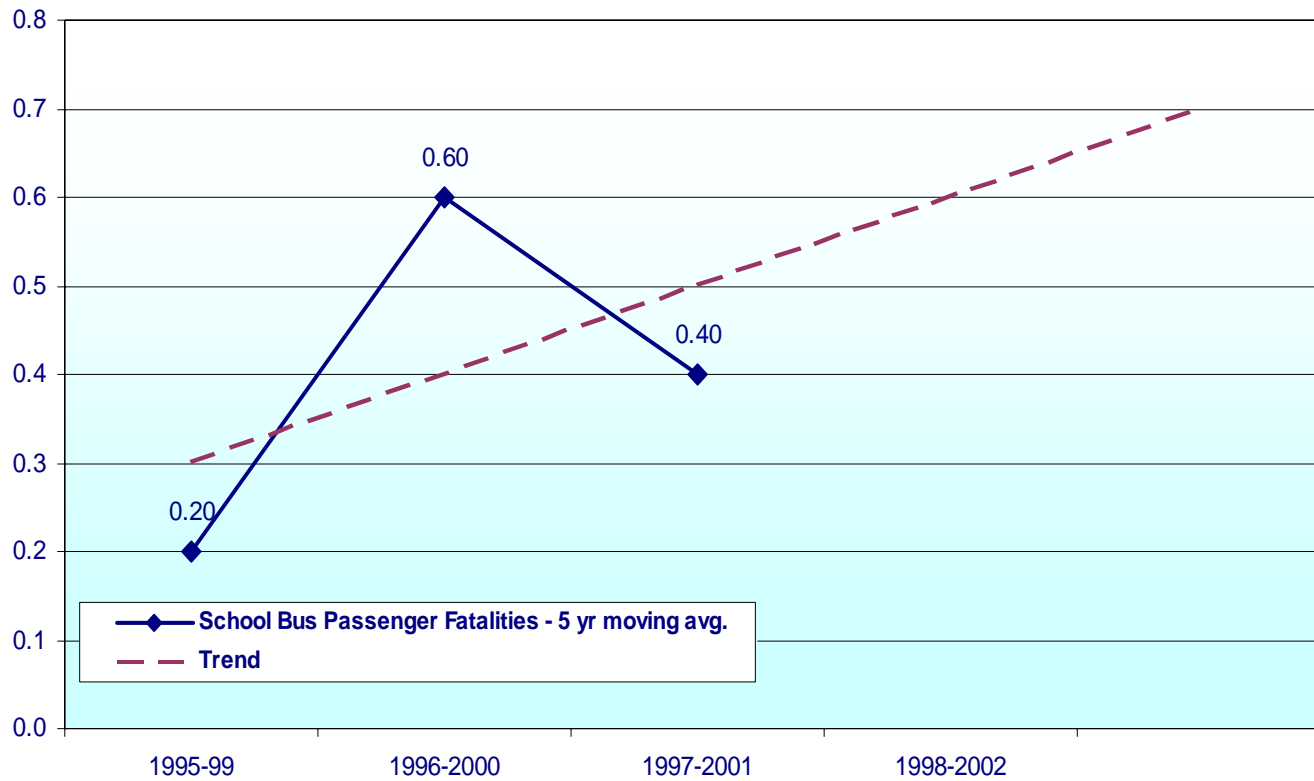
VMT: TxDOT Transportation Planning & Programming Div.

**Goal: School Bus Fatalities**

**Maintain 5 year average of no more than 0.4 school bus passenger fatalities per year by 2007**

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**Figure 30. Texas Performance Measure 30:  
Five-year Moving Average of School Bus Passenger Fatalities**

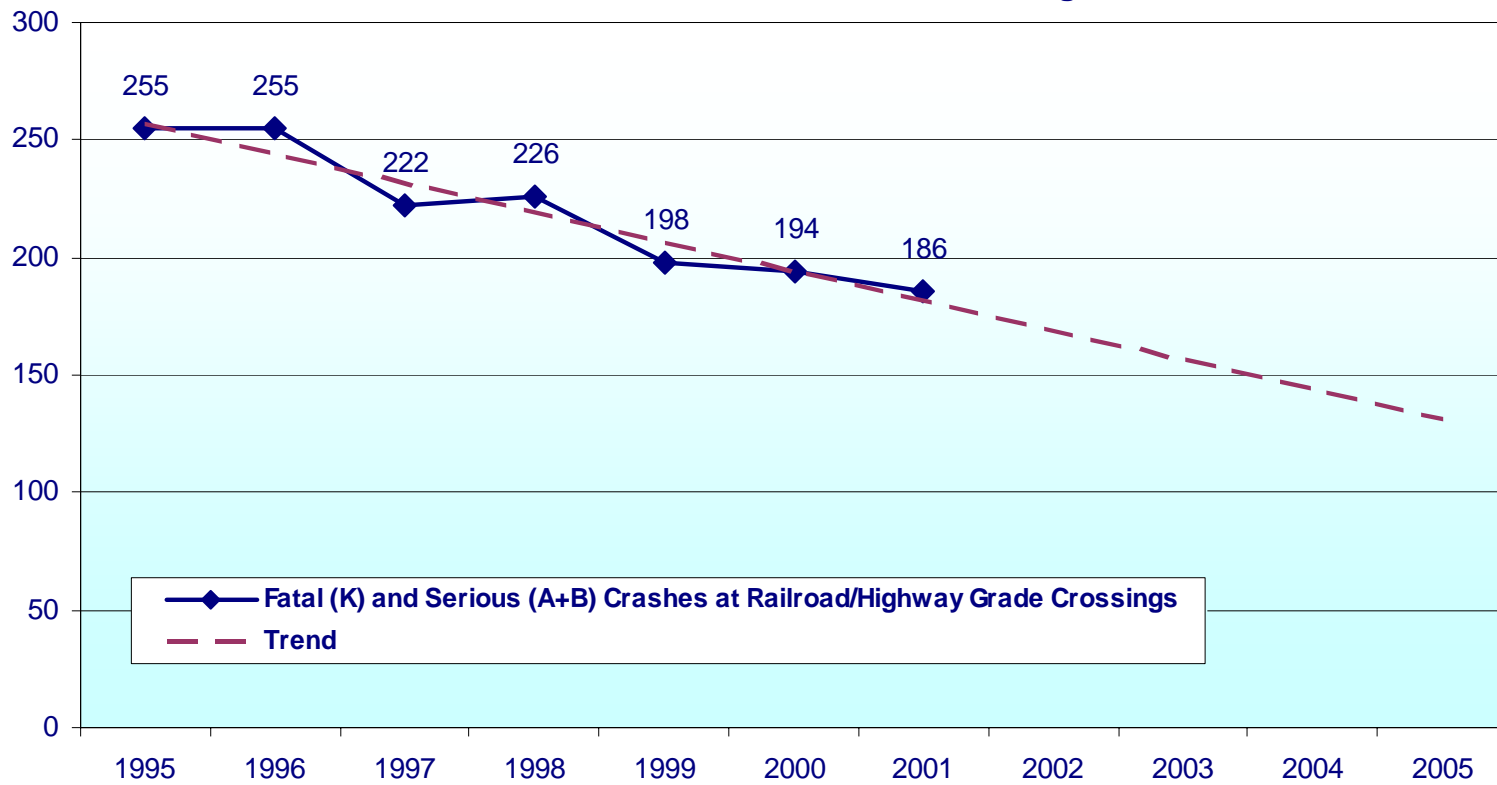


Data Sources Fatalities 1995-2001: Texas Accident File

Goal: Railroad Crossing Crashes

Achieve 179 KAB crashes at railroad/  
highway crossings by 2007

Figure 31. Texas Performance Measure 31:  
Fatal and Serious Railroad Grade Crossing Crashes



Data Sources Fatalities 1995-2001: Texas Accident File

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## PRIORITIZE PROGRAMS AND STRATEGIES

After analysis of most recently available crash data, and a determination of the most severe traffic safety problems in the state, the Texas traffic safety program was divided into three categories. The definition of the three categories and fund apportionment to each category is as follows:

### Core competencies

These are programs which have the most direct impact on the number of traffic fatalities in the state. Reductions in fatalities caused by factors covered in core competencies have the greatest ability to decrease loss of life significantly in Texas. The core competencies are police traffic services (to include all types of enforcement and Police Traffic Services Support), all alcohol countermeasures, and all occupant protection measures, except public information and education. Core competency funding equates to an estimated 75 percent of total 402 and incentive funds divided among:

- a. 56.25 percent to enforcement activities
- b. 9.375 percent to anti-DWI activities
- c. 9.375 to occupant protection activities

### Core auxiliaries

These are programs which, by themselves do little to nothing to reduce traffic fatalities, but when used in support of the core competencies have a multiplier effect, meaning the effort expended in the core competency is increased in value and effect. The core auxiliaries are public information and education and traffic records. Core auxiliary funding equates to an estimated 15 percent of total 402 and incentive funds divided among:

- a. 7.5 percent to public information and education
- b. 7.5 percent to traffic records

### Contiguous competencies

These are programs that have an effect on the number of traffic fatalities in Texas, but the loss of life in these areas, and therefore the potential saving of life, is less, sometimes by a significant factor, than in the core competencies. The contiguous competencies are emergency medical services support, roadway safety, pedestrian safety, bicycle safety, Safe Communities processes, and motorcycle safety. Contiguous competencies funding equates to an estimated 10 percent of total 402 and incentive funds for all non-enforcement activities in the included program areas. Funding in this category is not predetermined among program areas.

### Project Selection

Individual project selection is based on a formal review and scoring procedure. All project proposals are reviewed and scored by District traffic safety specialists and Traffic Operations Division traffic safety program managers.

Each project proposal is reviewed for content, merit and applicability to Texas' traffic safety problems as outlined in the annual traffic safety performance plan. Each proposal is scored against a pre-established set of criteria, including:

- how well problem identification is described and defined;
- what type of factual historical crash documentation is provided to support the problem identification;
- how performance goals, action plans and proposed budgets justify and substantiate the problem identified;
- what type of resources or matching funds are committed; and
- what kind of subgrantee expertise is available to successfully complete the project proposed.

Each project proposal is prioritized based on its criteria scores, compliance with state and federal requirements and program needs. Funding recommendations are made for those projects awarded the highest priority. Lower priority projects are either not recommended for funding or are deferred pending the availability of additional funds.

# HIGHWAY SAFETY PLAN

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# PLANNING AND ADMINISTRATION PROGRAM AREA – 01

## Goals

To provide effective and efficient management of the Texas Traffic Safety Program

## Strategies

- Provide training and assistance for local and statewide traffic safety problem identification.
- Provide procedures and training on highway safety planning and project development.
- Ensure availability of program and project management training.
- Review and update program procedures as needed.
- Conduct periodic project monitoring and evaluation of traffic safety activities.
- Perform accurate accounting and efficient reimbursement processing.
- Maintain coordination of traffic safety efforts and provide technical assistance.

## Tasks/Project Descriptions

**Project Number: 070101 Training**

**Project Title: Task A: Program and Staff Development**

### **Project Description:**

Traffic Safety Management Training provides project management courses with the assistance of the Sam Houston State University Institute for Law Enforcement Training for subgrantees and TxDOT traffic safety staff. The courses teach subgrantees the key elements of a grant and grant management including: how to prepare budgets, requests for reimbursements, performance reports, preparation and use of public information and education campaigns, and how the grant is part of the statewide traffic safety effort. A minimum of 30 students will be trained.

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**Project Number: 070102 Reports**

**Project Title: Task A: Reports and Data Development**

### **Project Description:**

Technical Assistance for Data Compilations, Analysis and Graphics is a support project provided by the Texas Transportation Institute to provide data used in determining the progress of traffic safety in Texas. The project will provide data for the annual report, the performance plan, and the biennial

strategic planning meeting. TTI also will provide analysis as needed of crash data collected by the Department of Public Safety Crash Records Bureau.

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**Project Number: 070103 Program Management**

**Project Title: Task A: Staffing and Administration**

**Project Description:**

State funds pay for the facilities, salaries, and other administrative expenses involved in State Management of the traffic safety program in TxDOT headquarters and District offices.

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**Project Number: 070103 Program Management**

**Project Title: Task B: Electronics Grants System**

**Project Description:**

TxDOT is developing an interactive, Web-based Electronic Grants System (eGrants) to provide grant seekers and subgrantees a much simpler and more customer friendly way to seek and manage grants. This eGrants system will start with the Request for Proposal and carry all the way through project closeout. Resulting grants will be managed electronically, including the submission of performance reports, requests for reimbursement and end of grant reports. The project includes business analysis, benchmarking, contractual system development, system maintenance, training of TxDOT personnel, and the computer hardware and software required to operate the system. The eGrants development team is made up of Traffic Safety Section, Information Resources, and other relevant staff, whose mission is to plan, develop, implement, and manage this electronic grants management system. This effort is in keeping with the federal move to electronic grants and with SB 1458, enacted by the 77<sup>th</sup> session of the Texas Legislature, and SB 1002 (Statewide eGrants), enacted by the 79<sup>th</sup> session of the Texas Legislature.



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## ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM AREA - 02

### Problem Identification

The Texas Department of Public Safety reported that of the 3,725 Texas motor vehicle fatalities in 2001, over 26% of the fatal crashes involved an intoxicated driver (BAC>.08%). Impaired drivers often violate other laws including speeding, running red lights, reckless driving, and failure to wear a safety belt. DPS indicated that their alcohol numbers are lower than the actual numbers due to underreporting.

Other statewide statistics show that:

- In 2001, 39.7 percent of all fatal DWI crashes occurred between 11 p.m. and 3 a.m.
- Of 254 counties in Texas, only four experienced no alcohol-related crashes in 2001.
- The Texas Highway Patrol made 38,313 DWI arrests in 2001, a 27 percent increase from the previous year.
- There were double the number of alcohol-related fatal crashes and fatalities on Memorial and Labor Day weekends than any other holiday period in 2001.

### Goals

- To reduce the number of DWI-related crashes, injuries and fatalities.
- To reduce the number of DWI-related crashes where the driver is under age 21.

### Objectives

- Reduce the number of Alcohol-related fatalities per 100 VMT (Based on FARS 2004 estimates) from 0.72 DWI-related fatalities per 100M VMT to 0.71 DWI-related fatalities per 100M VMT by September 30, 2007.
- Reduce the number of DWI-related (alcohol or other drugs) KAB crashes from 4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT in 2001 to 3.28 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT by September 30, 2007.
- Reduce the number of 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 from 86.95 per 100,000 population in 2001 to 60.52 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds by September 30, 2007.
- Reduce the number of DWI-related (alcohol or other drugs) fatalities per 100M VMT from 0.541 per 100M VMT in 2001 to 0.485 DWI-related (alcohol or other drugs) fatalities per 100M VMT by September 30, 2007.
- Reduce the number of DWI-related (alcohol or other drugs) serious injuries per 100M VMT from 6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT to 4.49 DWI-related (alcohol or other drugs) serious injuries per 100M VMT by September 30, 2007.

## Strategies

- Increase enforcement of DWI laws
- Increase sustained enforcement
- Increase high visibility enforcement
- 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
- Improve adjudication of DWI cases through improved training for judges, administrative license revocation for judges and prosecutors, and improved support materials for judges and prosecutors
- Improve education programs on alcohol and driving for youth
- Increase enforcement of driving under the influence by minors laws
- Increase public education and information, concentrating on youth ages 5-13 and 14-20, including parent education on drinking and driving
- Develop innovative ways and programs to combat underage drinking and driving
- Expand "EI Protector" and keep concentration on alcohol issues

## Tasks/Project Descriptions

**Project Number:** 070201 Underage Drinking

**Project Title:** Task A: Education

**Project Description:**

Project Celebration Mini-Grants are state-funded grants to approximately 600 high schools to assist in sponsoring alcohol free events around prom and graduation time.

Presa Community Center Project Drive to Live "Maneja Para Viver" will train 20,000 students using a three day curriculum prior to the Courts in Schools assembly on the dangers of underage drinking and driving. The student body then attends the assembly and watches the consequences of underage drinking being played out before them. They view the court proceedings from the right side of the law. The judges with the program hear misdemeanor cases, which are typically include at least one DWI. The Drive to Live staff will also work with schools to distribute PI&E materials for school activities.

The Travis County Comprehensive Underage Drinking Prevention project offers education and peer-to-peer interaction to reduce underage alcohol consumption in the Austin-Travis County area. Presentations on zero tolerance and other state alcohol laws, legal consequences for minors in possession of alcohol, and the dangers of driving while intoxicated will be conducted in 155 high schools and 250 middle schools in Travis, Hays, and Williamson Counties. Additionally monthly statistics for MIP and DWI arrests, crashes, offenses, injuries and fatalities on youth 21 will be reported, The project will participate in five community events and 20,000 pieces of underage drinking materials will be distributed.

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**Project Number:** 070201 Underage Drinking

**Project Title:** Task B: Enforcement

**Project Description:**

Brazos County will continue the Brazos County Underage Drinking Prevention and Enforcement project. The project goal is to reduce the number of alcohol-related crashes of drivers under 21 years of age. The project will conduct 60 stings at stores, restaurants, and bars, that serve alcohol to underage customers, file 38 administrative and 38 criminal cases on licensed establishments that sale or serve minors as well as file 30 criminal cases on those that make alcohol available to minors. Additionally, 12 criminal cases will be filed on persons who possess fictitious or altered identification and 160 citations will be issued for minors in possession violations.

The City of El Paso Underage Drinking Initiative project will conduct public information education campaign and enforcement efforts to reduce the number of DWI – related crashes where the driver is under the age of 21. Educational materials will be distributed at community events and 36 presentations will be conducted at local schools, military establishments, and businesses. The project will conduct 12 house party education and enforcement operations and 12 bridge education and enforcement operations will be conducted at the international bridge.

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**Project Number:** 070201 Underage Drinking

**Project Title:** Task C: Public Information Campaign

**Project Description:**

Spring Break Media Campaign will provide a paid media campaign in markets that include our state's major colleges and universities. The campaign focus will be 18-24 year olds. The project will continue to place DWI prevention messages with new creative materials, building off the theme "Who's Driving Tonight?" launched in 2005. There will be twenty-five billboards, 292 pump toppers, one wall wrap, one aerial banner, and a media event during Spring Break to kick off the campaign. A news release in English and Spanish will be produced and distributed following the media event.

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**Project Number: 070202 Adult Alcohol Programs**

**Project Title: Task A: Education**

**Project Description:**

Mothers Against Drunk Driving (MADD) will launch a three (3) year strategy entitled Community Action To Reduce Alcohol-Related Crashes to significantly reduce drunk driving fatalities by collaboratively engaging local government, law enforcement, safety advocates, the business sector and the faith based community in Harris County. In year one, the TxDOT portion of this project will support the public information and education campaign. These activities will include four (4) target audience symposiums, one (1) project summit, and a public information campaign. The project summit will bring people and ideas together in order to actively engage all project partners. More than 45 volunteers will be selected from the group of summit participants who will be trained to form a Community Action Team and Speakers Bureau.

The Texas Alcohol Beverage Commission (TABC) Anti-DWI Public Information & Education Campaign Targeting Alcoholic Beverage Retailers project will conduct a public information and education initiative that is combined with an on-going, highly visible law enforcement effort. The project specifically targets alcoholic beverage retailers, their managers and employees and consists of four parts: (1) the development and production of PI&E materials for their target audience; (2) the distribution of 250,000 materials to retailers during the course of agency minor sting, Stopping Sales to Intoxicated persons (SSIP) operations, as well as educational programs and other events; (3) development of a Manager's Awareness Program (MAP) that addresses DWI prevention issues and trains 2,500 managers and; (4) evaluation consisting of cross comparison of compliance rates for minor stings and SSIP operations to measure effectiveness of these efforts. Grant funding will be for the production of PI&E materials and for the agent extra-duty hours required for classroom instruction of the MAP.

Sam Houston State University's (SHSU) Criminal Justice Center's (CJC) project, Drug Evaluation and Classification Program, trains law enforcement officers to determine whether a suspect is under the influence of alcohol and/or other drugs, ensuring that drivers are properly evaluated after alcohol has been eliminated as the impairment source. By measuring physiological vital signs, officers will be able to assess and effectively classify physical indicators associated with specific drug categories. The project will maintain a network of geographically accessible certified DRE officers. A minimum of 60 officers will be trained as drug recognition experts (DRE), and a minimum of 12 officers will be trained as instructors. In addition, six DRE re-certification courses will be taught to a minimum of 60 officers. A minimum of 100 prosecutors will attend update courses to expand their knowledge base, SHSU will conduct a minimum of two (2) meetings with DREs and DRE instructors and a minimum of three (3) regional meetings with agency coordinators. A minimum of four (4) Advanced Roadside Impaired Driving Enforcement (ARIDE) courses will train a minimum of 80 officers in this new NHTSA pilot project. SHSU will work with the Texas Transportation Institute to analyze and evaluate the program's effectiveness.

The Texas District and County Attorneys Association (TDCAA) will continue to house a DWI Resource Prosecutor project to provide a dedicated resource and trainer for Texas prosecutors and peace officers on DWI-related issues. DWI-related cases represent a significant challenge to the peace officers and prosecutors involved in handling these offenses. These cases often involve inexperienced prosecutors and peace officers, highly technical evidence, complex legal issues, jurors with conflicted attitudes about enforcement and experienced-well trained defense attorneys.

TDCAA will print and distribute a copy of the TDCAA *Investigation & Prosecution of Intoxication Manslaughter and Intoxication Assault Offenses* manual to all Texas prosecutors with felony jurisdiction. Using regional workshops, this project will enable a resource prosecutor to provide technical assistance and training, to a minimum of 1,250 prosecutors and peace officers on how to handle DWI related arrests and prosecutions. The training will also include the *TDCAA Investigation & Prosecution of Intoxication Manslaughter and Intoxication Assault Offenses* manual to each attendee to assist them in increasing the successful prosecution of DWI offenders. The resource prosecutor will assist TDCAA in the training of a minimum of 250 prosecutors and peace officers at two Prosecutor Trial Skills Courses and one Intoxication Manslaughter Course. Additionally, the project will provide a minimum of two train-the-trainer courses resulting in a minimum of 30 additional trainers.

The University of Houston-Downtown Mobile Video Instructor Training will continue to train a minimum of 225 law enforcement officers as mobile video instructors in a minimum of nine classes. The instructors will train their fellow officers to effectively use mobile video equipment to gather DWI and other court evidence. Students will learn how to testify to the videotaped evidence in court.

The Texas Center for the Judiciary (TCJ), Texas Judicial Resource Liaison project is in year two (2) of three (3). This project will continue 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 Judicial Resource Liaison will increase training, technical assistance and support for Texas judges handling DWI and other traffic safety issues. The judicial liaison will update training, web based materials and other resources identified in a FY06 judicial survey, and oversee the marketing and implementation of DWI court training, participate in two of the TCJ curriculum committee meetings as an ex officio member, formulate judicial training curriculum, provide DWI court training to 8 judicial teams, update and maintain the interactive DWI bench book, and provide two trainings each to facilitate judicial understanding of Drug Recognition and Standardized Field Sobriety Testing Training. Also training will be provided to eight (8) court systems on case processing and disposition systems best practices that provide efficient and expedient disposition of DWI cases and four (4) written articles for judiciary, prosecution and law enforcement publications will be provided. A DWI judicial specific curriculum will be developed, updated and be presented at a two-three day judicial seminar for 50 judges. This project may generate program income.

Year two of the Texas Municipal Courts Education Center's (TMCEC) Municipal Traffic Safety Initiatives project will continue to focus on the magistration of offenses, particularly impaired driving and the new Texas Driver's Responsibility Program, bring traffic safety to the forefront of awareness and implementation by municipal courts, help them embrace the concept of transforming traffic safety into a local priority, and provide training and support materials for a minimum of 1,100 municipal judges via presentations, newsletter articles and the TMCEC website. A minimum of five (5) traffic safety courses will be developed and presented at a minimum of nine (9) regional conferences in issues related to traffic safety. TMCEC will prepare traffic safety articles, informational pages, newsletters and website links for trade magazines, newsletters for judges, clerks and city officials, set up traffic safety exhibits to be used at a minimum of 24 city or court-related events, and two separate awareness campaigns will be developed and initiated to a minimum of 890 city managers and 1250 municipal judges so that efforts by municipal courts and state and local traffic safety programs receive adequate local support and recognition.

The Texas Justice Court Training Center, Justice Court Traffic Safety Initiative at Texas State University - San Marcos, will educate justices of the peace in magistrating the DWI defendant, performing inquests on roadside fatalities, and adjudicating juvenile alcohol/traffic defendants in an

effective manner. The project will utilize the justices of the peace in community outreach to educate the general public regarding drinking and driving and implement a cohesive system of dealing with DWI offenders and juveniles as a county priority on a statewide basis. The project will provide training and support materials for a minimum of 1,330 justices of the peace that will include a field guide, informational articles and a website. The project will also develop and distribute educational materials for the JPs to use in making presentations to the public and develop and distribute materials for courthouse lobby Traffic Safety displays. The project will create a Judicial Policy for Effective Magistration of the DWI Defendant by working with county judges to identify an array of bond conditions for DWI cases.

The Texas Association of Counties (TAC), Rural Judges DWI Court Pilot Project, will provide training and education for county elected judges and will increase the effectiveness of DWI adjudications in Texas through a dedicated project that will increase training, technical assistance and support for Texas county judges handling DWI, and other traffic safety related cases. The project will create, update and provide specific curriculum to rural Constitutional County Judges and collect data indicating training results, and collect and analyze data on ten cases per participating county to determine repeat offenses or revocations of probation. The project will begin by conducting a written survey of the 170 judges serving target counties to identify DWI problem areas, design training and other resources, provide a minimum of 2 SFST and 2 DRE overview presentations, recruit and train a minimum of 20 county judges for the DWI Court Pilot project, prepare articles, develop general session and breakout curriculum for delivery at a minimum of two (2) statewide and four (4) regional judicial conferences and develop one (1) interactive bench book.

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**Project Number: 070202 Adult Alcohol Programs**

**Project Title: Task B: Enforcement**

**Project Description:**

Five (5) communities will conduct yearlong Selective Traffic Enforcement Program (STEP) - DWI to provide increased DWI enforcement to reduce the number of intoxicated drivers on their streets and the associated alcohol-related crashes. These five STEP DWI agencies will conduct sustained enforcement for DWI during the grant year. DWI enforcement will also be conducted under STEP Comprehensive and some STEP Waves in the PTS program area.

Thirty-five communities will conduct STEP Impaired Driving Mobilizations (IDMs). These projects will conduct coordinated enforcement efforts quarterly, including the National Labor Day Mobilization. A total of twenty equipment incentives will be provided to participating agencies. Ten funded agencies and ten non-funded agencies will be selected in a random drawing. The agencies must conduct increased enforcement, pre and post earned media, and report their activities within 20 days after the end of the mobilization periods. The four required IDM mobilizations are December/New Years Day, Spring Break, Independence Day, and Labor Day. Those STEP Comprehensive agencies with a DWI component will conduct sustained DWI enforcement monthly during the grant year. During the Labor Day Crackdown period, each agency will conduct four intensified enforcement efforts.

**Project Number: 070202 Adult Alcohol Programs**

**Project Title: Task C: Public Information Campaign**

**Project Description:**

Texas Department of Transportation will use federal funds to implement an Adult Drinker Public Information campaign. A media event followed by an audio and video news release will kick off the campaign. A new English and Spanish radio PSA as well as a new English and Spanish TV PSA will be produced. The grant will fund the design and production of printed media including one million point-of-purchase materials. Additionally 30 billboard vinyl's and 292 pump topper placards promoting the "Drink. Drive. Go to Jail" holiday campaign will be produced. The campaign will be promoted by 25 radio stations. The campaign is aimed to reduce driving while intoxicated during the holiday season between Thanksgiving and New Years. Texas will coordinate with and participate in the National Impaired Driving Mobilization.

The Impaired Driving Mobilization Campaign will include TV and radio PSAs, billboards, pump toppers, press conferences conducted statewide, and public information and education in support of the campaign. Texas will coordinate with and participate in the National Impaired Driving Mobilization. The paid media will be indicated in the Grants Tracking System (GTS) as J8PM.

Fiesta Safe, Drive Sober San Antonio is a project that will educate the community and tourists about the dangers of drinking and driving, and thereby reducing crashes and fatalities. This project will consist of a citywide public information & education campaign which includes four billboards, six banners, and 20,100 promotional items, four presentations at college and universities and on media press event.

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**Project Number: 070203 Evaluation**

**Project Title: Task A: Evaluation**

**Project Description:**

Texas Transportation Institute (TTI) will conduct a project on Demographics of Fatal Crashes in Texas. In order to remedy the problem of missing BAC results in the Fatality Analysis Reporting System (FARS), the National Highway Traffic Safety Administration (NHTSA) has used estimated BAC levels in drivers involved in fatal crashes since 1982. The procedure increases our ability to describe the extent of alcohol involvement in fatal crashes, to identify high risk groups and times for targeting countermeasures and to evaluate the effectiveness of anti-drunk driving programs. This project will use this methodology to determine the reported and estimated BACs for drivers in fatal crashes (1995-2005) to accomplish the following: (1) Evaluate the effectiveness of the zero tolerance law enacted in 1997, (2) Evaluate the effectiveness of the 0.08 BAC law enacted in 1999, (3) Determine the potential effectiveness of additional countermeasures, (4) Conduct analyses of FARS data by variables, and (5) Prepare a final report that will be available to better determine the need for additional enforcement efforts and countermeasures.

**Project Number: 070203 Evaluation**

**Project Title: Task B: DWI Processing**

**Project Description:**

The Texas Municipal Police Association (TMPA) Law Enforcement Advanced DWI Reduction System Support project will continue to support program goals of reducing time associated with processing DWI arrests, provide technical support and legislative and Administrative License Revocation updates as well as implementing an online reporting module for breath and blood test results. Four Law Enforcement Advanced DWI/DUI Reporting Systems (LEADRS) training sessions will be conducted that will train 50 law enforcement and 10 County and District Attorney Offices. All Texas law enforcement agencies and prosecutors will have the system available to them along with training access. There will be continued access for: (1) public query system to track real time statistics such as Blood Alcohol Content (BAC), offender, passenger and crash information and, (2) automated passwords that will allow different permission levels for supervisors, officers, district attorneys and system administrators. Texas Department of Public Safety certified blood testing labs will be identified in order to develop an online reporting process for BAC/toxicology results that can be incorporated into the BAC/toxicology module. A blood testing online reporting course will be designed and conducted for laboratory technicians. Training curriculums will be updated to include a training module for breath and blood test for the 4-hour DWI Reporting training course to train officers on how to use the system and the 8-hour Train-the-Trainer on how to teach the reporting system to other officers. Local prosecutors will continue to instruct part of the 8-hour module on report writing and the Department of Public Safety (DPS) offices will also be provided updates to the system.

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**Project Number: 070204 Statewide DWI Planning**

**Project Title: Task A: Planning**

**Project Description:**

The Texas Transportation Institute (TTI) Statewide Impaired Driving Working Group will continue. The working group consists of representatives from appropriate state agencies as well as statewide organization with direct ties to the DWI issue. The Working Group will continue to identify and prioritize the specific challenges related to decreasing alcohol related crashes, fatalities and injuries. Subgroups will work to develop solutions for these challenges. TTI will coordinate the Working Group, develop policy statements and analysis. The Working Group will convene at least two times during the grant year with additional meetings to address specific challenges or issues. After Action Reports will be issued following each meeting and will detail specific action items, along with a summary of completed items and plans.

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## EMERGENCY MEDICAL SERVICES PROGRAM AREA - 03

### Problem Identification

The State has experienced a major increase in the number of emergency calls placed to the State 9-1-1 Program including those made through wireless communications. In 2004, more than five (5) million calls were logged in the 225 counties served by the Commission on State Emergency Communications. Ideally, when the 9-1-1 phone call is received, the Emergency Medical Service (EMS)/Trauma System coordinates effective emergency health care services to ensure that critically injured or ill persons receive the right care, at the right place, in the right amount of time. This requires adequately trained and appropriately-equipped emergency health care professionals and dispatchers.

Twenty-five percent of Texas EMS firms and certified/licensed EMS individuals supply pre-hospital care to their communities with little or no compensation, and little or no funding from other sources. Many of these providers are located outside urbanized areas of Texas where 1,879 fatal motor vehicle crashes occurred in 2004 according to the DPS. Almost one-half of the total EMS trauma runs in rural and frontier areas are a result of motor vehicle crashes and continue to be the leading cause of trauma injury.

### Goal

- To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.

### Objectives

- Reduce EMS response time to motor vehicle trauma calls in rural areas from 10.7 minutes in 2003 (DSHS) to 10.5 minutes by September 30, 2007.
- Maintain EMS response time to motor vehicle crashes in frontier areas at 11.0 minutes by September 30, 2007.

### Strategies

- Increase the availability of EMS training in rural and frontier areas
- Increase EMS involvement in local community safety efforts

## Tasks/Project Descriptions

**Project Number: 070301 Education**

**Project Title: Task A: Personnel Training**

**Project Description:**

Forty-six Rural/Frontier EMS Personnel Development and Retention certification courses will be conducted to a minimum of 460 students in Emergency Care Attendant, Emergency Medical Technician (EMT) Basic and EMT-Intermediate.

Twenty specialty courses will be taught to a minimum of 200 students in Pre-Hospital Trauma Life Support (PHTLS), Basic Trauma Life Support (BTLS), Pediatric BTLS and PHTLS and BTLS Instructor. Twenty continuing education courses will be provided to a minimum of 400 students in Emergency Care Attendant (ECA), EMT-B/I Refresher, Hazardous Material (HAZMAT), Simple Triage and Rapid Treatment (START), and Trauma. Six instructor courses will be conducted training a total of 20 instructors in EMS or Trauma courses. This project will concentrate on reaching students in rural and frontier areas within the State of Texas.

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**EMERGENCY MEDICAL SERVICES**

**FY 2007  
Budget Module:  
EM-03**

Page 1 of 1  
(Dollars in Thousands)

**STATE  
Texas**

TASK TITLE	# of Proj	TOTAL	Federal						STATE			
			402						STATE MATCH	LOCAL MATCH	Fed. To Local	
<b>07-03-01 EDUCATION</b>												
Task A: Personnel Training	1	555.6	500.0							55.6		500.0
	<b>1</b>	<b>555.6</b>	<b>500.0</b>							<b>0.0</b>	<b>55.6</b>	<b>500.0</b>

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## MOTORCYCLE SAFETY PROGRAM AREA – 04

### Problem Identification

FARS reports that in 2004, there were 285 motorcycle occupant fatalities in Texas while there were 4,008 motorcycle occupant fatalities nationwide. Of those Texas fatalities, 41.5% were helmeted compared with a national average of 55.3% for 2004. Of those Texans killed in 2004, 126 of the motorcycle operators had a BAC equal or greater than .01. A motorcycle helmet is not required by law in Texas. Per vehicle mile, motorcyclists are about 32 times more likely than passenger car occupants to die in a traffic crash (Traffic Safety Facts 2004, Motorcycles, NHTSA National Center for Statistics and Analysis).

### Goal

- To reduce the number of motorcyclist fatalities

### Objective

- Reduce the number of motorcyclist fatalities from 285 in 2004 to no more than 283 by September 30, 2007.

### Strategies

- Increase enforcement of existing 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 operating a motorcycle while under the influence of alcohol and/or other drugs.

### Tasks/Project Descriptions

**Project Number:** 070401 **Motorcycle Safety**

**Project Title:** Task A: Education

**Project Description:**

The Motorcycle Safety Public Awareness Campaign will update DPS's *The Course for Motorcycle Riders* program materials and develop campaign theme(s) and materials for use in a statewide motorcycle safety campaign to be launched by DPS. Additionally, a new campaign theme will be developed along with graphics. The promotional awareness campaign includes materials, graphics and a video, PSAs, a unique website exclusively for motorcycle safety and a kickoff event for the campaign. Additionally, the Texas Department of Public Safety (DPS) will continue to offer Basic and Advanced Motorcycle Operator Training Courses. DPS trained 29,241 persons in 2005. During the state 2005 Fiscal Year, the number of licensed motorcyclists was 765,159, which represents 4.5% of all licensed drivers (17,047,942) in the state. The DPS has 66 permanent training locations and nine (9) mobile training locations which utilize in-house RiderCoaches and self-contained mobile training units. Also, the DPS now licenses non-standard training courses in 18 locations. These non-standard training courses are specific to certain motorcycles or motorcycles with

sidecars or that have three wheels (trike). DPS distributed 325,338 pieces of motorcycle safety promotional materials during the state FY 2005.

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**MOTORCYCLE SAFETY**

**FY 2007  
Budget Module:  
MC-04**

Page 1 of 1  
(Dollars in Thousands)

TASK TITLE	# of Proj	TOTAL	Federal					<u>STATE</u>			
								Texas			STATE MATCH
			402								
<b>07-04-01 MOTORCYCLE SAFETY</b>											
Task A: Education	1	212.8	191.1						21.7		
	<b>1</b>	<b>212.8</b>	<b>191.1</b>						<b>0.0</b>	<b>21.7</b>	<b>0.0</b>

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## OCCUPANT PROTECTION PROGRAM AREA - 05

### Problem Identification

Results of the 2005 safety belt surveys show 89.9 percent of drivers and front seat passengers in Texas were properly restrained. There were 79.9 percent of Texas children ages 0-4 years restrained in 2005. Young male drivers and pickup truck occupants continue to have the lowest rate of safety belt use. Cultural and socio-economic factors have a bearing in choices to use safety belts and safety seats. Children riding in the back seat of a passenger vehicle are restrained a greater percentage of the time than those in the front seat. In the 2005 Texas Transportation Institute survey, parents and caregivers were observed allowing children to ride in their laps 2.2 percent of the time, despite intense education and enforcement efforts to eliminate this practice.

### Goal

- To increase occupant restraint use in all passenger vehicles and trucks.

### Objectives

- Increase occupant restraint use in all passenger vehicles and trucks for driver and front seat passengers from 90.4 percent in 2006 to 91.8 percent by September 30, 2007.
- Increase occupant restraint use in all passenger vehicles and trucks for children ages 5-16 from 44.6 percent in 2005 to 61.25 percent by September 30, 2007.
- Increase the child passenger safety use rate from 79.9 percent in 2005 to 81.0 percent in all passenger vehicles and trucks for children ages 0-4 by September 30, 2007.

### Strategies

- Increase enforcement of occupant protection laws
- Increase sustained enforcement
- Increase high visibility enforcement
- Increase public information and education campaigns
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates
- Concentrate efforts on historically low use populations
- Increase judges and prosecutors awareness of safety belt misuse
- Increase retention of child passenger safety (CPS) instructors
- Increase training opportunities for CPS instructors
- Increase EMS/fire department involvement in CPS fitting stations
- Maintain CPS seat distribution programs for low income families
- Increase occupant protection education and training for law enforcement and judges

## Tasks/Project Descriptions

**Project Number:** 070501 Child Passenger Safety

**Project Title:** Task A: Education

**Project Description:**

The Texas Cooperative Extension project Passenger Safety will implement an educational campaign conducted by county extension agents and their staffs to reach rural pickup occupants with the occupant protection message. County agents will use rollover convincers and other demonstrations at schools, safety fairs and other public event to expand the reach into this large population. Passenger Safety will conduct two NHTSA 32-hour technician training classes, training a minimum of 45 technicians, conduct six (6) checkup events and continue to market and implement a CPS online course for childcare providers.

The Statewide Child Passenger Safety (CPS) Education and Distribution Program managed by the Department of State Health Services *Safe Riders* program will distribute over 10,000 child safety seats to the CPS projects and the statewide safety seat distribution programs in Texas, and teach a minimum of six (6) CPS NHTSA 32-hour technician classes, training a minimum of 120 technicians. Additionally, the project will conduct a minimum of 25 checkup events, and a minimum of 12 fitting clinics/check up events. The goal is to have 80 child safety seat distribution programs in place in FY 2007. Each distribution program will receive a four-hour training consisting of child passenger safety/safety seat information, instructions on how to conduct a distribution program, and program reporting requirements. The Department of State Health Services will also continue the *Safe Riders* occupant protection education program, provide 300,000 educational materials, operate a toll free information line, and coordinate the "Seat Belt Survivors Club".

The Hillcrest Health System's project, KidSafe, will conduct 21 checkup events and 11 fitting stations, educate 4,560 parents and children, and distribute 400 safety seats and 1500 educational materials. Texas Children Medical Center's project, Increasing Child Restraint Use in Greater Houston, will conduct 10 checkup events and operate 10 permanent fitting stations, educate 500 parents, distribute 1,000 safety seats and 80,000 educational materials. The Texans in Motion project, Kids In Safety Seats, will conduct 11 checkup events and seven fitting stations, educate 500 parents, distribute 600 safety seats, and 50,000 educational materials. The Dallas County Hospital project, Fitting Station for Dallas, will establish one permanent fitting station open twice weekly (100 days per year) for checking safety seats, educate 800 parents, and distribute 400 safety seats and 800 educational packets for parents at the fitting station.

The Texas Transportation Institute Strategies to Increase Safety Belt use by 'Tweens' project will be conducted at 15 elementary and intermediate schools in the Bryan/College Station area. Students and parents will be provided presentations and public information consisting of 1,400 printed materials geared specifically for their age in order to increase safety belt use. The presentation activity will include the benefits of the safety belts for 'Tweens' and the Texas law requiring belt use. Five hundred incentive items will be randomly distributed to students observed wearing their safety belts during the week long activity and local law enforcement support, including issuing warnings or citations, will be enlisted. Three observational surveys (pre-activity, during-activity and post-activity) of safety belt use will be conducted at each school and data analyzed and reported.

**Project Number: 070502 Occupant Protection Surveys**

**Project Title: Task A: Safety Belt/CPS Use Surveys**

**Project Description:**

TTI will conduct Observational Surveys of Restraint Use and Motorcycle Helmet Use in Texas. The surveys will include a statewide survey of occupant protection use by drivers and front seat passengers and motorcycle helmet use, a 14 city survey of safety restraint use by children ages 0 through 4, and safety belt use by drivers and front seat passengers in 18 cities. The use of safety belts or child restraints by children ages 5-16, regardless of where they are seated in passenger vehicles and trucks, will be surveyed in 18 urban areas.

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**Project Number: 070503 Occupant Protection Incentive Project**

**Project Title: Task A: Buckle Up Media Support**

**Project Description:**

Federal funds will be used for the Buckle Up Media Support project to buy additional safety belt and/or child passenger safety outreach. Section 405 funds will be used for this project's paid media and will be indicated as K2PM in the Grants Tracking System. The messages will use paid outdoor, radio, television and print media to promote buckling up. No federal 402 funds will be used to purchase paid media.

---

**Project Number: 070504 Occupant Protection Enhancements**

**Project Title: Task A: Enforcement**

**Project Description:**

Federal funds will be used for occupant protection in order to continue increased enforcement efforts in May 2007 through the Click It or Ticket (CIOT) STEPs in at least 100 local communities throughout the state. A total of twenty equipment incentives will be provided to participating agencies. Ten funded agencies and ten non-funded agencies will be selected in a random drawing. Agencies must report their results within twenty days after the end of enforcement. Planned activities include pre and post surveys conducted by the participating agencies in order to measure the effectiveness of the enforcement period. Sustained enforcement will be conducted during the mobilization period and two earned media activities will be conducted pre and post the mobilization. Those STEP Comprehensive agencies with an occupant protection component, will conduct sustained safety belt enforcement during the grant year.

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**Project Number: 070504 Occupant Protection Enhancements**

**Project Title: Task B: Media**

**Project Description:**

Incentive funds will be used to buy Click It or Ticket Media Outreach. These messages will use paid outdoor, radio, television and print media to promote the increased enforcement effort of the campaign. Section 405 and Section 406 funds will be used for this project's paid media. Section 405 will be identified as K2PM and Section 406 as K4PM in the Government Tracking System (GTS). No federal 402 funds will be used to purchase paid media.

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**Project Number: 070505 Enforcement**

**Project Title: Task A: STEP – Occupant Protection**

**Project Description:**

Two communities will conduct a yearlong STEP-Occupant Protection to increase safety belt use through increased enforcement efforts. These two STEP Occupant Protection agencies will conduct sustained enforcement for occupant protection during the grant year. Occupant Protection enforcement will also be conducted under STEP Comprehensive and STEP Waves in the PTS Program area,



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## PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA - 06

### Problem Identification

Children and older adults are at higher risk as pedestrians to injury and death in crashes involving a motor vehicle than other age groups, according to studies sponsored by the National Highway Traffic Safety Administration. While the number of bicyclists killed in crashes with motor vehicles has decreased by 11.5 percent between 1995 and 2001, congestion, the increase in riders and motor vehicles, and other issues are increasing the opportunities for these crashes. The number of pedestrians killed in crashes with motor vehicles has decreased 2.6 percent in the same time period, despite population increases in the state.

### Goal

- Reduce the number of motor vehicle-related pedestrian and bicycle fatalities.

### Objectives

- Reduce the number of motor vehicle-related pedestrian fatalities from 1.91 motor vehicle-related pedestrian fatalities per 100,000 population (2004 FARS) to no more than 1.72 motor vehicle-related pedestrian fatalities per 100,000 population by September 30, 2007.
- Reduce the number of bicyclist fatalities from 0.221 bicyclist fatalities per 100,000 population (2004 FARS) to 0.126 bicyclist fatalities per 100,000 population by September 30, 2007.

### Strategies

- Increase enforcement of traffic laws about bicycle right of way
- Increase motorist awareness for sharing the road with bicyclists
- Improve bicycle crash data
- Increase public information and education efforts on the use of safety equipment
- Improve identification of problem areas for pedestrians
- Increase pedestrian "walkability" of roads and streets
- Improve data collection on pedestrian injuries and fatalities
- Improve public education and information on pedestrians and "safe walking"

### Tasks/Project Descriptions

**Project Number:** 070601 Pedestrian Safety

**Project Title:** Task A: Community Improvements

**Project Description:**

The Texas Citizen Fund (TCF) will develop and pilot Walk Well: Pedestrian Safety Audit Program for Older Texans, a pedestrian safety program for older adults. This program will launch an aggressive

public education and information (PI&E) campaign using media outreach to senior-focused publications, websites, organizations and professional associations to increase awareness of older pedestrian fatalities and “hot spots” throughout the state. The pilot will be deployed in Houston, McAllen, Longview, El Paso, Fort Worth and Corpus Christi with 180 older Texans taking part in 12 audits. Following evaluation and focusing on the “hot spots” identified through data analysis, the TCF will engage 360 older pedestrians in 24 audits in 8 Texas cities. A website will be developed to provide easy public access to Walk Well PI&E materials, to post audit reports, and to share best practices with communities and older Texans. TCF will develop a statewide Walk Well committee to recruit eight (8) local Walk Well committees for each of the “hot spots”.

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**Project Number: 070602 Bicycle Safety**

**Project Title: Task A: Bicycle Safety Education**

**Project Description:**

The Texas Bicycle Coalition will continue the implementation of the SuperCollege Project. The project offers a college curriculum to train 350 student physical education teachers in at least 20 Texas colleges to incorporate the SuperCyclist curriculum into a course required for teacher certification. The project will train a minimum of 350 elementary school teachers to implement the SuperCyclist curriculum in fourth and fifth grade. Distribution of bicycle safety education and awareness materials will be provided to educate and support SuperCyclist instructors and their school administrators. A teacher survey will be conducted in FY07 to evaluate the effectiveness of the program by tracking the number of teachers trained in the SuperCyclist curriculum and number of children who receive bicycle safety training each school year.

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**PEDESTRIAN/BICYCLE SAFETY**

**FY 2007  
Budget Module:  
PS-06**

Page 1 of 1  
(Dollars in Thousands)

TASK TITLE	# of Proj	TOTAL	Federal						Texas		
			STATE MATCH	LOCAL MATCH	Fed. To Local						
			402								
<b>07-06-01 PEDESTRIAN SAFETY</b>											
Task A: Community Improvements	1	286.6	214.2						72.4	214.2	
<b>07-06-02 BICYCLE SAFETY</b>											
Task A: Bicycle Safety Education	1	554.3	332.9						221.4	332.9	
	2	840.9	547.1						0.0	293.8	547.1

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# POLICE TRAFFIC SERVICES PROGRAM AREA - 07

## Problem Identification

Of the 3,725 Texas motor vehicle crash fatalities in 2001, 1,338 involved driving over the speed limit or too fast for conditions, according to the Texas Department of Public Safety's (TxDPS) crash data. This is 35.9 percent of all motor vehicle crash fatalities in Texas, a small decrease from the previous year. The extrapolated Texas cost of speeding-related crashes was \$2.4 billion, according to the National Center for Statistics and Analysis.

Driving while intoxicated (DWI), speeding and failure to yield the right of way (including at intersections with traffic control devices) are the top three causes of motor vehicle crashes, injuries and fatalities in Texas, according to TxDPS.

Commercial vehicle travel on Texas roadways has increased each year, especially since the passage of the North American Free Trade Act in 1991. In 2004, Texas ranked first in the number and percentage of large trucks involved in fatal crashes in the United States. The nationwide increase in commercial vehicle traffic is reflected in Texas statistics, as commercial vehicles make up a greater share of vehicles registered and miles traveled on Texas roads.

## Goals

- To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes.
- To reduce commercial vehicle crashes, injuries, and fatalities involving vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or greater.

## Objectives

- Reduce the number of 36.19 KAB crashes per 100M VMT in 2001 to 31.54 KAB crashes per 100M VMT by September 30, 2007.
- Reduce the number of 15.5 intersection and intersection-related KAB crashes per 100M VMT in 2001 to 10.65 intersection and intersection-related KAB crashes per 100M VMT by September 30, 2007.
- Reduce the number of 0.218 fatalities per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater (2004 FARS) to no more than 0.189 fatalities per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater by September 30, 2007.
- Reduce the number of 0.191 fatal crashes per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater (2004 FARS) to no more than 0.173 fatal crashes per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater by September 30, 2007.

## Strategies

- Increase enforcement of traffic safety-related laws including speed related
- Increase sustained enforcement including speed 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
- Increase public information and education on sharing the road with commercial 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

## Tasks/Project Descriptions

**Project Number: 070701 Enforcement**

**Project Title: Task A: STEP- Comprehensive**

**Project Description:**

Sixty-two (62) agencies, including the Texas Department of Public Safety (TxDPS), will conduct a STEP-Comprehensive to provide enhanced sustained enforcement covering multiple offenses, focusing on two or more of the following: speed, DWI, intersection traffic control, or Occupant Protection (OP) violations. Those STEP-Comprehensive agencies with an occupant protection and/or DWI component will participate in the National enforcement mobilizations.

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**Project Number: 070701 Enforcement**

**Project Title: Task B: STEP - Comprehensive Commercial Motor Vehicle**

**Project Description:**

Four (4) communities will conduct a STEP-Comprehensive Commercial Motor Vehicle to provide enhanced enforcement covering multiple offenses, focusing on two or more of the following: speed, DWI, intersection traffic or Occupant Protection and other hazardous moving violations related to commercial motor vehicles.

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**Project Number: 070701 Enforcement**

**Project Title: Task C: STEP-Waves**

**Project Description:**

Thirty-five (35) communities will participate in special enforcement efforts centered on the holiday periods through STEP-Waves. Communities will participate in Memorial Day and Labor Day campaigns and may work up to four optional holiday periods. Law enforcement agencies participating in STEP-Waves will focus on OP violations, DWI and/or speeding.

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**Project Number: 070701 Enforcement**

**Project Title: Task D: Law Enforcement Coordination**

**Project Description:**

The Texas Municipal Police Association (TMPA) will conduct a Police Traffic Services Support project. Four (4) Law Enforcement Coordinators (LECs) and one (1) Program Manager will assist the Traffic Operations Division, District Traffic Safety Specialists and community law enforcement to develop and implement traffic safety efforts. The project will provide STEP management training to police agencies, provide web based reporting for STEP grants on the Buckle Up Texas website ([www.buckleuptexas.com](http://www.buckleuptexas.com)), conduct evaluation efforts, and work with local communities to identify traffic safety problems and identify the resources to solve them. Additionally, TMPA will recruit 50 non-funded agencies to participate in the national Impaired Driving Mobilization and 50 non-funded agencies to participate in the national CIOT mobilization.

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**POLICE TRAFFIC SERVICES**

**FY 2007  
Budget Module:  
PT-07**

**STATE  
Texas**

TASK TITLE	# of Proj	TOTAL	Federal					STATE MATCH	LOCAL MATCH	Fed. To Local
			402	157a						
<b>07-07-01 ENFORCEMENT</b>										
Task A: STEP - Comprehensive	62	<b>14,363.0</b>	7,723.4	641.1					5,998.5	8,468.4
Task B: STEP- Compreshensive Commerical Motor Vehicle	4	<b>794.5</b>	564.5						230.0	564.5
Task C: STEP - Waves	35	<b>568.3</b>	425.6						142.7	425.6
Task D: Law Enforcement Coordination	1	<b>946.0</b>	850.0						96.0	850.0
	<b>102</b>	<b>16,671.8</b>	<b>9,563.5</b>	<b>641.1</b>					<b>0.0</b>	<b>10,308.5</b>



## SPEED CONTROL PROGRAM AREA - 08

### Problem Identification

Of the 3,725 Texas motor vehicle crash fatalities in 2001, 1,338 involved driving over the speed limit or too fast for conditions, according to the Texas Department of Public Safety's (TxDPS) crash data. This is 35.9 percent of all motor vehicle crash fatalities in Texas, a small decrease from the previous year. The extrapolated Texas cost of speeding-related crashes was \$2.4 billion, according to the National Center for Statistics and Analysis.

### Goal

- To reduce the number of speed-related fatal and serious injury crashes.

### Objective

- Reduce the number of speed related fatal and serious injury crashes from 11.88 speed related KAB crashes per 100M VMT in 2001 to 10.18 speed related KAB crashes per 100M MVT by September 30, 2007.

### Strategies

- Identify best practices for speed deterrence when law enforcement is not present
- Increase sustained enforcement
- Increase enforcement of traffic safety-related laws
- Increase public education and information programs

### Tasks/Project Descriptions

**Project Number:** 070801 Enforcement

**Project Title:** Task A: STEP - Speed

**Project Description:**

Fourteen (14) communities will operate a STEP - Speed to provide sustained enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes. Those STEP Comprehensive agencies with a speed component will conduct sustained enforcement for speed.

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**Budget Module:  
SC-08**

(Dollars in Thousands)

SPEED CONTROL										STATE Texas		
TASK TITLE	# of Proj	TOTAL	Federal							STATE MATCH	LOCAL MATCH	Fed. To Local
			402									
07-08-01 ENFORCEMENT												
Task A: STEP - Speed	14	878.1	637.5								240.6	637.5
	<b>14</b>	<b>878.1</b>	<b>637.5</b>						<b>0.0</b>	<b>240.6</b>	<b>637.5</b>	

## TRAFFIC RECORDS PROGRAM AREA - 09

### Problem Identification

Traffic record systems should provide current motor vehicle crash data that includes the data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety. Texas is approximately four years behind in collecting and reporting motor vehicle crash data pertaining to people, vehicles, and roadways. This includes roadway condition, motor vehicle crashes, trauma reporting, and traffic offenses.

Texas has multiple independent traffic record systems or processes in place to track traffic safety efforts. The Department of Public Safety manages the Crash Record Bureau to track crashes and the Drivers Records Bureau to track citations. The Department of Transportation maintains the Texas Accident Records System to track where crashes occur on the state and federal highways. The Department of State Health Services manages the trauma reporting systems that include EMS reports and hospital data for trauma victims. There is no direct linkage between the different systems. Each local and county law enforcement agency collects and maintains crash data for their own jurisdiction, reporting to DPS via paper documents. As the Crash Records Information System (CRIS) matures, a majority of communities will report local crash data electronically. Only communities without the electronic resources will continue to report crash data via paper.

### Goal

- To improve timeliness, quality, availability and linkage of records between traffic crash data bases.

### Objectives

- Improve availability of crash data available electronically to TxDOT from more than 48 months in 2001 to within 60 days of the event by September 30, 2007.
- Improve reporting of local crash data electronically to CRIS from no later than 60 days after the occurrence in 2001 to no later than 10 days after occurrence by September 30, 2007.

### Strategies

- Link Texas Departments of State Health Services, Transportation and Public Safety databases
- Improve local databases and their ability to electronically transmit crash data to the Departments of State Health Services and Public Safety

## Tasks/Project Descriptions

**Project Number: 070901 Local Projects**

**Project Title: Task A: Identification and Analysis**

**Project Description:**

Baylor College of Medicine will continue a Houston Trauma Link to identify the top five traffic-related causes for injuries to children in the Houston area. Using a multidisciplinary system linking data sources from the Houston Police and Fire Department-EMS, Harris County Medical Examiner's Office, Houston Independent School district, numerous hospitals and social services organizations, a more complete picture of motor vehicle crash data will be assembled.

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**Project Number: 070902 System Improvements**

**Project Title: Task A: Traffic Records Assessment**

**Project Description:**

The Traffic Records Assessment is a technical assistance tool that NHTSA and FHWA offer to state offices of highway safety to allow management to review the state's traffic records program. The purpose of the assessment is to document a state's traffic records activities as compared to the provisions in NHTSA's Highway Safety Program Advisory for Traffic Records, to note the state's traffic records strengths and accomplishments, and to offer suggestions where improvements can be made. TxDOT will coordinate the assessment process for the state, which includes bringing in an assessment team from out-of-state.

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**Project Number: 070903 Crash Records Information System (CRIS) Technical Support**

**Project Title: Task A: Alleviation of Crash Records Backlog and On-going Technical Support Project**

**Project Description:**

It is estimated that Crash Records Information System (CRIS) will go-live with a backlog of approximately four (4) years. TxDOT will pay for sufficient full time equivalent (FTE) personnel for DPS to process the backlog. If additional hours or personnel are required to complete the project, TxDOT will pay for overtime hours. Additionally, TxDOT will provide sufficient funding to maintain a CRIS Technical Support Team. This team will consist of one (1) Application Architect, one (1) J2EE Architect, one (1) Systems Developer/Database Administrator, and one (1) Spatial Data Manager. This team will report to the CRIS Owner identified by DPS and TxDOT in the CRIS Oversight Committee (COC) document. The CRIS Technical Support Team will be outsourced by DPS and will have a contract period of two years.

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# DRIVER EDUCATION AND BEHAVIOR PROGRAM AREA - 10

## Problem Identification

Whether it is driving at an excessive speed, driving while under the influence of alcohol or other drugs, inattention, ignorance, or a lack of driving skill, poor driving behavior leads to crashes, deaths, and injuries. Effective traffic safety efforts require broad public information and education to be most effective and should tailor messages by considering the gender, age, ethnicity, language barriers, or other characteristics inherent in Texas' diverse population.

## Goal

- To increase public knowledge, perception, and understanding of traffic safety.

## Objective

- Maintain 20 million people reached with traffic safety messages in 2006 with traffic safety messages by September 30, 2007.

## Strategies

- Develop and implement public information and education efforts on traffic safety issues
- Provide assistance to update drivers' education curriculum
- Conduct and assist local, state, and national traffic safety campaigns

## Tasks/Project Description

**Project Number:** 071001 Public Information Campaigns

**Project Title:** Task A: Local Events

**Project Description:**

TxDOT district offices in Fort Worth, San Antonio, and Amarillo will promote traffic safety at local Community Events. Traffic safety educational materials, displays and activities will be used to increase traffic safety knowledge at these events.

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**Project Number:** 071001 Public Information Campaigns

**Project Title:** Task B: Statewide Media Campaigns

**Project Description:**

On the Road in Texas Radio and TV Networks is a joint project with TxDPs. The project includes a CD compilation of four or five 60-second radio features distributed each month to English and Spanish radio stations in Texas. Stations air these spots as PSA's at no charge. This project will

continue with 25 English language traffic safety messages and 25 Spanish language messages for radio. Additionally, this project will develop and/or revise 54 additional features (27 English and 27 Spanish). This project will also produce the new radio series "Street Smarts", a 30- second driver quiz for air on stations in the states largest cities.

Texas Drivers Quiz TV News Features will place weekly features with a 5-part series. These TV new features will be distributed quarterly. There will be 20 news features produced in Spanish. Features will be reproduced for use in driver education programs, teen driver programs, on TxDOT website, and as a stand alone DVD.

The Save a Life project is a comprehensive public education program. State funds will be used to buy placement expenses for all campaigns under the Save a Life project. Included will be billboards, TV and radio placement, print media, Internet ready information, and conference services. Promotional and educational materials for individual campaigns will also be produced. Federal 402 funds will not be used to purchase paid media.

Public Information and Education Materials project will provide brochures or other material needed to support traffic safety campaigns during the year for use by Texas Department of Transportation Traffic Safety Specialists and Texas subgrantees. The majority of educational items printed in English will also be printed in Spanish. This statewide project will consolidate the design, purchase, and distribute select traffic safety program materials to insure consistent messages, increase availability, reduce costs, and reach more individuals than possible when produced at the local project level. The project will provide educational materials for child passenger safety, DWI reduction, speed, youth alcohol, safety belt use, pedestrian and bicycle projects and other traffic safety areas as needed. Public information and education campaigns may include slogans such as "Click It Or Ticket", "Drink. Drive. Go to Jail", "Drunk Driving. Over the Limit. Under Arrest", and "Buckle Up In Your Truck".

Alternate Outdoor Media Campaign. In January 2005, TxDOT rolled out the first wave of an extensive fleet traffic safety messaging campaign, distributing nearly 17,000 messages to post on TxDOT fleet vehicles. This project is the second wave of the 2005 fleet messaging campaign and will continue producing vehicle wraps with concepts and design attention-grabbing graphics using existing campaigns. Wraps will be designed specifically for late-model Ford F150 pickups. The advertising messages on these trucks will reach millions of Texans.

The Teen Driver Safety Program will build off the Jacqui Saburdio/Before and After program. This model program will be expanded to deal with other issues that lead to teen driving deaths, injuries and crashes: failure to use safety belts, speed, tailgating, and driver distractions.

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**Project Number: 071002 Education & Training**

**Project Title: Task A: Training**

**Project Description:**

The TEEX Teen Aggressive and Driving Behavior Modification is a pilot project which will be conducted in the Brazos Valley and will target teen-age drivers in order to modify their aggressive



driving behavior. The curriculum that will be used for training was developed by the American Institute for Public Safety (AIPS). The project will train instructors who will then conduct classes for 150 teens. The pilot will track the number of aggressive driving incidents that are processed through the teen court system in the area.

Region VI Education Service Center Region (ESC VI) will conduct the Driver Awareness Program for Under-Educated Adults. The project will conduct 75 classes of a six hour driver awareness program for 2,000 under-educated adult basic education and for English as a second language students. The Texas Driver and Traffic Safety Education Association textbook and support materials will be used. Project will increase driver's knowledge about the dangers of DWI, safety belts, and speeding. ESC VI will continue the Development, Implementation and Evaluation of Driver Education Workshops for Texas driver education teachers. At least eight training sessions, which meet Texas Education Agency guidelines, will be conducted in various locations throughout Texas.

---

**Project Number: 071002 Education & Training**

**Project Title: Task B: Education Program**

A "K-8" Traffic Safety Education Program will identify age related potential traffic hazards and determine the most effective methods for communicating information about the hazards. Materials will be developed and produced to transfer safety information through the educational system.

**Project Number: 071002 Education & Training**

**Project Title: Task C: Save A Life Summit**

**Project Description:**

Save a Life Summit is the premier traffic safety meeting for Texans dedicated to reducing traffic deaths and injuries. The conference will provide considerable learning and valuable recognition opportunities for approximately 400 traffic safety advocates from all regions of Texas.

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## RAILROAD / HIGHWAY CROSSING PROGRAM AREA - 11

### Goal

- To reduce KAB crashes at railroad/highway crossings

### Objective

- Reduce the number of KAB crashes at railroad/highway crossings from 186 KAB crashes in 2001 to no more than 179 by September 30, 2007.

### Strategies

- Educate law enforcement on laws governing railroad/highway crossings.
- Increase public education and information campaigns.

### Tasks/Project Description

**Project Number:** 071101 Education and Training

**Project Title:** Task A: Education- Highway-Rail Grade Crossing

#### Project Description:

Texas law enforcement officers are often not aware that railroad police do not have the authority to enforce traffic laws or issue citations in Texas. The Highway-Rail Grade Crossing Collision and Trespass Prevention project will educate 500 Law enforcement officers in five (5) target Texas counties (Harris, Dallas, Tarrant, Jefferson and Bexar) with high numbers of highway-rail grade crossing collisions. The education will focus on the Texas Highway-Rail Grade Crossing laws. The project will conduct: a 2-hour training in a police academy and in-service training in each of the target counties; conduct presentations for professional law enforcement associations; develop/distribute 3,000 laminated pocket size law brochures; implement "Adopt-a Crossing" programs in each target county; and sponsor Officers on the Train partnerships between local law enforcement agencies and railroad police in the target counties.

**Railroad / Highway Crossing**

FY 2007  
 Budget Module:  
 RH-11

Page 1 of 1  
 (Dollars in Thousands)

STATE  
 Texas

TASK TITLE	# of Proj	TOTAL	Federal						STATE			
			STATE MATCH	LOCAL MATCH	Fed. To Local							
			402									
07-11-01 RAILROAD / HIGHWAY CROSSING	1	72.6	21.4							51.2		21.4
	1	72.6	21.4							0.0	51.2	21.4

## ROADWAY SAFETY PROGRAM AREA - 12

### Problem Identification

There are 1,563 construction projects, equaling one work zone every 51 miles, which impact traffic safety on Texas highways every day. In 2004 (FARS), one hundred sixty-two people were fatally injured in motor vehicle crashes in Texas work zones. Temporary traffic control devices present unique problems for the traveling public and workers alike. Devices such as signs, pavement markings, cones or barricades may conflict with the driver's expectancy, they may not follow design consistency, but they must be properly placed and maintained to ensure the worker's safety. Areas with a population of 50,000 or less, require maintenance and inspection to insure reliability. Revisions to the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD), which contains standards for a uniform system of traffic control devices for all highways, roads, and streets, was completed and implemented in 2005.

### Goals

- To reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled.
- To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level.

### Objectives

- Reduce number of KAB crashes in work zones from 1.45 per 100M VMT in 2001 to 1.17 KAB crashes in work zones per 100M VMT by September 30, 2007.
- Reduce number of A&B injuries in work zones from 2.00 A&B injuries per 100M VMT in 2001 to 1.58 A&B injuries in work zones per 100M VMT by September 30, 2007.
- Reduce number of fatalities in work zones from .082 per 100M VMT in 2001 to .064 fatalities in work zones per 100M VMT by September 30, 2007.
- Provide assistance in improving safety through engineering to 25 communities by September 30, 2007.
- Train at least 2,300 students in roadway safety classes by September 30, 2007.

### Strategies

- Increase enforcement of traffic safety related laws in work zones
- Increase public education and information on traffic safety in work zones
- Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training
- Provide traffic safety problem identification to local jurisdictions
- Improve highway design and engineering through training

## Tasks/Project Descriptions

**Project Number:** 071201 Education

**Project Title:** Task A: Training

**Project Description:**

The Texas Engineering Extension Service (TEEX), Highway Safety Training project for community and state personnel continues this year with the following schedule: 12 classes in Sign Installation and Maintenance for 240 students; and 12 classes in Pavement Markings Installation and Maintenance for 240 students. The TEEX Work Zone Safety Training project provides instruction in Work Zone Traffic Control for 1,100 students attending 55 classes; Flagging in Work Zones for 300 students participating in 15 classes; and Work Zone Traffic Control Refresher for 600 students during 30 classes. This project will also be translating the Work Zone Traffic Control guide into Spanish. The TEEX Traffic Signal Maintenance and Repair Training project continues to provide hands-on education/training with 15 classes training 180 technicians throughout the state in the installation, troubleshooting and repair of traffic signals that will ensure citizen safety. Highway Safety Training, Work Zone Safety Training, and Traffic Signal Maintenance and Repair Training projects will be combined into one grant agreement. The TEEX Safe Practices for Traffic Incidents Training project will conduct one 12 hour full scale traffic incident safety workshop training 25 emergency responders and conduct 15 of the eight hour class room only traffic incident safety workshops to train 300 emergency responders. The University of Texas (UT) Arlington City/County Training Program project will train 1,500 city/county employees in roadway safety courses.

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**Project Number:** 071201 Education

**Project Title:** Task B: Community Assistance

**Project Description:**

The UT Arlington City/County Traffic Safety Assistance Program will perform safety evaluation reviews of local roadways and provide technical assistance in a minimum of 25 communities. Local public works employees are provided a traffic safety orientation to improve roadway conditions.

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**ROADWAY SAFETY**

**FY 2007  
Budget Module:  
RS-12**

Page 1 of 1  
(Dollars in Thousands)

TASK TITLE	# of Proj	TOTAL	Federal						STATE Texas			
			402	164					STATE MATCH	LOCAL MATCH	Fed. To Local	
<b>07-12-01 EDUCATION</b>												
Task A: Training	5	1,916.7	1,286.1							630.6	1,286.1	
Task B: Community Assistance	1	77.2	68.5							8.7	68.5	
	6	1,993.9	1,354.6	0.0						0.0	639.3	1,354.6

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## SAFE COMMUNITIES PROGRAM AREA – 13

### Problem Identification

Creating the local support for improved traffic safety requires a strong local coalition. Traffic safety efforts at the local level are often fragmented, uncoordinated and sporadic. The diverse formal and informal organizations involved can discover themselves working at cross purposes on the same problem.

### Goal

- To establish integrated community traffic safety programs to prevent traffic related fatalities and injuries

### Objective

- Increase the number of Safe Communities coalitions from 37 coalitions in 2006 to a minimum of 40 coalitions by September 30, 2007.

### Strategies

- 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

### Tasks/Project Descriptions

**Project Number:** 071301 Safe Communities

**Project Title:** Task A: Coalition Building

**Project Description:**

The TAMU-CC Safe Communities will continue the Safe Communities Driving Public Education campaign which targets speeding, DWI, aggressive driving, distracted driving and occupant protection use through education and information. The El Paso Police Department will continue their Safe Communities project to collect and analyze crash data, and use the data to determine where to station traffic officers, provide increased public information, and work with community leaders to reduce motor vehicle crashes. The University of Texas Health Science Center San Antonio Madrino-Padrino Traffic Safety Project will build on a Hispanic cultural tradition of seeking advice or guidance from godmothers and godfathers to advance culturally appropriate traffic safety information in the San Antonio Hispanic community. The Dallas County Hospital District's Safe Communities project will conduct two Traffic Safety Summits, form two sub-committees to address the issues of safety belt use among 5-16 year olds, conduct two walkability surveys, and conduct presentations.



## SCHOOL BUS PROGRAM AREA – 14

### Problem Identification

School bus transportation remains the safest form of transportation in Texas. However, when a crash or incident does occur, it receives much publicity. In many parts of Texas, school bus drivers have limited English language skills and work in primarily Spanish speaking school districts. Teaching these drivers proper safety techniques in Spanish enhances school bus driver safety skills to ensure the safety of all Texas children.

### Goal

- To reduce school bus related crashes, injuries and fatalities

### Objective

- Maintain 0.40 school bus related fatalities per year on a five year average based on 1997-2001 for years 1998 - 2002, by September 30, 2007.

### Strategies

- 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

### Tasks/Project Descriptions

**NO 402 FEDERAL FUNDS WILL BE USED FOR SCHOOL BUS SAFETY PROJECTS IN FISCAL YEAR 2007.**

**SCHOOL BUS SAFETY**

**FY 2007  
Budget Module:  
SB-14**

Page 1 of 1  
(Dollars in Thousands)

TASK TITLE	# of Proj	TOTAL	Federal						STATE Texas			
			STATE MATCH	LOCAL MATCH	Fed. To Local							
			402									
07-14-01 SCHOOL BUS SAFETY		0.0										
	0	0.0	0.0							0.0	0.0	0.0

# CERTIFICATIONS AND ASSURANCES

Revised 8/25/05

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3

and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

## Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## Political Activity (Hatch Act).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

## Certification Regarding Federal Lobbying

### Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



## Restriction on State Lobbying

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## Certification Regarding Debarment And Suspension

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency

entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

#### **Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions**

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### **Instructions for Lower Tier Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.


**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**Environmental Impact**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

**Texas Department of Transportation**

  
Carlos A. Lopez, P.E.  
Director of Traffic Operations  
8/29/06  
Date

# PROGRAM COST SUMMARY

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**FY 2007 HIGHWAY SAFETY PLAN**

**SUMMARY OF PLANNED FUNDING**

**STATE  
Texas**

(Dollars in 000's)

PROGRAM AREAS	NO. OF PROJECTS	FEDERAL								MATCH		FED TO LOCAL
		TOTAL	402	157A	405	410	406	STATE	LOCAL			
01 Planning and Administration	4	2,705.8	416.5							2,281.8	7.5	0.0
02 AI & Other Drug Countermeasures	61	10,059.4	103.9			7,300.0				170.0	2,485.5	
03 Emergency Medical Services	1	555.6	500.0							0.0	55.6	500.0
04 Motorcycle Safety	1	212.8	191.1							0.0	21.7	0.0
05 Occupant Protection	112	16,571.7	2,032.1		2,300.0		7,991.7			0.0	4,247.9	5,140.7
06 Pedestrian/Bicycle Safety	2	840.9	547.1							0.0	293.8	547.1
07 Police Traffic Services	102	16,671.8	9,563.5	641.1						0.0	6,467.2	10,308.5
08 Speed Control Program Area	14	878.1	637.5							0.0	240.6	637.5
09 Traffic Records	3	910.4	80.0							800.0	30.4	50.0
10 Driver Education and Behavior	14	4,439.0	2,308.2							1,757.5	373.3	338.0
11 Railroad / Highway Crossing	1	72.6	21.4							0.0	51.2	21.4
12 Roadway Safety	6	1,993.9	1,354.6							0.0	639.3	1,354.6
13 Safe Communities	4	470.4	335.7							0.0	134.7	335.7
14 School Bus	0	0.0	0.0							0.0	0.0	0.0
<b>TOTALS</b>	<b>325</b>	<b>56,382.4</b>	<b>18,091.6</b>	<b>641.1</b>	<b>2,300.0</b>	<b>7,300.0</b>	<b>7,991.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5,009.3</b>	<b>15,048.7</b>	<b>19,233.5</b>

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# GLOSSARY

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# Glossary

Term	Definition
Texas Department of Public Safety (DPS) Accident File-based DWI Related Crashes (Injuries or Fatalities)	All crashes (injuries or fatalities) included in the Texas DPS Accident File for which alcohol or other drugs were indicated on the accident report to have been a contributing factor to the crash. Distinguish from alcohol related as used in FARS.
FARS-based Alcohol Related Crashes (Fatalities)	Fatalities that occur in a crash involving at least one driver, pedestrian, or pedestrian, or pedalcyclist with a BAC of .01 or above.
Intersection and Intersection Related Crashes	All crashes included in the Texas DPS Accident File that are coded as occurring in an intersection or as being intersection related (excluding driveway access).
Large Truck-Involved Crashes (or Fatalities)	All crashes (or fatalities) that are designated in FARS as involving at least one motor vehicle weighing more than 10,000 pounds (GVW).
Motor Vehicle Related Bicyclist Fatalities	All deaths of bicyclists resulting from a crash included in the Texas DPS Accident File. Bicyclist deaths and injuries unrelated to motor vehicle crashes are not included.
Motor Vehicle Related Pedestrian Fatalities	All deaths of pedestrians resulting from a crash included in Texas DPS Accident File.
Motorcyclist Fatalities	A fatality to an operator or passenger of a motorcycle, motorscooter or moped involved in a crash reported in the Texas Accident File.
Serious Crashes (Injuries)	All crashes in which the highest level of injury sustained was at least one incapacitating injury (A), plus all crashes in which the highest level of injury sustained was at least one non incapacitating injury (B).
Severity of crash/Severity of injury	<p>Coded in accordance with the highest degree of injury suffered in the accident</p> <p>1- Incapacitating injury - not able to walk, drive, etc. (A)</p> <p>2 – Non-incapacitating injury - bump on head, abrasions, minor lacerations (B)</p> <p>3 - Possible injury - limping, complaint of pain (C)</p>

Term	Definition
	<p>4 - Fatal (F)</p> <p>5 - Non-injury (N)</p>
Speed Related Crashes	All crashes included in the Texas DPS Accident File for which “speed over the limit” OR “speed unsafe for conditions” was indicated on the accident report to have been a contributing factor to the crash.
Texas Department of Public Safety (DPS) Accident File	The majority of the data used for problem identification originates from the Texas DPS Accident File, which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the DPS file are classified as K, A, B or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:
Texas Population	All Texas population data included in this document were obtained from the Texas State Data Center and Office of the State Demographer. Census-year data (2000) are identical to the US Census data for that year. Non census-year population projections are based on the “One-Half 1990-2000 Migration (0.5) Scenario.” Technical information can be found on-line at: <a href="http://txsdc.utsa.edu/">http://txsdc.utsa.edu/</a> or <a href="http://txsdc.utsa.edu/tppepp/2004projections/2004_txpopprj_tx_totnum.php">http://txsdc.utsa.edu/tppepp/2004projections/2004_txpopprj_tx_totnum.php</a> . All population-based crash and casualty rates in this document are based on Texas State Data Center population estimates.
Vehicle Miles Traveled (VMT)	All VMT estimates used in this document, usually expressed in 100M VMT (100 million vehicle miles) are derived from TXDOT’s Transportation Planning and Programming Division’s (TPP) certified estimates as reported in <i>TPP Standard Reports-RIFCREC: Rural, Small Urban, And Urbanized Mileage By County And Functional System</i> . These estimates include all vehicle miles on all roadways in Texas. Total VMT includes VMT on state, city and county-maintained roads. All mileage-based crash and casualty rates in this document are based on TPP VMT estimates.
Work Zone Crashes (Injuries or Fatalities)	All crashes (injuries or fatalities) included in the Texas Accident file that are designated on the accident report as occurring in a construction area, whether or not the crash was construction related.