



TEXAS HIGHWAY SAFETY PERFORMANCE PLAN for Fiscal Year 2009



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TABLE OF CONTENTS

INTRODUCTION	5
THE TEXAS HIGHWAY SAFETY PLANNING PROCESS	7
TRAFFIC SAFETY PROCESS	9
TRAFFIC SAFETY PROGRAM	11
TRAFFIC SAFETY SECTION	23
MISSION STATEMENT	25
THE TRAFFIC SAFETY PROGRAM’S EXECUTIVE SUMMARY	27
LEGISLATIVE ISSUES	29
PERFORMANCE PLAN	31
PROBLEM IDENTIFICATION	33
SET PERFORMANCE GOALS	37
PRIORITIZE PROGRAMS AND STRATEGIES	81
HIGHWAY SAFETY PLAN	83
PLANNING AND ADMINISTRATION PROGRAM AREA – 01	85
ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM AREA - 02	89
EMERGENCY MEDICAL SERVICES PROGRAM AREA - 03	103
MOTORCYCLE SAFETY PROGRAM AREA – 04	107
OCCUPANT PROTECTION PROGRAM AREA - 05	111
PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA - 06.....	117
POLICE TRAFFIC SERVICES PROGRAM AREA 07	123
SPEED CONTROL PROGRAM AREA - 08	127
TRAFFIC RECORDS PROGRAM AREA - 09	129
DRIVER EDUCATION AND BEHAVIOR PROGRAM AREA - 10	133
RAILROAD / HIGHWAY CROSSING PROGRAM AREA - 11	141
ROADWAY SAFETY PROGRAM AREA - 12.....	143
SAFE COMMUNITIES PROGRAM AREA – 13	147
SCHOOL BUS PROGRAM AREA – 14.....	151
CERTIFICATIONS AND ASSURANCES	155
PROGRAM COST SUMMARY	163
DATA SOURCES AND GLOSSARY.....	167

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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 2009. It is provided as part of the State of Texas' application for FY 2009 federal highway safety funds. Consistent with the requirements for the application for these funds, the FY 2009 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 2009 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

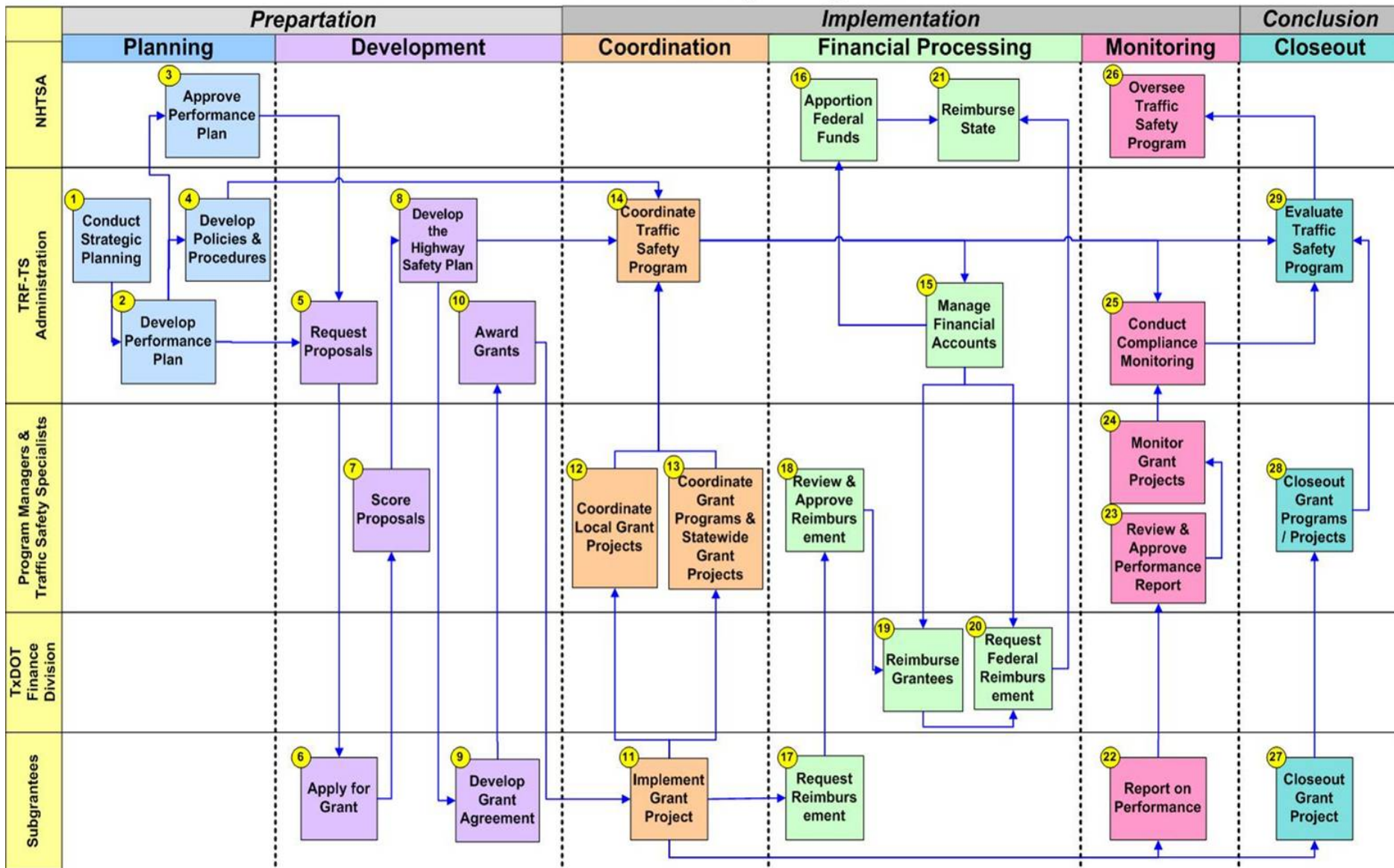
- Implement Grant Project
- Coordinate Local Grant Projects
- Coordinate Grant Programs & Statewide Grant Projects
- Coordinate Traffic Safety Program

Closeout Processes

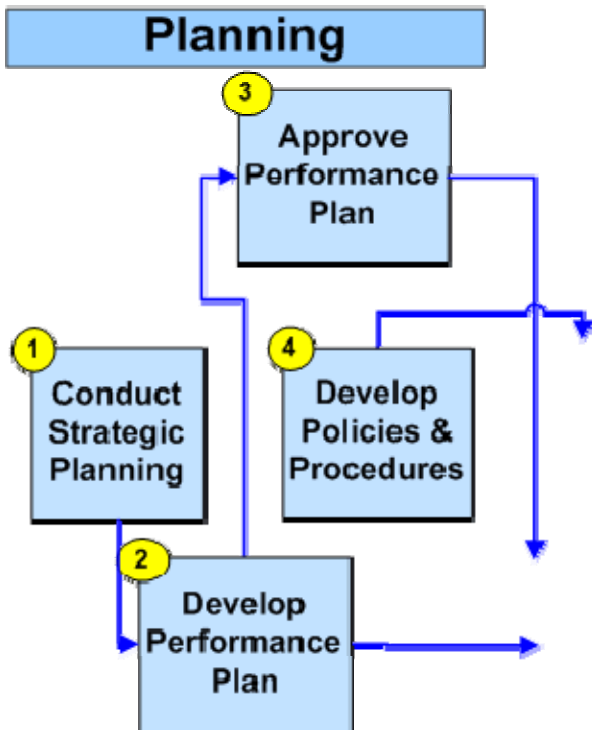
- Closeout Grant Project
- Closeout Grant Programs/Projects
- Evaluate Traffic Safety Program

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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. 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

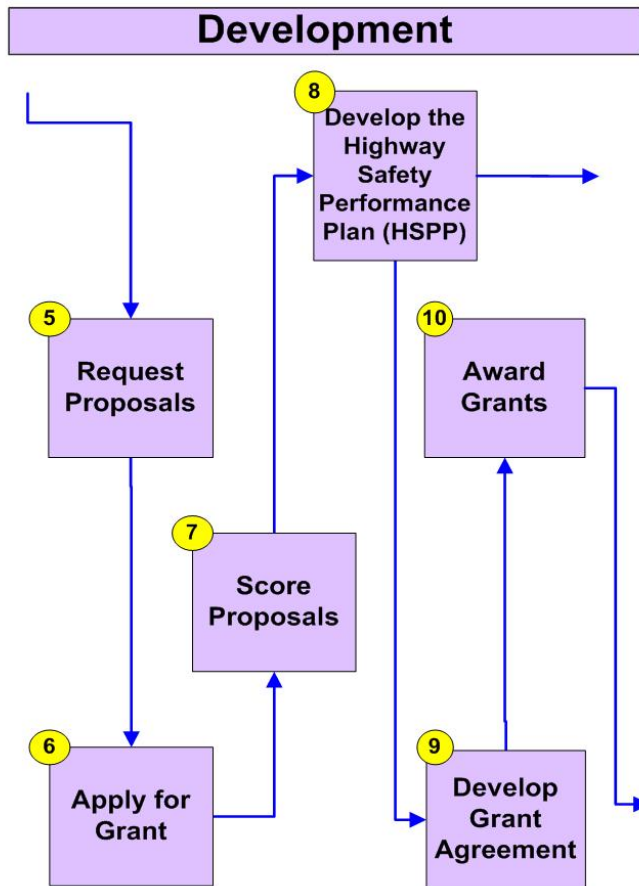
The TRF-TS Planner coordinates the performance planning processes for the Traffic Safety Program. This involves an annual Performance Plan that details the priority traffic safety performance goals for the coming year. This plan is created through a process that includes input from the program managers,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

Scoring Teams comprised of District traffic safety specialists (TSSs) and Traffic Operations Division (TRF) traffic safety program managers review and score the proposals for applicability to Texas' traffic safety problems. The proposal score sheet, defined during the

creation of the RFP is used to score each project against a number of selected criteria that are based on each element of the project proposal. After scoring all the projects, the scores are automatically generated by eGrants based on the individual scores for the given proposal. 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.

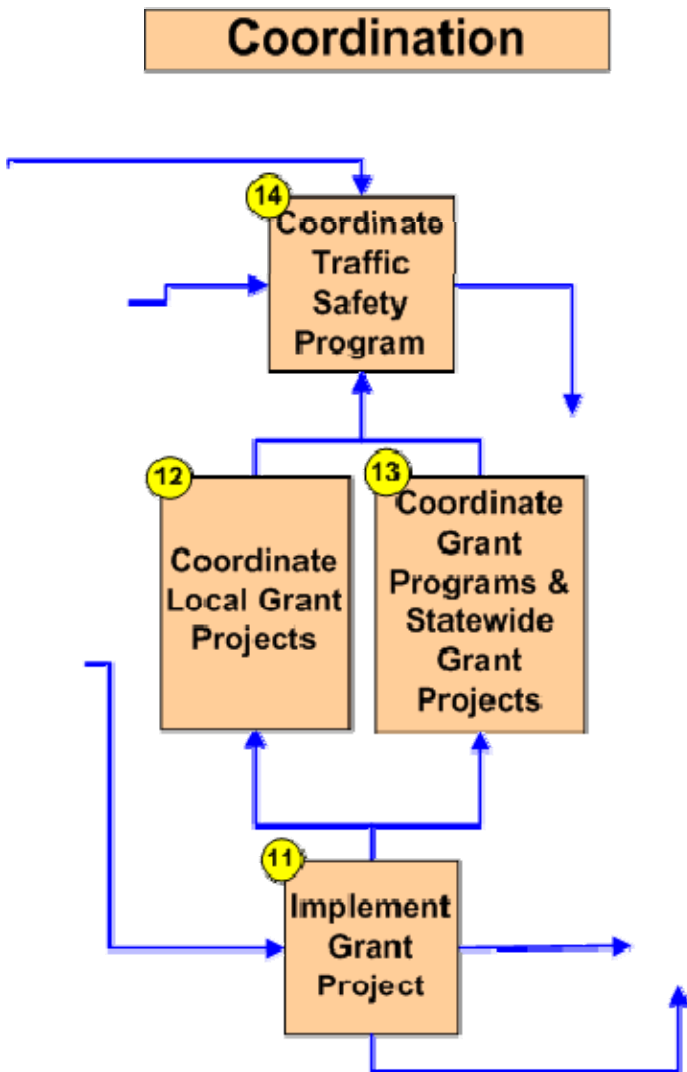
The Certification Statement provides formal assurances regarding the state's compliance with applicable laws and regulations and with financial and programmatic requirements pertaining to the federal grant. The Certification Statement is signed by the Governor's Highway Safety Representative and submitted 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 agreements for approved projects are generated automatically by eGrants. Proposers of selected projects are now "subgrantees". The subgrantees print out and sign the agreements, then send it back to TRF-TS for the signature of the TRF Division Director if their project is \$100,000 or greater. Projects less than \$100,000 are signed by the District Engineer.

Award Grants

After the authorized TxDOT person signs the agreement, it is considered executed. The process ends with an executed grant agreement or contract (signed by both TxDOT and the subgrantee).



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 sets up, 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.

Review & Approve Reimbursement

The Program Manager (statewide grant) or the Traffic Safety Specialist (local grant) 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 automatically sent via eGrants to Finance's system (FIMS) for payment.

Reimburse Subgrantee

RFR Payments are sent to FIMS automatically from eGrants. Within FIMS, a transaction is created and sent to the Comptroller Office to send a warrant or direct deposit to the subgrantee to pay them.

Reimburse Subgrantee

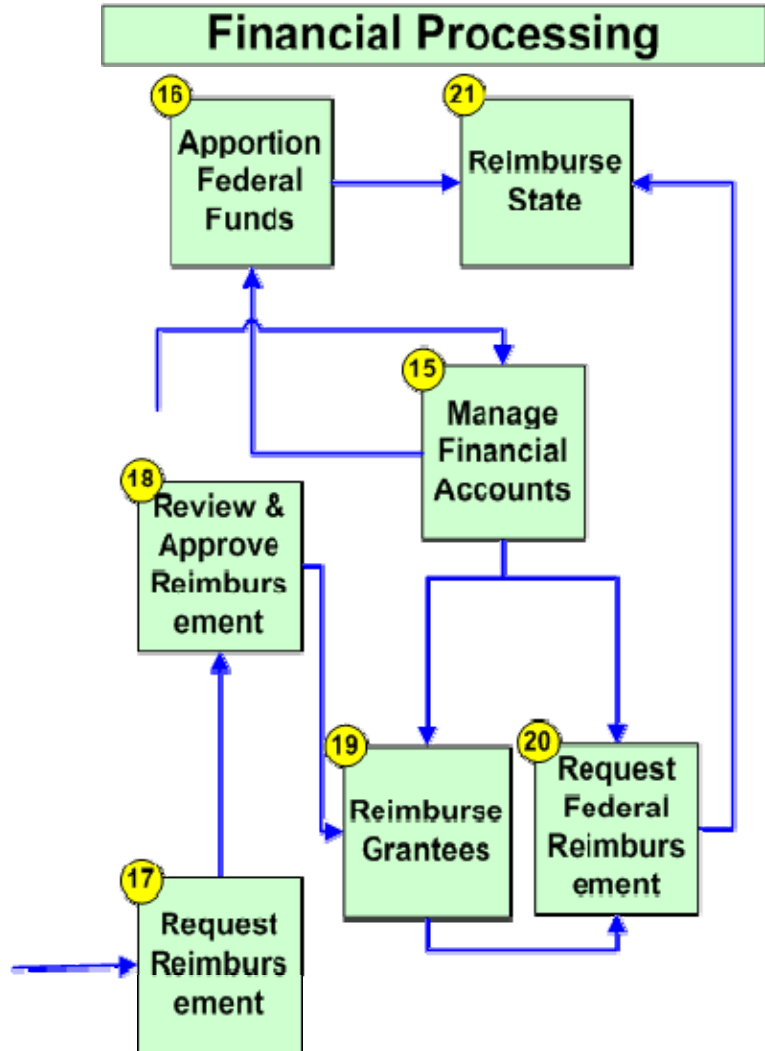
Finance Division receives RFRs and approvals from the Program Manager or Traffic Safety Specialist. After reviewing the information for completeness and accuracy, they then enter the information in FIMS and create a transaction to the Comptroller Office to send a warrant or direct deposit to the subgrantee.

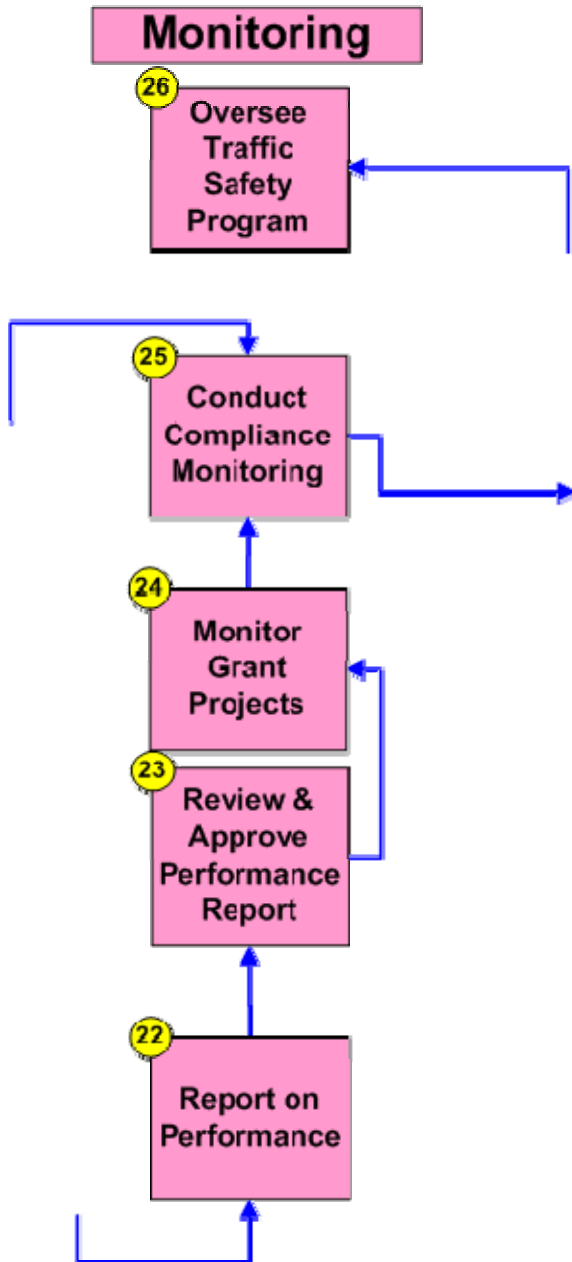
Request Federal Reimbursement

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.

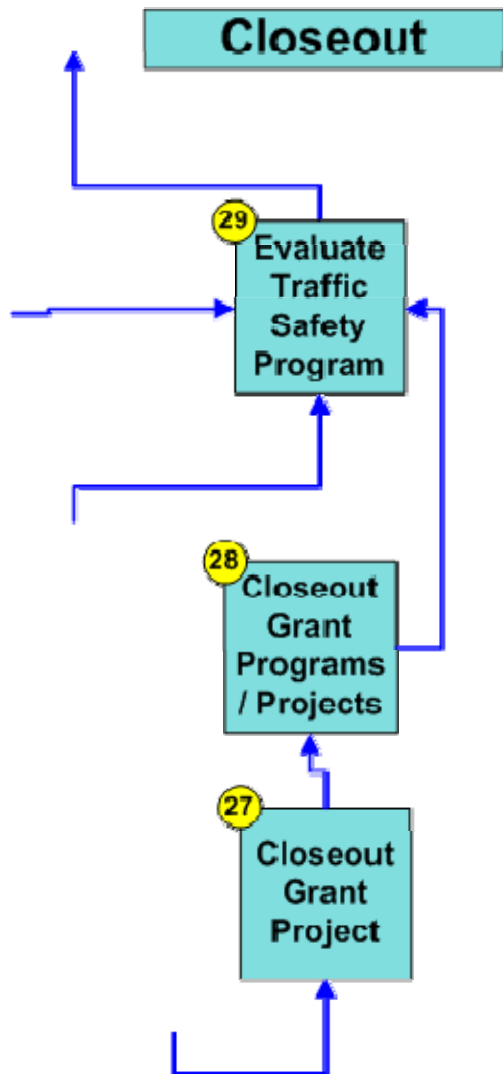
Closeout Grant Programs / Projects

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.



FY2009

HSPPL PLANNING CALENDAR

ACTIVITY	COMPLETION DATE	RESPONSIBLE
1. Annual Report due	December 31, 2007	Planner
2. Submit FY 2009 HSPPL project proposal announcement to Office of General Counsel (OGC) for Texas Register publication	January 9, 2008	Planner
3. Texas Register announcement published	January 25, 2008	OGC
4. All FY 2009 Project proposals are due.	March 7, 2008	Potential subgrantees
5. Proposals scored and comments entered into eGrants	March 18-31, 2008	TSS/TRF-TS
6. All proposal comments reviewed	April 1 – 17, 2008	Facilitators
7. Draft Project List submitted to Traffic Operations Division (TRF) Director for review	June 9, 2008	TRF-TS
8. Conference call meeting to discuss proposal process, including making necessary modifications	June 12, 2008	TSS/TRF-TS
9. Team comments and scores released to proposing agencies and organizations. Proposals either continue in process or are rejected.	June 17, 2008	Planner
10. Draft Minute Order for July Commission meeting submitted to TRF Director	June 27, 2008	Planner
11. Modifications submitted if required	July 7, 2008	All
12. Managers push proposals forward	July 10, 2008	All
13. FY 2009 Funding estimate determined	July 10, 2008	Planner
14. Submit final FY 2009 HSP Minute Order to TRF	July 11, 2008	Planner
15. Commission meets and approves 2009 HSPPL Minute Order	July 31, 2008	Commission
16. Approved project list available to districts and state agencies using a system link.	August 8, 2008	TRF Director
17. Proposals pushed to Proposal Approved and	August 11, 2008	TS Director

then Proposal Notification to subgrantee status.

18. Draft HSPP due	August 18, 2008	Planner
19. Submit electronic copy of FY 2009 HSPP draft to TRF Director, PMs, and NHTSA	August 19, 2008	TS Director
20. HSPP submitted to NHTSA Region 6 for review/approval	August 29, 2008	TS Director
21. HSPP draft submitted to Texas Review and Comment System	September 18, 2008	Planner
22. Approved FY 2009 HSPP sent to TSSs, PMs and subgrantees	September 30, 2008	TS Director

FY09 - Charge Number Definition

The following table is used to establish charge numbers for individual projects and provides codes for assigning project numbers and project titles in the HSPP.

FY09 – Charge Number Definition

Charge Number : YY-PA-MT-S-G-AA	
YY	Last two digits of the fiscal year
PA	See "PA - HSP Program Area"
MT	See "MT- Main Task"
S	See "S - Sub Task "
G	See "G – Type of Grant"
AA	Alpha Numbering starting at "AA"

Contract Number : 58-Y-EG-OT-ABC	
58	Always "58"
Y	Last digit of the grant fiscal year
EG	Always "EG"
OT	See "OT – Type of Organization"
ABC	Numbering starting at "001"

PA - HSP Program Area	
01	Planning and Administration
02	Alcohol and Other Drug Counter Measures
03	Emergency Medical Services
04	Motorcycle Safety
05	Occupant Protection
06	Pedestrian/Bicycle Safety
07	Police Traffic Services
08	Speed Control
09	Traffic Records
10	Driver Education and Behavior
11	Railroad / Highway Crossing
12	Roadway Safety
13	Safe Communities
14	School Bus

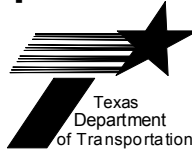
MT- Main Task	
01	Adult Alcohol Programs
02	Bicycle Safety
03	Child Passenger Safety
04	Education & Training
05	Enforcement
06	Evaluation
07	Local Projects
08	Motorcycle Safety
09	Occupant Protection Enhancements
10	OP Media
11	OP Surveys
12	Pedestrian Safety
13	Program Management
14	Public Information Campaigns
15	Railroad/Highway Crossing
16	Reports
17	Safe Communities
18	School Bus Safety
19	Statewide DWI Planning
20	System Improvements
21	Technical Support
22	Training
23	Underage Drinking

S - Sub Task	
A	Alleviation of Crash Records Backlog and Ongoing Technical Support
B	Coalition Building
C	Community Assistance
D	Community Improvements
E	DWI Processing
F	Education
G	Enforcement
H	Evaluation
I	Identification and Analysis
J	Law Enforcement Coordination
K	Local Events
L	Media
M	Planning
N	Program and Staff Development
O	Public Information Campaign
P	Safety Belt/CPS Use Surveys
Q	Save A Life Summit
R	Staffing and Administration
S	Statewide Media Campaigns
T	STEP Comp
U	STEP Commercial Motor Vehicle
V	STEP OP
W	STEP Speed
X	STEP Waves
Y	Traffic Records Assessment
Z	Training
1	Electronics Grants System
2	Reports and Data Development

G – Type of Grant	
1	Federally funded grant
2	State funded grant

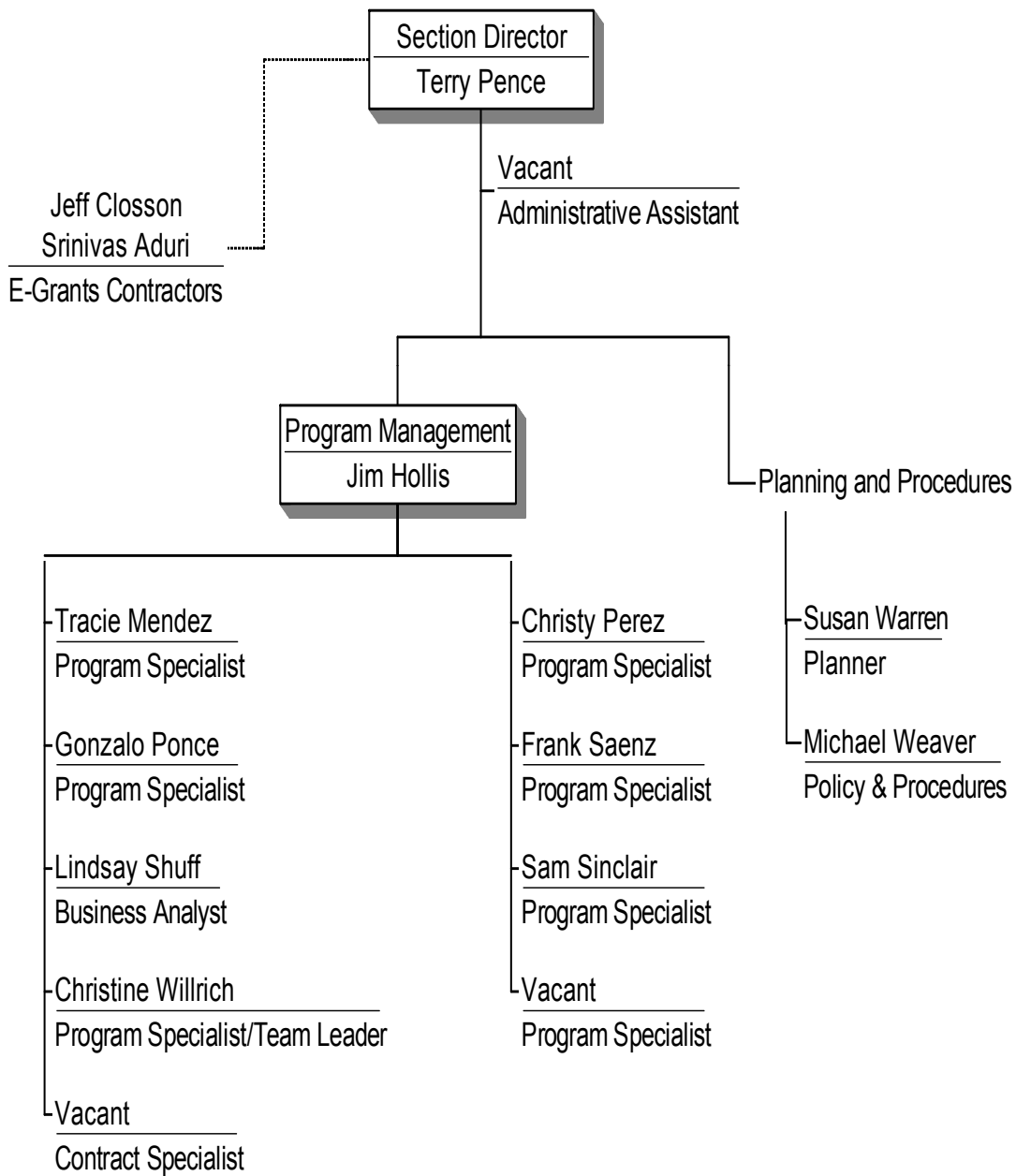
OT – Type of Organization	
IA	IAC
F3	Colleges & Universities
F4	State Agencies, State Grants
F5	Counties
F6	Cities
F7	Political
F8	Communities, Associations
WO	Work Orders

Texas Department of Transportation Traffic Operations Division



TRAFFIC SAFETY SECTION

July 2008



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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."

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THE TRAFFIC SAFETY PROGRAM'S EXECUTIVE SUMMARY

The Texas Department of Transportation's FY09 budget of \$72.3 million will fund 377 projects during the year. Several program highlights include:

- TxDOT will continue to implement an interactive web-based Electronic Grants System (eGrants) to simplify the grant process for potential subgrantees, beginning with the Request for Proposal and ending with project closeout.
- Texas will host the annual Save a Life Summit for an estimated 300 attendees from state and law enforcement agencies, and other traffic safety partners.
- The Texas District and County Attorney's Association (TDCAA) DWI Resource Prosecutor course will provide training for new prosecutors and officers on DWI related issues in every region in Texas. The success of DWI prosecution depends on the quality and quantity of evidence gathered during the investigation and effective presentation of that evidence. The DWI Resource Prosecutor project will provide training, technical assistance and support to prosecutors and law enforcement on DWI-related issues and will assist other traffic safety partners in training and technical assistance. The Resource Prosecutor will distribute a copy of TDCAA Intoxication Manslaughter publications to 250 prosecutors and officers at the TDCAA Intoxication Manslaughter school, train a minimum of 1350 prosecutors and police officers combined in regional workshops and provide each prosecutor and police officer a copy of TDCAA's DWI Investigation & Prosecution Manual and TDCAA's Traffic Stop, train 300 new prosecutors at TDCAA's Basic Training Skills Seminars, and 30 prosecutors and prosecutor support staff at TDCAA Train the Trainer courses.
- Statewide surveys show that safety belt use by drivers and front seat passengers was 91.24% in 2008. Texas children ages 0-4 years were restrained 82% in 2007. Texas will continue efforts to increase occupant restraint use in all passenger vehicle and trucks for driver and front seat passengers to 93.25%, for children ages 5-16 to 71.0%, and to achieve occupant restraint use for children ages 0-4 at 83.5.0% or higher in 2009.
- Texas Engineering Extension Service (TEEX) Rural/Frontier EMS Education Training project will provide statewide training, certification and continuing education. The following are some of the 25 EMS courses offered in FY09: Emergency Care Attendant (ECA), Emergency Medical Technician Basic (EMT-B), Emergency Medical Technician Intermediate (EMT-1) Basic), Emergency Medical Technician Paramedic (EMT-P), Advanced Cardiac Life Support (ACLS), and Pediatric Advanced Life Support (PALS). Classes will include training 100 participants as instructors, 475 students in initial certification courses and 180 participants in the refresher/recertification classes. Being injured in a MVC in rural or frontier areas in Texas can be dangerous because of the distance to hospitals.
- The University of Houston Downtown Law Enforcement Mobile Video Institute (LEMVI) project will offer the Instructor Train-the-Trainer mobile video course on the legal and procedural use of in-car mobile video recording equipment. Two hundred and twenty-five peace officers will be trained in 9 courses. The emphasis will be on driving while intoxicated investigations. The in-car camera provides an opportunity to gain evidence. The curriculum is updated yearly as the case law in Texas changes and more is learned about what juries and judges desire to see illustrated on mobile video recordings. The course will be offered regionally throughout the state.

- The National Safety Council (NSC) project, Our Driving Concern, will communicate strategic, selective impaired driving and traffic safety management messages through complementary channels: peer exchange and trainings, electronic and print. The peer exchange and trainings will include quarterly 45 minute webcasts where employers and other experts share prevention strategies and a traffic safety breakout at the annual Texas Safety Conference and Expo will train 400 employers in traffic safety issues. The NSC will work with the National Highway Traffic Safety Administration (NHTSA) and the International Association of Chiefs of Police (IACP) to modify their Drug Impairment Training for Educational Professionals (DITEP) curriculum for the employer's unique role. The electronic channel includes expanding their website, www.txdrivingconcern.org. The Weekly Texas Challenge quiz will be developed and available on the website and NSC will distribute 4500 CDs. A monthly e-newsletter will be e-mailed to 2,500 employers to highlight best practices and resources. Communication through print includes printing and mailing TxDOT Traffic Safety campaign materials to employers to coincide with state efforts. NSC will convene an expert panel meeting with a multidisciplinary mix of substance abuse and traffic safety experts, driver behavior researchers, and practitioners to gather evidence of relevant attitudes and behaviors, examine association with driving safety, and explore potential employer prevention strategies.
- Texas Transportation Institute's project, Motorists Awareness of Motorcycles (MAM), will implement a statewide motorcycle awareness campaign. The purpose is to increase motorcycle safety. Media materials that were developed in FY08 (radio and TV PSAs, designs for bill boards, bus wraps and booth displays) will be produced and implemented in the campaign. The radio, TV PSAs, billboards, bus wraps and an event display booth for public events will focus attention on the importance of motorcycle safety. Each product includes Look.Learn.Live.org tagline to drive to a central location for accurate information. The project uses a three prong approach to fully implement a statewide motorcycle campaign: public events, outdoor media, and broadcast.
- Texas 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 and sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
- Texas will continue to develop and implement the statewide data system CRIS (Crash Records Information System) which will provide timely and effective data analysis to support allocation of highway safety resources.

LEGISLATIVE ISSUES

The legislature did not meet in 2008. The 81st Texas Legislature will convene in January 2009.

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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), Texas Transportation Institute and the NHTSA Region 6. 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 Region 6, 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 Officer 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.

- Impaired Driving – There were 1,677 alcohol related fatalities in 2006 (FARS) in Texas. In 2006, 48.3% of fatalities were alcohol related (FARS). See Table 2.
- Safety Belts – Safety belt usage reached 91.24% in 2008 (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 82% in 2007 (TTI Survey of Child Restraint Use in Fourteen Texas Cities). The lowest usage rate was for children ages 5-16, with a 58.2% usage rate in 2007 (TTI School age Children Survey in eighteen Texas Cities).
- 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 346 (FARS) in 2006. Of the 346 fatalities in 2006, 220 (63.6%) were not wearing a helmet and 154 (44.5%) were alcohol related (NHTSA Traffic Safety Facts, 2006).
- Speeding - Of the 3,475 crash fatalities in 2006, 1,474 (42.4%) involved driving over the speed limit or too fast for conditions (NHTSA Traffic Safety Facts, 2006).

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 Department of Transportation's Crash File, which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the TxDOT 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 TxDOT. 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.

The Texas Crash Records Bureau moved from DPS to TxDOT during FY 2008. Along with the move came additional staff and contractors to help enter the backlog of crash data and check the data for errors. The Texas 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. The new Texas CRIS (Crash Records Information System) has entered all crash data from calendar years 2003-2007 and eliminated crash data backlogs. In the past, FY 2001 was the most recent statewide crash data available.

It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Crash 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 of data, in each Annual Report to NHTSA on the Texas Traffic Safety Program. These presentations provided a wide variety of 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 a 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.

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 68,581 square miles. Texas' population, 20,851,820 per the 2000 Census, was estimated to be 23,507,783 in 2006 and has been projected to be 23,971,476 in 2009 (Texas State Data Center). Projections indicate that in 2009, 48.0 percent of the population will be Anglo, 36.8 percent Hispanic, 11.4 percent Black, and 3.9 percent 'other' racial/ethnic groups. About 27% of the population will be less than 18 years-old, 53% will be 18-64, and 10.3% 65 or older. Texans live in 254 counties that range in projected 2009 population from 65 (Loving) to 3,890,043 (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. 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 FY 2007, there were 20.9 million registered vehicles in the state, including rental trailers, exempt vehicles and other

special categories (TxDOT Vehicle Titles and Registration Division). Licensed drivers numbered 14,906,701 in 2006 (FHWA: *Highway Statistics 2006*). Of these, 6.3% (942,716) were under 21 years old (with nearly 230,000 under 18) and 12.6% were 65 or older (1,883,439). There are 79,696 centerline miles of state-maintained roadways, including 3,233 miles of Interstate highways, 12,101 miles of US highways and 16,273 miles of Texas State highways. Another 40,988 miles on the state system are designated as Farm or Ranch to Market roads. In addition to the state-maintained roads, there are approximately 226,000 miles of city and county-maintained streets and highways. While only 26 percent of roadways in Texas are state maintained, 74 percent of all vehicle miles traveled (VMT) occurs on state-maintained highways. In 2006, the average daily VMT on state maintained highways was 477.8 million miles. The average daily VMT on all roadways in the state was 648.9 million miles. The average annual VMT on state-maintained highways was 175.5 billion miles; 236.8 billion on all state roadways (TxDOT Transportation Planning and Programming Division).

SET PERFORMANCE GOALS

As an outgrowth of the strategic planning process, Texas developed 18 specific goals for the traffic safety program, 74 specific strategies, and 31 specific performance measures. Objectives have been established for all 31 performance measures for years 2009 and 2010. These Texas traffic safety goals, strategies, performance measures and objectives for 2009 and 2010 are outlined in Table 1. All CRIS data (2002-2007) are preliminary.

Table 2 provides ten to eleven 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 1997 -2007 for each measure.

Similarly, Table 3 provides ten to eleven 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 Region 6, representatives from AAA-Texas, AARP, MADD-Texas, TXDPS, DSHS, TTI, TCE, TEEX, and TBC.

Objectives and performance measures were subsequently developed by 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 2009 Performance Plan. Several modifications and additions were made for the FY 2009 Plan. As a result of these changes, the thirty-one performance measures shown in Table 1 are now established by which progress on eighteen 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 - 2010 Strategic Plan will be used to develop the HSPPs through FY2010. 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 2009. The FY09 HSPP was sent to the Governor's Texas Review and Comment System (TRACS). Additionally, the HSPP was sent to TxDOT District TSSs, TRF Program Managers, TRF Administration as well as the NHTSA Region 6 Office, Federal Highway Administration (FHWA) and Federal Motor Carrier Safety Agency (FMCSA).

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Table 1. FY 2009 Texas Traffic Safety Goals, Strategies, Performance Measures, and Objectives

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
<i>Overall State Goal</i>					
To reduce the number of motor vehicle crashes, injuries and fatalities		1: Mileage Death Rate	1.42 /100M VMT (2007 CRIS) 1.47/100M VMT (2006 FARS)	1.41 fatalities per 100M VMT	1.40 fatalities per 100M VMT
		2: Serious Injury Rate	37.28 serious injuries per 100M VMT (2007 CRIS)	37.2 serious injuries per 100M VMT	37.1 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 Alcohol and other drug-related crashes, injuries,	<p>Increase enforcement of DWI laws.</p> <p>Increase sustained enforcement.</p>		0.71 Alcohol-related fatalities per 100M VMT (2006 FARS)		

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
and fatalities	<p>Increase high visibility enforcement.</p> <p>Improve BAC testing and reporting to the State's crash records information system.</p> <p>Improve anti-DWI public information and education campaigns.</p>	<p>3: Number of Alcohol-related fatalities per 100M VMT (Based on FARS estimates)</p>	<p>0.41 Alcohol-related fatalities per 100M VMT (2007 CRIS)</p>	<p>0.65 Alcohol-related fatalities per 100M VMT (Based on FARS estimates)</p>	<p>0.64 Alcohol-related fatalities per 100M VMT (Based on FARS estimates)</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> <p>Improve and increase training for law enforcement officers.</p>	<p>4: Number of DUI-related (alcohol or other drugs) KAB crashes per 100M VMT</p>	<p>3.58 DUI-related (alcohol or other drugs) KAB crashes per 100M VMT (2007 CRIS)</p>	<p>3.06 DUI related (alcohol or other drugs) KAB crashes per 100M VMT</p>	<p>3.0 DUI-related (alcohol or other drugs) KAB crashes per 100M VMT</p>
To reduce the number of DUI-related crashes where the driver is under age 21	<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>5: Number of 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>	<p>69.69 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds (2007 CRIS)</p>	<p>56.07 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>	<p>54.5 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>
	<p>Improve education programs on alcohol and driving for youth.</p> <p>Increase enforcement of driving under the influence by minors laws.</p>	<p>6: Number of DUI-related (alcohol or other drugs) fatalities per 100M VMT</p>	<p>0.44 DUI-related (alcohol or other drugs) fatalities per 100M VMT (2007 CRIS)</p>	<p>0.43 DUI-related (alcohol or other drugs) fatalities per 100M VMT</p>	<p>0.42 DUI-related (alcohol or other drugs) fatalities per 100M VMT</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</p>	<p>7: Number of DUI-related (alcohol or other drugs) serious injuries per 100M VMT</p>	<p>4.59 DUI-related (alcohol or other drugs) serious injuries per 100M VMT (2007 CRIS)</p>	<p>4.17 DUI-related (alcohol or other drugs) serious injuries per 100M VMT</p>	<p>4.05 DUI-related (alcohol or other drugs) serious injuries per 100M VMT</p>

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
	programs to combat underage drinking and driving.				
Emergency Medical Services Program Area - 03					
To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.	To increase the availability of EMS training in rural and frontier areas.	8: EMS response time in rural areas	EMS response time to motor vehicle trauma calls in rural areas reduced to 12.97 minutes (preliminary results-2004 DSHS)	EMS response time to motor vehicle trauma calls in rural areas reduced to 11.1 minutes	Decrease EMS response time to motor vehicle trauma calls in rural areas to 10.5 minutes
	Increase EMS involvement in local community safety efforts.	9: EMS response time in frontier areas	Average EMS response time to motor vehicle crashes in frontier areas less than 18.99 minutes (preliminary results - 2004 DSHS)	Decrease EMS response time to motor vehicle trauma calls to 13.95 minutes in frontier areas	Decrease EMS response time to motor vehicle trauma calls to 13.0 minutes in frontier areas
Motorcycle Safety Program Area – 04					
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 motorcycle safety, including 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> <p>Increase rider education and training</p>	10: Number of motorcyclist fatalities	346 motorcyclist fatalities (2006 FARS)	Reduce motorcyclist fatalities to no more than 336	Reduce motorcyclist fatalities to no more than 324
Occupant Protection Program Area – 05					
To increase occupant	Increase enforcement of occupant	11: Driver and outboard front seat	91.2 percent (2008 TTI)	93.25 percent	94.0 percent

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
restraint use in all passenger vehicles and trucks	protection laws.	passenger restraint use			
	Increase sustained enforcement Increase high visibility enforcement.	12: Safety belt use rate by children age 5-16	58.2 percent (2007 TTI)	71.0 percent	75.0 percent
	Increase public information and education campaigns. Increase intervention efforts by healthcare professionals, teachers, and all safety advocates	13: Child passenger restraint use rate for children ages 0-4	82.0 percent (2007 TTI)	83.5 percent	85.0 percent
	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.				
<i>Pedestrian and Bicyclist Safety Program Area – 06</i>					
To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities	Increase enforcement of traffic laws about bicycle right of way. Increase motorist awareness for sharing the road with bicyclists.	14: Number of motor vehicle-related pedestrian fatalities per 100,000 population	1.74 motor vehicle- related pedestrian fatalities per 100,000 population (2007 CRIS)	No more than 1.68 motor vehicle-related pedestrian fatalities per 100,000 population	No more than 1.67 motor vehicle-related pedestrian fatalities per 100,000 population
	Improve bicycle crash data. Increase public information and education efforts on the use of safety	15: Number of bicyclist fatalities per 100,000 population	0.24 bicyclist fatalities per 100,000 population (2007 CRIS)	0.124 bicyclist fatalities per 100,000 population	0.122 bicyclist fatalities per 100,000 population

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
	<p>equipment.</p> <p>Improve identification of problem areas for pedestrians.</p> <p>Improve pedestrian “walkability” of roads and streets.</p> <p>Improve data collection on pedestrian injuries and fatalities.</p> <p>Improve public education and information on pedestrians and “safe walking”.</p>				
Police Traffic Services Program Area – 07					
To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes	<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>16: Number of KAB crashes per 100M VMT</p> <p>17: Number of intersection and intersection-related KAB crashes per 100M VMT</p>	<p>28.22 KAB crashes per 100M VMT (2007 CRIS)</p> <p>11.4 intersection and intersection-related KAB crashes per 100M VMT (2007 CRIS)</p>	<p>28.2 KAB crashes per 100M VMT</p> <p>10.0 intersection and intersection-related KAB crashes per 100M VMT</p>	<p>28.1 KAB crashes per 100M VMT</p> <p>9.8 intersection and intersection-related KAB crashes per 100M VMT</p>
To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a Gross Vehicle Weight Rating (GVWR) of >10,000 pounds	<p>Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals.</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>18: Number of large truck-involved fatalities per 100M VMT</p>	<p>0.23 fatalities per 100M VMT for motor vehicles with >10,000 pound GVWR (2006 FARS)</p> <p>0.18 fatalities per 100M VMT for vehicles with a body style of ‘semi-trailer’ or ‘truck-tractor’ (2007 CRIS)</p>	<p>No more than 0.172 fatalities per 100M VMT for motor vehicles with >10,000 pound GVWR</p>	<p>No more than 0.165 fatalities per 100M VMT for motor vehicles with >10,000 pound GVWR</p>
	<p>Increase enforcement of commercial motor vehicle speed limits.</p>	<p>19: Number of large truck-involved fatal crashes</p>	<p>0.18 fatal crashes per 100M VMT for motor vehicles with >10,000 pound GVWR (2006 FARS)</p> <p>0.15 fatal crashes per 100M VMT for vehicles with a body style of ‘semi-trailer’ or ‘truck-tractor’ (2007 CRIS)</p>	<p>No more than 0.152 fatal crashes per 100M VMT for motor vehicles with >10,000 pound GVWR</p>	<p>No more than 0.145 fatal crashes per 100M VMT for motor vehicles with >10,000 pound GVWR</p>

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
<i>Speed Control Program Area – 08</i>					
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	9.93 speed-related KAB crashes per 100M VMT (2007 CRIS)	9.87 speed-related KAB crashes per 100M VMT	9.75 speed-related KAB crashes per 100M VMT
<i>Traffic Records Program Area – 09</i>					
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	2001 is the most recently certified crash data available. This will change drastically when the 2003-2007 crash data is reconciled. From receipt of the crash to TxDOT, It takes 10 days for data to be available electronically (2007)	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	Small pilot group of Texas Highway Patrol Officers in Austin are currently entering crash reports via WDE	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
<i>Driver Education and Behavior Program Area - 10</i>					
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	180.5 million people reached with traffic safety messages (2007)	Maintain 20 million people reached with traffic safety messages	Maintain 20 million people reached with traffic safety messages
<i>Railroad / Highway Crossing Program Area - 11</i>					
To reduce KAB crashes at railroad/highway crossings	Educate law enforcement on laws governing railroad/highway crossings. Increase public education and	* 31. Number of KAB crashes at railroad/highway crossings	292 KAB crashes at railroad/highway crossings (2007 CRIS)	Achieve 275 KAB crashes at railroad/highway crossings	Achieve 260 KAB crashes at railroad/highway

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
	Information campaigns.				crossings
Roadway Safety Program Area – 12					
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	1.08 KAB crashes in work zones per 100M VMT (2007 CRIS)	Achieve 1.07 KAB crashes in work zones per 100M VMT	Achieve 1.06 KAB crashes in work zones per 100M VMT
	Increase public education and information on traffic safety in work zones.	25: Number of injuries in work zones per 100M VMT	1.46 A&B injuries in work zones per 100M VMT (2007 CRIS)	Achieve 1.45 A&B injuries in work zones per 100M VMT	Achieve 1.44 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	0.06 fatalities in work zones per 100M VMT (2007 CRIS)	Achieve 0.059 fatalities in work zones per 100M VMT	Achieve 0.58 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	15 communities assisted (2007)	25 communities assisted	25 communities assisted
	Improve highway design and engineering through training.	28: Number of persons trained in roadway safety classes	4,445 students in roadway safety classes (2007)	2,300 students in roadway safety classes	2,300 students in roadway safety classes
Safe Communities Program Area -13					
To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries	Provide training programs on how to initiate and conduct community based programs. Support the Safe Communities process. Provide management support to implement community traffic safety programs.	29: Number of Safe Communities coalitions	4 federally funded coalitions	Achieve a minimum of 6 coalitions	Achieve a minimum of 8 coalitions
School Bus Program Area -14					
To reduce School bus-related crashes, injuries	Provide safe school bus operation training for school bus drivers in both	30: Number of school bus passenger fatalities per year on a five year	0.60 school bus passenger fatalities per year on a 5 year	Reduce school bus passenger fatalities to no	Maintain school bus passenger fatalities to no

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2009

Goals	Strategies	Performance Measures	Most Recent Status	2009 Objective	2010 Objective
and fatalities	<p>English and Spanish.</p> <p>Provide public information and education campaigns to promote safe motor vehicle operations around school buses.</p> <p>Provide increased enforcement of state traffic laws around school buses.</p>	average	moving average (2003-2007 FARS)	more than 0.40 per year on a five year moving average	more than 0.40 per year on a five year moving average

Table 2. Crash Data/Trends: Performance Measures

Progress Report Data: 1997-2008

Crash Data Trends for Ten National Performance Measures Reported by All States

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1. Fatalities - TX	3,508	3,576	3,519	3,775	3,739	3,823	3,828	3,722	3,559	3,513	3,427	
1a. Fatalities - FARS	3,513	3,586	3,522	3,779	3,736	3,823	3,821	3,699	3,536	3,475		
2. Fatality Rate - TX (100M VMT) [TX1]	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.62	1.52	1.48	1.42	
2a. Fatality Rate - FARS (100M VMT)	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.61	1.51	1.47		
3. Serious Injuries -TX	109,351	106,578	107,996	108,282	105,520	101,560	97,774	91,611	92,186	89,617	90,126	
4. Fatality and Serious Injury Rate TX (100M VMT)	57.50	54.10	53.64	52.17	51.64	48.82	46.56	41.57	40.88	39.32	38.70	
5. Fatality Rate TX (100K Population)	18.05	18.10	17.56	18.10	17.53	17.55	17.31	16.55	15.57	14.94	14.73	
6. Fatal and Serious Injury Rate TX (100K Population)	580.57	557.47	556.35	537.40	512.35	483.85	459.35	423.89	418.83	396.17	402.21	
7. Alcohol-Related Fatalities - FARS	1,710	1,745	1,751	1,903	1,807	1,810	1,771	1,704	1,672	1,677		
7a. Alcohol-Related Fatalities - TX	1,193	1,162	1,225	1,236	1,153	1,203	1,046	891	793	972	1,003	
8. Proportion of Alcohol-Related Fatalities - FARS	0.49	0.49	0.50	0.50	0.48	0.47	0.46	0.46	0.47	0.48		
8a. Proportion of Alcohol-Related Fatalities -TX	0.34	0.32	0.35	0.33	0.31	0.31	0.27	0.24	0.22	0.28	0.29	
9. Alcohol-Related Fatality Rate - FARS (100M VMT) [TX3]	0.87	0.86	0.84	0.89	0.85	0.84	0.81	0.74	0.71	0.71		
9a. Alcohol-Related Fatality Rate - TX (100M VMT) [TX3]	0.61	0.57	0.59	0.58	0.54	0.56	0.48	0.39	0.34	0.41	0.41	
10. Safety Belt Use (Percent of Population) [TX11]	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	90.4%	91.8%	91.2%

Notes:

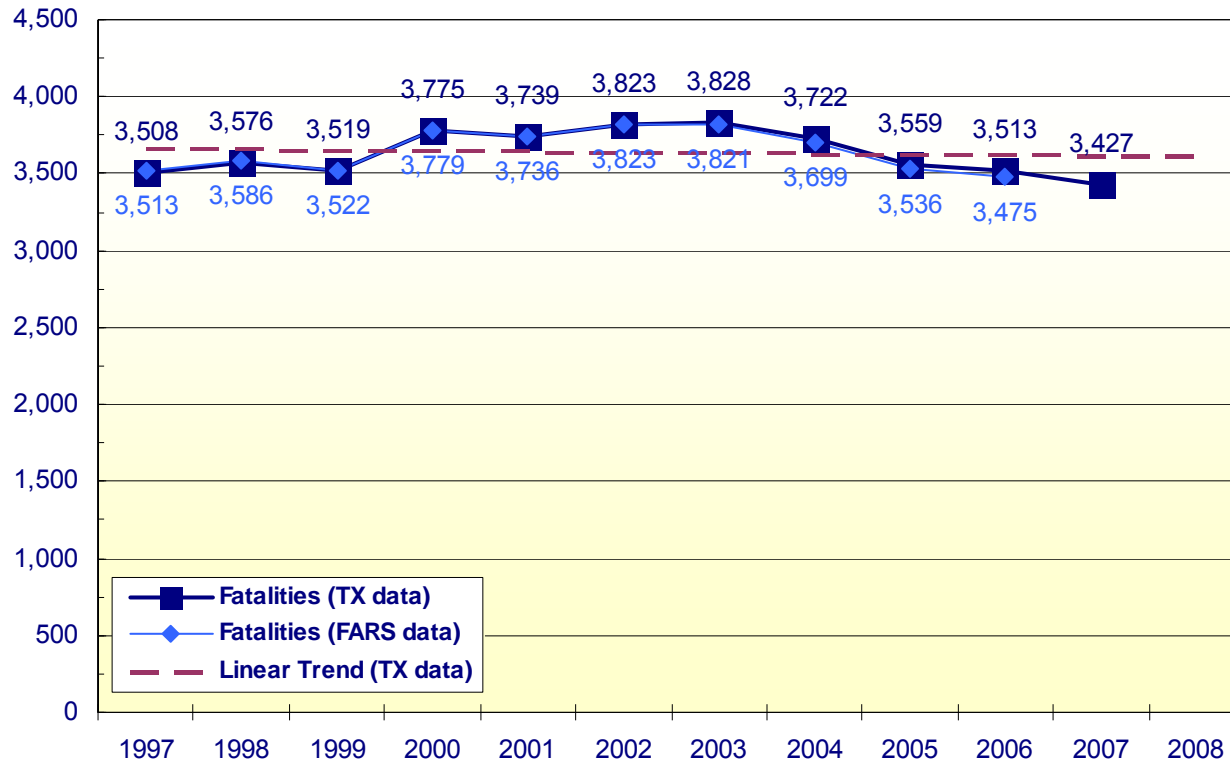
The performance measures shown here and illustrated in Figures 1-10 constitute the ten national performance measures reported by all states. National performance measures 2, 9, and 10 above are identical to Texas highway safety performance measures numbers 1, 3, and 11, respectively.

Texas statewide crash data, previously available only through 2001, are now available through calendar year 2007. In order to provide the most current information, Texas crash and casualty data provided in recent HSPs were supplemented with data from FARS for 2002 - 2005. Except where noted otherwise, all crash and casualty data reported for the years 2002-2007 in the present HSP were derived from preliminary data from Texas' newly implemented Crash Record Information System (CRIS). Data for 1997-2001 are from the predecessor to CRIS, the Texas Accident File. FARS data and data from CRIS and the Texas Accident File may not always be in complete agreement. Although differences between the two data sources are generally minimal, for several variables the differences are notable. This is especially true for crashes and crash-related casualties that involve alcohol. See the Data Sources and Glossary for additional details about these differences. National performance measures 7, 8, and 9 – all based on the number of alcohol-related fatalities as reported in FARS – are supplemented with performance measures 7a, 8a, and 9a, based on alcohol-related fatalities as reported in CRIS. Figures 1-10, based on the data in Table 2, each include a footnote identifying the sources of the data used for that figure.

Goal: Fatalities

2009 Objective: No numeric goal established

Figure 1. Performance Measure 1:
Number of Fatalities

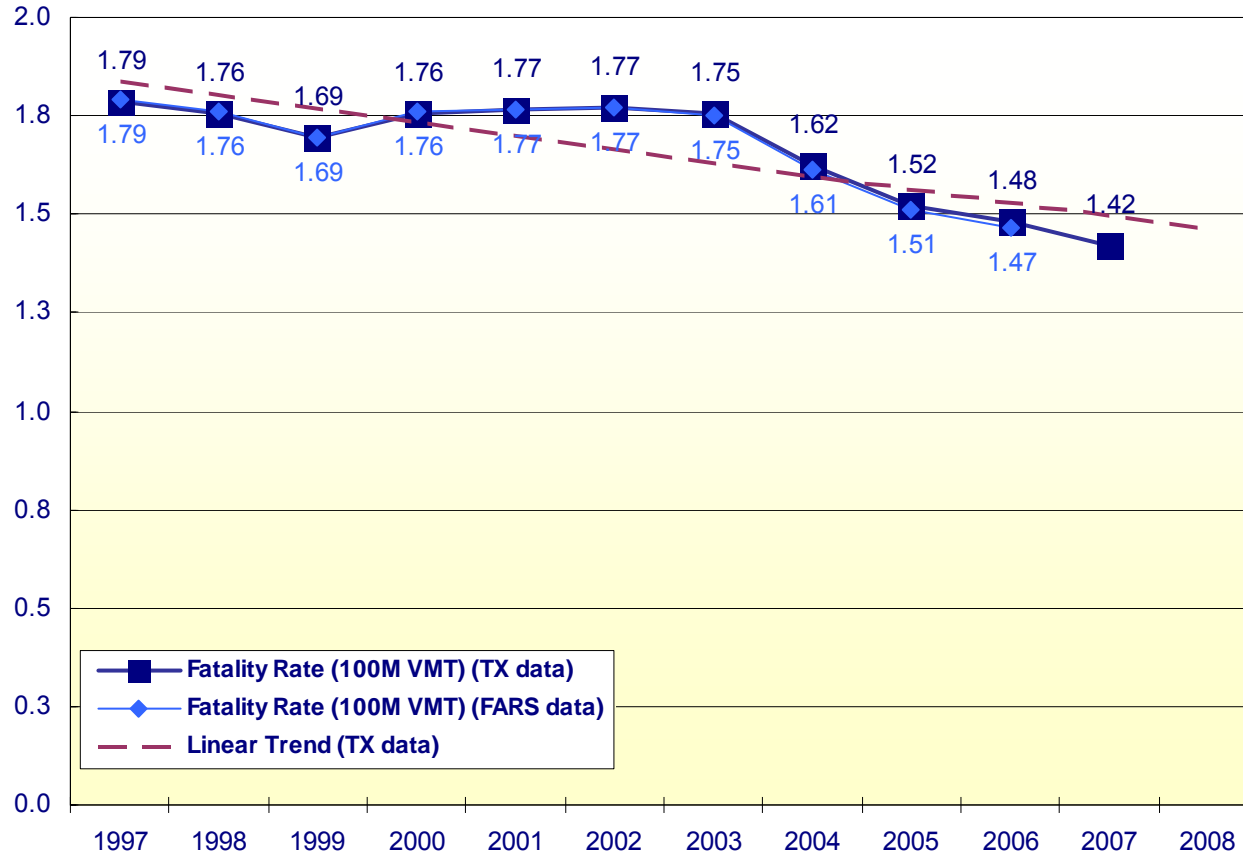


Data Sources Fatalities: 1997-2006 FARS; 1997-2001 Texas Accident File, 2002-2007 Texas Crash Record Information System (CRIS)

Goal: Fatality Rate per 100M VMT

2009 Objective: Reduce the fatality rate to 1.41 per 100M VMT by 2009

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

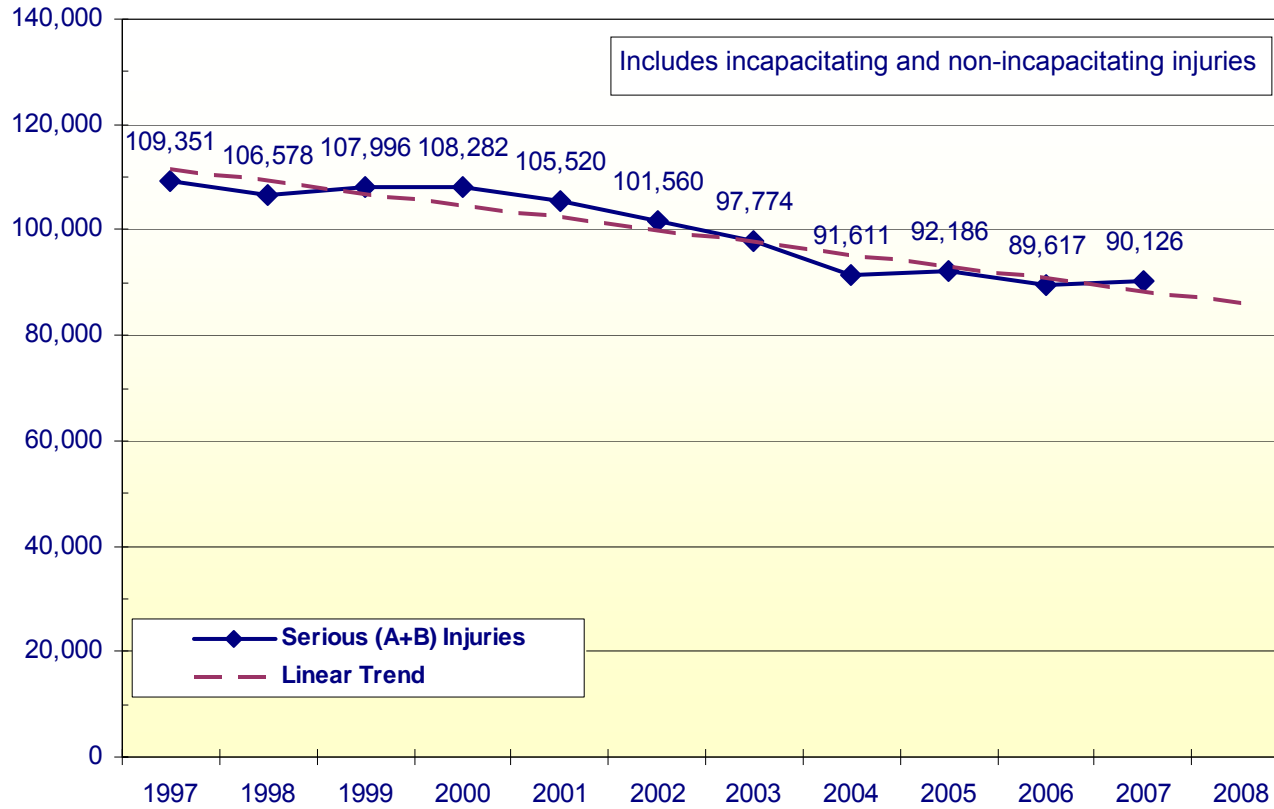


Data Sources Fatalities: 1997-2006 FARS; 1997-2001 Texas Accident File, 2002-2007 CRIS
VMT: TxDOT Transportation Planning & Programming Division

Goal: Serious Injuries

2009 Objective: No numeric goal established

Figure 3. Performance Measure 3:
Number of Serious Injuries



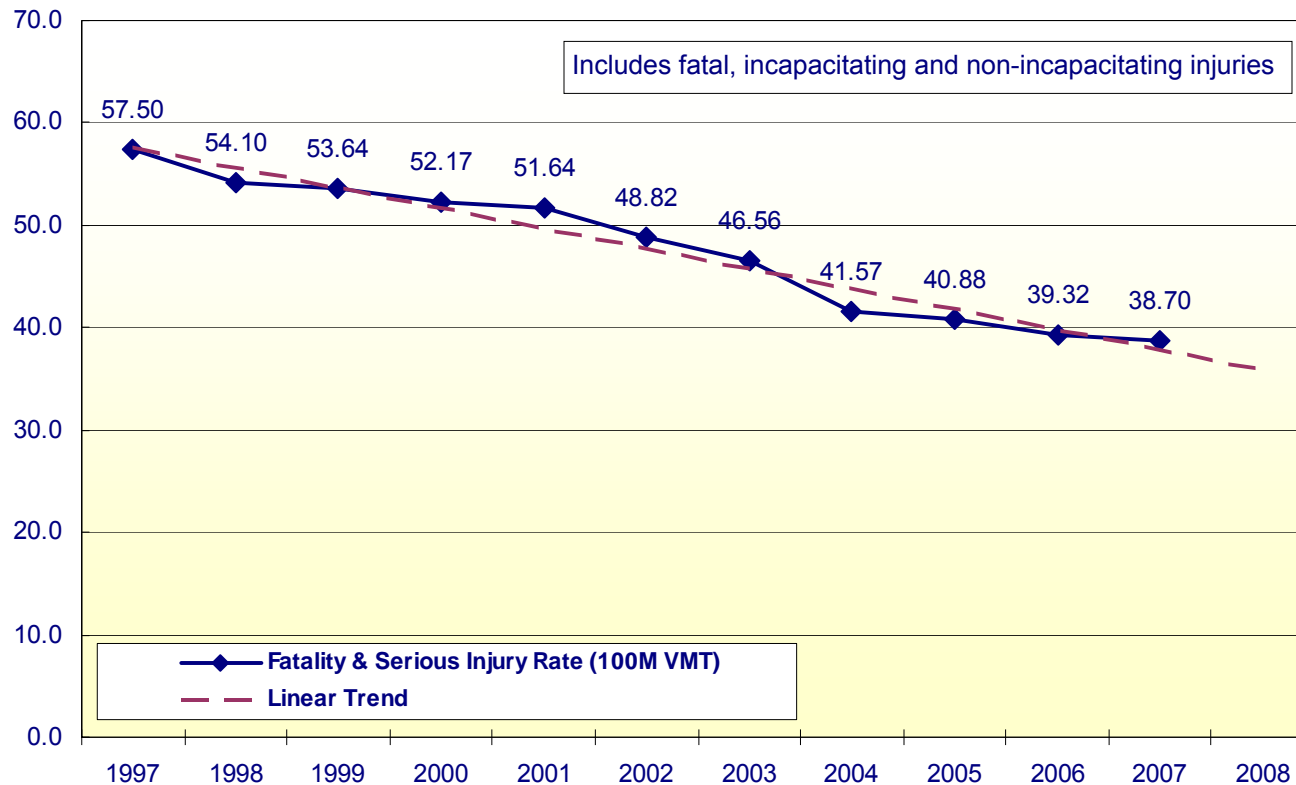
Data Sources Serious injuries: 1996-2001 Texas Accident File; 2002-2007 CRIS

VMT: TxDOT Transportation Planning & Programming Division

Goal: Fatality and Serious Injury Rate per 100M VMT

2009 Objective: No numeric goal established

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

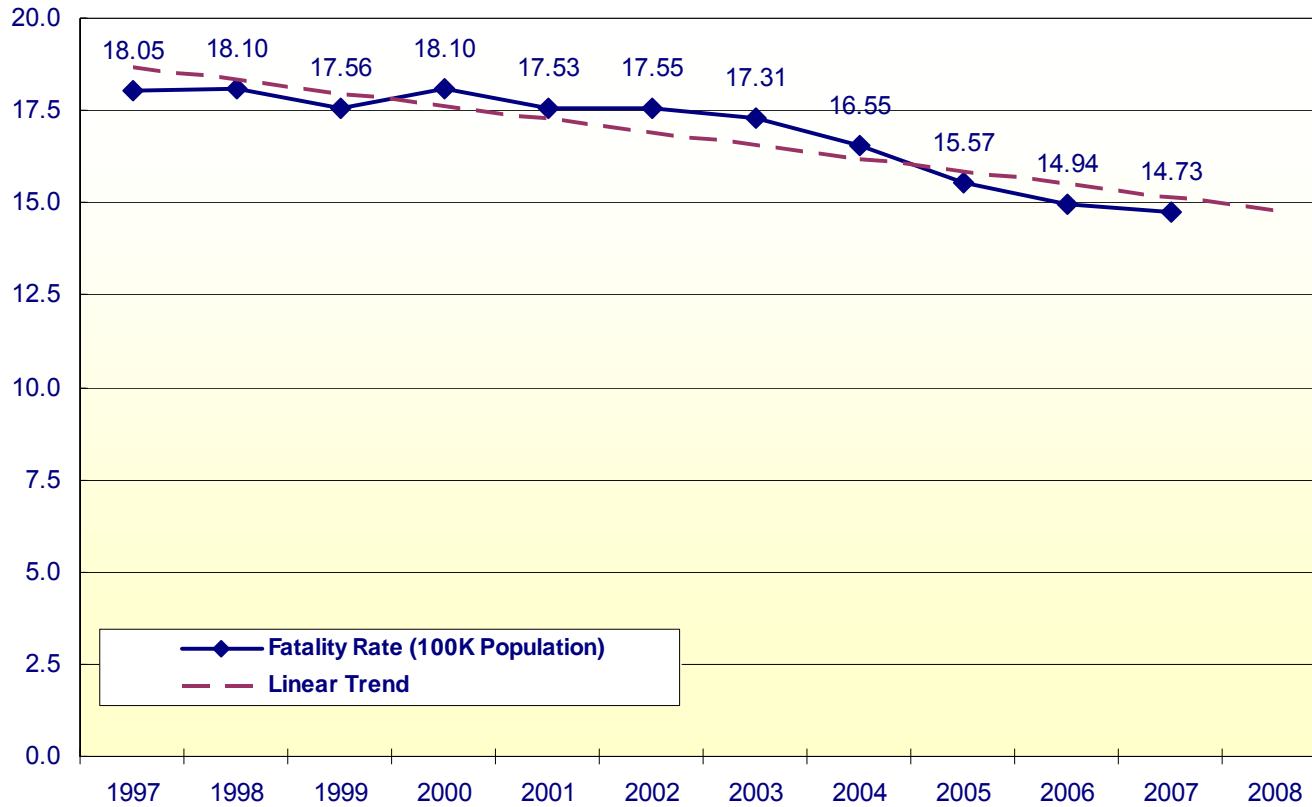


Data Sources Fatalities & serious injuries: 1996-2001 Texas Accident File; 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

Goal: Fatality Rate per 100K Population

2009 Objective: No numeric goal established

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



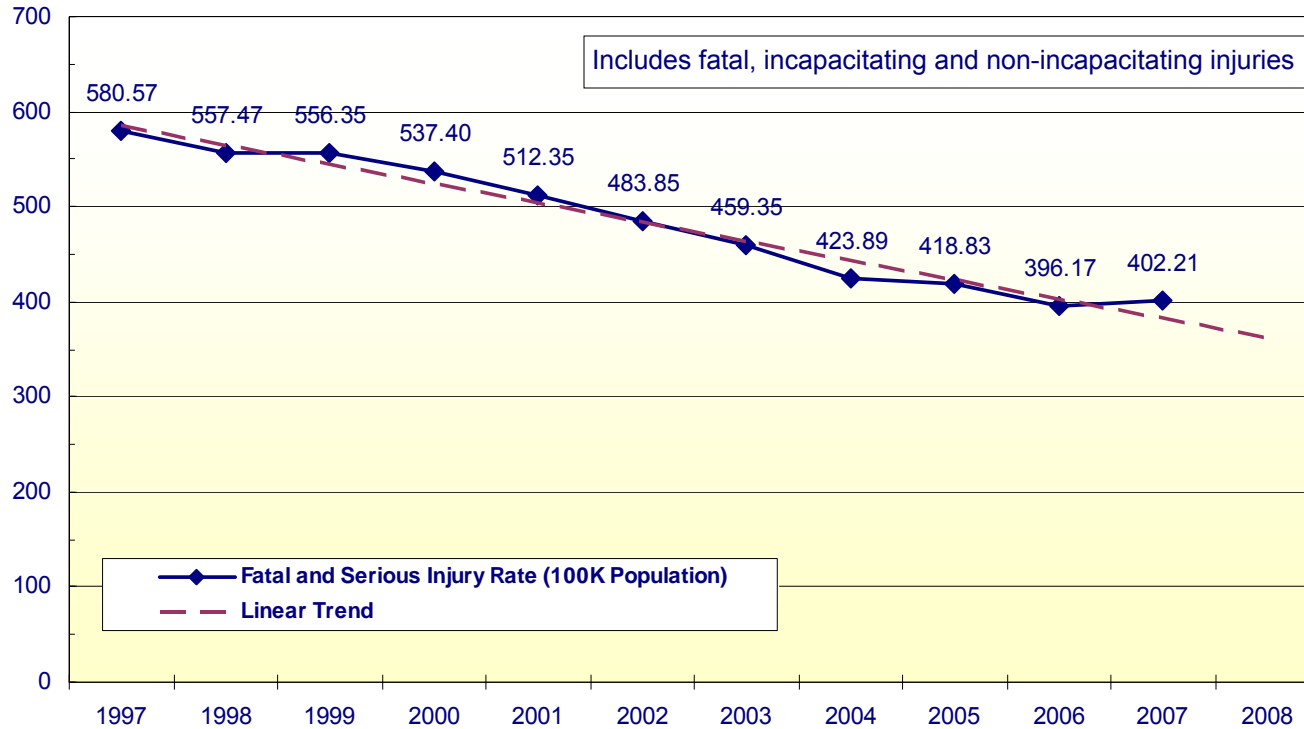
Data Sources Fatalities: 1997-2001 Texas Accident File, 2002-2007 CRIS

Population: Texas State Data Center and Office of the State Demographer, 1997-2006 Texas Population Estimates Program. 2007 Population Projection

Goal: Fatal and Serious Injury Rate per 100K Population

2009 Objective: No numeric goal established

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

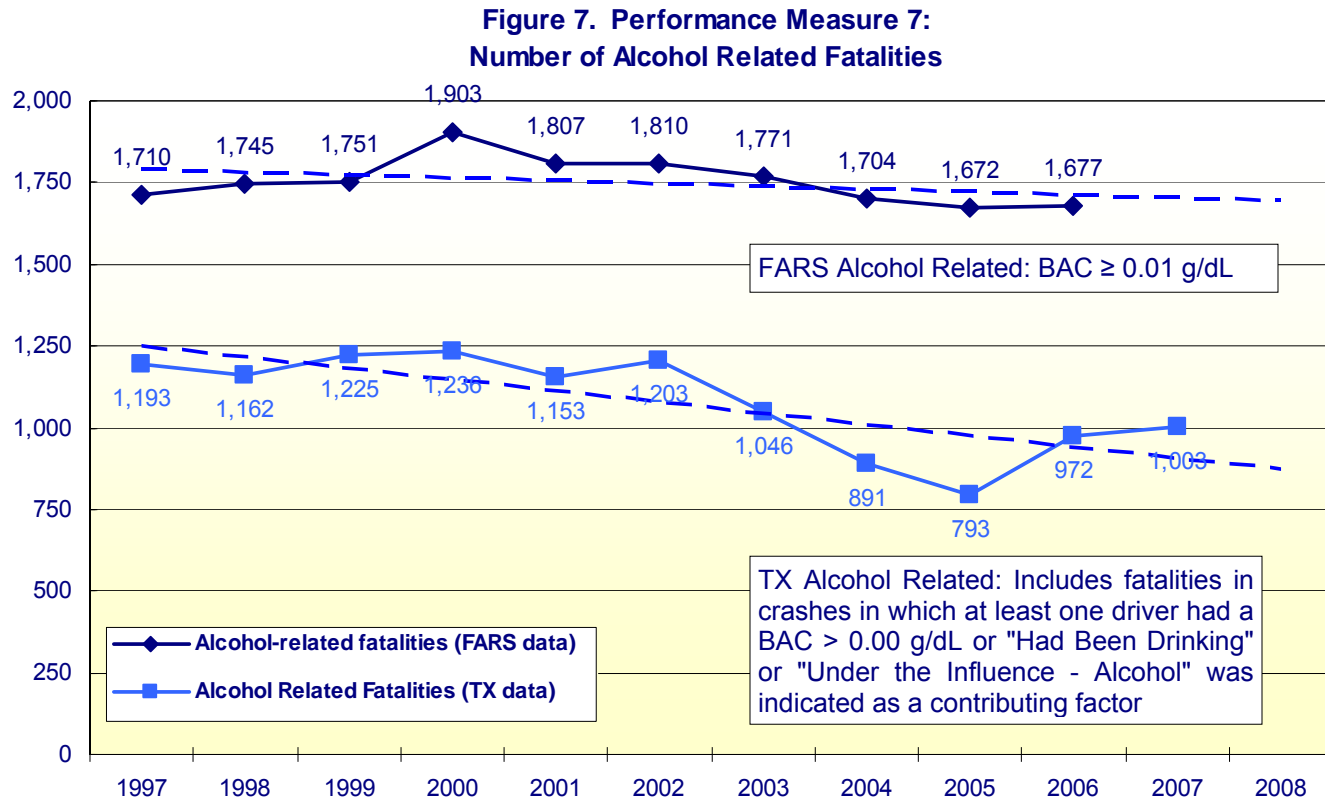


Data Sources Fatalities & serious injuries: 1997-2001 Texas Accident File, 2002-2007 CRIS

Population: Texas State Data Center and Office of the State Demographer, 1997-2006 Texas Population Estimates Program. 2007 Population Projection

Goal: Alcohol-Related Fatalities

2009 Objective: No numeric goal established

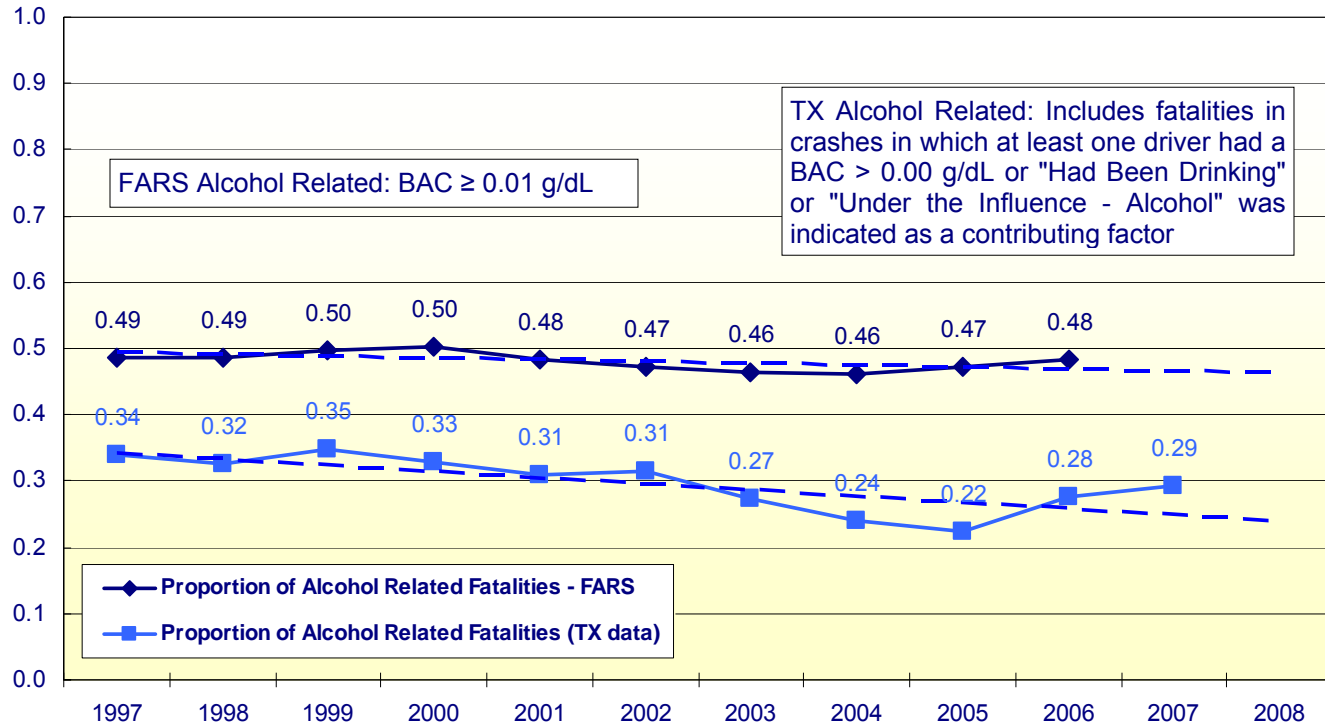


Data Sources Alcohol-related fatalities: 1997-2006 FARS; 1997-2001 Texas Accident File, 2002-2007 CRIS

Goal: Proportion of All Fatalities that are Alcohol-Related

2009 Objective: No numeric goal established

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



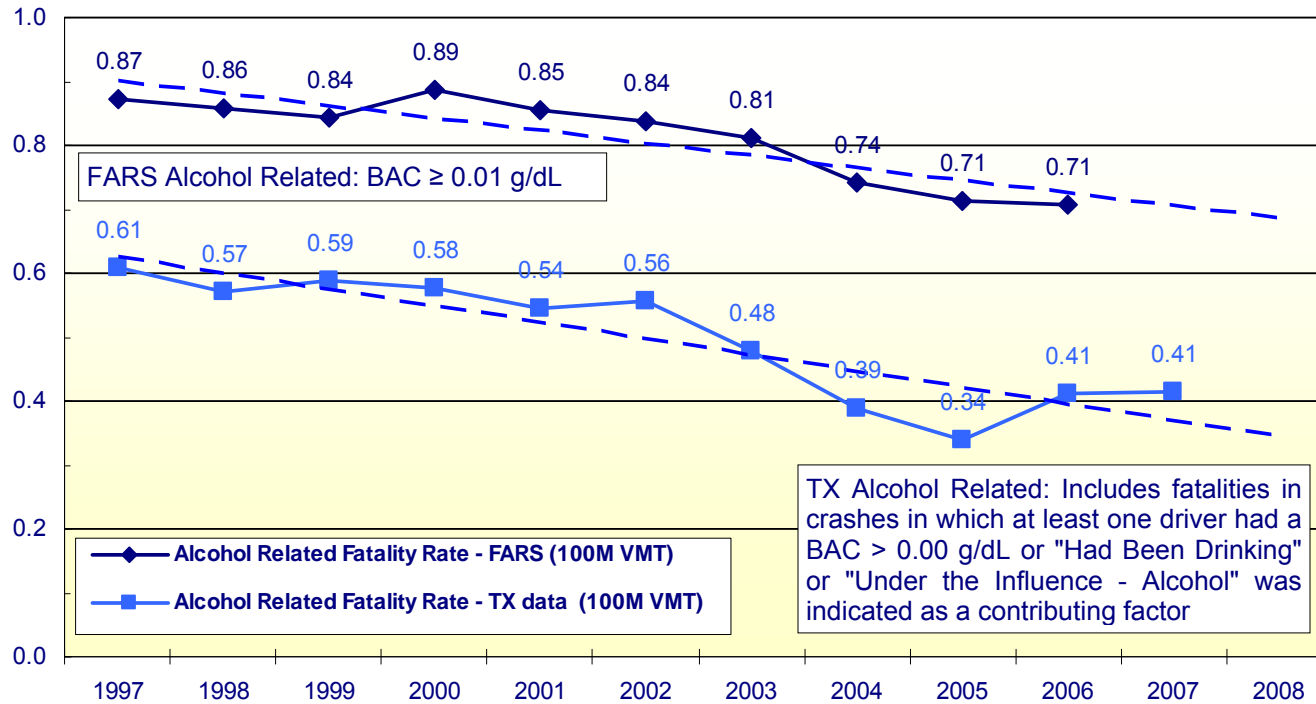
Data Sources All fatalities: 1997-2006 FARS; 1997-2001 Texas Accident File, 2002-2007 CRIS

Alcohol-related fatalities: 1997-2006 FARS; 1997-2001 Texas Accident File, 2002-2007 CRIS

Goal: Alcohol-Related Fatality Rate per 100M VMT

2009 Objective: Reduce alcohol-related fatalities to 0.65 per 100M VMT

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



Note: Current goal & objective is based on FARS data

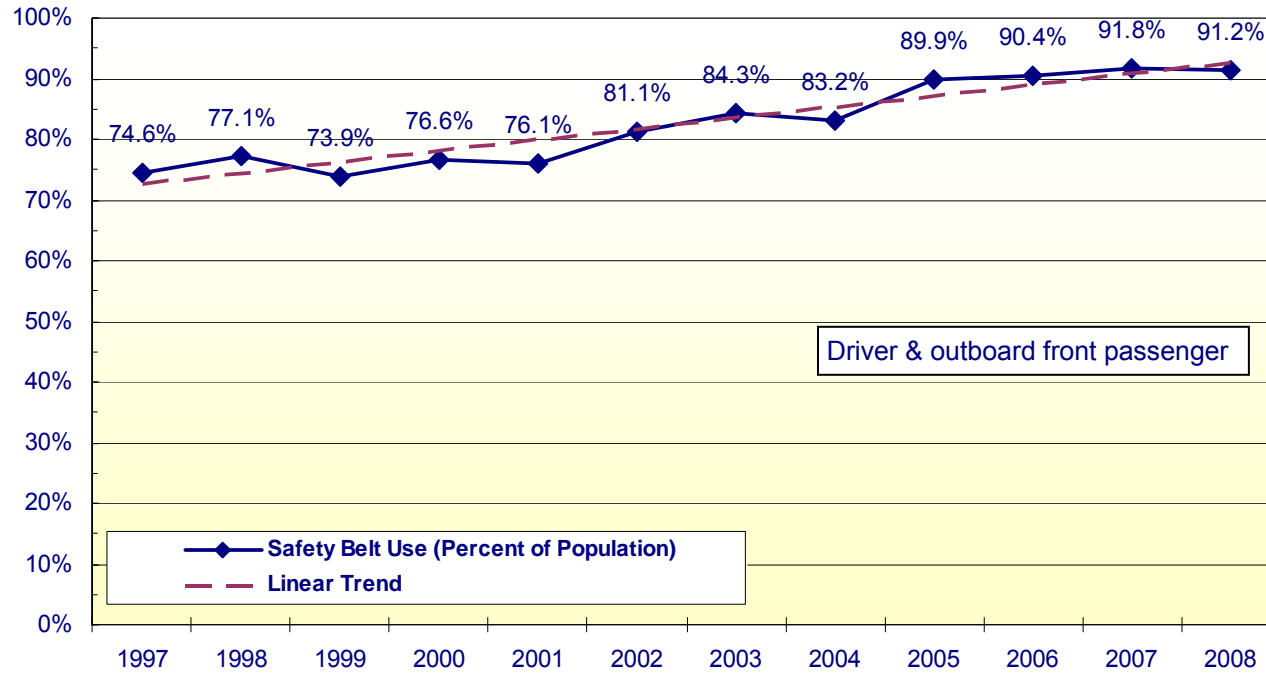
Data Sources Fatalities: 1997-2006 FARS; 1997-2001 Texas Accident File, 2002-2007 CRIS

VMT: TxDOT Transportation Planning & Programming Division

Goal: Safety Belt Use (% of Population)

2009 Objective: Increase driver and front seat passenger safety belt use to 93.25%

**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

Progress Report Data 1997-2008

Crash Data Trends for Twenty-one Texas Performance Measures

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1. Mileage Death Rate - TX (100M VMT) [NPM2]	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.62	1.52	1.48	1.42	
2. Serious Injury Rate - TX (100M VMT)	55.72	52.34	51.95	50.41	49.87	47.05	44.81	39.94	39.36	37.84	37.28	
3. Alcohol-Related Fatalities - FARS (100M VMT) [NPM9]	0.87	0.86	0.84	0.89	0.85	0.84	0.81	0.74	0.71	0.71		
4. Fatal and Serious Injury DUI-Related Crash Rate -TX (100M VMT)	5.64	5.08	4.88	4.69	4.62	4.44	4.14	3.71	3.47	3.51	3.58	
5. 16-20 Year-old DUI Driver Fatal and Serious Crash Rate - TX (100K Population)	89.31	91.20	92.28	92.53	86.01	52.02	77.89	71.44	64.02	63.02	69.69	
6. DUI-Related Fatality Rate - TX (100M VMT)	0.55	0.54	0.52	0.51	0.49	0.57	0.51	0.42	0.36	0.43	0.44	
7. DUI-Related Serious Injury Rate - TX (100M VMT)	6.78	5.99	5.72	5.38	5.33	5.94	5.52	5.00	4.60	4.49	4.59	
10. Motorcycle Fatalities – FARS	118	152	182	235	244	256	342	290	364	346		
10a. Motorcycle Fatalities – TX	118	152	182	235	244	266	345	299	356	353	406	
11. Safety Belt Use (Percent of Population) [NPM10]	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	90.4%	91.8%	91.2%
14. Pedestrian Fatality Rate - TX (100K Population)	2.34	2.35	2.16	2.01	2.16	2.09	1.85	2.05	1.95	1.65	1.74	
15. Bicyclist Fatality Rate - TX (100K Population)	0.29	0.29	0.22	0.17	0.21	0.25	0.26	0.23	0.21	0.21	0.24	
16. Fatal & Serious Injury Crash Rate - TX (100M VMT)	39.64	37.62	36.94	36.34	36.19	35.01	32.90	29.63	29.34	28.47	28.22	
17. Fatal and Serious Injury Intersection and Intersection-Related Crash Rate -TX (100M VMT)	17.25	16.19	16.25	15.38	15.54	15.04	13.87	12.09	11.87	11.56	11.35	

Continued on next page

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

Progress Report Data 1997-2008

Crash Data Trends for Twenty-one Texas Performance Measures

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
18. Large Truck-Involved Fatality Rate - FARS GVWR (100M VMT)	0.23	0.23	0.22	0.25	0.24	0.23	0.24	0.23	0.24	0.23		
18a. Large Truck-Involved Fatality Rate - TX Body style (100M VMT)	0.17	0.18	0.14	0.18	0.17	0.16	0.21	0.20	0.15	0.17	0.18	
19. Large Truck-Involved Fatal Crash Rate - FARS GVWR (100M VMT)	0.20	0.21	0.20	0.20	0.21	0.19	0.20	0.19	0.19	0.18		
19a. Large Truck-Involved Fatal Crash Rate -TX Body style(100M VMT)	0.15	0.15	0.12	0.15	0.14	0.13	0.18	0.16	0.13	0.14	0.15	
20. Fatal and Serious Injury Speed-Related Crash Rate - TX (100M VMT)	12.62	11.85	11.60	11.72	11.88	11.37	11.05	10.25	9.91	9.75	9.93	
24. Work Zone Fatal and Serious Injury Crash Rate - TX (100M VMT)	1.56	1.52	1.38	1.34	1.45	1.39	0.76	0.71	0.47	1.15	1.08	
25. Work Zone Serious Injury Rate - TX (100M VMT)	2.20	2.12	1.93	1.82	2.00	1.89	1.04	0.97	0.64	1.52	1.46	
26. Work Zone Fatality Rate - TX (100M VMT)	0.07	0.08	0.07	0.07	0.08	0.07	0.06	0.05	0.04	0.06	0.06	
30. School Bus Passenger Fatalities - 5 yr moving average – FARS					0.40	0.40	0.60	0.60	0.20	0.40	0.60	
31. Railroad Grade Crossing Fatal and Serious Injury Crashes - TX	227	228	201	202	188	274	294	240	248	305	292	

Notes:

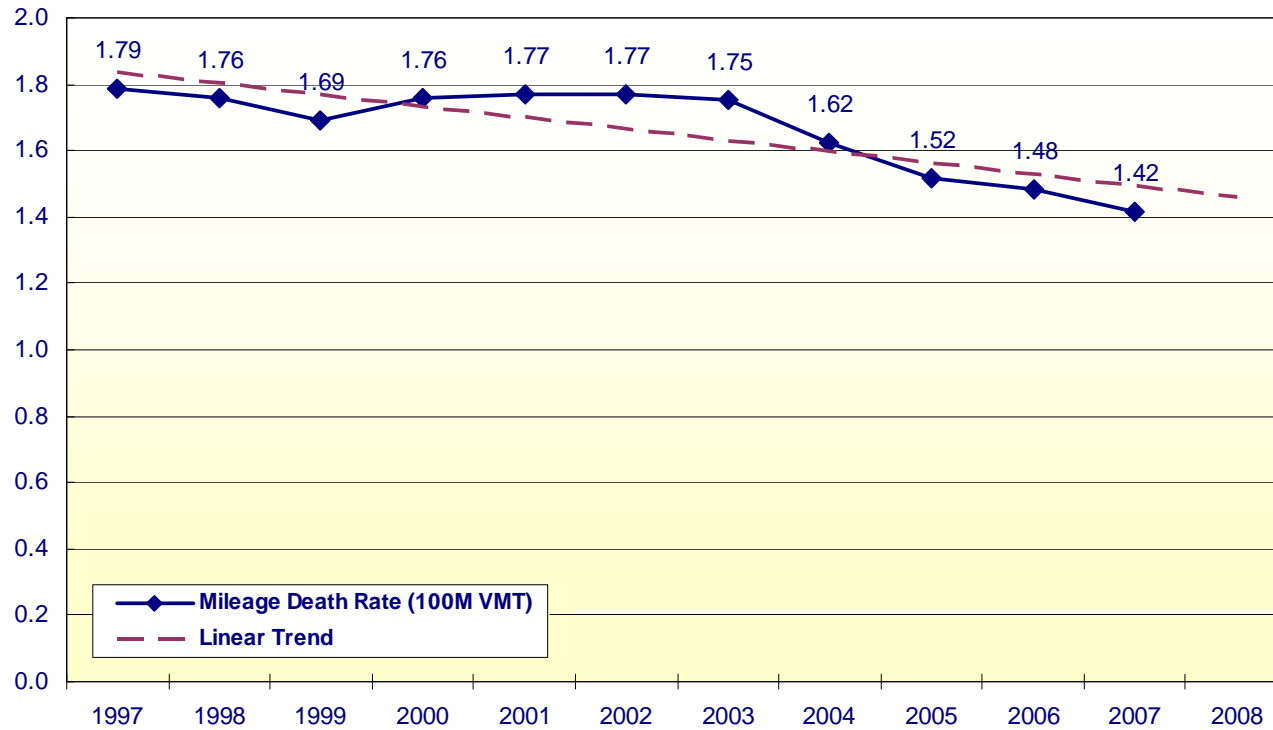
Numbering of the Texas performance measures in Table 3 is consistent with that in Table 1. Only crash-related performance measures are shown here and illustrated in Figures 11-30. See Table 1 for descriptions and data related to non-crash performance measures (Texas Performance Measures: 8, 9, 12, 13, 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.

Texas statewide crash data, previously available only through 2001, are now available through calendar year 2007. In order to provide the most current information, Texas crash and casualty data provided in recent HSPs were supplemented with data from FARS for 2002 - 2005. Except where noted otherwise, all crash and casualty data reported for the years 2002-2007 in the present HSP were derived from preliminary data from Texas' newly implemented Crash Record Information System (CRIS). Data for 1997-2001 are from the predecessor to CRIS, the Texas Accident File. FARS data and data from CRIS and the Texas Accident File may not always be in complete agreement. Although differences between the two data sources are generally minimal, for several variables the differences are notable. This is especially true for crashes and crash-related casualties that involve alcohol. See the Data Sources and Glossary for additional details about these differences. 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

2009 Objective: Reduce the fatality rate to 1.41 per 100M VMT

**Figure 11. Texas Performance Measure 1:
Mileage Death Rate**

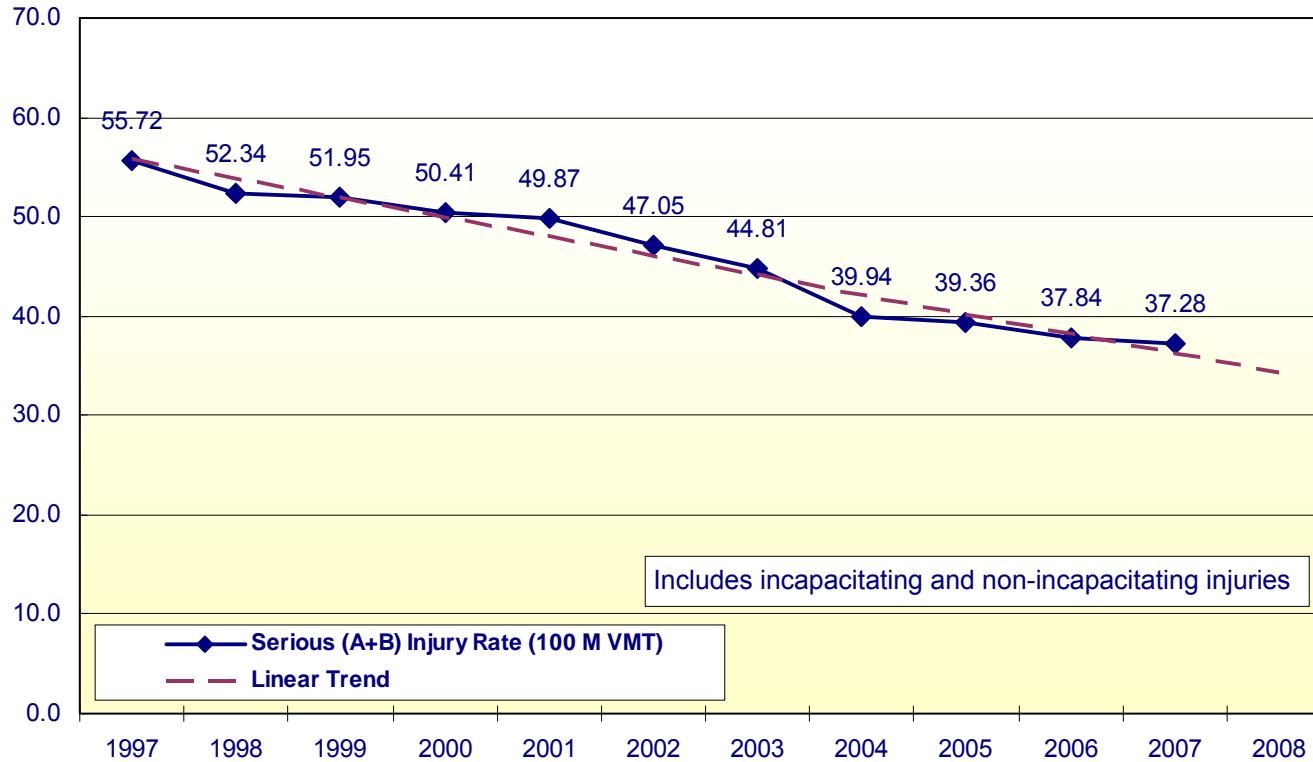


Data Sources Fatalities: 1997-2001 Texas Accident File, 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

Goal: Serious Injury Rate per 100M VMT

2009 Objective: Reduce the Serious (A + B) injury rate to 37.2 per 100 M VMT

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

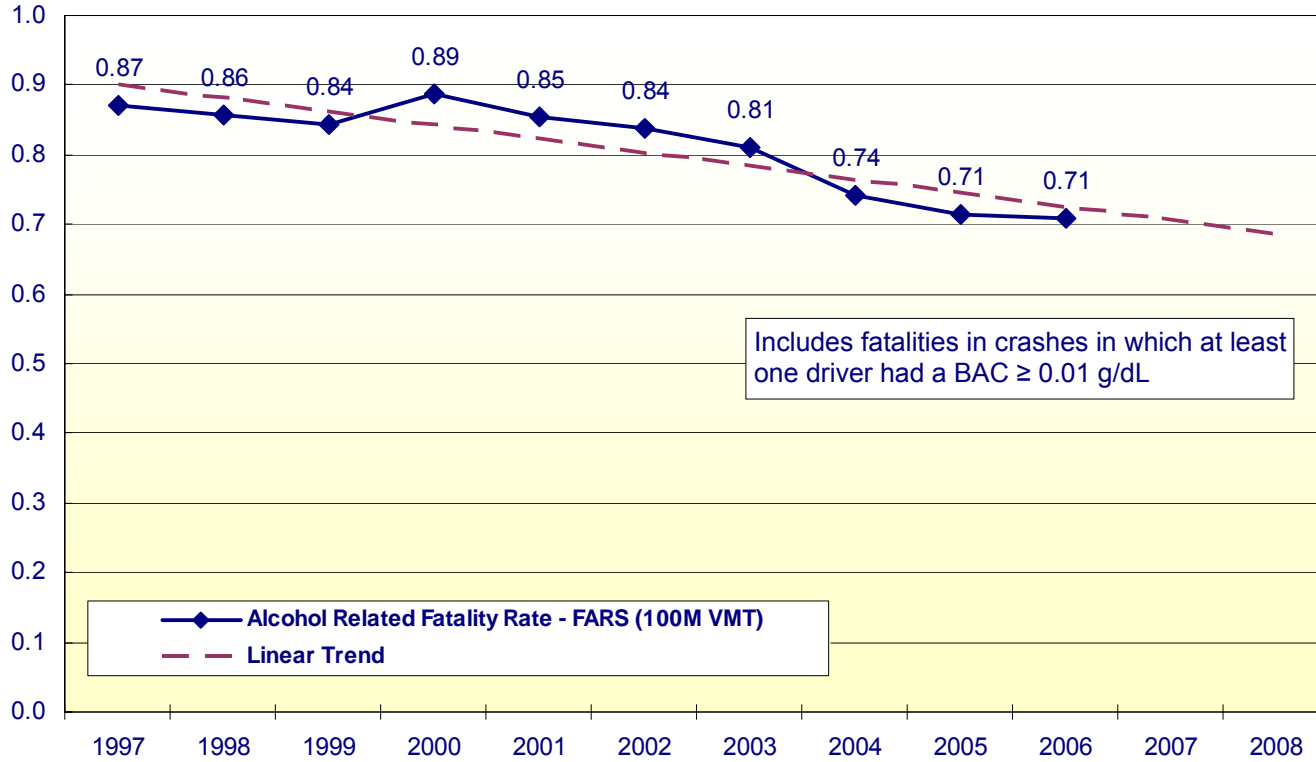


Data Sources Serious injuries: 1997-2001 Texas Accident File, 2002-2007 CRIS
VMT: TxDOT Transportation Planning & Programming Division

Goal: Alcohol-Related Fatality Rate per 100M VMT

2009 Objective: Reduce alcohol-related fatalities to 0.65 per 100M VMT

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



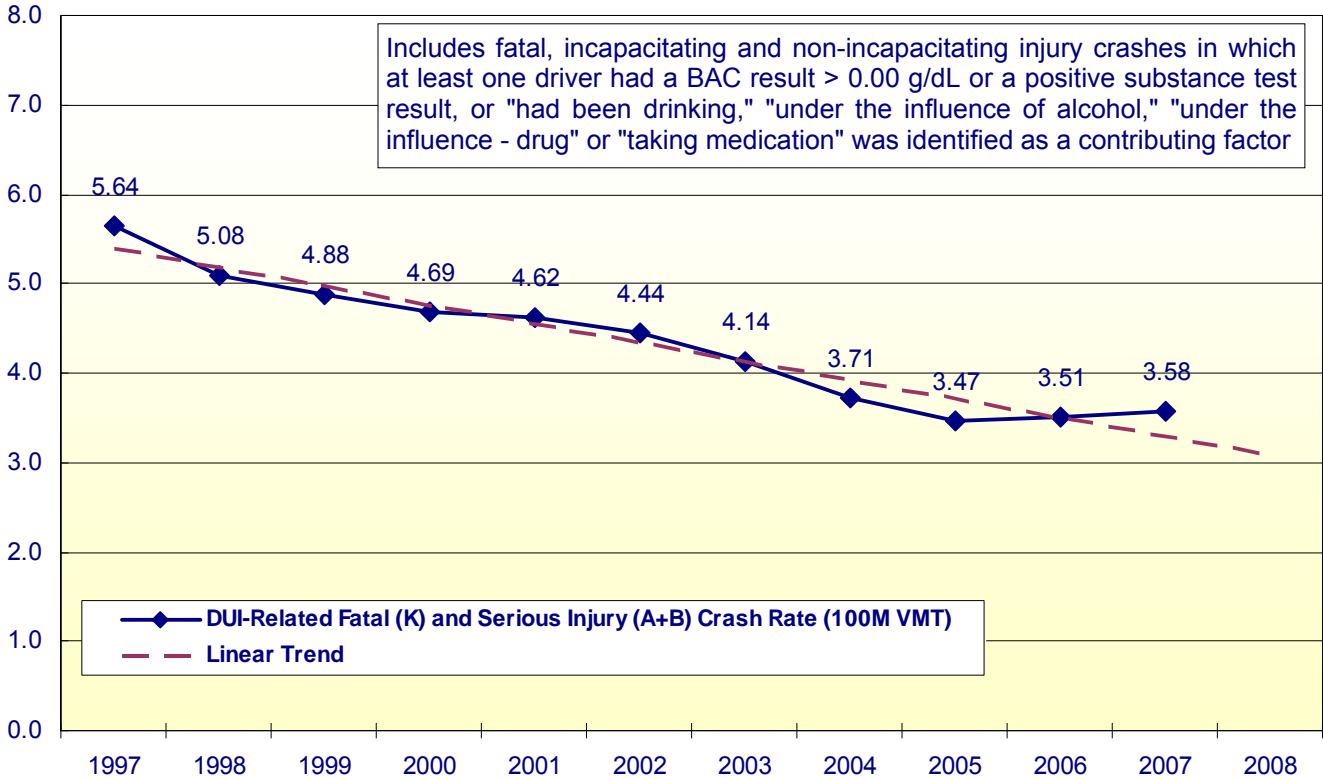
Data Sources Alcohol-related fatalities: 1997-2006: FARS

VMT: TxDOT Transportation Planning & Programming Division. Population Projection

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

2009 Objective: Reduce the DUI-related KAB crash rate to 3.06 per 100M VMT

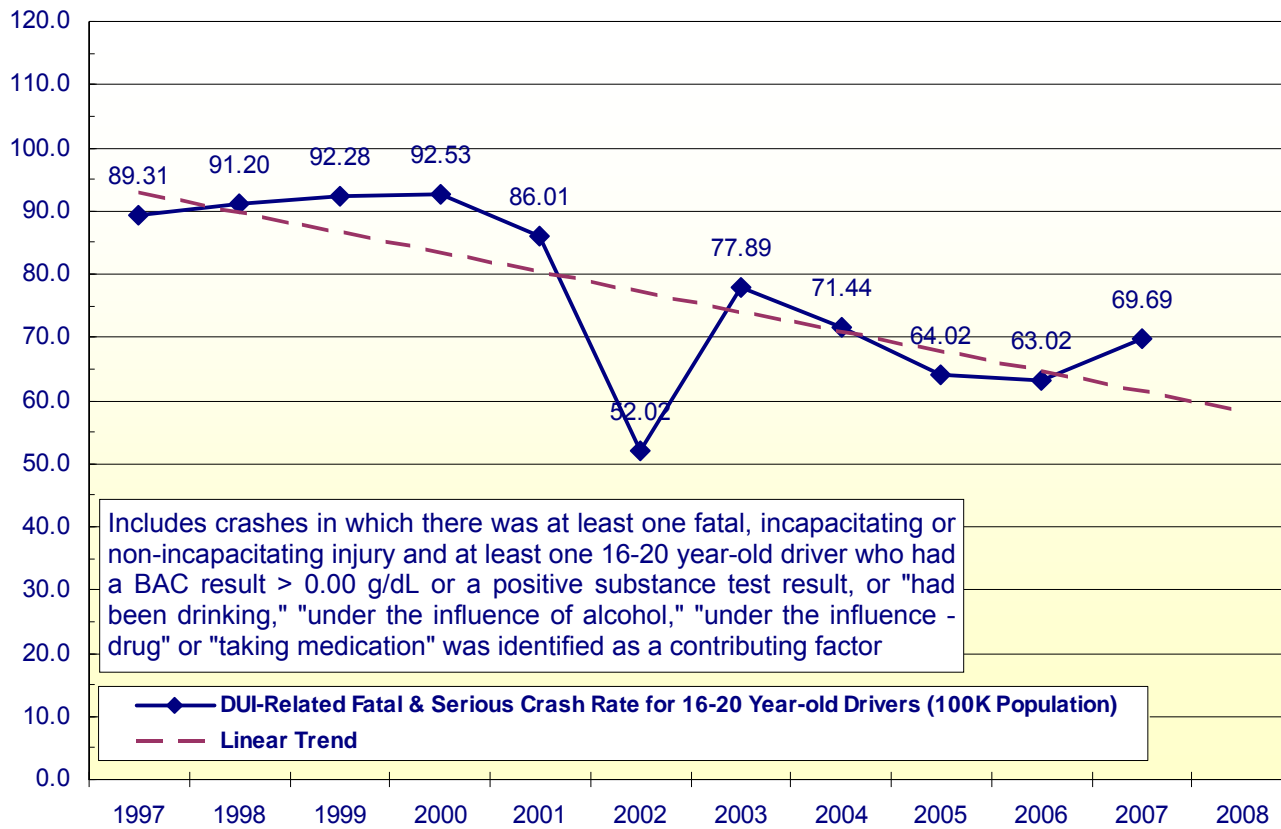
**Figure 14. Texas Performance Measure 4:
Fatal and Serious Injury DUI Crashes/100M VMT**



Data Sources DUI-related fatal and serious crashes: 1997-2001 Texas Accident File, 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

Goal: 16-20 Year-old DUI Driver Fatal and Serious Injury Crash Rate per 100M VMT **2009 Objective: Reduce the DUI-related KAB crash rate for 16-20 year-old drivers to 56.07 per 100K population**

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



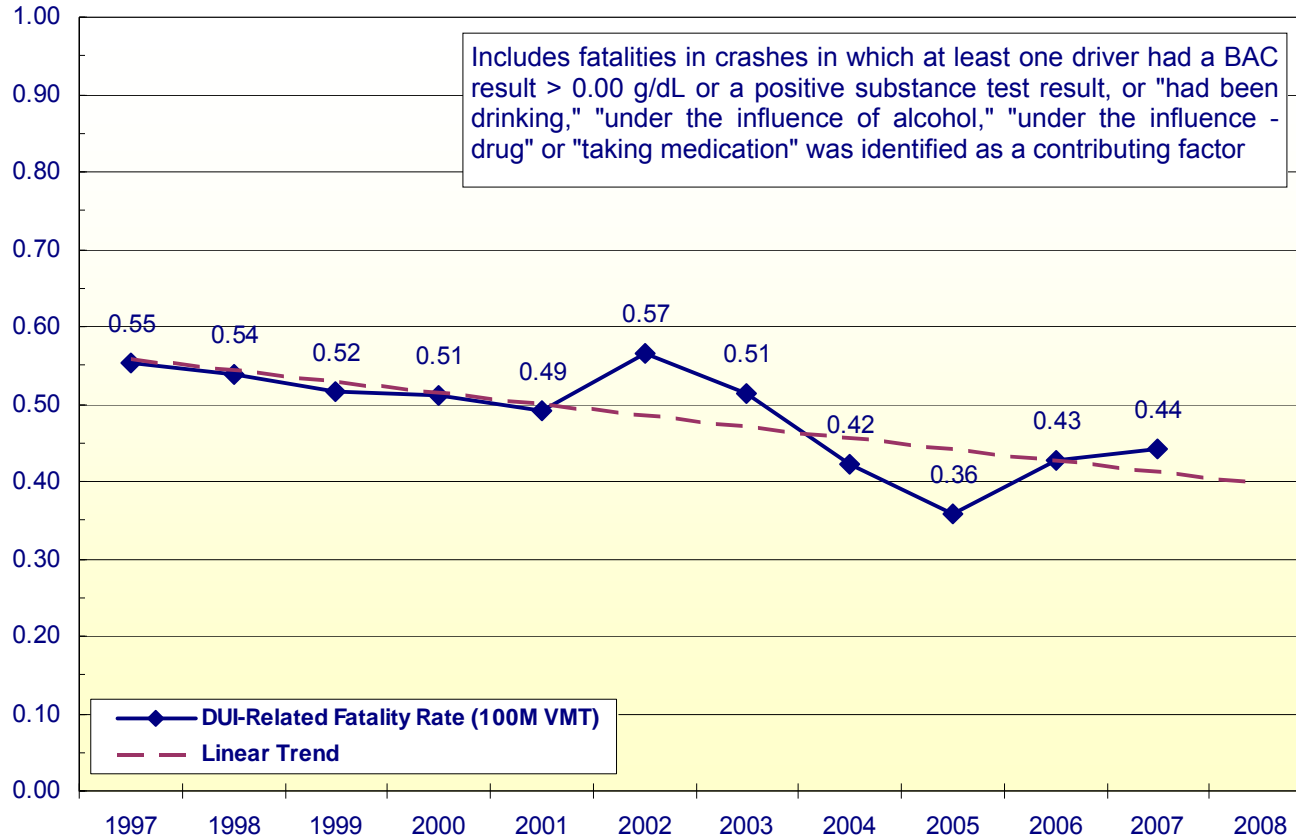
Data Sources DUI-related serious crashes: 1997-2001 Texas Accident File, 2002-2007 CRIS

Population: Texas State Data Center and Office of the State Demographer, 1997-2006 Texas Population Estimates Program. 2007 Population projections.

Goal: DUI-Related Fatalities per 100M VMT

2009 Objective: Reduce the DUI-related fatality rate to 0.43 per 100M VMT

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



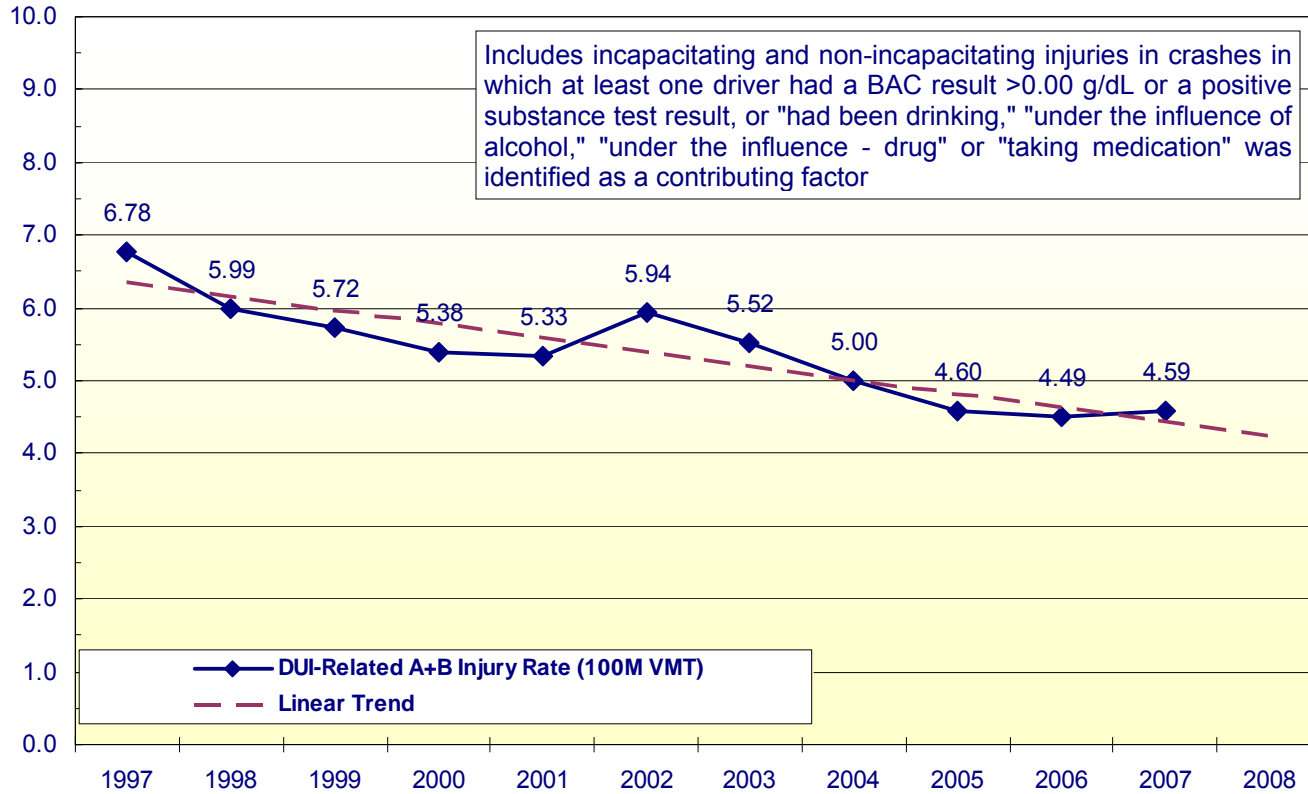
Data Sources DUI-related fatalities: 1997-2001 Texas Accident File, 2002-2007 CRIS

VMT: TxDOT Transportation Planning & Programming Division

Goal: DUI-Related Serious Injuries per 100M VMT

2009 Objective: Reduce the DUI-related serious injury rate to 4.17 per 100M VMT

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



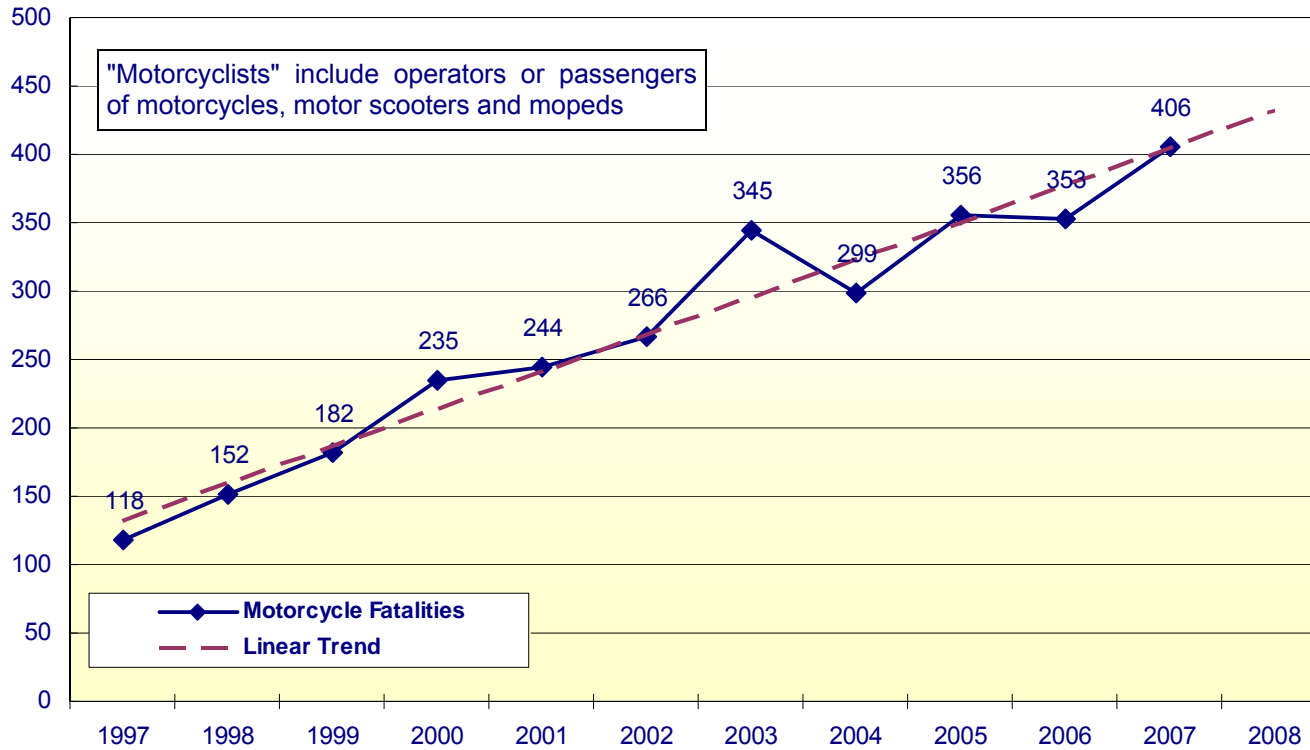
Data Sources DUI-related serious injuries: 1997-2001 Texas Accident File, 2002-2007 CRIS

VMT: TxDOT Transportation Planning & Programming Division

Goal: Motorcycle Fatalities

2009 Objective: Reduce motorcycle fatalities to 336

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

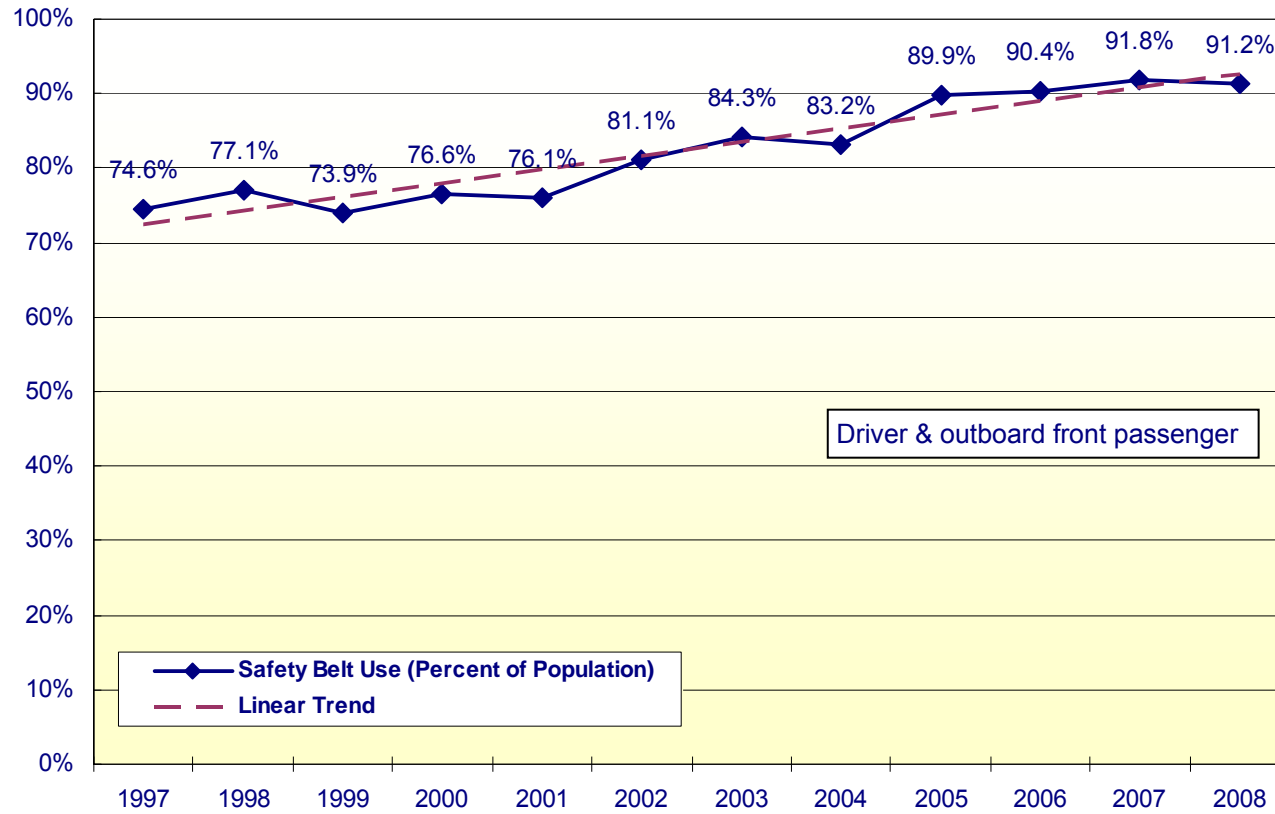


Data Sources Motorcyclist fatalities: 1997-2001 Texas Accident File, 2002-2007 CRIS

Goal: Safety Belt Use (% of Population)

2009 Objective: Increase driver and front seat passenger safety belt use to 93.25%

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

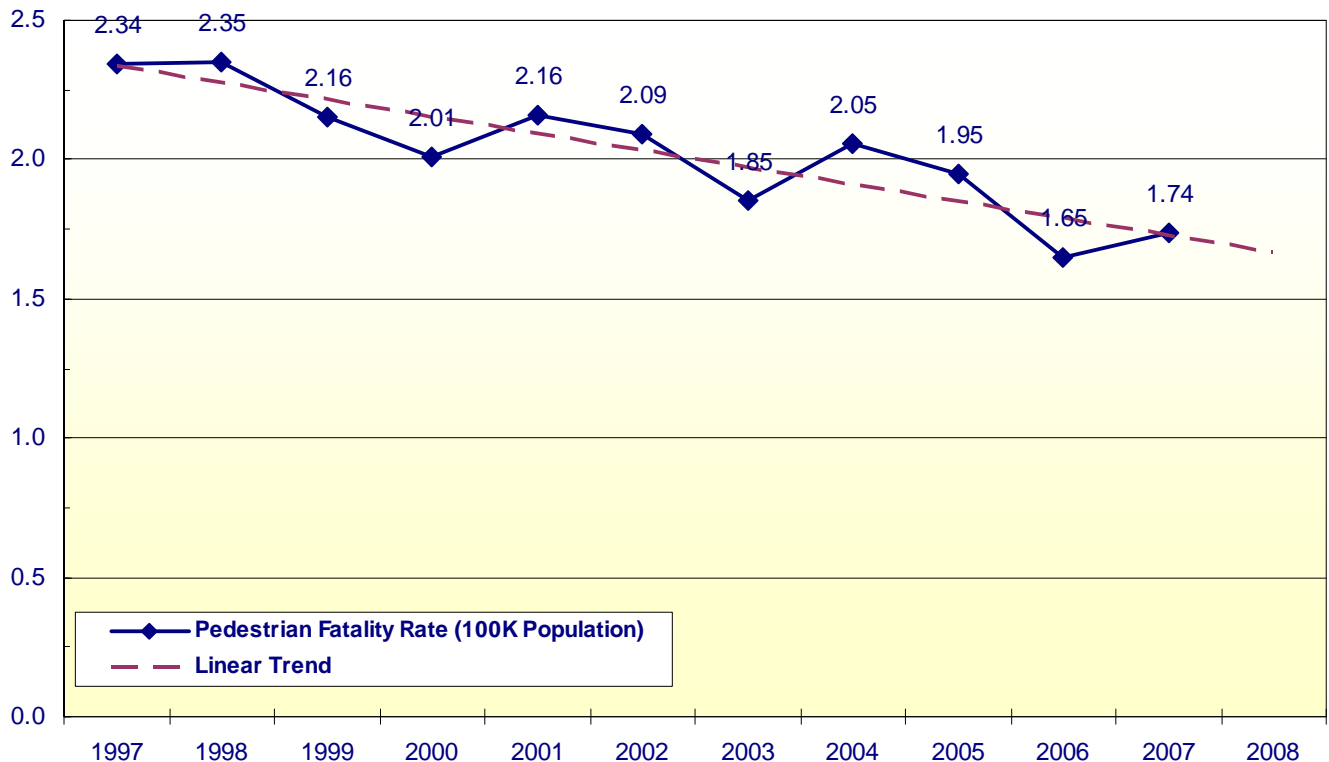


Data Sources Texas Transportation Institute observational safety belt surveys

Goal: Pedestrian Fatality Rate per 100K Population

2009 Objective: Reduce pedestrian fatalities to 1.68 per 100K population

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



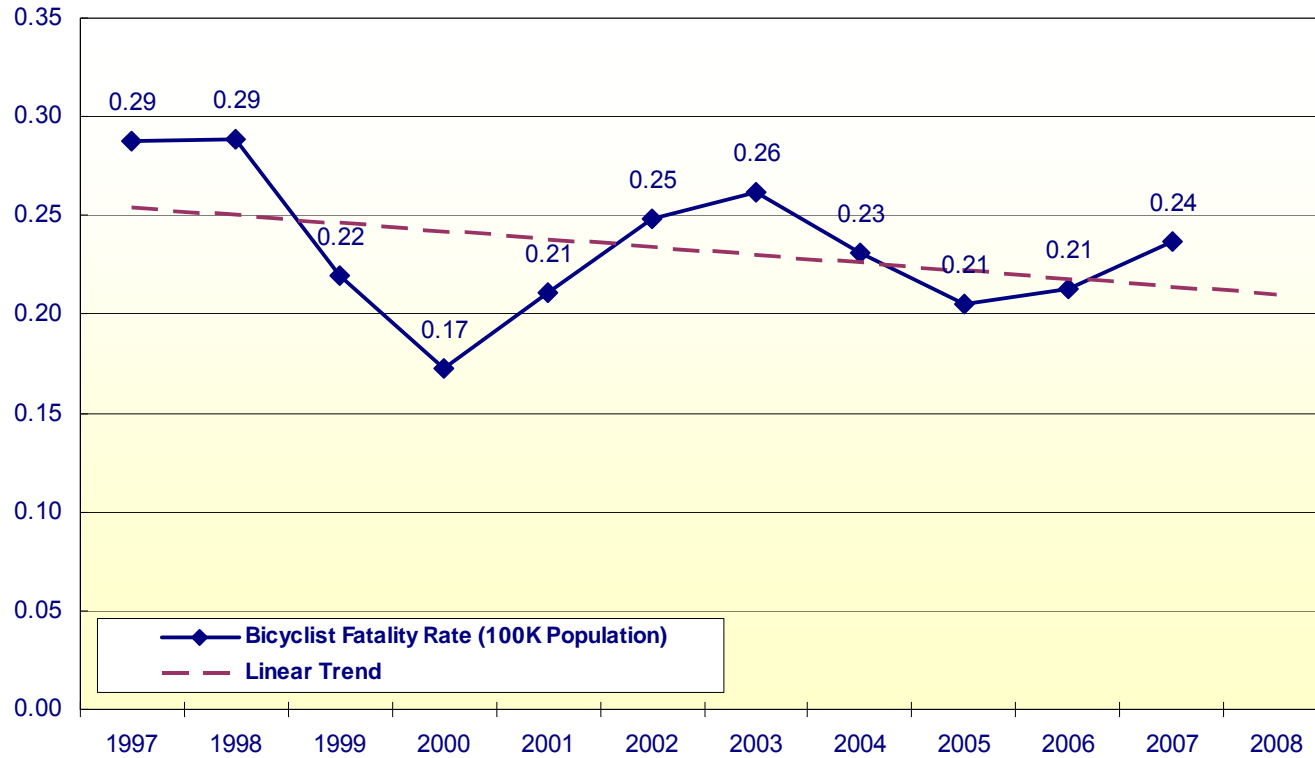
Data Sources Pedestrian fatalities: 1997-2001 Texas Accident File, 2002-2007 CRIS

Population: Texas State Data Center and Office of the State Demographer, 1997-2006 Texas Population Estimates Program. 2007 Population Projection

Goal: Bicyclist Fatality Rate per 100K Population

2009 Objective: Reduce bicyclist fatalities to 0.124 per 100K population

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



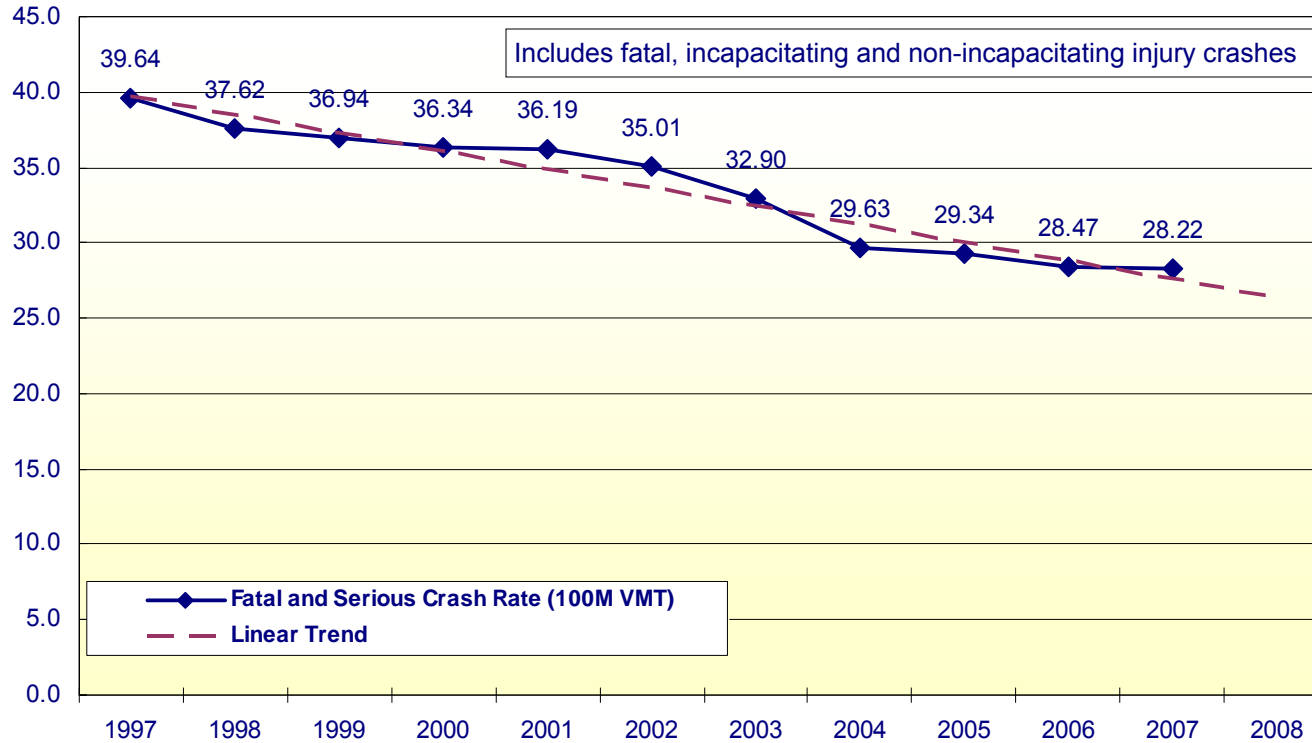
Data Sources Bicyclist fatalities: 1997-2001 Texas Accident File, 2002-2007 CRIS

Population: Texas State Data Center and Office of the State Demographer, 1997-2006 Texas Population Estimates Program. 2007 Population Projection

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

2009 Objective: Reduce KAB crashes to 28.2 per 100M VMT

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



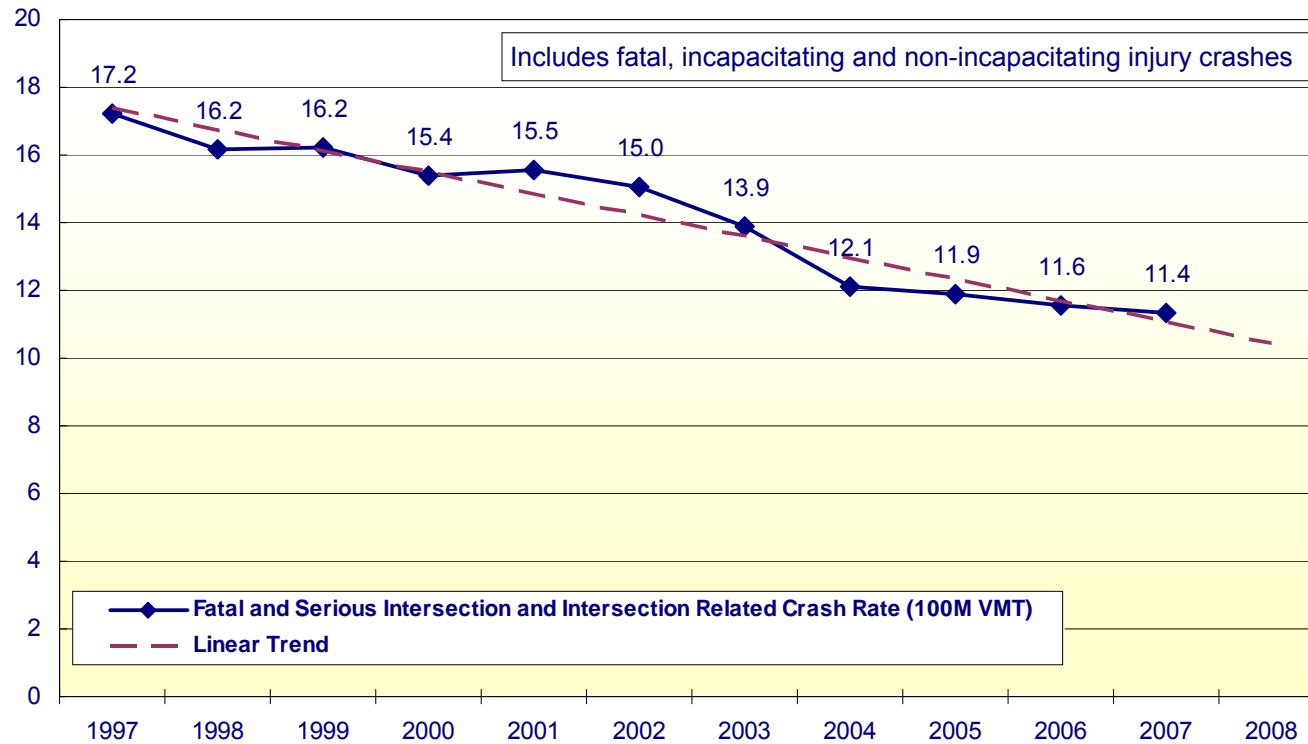
Data Sources Fatal & serious injury crashes: 1997-2001 Texas Accident File, 2002-2007 CRIS

VMT: TxDOT Transportation Planning & Programming Division

Goal: Intersection Crash Rate per 100M VMT

2009 Objective: Reduce KAB intersection crashes to 10.0 per 100M VMT

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



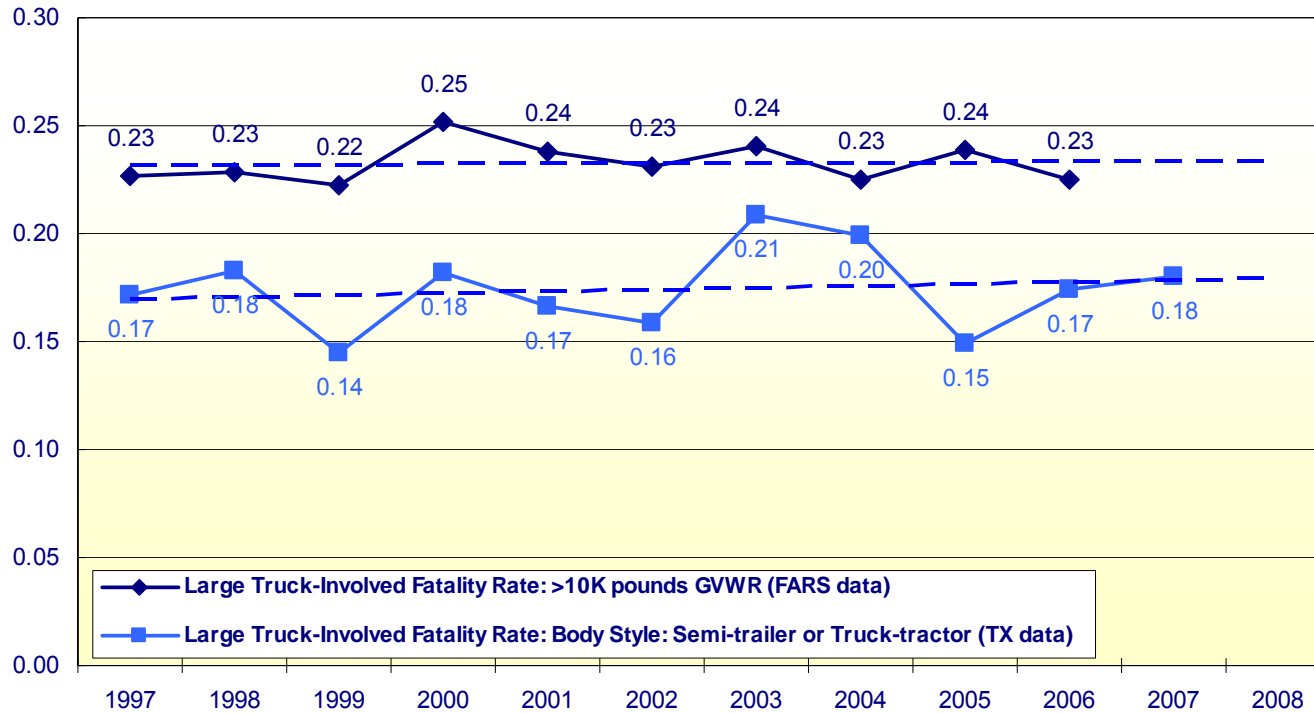
Data Sources Fatal & serious injury crashes: 1997-2001 Texas Accident File, 2002-2007 CRIS

VMT: TxDOT Transportation Planning & Programming Division

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

2009 Objective: Reduce large truck-involved fatalities to 0.172 per 100M VMT

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

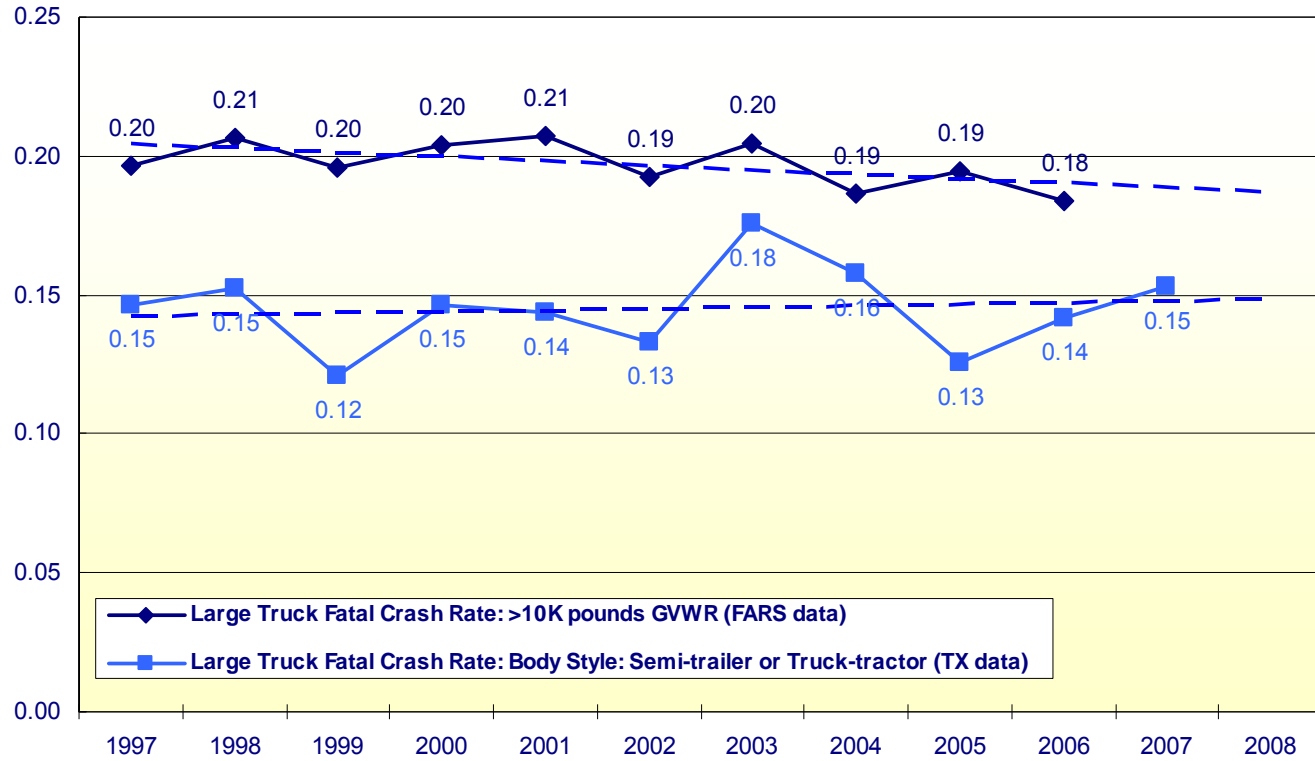


Data Sources Fatalities by GVWR: 1997-2006 FARS; by Body style: 1997-2001 Texas Accident File, 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

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

2009 Objective: Reduce large (greater than 10K pounds GVWR) truck-involved fatal crashes 0.152 per 100M VMT

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



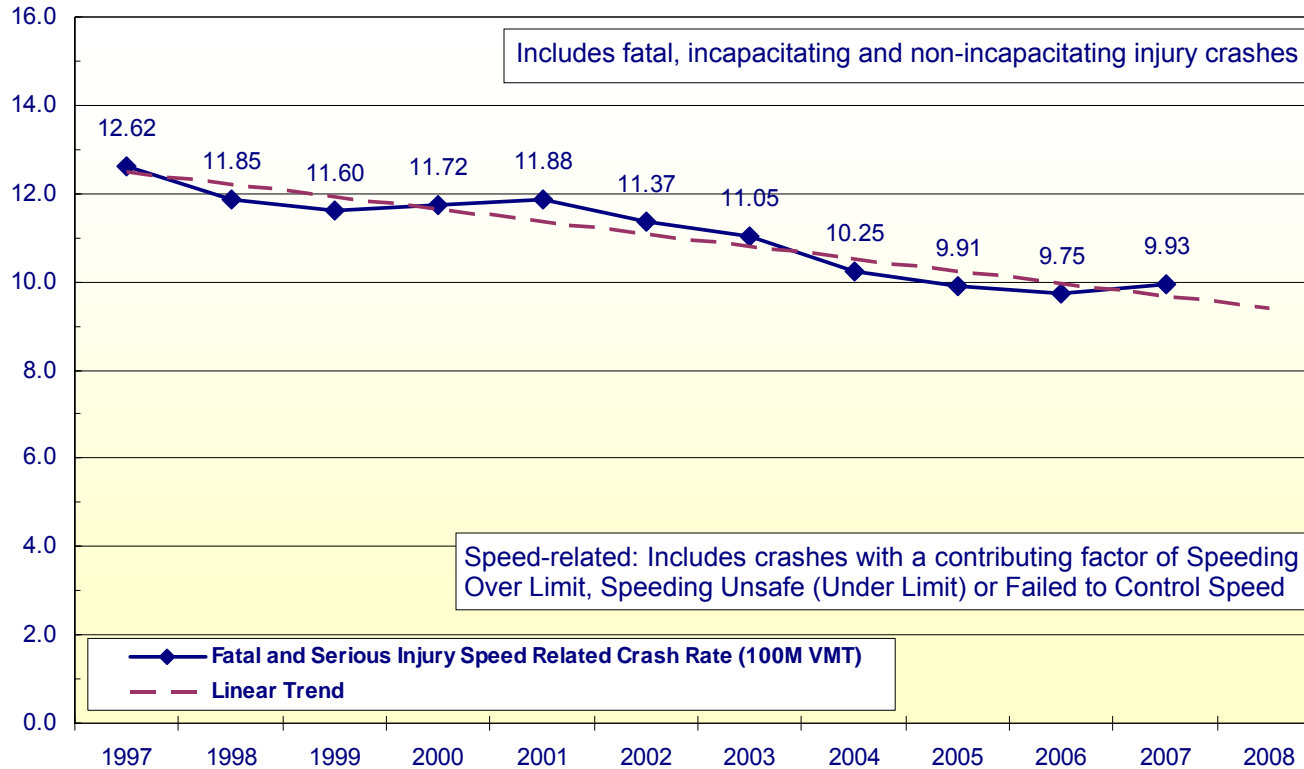
Note: Current goal & objective is based on trucks >10K pounds GVWR

Data Sources Fatal crashes by GVWR: 1997-2006 FARS; by Body style: 1997-2001 Texas Accident File, 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

Goal: Speed-Related Crash Rate per 100M VMT

2009 Objective: Reduce speed-related KAB crashes 9.87 per 100M VMT

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

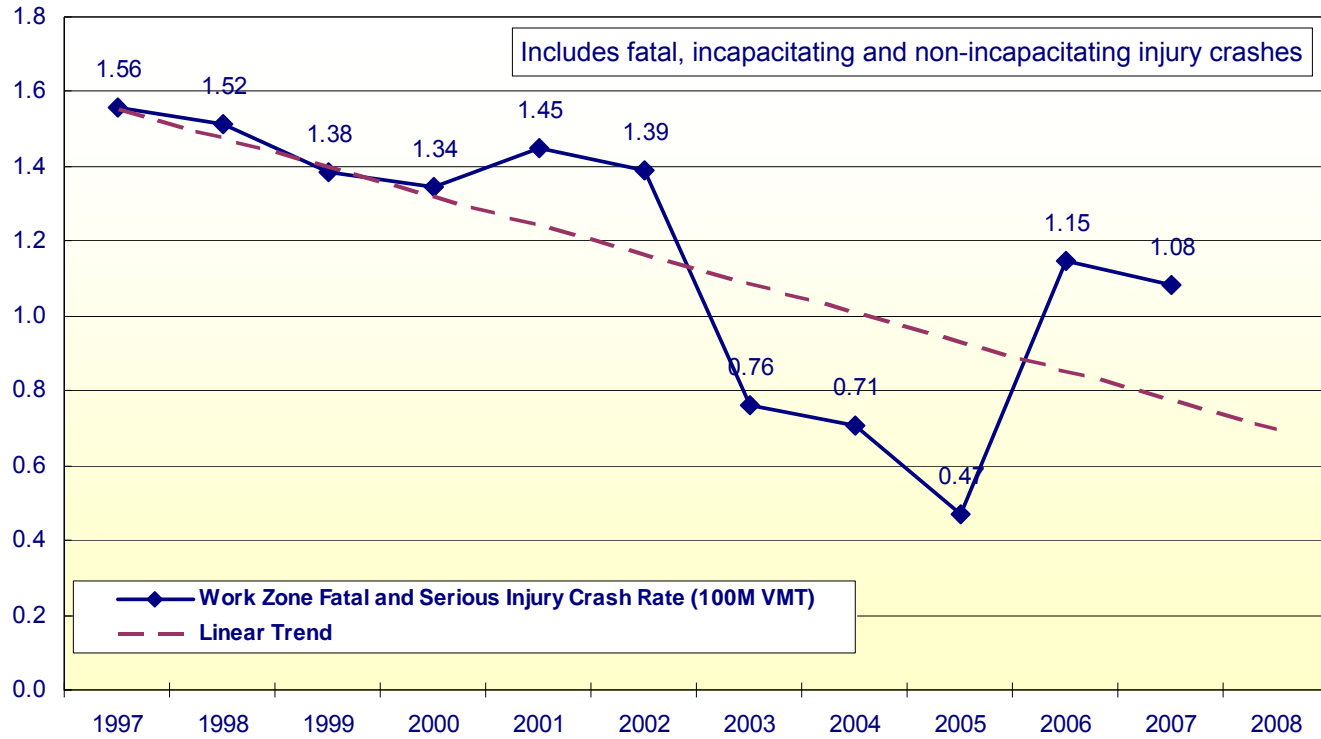


Data Sources Fatal & serious injury crashes: 1997-2001 Texas Accident File, 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

Goal: Work Zone Crash Rate per 100M VMT

2009 Objective: Reduce work zone KAB crashes to 1.07 per 100M VMT

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

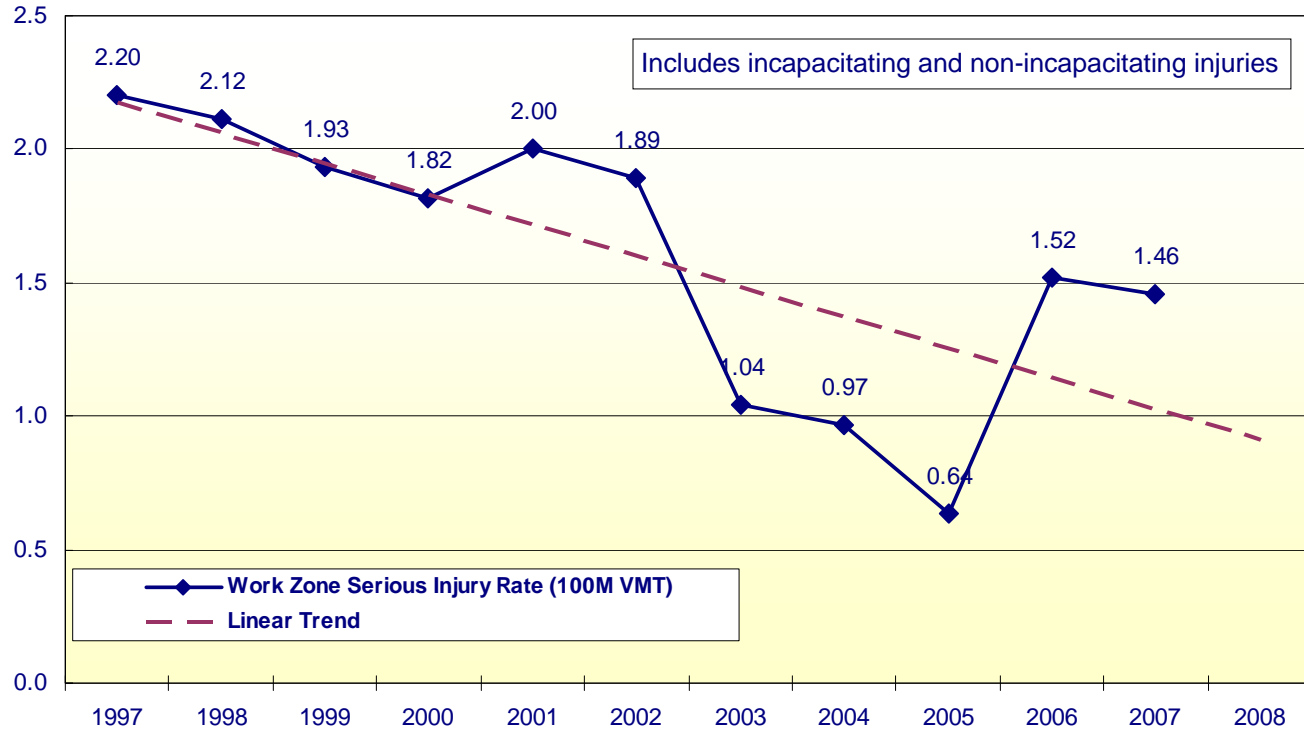


Data Sources Fatal & serious injury crashes: 1997-2001 Texas Accident File, 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

Goal: Work Zone Serious Injury Rate per 100M VMT

2009 Objective: Reduce work zone injuries to 1.45 per 100M VMT

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

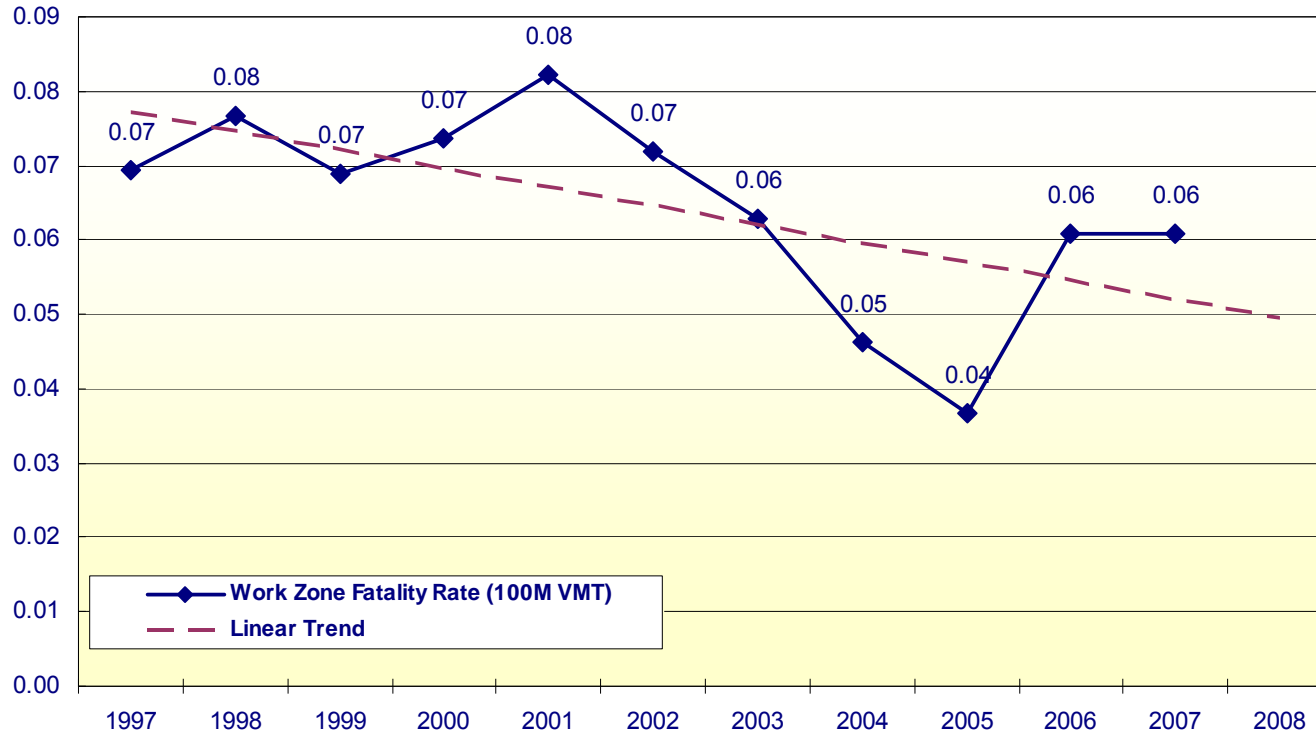


Data Sources Serious injuries: 1997-2001 Texas Accident File, 2002-2007 CRIS
VMT: TxDOT Transportation Planning & Programming Division

Goal: Work Zone Fatality Rate per 100M VMT

2009 Objective: Reduce work zone fatalities to 0.059 per 100M VMT

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

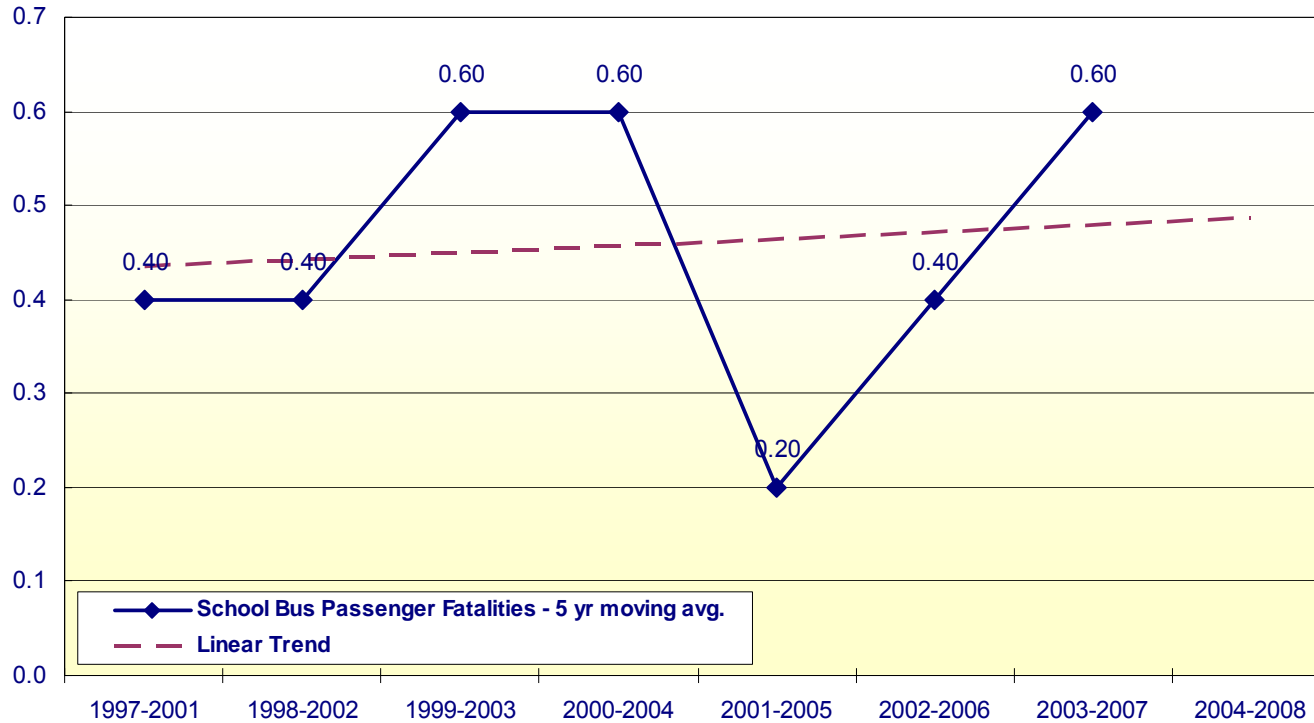


Data Sources Fatalities: 1997-2001 Texas Accident File, 2002-2007 CRIS
 VMT: TxDOT Transportation Planning & Programming Division

Goal: School Bus Fatalities

2009 Objective: Achieve 5 year average of no more than 0.40 school bus passenger fatalities per year

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

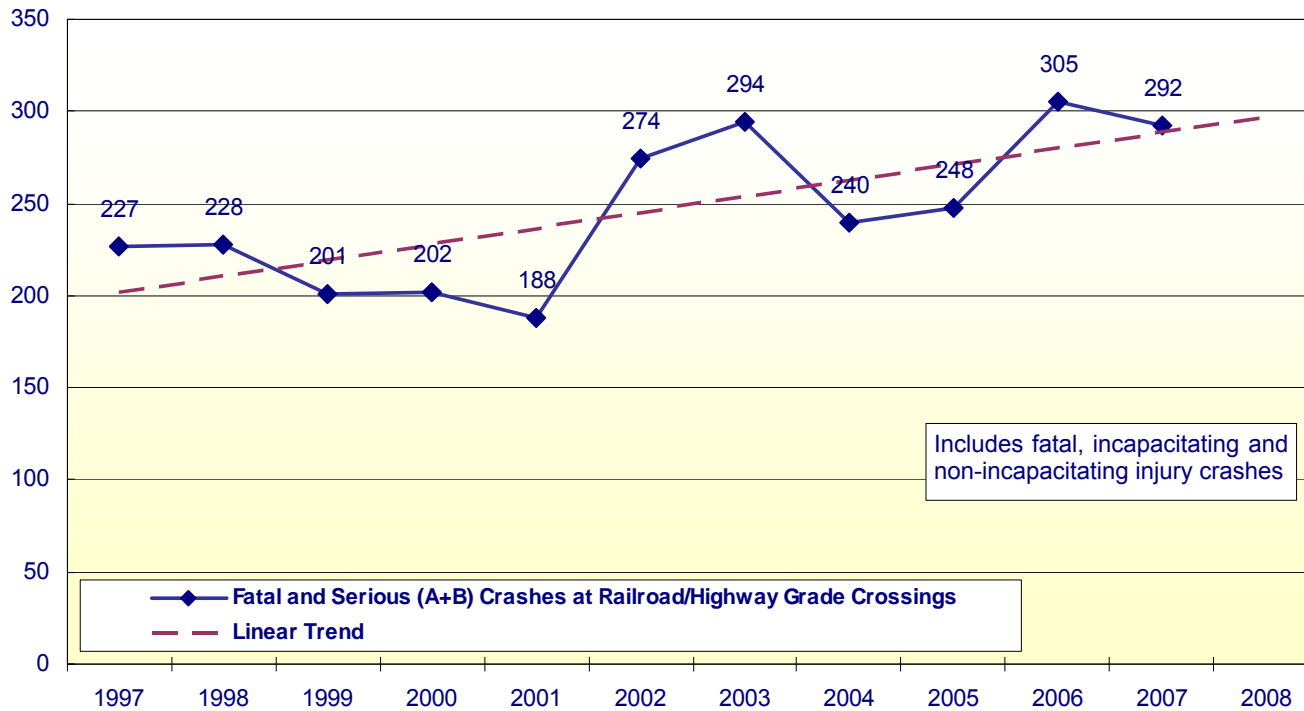


Data Sources Fatalities: 1997-2007 FARS

Goal: Fatal & Serious Railroad Crossing Crashes

2009 Objective: 275 KAB crashes at crossings

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



Data Sources Fatal & serious injury crashes: 1997-2001 Texas Accident File, 2002-2007 CRIS

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 percent 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: 090122 Training

Project Title: Sub Task N: Program and Staff Development

Project Description:

Project Management Course for Traffic Safety Professionals provides a curriculum that not only integrates the impact of the TxDOT eGrants on grant management but also establishes and facilitates an efficient project management process. This training course will be undertaken with the assistance of the Texas Transportation Institute (TTI) and TxDOT's Project Management Working Group (PMWG). The course teaches TxDOT Traffic Safety professionals and subgrantees the key elements of a grant and grant management including but not limited to: how to prepare budgets, requests for reimbursements, performance reports, preparation and use of public information and education campaigns and how each grant is part of the statewide traffic safety effort. A minimum of 30 students will be trained.

Project Number: 090104 Education and Training

Project Title: Sub Task F: Education

Project Description:

The Planning and Implementation of a Statewide Transportation Safety Conference is currently being planned by the Texas Transportation Institute's Center for Transportation Safety. Plans are to hold the conference in Houston November 17-19, 2008. The conference will include an opening and closing plenary session and 16 topic-specific breakout sessions (four separate sessions with four concurrent sessions each). This project will finalize and implement the conference, produce a

conference summary report, and coordinate planning for a second statewide conference. The goal is for this statewide conference to become a self-sustaining event that will become a focal point for transportation safety issues and their resolution in Texas. A conference summary report will be produced and the second statewide conference will be planned.

Project Number: 090116 Reports

Project Title: Sub Task 2: Reports and Data Development

Project Description:

Technical Assistance and Data Analysis for Traffic Safety 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, the biennial strategic planning meeting and for data technical assistance. This project also will provide analysis as needed of crash data. Technical assistance will provide as needed up to 100 requests for technical assistance and data compilations, Five (5) electronic copies of the crash compilation will be provided to the Traffic Safety Section, and one printed copy of the crash data compilation will be provided to the Traffic Safety Section.

Project Number: 090113 Program Management

Project Title: Sub Task R: 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.

Project Number: 090113 Program Management

Project Title: Sub Task 1: Electronics Grants System

Project Description:

For the FY08 grant cycle, starting in January of 2007, TxDOT began implementing 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 begins with the Request for Proposal and carries all the way through project closeout. Resulting grants will be managed electronically, including the submission of performance reports, requests for reimbursement and ends with 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 the Traffic Safety Section, Technology Services Division, 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 77th session of the Texas Legislature, and SB 1002 (Statewide eGrants), enacted by the 79th session of the Texas Legislature. The transition of eGrants from the vendor to TxDOT will begin the eGrants transitioning efforts including (1) Transferring eGrants personnel knowledge to TxDOT personnel, (2) Enhancement to the eGrants system, and (3) Configuring the system for the 2010 grant cycle.

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ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM AREA - 02

Problem Identification

The Department of Transportation Crash Records Information system (CRIS 2007) reported there were 69.69 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year olds in 2007. There were 0.44 DUI related (alcohol or other drugs) fatalities per 100M VMT reported by CRIS in 2007. Impaired drivers often violate other laws including speeding, running red lights, reckless driving, and failure to wear a safety belt. Below are national statistics:

- In 2006, there were 13,470 fatalities in crashes involving a driver with a BAC of .08 or higher, which is 32 percent of total traffic fatalities for the year nationally. (National Highway Traffic Safety Administration, FARS).
- In 2006, 17 percent of children (age 14 and younger) traffic fatalities occurred in alcohol-impaired- driving crashes.
- Of the total Texas Traffic safety fatalities in 2006, 1677 were alcohol related. (FARS, National Highway Traffic Safety Administration).
- The rate of alcohol impairment among drivers involved in fatal crashes was four times higher at night than during the day.

Goals

- To reduce the number Alcohol and other drug-related crashes, injuries, and fatalities.
- To reduce the number of DUI-related crashes where the driver is under age 21.

Objectives

- Reduce the number of alcohol-related fatalities per 100 VMT (Based on FARS 2006 estimates) from 0.71 DWI-related fatalities per 100M VMT to 0.65 DWI-related fatalities per 100M VMT by September 30, 2009.
- Reduce the number of DUI-related (alcohol or other drugs) KAB crashes from 3.58 DUI-related (alcohol or other drugs) KAB crashes per 100M VMT in 2007 to 3.06 DUI-related (alcohol or other drugs) KAB crashes per 100M VMT by September 30, 2009.
- Reduce the number of 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 from 69.99 per 100,000 population in 2007 to 56.07 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds by September 30, 2009.
- Reduce the number of DUI-related (alcohol or other drugs) fatalities per 100M VMT from 0.44 per 100M VMT in 2007 (CRIS) to 0.43 DWI-related (alcohol or other drugs) fatalities per 100M VMT by September 30, 2009.

- Reduce the number of DUI-related (alcohol or other drugs) serious injuries per 100M VMT from 4.59 DUI-related (alcohol or other drugs) serious injuries per 100M VMT in 2007 to 4.17 DUI-related (alcohol or other drugs) serious injuries per 100M VMT by September 30, 2009.

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
- Require the following four additional enforcement efforts during Christmas/New Years (December 19, 2008 – January 4, 2009), Spring Break (March 6-22, 2009), Independence Day (June 26-30 and July 1-5, 2009) and participation in the 2009 National Labor Day Impaired "Driving Crackdown (August 21 – September 7, 2009) for all law enforcement agencies funded with Section 410 funding.

Tasks/Project Descriptions

Project Number: 090223 Underage Drinking

Project Title: Sub Task C: Community Assistance

Project Description:

Driving Jacks, a volunteer student program at Stephan F. Austin University, will implement a project which will provide safe and free rides to anyone rendered incapable of driving their vehicle. The members in the Driving Jacks office at Stephan F. Austin University, act as dispatchers for the drivers of the cars. A male and female member of Driving Jacks goes in each car. One will be as the navigator, and the other will be the driver. As patrons call into the office to get a ride, the workers will notify the Driving Jacks car and a pick up will be made. The rest of the members go from bar to bar each night handing out flyers and acting as a walking advertisement for their service. They notify people at bars that the free and safe service is available to anyone. Driving Jacks is comprised of over 90 student volunteers. An estimated 1500 individuals will be provided with a safe ride home. Each of these students pledges to work two nights per month. The service is available Thursday – Saturday night.

Project Number: 090223 Underage Drinking

Project Title: Sub Task F: Education

Project Description:

Project Celebration Mini-Grants are state-funded grants to approximately 575 high schools to assist in sponsoring alcohol free events around prom and graduation time.

The Travis County Comprehensive Underage Drinking Prevention Program (UDPP) is an award-winning project and the only one of its kind in the state of Texas. The project offers education and peer-to-peer interaction to reduce underage alcohol consumption. 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 high schools and middle schools in which the project will expand to participate in 40 community events in Hays (5), Williamson, (5) and Travis County (30). UDPP will present “Why Risk It” to 180 high schools and “Busted” to 280 middle schools. Additionally, monthly statistics for MIP and DWI arrests, crashes, offenses, injuries and fatalities on youth 21 will be reported. The project will also conduct a year round public information and education (PI&E) underage drinking campaign in the tri-county area.

The Texas Alcoholic Beverage Commission (TABC) Shattered Dreams is an educational program that focuses on high school students and impacts the community as a whole. Parents are encouraged to become a part of the planning process. Community involvement includes local and state law enforcement officers who often accept the leadership roles when planning the mock crash. Local emergency services participate with ambulance rides and medical flights to area trauma centers and members of the judiciary often participate in the mock trial. This project will award 30 Shattered Dreams mini-grants to Texas high schools, provide hosting/making available educational mini-seminars to 800 parents across the state, develop, produce and distribute 11,500 items of Shattered Dreams/hosting educational materials to students and develop, produce and distribute 8,000 items of Shattered Dreams/hosting promotional materials to adults to educate them on underage drinking laws.

The Hillcrest Baptist Medical Center TeenSafe Traffic Educational Program is a traffic safety educational program for pre-teens and teens which promote education, responsibility, and empowerment concerning traffic safety for preteens, teens, parents, schools and communities in Central Texas. TeenSafe targets youth 10-19 years of age and their parents in Bell, Bosque, Coryell, Falls, Hill, Limestone and McLennan counties. TeenSafe coordinates closely with schools and youth groups in providing these programs, and collaborates with law enforcement, fire departments, EMS, schools and other non-profits in communicating teen traffic safety. TeenSafe will continue offering "Smashed, Toxic Tales of Teens and Alcohol," to schools and youth groups. The TeenSafe program will also continue to assist in the "Shattered Dreams" program. TeenSafe is adding parent/caregiver education because youth state their parent's opinions matter. Parents are in need of tools and education as well as the youth. A newsletter about risky driving behavior will be distributed to local schools, law enforcement, community members and other advocates in the fall and spring and posted on the TeenSafe website which will be developed. The Reality Education for Drivers (RED) program is a one day hospital based injury prevention program targeted at juveniles (ages 15 – 19) identified through the court system exhibiting risky traffic behavior, endangering themselves and others. Participants (along with their parents) will be given a traffic safety seminar including the dangers of drunk driving and a tour of emergency room and intensive care to see first hand the impairment they could suffer. TeenSafe will also conduct a prom safety campaign that includes collaboration with local tuxedo shops & florists the distribution of prom safety tip sheets in tuxedo pockets, corsages, & boutonniere's.

Project Number: 090223 Underage Drinking

Project Title: Sub Task G: Enforcement

Project Description:

Brazos County will continue the Brazos County Underage Drinking Prevention and Enforcement project. The project's 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, conduct 34 administrative investigations and 38 criminal investigations of establishments that sell or service alcohol to minors, conduct 6 criminal investigations of driving under the influence by a minor, and conduct 60 minor stings targeting those who provide alcohol to minors, complete 160 investigations and cases on minors who possess alcohol and complete 30 investigations and criminal cases on those who make alcohol available to a minor. Two Public Service Announcements (PSAs) will be produced illustrating the legal consequences of making alcohol available to minors. The Brazos County Attorney's Office continues to place efforts and expand the operational scope of the Regional Alcohol Task Force. Brazos County has current memorandums of understanding with Brazos, Burleson, Grimes, Leon, Madison, Robertson, and Washington counties. The task force places undercover personnel and peace officers on the street and in licensed premises to target establishments and individuals who provide alcohol to minors. It deploys a combination of officers, undercover minors, and undercover video operators working variable shifts during the times and days when minors are known to obtain alcoholic beverages. By targeting underage drinking and driving at the point of sale/acquisition, this program will continue to decrease the number of alcohol related crashes by persons under 21.

Project Number: 090223 Underage Drinking

Project Title: Sub Task L: Media

Project Description:

The College Whos Driving Tonight Integrated Marketing Campaign will provide a paid media campaign in markets that includes our state's major colleges and universities. The campaign focus

will be 18-24 year olds. The project will continue a public education campaign with messaging that targets college students to promote the importance of finding a safe ride home if they've been drinking. New creative materials will build on the "Who's Driving Tonight?" theme launched in 2007. A news release in English and Spanish will be produced and distributed following the media event. Media includes a Harlingen wallpaper wrap at the airport and an internet web buy.

Project Number: 090223 Underage Drinking

Project Title: Sub Task Z: Training

Project Description:

The University of Houston-Downtown Underage Drinking Task Force Training project will train 100 Texas peace officers in ten courses on underage drinking task forces. The project will use copyrighted training curriculum that will prepare local law enforcement officers to create and manage a regional underage drinking task force. These task forces will integrate local law enforcement officers with agents of the Texas Alcoholic Beverage Commission and enforce Texas' current underage drinking laws at the point of alcohol sale or acquisition. Officers will learn how to conduct sale-to-minor and making-alcohol- available sting operations. Officers will also learn how to conduct operations focused on detecting fictitious driver's licenses and persons who use, sell or manufacture them. Upon completion of this training, participants will have an understanding of the Texas statewide alcohol program and the role that local community-based enforcement programs play in achieving the program's goals.

Project Number: 090201 Adult Alcohol Programs

Project Title: Sub Task C: Community Assistance

Project Description:

San Antonio Council on Alcohol and Drug Abuse (SACADA) Drinking and Driving project will conduct an annual needs assessment in regards to alcohol's impact on the community which will result in implementing strategies to address drinking and driving. The council will educate the community through public information and education campaigns for the holiday, spring and summer and media on the impact of alcohol-related incidents in Bexar County and its residents. The media activities will be in English and Spanish. Some of the media activities include disseminating 100,000 drinking and driving materials, producing PSAs, utilizing billboards for drinking and driving messages, inserting safety messages in utility bills, and providing information for Fiesta attendees about drinking and driving. This project will conduct 1,000 drinking and driving presentations. The council will establish relationships with stakeholders and train stakeholders to provide education. SACADA will attend and participate in coalition meetings with the Circles of San Antonio Community Coalition (COSACC), Traffic Jam Coalition, and the Bexar County DWI Task Force to coordinate efforts of each agency for the purpose of decreasing DWI fatalities.

Project Number: 090201 Adult Alcohol Programs

Project Title: Sub Task E: DWI Processing

Project Description:

The Harris County District Attorney Search Warrants Stop Drunk Drivers project is meant to enable nurses and search-warrant attorneys to work more closely with the law enforcement agencies. Although prior "No Refusal" nights have been geared toward Harris County and the Houston Police Department, the proposed program will not be limited to those agencies. This program will provide the ability to obtain search warrants and have judges sign those warrants for all Harris County

agencies as well as law enforcement agencies in surrounding counties resulting in an area wide traffic safety net. This project will allow the expansion of these "No Refusal Weekends," which currently depend on volunteers and sporadic donations. On any given night when the program is in effect, the attorneys will obtain blood-draw search warrants in every DWI arrest where the suspect refuses to provide a sample of blood or breath. This will produce a significant deterrent effect throughout the potential DWI community and thereby result in fewer fatalities caused by DWI drivers. In addition it is going to allow a fuller institution of this program, expanding it to approximately 56 of the most dangerous driving days from the hours of 10:00 p.m. to 6:00 a.m. on weekdays and from 2:00 p.m. until 6:00 a.m. on weekends. These are the peak hours for DWI-related crimes, and therefore providing staffing during those hours should have the greatest impact on the problem.

Project Number: 090201 Adult Alcohol Programs

Project Title: Sub Task F: Education

Project Description:

This is the third year of the Mothers Against Drunk Driving (MADD) community based drunk driving campaign titled Take the Wheel and Reduce Alcohol-Related Crashes in Harris County. The program is the community arm of MADD's Campaign to Eliminate Drunk Driving which includes programs that support law enforcement, enhance the prosecution processes of drunk drivers, extend MADD's life saving messages into more diverse communities and strives to prevent underage drinking. The purpose of this project is to significantly reduce drunk driving fatalities by collaboratively engaging local government, law enforcement, safety advocates, the business sector and the diverse community in programs to support law enforcement, enhance prosecution and extend MADD's life saving message into Harris County. As part of the effort, MADD will conduct a Law enforcement Symposium/Award Recognition Event for outstanding service by officers, conduct 20 Roll Call briefings with Law Enforcement agencies to coordinate better law enforcement efforts, develop campaign materials suitable for outreach in diverse communities, exhibit and educate community leaders about technology applications at a technology symposium to stop drunk driving, enroll 20 volunteers to train and serve in the court monitoring program in Harris county, implement monitoring of 660 DUI cases, conduct 4 speaker bureau trainings and conduct 2 Adult Coordinator Training for youth in action.

The Texas Alcohol Beverage Commission (TABC) Managers Awareness Program (MAP) will conduct a public information and education initiative 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 refinement of the Managers Awareness Program (MAP) that addresses DWI prevention issues as an alternative to administrative sanctions for those retailers observed selling alcoholic beverages to intoxicate persons; (2) The distribution of educational materials to retailers during the course of minor sting operations and other events; (3) Cross comparison of data to measure compliance rates and minor sting compliance rates; and (4) The development and production of PI&E materials specifically targeting alcoholic beverage retailers, their managers and employees. Grant funding will be for the production of PI&E materials and for the agent extra-duty hours required for classroom instruction of MAP. TABC will conduct 5,200-10,000 minor sting compliance checks, train 2,000 retail managers about the Alcoholic Beverage Laws (200 classes) and provide 42,000 pieces of MAP PI&E materials to licensed retailers across the state to increase compliance.

The Impaired Driving Training Initiatives - Drug Evaluation and Classification Program (DECP); Advanced Roadside Impaired Driving Enforcement Program (ARIDE); The Drug Impairment for Educational Professionals Program (DITEP) is Sam Houston State University's (SHSU) Criminal Justice Center's (CJC) training project for alcohol and other drug recognition courses. DECP 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. A minimum of 60 officers will be trained as drug recognition experts (DRE), and a minimum of 12 DRE officers will be trained as DRE 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. ARIDE is a 16 hour training program, which bridges the gap between SFST and DECP training and provides a level of awareness to law enforcement and other criminal justice professionals with the tools to better recognize drug impairment alone or in combination with alcohol. A minimum of four (4) ARIDE courses will train a minimum of 220 officers in this new NHTSA pilot project. DITEP will provide school personnel working with students of legal driving age the training needed to identify and document the drug and/or alcohol impaired student. A minimum of 500 secondary educational professionals will be trained in the NHTSA/IACP approved DITEP training and ten DRE instructors will be trained as instructors in the DITEP curriculum. A 4 hour web-based curriculum of the DRE recertification course will be developed. DRE instructors may assist with training during TDCAA regional conferences and at the annual Municipal Court Judges Conference. This project may generate program income. Any income generated will be used to further the project objectives.

The Texas District and County Attorneys Association (TDCAA) will continue to house a DWI Resource Prosecutor project to provide additional resources and training 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. The Resource Prosecutor will distribute copies of the TDCAA Intoxication Manslaughter publications to 250 prosecutors and officers at the Intoxication Manslaughter school and to every felony prosecutor in the state, train a minimum of 1,350 prosecutors and police officers in regional workshops and provide a copy of TDCAA's DWI Investigation and Prosecution manual and TDCAA's Traffic Stops publication to each. DWI issues and best practices nationally and in Texas will be monitored, four articles will be published, federal and state DWI cases on appeal will be monitored and case notes on important DWI appellate decisions prepared and distributed. Three hundred (300) new Prosecutors will be trained at TDCAA's Basic Trial Skills Seminars and 30 prosecutors and prosecutor support staff will be trained at TDCAA Train-the-Trainer Course. New web resources will be prepared and four (4) presentations will be presented for other impaired driving partners.

The Texas Center for the Judiciary (TCJ) Texas Judicial College for the Study of Alcohol and Other Drugs and Texas Judicial Resource Liaison project will continue to develop, implement and conduct a Texas Judicial College for the Study of Alcohol and Other Drugs. The College will include an Administrative Law Judge Training Track. One (1) DWI Court training for judicial teams will be conducted by the Judicial Resource Liaison (JRL). The JRL will develop and present statutory requirement/interlock training prior to the Criminal Justice Conference and will identify Innovative DWI Model Courts. The Judicial Resource Liaison will provide technical assistance, will monitor existing DWI courts and provide training, update and maintain all web resources and serve as a liaison between judiciary, TxDOT, NHTSA and impaired driving partners. Three (3) judicial specific presentations (including SFST/DRE/ignition interlock/statutory requirements) will be presented. A CD and interactive training materials will be developed and will include a DWI Interactive trial and online DWI Court team Orientation. An annual meeting of DWI-related partners will be coordinated. The JRL will write Four (4) articles for judiciary, prosecution and law enforcement publications. The Texas Center for the Judiciary (TCJ) and JRL will develop a dialog with Texas colleges/universities, Texas Alcoholic Beverage Commission and other stakeholders to learn how each handles violations

and campus alcohol/drug policies. JRL and TJC will explore how they might offer assistance and training to improve campus adjudication in order to contribute to decreasing underage drinking/driving and reduce DWI-related crashes and injuries and fatalities. JRL and TCJ will initiate a dialogue with DWI Courts in those counties with high alcohol-related fatalities and high rates of fatalities. From these, one or more "Innovative DWI Model Court" will be selected based on recidivism rates, evaluation of treatment options and resources.

The Texas Municipal Courts Education Center's (TMCEC) Municipal Traffic Safety Initiative project will provide training and support materials for a minimum of 1,300 municipal judges via presentations, newsletter articles, and TMCEC web site. The project will focus on the offenses involving traffic safety, particularly distracted driving, foreign drivers, and minors/juveniles driving under the influence. Courses will be offered at the two TMCEC conferences for new, non-attorney judges, as well as the nine regional conferences for experienced judges. A nationally recognized curriculum developed by the Judicial Division National Conference of Specialized Courts of the American Bar Association will be offered to judges who want advanced training on traffic safety. Courses will also be developed for court support personnel, including clerks, prosecutors, bailiffs, warrant officers, and marshals on traffic safety issues that arise in municipal courts. Using the train-the-trainer model, TMCEC will develop a team of six faculty members who will offer three (3) traffic safety courses at seminars co-sponsored by four (4) local courts. Topics to be included are: The Important Role of Municipal Courts in Traffic Safety; The Transportation Code: Rules of the Road; Driving Safety and Deferred Options; and Commercial Drivers Licenses and Masking. This project will offer a statewide conference for municipal stakeholders (judges, clerks, prosecutors, and city officials) on traffic-related issues, focusing on best practices and model programs. Using materials developed by TxDOT and the TMCEC staff and faculty, an educational campaign for municipal judges and court support personnel in 827 Texas cities will be designed emphasizing the importance of traffic safety as a high priority for their city and the important role that municipal courts play in safeguarding the local quality of life. Courts will be encouraged to educate local officials and the public about the importance of traffic safety. This will be accomplished by providing sample speeches and handouts, as well as recognition of local efforts via an awards program. The TMCEC web site and newsletter will be used to reinforce what is taught in the training and PI&E programs. Feature articles on traffic safety, recent statistics, and course materials from the regional conferences, fact sheets, sample speeches, and handouts will be placed on the website for easy access by the TMCEC constituency. This project may generate program income. Any income generated will be used to further the project objectives.

The Texas Justice Court Training Center, Justice Court Traffic Safety Initiative project, will educate justices of the peace in magistrating the DWI defendant, performing inquests on roadside fatalities, and in adjudicating juvenile alcohol/traffic defendants in an effective manner; will utilize the Justices of the Peace in community outreach to educate the general public regarding drinking and driving and juvenile drinking, and implement a cohesive system of dealing with DWI offenders and juveniles as a county priority on a statewide basis. The program will provide training and support materials for a minimum of 1,330 justices of the peace. A magistrating field guide and course will be developed and presented to 800 judges statewide. Three (3) traffic safety newsletter articles and one additional full newsletter addressing DWI, traffic safety and how they impact JPs will be developed. A website dealing with issues relating to DWI and JPs will be developed. Educational materials will be developed and distributed to JPs for them to use in making presentations to the public.

The Texas Association of Counties (TAC) Rural Judges DWI Court Pilot Project, will continue to 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 assign an experienced, retired County Judge to serve as director of the project who will also serve as ex officio member of the County Judges Education Committee at a minimum of four meetings and conduct a stakeholders meeting. The project will create, update and provide specific curriculum to rural County Judges, 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 DWI court website and judicial listserver will be maintained, four interim appointed judges will be trained, 8 local DWI court workshops will be produced for 64 participants, and one set of DWI court promotional materials will be sent to 170 judges to solicit judges for DWI court training. The project will continue conducting a written survey of the 170 judges serving target counties to identify DWI problem areas, design and update training and other resources, provide a minimum of two SFST and two DRE overview presentations, recruit and train a minimum of 10 county judges for the DWI Court Pilot project, prepare four articles, develop general session and breakout curriculum for delivery at a minimum of two statewide and four regional judicial conferences and develop and update one interactive bench book.

Project Number: 090201 Adult Alcohol Programs

Project Title: Sub Task G: Enforcement

Project Description:

One community, Eagle Pass, will conduct a 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. This agency will conduct sustained enforcement for DWI during the grant year. DWI enforcement will also be conducted under some STEP Comprehensive and STEP Waves in the PTS program area.

Forty communities will conduct STEP Impaired Driving Mobilizations (IDMs). These projects will conduct quarterly enforcement mobilizations: Christmas/New Years (December 19, 2008 – January 4, 2009), Spring Break (March 6-22, 2009), Independence Day (June 26-30 and July 1-5, 2009) and participation in the 2009 National Labor Day Impaired “Driving Crackdown (August 21 – September 7, 2009). The efforts will consist of coordinated enforcement efforts and earned media activities.

A total of twenty equipment incentives will be provided in order to generate participation from law enforcement agencies in the Impaired Driving Mobilization. Ten funded agencies and ten non-funded agencies that do not have STEP grants 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.

Project Number: 090201 Adult Alcohol Programs

Project Title: Sub Task O: Public Information Campaign

Project Description:

Texas Department of Transportation will use federal funds to implement an Adult Drinker Public Information campaign that targets impairment by persons under 34 years of age. 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. Additionally 53 billboard vinyl’s and 370 pump topper placards, promoting the “Drink. Drive. Go to Jail” holiday campaign will be produced. The campaign will be promoted by securing promotional opportunities with 25 radio stations statewide during the campaign period. The campaign is aimed to reduce driving while intoxicated during the holiday season between Thanksgiving and New Years. 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 and will target driving by persons under 34 years of age. 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 K8PM. Measures that will be used to assess message recognition are awareness surveys which include telephone calls, mailouts and the internet. Also, focus groups will be conducted.

Project Number: 090201 Adult Alcohol Programs

Project Title: Sub Task Z: Training

Project Description:

The University of Houston-Downtown Mobile Video Instructor Training Course will continue to train a minimum of 225 law enforcement officers as mobile video instructors in a minimum of nine mobile video classes on the legal and procedural use of in-car mobile video recording equipment. Emphasis is placed on driving-while-intoxicated-investigations, vehicle positioning and lighting, equipment selection and operations, officer safety and other related topics. 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.

Project Number: 090204 Education and Training

Project Title: Sub Task Z: Training

Project Description:

The Texas Transportation Institute Alcohol and other Drug Traffic Safety Training Program for Adult and Juvenile Probation Officers will train and prepare Texas adult and juvenile probation officers to be better able to deal with persons who are on probation for alcohol/drug related offenses (especially those related to traffic safety). The project will provide accurate information to aid Texas adult and juvenile probation officers to make referrals for probationers who have alcohol/drug abuse problems and reduce alcohol/drug recidivism of probationers. Five (5) instructors will be trained in a traffic alcohol /drug education program with newly developed activities. These instructors will then train 90 probation officers. A post training evaluation will be conducted of the activities.

The Texas Transportation Institute Alcohol and Drug Expert Witness Program to Assist Prosecutors will prepare and assist alcohol and other drug traffic prosecutors throughout Texas through this pilot training program which will involve gathering information from prosecutors on their specific needs, developing a pilot training curriculum, as well as identification and selection of 15 professionals to receive the training. The potential curriculum areas include research on alcohol effects on driving, case analysis skills and techniques, working with attorneys and judges, case preparation, testimony and cross-examination, and defense expert witness cross examination. In addition, 300 DWI Prosecutors will be trained in use of Expert Witness at TDCAA Training sessions.

Project Number: 090206 Evaluation

Project Title: Sub Task H: Evaluation

Project Description:

The Texas Transportation Institute (TTI) will conduct a project on Evaluation of Efforts to Improve Blood Alcohol Concentration (BAC) Reporting in Texas to determine the remaining barriers to testing and reporting BACs and other toxicology results for fatally injured drivers and pedestrians as well as surviving drivers in fatal crashes in Texas. A new law was passed effective September 1, 2007 requiring Medical Examiners (MEs) and JPs to report toxicology results to the Crash Records

Bureau for inclusion in the Crash Records Reporting System (CRIS). An assessment of compliance by each of the ME Offices with their stated plans to submit toxicology results for all fatally injured drivers and pedestrians will be conducted. Additional work with the Texas Justice Courts Training Center will ensure that all JPs are informed about their duty to report the toxicology results for fatally injured drivers and pedestrians to CRIS. Written policies and procedures that provide instructions to JPs for submitting toxicology information to DPS will be included in the routine training curriculum for new JPs and the next update of the Justice of the Peace Manual. The baseline rate of reporting BAC results to the Crash Records Information System (CRIS) in Texas will be determined. An assessment of compliance by all agencies and entities with plans to submit toxicology results will be addressed in FY09. The project will evaluate how these improvement efforts may have affected the rate of BAC reporting for FY08, and what problems in reporting BAC results to CRIS might remain for MEs, JPs, law enforcement officers, and the DPS Crime Lab. It will be essential to contact MEs, JPs, and the DPS Crime Lab again to identify remaining problems experienced by these agencies and persons with reporting the information.

The Texas Transportation Institute (TTI) will conduct a project entitled Evaluation of Efforts to Assess and improve the Ignition Interlock Program in Texas. This project will use the findings from FY08 activities and efforts to see where improvements to the various components of the interlock program might provide for a more successful program in the future. Documentation of the flow of information within the ignition interlock program conducted in FY08 will provide a framework for changes in the scope and oversight of the program in Texas in FY09. By comparing re-arrest rates for offenders not assigned to the interlock program with those of offenders who participated in the interlock program, the FY08 findings represent the first time that any measurement of the effectiveness of the ignition interlock program as a DWI countermeasure in Texas has been conducted. Documentation of information obtained from all agencies in the FY08 study will be used to further assess the integrity of the reporting and database systems maintained by the courts, probation, DPS Driver Improvement Bureau, and interlock vendors. Feedback from all agencies and associations obtained in the FY08 study will assist in determining where additional education (or other remedy) may be necessary for program improvement, and what additional improvements might be made.

The FY09 project will continue to identify additional legal and practical barriers to implementing a more successful ignition interlock program for DWI offenders in Texas. A written report and Executive Summary of the study findings will be provided. The FY09 project will continue to identify additional legal and practical barriers to implement a more successful ignition interlock program for DWI offenders in Texas. Changes in training for all levels of attorneys will be identified: Texas District & County Attorneys Association, Texas Association of Counties, Texas Center for the Judiciary, Texas Justice Center, and Texas Municipal Courts Association. Five meetings will be conducted with entities providing education for judges and attorneys at each court level, and 4 meetings will be conducted with DPS regarding changes to ignition interlock program.

Project Number: 090219 Statewide DWI Planning

Project Title: Sub Task M: Planning

Project Description:

The Texas Transportation Institute (TTI) Technical Assistance and Working Group Facilitation for the Alcohol and Other Drug Countermeasures Program will continue the use of the Statewide Impaired Driving Working Group which consists of representatives from appropriate state agencies as well as statewide organizations with direct ties to the DWI issue. The Working Group will prioritize issues previously identified by TxDOT's Alcohol Planning Committee as well as other state/district level traffic safety professionals and take action related to specific challenges. In order to ensure the products of the Working Group are beneficial, TTI will coordinate the Working Group and develop

'white papers' or policy statements along with ad hoc data analysis. The Working Group will convene in Austin at least two times during the grant year. Additional forums or meetings will be conducted between meetings to address specific challenges or issues. After Action Reports (AARs) will be issued after each meeting detailing specific action items, along with a summary of completed items and plans for the next performance period.

Working Group activities will include, but are not be limited to the following: (1) Work with the Department and Texas Commission on Law Enforcement Officer Standards and Education (TCLEOSE) personnel to provide technical assistance in order to update requirements for Standardized Field Sobriety Testing (SFST); (2) Work with traffic safety professionals to promote and implement the National Highway Traffic Safety Administration (NHTSA) Advance Roadside Impaired Driving Enforcement (ARIDE) course to law enforcement agencies in the state; (3) Work with other program partners and agencies to identify data and toxicology reporting issues (Department of Public Safety (DPS), Justice of the Peace (JPs), Medical Examiners (MEs), law enforcement officers, etc.) and (4) Work with the Department and other identified partners to provide technical assistance in the development of strategies and project ideas to address the gaps identified through the NHTSA Alcohol Program Self-Assessment process.

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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 Texas counties served by the Commission on State Emergency Communications. Ideally, when the 911 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 12.97 minutes in 2004 (DSHS) to 11.1 minutes by September 30, 2009.
- Decrease EMS response time to motor vehicle crashes in frontier areas from 18.99 minutes (DSHS) in 2004 to 13.95 minutes by September 30, 2009.

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: 090304 Education and Training**Project Title: Sub Task Z: Training****Project Description:**

The Rural/Frontier EMS Education Training project will be conducted by the Texas Engineering Extension Service – Emergency Service and Training Institute (ESTI). This project will improve pre-hospital care response in rural and frontier areas through improved accessibility of training and improved EMS involvement in local communities. The EMS training project will:

- Train 500 students in Continuing Education classes including ITLS (international trauma life support)/PHTLS (pre-hospital trauma life support), pediatric ITLS, Traumatic Brain Injury Training, ITLS extraction and Emergency Vehicle Operations training
- Train 180 EMS students with Refresher training for Recertification including ECA (Emergency Care Attendant), EMT-B (Emergency Medical Technician-Basic, EMT-I (Intermediate Emergency Medical Technician) and Paramedic refresher courses
- Train 100 participants as instructors in these classes Including PHTLS/ITLS, EVOC, EMD, PEPP, GEMS, ACLS, and PALS
- Train 475 students in initial certification training for EMS providers and communicators
- Implement 4 Health and Safety fairs to increase EMS involvement in local community by conducting RAC/COG/Community health sponsored events

FY 2009										Page 1 of 1			
EMERGENCY MEDICAL SERVICES										(Dollars in Thousands)			
Budget Module:										<u>STATE</u>			
EM-03										Texas			
TASK TITLE	# of Proj	TOTAL	Federal						STATE MATCH	PROGRAM INCOME	LOCAL MATCH	Fed. 402 To Local	
			402	405	406	408	410	2010					
09-03-04 EDUCATION													
Sub Task Z: Training	1	1,395.9			936.6						459.3		
	1	1,395.9			936.6						459.3		

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MOTORCYCLE SAFETY PROGRAM AREA – 04

Problem Identification

FARS reports that in 2006, that there were 346 motorcycle occupant fatalities in Texas. CRIS reports that in 2007, there were 406 motorcycle occupant fatalities in Texas. FARS reports that there were 4,810 motorcycle occupant fatalities nationwide in 2006; an increase of 5% over the 4,576 motorcyclists killed in 2005. There were 88,000 motorcyclists injured nationwide during 2006. Fatalities among motorcycle riders have increased by more than 127% since 1997. In 2006, 65% of fatally injured motorcycle riders were not wearing a helmet in states without all-rider helmet laws, compared with only 13% in states with all-rider helmet laws (NHTSA, 2007).

The 346 fatalities represented approximately 10% of the total motor vehicle fatalities in Texas. Of those Texas motorcycle occupant fatalities, 63.3% were not helmeted. Of those motorcyclists fatally injured in 2006, 154 had a BAC equal or greater than .01. A motorcycle helmet is not required by law in Texas for riders 21 and older meeting training or insurance requirements.

Helmets are estimated to be 37-percent effective in preventing fatal injuries to motorcyclists. Helmet usage nationally has declined by 20 percentage points over 5 years from 71 percent in 2000 to 51 percent in 2006. Per vehicle mile traveled in 2006, motorcyclists were about 35 times more likely than passenger car occupants to die in a traffic crash and 8 more times more likely to be injured (Traffic Safety Facts 2006, Motorcycles, NHTSA National Center for Statistics and Analysis).

Goal

- To reduce the number of motorcyclist fatalities.

Objective

- Reduce the number of motorcyclist fatalities from 346 in 2006 to no more than 336 by September 30, 2009.

Strategies

- Increase rider education and training.
- Increase enforcement of existing helmet law for riders and passengers under 21.
- Improve public information and education on motorcycle safety including 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: 090408 Motorcycle Safety

Project Title: Sub Task F: Education

Project Description:

The Texas Transportation Institute (TTI) will conduct the Texas Law Enforcement Motorcycle Safety Awareness and Enforcement Training Course. This project will develop a curriculum for a training program designed to increase awareness among Texas law enforcement officers about motorcycle safety issues and the specific enforcement efforts that can be undertaken to reduce motorcycle crashes and related injuries and fatalities in their communities. The initial year of the project will include identifying the current level of knowledge of motorcycle safety among law enforcement officers, both motor and non-motor officers, and non enforcement issues, through surveys. The survey results will be summarized and used to aid in the development of the focus groups. Next, four focus groups of 6-10 law enforcement participants each, will be conducted in areas with the highest number of motorcyclist fatalities. The focus group findings will be combined with the survey results and used to develop a draft curriculum for Year 1. The Law Enforcement Motorcycle Safety Awareness and Enforcement Training Course will be fully developed and pilot tested in Year 2 and implemented in Year 3.

Project Number: 090408 Motorcycle Safety

Project Title: Sub Task I: Identification and Analysis

Project Description:

The Texas Transportation Institute (TTI) will conduct the Statewide Coordination of Motorcycle Safety Initiatives by coordinating activities of a statewide motorcycle safety working group which will implement strategies to reduce motorcycle injuries and deaths in Texas. TTI will facilitate the formation of the Texas Motorcycle Safety Working Group (TMSWG), coordinate meetings and activities, provide technical assistance as required, and provide ad hoc data analysis. The TMSWG will include representatives with interests in motorcycle safety such as TxDOT, TxDPS, rider groups, individual riders, rider trainers, law enforcement, engineers, licensing authorities, dealers and state dealer organizations, military, injury prevention, educators, etc.

Project Number: 090408 Motorcycle Safety

Project Title: Sub Task S: Statewide Media Campaigns

Project Description:

The Texas Transportation Institute (TTI) will conduct the Motorists Awareness of Motorcycles (MAM) Campaign Implementation project. The project will implement a statewide motorist awareness of motorcyclists campaign using event, outdoor, and broadcast outreach; media materials, radio and television public service announcements, designs for outdoor billboards, bus wraps, event display booth and the purchase of several promotional giveaway items to increase motorist awareness of motorcyclists.

MOTORCYCLE SAFETY			FY 2009 Budget Module: MC-04						Page 1 of 1 (Dollars in Thousands)			
			TASK TITLE	# of Proj	TOTAL	Federal					STATE Texas	
402	405	406				408	410	2010	STATE MATCH	PROGRAM INCOME	LOCAL MATCH	Fed. 402 To Local
09-04-08 MOTORCYCLE SAFETY												
Sub Task F: Education	1	105.1	94.5									10.6
Sub Task I: Identification and Analysis	1	33.9	30.5									3.4
Sub Task S: Statewide Media Campaign	1	270.8						243.3				27.5
	3	409.8	125.0					243.3				41.5

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OCCUPANT PROTECTION PROGRAM AREA - 05

Problem Identification

Results of the 2008 safety belt surveys show 91.24 percent of drivers and front seat passengers in Texas were properly restrained. There were 82 percent of Texas children ages 0-4 years restrained in 2007. 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 2007 Texas Transportation Institute survey, parents and caregivers were observed allowing children to ride in their laps 1.5 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 91.24 percent in 2008 to 93.25 percent by September 30, 2009.
- Increase occupant restraint use in all passenger vehicles and trucks for children ages 5-16 from 58.2 percent in 2007 to 71.0 percent by September 30, 2009.
- Increase the child passenger safety use rate from 82.0 percent in 2007 to 83.5 percent in all passenger vehicles and trucks for children ages 0-4 by September 30, 2009.

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: 090503 Child Passenger Safety

Project Title: Sub Task F: Education

Project Description:

The Texas AgriLife Extension Service 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 events to expand the reach into this large population. Passenger Safety will conduct two NHTSA 32-hour technician training classes. The trainings will have an emphasis on training firefighters/EMS and law enforcement. In addition, one (1) 8-hour NHTSA Certification Renewal Course will be conducted for those technicians whose certification has lapsed. The project will conduct eight (8) checkup events and continue to market and implement a CPS online course for childcare providers. Passenger Safety will reach over 38,000 teens with information on occupant protection through sponsorship of the annual 4-H Round-up Statewide Safety Contest. Teens will be encouraged to promote traffic safety to other teens through research and demonstration methods. Passenger Safety's Teen Traffic Safety Project Guide will be distributed via the project web site.

The Statewide Child Passenger Safety (CPS) Education and Distribution Program, managed by the Department of State Health Services *Safe Riders* program, will distribute over 13,000 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 6 fitting clinics/check up events. The goal is to have 80 child safety seat distribution programs in place in FY 2009. 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 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 18 checkup events and 7 fitting stations, educate parents and children at these fitting stations, distribute 450 safety seats and maintain 20 CPS educational display areas throughout the service area. The Texas Children's Hospital project, Increasing Child Restraint Use in Greater Houston, will conduct 15 checkup events, teach two (2) CPS NHTSA 32-hour technician classes training 40 technicians, educate 800 parents, distribute 780 safety seats, and 100,000 educational materials. This project may generate program income. Any income generated will be used to further the project objectives.

The Texans in Motion project, Kids In Safety Seats, will conduct 24 checkup events in eleven counties, establish one (1) permanent fitting station, educate parents, distribute 700 safety seats and 4,000 educational brochures in 11 target counties, host one CPS NHTSA 32-hour technician class and provide materials and training to law enforcement and legal professionals to increase understanding of CPS non/misuse. The Injury Prevention Center of Greater Dallas (IPC), Child Passenger Safety fitting Stations project will conduct 96 child passenger safety seat fitting stations,

conduct one (1) CPS NHTSA 32-hour technician class, distribute 400 child safety seats, and distribute two (2) media releases to increase the awareness of child passenger safety. The Scott and White Memorial Hospital project, Bell County Child Safety Initiative, will conduct 4 checkup events, 40 CPS education classes for parents, 20 passenger safety classes for elementary, pre-school and head start students and 8 inservice classes for Scott and White Hospital staff and local EMS services on child passenger safety. The Thomason Hospital's project, Rural County Occupant Protection Program, will distribute 960 safety seats, conduct three (3) CPS NHTSA 32-hour technician classes, conduct 48 CPS inspection events, and conduct 12 meetings with fire, police, and sheriff's departments to increase CPS awareness and provide training.

The Texas Transportation Institute's project, Increase Safety Belt Use by "Tweens", will be conducted in the Bryan TxDOT District. The project will evaluate 8 middle schools and intermediate schools for student safety belt usage by conducting observational surveys at drop-off and pick-up points. In addition, the project will produce occupant protection educational materials for parents of "tweens". These educational materials will be distributed through the schools. A second round of surveys will be conducted at a later point to determine if any change in behavior has occurred.

Project Number: 090511 Occupant Protection Surveys

Project Title: Sub Task P: Safety Belt/CPS Use Surveys

Project Description:

Texas Transportation Institute will conduct Observational Surveys of Restraint Use and Motorcycle Helmet Use in Texas. The annual statewide safety belt use survey will be conducted 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.

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.

Texas Transportation Institute (TTI) will conduct a Increasing Night-time Safety Belt Use project in conjunction with TxDOT. TTI will conduct surveys in the 10 major cities where Click It Or Ticket (CIOT) mobilizations are planned during FY09. Prior to any campaign earned or paid media activity, TTI will conduct observational surveys during daytime and nighttime conditions in the 10 communities. Follow-up surveys during the mobilization period and after the mobilization period will be conducted to show the effects of the Click It Or Ticket on vehicle occupant restraint use during day and night conditions.

The National Highway Traffic Safety Administration (NHTSA) Region 6 has been selected to conduct a region-wide demonstration project for a teen safety belt campaign. Teen safety belt observation surveys will be conducted as part of the special teen CIOT campaign efforts.

Project Number: 090510 Occupant Protection Media

Project Title: Sub Task L: Statewide Media Campaign

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 406 funds will be used for this project's paid media

and will be indicated as K4PM 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. Federal highway funds used to purchase advertising are in compliance with the NHTSA Grant Funding Policy Part II E and 402 advertising space guidance.

Project Number: 090509 Occupant Protection Enhancements

Project Title: Sub Task G: Enforcement

Project Description:

Federal funds will be used for occupant protection in order to continue increased enforcement efforts in May 2009 through the Click It or Ticket (CIOT) STEPs in at least 80 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 safety belt enforcement during the grant year.

Law enforcement agencies receiving CIOT STEPs will also participate in the new NHTSA Region 6 demonstration project to increase teen safety belt use. The teen safety belt campaign will kick off the week prior to the national CIOT mobilization and the primary message will be CIOT. The campaign will continue into FY 2010 with three additional emphasis periods, with the last being the 2010 CIOT mobilization.

Project Number: 090509 Occupant Protection Enhancements

Project Title: Sub Task S: Statewide Media Campaigns

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 Grants Tracking System (GTS). No federal 402 funds will be used to purchase paid media. Federal highway funds used to purchase advertising are in compliance with the NHTSA Grant Funding Policy Part II E and 402 advertising space guidance. Measures that will be used to assess message recognition for CIOT are awareness surveys which include telephone calls, mailouts and the internet. Also, focus groups will be conducted.

The new NHTSA Region-wide teen safety belt media campaign will be conducted in conjunction with the 2009 CIOT mobilization. The campaign will emphasize high-visibility enforcement and messages and materials tailored toward teens and their families regarding enforcement of safety belt laws. Planning meetings will be conducted to prepare for the campaign. Coordination for this campaign will take place with both the NHTSA Region 6 office and NHTSA Washington and their selected contractors for the demonstration project.

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PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA - 06

Problem Identification

FARS reports that in 2006, there were 379 pedestrian fatalities in Texas while there were 4,784 pedestrians killed in traffic crashes in the United States; a decrease of 12% from the 5,449 pedestrians killed in 1996. On average, a pedestrian is killed in a traffic crash every 110 minutes and injured in a traffic crash every 9 minutes. There were 61,000 pedestrians injured in traffic crashes in 2006.

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.

FARS reports that in 2006, there were 51 pedalcyclist fatalities in Texas while there were 773 pedalcyclists killed and an additional 44,000 were injured in traffic crashes. Pedalcyclist deaths accounted for 2 percent of all traffic fatalities, and pedalcyclists made up 2 percent of all the people injured in traffic crashes during the year. The number of pedalcyclist fatalities in 2006 is 1 percent higher than the 765 fatalities reported in 1996.

Goal

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

Objectives

- Reduce the number of motor vehicle-related pedestrian fatalities from 1.74 motor vehicle-related pedestrian fatalities per 100,000 population (2007 CRIS) to no more than 1.68 motor vehicle-related pedestrian fatalities per 100,000 population by September 30, 2009.
- Reduce the number of bicyclist fatalities from 0.24 bicyclist fatalities per 100,000 population (2007 CRIS) to 0.124 bicyclist fatalities per 100,000 population by September 30, 2009.

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: 090612 Pedestrian Safety

Project Title: Sub Task F: Education

Project Description:

The Texas Children’s Hospital (TCH) project, Increasing Public Information and Education Efforts for Pedestrian and Bicycle Safety will increase efforts to keep child pedestrians and bicyclists safe by educating children and families about precautions they can take to stay safe while walking or riding a bike. The International Walk to School Day project will increase awareness of pedestrian safety and safe walking issues. Texas Children’s Hospital will host the International Walk to School Day press event which is scheduled for October 8, 2008. This event brings together school administrators, elected officials, and local safety advocates to address potential safety hazards that make safe walking difficult. Subsequent media exposures will reinforce the messages disseminated during the press event and remind families that they need to make safety a priority when walking to and from school. Additional project activities include the training thirty-five (35) adults to teach children about pedestrian or bike safety, coordination of 10 bike safety events and/or bike rodeos, coordination of 75 educational classes about pedestrian or bike safety using community volunteers, teaching 5,000 children about pedestrian or bicycle safety, distributing 800 bicycle helmets for children at safety events as well as the distribution of 50,000 educational bicycle and pedestrian materials by partnering with community based organizations.

Project Number: 090602 Bicycle Safety

Project Title: Sub Task F: Education

Project Description:

The Texas SuperCollege Project is a bicycle safety project that will continue implementing the SuperCollege Project. The project will train 350 students studying to be physical education teachers. Additionally, the project will also train 350 current physical education teachers, youth workers, and field instructors to incorporate the SuperCyclist curriculum. The SuperCyclist curriculum is to be implemented in the fourth and fifth grade. Five (5) additional Institutes of Higher Learning will be trained and twenty Institutes of Higher Learning will be supported in implementing the SuperCyclist Curriculum. One thousand (1,000) copies of the SuperCyclist curriculum in English and Spanish will be updated and distributed and 3,500 electronic emails will be distributed. Thirty-eight (38) different individual handouts in English and Spanish will be distributed during classes. Distribution of bicycle safety education and awareness materials will be provided to educate and support the SuperCyclist instructors and their school administrators. A teacher survey will be conducted in FY09 to evaluate the effectiveness of the program by tracking the number of teachers trained in the SuperCyclist curriculum and number of children who received bicycle safety training each school year.

The Hillcrest Baptist Medical Center (HBMC) project Generations in Motion will provide pedestrian and bicycle safety education to all community members throughout Bell, Bosque, Coryell, Falls, Hill, Limestone and McLennan counties in Texas. The project will implement the GENERATIONS in MOTION Program. The GENERATIONS in MOTION Program will coordinate with local law enforcement, school districts, area hospitals, senior living communities, and other community service organizations to provide the proposed services. The GENERATIONS in MOTION program will coordinate and conduct 8 bicycle rodeos where children, parents, and members of the community will learn how to properly fit a helmet, make sure a bicycle is in proper working condition, and learn

the traffic laws associated with bicycling. These objectives will be completed in stations to ensure that the groups are small for effective teaching. The final station will be an obstacle course where the participants can demonstrate the new skills they have learned. There will be 1,300 bicycle helmets distributed to children, youth and adults. Educational presentations include: (1) 28 on bicycle and pedestrian safety for adults; (2) 18 on pedestrian safety to youth; and (3) 36 on bicycle safety to youth.

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TASK TITLE		# of Proj	TOTAL	Federal					Texas				
				402	405	406	408	410	2010	STATE MATCH	PROGRAM INCOME	LOCAL MATCH	Fed. 402 To Local
09-06-12 PEDESTRIAN SAFETY													
Sub Task F: Education		1	121.3			85.0							36.3
09-06-02 BICYCLE SAFETY													
Sub Task F: Education		2	424.5			357.3							67.2
		3	545.8			442.3							103.5

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POLICE TRAFFIC SERVICES PROGRAM AREA 07

Problem Identification

Of the 3,475 Texas motor vehicle crash fatalities in 2006, 1,474 involved driving over the speed limit or too fast for conditions, according to FARS. This is 42.4% of all motor vehicle crash fatalities in Texas, a small decrease from the previous year. The extrapolated Texas cost of speeding-related crashes was \$3.5 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.

In 2006, 385,000 large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in traffic crashes in the United States; 446 were involved in fatal crashes in Texas. In 2006, large trucks accounted for 4 percent of all registered vehicles and 7 percent of total vehicle miles traveled. In 2006, large trucks accounted for 8 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes.

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 28.22 KAB crashes per 100M VMT in 2007 (CRIS) to 28.2 KAB crashes per 100M VMT by September 30, 2009.
- Reduce the 11.4 intersection (CRIS) and intersection-related KAB crashes in 2007 (CRIS) to 10.0 intersection and intersection-related KAB crashes by September 30, 2009.
- Reduce the 0.23 fatalities per 100 VMT for motor vehicles with GVWR of > 10,000 pounds (2006 FARS) to no more than 0.172 fatalities for motor vehicles with GVWR >10,000 pounds by September 30, 2009.
- Reduce the 0.18 fatal crashes per 100 VMT for motor vehicles with GVWR of > 10,000 pounds (2006 FARS) to no more than 0.152 fatalities for motor vehicles with GVWR >10,000 pounds by September 30, 2009.

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: 090705 Enforcement

Project Title: Sub Task T: STEP- Comprehensive

Project Description:

Seventy-six (76) 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. All STEP-Comprehensive agencies that have an occupant protection and/or DWI component will participate in the national enforcement mobilizations.

Project Number: 090705 Enforcement

Project Title: Sub Task U: STEP - Comprehensive Commercial Motor Vehicle

Project Description:

Three (3) communities will conduct a STEP-Comprehensive Commercial Motor Vehicle to provide enhanced enforcement covering multiple offenses, focusing on the following: speed, occupant protection, and hazardous moving violations related to commercial motor vehicles.

Project Number: 090705 Enforcement

Project Title: Sub Task X: STEP - Waves

Project Description:

Nineteen (19) 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.

Project Number: 090705 Enforcement

Project Title: Sub Task J: Law Enforcement Coordination

Project Description:

A Police Traffic Services and LEADRS Support and Texas LEADRS Maintenance and Integration project will be conducted. Six (6) 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, marketing and training of the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS), a web page promoting traffic safety (www.buckleuptexas.com), conducting evaluation efforts, and working with local communities to identify traffic safety problems and identifying the resources to solve them. Additionally, non-funded agencies will be recruited to participate in the national Impaired Driving Mobilization and Click It or Ticket campaign.

LEADRS Maintenance and technical support will be provided. The web-based reporting tool will be maintained in a manner to support program goals of reducing the time associated with processing DWI arrests. Subgrantee staff and subcontractors will work with local law enforcement agencies to coordinate interfaces between LEADRS and local agencies' in-house records management systems (RMS). DWI data will be maintained for agencies performing dual entry and agencies without in-house RMS systems. There will also be continued access to a public query system to track real time statistics of all cases entered into LEADRS.

SPEED CONTROL PROGRAM AREA - 08

Problem Identification

FARS reports that in 2006, there were 1,474 speed-related crash fatalities on Texas while there were 13,543 speed-related crash fatalities in the United States; 31% of all fatal crashes nationally. This is 42% of all motor vehicle crash fatalities in Texas (NHTSA Traffic Safety Facts, 2006). Speeding is one of the most prevalent factors contributing to traffic crashes and the economic cost to society is estimated by NHTSA to be \$40.4 billion per year (NHTSA Traffic Safety Facts 2006). For drivers involved in fatal crashes, young males are the most likely to be speeding (NHTSA Traffic Safety Facts 2006). In 2006, 39 percent of 15-20 year old male drivers involved in fatal crashes were speeding (NHTSA Traffic Safety Facts) in 2006

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 9.93 speed related KAB crashes per 100M VMT (CRIS 2007) to 9.87 speed related KAB crashes per 100M MVT by September 30, 2009.

Strategies

- Identify best practices for speed deterrence when law enforcement is not present
- Increase sustained enforcement

Tasks/Project Descriptions

Project Number: 090805 Enforcement

Project Title: Sub Task W: STEP - Speed

Project Description:

Twenty-one (21) communities will operate a STEP- Speed grant. These projects provide sustained speed enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes. In addition, the Police Traffic Services (PTS) program area will conduct STEP-Comprehensive and STEP-Wave grants that involve increased speed enforcement.

FY 2009
Budget Module:
SC-08

SPEED CONTROL

STATE
 Texas

TASK TITLE	# of Proj	TOTAL	Federal						STATE MATCH	PROGRAM INCOME	LOCAL MATCH	Fed. 402 To Local
			402	405	406	408	410	2010				
09-08-05 ENFORCEMENT												
Sub Task W: STEP - Speed	21	1,503.2	1,119.0								384.2	1,119.0
	21	1,503.2	1,119.0								384.2	1,119.0

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 has multiple independent traffic record systems or processes in place to track traffic safety efforts. The Department of Public Safety use to manage the Crash Records Bureau to track crashes and continues to manage the Drivers Records Bureau to track citations. The Texas Department of Transportation assumed responsibility for the crash records system October 1, 2007. 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. The development and implementation of the statewide data system CRIS, will provide timely and effective data analysis to support the allocation of highway safety resources. Previously Texas was four years behind in data collection, but currently Texas data is up to date.

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, 2009.
- 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, 2009.

Strategies

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

Tasks/Project Descriptions

Project Number: 090907 Local Projects

Project Title: Sub Task I: 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 service organizations, a more complete picture of motor vehicle crash data will be assembled.

Project Number: 090920 System Improvements

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

Project Description:

The Crash Records Information Systems Enhancements project will expand the functionality of CRIS and improve accessibility, accuracy, completeness, timeliness, and consistency of the system. Additions to the system will include Web Data Entry Public Internet, Web Services for CRIS Data Request, Regular XML, Texas On-Line Component, Data Entry of the Commercial Vehicle Crash Report into CRIS, Extended Data Entry Modifications and Data Entry of Public Crash Reports into CRIS.

The Texas Department of Transportation using the CRIS will continue to produce and update the Motor Vehicle Crash reports as data becomes available. This will ensure that the most recent years of data will be in standard, easy to understand format. Data will be provided and available for planning by TxDOT and other safety stakeholders.

Project Number: 090920 System Improvements

Project Title: Sub Task R: Staffing and Administration for Crash Records Section

Project Description:

TxDOT will provide state funds for facilities, salaries and other administrative expenses involved in the State Management of the Crash Records Section. Federal funds, provided by a Cooperative Agreement Award, will support the FARS staff.

Project Number: 090920 System Improvements

Project Title: Sub Task M: Planning

Project Description:

Cambridge Systematics will continue as consultant to update a Texas Traffic Safety Information Systems Plan. The project will involve assisting the Traffic Records Coordinating Committee (TRCC) and TxDOT with maintaining a regular meeting schedule of the TRCC, reaching out to additional traffic safety partners, establishing working groups to help address specific traffic safety data and system issues, and preparing an annual update to the 2008-2010 Texas Traffic Safety Information Strategic Plan. Although the TRCC plans to meet quarterly, this project will likely involve up to eight trips to meet with the TRCC and additional safety stakeholders throughout the State. The

project may also involve assisting the TxDOT Traffic Safety Section coordinator with updates to the TRCC charter, membership, and oversight of Section 408 funded projects.

Project Number: 090920 System Improvements

Project Title: Sub Task 2: Reports and Data Development

Project Description:

The Texas EMS/Trauma Registry Data Analysis Project will improve and enhance the TRAC-IT system used currently by the Texas Department of State Health Services (TDSHS). TDSHS will hire an Information Technology (IT) support staff position for one year to enhance the existing TRAC-IT system, hire an experienced IT Project Manager, and conduct a competitive bid process for a Study and Recommend.

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 by September 30, 2009.

Strategies

- 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

Project Number: 091004 Education & Training

Project Title: Sub Task F: Education

Project Description:

The National Safety Council (NSC) project Our Driving Concern will communicate strategic, selective impaired driving and traffic safety management messages through complementary channels: peer exchange and trainings, electronic and print. The peer exchange and trainings will include quarterly 45 minute webcasts where employers and other experts share prevention strategies. A traffic safety breakout at the annual Texas Safety Conference and Expo will train 400 employers in traffic safety issues. The NSC will work with NHTSA and IACP to modify their DITEP curriculum for the employer's unique role. The electronic channel includes expanding their website, www.txdrivingconcern.org. The Weekly Texas Challenge quiz will be developed and available on the website and NSC will distribute 4,500 CDs. A monthly e-newsletter will be e-mailed to 2,500 employers to highlight best practices and resources. Communication through print includes printing and mailing TxDOT Traffic Safety campaign materials to employers to coincide with state efforts. NSC will convene an expert panel meeting with a multidisciplinary mix of substance abuse and traffic safety experts, driver behavior researchers, and practitioners to gather evidence of relevant attitudes and behaviors, examine association with driving safety, and explore potential employer prevention strategies.

Teens in the Driver Seat (TDS) was developed in 2001 and is a new solution for increasing awareness of teen driving risks among teens using a peer-to-peer approach. The program is operating in approximately 100 Texas high schools and the program plans to expand to 150 total schools participating in FY09. This project plans to expand the (existing) peer-to-peer high school component of TDS, maintain the program at schools that wish to continue deployment and develop and implement a "parent" outreach component for the TDS program. The following activities will take place to accomplish the work plan above: Enhance and continue maintenance for www.t-driver.com, create a new website for the TDS parent component, and produce these new PSAs (two TV, two web-based and one radio). The deployment of TDS throughout Texas is planned, as well as an increase of total students impacted by TDS to 200,000. The program includes Train-the-trainer sessions for students, educators, parents, and/or partners, assistance with launch activities and press events as needed, support efforts to make local TDS programs sustainable, and refine (and add to) all program materials to insure that the materials are fresh/relevant. Additionally, TDS will monitor and implement new ways of communicating with the target audiences, develop and maintain a database to track TDS material use and help participants develop action plans.

The Texas Municipal Courts Education Center (TMCEC) will conduct a project with the State Bar of Texas entitled Driving on the Right Side of the Road. This project was developed for social studies teachers at the elementary, middle and high school levels. TMCEC and the Law Related Education Department of the State Bar of Texas will use experienced, teacher-consultants as curriculum writers from the Law-Related Department of the State Bar of Texas. The project will develop three sets of lessons on traffic safety for social studies curriculum in grades 5, 8 and high school government classes and web-based materials that will reach 66,000 students. These classroom materials will be supported by online resource materials and web-based games. The lessons for each grade will be tailored to the audience at the appropriate reading level and correlate with state mandated curriculum frameworks for social studies instruction. The lessons will also be correlated with the statewide student testing [Texas Essential Knowledge and Skills (TEKS) and Texas Assessment of Knowledge and Skills (TAKS)] which will encourage the adoption of the lessons locally. Social studies classes are the ideal site for including traffic safety issues when the students are studying the three branches of government. Following how a bill becomes a law, for example, to require booster seats for passengers between the ages of 4 and 8 is an excellent means for explaining the legislative process, while also teaching traffic safety.

A two-day train-the-trainer program will prepare 40 teacher-trainers to offer 40 regional one-day workshops to 400 social studies teachers on traffic safety. The training will be offered in cooperation with the regional education service centers. TxDOT district traffic safety specialists and judicial leaders will also be invited to attend the workshops as resource persons for the teachers. The teachers will then be prepared to offer the traffic safety program in local classrooms, using municipal judges and staff as resource persons in their classrooms. When serving as guest speakers in classrooms or courtrooms, municipal judges and staff serve as positive role models to encourage young persons to respect and abide by traffic safety laws. Classroom instruction during the year will be supported by the TMCEC and LFEI/LRE/SBOT websites, and a blog (web-site that contains an online journal with reflections, comments & hyperlinks provided by contributors) that offer additional information about traffic safety and allow for problem solving and idea sharing as to how to teach traffic safety to young people. Up-to-date information on traffic laws will be provided, so that the teachers are knowledgeable about statutes defining traffic offenses.

The Texas Education Agency will increase public knowledge, perception and understanding on how to reduce the traffic safety death rates, injury rates and years of life lost especially for young persons through a new Traffic Safety Education Prevention Program (Grades 6th - 8th). A new Texas Prevention Curriculum for Traffic Safety Education for grades 6 through 8 will be designed to integrate traffic safety issues into the traditional middle school classroom. The guide will provide

comprehensive lesson plans and resources for teachers of core and supplemental subject areas such as math, language arts, social studies, science, health, etc. The lessons will be aligned with the required Texas Essential Knowledge and Skills standards and designed to meet the required state instructional objectives. Topics will include alcohol and other drug measures, occupant protection to increase restraint use, pedestrian and bicyclist safety, railroad/highway crossings to reduce crashes, roadway safety, and driver education and behavior. Teachers will be trained to utilize and adapt new materials with emphasis in their teaching field to meet the core educational needs of their students. The Texas Education Agency will continue to update the driver education curriculum as needed.

The Texas Transportation Institute “K-8” Traffic Safety Education Program in FY07 and FY08 identified age related potential traffic hazards for grades kindergarten – eighth grade and determined the most effective methods for communicating information about the traffic safety hazards. The purpose of this project is to educate pre-drivers, age 5-14, about appropriate risk management while at the same time impressing them with values of safe driving, economy and civility. The materials have been developed and pilot tested for K-2nd, 3rd–5th and 6th-8th grades. An assessment of potential traffic hazards has been conducted which included a review of existing crash data to determine type of crashes that involve children. A determination of the knowledge and appropriate behavior(s) for children to avoid crashes was made. These materials will be produced in FY09 in order to transfer safety information through the educational system. Eight-hundred (800) curriculum will be produced and forty (40) will be made available to each of the twenty (20) Education Service Centers in the state.

The Hillcrest Baptist Memorial project Senior Safe will help aging drivers age 55+ sharpen their driving abilities. The project’s service area includes Bell, Bosque, Coryell, Falls, Hill, Limestone and McLennan counties. Senior Safe staff, using laptops, will conduct eight (8) Driver assessment programs based on AAA Roadwise Review CD. The Roadside Review is a driver self assessment test that measures the physical abilities of the participant (dexterity, vision, response time, etc.) and tracks any decline over time. This allows early identification of treatable physical handicaps in driver performance due to health/age. The second assessment program is CarFit which focuses on the safety of an elderly driver’s car. Two (2) CarFit programs will be conducted. Elderly drivers will drive up and have their vehicle ‘inspected’ for features that affect or assist the aging driver’s performance. Brochures will be distributed to elderly drivers, families, caregivers, physicians, service providers, and DPS. Additionally, there will be a Senior Safe website, seasonal newsletter and traffic safety displays throughout the grant service area.

The City of Lubbock Parks and Recreation program Safety City - Teaching Kids to Be Street Smart provides public school children in the region an opportunity to learn about potentially hazardous traffic situations in their community and how to stay safe. The two weeks school curriculum consists of basic pedestrian concepts, helmet safety, bicycle safety, how to ride safely in a school bus, and rules of the road when in a car. Young children and their families visit Safety City and they all receive a traffic safety education. Since 2002, 20,000 children have visited Safety City to apply what they have learned in the classroom with actual hands on experiences.

The City of Pharr Police Department will conduct the EI Protector Program. This bilingual/bicultural traffic safety education program will conduct 200 community outreach presentations to schools, civic groups, businesses and health fairs in Pharr. The Pharr Police Department will use local media to produce Public Service Announcements (PSAs) identifying local problems in traffic safety. Five thousand (5,000) parents, citizens and educators as well as 10,000 students will be contacted with a traffic safety message. The community will receive traffic safety information focusing on traffic safety

laws, alcohol and other drugs, and safety belts. Community partnerships will be built in order to better serve the predominately Hispanic community.

Project Number: 091004 Education & Training

Project Title: Sub Task Q: Save a Life Summit

Project Description

The Save a Life Summit conference will provide considerable learning and valuable recognition opportunities for traffic safety advocates from all regions of Texas. Participants will include state and local law enforcement officers, federal and state highway safety professionals, traffic safety advocates, emergency medical services and public health professionals, prosecutors and judges involved in traffic safety and automotive and insurance industry leaders. The proposed conference will be held in the fourth quarter of the fiscal year for an estimated 300 attendees.

Project Number: 091004 Education & Training

Project Title: Sub Task Z: Training

Project Description

Texas Education Agency (TEA) will provide six Workshops for Defensive Driving (Driving Safety) Instructors and Personnel. Attendees include Course Providers, School Owners, and Instructors. Topics will include alcohol and other drug counter measures, occupant protection to increase restraint use, pedestrian and bicyclist safety, driver education and behavior, railroad/highway crossings, and roadway safety. This project will increase public knowledge, perception and understanding on how to reduce the traffic safety death rates, injury rates and years of life lost.

Austin Independent School District (AISD), through its Community Education Department, will provide the After School Driver Education Program courses for the students attending Travis, Reagan, Johnston, Akins and Lanier High Schools. Four hundred students will have an opportunity to take the 32-hour Driver Ed course outside of school. TEA and AISD are providing the facilities, supplies and coordination of services to conduct these classes. It is critical that young people who would drive illegally and without proper driver education, receive the benefits of these valuable courses in order to reduce traffic fatalities and injuries caused by young, inexperienced drivers.

Education Service Region VI in cooperation with the Texas Education Agency, will deliver a six hour Driver Awareness Program for Under-Educated Adult Basic Education (ABE) and English as a second Language (ESL) Adults program to 2,000 participants. The materials used will include: Texas Driver and Traffic Safety Education Association (TDTSEA) textbook and support materials and Texas Department of Public Safety handbooks. This project will increase driver's knowledge about the dangers of impaired drivers, the importance of safety belt use, and driving the proper speed on our Texas highways.

Education Service Region VI will conduct Effective Teaching Strategies for the improvement of Teen Driver Education Programs for Texas driver education teachers. There will be at least eight, six hour continuing education workshops for driving education teachers. These workshops meet Texas Education Agency guidelines and will be conducted for at least 300 teachers in Midland, Fort Worth, San Antonio, Corpus Christ, Richardson, Austin, San Marcos, Houston, and Huntsville. These workshops consist of but are not limited to: Student licensing requirements; Use of driving exercises; Consequences of teen driving; Exploration of how teens think; Use of materials in the driver education class room; Integration of materials into the driver education classroom; and Positive affects on teens after use of materials.

Project Number: 091006 Evaluation

Project Title: Sub Task H: Evaluation

Project Description:

Texas Transportation Institute's project, Baseline Assessment and Communications Plan for the Texas "Move Over Act", is a public education and outreach program about the Texas Move Over Act. This project will determine baselines for public awareness of, understanding of, and compliance with the Texas Move Over Act by the driving public in metropolitan and rural locations in the TxDOT Bryan District. This will be measured through: 1) public awareness and understanding surveys at DPS driver license offices or other suitable locations; and 2) public compliance (speed and lane-use) measurements near stationary roadway emergency vehicles in simulated enforcement or emergency activities.

Project Number: 091014 Public Information Campaigns

Project Title: Sub Task K: 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.

Project Number: 091014 Public Information Campaigns

Project Title: Sub Task S: Statewide Media Campaigns

Project Description:

On the Road in Texas Radio and TV Networks is a joint project with TxDPSS. 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 Features will place weekly features on 25 television stations with a 5-part series building on our track record by producing additional features and finding new outlets for the series, including delivery of the features through drivers' education programs, schools and websites. This year the Texas Drivers Quiz will all be web delivered. The TexasDriversQuiz.tv website will be updated to present new and previously-produced Texas Driver's Quizzes as an ongoing video source of traffic safety information. New interactive quizzes will be hosted on this website. Affiliate stations can reference TexasDriversQuiz.tv to drive viewers online for more information, and public safety advocates can use the website in their own outreach efforts. TV and radio news stations will be negotiated with to feature the interactive quizzes on their websites with links to TexasDriversQuiz.tv.

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. Federal highway funds used to purchase advertising are in compliance with the NHTSA Grant Funding Policy Part II E and 402 advertising space

guidance. Measures that will be used to assess message recognition are awareness surveys which include telephone calls, mailouts and the internet. Also, focus groups will be conducted.

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 distribution of 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. This campaign will utilize two sources of "ad space" that exists within the current TxDOT infrastructure. The "Ice on Bridge" signs are pinned up nine months out of the year and vehicle wraps for TxDOT fleet is another advertising source for traffic safety messages. Attention-grabbing graphics of existing campaigns will be designed. Vehicle wraps will be designed specifically for vehicles and they will turn passenger vehicles into roving billboards. Existing campaign messages will include new reminders to buckle up, not drink and drive, and slow down in work zones. The advertising messages on these trucks will reach millions of Texans. There will be 10,000 "Ice on Bridge Decals" for the backs of these signs and 25 vehicle wraps.

A series of three "Reality TV"-style 30-second public service announcements focusing on motorcycle safety, pedestrian safety and the dangers of driver distractions (other topics can easily be substituted) will be produced. These 30-second spots will be distributed on DVDs to driving schools, bundled as a bonus with the "Before and After" educational package sent to Texas high schools, posted on TxDOT's website and You Tube, distributed to Texas high schools for broadcast on their in-school TV networks and incorporated into the "Who's Driving Tonight?" e-marketing campaign currently in its initial release wave.

The PreTeen Traffic Safety Program will design and produce a 16-page activity book whose purpose is to engage and amuse 'tweens, children age 10-12 years old, while introducing them to traffic safety concepts in fun and unexpected ways. Tweens have a low safety belt usage rate yet they are open to learning how to take care of themselves. Educating tweens about safety belts and riding with an impaired driver as well as other traffic safety information will be included. Tweens still like to read and this activity book will provide various traffic safety activities. The activity book will include highly engaging graphics and concepts presented as activities they can do in the book and some that can be completed after they tear out the page. This pilot program will distribute the activity books via Traffic Safety Specialists, Girl Scouts of Central Texas, and Webelos troops in Texas.

Teens Band Together is a statewide public relations and educational effort to "band together" teens to call attention to the number of teens lost to traffic crashes every year by capitalizing on the popularity of high school football in Texas. It involves producing guidelines and templates for dramatic halftime and/or pep rally band performances to make the point that hundreds of teens are killed on Texas streets and highways every year. It provides a teaching moment to deliver key messages to buckle up, drive sober, slow down and pay full attention to the road.

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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 292 KAB crashes (2007 CRIS) to no more than 275 by September 30, 2009.

Strategies

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

Tasks/Project Description

Project Number: 091115 Railroad / Highway Crossing

Project Title: Sub Task F: Education

Project Description:

The TTI project, Continued Highway-Rail Grade Crossing Law Enforcement and Judicial Training, will focus on the education of law enforcement and judiciary agencies in rural communities along high traffic density rail lines in the state. The project has three stages: (1) Two hundred and fifty (250) copies of the Operation Life Saver videos will be sent to rural communities along high traffic density rail lines within the state of Texas. The two videos are "Roll Call: Highway Rail Grade Crossing Safety for Law Enforcement and "It's Your Call: Increasing Judicial Awareness of the Highway-Rail Safety" to increase judicial awareness. (2) One to two months after sending the videos, a survey will be sent to local law enforcement and judicial officials to assess effectiveness. (3) Training materials will be developed using the results of the survey, public laws governing highway-rail grade crossings, and information about new signage they could encounter at grade crossings in the near future such as the a crossbuck with a yield or stop sign.

Railroad / Highway Crossing		FY 2009 Budget Module: RH-11							Page 1 of 1 (Dollars in Thousands)			
		# of Proj	TOTAL	Federal					STATE Texas			
TASK TITLE			402	405	406	408	410	2010	STATE MATCH	PROGRAM INCOME	LOCAL MATCH	Fed. 402 To Local
09-11-15 Railroad/Highway Crossing												
Sub Task F: Education	1	105.2			94.6						10.6	
	1	105.2			94.6						10.6	

ROADWAY SAFETY PROGRAM AREA - 12

Problem Identification

There are 1,599 construction projects, equaling one work zone every 50 to 60 miles, which impact traffic safety on Texas highways every day. In 2006 Texas ranked first in the nation with 143 work zone fatalities. In addition to fatalities, it has been estimated that more than 16,000 annual injuries occur from traffic incidents within Texas work zones. As road agencies strive to keep up with traffic demand, work zones have become a daily fixture on Texas roads. 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. 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 2006 in an effort to improve public safety. Training is necessary to ensure city and county personnel are fully aware of the requirement in the TMUTCD which, by state law, is required to be adhered to by all public road agencies.

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 the number of KAB crashes in work zones from 1.08 per 100M VMT (2007 CRIS) to 1.07 KAB crashes in work zones per 100M VMT by September 30, 2009.
- Reduce the number of 1.46 A&B injuries in work zones per 100M VMT (2007 CRIS) to 1.45 A&B injuries in work zones per 100M VMT by September 30, 2009.
- Reduce the number of fatalities in work zones from 0.060 per 100M VMT (2007 CRIS) to .059 fatalities in work zones per 100M VMT by September 30, 2009.
- Train at least 2,300 students in roadway safety classes by September 30, 2009.

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: 091204 Education and Training

Project Title: Sub Task Z: Training

Project Description:

The Texas Engineering Extension Service (TEEX), Highway Safety Training project for community and state personnel continues this year with 5 classes in Sign Installation and Maintenance for 75 students and 5 classes in Pavement Markings Installation and Maintenance for 75 students. The TEEX Work Zone Safety Training project provides instruction in Work Zone Traffic Control for 1,000 students attending 50 classes, Flagging in Work Zones for 600 students participating in 30 classes, and Work Zone Traffic Control Refresher for 500 students during 25 classes. 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. The TEEX Safe Practices for Traffic Incidents Training project will conduct 48 eight hour class room only traffic incident safety workshops to train 960 emergency responders.

The University of Texas (UT) Arlington City/County Training Program project will conduct 6 classes in planning work zone traffic control training 90 students, 6 classes in night road work planning and implementation training 90 students, 46 classes in work zone traffic and general contractors safety training to 690 students, 6 classes in installation and maintenance of signs and pavement marking training 90 students, and 46 classes in work zone traffic control/qualified flagger classes training 690 students.

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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 4 coalitions in 2007 to a minimum of 6 coalitions by September 30, 2009.

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: 091317 Safe Communities

Project Title: Sub Task B: Coalition Building

Project Description:

The Texas Transportation Institute (TTI) project, Management of Texas Safe Communities Program will serve as the Department of Transportation (TxDOT) managing contractor for Safe Communities. TTI will market, strengthen, support, and grow the Safe Communities Program. TTI will serve as resource agency for data and information and employ a synergistic approach to training and coalition building. The Texas Safe Communities Program Coordinator will promote the Safe Communities concept via personal contacts with at least 10 Traffic Safety Specialists (TSSs), conduct 5 trainings, produce reports using crash and/or injury data to convey traffic safety problems, and manage the Texas Safe Communities website and make 3 presentations to promote Safe Communities at conferences.

The Texas A&M University at Corpus Christi (TAMU-CC) Safe Communities will continue the Safe Communities Safe Driving Public Education Campaign project which targets speeding, DWI, aggressive driving, distracted driving and occupant protection through education and information. The coalition will conduct a total of 32 presentations on safe driving to English or Spanish speakers, and participate in 16 community health fairs. Additionally, ten meetings of the Nueces Safe

Communities will be conducted, one PSA about traffic safety will be created and produced and a survey of 400 Nueces County drivers using Safe Communities Safe Driving survey conducted in order to support project planning. Four public Information and education (PI&E) items will be developed, and 200 drivers educated through presentations to community groups and 8,000 PI&E distributed.

The Texas AgriLife Extension Service project Brazos Valley Injury Prevention Coalition will plan strategies and programs to reduce injuries and deaths from motor vehicle crashes in this community. Additional community partners will be invited to join the coalition. Three (3) educational programs will be conducted on the dangers of drinking and driving at local colleges and at area high schools. Four (4) programs will be developed to support Buckle Up In Your Truck (BUIYT), and 2,000 PI&E materials will be distributed. Forty (40) child safety seat inspections will be conducted and a program to raise motorcycle safety and awareness and promote motorcycle safety will be conducted. The "Please be Seated" program will be promoted, and six (6) coalition meetings will be conducted.

"The Injury Prevention Center of Greater Dallas (IPCOGD) project Dallas Tweens Safe and Secure will develop and implement a comprehensive occupant protection intervention to increase properly restrained youth ages 8 to 12 in Southeast Dallas through a culturally-competent, community-integrated program. The IPC will utilize the World Health Organization (WHO) Safe Communities model. The aforementioned model recommends that injury prevention interventions are data-driven, garner strong participation from community members, and contain a comprehensive evaluation plan. During this first year of the project, four focus groups will be conducted. a community assessment conducted, a comprehensive tween occupant protection intervention developed and 2,400 evaluation observations conducted.

The El Paso Police Department will continue their El Paso Safe Communities project. The project will 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. El Paso PD Safe Communities will conduct 48 child fitting stations, identify crash factors (crash patterns, locations of fatal and locations of near fatal) to increase educations in those areas, educate 400 families on correct seat selection and usage and install safety seats, conduct 24 presentations each on pedestrian safety, motorcycle safety, to middle school and high school youth and conduct 75 presentations to local schools, military and businesses targeting DWI.

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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. Approximately 35,000 public school buses transport 1.4 million Texas children every day. Since 1995, 1,509 people have died in school transportation-related crashes; an average of 137 fatalities per year (National Highway Traffic Safety Administration). Seventy percent of the people, who lost their lives in those crashes, were occupants of other vehicles involved. NHTSA states that children are at greatest risk when they are getting on or off the school bus. Most of the children killed in bus-related crashes are pedestrians, five to seven years old. Nearly one-third of the deaths occur in the 10-foot area surrounding the bus because of passing motorists who ignore the flashing red warning lights and disregard a bus' deployed stop-arm.

Goal

- To reduce school bus related crashes, injuries and fatalities

Objective

- Reduce school bus related fatalities per year on a five year moving average from .6 to .4 by September 30, 2009.

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

Project Number: 091418 School Bus

Project Title: Sub Task F: Education

Project Description:

Education to Reduce School Bus Stop-Arm Violations in Texas project involves the development and dissemination of educational materials and information to increase motorists' knowledge of the school bus stop law and the dangers to children when passing a stopped school bus; reduce the incidents of stop-arm violations in Texas; and increase school bus driver awareness of stop arm violations. The materials to be developed include: Texas School Bus Stop Law Brochure, Brochure on the Dangers of School Bus Stop-Arm Violations, Brochure for School Bus Drivers on Stop Arm Violations, and Updated Information on School Bus Safety for the TxDOT website.

The Education Service Center, Region VI project, School Bus Safety Training 101, will develop workshops and administer training to 500 school bus drivers in the 14 county Region VI service area. These training sessions will encompass responsibilities of driving a school bus safely while transporting students on the bus and while loading and unloading of students from the bus. Some topics that will be covered include: school bus safety driving tips, the use of reference points on the bus, the security of the driver and students, behavior modification techniques, and emergency planning. Initial implementation of this program will involve utilization of the School Bus Driver In-Service Safety Series found on NHSTA's website. In addition to these workshops, this project will include round table meetings with interested Transportation Directors in the ESC, Region VI area to gain input on safety topics that they feel need to be covered specifically for their school district and area. From these meetings, workshops will be developed to target the needs of each individual stakeholder.

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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.

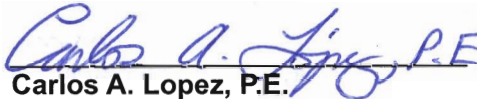
**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion --
Lower Tier Covered Transactions:**

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 2009 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

8/29/08
Date

PROGRAM COST SUMMARY

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FY 2009 HIGHWAY SAFETY PLAN		SUMMARY OF PLANNED FUNDING								STATE Texas			
(Dollars in Thousands)													
PROGRAM AREAS	# of Proj	TOTAL	FEDERAL						MATCH			Fed. 402 To LOCAL	
			402	405	406	408	410	2010	STATE	INCOME	LOCAL		
01 Planning and Administration	7	3,191.8	575.1							2,595.5		21.2	
02 AI & Other Drug Countermeasures	87	9,583.0	2,587.6					4,313.0		200.0	31.4	2,451.0	1,323.1
03 Emergency Medical Services	1	1,395.9			936.6							459.3	
04 Motorcycle Safety	3	409.8	125.0						243.3			41.5	
05 Occupant Protection	113	18,382.6	1,200.0	2,885.9	4,063.6						10.0	10,223.1	1,200.0
06 Pedestrian/Bicycle Safety	3	545.8			442.3							103.5	
07 Police Traffic Services	99	19,998.9	12,911.8		308.5							6,778.6	11,672.9
08 Speed Control	21	1,503.2	1,119.0									384.2	1,119.0
09 Traffic Records	5	5,644.5	72.9				1,946.4			3,611.6		13.6	
10 Driver Education and Behavior	25	8,464.6			5,142.7					1,845.0		1,476.9	
11 Railroad / Highway Crossing	1	105.2			94.6							10.6	
12 Roadway Safety	5	2,133.5			1,336.1							797.4	
13 Safe Communities	5	727.9			565.1							162.8	
14 School Bus	2	206.4			177.9							28.5	
TOTALS	377	72,293.1	18,591.4	2,885.9	13,067.4	1,946.4	4,313.0	243.3	8,252.1	41.4	22,952.2	15,315.0	

Note: Summary includes New and Carry Forward Funds

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DATA SOURCES AND GLOSSARY

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Data Sources and Glossary

Data Sources	
<p>All crash and casualty data in this document originate from Texas police crash reports as coded in three record systems: the Fatality Analysis and Reporting System, the Texas Accident File and the Texas Crash Record Information System. Differences in coding, the variables coded and definitions of those variables render direct comparisons among the data in the systems problematic. Although in most cases differences among the data in the systems are negligible and practically insignificant, for several variables, the differences are notable. This is especially true for crashes (and the casualties sustained in those crashes) that involve alcohol and/or other drugs and to a lesser extent for crashes involving specific vehicle types. The definitions offered in the glossary are provided to assist in clarifying those differences.</p>	
<p>Fatality Analysis and Reporting System (FARS)</p>	<p>All FARS data in the HSP through 2005 are from final FARS data sets. FARS crash and fatality data for periods after 2005 are not final and therefore are subject to change</p>
<p>Texas Accident File (Legacy System)</p>	<p>The Accident File is the legacy Texas system. This system was operated and maintained by the Texas Department of Public Safety (DPS) until October 2007, at which time the Texas Department of Transportation (TXDOT) became the state custodian of crash records. All crash and casualty data in the HSP that are identified as "Texas" data are from CRIS and the legacy Accident File. Data from 1997 - 2001 are from the legacy record system.</p>
<p>Texas Crash Record Information System (CRIS)</p>	<p>CRIS, operated by TxDOT is the replacement for the legacy system. All crash and casualty data in the HSP that are identified as "Texas" data are from CRIS and the legacy Accident File. Data from 2002-2007 are from CRIS. While not expected to change significantly, all CRIS data should be considered preliminary.</p>

Glossary	
Term	Definition
<p>Alcohol-Related Crashes (or Casualties)</p>	<p>FARS: Crashes (or fatalities) in which at least one driver, pedestrian, bicyclist had a BAC \geq .01 g/dL. All FARS-based alcohol-related data reported in the HSP include those crashes in which at least one driver had a <u>known</u> BAC test result \leq 0.01 g/dL AND those fatalities in crashes for which alcohol involvement has been estimated when alcohol test results are unknown, i.e., alcohol involvement based on NHTSA's multiple imputation procedures.</p>

Glossary	
Term	Definition
	Legacy & CRIS: Crashes (or casualties) in which at least one driver had a BAC result greater than 0.00 g/dL or a contributing factor of "Had Been Drinking" or "Under Influence-Alcohol". Texas-based alcohol-related data (both Legacy & CRIS) do NOT include imputed alcohol involvement.
DUI-Related Crashes (or Casualties)	<p>FARS: No FARS data categorized as DUI are used in the HSP.</p> <p>Legacy system: Alcohol or other drugs were indicated on the crash report to have been a contributing factor for at least one driver in the crash.</p> <p>CRIS: A BAC result >0.00 g/dL or a positive substance test result was indicated for at least one driver, or "had been drinking," "under the influence of alcohol," "under the influence - drug" or "taking medication" was identified as a contributing factor.</p>
Intersection and Intersection-Related Crashes	<p>FARS: No FARS data categorized as Intersection or Intersection-related are used in the HSP.</p> <p>Legacy & CRIS: Crashes coded as occurring in an intersection or as being intersection related (excluding driveway access).</p>
Large Truck-Involved Crashes (or Fatalities)	<p>FARS: All crashes involving at least one motor vehicle with a Gross Vehicle Weight Rating (GVWR) >10,000 pounds. Note: Current large-truck-related performance measures use the FARS GVWR definition.</p> <p>Legacy & CRIS: All crashes Involving at least one vehicle with a vehicle body type of "Semi-Trailer" or "Truck-Tractor."</p>
Motor Vehicle - Related Bicyclist Fatalities	Legacy & CRIS: All deaths of bicyclists resulting from a crash included in the Legacy or CRIS systems. Bicyclist deaths and injuries unrelated to motor vehicle crashes are not included.
Motor Vehicle Related Pedestrian Fatalities	Legacy & CRIS: All deaths of pedestrians resulting from a crash.
Motorcyclist Fatalities	FARS: Data categorized as Motorcyclist fatalities include fatalities to operators and passengers of vehicles identified in FARS as a: Motorcycle, Moped (motorized bicycle), Three-wheel Motorcycle or Moped - not All-Terrain Vehicle, Off-road Motorcycle (2-wheel), Other motored cycle type (minibikes,

Glossary	
Term	Definition
	<p>motorscooters), or Unknown motored cycle type.</p> <p>Legacy and CRIS: A fatality to an operator or passenger of a motorcycle, motor scooter or moped involved in a crash.</p>
Railroad Grade Crossing Crashes	<p>FARS: No FARS data categorized as Railroad grade crossing crashes are used in the HSP.</p> <p>Legacy & CRIS: All crashes involving grade railroad crossings – not limited to collisions with trains.</p>
Serious Crashes (Injuries)	<p>FARS, Legacy & CRIS: 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).</p>
Severity of crash/Severity of injury	<p>FARS, Legacy & CRIS: Crashes are coded in accordance with the highest degree of injury suffered in the accident, where:</p> <p>Incapacitating injury (A) - not able to walk, drive, etc.,</p> <p>Non-incapacitating injury (B) - bump on head, abrasions, minor lacerations,</p> <p>Possible injury (C) - limping, complaint of pain,</p> <p>Fatal injury F or K) - a death resulting from a crash that occurs within 30 days of the crash,</p> <p>Non-injury (N).</p>
Speed-Related Crashes	<p>Legacy: All crashes for which “speed over the limit” OR “speed unsafe for conditions” was indicated as a contributing factor.</p> <p>CRIS: All crashes having a contributing factor of "Failed to Control Speed", "Speeding Unsafe (Under Limit)" or "Speeding Over Limit".</p>
Texas Population	<p>All Texas population data included in this document were obtained from the Texas State Data Center and Office of the State Demographer. With the exception of CY2007, all population-based crash and casualty rates in this document are based on Texas State Data Center population <u>estimates</u>. Because population estimates were not yet available for 2007 population <u>projections</u> are used for that year. The projection used is based on the “One-Half 1990-2000 Migration (0.5) Scenario.” Technical information can be found on-line at:</p>

Glossary	
Term	Definition
	http://txsdc.utsa.edu/tpepp/ .
Vehicle Miles Traveled (VMT)	All annual VMT estimates used in this document, usually expressed in 100M VMT (100 million vehicle miles traveled) are derived from TXDOT's Transportation Planning and Programming Division's (TPP) certified estimates of daily vehicle miles traveled (DVMT) as reported in TPP Standard Reports-RIFCREC: Rural, Small Urban, and Urbanized Mileage by County and Functional System. 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 use TPP VMT estimates as the denominator. This is true without regard to whether the numerator is from FARS, the legacy system or CRIS.
Work Zone Crashes (Injuries or Fatalities)	Legacy: All crashes occurring in a construction zone, whether or not the crash was construction related. CRIS: All crashes occurring in a Work Zone, defined as "Construction Zone - Not Construction Related", "Construction Zone - Construction Related", "Other Maintenance Area - Not Construction Related" or "Other Maintenance Area - Construction Related" or Construction Zone Flag = YES.