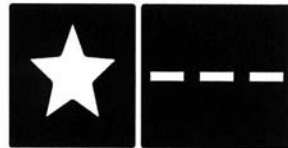




TEXAS HIGHWAY SAFETY PERFORMANCE PLAN for Fiscal Year 2006



Save a Life™

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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 2006. It is provided as part of the State of Texas' application for FY 2006 federal highway safety funds. Consistent with the requirements for the application for these funds, the FY 2006 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 2006 Texas Highway Safety Plan that are designed to address highway safety problems in Texas.
- The highway safety goals established through the processes noted above, including target dates for attaining the goals and the performance measures used to track progress toward each goal relative to the baseline status of each measure. In addition, the Performance Plan lists other program goals for each of the Texas Traffic Safety Program's Program Areas, specifies the strategies employed to accomplish the goals, and reports the status of the performance measures based on the most current data.

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

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TRAFFIC SAFETY PROCESS

Traffic Safety Process

Planning Processes

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

Financial Processing Processes

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

Development Processes

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

Monitoring Processes

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

Coordination Processes

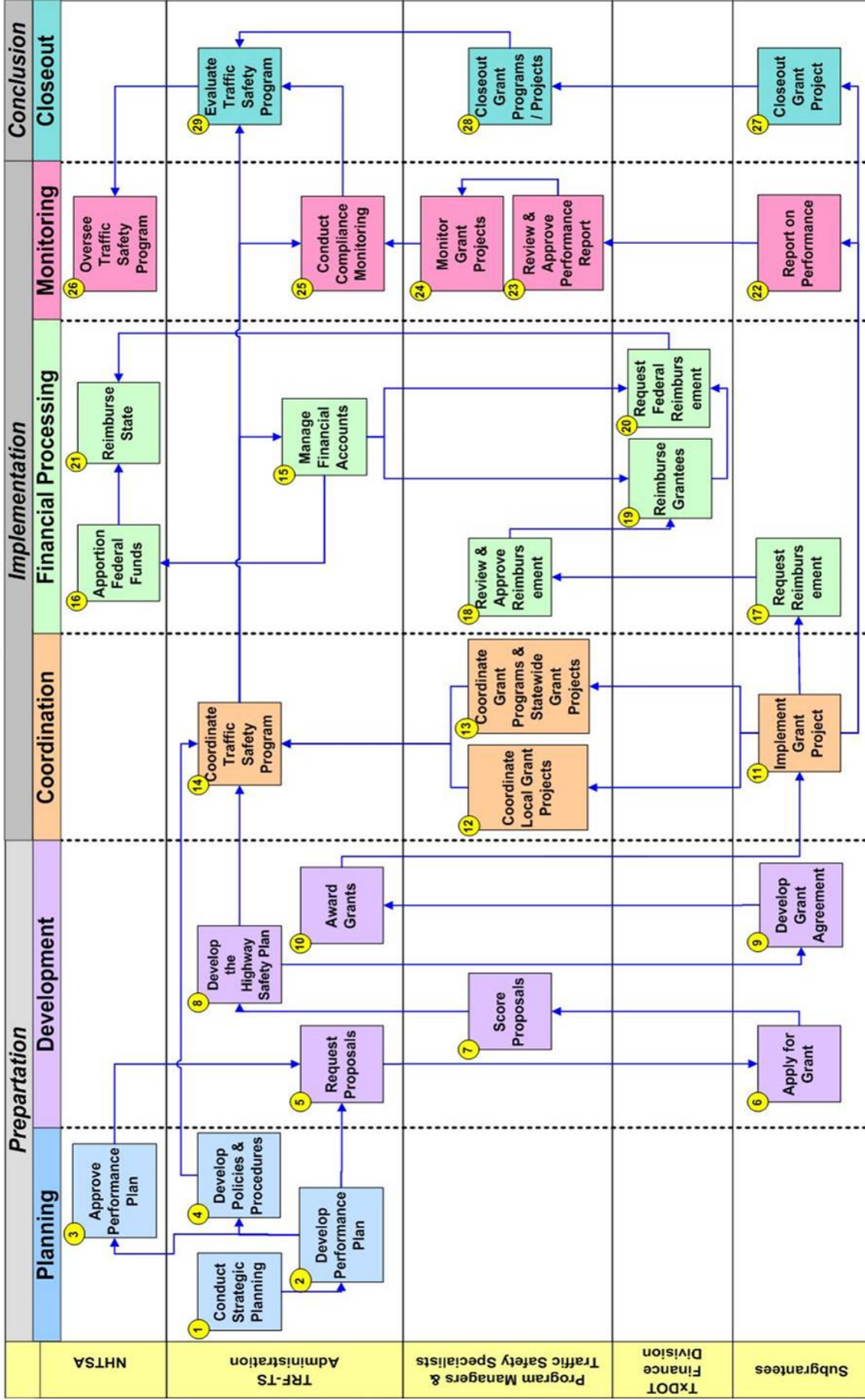
- Implement Grant Project
- Coordinate Local Grant Projects
- Coordinate Grant Programs
& Statewide Grant Projects
- Coordinate Traffic Safety Program

Closeout Processes

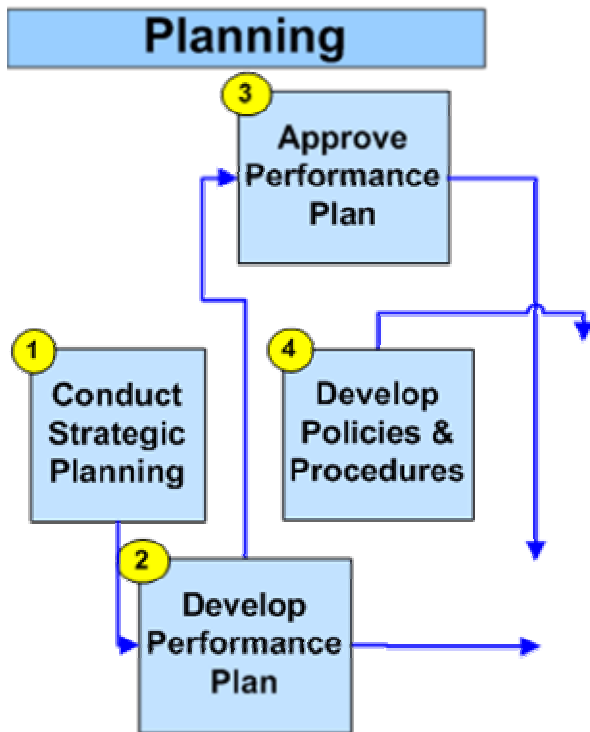
- Closeout Grant Project
- Closeout Grant Programs/Projects
- Evaluate Traffic Safety Program

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Traffic Safety Program



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



Planning

Conduct Strategic Planning

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

Develop Performance Plan

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

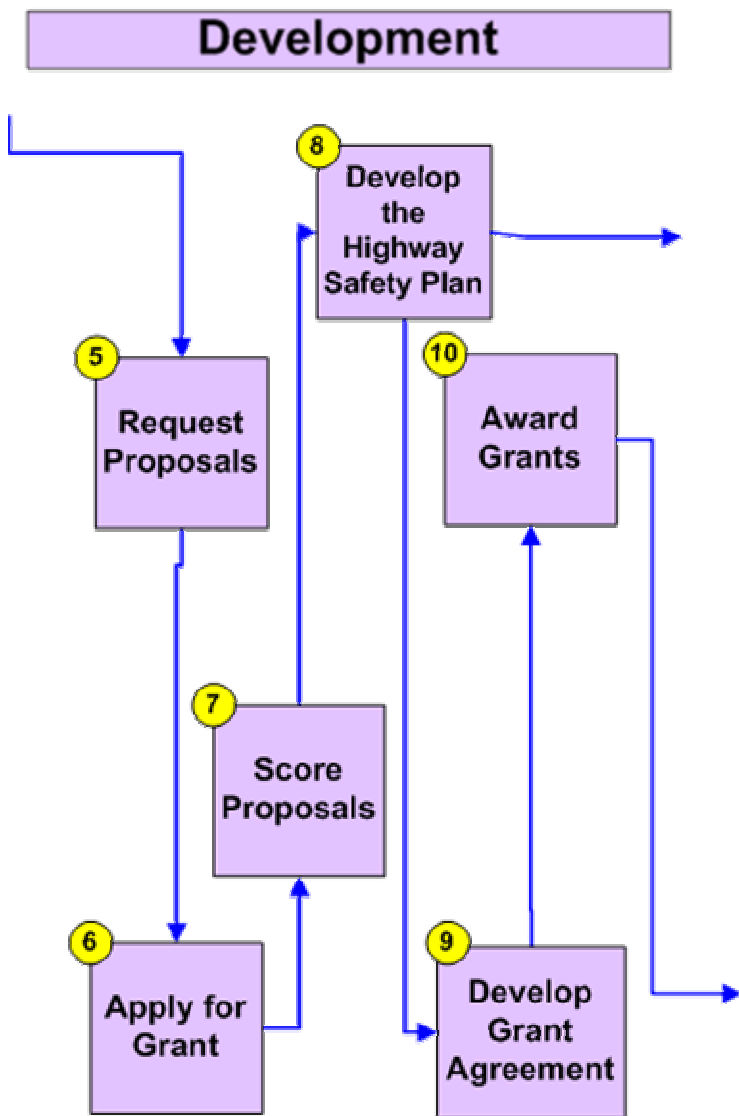
and is based on the informal Strategic Plan.

Approve Performance Plan

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

Develop Policies & Procedures

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



Development

Request Proposals

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

Apply for Grant

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

Score Proposals

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

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

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

Develop the Highway Safety Plan

The Highway Safety Plan (HSP) 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 HSP is intergovernmental in nature, functioning, either directly or indirectly, through grant agreements, contracts, service purchase orders, requisitions, and work orders. The HSP, 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.

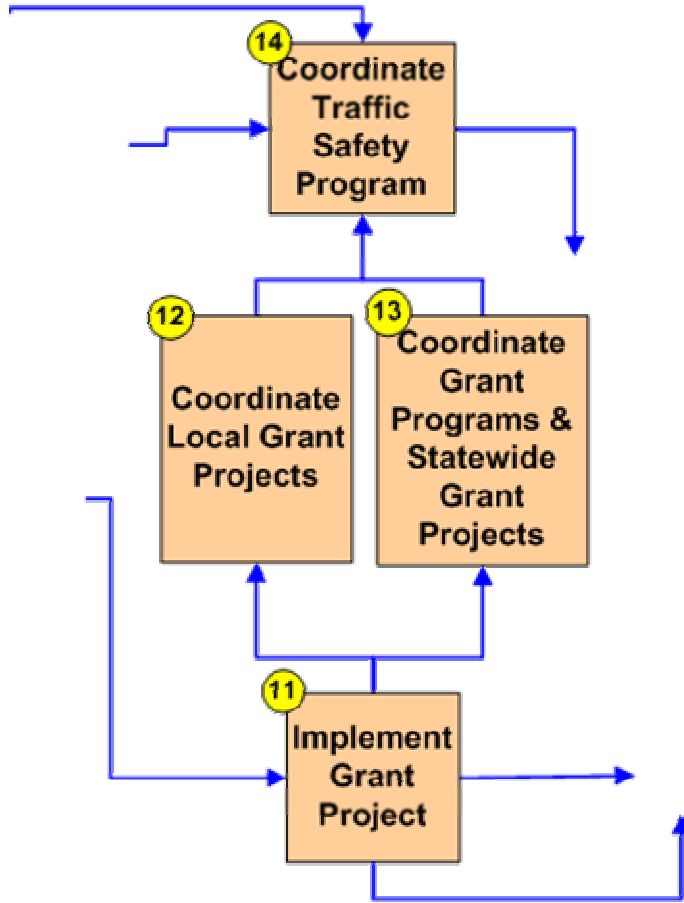
Develop Grant Agreement

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

Award Grants

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

Coordination



implementation of traffic safety projects at the local level.

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 TSS’s (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

Financial Processing

Manage Financial Accounts

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

Apportion Federal Funds

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

Request Reimbursement

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

Review & Approve Reimbursement

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

Reimburse Subgrantee

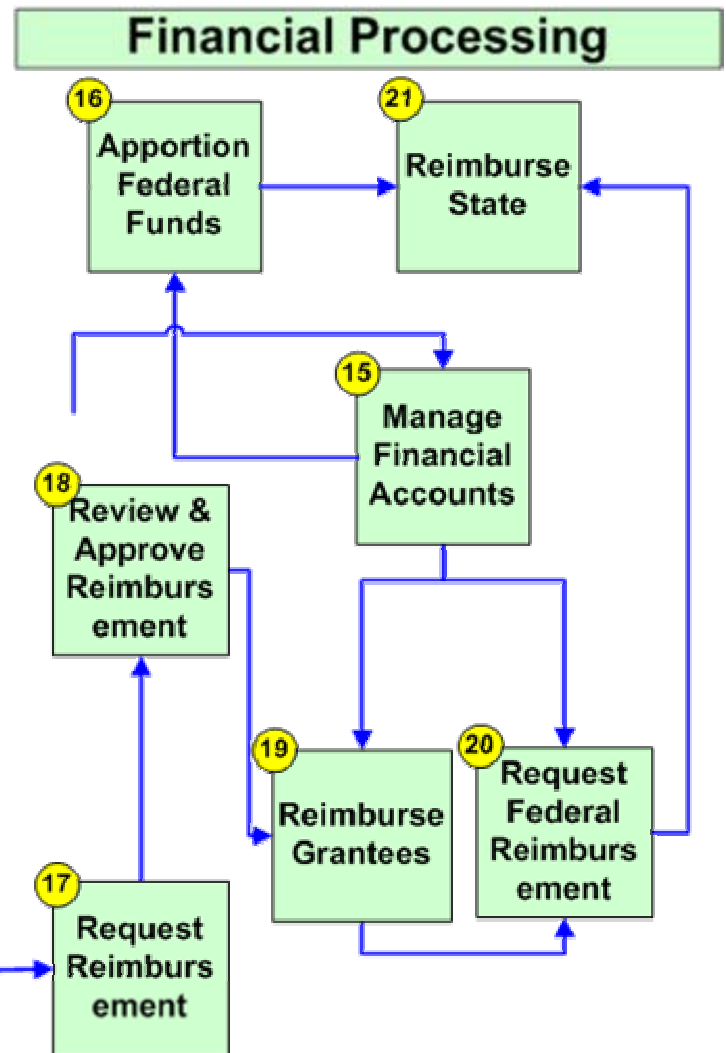
Finance Division receives RFRs and approvals from the Program Manager or Traffic Safety Specialist. After reviewing the information for completeness and accuracy, they then enter the information in FIMS and create a transaction to the Comptroller Office to send a warrant or direct deposit to the subgrantee.

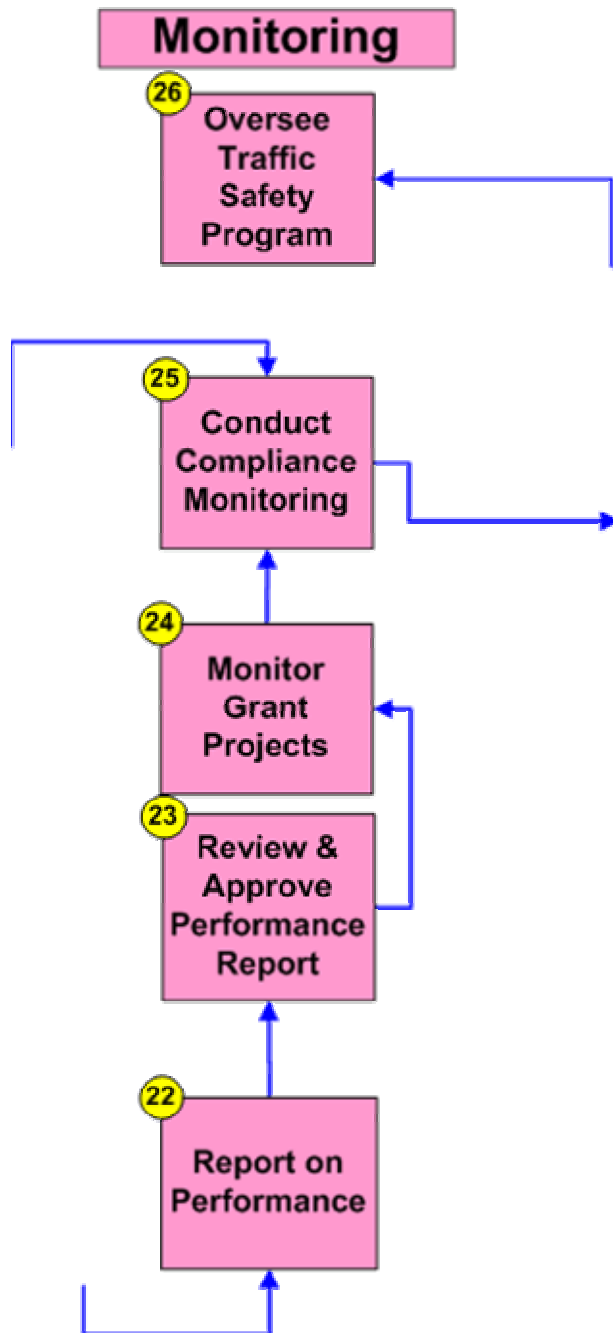
Request Federal Reimbursement

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

Reimburse State

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





Monitoring

Report on Performance

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

Review & Approve Performance Report

The TSS's 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.

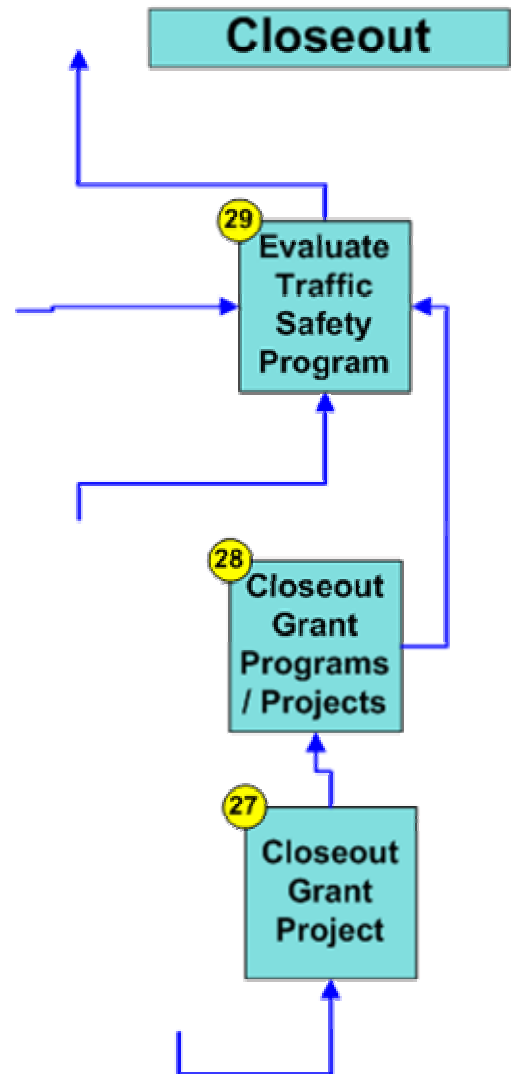
Closeout Grant Programs / Projects

The TSS's 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 TSS's 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.



FY2006

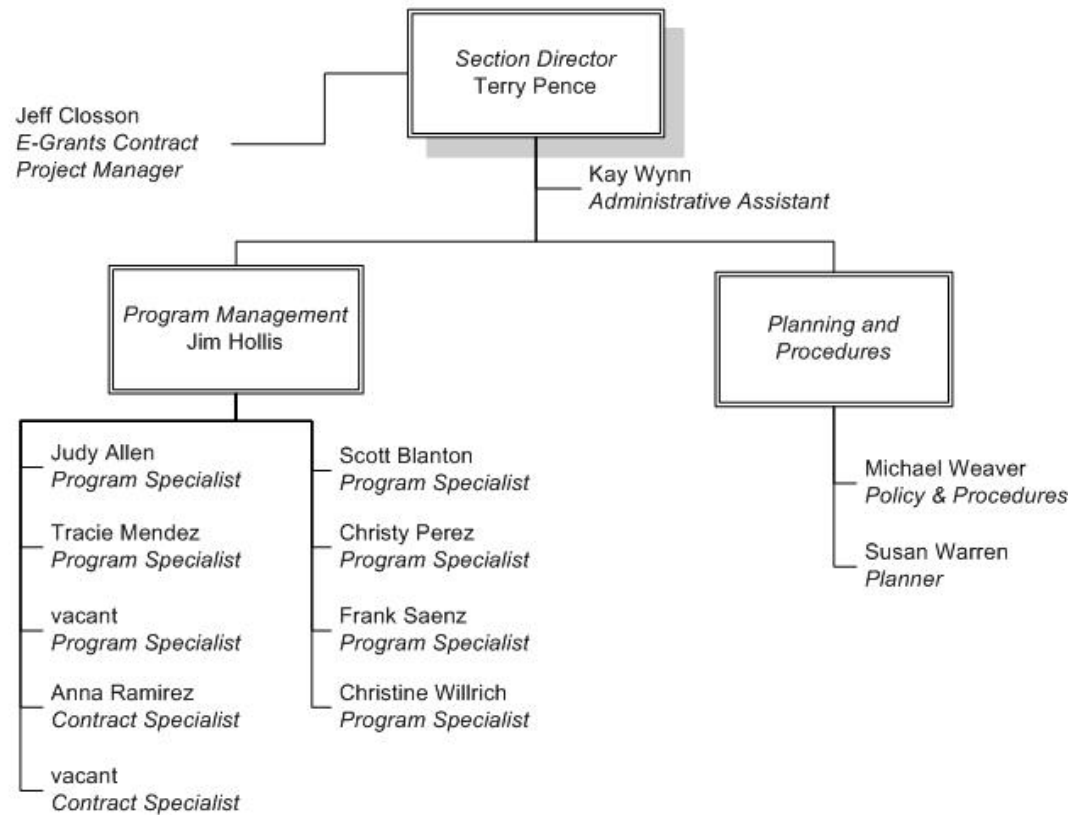
HSPP PLANNING CALENDAR

ACTIVITY	COMPLETION DATE	RESPONSIBLE
1. Submit FY 2006 HSPP project proposal announcement to Office of General Counsel (OGC) for Texas Register publication	November 17, 2004	Planner
2. Texas Register announcement published	December 3, 2004	OGC
3. Request for support projects to OGC	December 22, 2004	Planner
4. Support projects RFP published in Texas Register	January 7, 2005	OGC
5. Statements of work placed on TRF-TS website	January 7, 2005	Planner
6. FY 2006 Funding estimate released	January 24, 2005	Planner
7. All FY 2006 project proposals due	February 1, 2005	Submitters
8. Proposal Due TRF-TS	February 7, 2005	PMs and TSS's
9. Support Proposals Due TRF-TS	February 15, 2005	PMs
10. Districts/Division teams review proposals	March 7-11, 2005	TSS/TRF-TS
11. Team scores and remarks entered into TS Database, develop draft project lists based on funding estimate	March 14-18, 2005	Planner
12. Team comments, scores and draft project lists released to TSS and TRF-TS	March 25, 2005	Planner
13. TRF-TS meets to review draft project list and discuss projects	March 29, 2005	TRF-TS
14. Draft project list submitted to Traffic Operations Division (TRF) Director for approval	April 1, 2005	TRF-TS Director
15. Draft HSPP due	April 14, 2005	Planner
16. Draft project list delivered to districts and state agencies for review and comment	April 19, 2005	Planner
17. Review comments on draft project list due from districts, division and state agencies	April 29, 2005	All

18. Agenda item for June submitted to TRF Director	May 27, 2005	Planner
19. Submit draft 2006 HSPP Minute Order to TxDOT Deputy Executive Director(DED)	May 26, 2005	Planner
20. Submit FY 2006 HSP Minute Order to TRF Director	June 09, 2005	TRF Director
21. Pro formas released for FY 2006 Contracts	July 11, 2005	Procedures
22. Approved project lists sent to districts and state agencies	July 15, 2005	TRF Director
23. Submit electronic copy of FY 2006 HSPP draft to TRF Director, TSSs and PMs	August 06, 2005	TS Director
24. HSPP submitted To South Central Region of NHTSA for review/approval	August 06, 2005	TS Director
25. HSPP submitted to Texas Review and Comment System	August 06, 2005	Planner
26. Approved FY 2006 HSPP sent to TSSs, PMs and subgrantees	September 30, 2005	TS Director



Texas Department of Transportation
Traffic Operations Division
Traffic Safety Section
August 2005



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MISSION STATEMENT

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

EXECUTIVE SUMMARY

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

In FY06, TxDOT is implementing a new funding allocation methodology after an analysis of crash data and a determination of the most severe traffic safety problems. The program has been divided into three categories (Core competencies, Core auxiliaries and Contiguous competencies) and funding percentages have been assigned to each.

The Traffic Safety Program's FY06 budget of \$37.5 million will fund 188 projects during the year. Several program highlights include:

- The Texas Municipal Police Association will continue improving DWI processing by moving from pilot program to implementation statewide. All Texas law enforcement agencies will have the system available to them.
- The Texas Center for the Judiciary will sponsor a Texas Judicial Resource Liaison to work with Texas judges to improve their awareness of DWI and other traffic safety issues.
- Texas will develop a Statewide DWI Planning Committee to include representatives from all appropriate traffic safety program partners to address the impaired driving problems.
- Texas will host the premier Lifesavers national highway safety conference dedicated to reducing the tragic toll of deaths and injuries on our nation's roadways in April, 2006.
- TxDOT will develop an interactive web-based Electronic Grants System (E-Grants) to simplify the grant process for potential subgrantees, beginning with the Request for Proposal and ending with project closeout.
- A Traffic Records Assessment will be conducted to allow management to review Texas' traffic records program. TxDOT will coordinate the assessment process for the state.
- In FY 2005, Texas was identified as one of the 15 Strategic Evaluation States in recognition of the high numbers of alcohol-related fatalities. As a result, NHTSA awarded additional funds to conduct an impaired driving program. Texas will continue the Impaired Driving Mobilization Program in FY 2006 with local communities participating through sustained enforcement efforts.
- Statewide surveys show that safety belt use by drivers and front seat passengers increased to 89.9% in 2005. Seventy-six percent of Texas children ages 0-4 years were restrained in 2004. Texas will continue efforts to increase occupant restraint use in all passenger vehicle and trucks for driver and front seat passengers to 90.0%, for children ages 5-16 to 55.0%, and to achieve occupant restraint use for children ages 0-4 at 76.0% or higher in 2006.

LEGISLATIVE ISSUES

The 79th Texas Legislature met in FY2005. All traffic safety related laws in the Transportation Code passed by the 79th Legislature and signed by the Governor became effective September 1, 2005.

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

§201.907. CONTRACT FOR ENFORCEMENT (ON TOLL WAYS)

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

§228.504. FAILURE OR REFUSAL TO PAY TOLL; OFFENSE

§228.505. ADMINISTRATIVE FEE; NOTICE; OFFENSE

§228.506. PRESUMPTIONS; PRIMA FACIE EVIDENCE; DEFENSES

§228.507. ELECTRONIC TOLL COLLECTION

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

§228.058. AUTOMATED ENFORCEMENT TECHNOLOGY

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

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

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

§472.022. OBEYING WARNING SIGNS AND BARRICADES

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

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

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

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

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

§544.0055. TRAFFIC-CONTROL SIGNAL PREEMPTION DEVICE; OFFENSE

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

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

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

§545.356. AUTHORITY OF MUNICIPALITY TO ALTER SPEED LIMITS

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

§545.412. CHILD PASSENGER SAFETY SEAT SYSTEMS; OFFENSE

HB 183 amends §545.412 to resolve an earlier conflict on the age requirements for child passenger safety seats systems, more commonly known as car seats. Conflicting bills passed in the same legislative session set the relevant age for requiring car seats for all children at

different ages; one set the limit at those under 4 or under 36 inches tall, while another bill set the relevant age at those under 5 or under 36 inches. Now, children under 5 *and* under 36 inches tall must be in a car seat. The bill also amends §545.413 to make corresponding changes and to clarify that all passengers under the age of 17 who do not fall under the mandatory car seat provision must nevertheless be secured by a seat belt at all times, regardless of their location within a vehicle.

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

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

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

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

§545.425. USE OF WIRELESS COMMUNICATION DEVICE BY CERTAIN MOTORISTS

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

§547.615. RECORDING DEVICES

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

§550.022. DESIGNATED ACCIDENT INVESTIGATION SITES

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

§551.301. DEFINITION OF POCKET BIKES AND MINIMOTORBIKES

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

§551.304. LIMITS ON POCKET BIKES AND MINIMOTORBIKES

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

CHAPTER 601. MOTOR VEHICLE SAFETY RESPONSIBILITY ACT

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

§708.105. NOTICE OF POTENTIAL SURCHARGE

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

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

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

§725.003. OFFENSE (TRANSPORTING LOOSE MATERIALS); PENALTY

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

PERFORMANCE PLAN

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PROBLEM IDENTIFICATION

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 face on the roadways. Additional Texas data can be found on the charts included in this plan on pages 34-66.

- Impaired Driving – There were 1,771 alcohol related fatalities in 2003 (FARS) in Texas. Forty-six percent (46%) of fatalities in 2003 were alcohol related (FARS). (see charts pages 41-42).
- Safety Belts – Safety belt usage reached 89.9% in 2005 (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 76% in 2004. The lowest usage rate was for children ages 5-16, with a 47.1% usage rate in 2004 (TTI School age Children Survey in eighteen Texas Cities). (see charts pages 44, 55)
- 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 323 (FARS) in 2003. Of the 323 fatalities in 2003, 207 (64%) were not wearing a helmet and 128 (40%) were alcohol related. (see chart page 54).
- Speeding - Of the 3,725 crash fatalities, 1,338 (36%) involved driving over the speed limit or too fast for conditions (TxDPS crash data).

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

K = at least one person was killed

A = incapacitating injury

B = non-incapacitating injury

C = the most severe injury sustained was a possible injury

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

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

observational surveys. Health, injury and emergency response data are collected from the Texas Department of State Health Services (DSHS).

Accident File data are used in a variety of ways to support problem identification at statewide and local levels by both TxDOT and by potential traffic safety program subgrantees. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. **In recent years Texas has experienced extensive backlogs in the coding of Accident Reports – to the degree that the most current certified statewide crash data available is for calendar year 2001. A major effort to rectify this situation through the development and implementation of a new Crash Records Information System (CRIS) has been underway for several years and is nearing the operational stage. In an effort to provide at least a modicum of more current crash information, the tabled crash data and trend information and the performance goal and trend graphical presentations provided here that include only fatal crash or fatality data, have been supplemented with data from FARS through 2003.** It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Accident File are not always in complete agreement. We believe, however, that for the purposes of this report and the on-going planning and evaluation efforts that depend on the most current data available, these differences are tolerable until the new Texas data system is fully operational. Each of the performance goal and trend graphical presentations contain a footnote identifying the sources of the data used 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 years¹ of data, in each Annual Report to NHTSA on the Texas Traffic Safety Program. These presentations provided a wide variety crash and casualty information encompassing absolute numbers and mileage-based rates of both crashes and casualties by severity. Over the years, the specific data reported have evolved in response to changing traffic safety priorities at the national level and, at the state level, as result of on-going internal planning efforts within TxDOT's Traffic Safety Section and the formal strategic planning process initiated in 1997. The current measures tracked and reported annually are enumerated in Tables 1 and 3.

Application of Crash, Injury and Other Data to Problem Identification

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

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

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

potential grantees proposing projects as one of the most important aspects of project proposals. A strong problem identification description accurately defines the nature and magnitude of the specific problem or problems in terms of causes of fatalities, injuries, crashes and property damage. Sufficient source-identified, verifiable data must be provided to justify the traffic safety problem in order for a proposal to be considered. Project proposers also identify specific traffic safety problems through archived and especially collected data from, for example, community assessments, traffic analyses, local speed and occupant restraint use surveys, local law enforcement agencies and hospital and emergency room reports.

The proposals must be specific about the site location (city, county, roadway section, statewide), population data, the target audience, and over or under-representations.

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

State Demographics Analysis

Texas, the largest state in the contiguous United States, is bounded by Oklahoma (N); Arkansas (NE); Louisiana (E); the Gulf of Mexico (SE); Mexico, (SW); and New Mexico (W). Approximately 790 miles long and 660 miles wide at its most distant points, Texas encompasses 268,581 square miles. Texas' population was 20,851,820 per the 2000 Census and is projected to be 22,556,027 in 2005 (Texas State Data Center). In 2000, approximately 53 percent of the population was Anglo, 32 percent Hispanic, 12 percent Black, and 3.3 percent 'other' racial/ethnic groups. Both Hispanic and 'other' demographic groups are projected to increase as a proportion of the states' total population. About 31% of the population is 19 years-old or younger, 59% are 20-64, and 10% are 65 or older. Texans live in 254 counties that range in population from 67 (Loving) to 3,400,578 (Harris), and in area from Rockwall County's 149 square miles to the 6,193 square miles of Brewster County - equal to the combined area of the states of Connecticut and Rhode Island. There are 79,500 centerline miles of state-maintained roadways, including 3,233 miles of Interstate highways, and more than 12,000 miles of US highways and 16,000 miles of Texas State highways. Another 41,000 miles on the state system are designated as Farm or Ranch to Market roads. In addition to the state-maintained roads, there are more than 222,000 miles of city and county-maintained streets and highways. Approximately 72% of the more than 218 billion vehicle miles traveled in Texas in 2003 were on rural roadways and 28% on urban roads. Despite vast expanses of low density population, Texas has more than 200 cities with populations of 10,000 or more. Of these, 51 have populations in excess of 50,000 and 24 have more than 100,000 residents. In 2005, there were 18.9 million registered vehicles in the state. Licensed drivers numbered 13,979,806 in 2001. Of these 8%, more than 1.1 million were under 21 years old (with more than 372,000 under 18) and 11.3% were 65 or older.

SET PERFORMANCE GOALS

As an outgrowth of the strategic planning process, Texas developed 16 specific goals for the traffic safety program, 55 specific strategies, and 30 specific performance measures. Objectives have been established for all 30 performance measures for years 2006 through 2010. These Texas traffic safety goals, strategies, performance measures and objectives for 2006 and 2010 are outlined in Table 1.

Table 2 provides nine and, in one case, ten years of crash data for the ten “national” performance measures that are reported by all states. Following Table 2, Figures 1-10 illustrate graphically both the actual data points for each performance measure and the linear trend from 1995-2004 for each measure.

Similarly, Table 3 provides seven to ten years of data for 20 of the previously noted 30 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 Traffic Operations Division at TxDOT headquarters, traffic safety specialists from TxDOT districts throughout Texas, the South Central NHTSA Region program manager for Texas, representatives from AAA-Texas, AARP, MADD-Texas, Texas Department of Public Safety, Texas Department of Health, Texas Transportation Institute, Texas Cooperative Extension, Texas Engineering Extension Service, and Texas Bicycle Coalition.

Objectives and performance measures were subsequently developed by the Traffic Safety Section 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 2006 Performance Plan. Continuing the effort undertaken at the 1999 planning sessions to provide better correspondence between goals and measures, several modifications and additions were made for the FY 2006 Plan. As a result of these changes, the thirty performance measures shown in Table 1 are now established by which progress on sixteen traffic safety goals can be assessed.

The FY 2005-2010 Strategic Plan was developed in the summer of 2003. As part of the strategic planning cycle, program goals and strategies were re-evaluated and modified as needed to make them more consistent with each other and better indicate progress toward those goals. The FY 2005-10 Strategic Plan will be used to develop the Performance and Highway Safety Plans for the next 3 years. 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 next strategic planning meeting is scheduled for June 2006.

Table 1. FY 2006 Texas Traffic Safety Goals, Strategies, Performance Measures, and Objectives

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2006 Objective	2010 Objective											
Overall State Goal																
Reduce the number of motor vehicle crashes, injuries and fatalities		1: Mileage Death Rate	1.75 fatalities per 100M VMT (2003 FARS)	1.60 fatalities per 100M VMT	1.50 fatalities per 100M VMT											
		2: Serious Injury Rate	49.87 serious injuries per 100M VMT	47.46 serious injuries per 100M VMT	41.19 serious injuries per 100M VMT											
Planning and Administration Program Area – 01																
		No current quantifiable performance measures or objectives														
Alcohol and Other Drug Countermeasures Program Area – 02																
To reduce the number of DWI-related crashes, injuries, and fatalities	<p>Increase enforcement of DWI laws</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>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>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>3: Number of DWI-related fatalities per 100M VMT (Based on FARS estimates)</p>	<p>0.81 DWI-related fatalities per 100M VMT (Based on 2003 FARS estimates)</p>	<p>0.77 DWI-related fatalities per 100M VMT (Based on FARS estimates)</p>	<p>0.69 DWI-related fatalities per 100M VMT (Based on FARS estimates)</p>											
						<p>4: Number of DWI-related (alcohol or other drugs) KAB crashes</p>	<p>4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT</p>	<p>3.40 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT</p>	<p>2.81 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT</p>							
										<p>5: Number of 16-20 year old (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>	<p>86.95 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>	<p>63.71 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>	<p>51.89 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>			
To reduce the number of DWI-related crashes where the driver is under age 21																

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2006 Objective	2010 Objective
	Improve education programs on alcohol and driving for youth				
	Increase enforcement of driving under the influence by minors laws	6: Number of DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.541 DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.505 DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.460 DWI-related (alcohol or other drugs) fatalities per 100M VMT
	Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving				
	Develop innovative ways and programs to combat underage drinking and driving	7: Number of DWI-related (alcohol or other drugs) serious injuries per 100M VMT	6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT	4.73 DWI-related (alcohol or other drugs) serious injuries per 100M VMT	3.85 DWI-related (alcohol or other drugs) serious injuries per 100M VMT
	Expand "EI Protector" and keep concentration on alcohol				
Emergency Medical Services Program Area - 03					
To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.	To increase the availability of EMS training in rural and frontier areas	8: EMS response time in rural areas	EMS response time to motor vehicle trauma calls in rural areas reduced to 12.3 minutes (1999)	EMS response time to motor vehicle trauma calls in rural areas reduced to 10.5 minutes	Maintain EMS response time to motor vehicle trauma calls in rural areas at 10.5 minutes
	Increase EMS involvement in local community safety efforts	9: EMS response time in frontier areas	Average EMS response time to motor vehicle crashes in frontier areas less than 13.6 minutes	Average EMS response time to motor vehicle crashes in frontier areas less than 13 minutes	Maintain EMS response time to motor vehicle trauma calls at 13 minutes in frontier areas
Motorcycle Safety Program Area - 04					
To reduce the number of motorcyclist fatalities	Increase enforcement of existing motorcycle helmet law for riders and passengers under 21 Improve public information and education on the value of wearing a helmet Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs	10: Number of motorcyclist fatalities	Motorcyclist fatalities 323 (2003 FARS)	Reduce motorcyclist fatalities to no more than 310	Reduce motorcyclist fatalities to no more than 280
Occupant Protection Program Area - 05					
To increase occupant	Increase enforcement of occupant	11: Driver and front seat passenger restraint use	89.9 percent (2005)	91.0 percent	94.0 percent

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2006 Objective	2010 Objective
restraint use in all passenger vehicles and trucks	<p>protection laws</p> <p>Increase public information and education campaigns</p>	<p>12: Safety belt use rate by children age 5-16</p> <p>13: Child passenger restraint use rate for children ages 0-4</p>	<p>47.1 percent (2004)</p> <p>76.0 percent (2004)</p>	<p>55.0 percent</p> <p>77.0 percent</p>	<p>80.0 percent</p> <p>80.0 percent</p>
	<p>Increase intervention efforts by healthcare professionals, teachers, and all safety advocates</p> <p>Concentrate efforts on historically low use populations</p> <p>Increase judges' and prosecutors' awareness of safety belt misuse</p> <p>Increase retention of child passenger safety (CPS) instructors</p> <p>Increase training opportunities for CPS instructors</p> <p>Increase EMS/fire department involvement in CPS fitting stations</p> <p>Maintain CPS seat distribution programs for low income families</p> <p>Increase occupant protection education and training for law enforcement and judges</p>				
Pedestrian and Bicyclist Safety Program Area - 06					
To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities	<p>Increase enforcement of traffic laws about bicycle right of way</p> <p>Increase motorist awareness for sharing the road with bicyclists</p>	14: Number of motor vehicle-related pedestrian fatalities	1.75 motor vehicle-related pedestrian fatalities per 100,000 population (2003 FARS)	No more than 1.72 motor vehicle-related pedestrian fatalities per 100,000 population	No more than 1.642 motor vehicle-related pedestrian fatalities per 100,000 population

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2006 Objective	2010 Objective
	<p>Improve bicycle crash data</p> <p>Increase public information and education efforts on the use of safety equipment</p> <p>Improve identification of problem areas for pedestrians</p> <p>Improve pedestrian "walkability" of roads and streets</p> <p>Improve data collection on pedestrian injuries and fatalities</p> <p>Improve public education and information on pedestrians and "safe walking"</p>	<p>15: Number of bicyclist fatalities</p>	<p>0.224 bicyclist fatalities per 100,000 population (2003 FARS)</p>	<p>0.127 bicyclist fatalities per 100,000 population</p>	<p>0.122 bicyclist fatalities per 100,000 population</p>
Police Traffic Services Program Area - 07					
<p>To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes</p>	<p>Increase enforcement of traffic safety-related laws</p> <p>Increase public education and information campaigns</p> <p>Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals</p>	<p>16: Number of KAB crashes per 100M VMT</p> <p>17: Number of intersection and intersection-related KAB crashes</p>	<p>36.19 KAB crashes per 100M VMT</p> <p>15.5 intersection and intersection-related KAB crashes per 100M VMT</p>	<p>32.19 KAB crashes per 100M VMT</p> <p>11.1 intersection and intersection-related KAB crashes per 100M VMT</p>	<p>29.69 KAB crashes per 100M VMT</p> <p>9.3 intersection and intersection-related KAB crashes per 100M VMT</p>
<p>Reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles weighing more than 10,000 pounds</p>	<p>Increase public information and education on sharing the road with commercial motor vehicles (CMV)</p> <p>Develop partnerships with CMV industry and trade associations to increase education and training of the general public and drivers</p> <p>Increase enforcement of commercial motor vehicle speed limits</p>	<p>18: Number of CMV-involved fatalities</p> <p>19: Number of CMV-involved fatal crashes</p>	<p>0.250 fatalities per 100M VMT for motor vehicles weighing more than 10,000 pounds (2003 FARS)</p> <p>0.219 fatal crashes per 100M VMT for motor vehicles weighing more than 10,000 pounds (2003 FARS)</p>	<p>No more than 0.203 fatalities per 100M VMT for motor vehicles weighing more than 10,000 pounds</p> <p>No more than 0.187 fatal crashes per 100M VMT for motor vehicles weighing more than 10,000 pounds</p>	<p>No more than 0.149 fatalities per 100M VMT for motor vehicles weighing more than 10,000 pounds</p> <p>No more than 0.132 fatal crashes per 100M VMT for motor vehicles weighing more than 10,000 pounds</p>
Speed Control Program Area - 08					
<p>To reduce the number of speed-related fatal and serious injury crashes</p>	<p>Identify best practices for speed deterrence when law enforcement is not present</p>	<p>20: Number of speed-related KAB crashes</p>	<p>11.88 speed-related KAB crashes per 100M VMT</p>	<p>9.82 speed-related KAB crashes per 100M VMT</p>	<p>9.58 speed-related KAB crashes per 100M VMT</p>

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2006 Objective	2010 Objective
Traffic Records Program Area - 09					
To improve the timeliness of, quality of, availability of, and linkages of records between crash data bases	Link Texas Department of State Health Services, Transportation, and Public Safety databases Improve local databases and their ability to electronically transmit crash data to the Department of State Health Services and Public Safety	21: Days for Crash Records Information System (CRIS) to report crash data after occurrence	Crash data available electronically to TxDOT in excess of 26 months	Crash data available electronically to TxDOT within 60 days of the event	Crash data available electronically within 60 days of the event
		22: Days to report local crash data electronically to CRIS after occurrence	Local crash data reported electronically to CRIS no later than 60 days after occurrence	Local crash data reported electronically to CRIS no later than 10 days after occurrence	Local crash data reported electronically to CRIS no later than 10 days after occurrence
Driver Education and Behavior Program Area - 10					
To increase public knowledge, perception and understanding of traffic safety	Develop and implement public information and education efforts on traffic safety issues Provide assistance to update the drivers' education curriculum Conduct and assist local, state and national traffic safety campaigns	23: Number of people reached with traffic safety messages	7.2 million people reached with traffic safety messages (2003)	13.1 million people reached with traffic safety messages	15.2 million people reached with traffic safety messages
Railroad / Highway Crossing Program Area - 11					
		No current quantifiable performance measures or objectives			
Roadway Safety Program Area - 12					
Reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled	Increase enforcement of traffic safety-related laws in work zones Increase public education and information on traffic safety in work zones Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training	24: Number of KAB crashes in work zones	1.45 KAB crashes in work zones per 100M VMT	Achieve 1.19 KAB crashes in work zones per 100M VMT	Achieve 1.10 KAB crashes in work zones per 100M VMT
		25: Number of injuries in work zones	2.00 A&B injuries in work zones per 100M VMT	Achieve 1.62 A&B injuries in work zones per 100M VMT	Achieve 1.48 A&B injuries in work zones per 100M VMT
Increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level	Provide traffic safety problem identification to local jurisdictions Improve highway design and engineering through training	26: Number of fatalities in work zones	0.082 fatalities in work zones per 100M VMT	Achieve 0.065 fatalities in work zones per 100M VMT	Achieve 0.06 fatalities in work zones per 100M VMT
		27: Number of communities provided assistance in improving safety through engineering	25 communities assisted (2004)	25 communities assisted	25 communities assisted
		28: Number of persons trained in roadway safety classes	2,697 students in roadway safety classes (2004)	2,300 students in roadway safety classes	2,300 students in roadway safety classes

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2006 Objective	2010 Objective
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	40 coalitions	Maintain a minimum of 50 coalitions	Maintain a minimum of 60 coalitions
School Bus Program Area -14					
Reduce School bus-related crashes, injuries and fatalities	Provide safe school bus operation training for school bus drivers in both English and Spanish Provide public information and education campaigns to promote safe motor vehicle operations around school buses Provide increased enforcement of state traffic laws around school buses	30: Number of school bus passenger fatalities per year on a five year average	0.40 school bus passenger fatalities per year on a 5 year average (1997-2001)	Maintain school bus passenger fatalities to no more than 0.50 per year on a five year average	Maintain school bus passenger fatalities to no more than 0.50 per year on a five year average

Table 2. Crash Data/Trends: Performance Measures

Baseline Data 1995

Progress Report Data 1996-2005

Crash Data Trends for Ten Performance Measures Reported by All States

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

Notes:

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

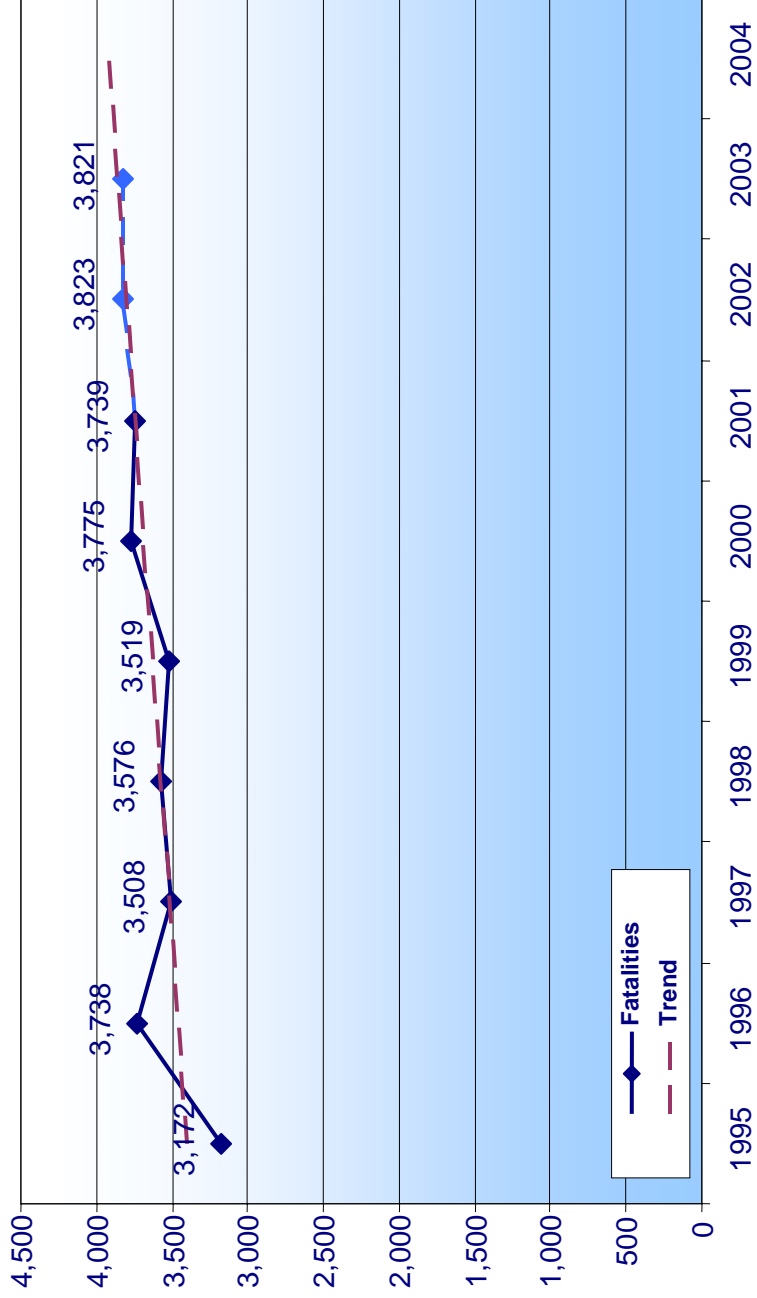
The most current certified statewide crash data available are for calendar year 2001 (see page 32). In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 1-10 have, where comparable data are available, been supplemented with data from FARS for 2002 and 2003. Due to minor differences in coding rules and data certification, FARS data and data from the Texas Accident File may not always be in complete agreement. However, any differences between the two data sources should be minimal. Figures 1-10, based on the data in Table 2, each include a footnote identifying the sources of the data used that figure.

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Goal: Fatalities

No numeric goal established

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

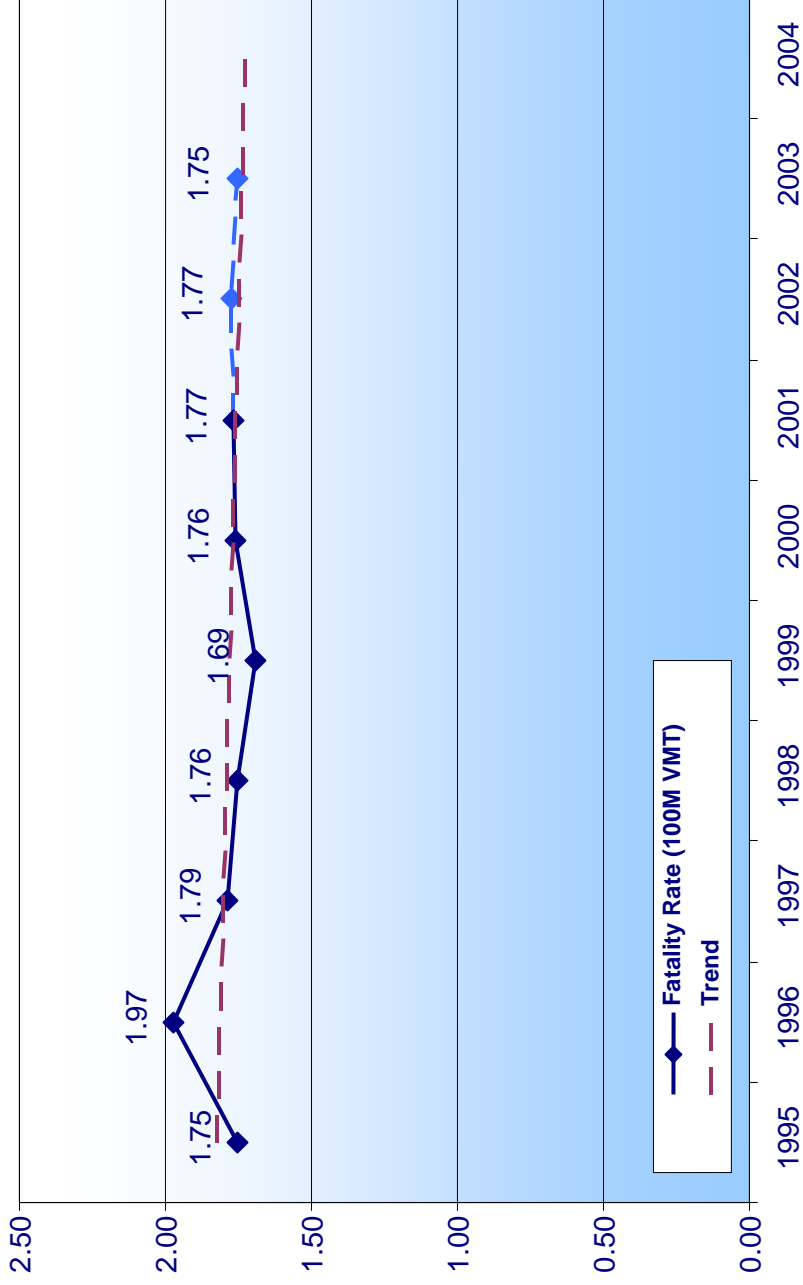


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2003: FARS

Goal: Fatality Rate per 100M VMT

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

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

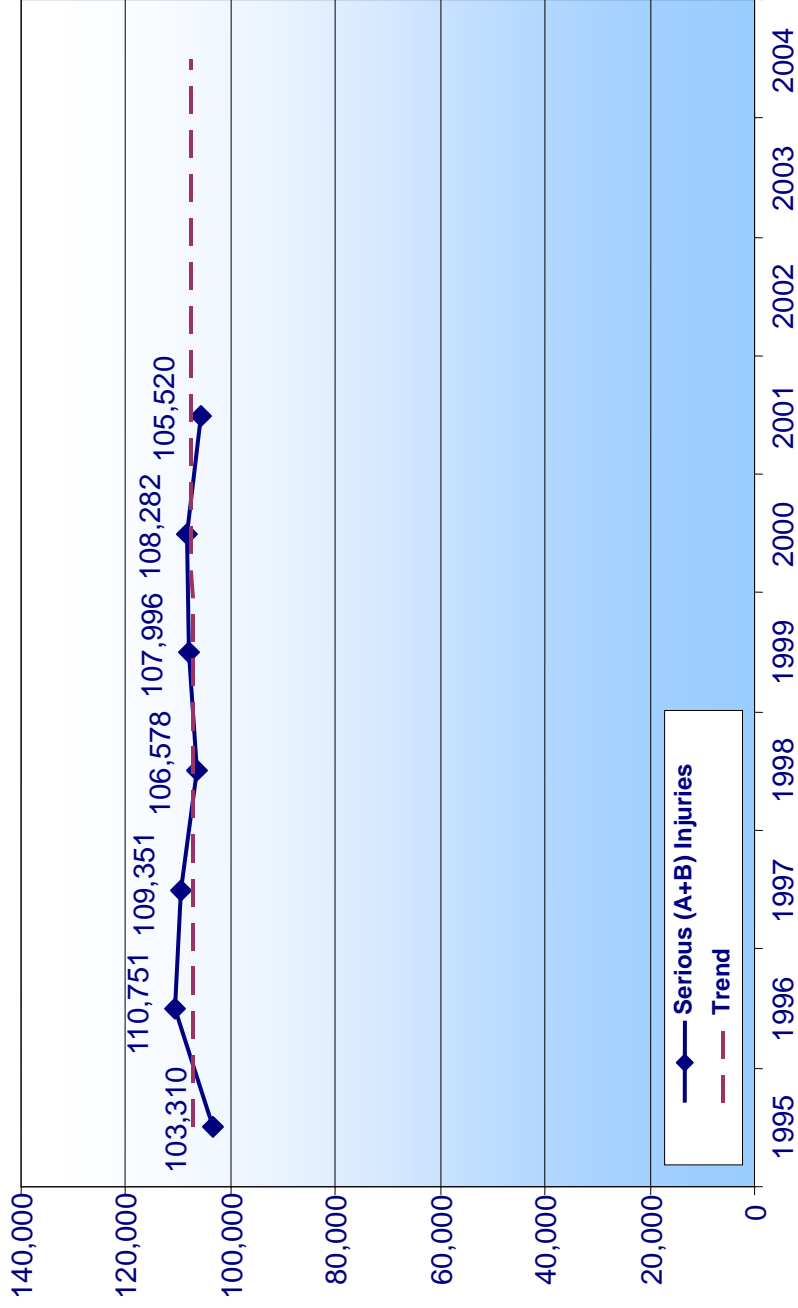


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2003: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Serious Injuries

No numeric goal established

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

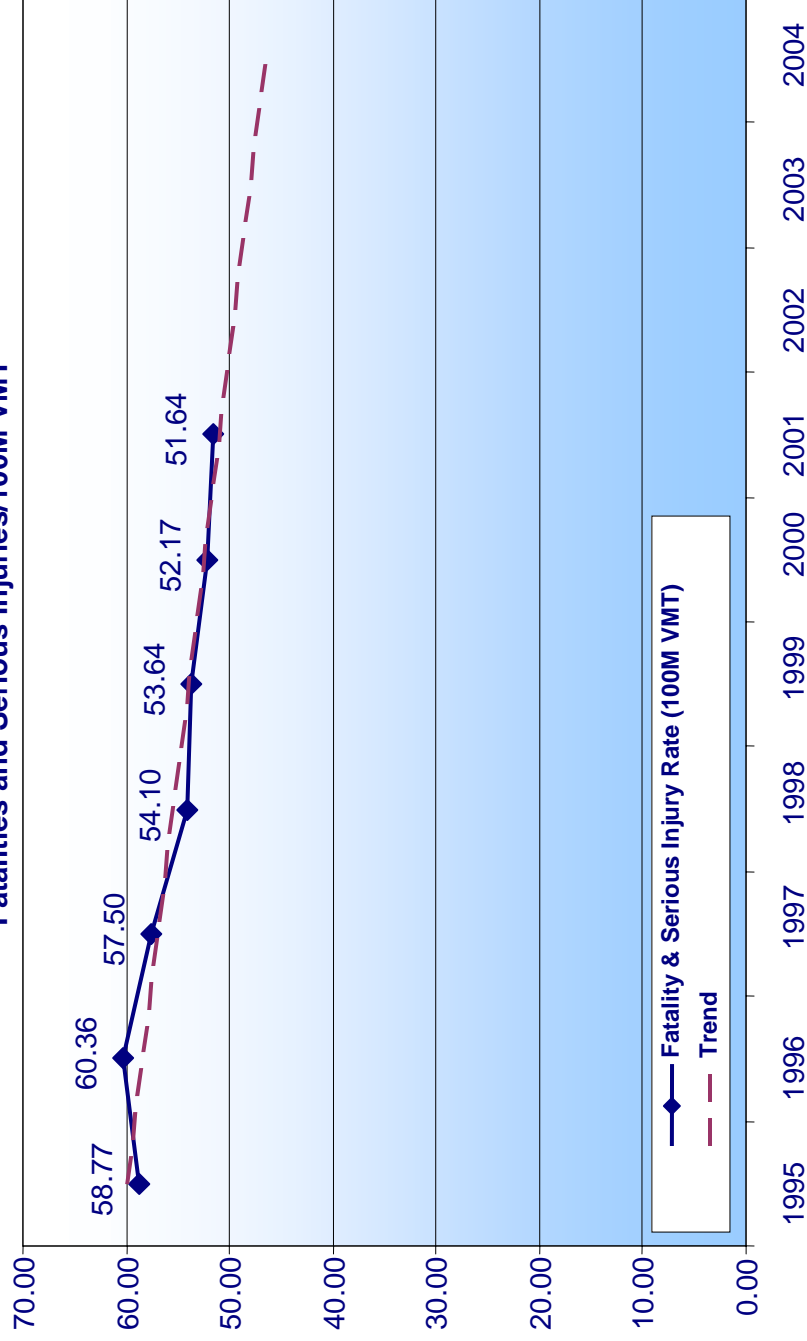


Data Sources A&B Injuries 1995-2001: Texas Accident File.

Goal: Fatality and Serious Injury Rate per 100M VMT

No numeric goal established

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

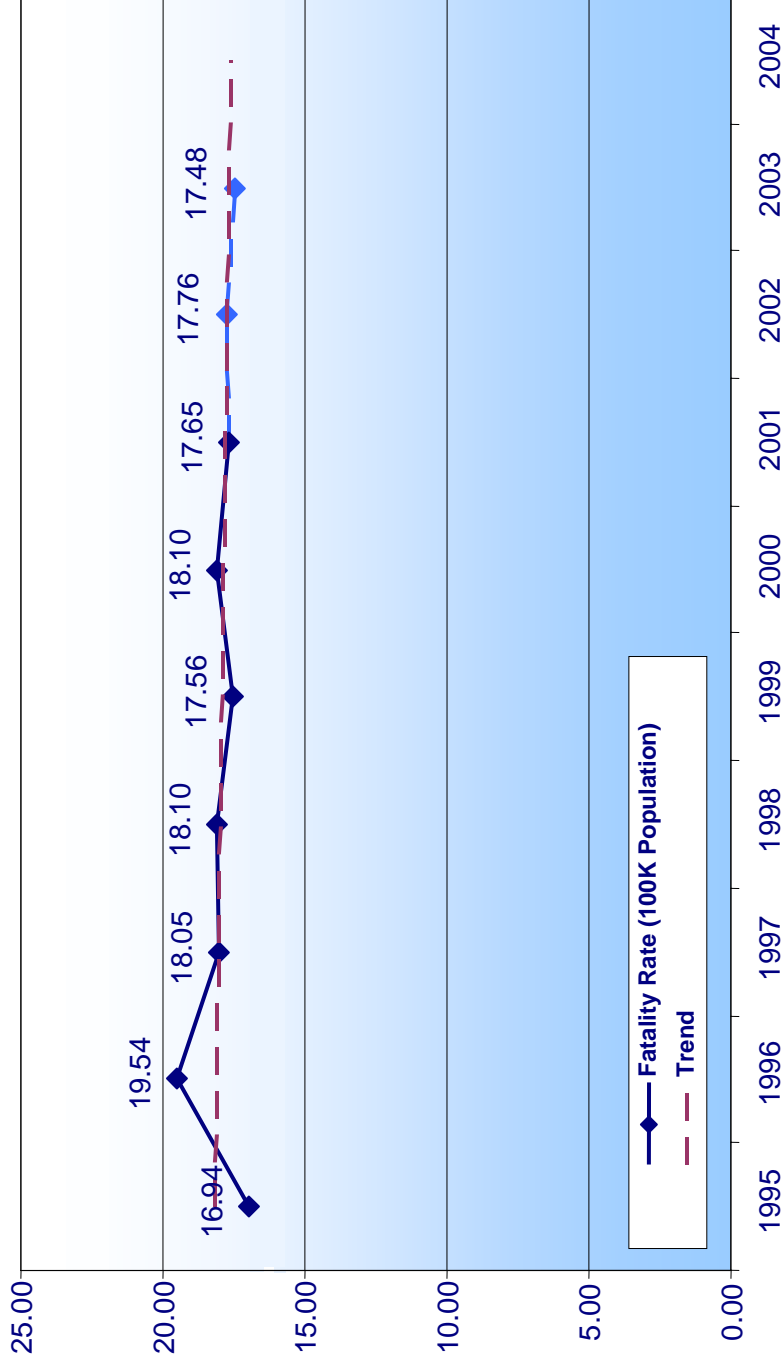


Data Sources: Fatalities & injuries 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Fatality Rate per 100K Population

No numeric goal established

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

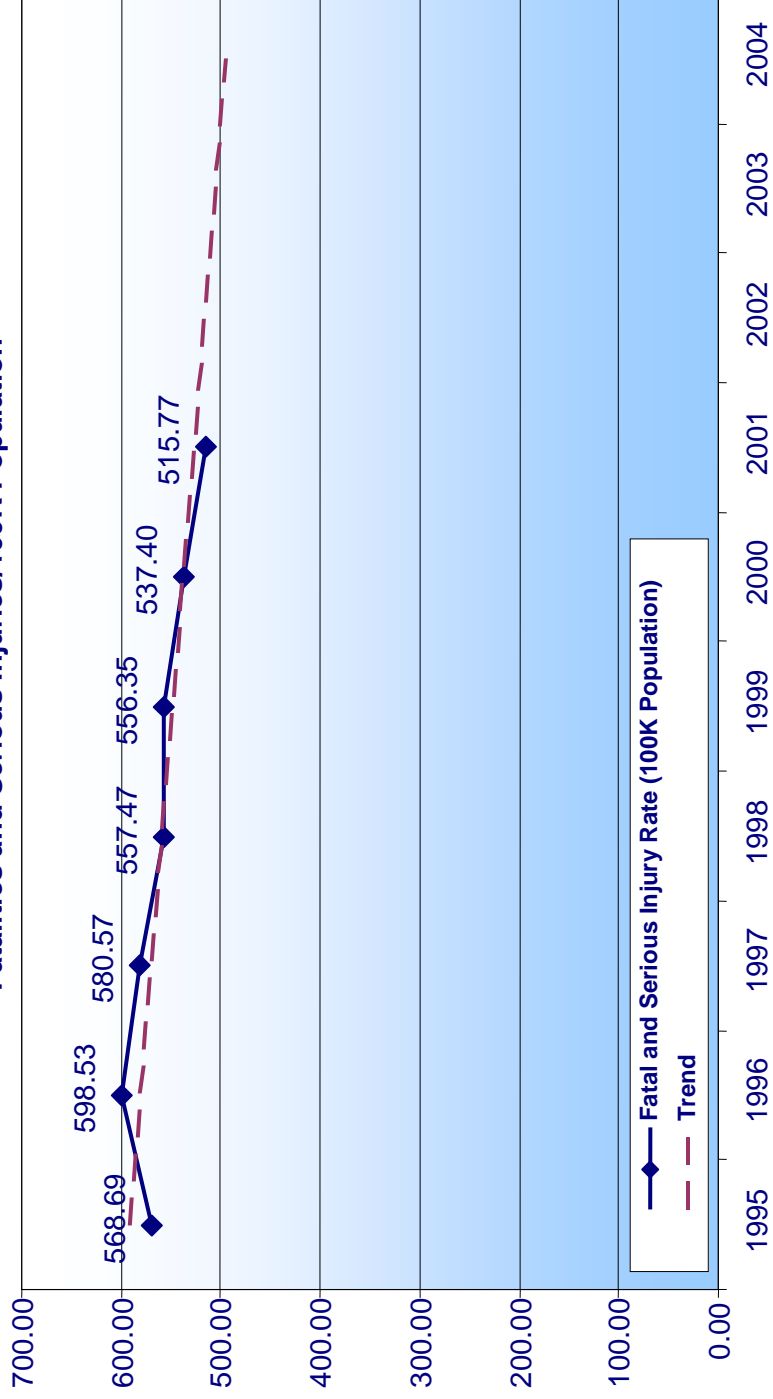


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2003: FARS
Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

Goal: Fatal and Serious Injury Rate per 100K Population

No numeric goal established

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



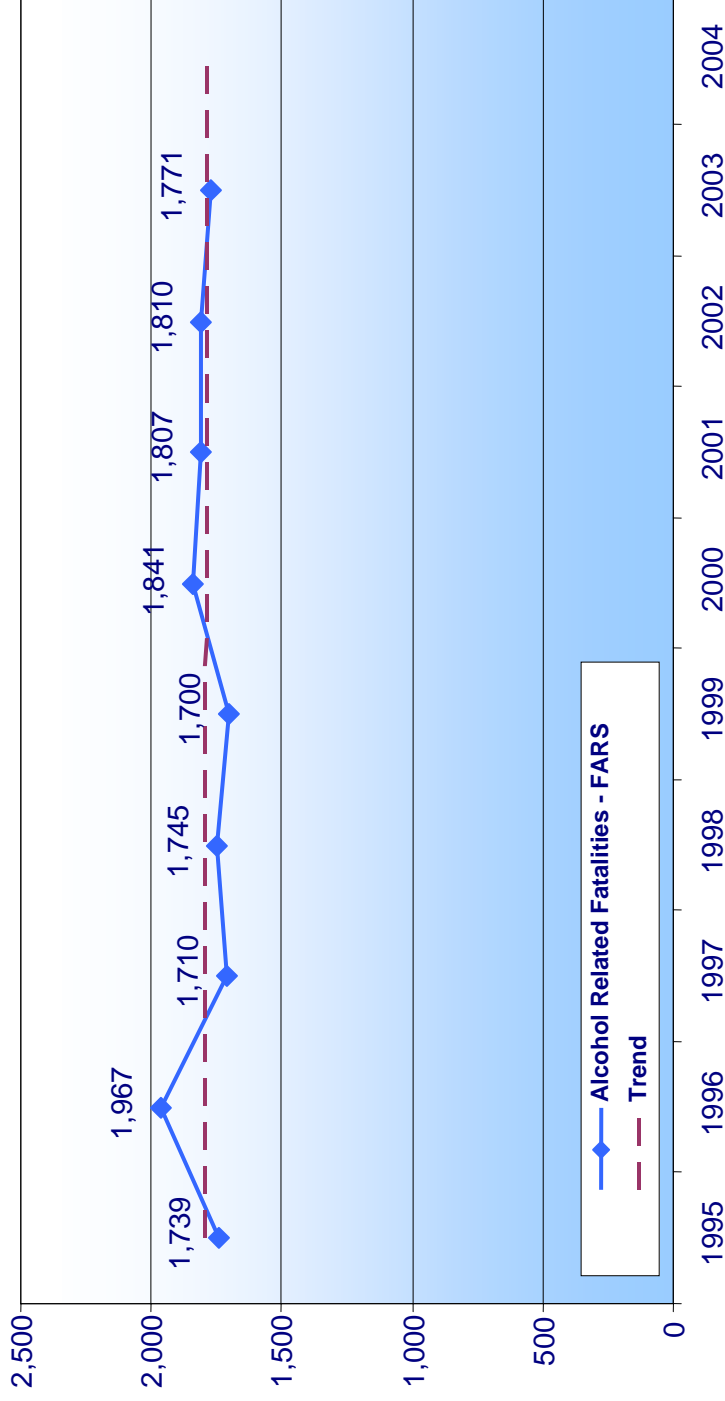
Data Sources: Fatalities & injuries 1995-2001: Texas Accident File

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

Goal: Alcohol-Related Fatalities

No numeric goal established

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

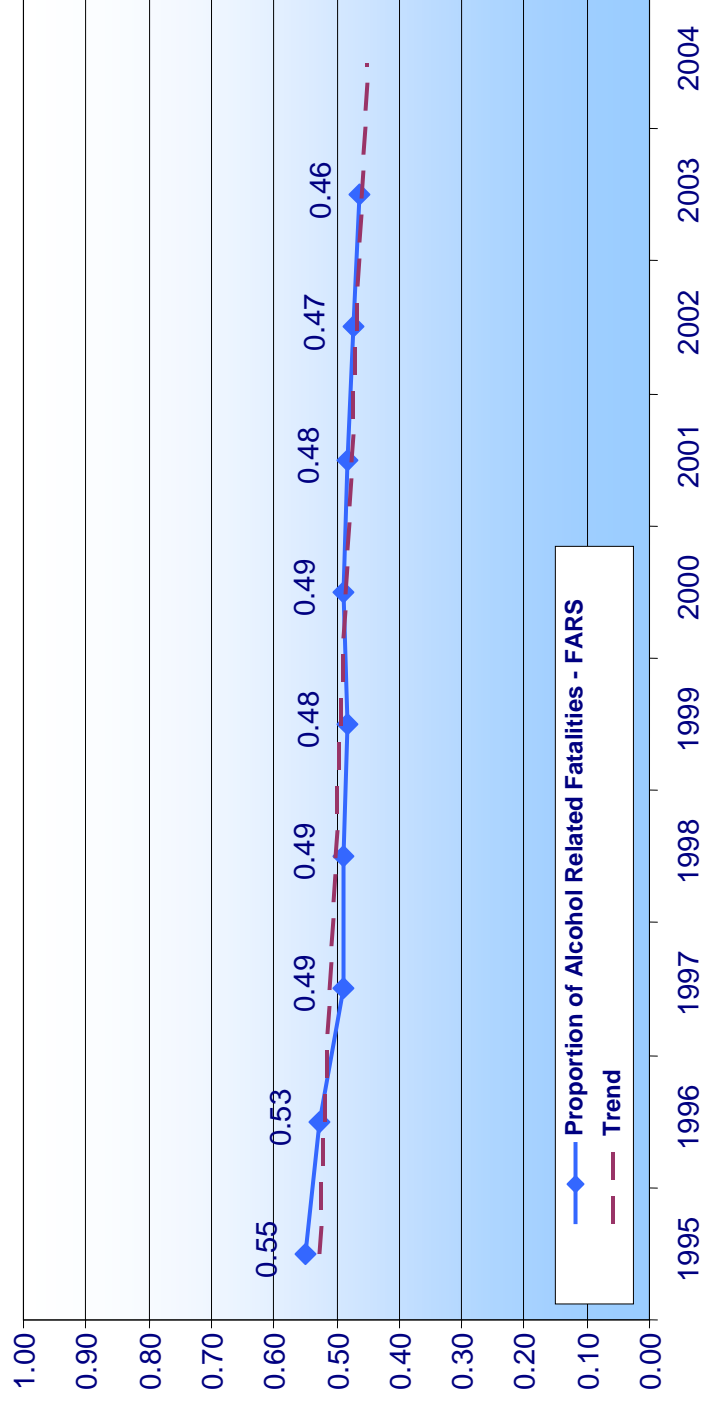


Data Sources Alcohol-related fatalities 1995-2003: FARS

Goal: Proportion of All Fatalities that are Alcohol-Related

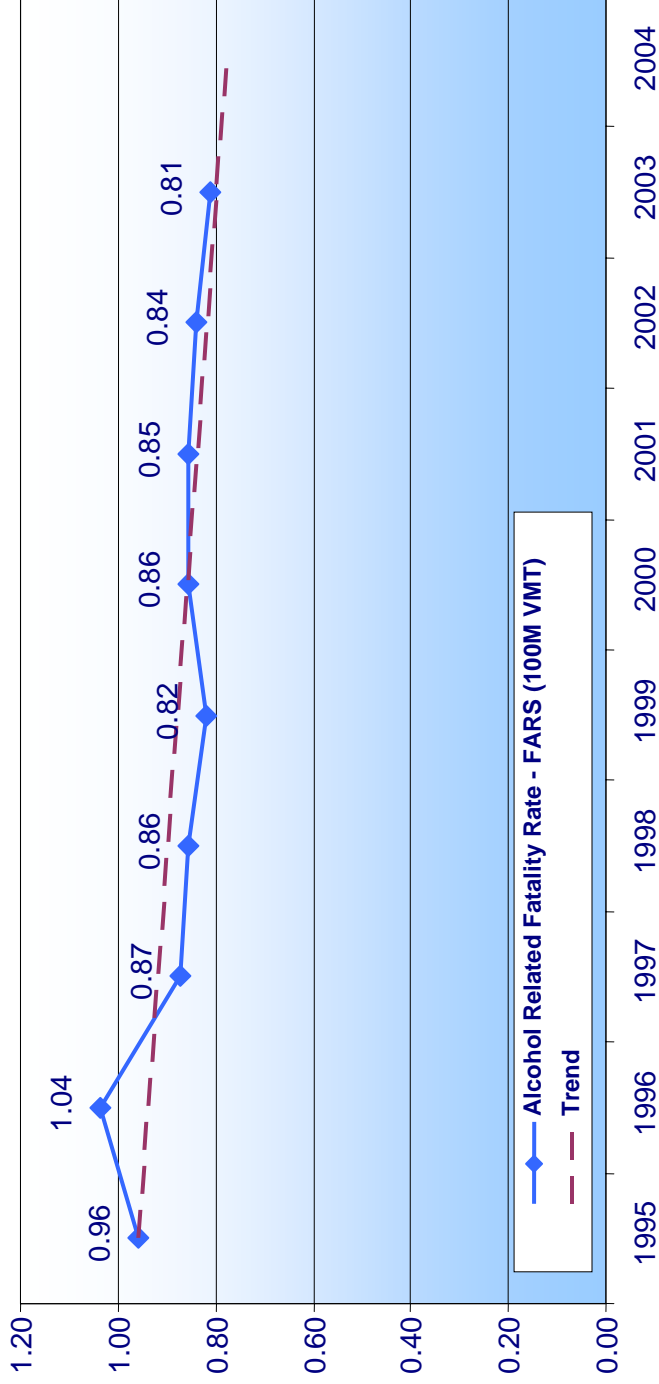
No numeric goal established

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



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

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



Data Sources Alcohol-related fatalities 1995-2003: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Safety Belt Use (% of Population)

Increase driver and front seat passenger safety belt use to 91.0% by 2006

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



Data Sources Texas Transportation Institute observational safety belt surveys

Table 3. Crash Data/Trends: Texas Performance Measures

Crash Data Trends for Twenty Texas Performance Measures	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1. Mileage Death Rate (100M VMT) [NPM2]	1.75	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75		
2. Serious Injury (A+B) Rate (100M VMT)	57.02	58.39	55.72	52.34	51.95	50.41	49.87				
3. DWI-Related Fatalities-FARS Estimate (100M VMT) [NPM9]	0.96	1.04	0.87	0.86	0.82	0.86	0.85	0.84	0.81		
4. Fatal and Serious Injury DWI-Related Crash Rate (100M VMT)	6.62	6.29	5.64	5.08	4.88	4.69	4.62				
5. 16-20 Year-old DWI Driver Fatal and Serious Crash Rate (100K Population)	95.98	97.06	89.31	91.20	92.28	92.53	86.95				
6. DWI-Related Fatality Rate (100M VMT)	0.684	0.719	0.608	0.580	0.558	0.558	0.541				
7. DWI-Related Serious Injury Rate (100M VMT)	9.32	8.90	7.91	7.01	6.72	6.33	6.31				
10. Motorcycle Fatalities	129	115	118	152	182	235	244	256	323		
11. Safety Belt Use (Percent of Population) [NPM10]	71.8%	74.0%	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%
14. Pedestrian Fatality Rate (100K Population)	2.462	2.337	2.299	2.353	2.155	2.009	2.171	1.942	1.747		
15. Bicyclist Fatality Rate (100K Population)	0.278	0.314	0.288	0.288	0.220	0.173	0.212	0.237	0.224		
16. Fatal & Serious Injury Crash Rate (100M VMT)	40.80	41.27	39.64	37.62	36.94	36.34	36.19				
17. Fatal and Serious Injury Intersection and Intersection-Related Crash Rate (100M VMT)	18.0	17.9	17.2	16.2	16.2	15.4	15.5				
18. Large Truck-Involved Fatality Rate (100M VMT)	0.203	0.259	0.227	0.229	0.222	0.234	0.247	0.224	0.250		
19. Large Truck-Involved Fatal Crash Rate (100M VMT)	0.174	0.216	0.197	0.206	0.196	0.209	0.218	0.199	0.219		

Continued on next page

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

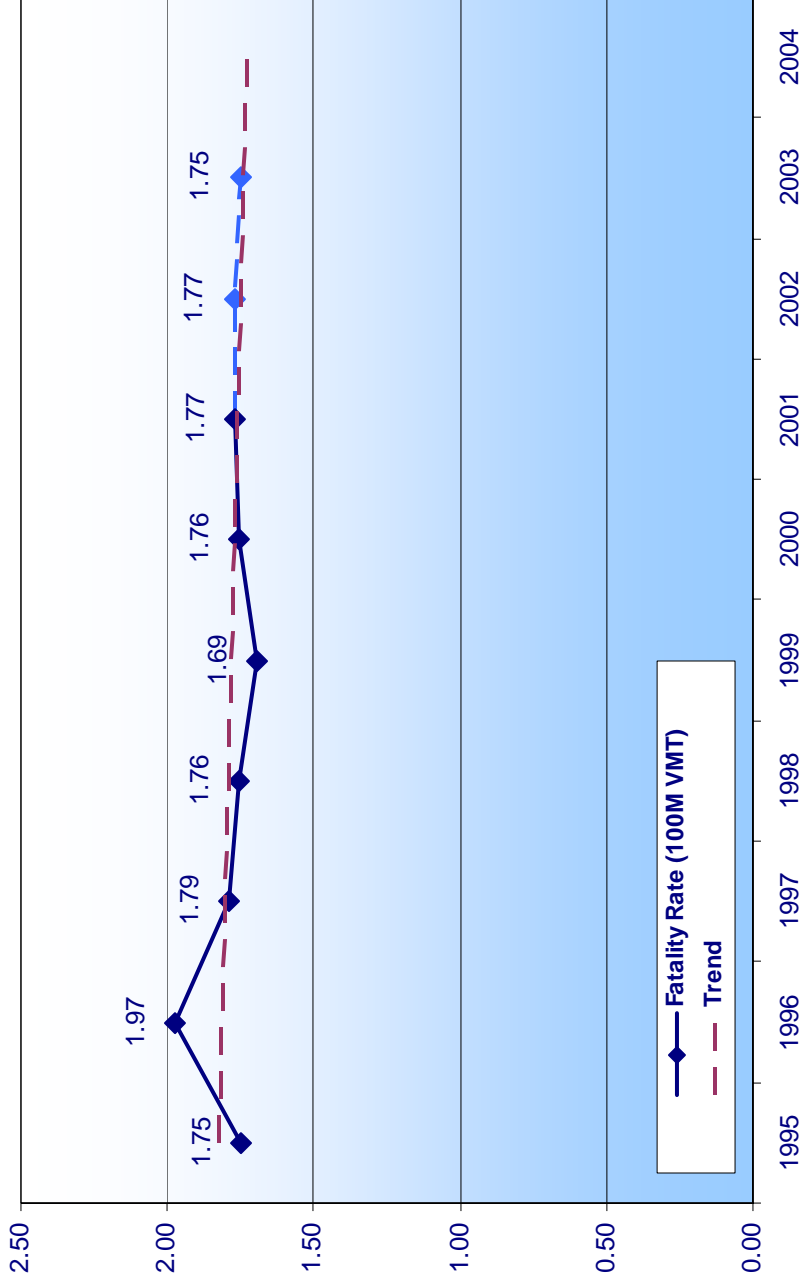
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
20. Fatal and Serious Injury Speed-Related Crash Rate (100M VMT)	12.97	13.03	12.62	11.85	11.60	11.72	11.88			
24. Work Zone Fatal and Serious Injury Crash Rate (100M VMT)	1.403	1.561	1.560	1.515	1.384	1.343	1.451			
25. Work Zone Serious Injury Rate (100M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

Notes:

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

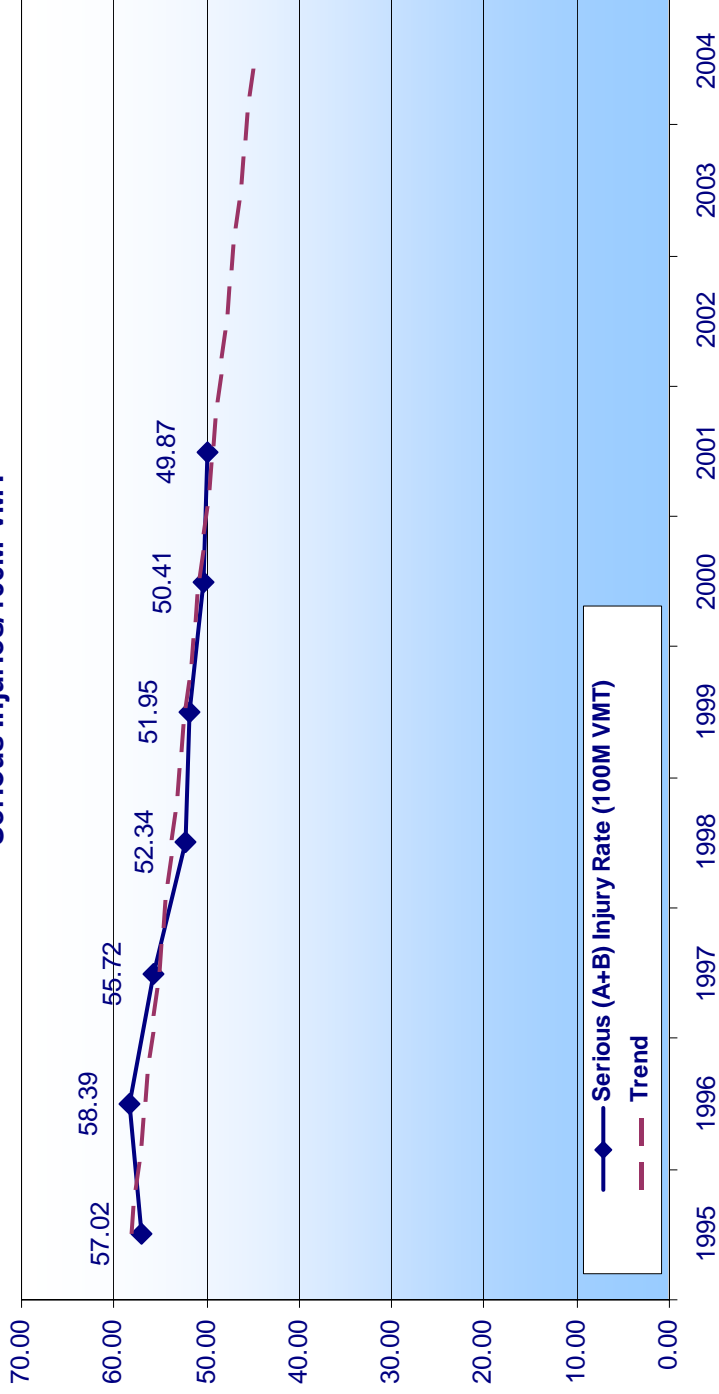
The most current certified statewide crash data available are for calendar year 2001 (see page 32). In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 11-30 have, where comparable data are available, been supplemented with data from FARS for 2002 and 2003. Due to minor differences in coding rules and data certification, FARS data and data from the Texas Accident File may not always be in complete agreement. However, any differences between the two data sources should be minimal. Figures 11-30, based on the data in Table 3, each include a footnote identifying the sources of the data used for that figure.

Figure 11. Texas Performance Measure 1:
Mileage Death Rate



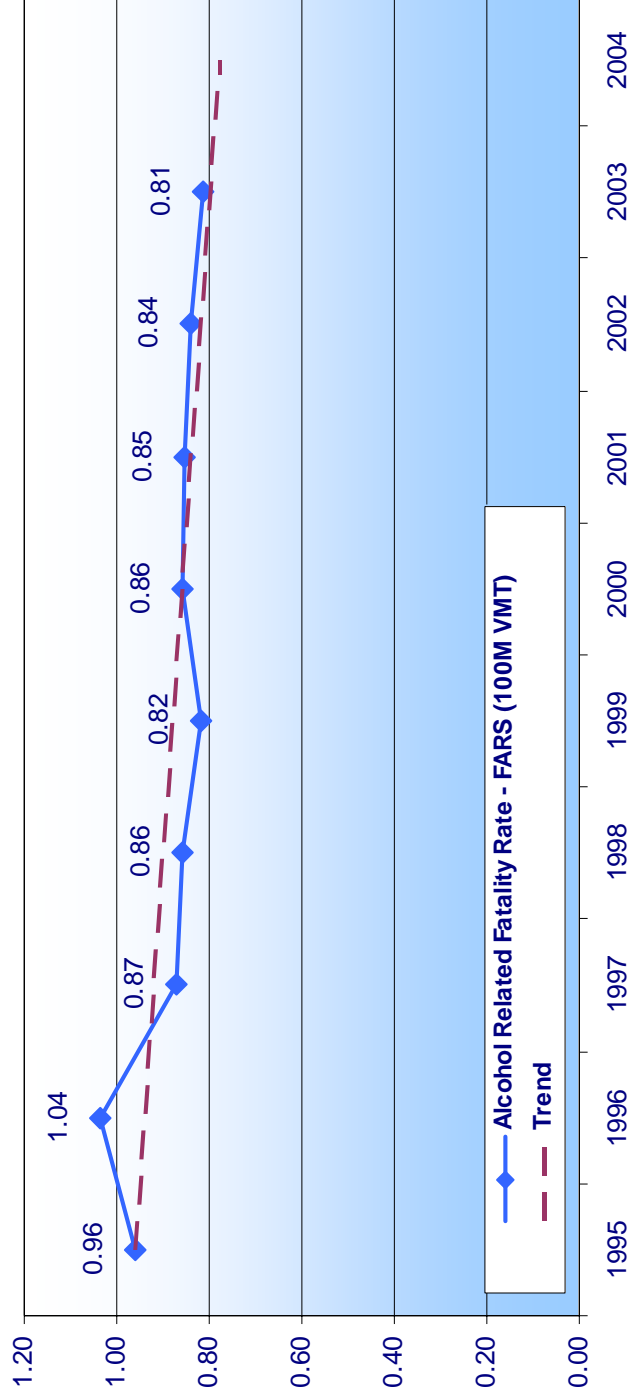
Data Sources: Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2003: FARS
VMT: TxDOT Transportation Planning & Programming Div.

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



Data Sources A&B Injuries 1995-2001: Texas Accident File.
VMT: TxDOT Transportation Planning & Programming Div.

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



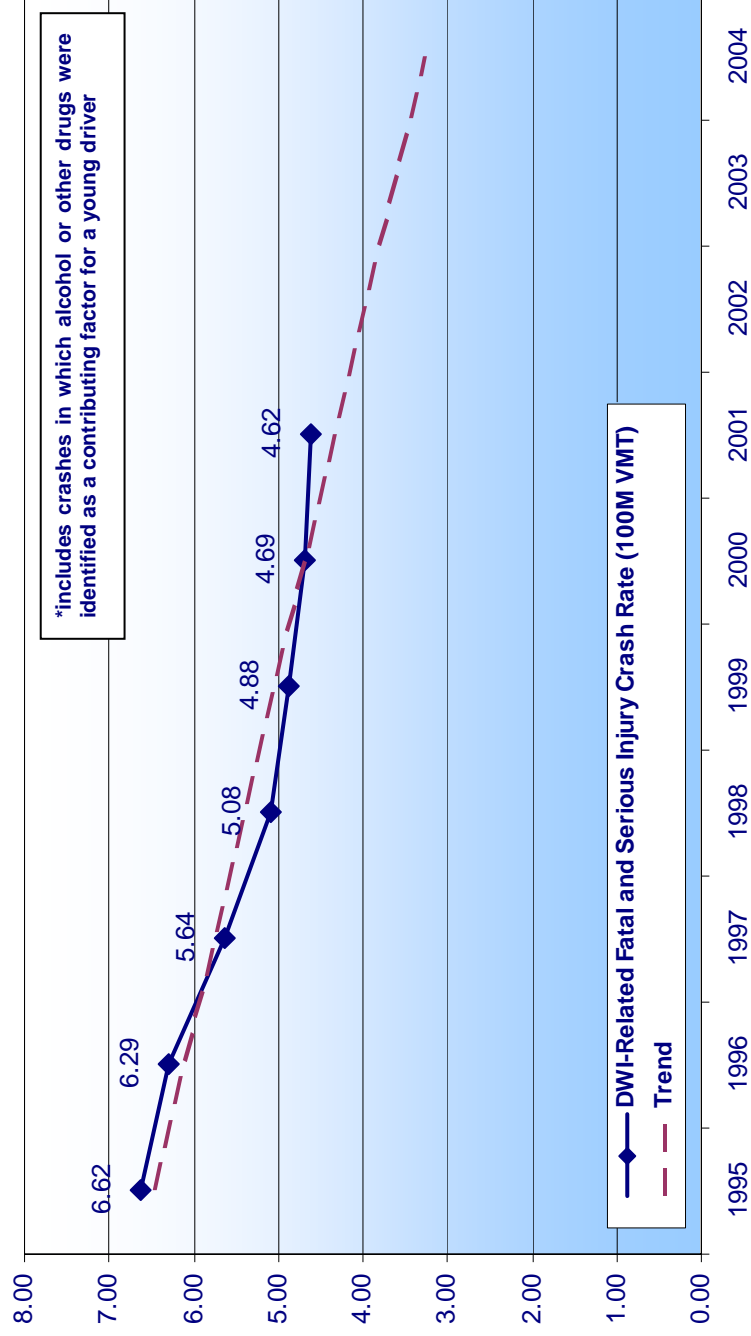
Data Sources Alcohol-related fatalities 1995-2003: FARS

VMT: TxDOT Transportation Planning & Programming Div.

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

Reduce the DWI-related KAB crash rate to 3.4 per 100M VMT by 2006

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

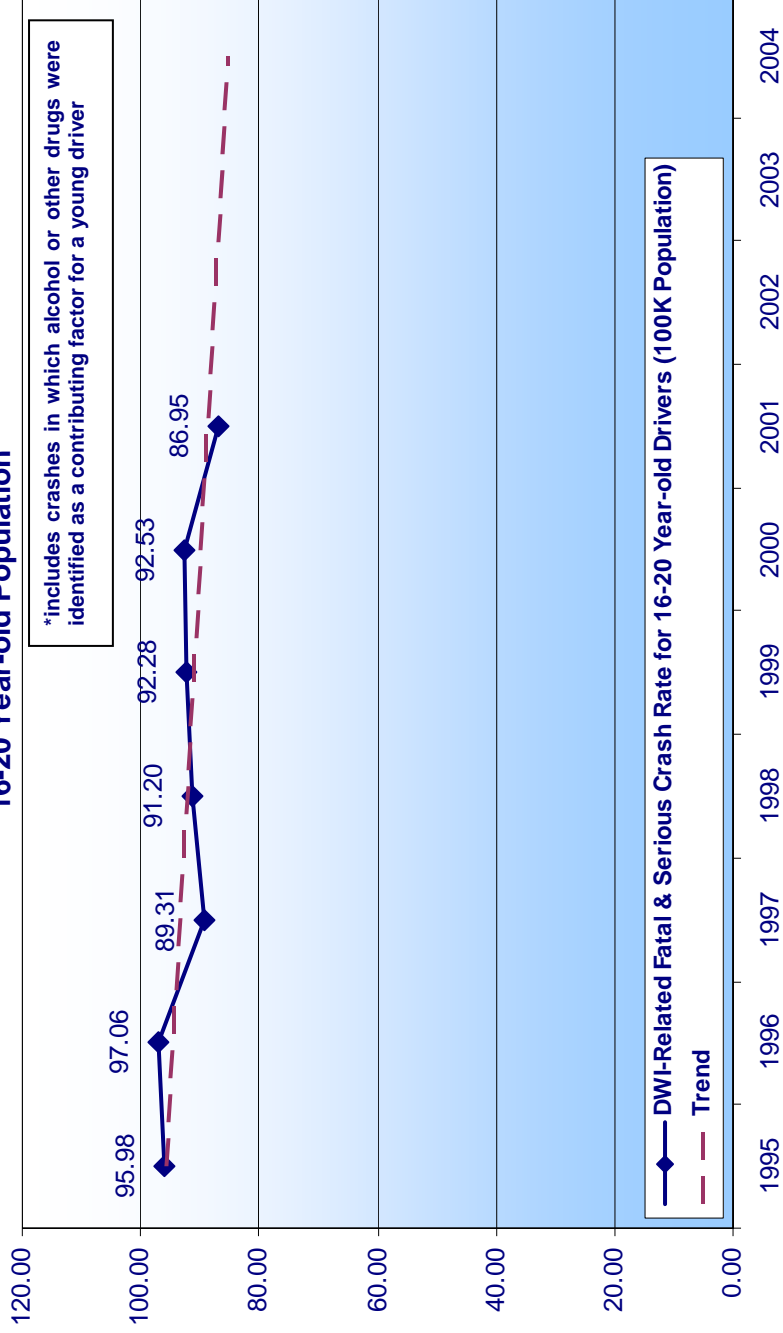


Data Sources [DWI-related crashes 1995-2001: Texas Accident File](#)
VMT: TxDOT Transportation Planning & Programming Div.

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

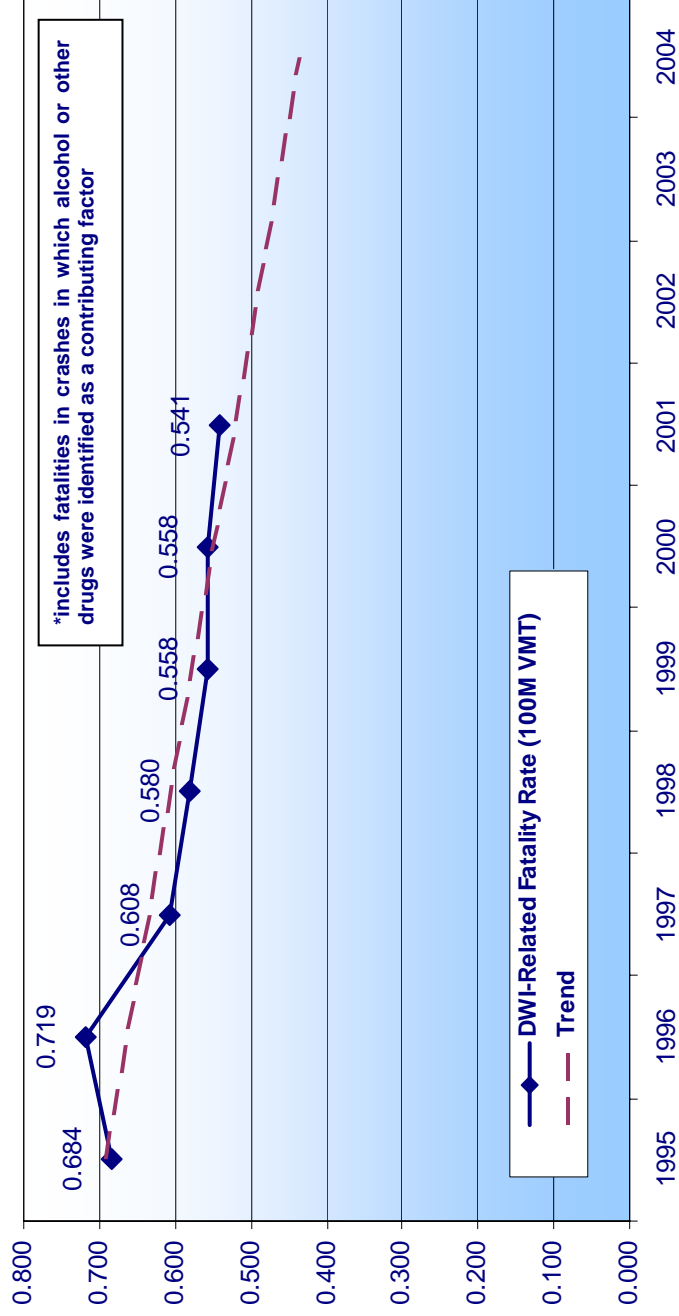
Reduce the DWI-related KAB crash rate for 16-20 year-old drivers
to 63.71 per 100K population by 2006

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



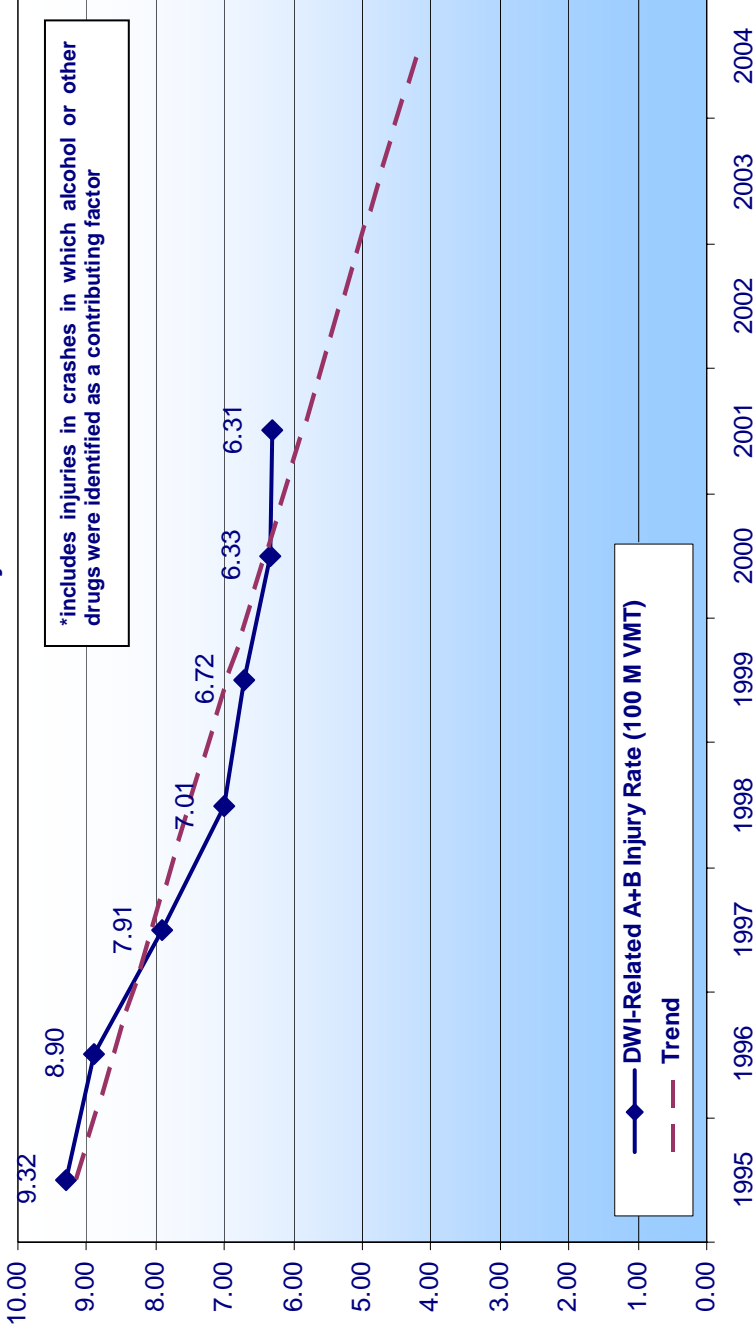
Data Sources DWI-related crashes 1995-2001: Texas Accident File
Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

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



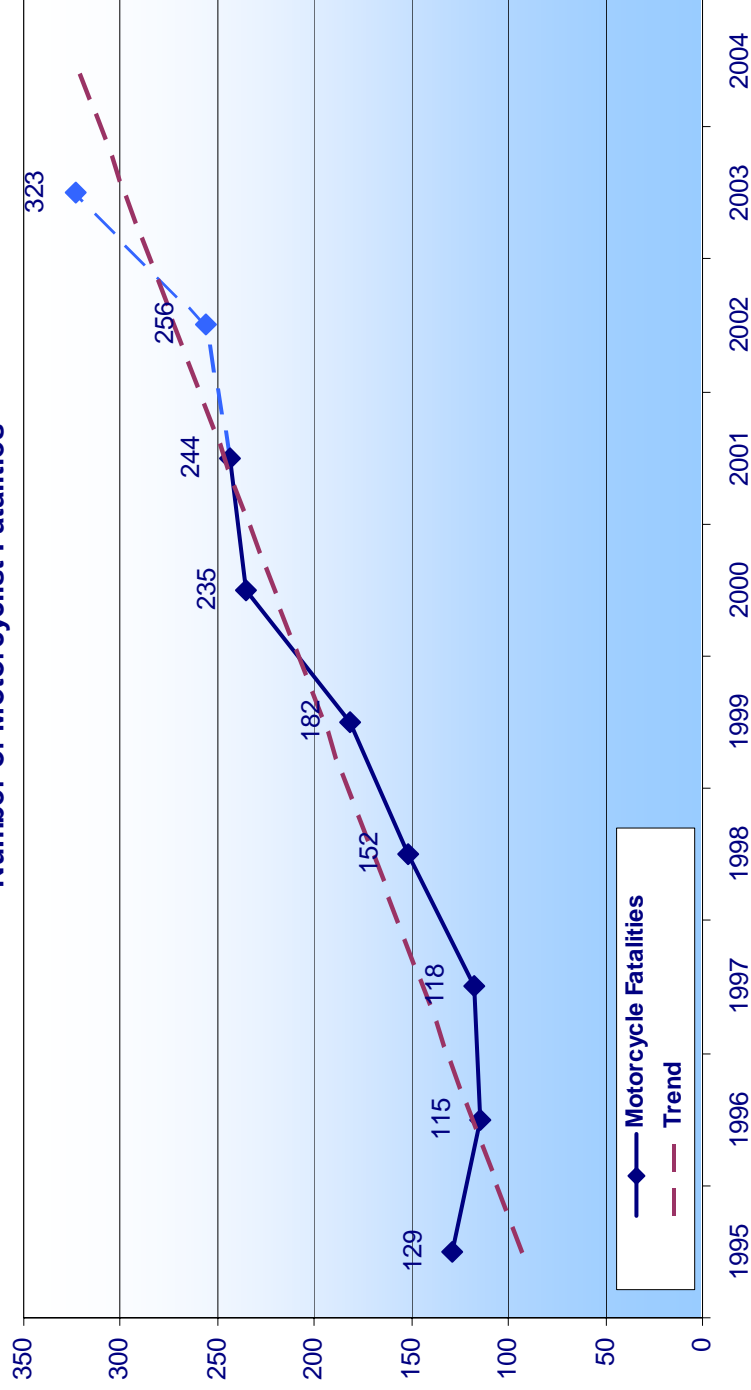
Data Sources DWI-related fatalities 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

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



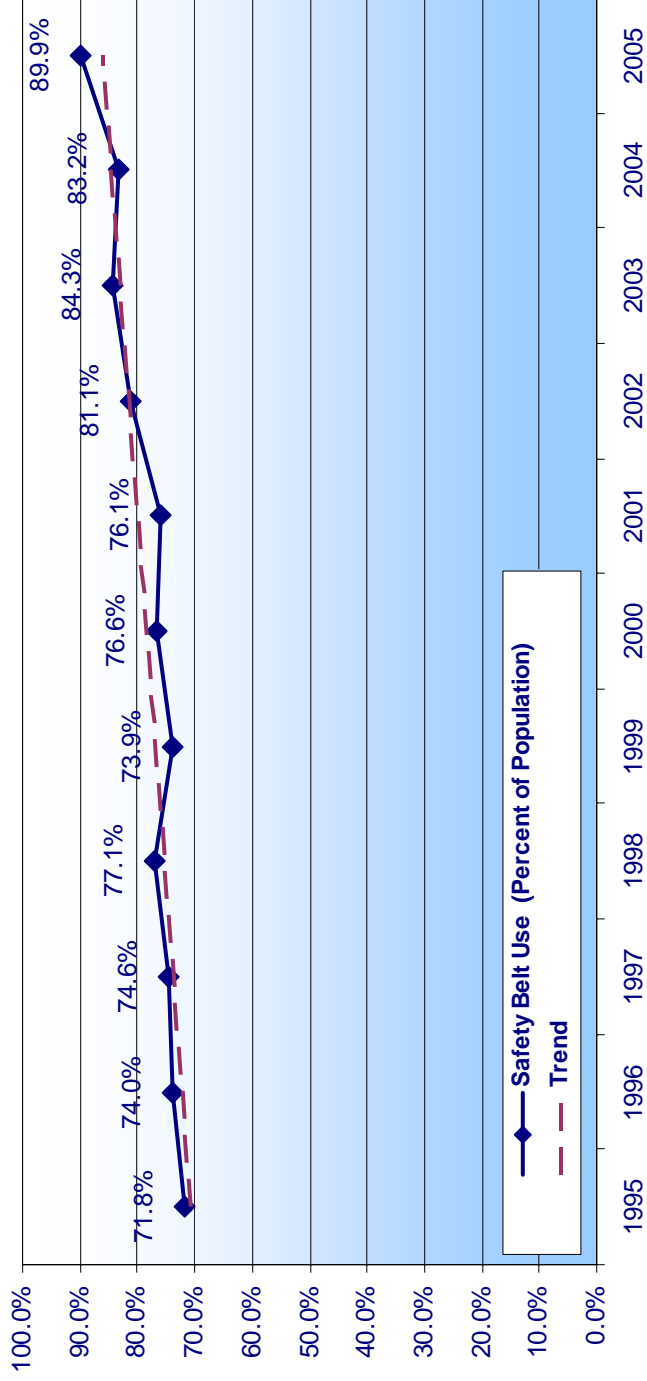
Data Sources DWI-related injuries 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

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



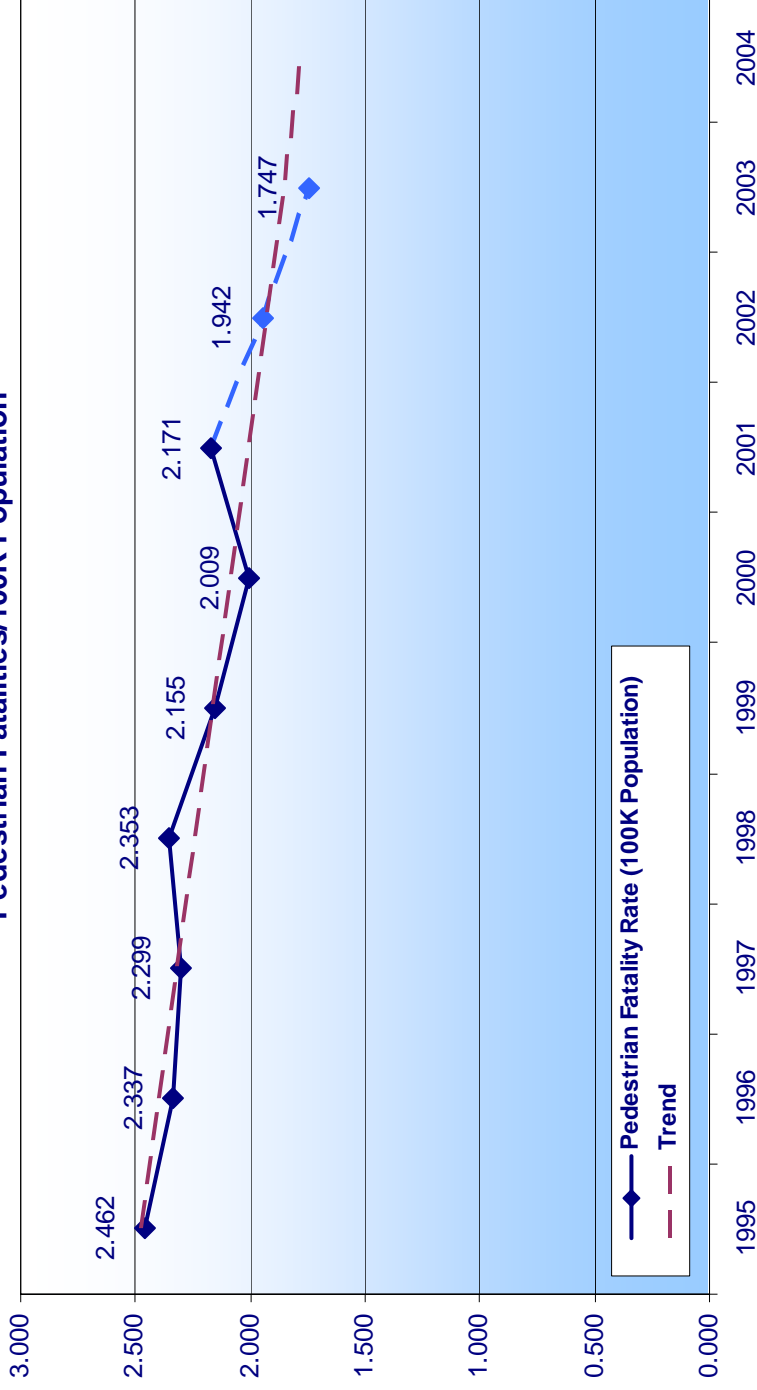
Data Sources MC fatalities 1995-2001: Texas Accident File. MC fatalities 2002-2003: FARS

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



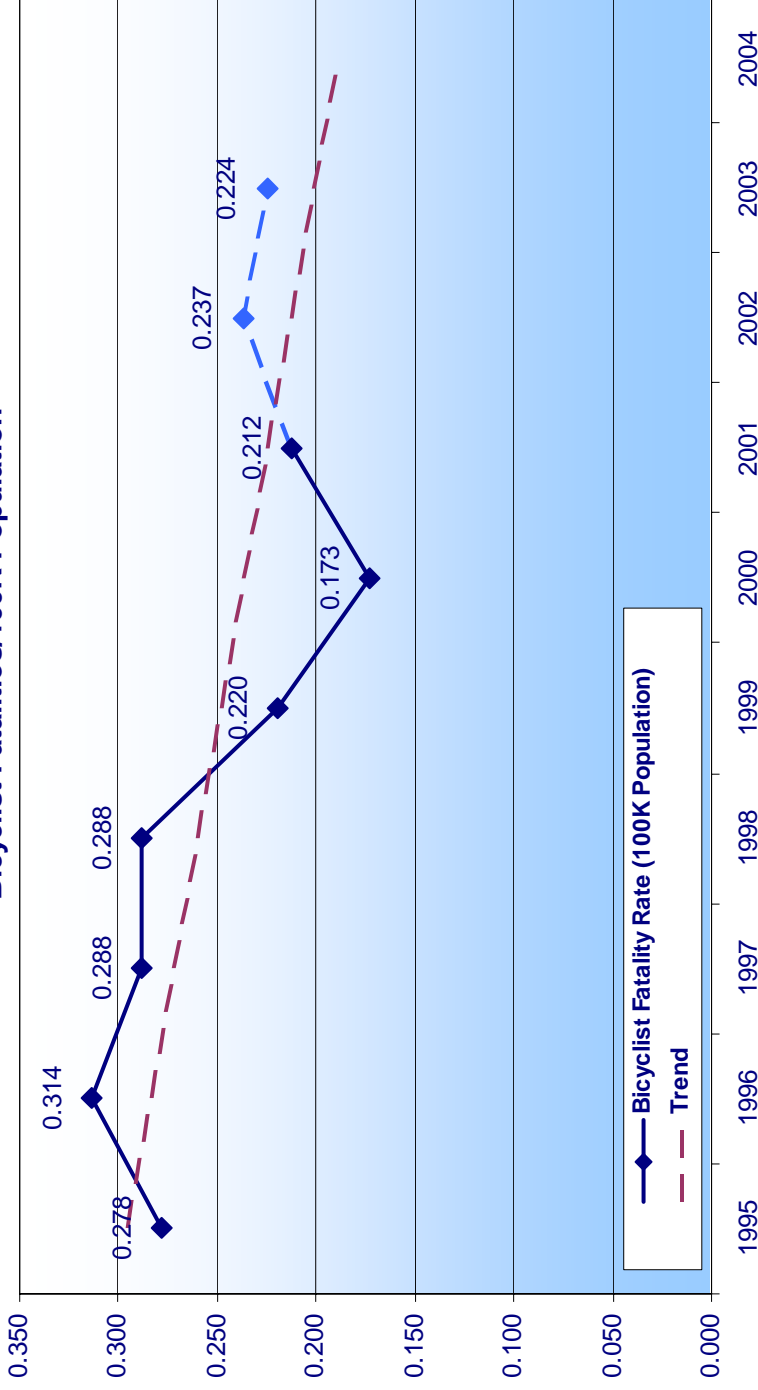
Data Sources Texas Transportation Institute observational safety belt surveys

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



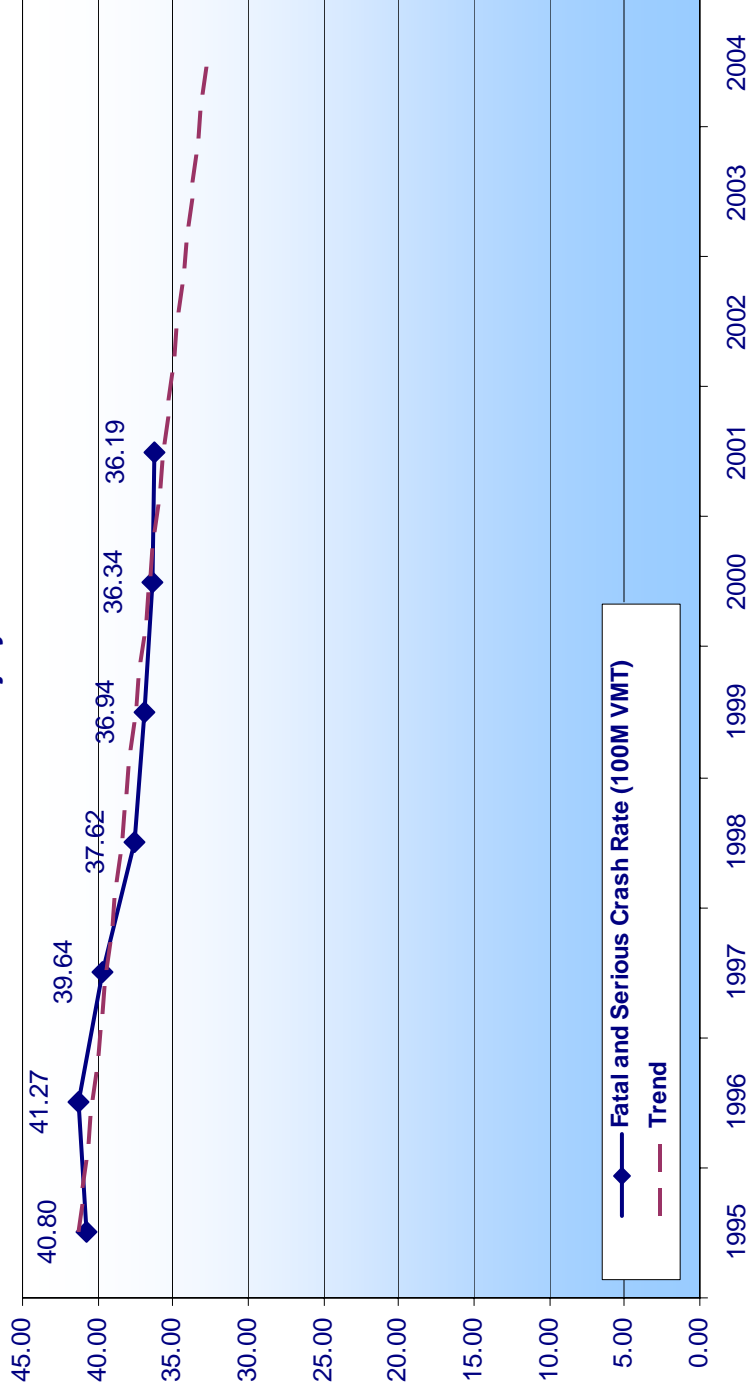
Data Sources: Pedestrian fatalities 1995-2001: Texas Accident File. Pedestrian fatalities 2002-2003: FARS
Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

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



Data Sources Bicyclist fatalities 1995-2001: Texas Accident File. Bicyclist fatalities 2002-2003: FARS
Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

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



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

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

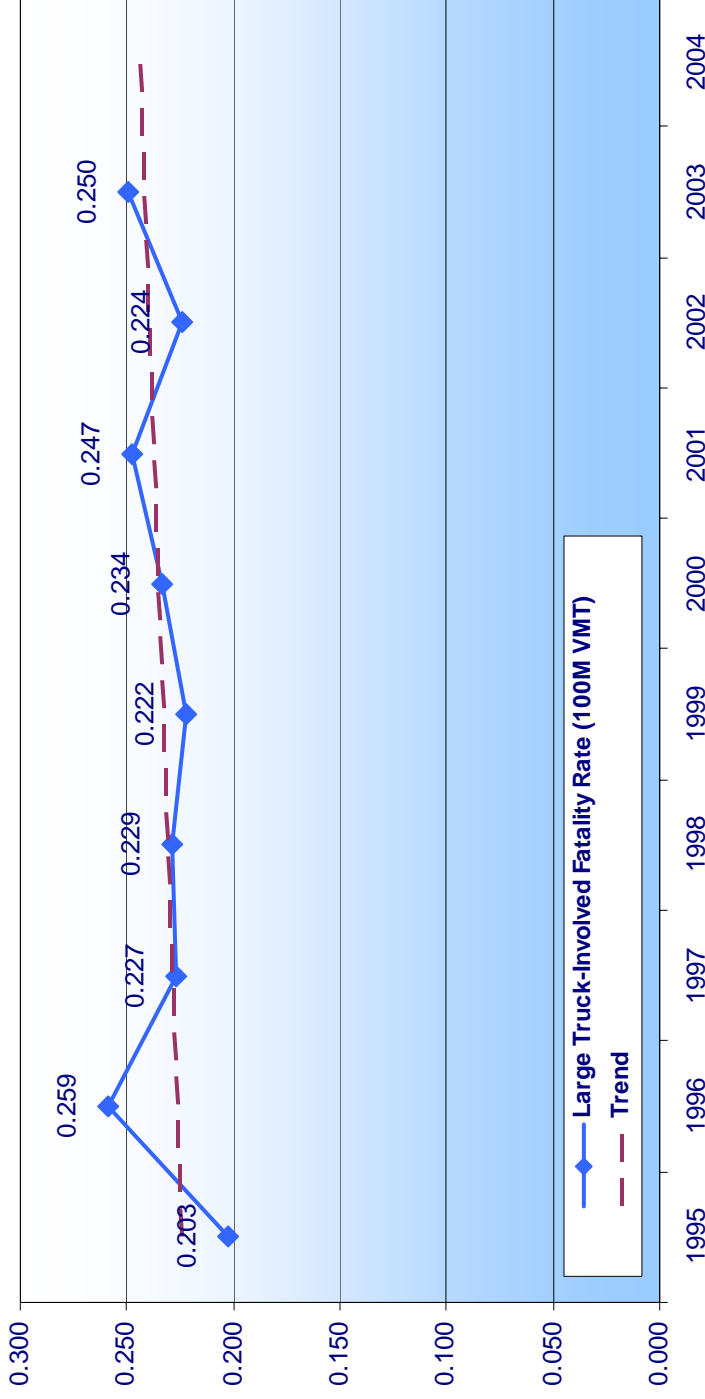


Data Sources Fatal & serious crashes 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Large Truck Involved Fatality Rate per 100M VMT

Reduce large (>10K GVW) truck-involved fatalities to 0.203 per 100M VMT by 2006

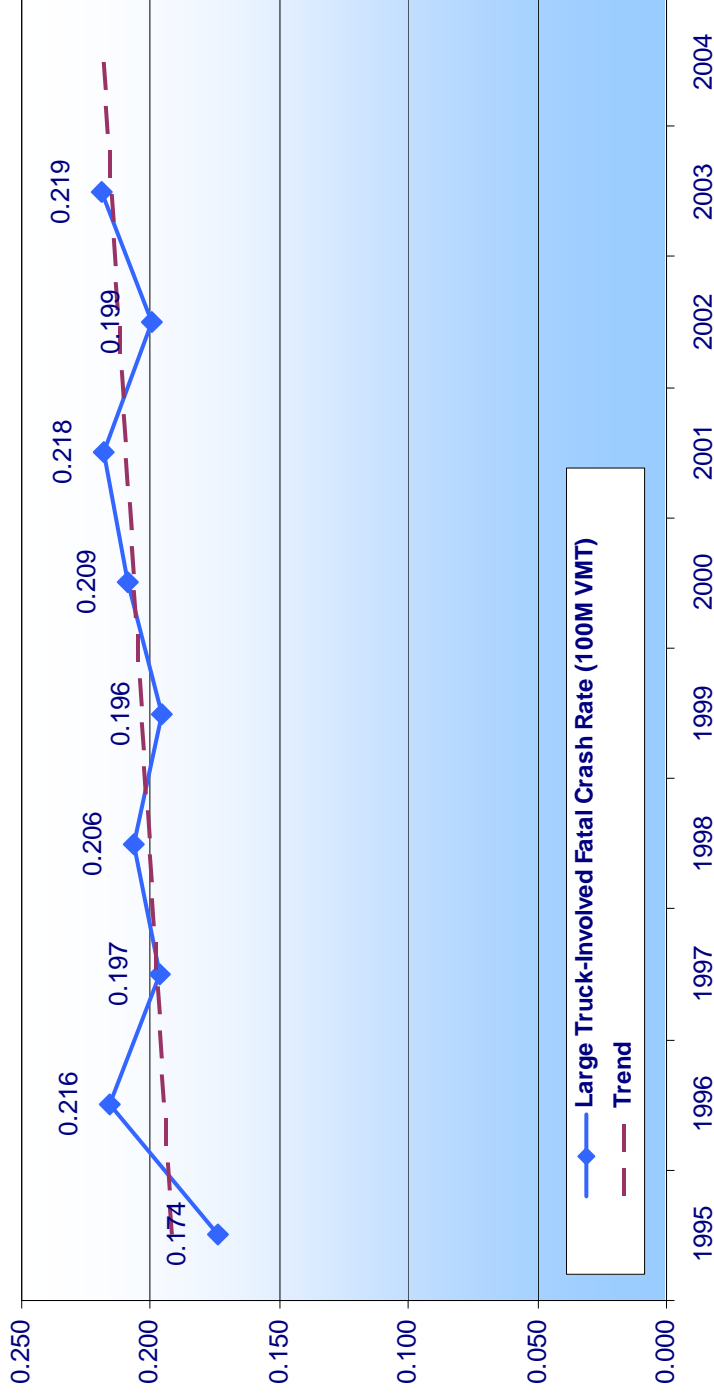
**Figure 24. Texas Performance Measure 18:
Large Truck-Involved Fatalities/100M VMT**



Data Sources Large truck-involved fatalities 1995-2003: FARS
VMT: TxDOT Transportation Planning & Programming Div.

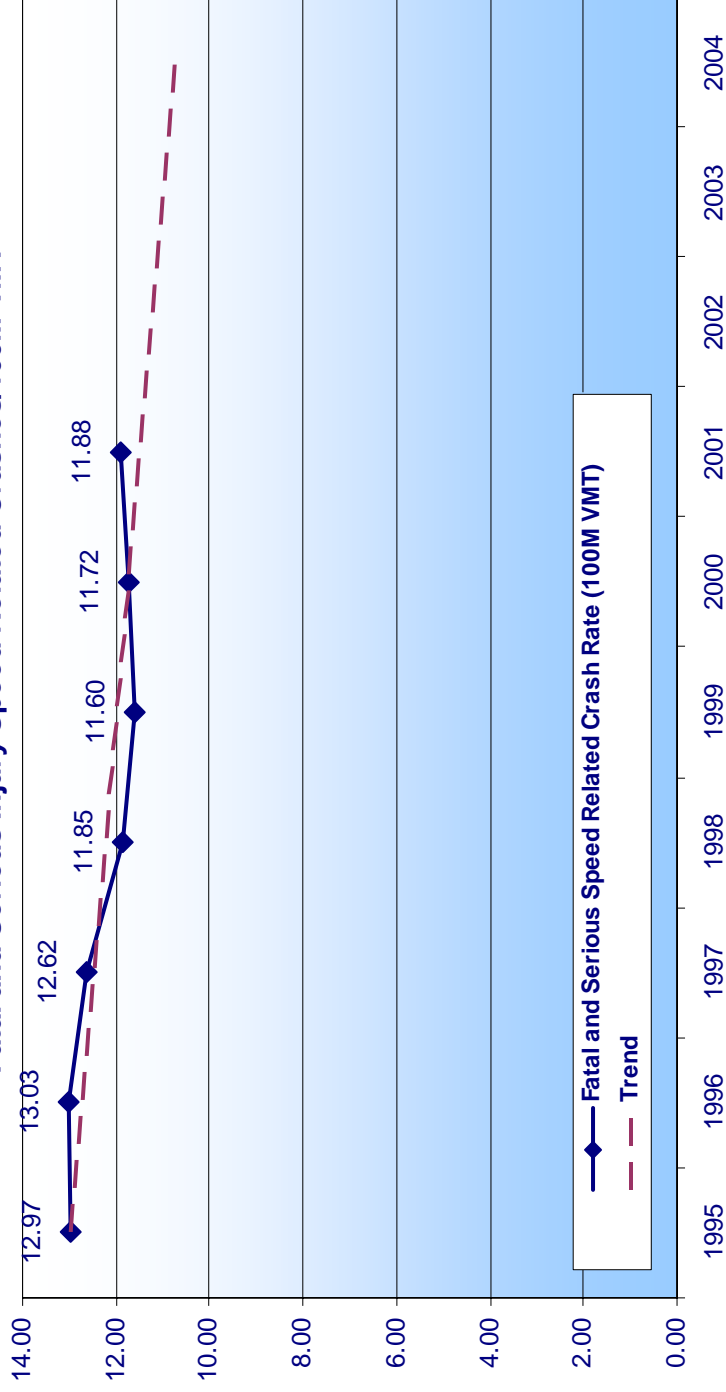
Goal: Large Truck-Involved Fatal Crash Rate per 100M VMT **Reduce large (>10K GVW) truck-involved fatal crashes to 0.187 per 100M VMT by 2006**

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



Data Sources Large truck-involved crashes 1995-2003: FARS
VMT: TxDOT Transportation Planning & Programming Div.

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



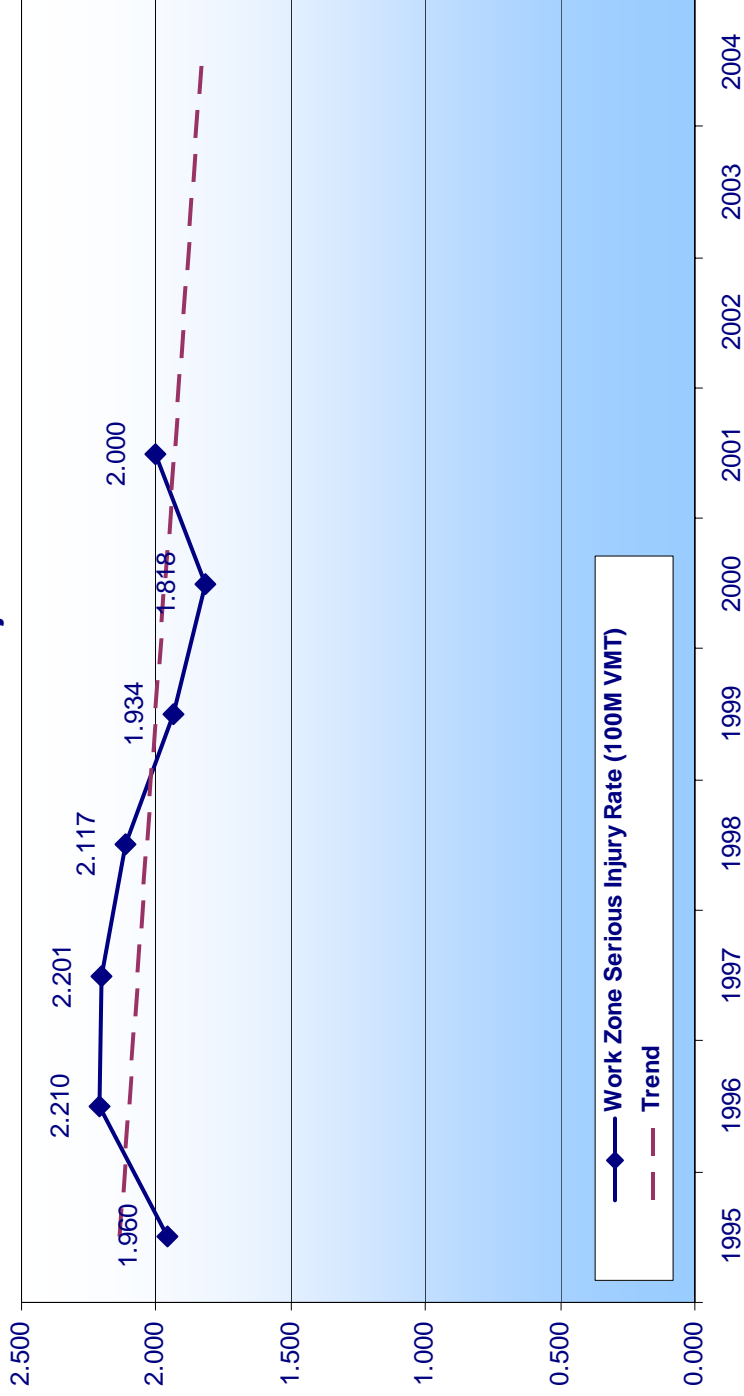
Data Sources: Fatal & serious crashes 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

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



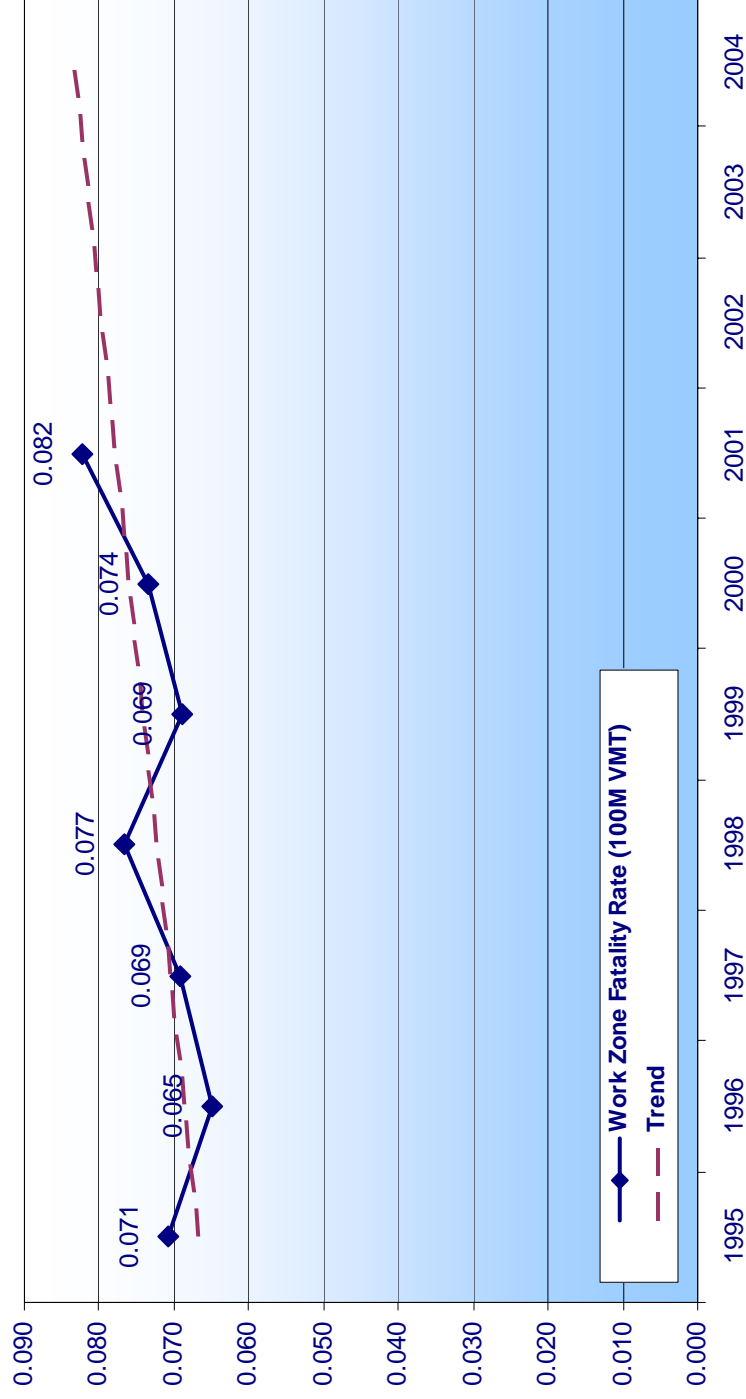
Data Sources Fatal & serious crashes 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

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



Data Sources Serious injuries1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

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

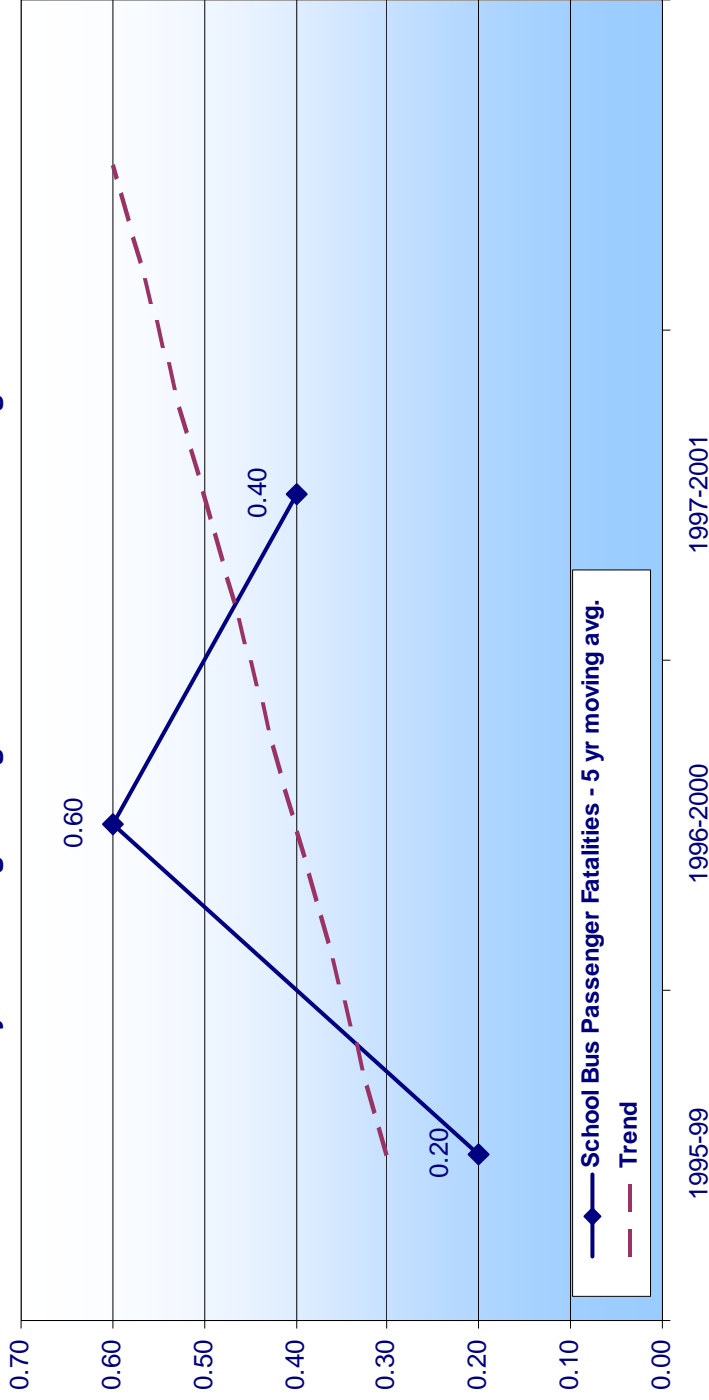


Data Sources: Fatalities 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: School Bus Fatalities

Maintain 5 year average of no more than 0.5 school bus passenger fatalities per year by 2006

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



Data Sources: Fatalities 1995-2001: Texas Accident File

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 75 percent of total 402 and incentive funds divided among:

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

Core auxiliaries

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

Project Number: 060101 Training

Project Title: Task A: Program and Staff Development

Project Description:

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

Project Number: 060102 Reports

Project Title: Task A: Reports and Data Development

Project Description:

Technical Assistance for Data Compilations, Analysis and Graphics is a support project provided by the Texas Transportation Institute to provide data used in determining the progress of traffic safety in Texas. The project will provide data for the annual report, the performance plan, and the biennial strategic planning meeting. TTI also will provide analysis as needed of crash data collected by the Department of Public Safety Accident Records Bureau.

Project Number: 060103 Program Management

Project Title: Task A: Staffing and Administration

Project Description:

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

Project Number: 060103 Program Management

Project Title: Task B: Electronics Grants System

Project Description:

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

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ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM AREA - 02

Problem Identification

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

Other statewide statistics show that:

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

Goals

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

Objectives

- Reduce the number of DWI-related fatalities per 100 VMT (Based on FARS estimates) from 0.81 DWI-related fatalities per 100M VMT to 0.77 DWI-related fatalities per 100M VMT by September 30, 2006.
- Reduce the number of DWI-related (alcohol or other drugs) KAB crashes from 4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT in 2001 to 3.4 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT by September 30, 2006.
- Reduce the number of 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 from 86.95 per 100,000 population in 2001 to 63.71 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds by September 30, 2006.
- Reduce the number of DWI-related (alcohol or other drugs) fatalities per 100M VMT from 0.541 per 100M VMT in 2001 to 0.505 DWI-related (alcohol or other drugs) fatalities per 100M VMT by September 30, 2006.
- Reduce the number of DWI-related (alcohol or other drugs) serious injuries per 100M VMT from 6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT to 4.73 DWI-related (alcohol or other drugs) serious injuries per 100M VMT by September 30, 2006.

Strategies

- Increase enforcement of DWI laws
- Improve BAC testing and reporting to the State's crash records information system
- Improve anti-DWI public information and education campaigns
- Increase the number of law enforcement task forces and coordinated enforcement campaigns
- Increase training for anti-DWI advocates
- Improve and increase training for law enforcement officers
- Improve DWI processing procedures
- Develop a DWI and minor in possession tracking system
- Improve adjudication of DWI cases through improved training for judges, administrative license revocation for judges and prosecutors, and improved support materials for judges and prosecutors
- Improve education programs on alcohol and driving for youth
- Increase enforcement of driving under the influence by minors laws
- Increase public education and information, concentrating on youth ages 5-13 and 14-20, including parent education on drinking and driving
- Develop innovative ways and programs to combat underage drinking and driving
- Expand "EI Protector" and keep concentration on alcohol issues

Tasks/Project Descriptions

Project Number: 060201 Underage Drinking

Project Title: Task A: Education

Project Description:

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

The Youth Alcohol Project is the TxDOT public information and education project to develop radio public service announcements, zero tolerance posters and print ads, and converting the current TV public service announcement into a movie trailer. The Texas Alcoholic Beverage Commission will sponsor the Shattered Dreams Mini-grants projects to reduce the involvement of youth in alcohol-related crashes. Shattered Dreams involves and educates students in the community. This program involves the reenactment of a DWI fatal crash and the events that follow.

The Travis County Comprehensive Underage Drinking Prevention project offers education and peer-to-peer interaction to reduce underage alcohol consumption in the Austin-Travis County area. Presentations on zero tolerance and other state alcohol laws, legal consequences for

minors in possession of alcohol, and the dangers of driving while intoxicated will be made in high schools in Travis, Hays, and Williamson Counties.

Project Number: 060201 Underage Drinking

Project Title: Task B: Enforcement

Project Description:

Brazos County will continue the Brazos County Underage Drinking Prevention and Enforcement project. The project goal is to reduce the number of alcohol-related crashes where the driver is under 21 years of age. The project will use stings, administrative cases against commercial stores, restaurants, and bars, and their employees, that serve alcohol to underage customers, and make public education presentations to reduce underage involvement in alcohol-related crashes.

Project Number: 060202 Adult Alcohol Programs

Project Title: Task A: Education

Project Description:

TxDOT will use federal funds to implement an Adult Drinker PI&E campaign. The grant will fund the design and production of printed media, on-premises materials and billboard vinyls promoting the “Drink. Drive. Go to Jail” holiday campaign. The campaign is aimed to reduce driving while intoxicated during the holiday season between Thanksgiving and New Years.

Sam Houston State University’s (SHSU) Criminal Justice Center (CJC) will have a project to train law enforcement officers in the Drug Evaluation and Classification Program. The training enables an officer to determine whether a suspect is under the influence of alcohol and/or other drugs ensuring that drivers are properly evaluated after alcohol has been eliminated as the impairment source. By measuring physiological vital signs, officers will be able to assess and effectively classify physical indicators associated with specific drug categories. The project will maintain a network of geographically accessible certified DRE officers. A minimum of 60 officers will be trained as drug recognition experts (DRE), and a minimum of 5 officers will be trained as instructors. In addition, six DRE re-certification courses will be taught to a minimum of 60 officers. A minimum of 100 prosecutors will attend update courses to expand their knowledge base. SHSU will work with the Texas Transportation Institute to analyze and evaluate the program’s effectiveness.

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

regional workshops, this project will enable a resource prosecutor to provide technical assistance and training, to a minimum of 1,250 prosecutors and police officers on how to handle DWI related arrests and prosecutions. The training will include a *DWI Prosecution & Investigation* manual to each attendee to assist them in increasing the successful prosecution of DWI offenders. Additionally, the project will provide a minimum of two train-the-trainer courses and the development of an *Investigating & Prosecuting Intoxication Manslaughter Offenses* manual.

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

To insure that judges are provided with the latest information on significant changes to laws relating to impaired driving, license suspension, breath interlock devices and other conditions of probation and sentencing, the Texas Center for the Judiciary (TCJ) will sponsor a Texas Judicial Resource Liaison to work with Texas judges to improve their awareness of DWI and other traffic safety issues. The judicial liaison will conduct a survey to determine problem areas from Texas trial judges who preside over impaired driving cases, oversee the marketing and implementation of DWI court training, participate as TCJ curriculum committee ex officio member, formulate judicial training curriculum, develop an interactive DWI bench book, implement training to facilitate judicial understanding of Drug Recognition and Standardized Field Sobriety Testing Training, identify best practice systems that provide efficient and expedient disposition of DWI cases, and write articles for judicial publications and law enforcement periodicals. This project may generate program income.

The Texas Municipal Courts Education Center's (TMCEC) municipal constituency has not had exposure to NHTSA traffic safety programs in the last decade. To bring traffic safety to the forefront of awareness and implementation by municipal courts and to help them embrace the concept of transforming traffic safety into a local priority, the TMCEC will manage a Municipal Traffic Safety Initiatives project to provide training and support materials for a minimum of 1,100 municipal judges via presentations, newsletter articles and TMCEC website. Year one will focus on the magistration of offenses, particularly impaired driving and the new Texas Driver's Responsibility Program. A minimum of 5 traffic safety courses will be developed and presented at a minimum of 9 regional conferences in issues related to traffic safety. An awareness campaign will be developed and initiated to a minimum of 890 city managers so that efforts by municipal courts and state and local traffic safety programs receive adequate local support and recognition.

Project Number: 060202 Adult Alcohol Programs

Project Title: Task B: Enforcement

Project Description:

Eight communities will conduct yearlong Selective Traffic Enforcement Program (STEP) - DWI to provide increased DWI enforcement to reduce the number of intoxicated drivers on their streets and the associated alcohol-related crashes. Texas will continue the FY05 STEP-Impaired Driving Mobilization with 16 communities participating in FY06 through sustained

enforcement efforts serving 68.76% of the State's population, representing 14,664,655 Texans. This enforcement effort will be supported with earned media. The statewide impaired driving mobilization will be conducted in Texas from August 18 through September 4, 2006. One community will conduct a STEP-Holiday DWI to reduce the number of drinking drivers during specific holidays throughout the year. DWI enforcement will also be conducted under STEP Comprehensive and some STEP Waves in the PTS program area.

Project Number: 060203 Evaluation

Project Title: Task A: Evaluation

Project Description:

Texas Transportation Institute (TTI) will conduct a project on Improving the Reporting of Toxicology Information in Texas. TTI will conduct a survey of those agencies and individuals involved in collecting and reporting toxicology results, i.e. medical examiners, justices of the peace, the DPS Traffic Records Bureau and the DPS Crime Lab, to identify gaps in knowledge and understanding of laws and procedures for reporting crash information. Since the Laboratory Information Management Systems (LIMS) used in each of the 13 established ME offices in Texas and the DPS Crime Laboratory is essential to electronic submission of toxicology data to CRIS, procedures will be developed and training provided. The information and educational materials developed along with instructions for submitting traffic fatality information to DPS will be institutionalized in the Justice of the Peace Manual. In cooperation with the Texas Justice Courts Training Center, newsletter articles will be published relating the requirements to report traffic fatality information to DPS.

Project Number: 060203 Evaluation

Project Title: Task B: DWI Processing

Project Description:

The Texas Municipal Police Association (TMPA) Improving DWI Processing project will continue to support program goals of reducing time associated with processing DWI arrests. In this 3rd year of the project, TMPA will move the reporting system out of the pilot stage and release the system statewide. All Texas law enforcement agencies will have the system available to them. Accessible will be a: (1) public query system to track real time statistics such as Blood Alcohol Content (BAC), offender, passenger and crash information (2) automated passwords that will allow different permission levels for supervisors, officers, district attorneys and system administrators. Two training curriculums will be developed: (1) a 4-hour DWI Reporting training course to train officers on how to use the system and (2) an 8-hour Train-the-Trainer on how to teach the reporting system to other officers. Local prosecutors will instruct part of the 8-hour module on report writing. TMPA will also train all 313 Department of Public Safety (DPS) offices to use the system.

Project Number: 060204 Statewide DWI Planning

Project Title: Task A: Statewide DWI Planning Committee

Project Description:

Texas traffic safety partners, TxDOT and NHTSA have reviewed and completed the NHTSA impaired driving assessment for Texas. To move forward to successfully address the impaired driving problems identified in the assessment, a statewide DWI planning committee will be developed and include representatives from all appropriate traffic safety program partners such as law enforcement, prosecution, judiciary, advocacy groups, research, training providers, substance abuse organizations, and NHTSA. The statewide DWI planning committee will address and prioritize the specific challenges identified in the impaired driving assessment. Action reports will be developed and utilized for specific program planning. The planning committee will meet a minimum of 4 times; additional forums or meetings will be conducted between meetings to address specific challenges or issues.

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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 2003, more than 4.7 million calls were logged in the 225 counties served by the Commission on State Emergency Communications. Ideally, when the 9-1-1 phone call is received, the Emergency Medical Service (EMS)/Trauma System coordinates effective emergency health care services to ensure that critically injured or ill persons receive the right care, at the right place, in the right amount of time. This requires adequately trained and appropriately-equipped emergency health care professionals and dispatchers.

Twenty-five percent of Texas EMS firms and certified/licensed EMS individuals supply pre-hospital care to their communities with little or no compensation, and little or no funding from other sources. Many of these providers are located outside urbanized areas of Texas where 1,848 fatal motor vehicle crashes occurred in 2001 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

- 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 12.3 minutes in 1999 to less than 10.5 minutes by September 30, 2006.
- Reduce EMS response time to motor vehicle crashes in frontier areas from less than 13.6 minutes in 2001 to less than 13 minutes by September 30, 2006.

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: 060301 Education

Project Title: Task A: Personnel Training

Project Description:

Texas Tech University Health Science Center-El Paso will provide Rural/Frontier EMS Personnel Development and Retention certification courses to a minimum of 460 students in Emergency Care Attendant, Emergency Medical Technician (EMT) Basic and EMT-Intermediate.

Specialty courses will be taught to a minimum of 220 students in Pre-Hospital Trauma Life Support (PHTLS), Basic Trauma Life Support (BTLS), Pediatric BTLS and PHTLS and BTLS Instructor. Continuing education courses will be provided to a minimum of 400 students in Emergency Care Attendant (ECA), EMT-B/I Refresher, Hazardous Material (HAZMAT), Simple Triage and Rapid Treatment (START), and Trauma. This project will concentrate on reaching students in rural and frontier areas within the State of Texas.

FY 2006

Page 1 of 1
(Dollars in
Thousands)

EMERGENCY MEDICAL SERVICES
Budget Module:
EM-03

STATE
Texas

TASK TITLE	# of Proj	TOTAL	402		Federal		STATE		LOCAL		Fed. To	
			STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH		
06-03-01 EDUCATION												
Task A: Personnel Training	1	1,014.2			400.0					614.2		400.0
	1	1,014.2			400.0			0.0		614.2		400.0

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MOTORCYCLE SAFETY PROGRAM AREA - 04

Goal

- To reduce the number of motorcyclist fatalities

Objective

- Reduce the number of motorcyclist fatalities from 323 in 2003 to no more than 310 by September 30, 2006.

Strategies

- Increase enforcement of existing helmet law for riders and passengers under 21
- Improve public information and education on the value of wearing a helmet
- Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.

Tasks/Project Descriptions

Project Number: 060401 Motorcycle Safety

Project Title: Task A: Education

Project Description:

There are no projects funded to train Texans in motorcycle safety being funded with federal dollars in FY 2006. However, Texas Department of Public Safety (DPS) offers Basic and Advanced Motorcycle Operator Training Courses. DPS trained 23,231 persons in 2004. During the state 2005 Fiscal Year, the number of licensed motorcyclists was 765,159, which represents 4% of all licensed drivers (17,047,942) in the state. The DPS has 73 permanent training locations and 9 mobile training locations which utilize in-house RiderCoaches and self-contained mobile training units. Also, the DPS now licenses non-standard training courses in 15 locations. These non-standard training courses are specific to certain motorcycles or motorcycles with sidecars or that have three wheels (trike). DPS distributed 600,000 pieces of motorcycle safety promotional materials during the state FY 2005.

Project Number: 060401 Motorcycle Safety

Project Title: Task B: Enforcement

Project Description:

There are no special enforcement projects funded with federal dollars in FY 2006. Local law enforcement will continue to enforce traffic and helmet laws as part of the STEP-Comprehensive efforts, and motorcyclists will continue to be a part of the STEP-DWI focus throughout the state.

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OCCUPANT PROTECTION PROGRAM AREA - 05

Problem Identification

Results of the 2005 safety belt surveys show 89.9 percent of drivers and front seat passengers in Texas were properly restrained. Seventy six percent of Texas children ages 0-4 years were restrained in 2004. 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 2004 Texas Transportation Institute survey, parents and caregivers were observed allowing children to ride in their laps 1.8 percent of the time, despite intense education and enforcement efforts to eliminate this practice.

Goal

- 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 89.9 percent in 2005 to 91.0 percent by September 30, 2006.
- Increase occupant restraint use in all passenger vehicles and trucks for children ages 5-16 from 47.1 percent in 2004 to 55.0 percent by September 30, 2006.
- Increase the child passenger safety use rate from 76% in 2004 to 77% in all passenger vehicles and trucks for children ages 0-4 by September 30, 2006.

Strategies

- Increase enforcement of occupant protection laws
- 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

Project Number: 060501 Child Passenger Safety

Project Title: Task A: Education

Project Description:

The Texas Cooperative Extension will develop and implement a Passenger Safety 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 4H fairs, summer youth camps, community events and other safety related programs to expand the reach into this large population. Passenger Safety will conduct a NHTSA 32-hour technician training class, training a minimum of 20 technicians, conduct five (5) checkup events and develop and implement a CPS online course for childcare providers.

The Hillcrest Health System's Kidsafe, Texas Children Medical Center in Houston's Child Safety Seat Inspection Expansion project, and Austin's Kids In Safety Seats will distribute child safety and booster seats through checkup events and fitting stations, and provide public information and education on the proper use of the seats for children from 0-8 years of age.

The Child Passenger Safety (CPS) Education Project managed by the Department of State Health Services Safe Riders program will distribute over 10,000 child safety seats to the CPS projects in this HSPP 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 20 checkup events, and a minimum of 12 fitting clinics/check up events. The goal is have 80 child safety seat distribution programs in place in FY 2006. Each distribution program will receive a four-hour training consisting of child passenger safety/safety seat information, instructions on how to conduct a distribution program, and program reporting requirements. The Department of State Health Services will also continue the Safe Riders occupant protection education program, provide educational materials, operate a toll free information line, and coordinate the "Seat Belt Survivors Club".

Project Number: 060502 Occupant Protection Surveys

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

Project Description:

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

Project Number: 060503 Occupant Protection Incentive Project

Project Title: Task A: Buckle Up Media Support

Project Description:

Incentive funds will provide Buckle Up Media Support to buy additional safety belt and/or child passenger safety outreach. The messages will use paid outdoor, radio, television and print media to promote buckling up.

Project Number: 060504 Occupant Protection Enhancements

Project Title: Task A: Enforcement

Project Description:

If new federal funds are authorized for FY 2006 for occupant protection efforts, funds will be used to continue increased enforcement efforts in May 2006 through the Click It or Ticket STEPs in local communities throughout the state.

Project Number: 060504 Occupant Protection Enhancements

Project Title: Task B: Media

Project Description:

If new federal funds are authorized for FY 2006 for occupant protection efforts, funds will 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.

Project Number: 060505 Enforcement

Project Title: Task A: STEP – Occupant Protection

Project Description:

Two communities will conduct a yearlong STEP-Occupant Protection to increase safety belt use through increased enforcement efforts. Occupant Protection enforcement will also be conducted under STEP Comprehensive and STEP Waves in the PTS Program area,

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA - 06

Problem Identification

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

Goal

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

Objectives

- Reduce the number of motor vehicle-related pedestrian fatalities from 1.75 motor vehicle-related pedestrian fatalities per 100,000 population (2003 FARS) to no more than 1.72 motor vehicle-related pedestrian fatalities per 100,000 population by September 30, 2006.
- Reduce the number of bicyclist fatalities from 0.224 bicyclist fatalities per 100,000 population (2003 FARS) to 0.127 bicyclist fatalities per 100,000 population by September 30, 2006.

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: 060601 Pedestrian Safety

Project Title: Task A: Community Improvements

Project Description:

The Pedestrian Safety Workshops/Partnership for a Walkable Texas will conduct pedestrian safety audits, Pedestrian Safety Roadshows, and train-the-trainer sessions in communities to

facilitate improvements in the “walkability” of their towns and improve pedestrian safety by separating motor vehicle and pedestrian traffic. The project will include Pedestrian Safety Roadshows for local community leaders. The Dallas County Hospital District will continue their Pedestrian Safety for Dallas County to identify the most dangerous locations for pedestrians in Dallas County, identify the reasons for the dangers, and develop a case study to improve knowledge of risk factors and solutions.

Project Number: 060602 Bicycle Safety

Project Title: Task A: Bicycle Safety Education

Project Description:

The Texas Bicycle Coalition will continue the development and implementation of the Texas SuperCollege Program. The project offers a college curriculum to train student physical education teachers in at least fifteen Texas colleges as part of their professional training, incorporating bicycle safety education into the schools. The project also will train a minimum of 300 elementary school teachers to implement the SuperCyclist Curriculum in fourth and fifth grade. The curriculum teaches bicycle safety in an understandable and entertaining way.

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POLICE TRAFFIC SERVICES PROGRAM AREA - 07

Problem Identification

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

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

Commercial vehicle travel on Texas roadways has increased each year, especially since the passage of the North American Free Trade Act in 1991. In 2002, Texas ranked first in the number and percentage of large trucks involved in fatal crashes in the United States. There are over 752,000 commercial drivers and over 139,000 trucks weighing over one ton licensed in Texas. The nationwide increase in commercial vehicle traffic is reflected in Texas statistics, as commercial vehicles make up a greater share of vehicles registered and miles traveled on Texas roads. This highly important program area has elements from multiple program areas. Consolidating them under the Commercial Vehicle Safety area allows Texas to better describe the efforts the state is undertaking to reduce the number of crashes, injuries and fatalities that involve large trucks.

Goals

- Increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes.
- Reduce commercial vehicle crashes, injuries, and fatalities involving vehicles weighing more than 10,000 pounds.

Objectives

- Reduce the number of 36.19 KAB crashes per 100M VMT in 2001 to 32.19 KAB crashes per 100M VMT by September 30, 2006.
- Reduce the number of 15.5 intersection and intersection-related KAB crashes per 100M VMT in 2001 to 11.1 intersection and intersection-related KAB crashes per 100M VMT by September 30, 2006.
- Reduce the number of 0.250 fatalities per 100M VMT for motor vehicles weighing more than 10,000 pounds (2003 FARS) in 2001 to no more than 0.203 fatalities per 100M VMT for motor vehicles weighing more than 10,000 pounds by September 30, 2006.
- Reduce the number of 0.219 fatal crashes per 100M VMT for motor vehicles weighing more than 10,000 pounds (2003 FARS) in 2001 to no more than 0.187 fatal crashes per 100M VMT for motor vehicles weighing more than 10,000 pounds by September 30, 2006.

Strategies

- Increase enforcement of traffic safety-related laws
- Increase public education and information campaigns
- Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals
- 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: 060701 Enforcement

Project Title: Task A: STEP- Comprehensive

Project Description:

Fifty-three communities and the Texas Department of Public Safety (TxDPS) will conduct a STEP-Comprehensive to provide enhanced enforcement covering multiple offenses, focusing on two or more of the following: speed, DWI, intersection traffic control, or OP violations.

Project Number: 060701 Enforcement

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

Project Description:

Three communities will conduct a STEP-Comprehensive Commercial Motor Vehicle to provide enhanced enforcement covering multiple offenses, focusing on two or more of the following: DWI, OP, Speed, intersection traffic control, and other hazardous moving violations related to commercial motor vehicles.

Project Number: 060701 Enforcement

Project Title: Task C: STEP-Waves

Project Description:

At least fifty 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: 060701 Enforcement

Project Title: Task D: Law Enforcement Coordination

Project Description:

The Texas Municipal Police Association will conduct a Police Traffic Services Support project. Five law enforcement coordinators will assist the Traffic Operations Division, District Traffic Safety Specialists and community law enforcement to develop and implement traffic safety efforts. The project will provide STEP management training to police agencies, provide web based reporting for STEP grants, conduct evaluation efforts, and work with local communities to identify traffic safety problems and identify the resources to solve them.

Project Number: 060701 Enforcement

Project Title: Task E: STEP - Intersection Traffic Control

Project Description:

One community will conduct a STEP-Intersection Traffic Control (ITC) that targets intersections with a high frequency of crashes within metropolitan areas. The locations must be intersections where data indicates a disproportionate number of crashes.

SPEED CONTROL PROGRAM AREA - 08

Problem Identification

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

Goal

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

Objective

- Reduce the number of speed related fatal and serious injury crashes from 11.88 speed related KAB crashes per 100M MVT in 2001 to 9.82 speed related KAB crashes per 100M MVT by September 30, 2006.

Strategies

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

Tasks/Project Descriptions

Project Number: 060801 Enforcement

Project Title: Task A: STEP - Speed

Project Description:

Five communities will operate a STEP-Speed to provide enhanced enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes.

TRAFFIC RECORDS PROGRAM AREA - 09

Problem Identification

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

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

Goal

- 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 26 months in 2001 to within 60 days of the event by September 30, 2006.
- 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, 2006.

Strategies

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

Tasks/Project Descriptions

Project Number: 060901 Local Projects

Project Title: Task A: Identification and Analysis

Project Description:

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

Project Number: 060902 System Improvements

Project Title: Task A: Traffic Records Assessment

Project Description:

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

Project Number: 060903 Crash Records Information System (CRIS) Technical Support

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

Project Description:

It is estimated that CRIS will go-live with a backlog of approximately two (2) years. TxDOT will pay for sufficient full time equivalent (FTE) personnel for DPS to process the backlog. If additional hours or personnel are required to complete the project, TxDOT will pay for overtime hours. Additionally, TxDOT will provide sufficient funding to maintain a CRIS Technical Support Team. This team will consist of one (1) Application Architect, one (1) J2EE Architect, one (1) Systems Developer/Database Administrator and one (1) Spatial Data Manager. This team will report to the CRIS Owner identified by DPS and TxDOT in the CRIS Oversight Committee (COC) document. The CRIS Technical Support Team will be outsourced by DPS and will have a contract period of two years.

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DRIVER EDUCATION AND BEHAVIOR PROGRAM AREA - 10

Problem Identification

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

Goal

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

Objective

- Increase number of people reached with traffic safety messages from 7.2 million in 2003 to 13.1 million by September 30, 2006.

Strategies

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

Tasks/Project Description

Project Number: 061001 Public Information Campaigns

Project Title: Task A: Local Events

Project Description:

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

Project Number: 061001 Public Information Campaigns

Project Title: Task B: Statewide Media Campaigns

Project Description:

On the Road in Texas will continue with 15 new English language traffic safety messages and 10 new Spanish language messages for radio. Additionally, 15 English language and 10 Spanish language messages will be updated with more recent information. Using Department of Public Safety troopers as spokespersons, the goal is to continue to reach over 5,000,000 listeners weekly.

A Speeding Media Campaign is a new public education campaign urging Texas motorists to slow down. The campaign will include 30 and 10 second television public service announcement messages in English and Spanish, a 60-second radio public service announcement and outdoor advertising.

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

Public Information and Education Materials 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. This statewide project will consolidate the design, purchase, and distribution of select traffic safety program materials to insure consistent messages, increased availability, reduced cost, and broader reach 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 area as needed.

Public information and education campaigns may include slogans such as "Click It Or Ticket", "Drink. Drive. Go to Jail", "You Drink & Drive. You Lose", or "Buckle Up In Your Truck".

Project Number: 061002 Education & Training

Project Title: Task A: Training

Project Description:

Aggressive and Driving Behavior Modification will serve as a pilot program by providing a class designed to modify aggressive driving behavior to the courts in the Brazos Valley Council of Governments area by providing instructors for the curriculum and tracking the number of aggressive driving incidents processed through the judicial system in the pilot area. Development, Implementation and Evaluation of Driver Education Workshops will develop, deliver and evaluate in-service education workshops for Texas driver education teachers. At least eight training sessions, which meet Texas Education Agency guidelines, will be conducted in various locations throughout Texas.

Project Number: 061002 Education & Training

Project Title: Task B: Lifesavers 2006

Project Description:

Texas will host Lifesavers 2006. Lifesavers is the the country's premier national conference on highway safety priorities drawing almost 1,900 participants annually from many fields such as traffic safety, transportation, public health, injury prevention and law enforcement. The conference offers the latest information on advances in highway safety, highlights successful programs and draws attention to emerging safety issues. Funds will be used to support conducting the conference.

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RAILROAD / HIGHWAY CROSSING PROGRAM AREA - 11

Texas has no planned projects funded with 402 federal dollars in FY06.

FY 2006

Railroad / Highway Crossing

Budget Module:
RH-11

STATE
Texas

TASK TITLE	# of Proj	TOTAL	402		Federal		STATE		LOCAL		Fed. To	
							MATCH		MATCH		Local	
06-11-01 RAILROAD / HIGHWAY CROSSING	0											
	0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

ROADWAY SAFETY PROGRAM AREA - 12

Problem Identification

Approximately 1,200 construction and maintenance projects, equaling one work zone every 65 miles, impact traffic safety on Texas highways every day. In 2002 (FARS), one hundred thirty-eight people were fatally injured in motor vehicle crashes in Texas work zones. Eighty-five percent of those killed were occupants of vehicles. 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 and do not follow design consistency plus they must be properly placed and maintained to ensure the worker's safety. More than 25,400 traffic signals and detection systems around the state require maintenance and inspection to insure reliability. Revisions to the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD), which contains standards for a uniform system of traffic control devices for all highways, roads, and streets, was completed and implemented in 2005.

Goals

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

Objectives

- Reduce number of KAB crashes in work zones from 1.45 per 100M VMT in 2001 to 1.19 KAB crashes in work zones per 100M VMT by September 30, 2006.
- Reduce number of A&B injuries in work zones from 2.00 A&B injuries per 100M VMT in 2001 to 1.62 A&B injuries in work zones per 100M VMT by September 30, 2006.
- Reduce number of fatalities in work zones from .082 per 100M VMT in 2001 to .065 fatalities in work zones per 100M VMT by September 30, 2006.
- Provide assistance in improving safety through engineering to 25 communities by September 30, 2006.
- Train at least 2,300 students in roadway safety classes by September 30, 2006.

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
- Improve highway design and engineering through training
- Provide traffic safety problem identification to local jurisdictions

Tasks/Project Descriptions

Project Number: 061201 Education

Project Title: Task A: Training

Project Description:

Continued training for community and state personnel in Highway Safety Training continues this year with the following schedule: 3 classes in Traffic Engineering Basics for 60 students; 6 classes in Sign Installation and Maintenance for 120 students; and 6 classes in Pavement Markings Installation and Maintenance for 120 students. Work Zone Safety Training provides instruction in Work Zone Traffic Control for 960 students attending 48 classes; Flagging in Work Zones for 240 students participating in 12 classes; and Work Zone Traffic Control Refresher for 440 students during 22 classes. Traffic Signal Maintenance and Repair Training continues to provide hands-on education/training to 180 technicians throughout the state in the installation, troubleshooting and repair of traffic signals that will ensure citizen safety. Highway Safety Training, Work Zone Safety, and Traffic Signal Maintenance and Repair Training projects will be combined into one grant agreement.

Project Number: 061201 Education

Project Title: Task B: Community Assistance

Project Description:

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

FY 2006

Page 1 of 1
 (Dollars in
 Thousands)

Budget Module:
 RS-12

ROADWAY SAFETY

STATE
 Texas

TASK TITLE	# of Proj	TOTAL	402	Federal	STATE		LOCAL		Fed. To	
					STATE MATCH	MATCH	MATCH	MATCH	Local	Local
06-12-01 EDUCATION										
Task A: Training	1	845.5	750.7				94.8		750.7	
Task B: Community Assistance	1	77.2	68.5				8.7		68.5	
	4	922.7	819.2	0.0		0.0	103.5		819.2	

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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 40 coalitions in 2001 to a minimum of 50 coalitions by September 30, 2006.

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: 061301 Safe Communities

Project Title: Task A: Coalition Building

Project Description:

The TAMU-CC Safe Communities will continue the Safe Driving Public Education campaign which targets speeding, DWI, aggressive driving, distracted driving and occupant protection use through education and information. El Paso P.D. will continue their Safe Communities project to collect and analyze crash data, and use the data to determine where to station traffic officers, provide increased public information, and work with community leaders to reduce motor vehicle crashes. The UTHSC-San Antonio Madrino-Padrino Traffic Safety Project will build on a Hispanic cultural tradition of seeking advice or guidance from godmothers and godfathers to advance culturally appropriate traffic safety information in the San Antonio Hispanic community.

Project Number: 061301 Safe Communities

Project Title: Task B: Statewide Coordination and Data Analysis

Project Description:

The Texas Cooperative Extension (TCE) will continue their management of efforts to establish support and improve local coalitions through the Safe Communities Manager project, including communities establishing or seeking to establish, a coalition. A traffic safety grant is not required for a community to use the Safe Communities Manager resources to establish or improve a Safe Communities coalition. TCE will update *Assessing Community Traffic Safety (ACTS)* assessment tool to assist local coalitions in identifying their traffic safety issues and the available resources to resolve the problems. All Safe Communities coalitions in Texas may freely use the project to gather data for their area.

FY 2006

Page 1 of 1
(Dollars in
Thousands)

Budget Module:

SA-13

STATE
Texas

SAFE COMMUNITIES

TASK TITLE	# of Proj	TOTAL	402	Federal	STATE MATCH	LOCAL MATCH		Fed. To Local	
06-13-01 SAFE COMMUNITIES									
Task A: Coalition Building	3	387.7		270.1			117.6		270.1
Task B: Statewide Coordination and Data Analysis	1	189.2		189.2					189.2
	4	576.9	459.3		0.0		117.6		459.3

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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. In many parts of Texas, school bus drivers have limited English language skills and work in primarily Spanish speaking school districts. Teaching these drivers proper safety techniques in Spanish enhances school bus driver safety skills to ensure the safety of all Texas children.

Goal

- Reduce school bus related crashes, injuries and fatalities

Objective

- To have no more than .5 school bus related fatalities per year on a five year average by September 30, 2006.

Strategies

- Provide safe school bus operation training for school bus drivers in both English and Spanish
- Provide public information and education campaigns to promote safe motor vehicle operations around school buses
- Provide increased enforcement of state traffic laws around school buses

Tasks/Project Descriptions:

NO 402 FEDERAL FUNDS WILL BE USED FOR SCHOOL BUS SAFETY PROJECTS IN FISCAL YEAR 2006.

FY 2006

Page 1 of 1
(Dollars in
Thousands)

SCHOOL BUS SAFETY

**Budget Module:
SB-14**

STATE
Texas

TASK TITLE	# of Proj	TOTAL	Federal			STATE MATCH	LOCAL MATCH	Fed. To Local
06-14-01 SCHOOL BUS SAFETY		0.0						
	0	0.0			0.0	0.0	0.0	0.0

CERTIFICATIONS AND ASSURANCES

Revised 8/25/05

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

Buy America Act

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

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

Political Activity (Hatch Act).

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

Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

Restriction on State Lobbying

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

Certification Regarding Debarment And Suspension

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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

9-8-05

Date

PROGRAM COST SUMMARY

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FY 2006 HIGHWAY SAFETY PLAN

SUMMARY OF PLANNED FUNDING

STATE

Texas

(Dollars in 000's)

PROGRAM AREAS	NO. OF PROJECTS	FEDERAL										MATCH		FED TO LOCAL	
		TOTAL	402	157A	405	163IDM	157B	STATE	LOCAL	STATE	LOCAL				
01 Planning and Administration	4	3,689.1	663.8								3021.0	4.3	0.0	0.0	
02 AI & Other Drug Countermeasures	38	5,077.0	3,418.3	100.0		440.0					170.0	948.7	1,777.2		
03 Emergency Medical Services	1	1,014.2	400.0								0.0	614.2	400.0		
04 Motorcycle Safety	0	0.0	0.0								0.0	0.0	0.0		
05 Occupant Protection	9	6955.6	1586.9	272.1	1,000.0						0.0	4096.6	1584.0		
06 Pedestrian/Bicycle Safety	3	494.5	437.9								0.0	56.6	437.9		
07 Police Traffic Services	109	14,063.9	5688.4	3776.0							0.0	4599.5	9,195.9		
08 Speed Control Program Area	5	1,103.3	346.9	225.0							0.0	531.4	571.9		
09 Traffic Records	3	891.9	78.0								800.0	13.9	78.0		
10 Driver Education and Behavior	10	2,719.3	1,016.2								1,578.0	125.1	0.0		
11 Railroad / Highway Crossing	0	0.0	0.0								0.0	0.0	0.0		
12 Roadway Safety	2	922.7	819.2								0.0	103.5	819.2		
13 Safe Communities	4	576.9	459.3								0.0	117.6	459.3		
14 School Bus	0	0.0	0.0								0.0	0.0	0.0		
TOTALS	188	37,508.5	14,914.0	4,373.1	1,000.0	440.0	0.0	0.0	5,569.0	11,211.4	15,323.4				

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GLOSSARY

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Glossary

Term	Definition
Texas Department of Public Safety (DPS) Accident File-based DWI Related Crashes (Injuries or Fatalities)	All crashes (injuries or fatalities) included in the Texas DPS Accident File for which alcohol or other drugs were indicated on the accident report to have been a contributing factor to the crash. Distinguish from DWI as used in FARS
FARS-based Alcohol Related Crashes (Fatalities)	All crashes (fatalities) in which at least one driver had a measured or imputed BAC of >0.08.
Intersection and Intersection Related Crashes	All crashes included in the Texas DPS Accident File that are coded as occurring in an intersection or as being intersection related (excluding driveway access).
Large Truck-Involved Crashes (or Fatalities)	All crashes (or fatalities) that are designated in FARS as involving at least one motor vehicle weighing more than 10,000 pounds (GVW).
Motor Vehicle Related Bicyclist Fatalities	All deaths of bicyclists resulting from a crash included in the Texas DPS Accident File. Bicyclist deaths and injuries unrelated to motor vehicle crashes are not included.
Motor Vehicle Related Pedestrian Fatalities	All deaths of pedestrians resulting from a crash included in Texas DPS Accident File.
Motorcyclist Fatalities	A fatality to an operator or passenger of a motorcycle, motorscooter or moped involved in a crash reported in the Texas Accident File.
Serious Crashes (Injuries)	All crashes in which the highest level of injury sustained was at least one incapacitating injury (A), plus all crashes in which the highest level of injury sustained was at least one non incapacitating injury (B).
Severity of crash/Severity of injury	<p>Coded in accordance with the highest degree of injury suffered in the accident</p> <p>1- Incapacitating injury - not able to walk, drive, etc. (A)</p> <p>2 – Non-incapacitating injury - bump on head, abrasions, minor lacerations (B)</p> <p>3 - Possible injury - limping, complaint of pain (C)</p> <p>4 - Fatal (F)</p> <p>5 - Non-injury (N)</p>

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