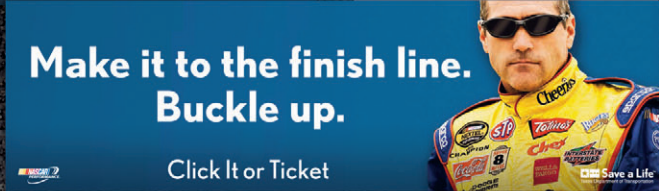
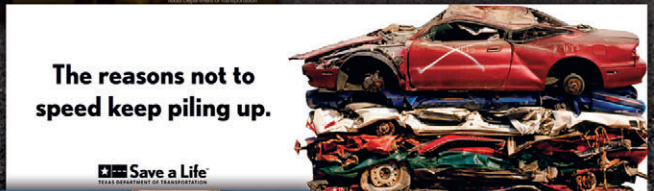


Texas Traffic Safety



This Page Intentionally Left Blank



Save a Life™

**2
0
0
7**

**TEXAS
TRAFFIC SAFETY
ANNUAL REPORT**

TEXAS DEPARTMENT OF TRANSPORTATION

125 E. 11TH STREET

AUSTIN, TEXAS 78701

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

Governor Rick Perry

Amadeo Saenz P.E.
Governor's Highway Safety Representative
Executive Director
Texas Department of Transportation

Carlos A. Lopez, P.E.
Director, Traffic Operations Division
Texas Department of Transportation

Terry A. Pence
Traffic Safety Director
Texas Department of Transportation

125 E. 11th Street
Austin, Texas
512-416-3175

TABLE OF CONTENTS

INTRODUCTION	5
TRAFFIC SAFETY PROGRAM	7
CRASH SUMMARY	7
CHALLENGES	8
MISSION	8
STRATEGIC PLANNING	8
PROBLEM IDENTIFICATION	9
FY 07 FEDERAL FUNDING	9
PERFORMANCE MEASUREMENT GOALS	10
SIGNIFICANT LEGISLATIVE ACCOMPLISHMENTS	21
PROGRAM AREA SUMMARIES	33
PROGRAM AREA 07-01: PLANNING AND ADMINISTRATION	35
PROGRAM AREA 07-02: ALCOHOL AND OTHER DRUG COUNTERMEASURES	37
PROGRAM AREA 07-03: EMERGENCY MEDICAL SERVICES	47
PROGRAM AREA 07-04: MOTORCYCLE SAFETY	49
PROGRAM AREA 07-05: OCCUPANT PROTECTION	51
PROGRAM AREA 07-06: PEDESTRIAN/BICYCLE SAFETY	55
PROGRAM AREA 07-07: POLICE TRAFFIC SERVICES	57
PROGRAM AREA 07-08: SPEED CONTROL	59
PROGRAM AREA 07-09: TRAFFIC RECORDS	61
PROGRAM AREA 07-10: DRIVER EDUCATION AND BEHAVIOR	63
PROGRAM AREA 07-11: RAILROAD/HIGHWAY CROSSINGS	79
PROGRAM AREA 07-12: ROADWAY SAFETY	81
PROGRAM AREA 07-13: SAFE COMMUNITIES PROGRAMS	83
PROGRAM AREA 07-14: SCHOOL BUS SAFETY	85
APPENDIX A: FINANCIAL DATA	87
APPENDIX B: CRASH DATA	95
APPENDIX C: NOTEWORTHY PRACTICES	109
CITY OF AUSTIN: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - COMPREHENSIVE	111
CITY OF FORT WORTH: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - COMMERCIAL MOTOR VEHICLE	115
RURAL JUDGES DWI COURT PILOT PROJECT	117
JUSTICE COURT TRAFFIC SAFETY INITIATIVE	121
MUNICIPAL TRAFFIC SAFETY INITIATIVES (MTSI)	125
TEXAS DWI RESOURCE PROSECUTOR	129
SAFE PRACTICES FOR TRAFFIC INCIDENT RESPONDERS	133
TEXANS IN MOTION - “KIDS IN SAFETY SEATS” PROJECT	137
TRAVIS COUNTY - COMPREHENSIVE UNDERAGE DRINKING PREVENTION PROGRAM	141
TEXAS DRIVER EDUCATION & BEHAVIOR	145

This Page Intentionally Left Blank

INTRODUCTION

This Page Intentionally Left Blank

TRAFFIC SAFETY PROGRAM

Texas planned an extensive and diverse traffic safety program in FY 2007, with projects in these program areas:

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

CRASH SUMMARY

Texas is approximately 60 months behind in crash data assimilation and analysis, so the most recent year for which complete data is available is calendar year 2001. Because the state data is old, the Fatal Analysis Reporting System (FARS) data has been added for 2005. The number of fatalities per hundred million vehicle miles driven has decreased despite the rapid increases in population and miles driven from 1995 to 2005.

	1995	2001	2005
Population	18,378,185	21,325,018	22,859,968
Miles Driven (Hundred million vehicle miles traveled)	1812.0	2115.7	2,342.3
Mileage Death Rate (Number of persons killed Per hundred million miles traveled)	1.75	1.77	1.51

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

CHALLENGES

Crashes, injuries and fatalities caused by drunk drivers continue to be the major traffic safety problem in Texas. However, fatalities related to alcohol are decreasing and Texas again experienced a decrease in alcohol-related fatalities this year. Alcohol-related fatalities reported by the Fatality Analysis Reporting System (FARS) decreased in Texas to 1,672 in 2005 versus 1,704 in 2004, or 1.88 percent.

Texans are using their safety belts more than ever before. Based on statewide surveys completed by the Texas Transportation Institute in June of 2007, 91.83 percent of Texans buckled up in FY 2007 compared to the 90.44 during FY 2006. Before Click It or Ticket (CIOT) enforcement and public education efforts began in Texas in 2002, only 76.1 percent of Texans buckled up. The current 91.83 percent safety belt usage translates into an estimated 1,600 fewer Texans killed in traffic crashes and an estimated 37,600 fewer injuries on Texas roadways since Click It or Ticket began.

Since 2001, the use of safety belts in our state has saved the State of Texas and society an estimated \$6.66 billion in wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, employer costs, taxes, insurance premiums, travel delays and a measure of the value of lost quality of life. The economic impact was derived from using the average comprehensive costs on a per-injured-person basis from 2001 provided by the National Safety Council. These numbers were adjusted to actual fatality and injury numbers from motor vehicle crashes in Texas in 2001.

The significant improvement in safety belt use is attributed to increased enforcement, a large public information and education campaign, statewide increase in local community involvement, as well as strong campaign participation and support from the National Highway Traffic Safety Administration (NHTSA) Region 6.

MISSION

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

STRATEGIC PLANNING

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

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

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

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

Texas last held a Strategic Planning Update meeting in Austin in June 2003. The results of that meeting are included in the FY 2007 Performance Plan, including the new goals, strategies, performance measures, objectives, and targets. The next Strategic Planning Update meeting will be conducted in the Summer of 2008.

PROBLEM IDENTIFICATION

The Texas Department of Transportation, Traffic Operations Division, coordinates the development and implementation of highway safety performance goals, strategies, and objectives for each program area using a strategic planning process. Multiple goals and strategies are identified through a comprehensive problem identification process. The agencies that Texas plans with include the following: AAA-Texas, AARP, MADD-Texas, Texas Department of Public Safety (TxDPS), Texas Department of State Health Services (DSHS), Texas Transportation Institute (TTI), Texas Cooperative Extension (TCE), Texas Engineering Extension Service (TEEX), Texas Bicycle Coalition (TBC), and the NHTSA Region 6. Based on this problem identification information, state and local agencies as well as public and private organizations then develop and submit project proposals designed to support those multiple goals and strategies.

FY 07 FEDERAL FUNDING

On June 23, 2006, the Texas Transportation Commission approved the *FY 2007 Texas Highway Safety Performance Plan*, which described how federal highway safety funds would be programmed consistent with the guidelines, priority areas, and other Section 402 requirements. In addition to the Section 402 program, the FY 07 Texas Traffic Safety Program included funding from special use grant funds created by the passage of the

Transportation Equity Act for the 21st Century (TEA-21) and also funds from the recently created Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU). These included:

- Section 157 - Seat Belt Incentive Funds
- Section 405 - Occupant Protection J2
- Section 405 - OP SAFETEA-LU Incentive Funds K2
- Section 406 - Safety Belt Incentive Funds K4
- Section 408 – State Traffic Safety Information System Improvement Funds K9*
- Section 410 - AL SAFETEA-LU Incentive Funds K8
- Section 2010 - Motorcycle Safety Incentive Funds (reprogrammed for FY08)

* Awarded 9-12-07

PERFORMANCE MEASUREMENT GOALS

Overall State Goals

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

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

Traffic Safety Goals, Strategies, Performance Measures, and Objectives

As an outgrowth of the strategic planning process, Texas developed 16 specific goals for the traffic safety program, 76 specific strategies, and 31 specific performance measures. Objectives have been established for all 31 performance measures for years 2007 through

2010. The goals, strategies, performance measures and objectives for 2007 and the most recent status are outlined in Table 1.

The baseline information for 2004 FARS data included in the baseline column in Table 1 reflects the final 2004 FARS data and includes population estimates versus projections. The HSPP 2007 most recent column included preliminary FARS data and projections versus estimates.

This Page Intentionally Left Blank

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

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2007 Objective
<i>Overall State Goal</i>					
To reduce the number of motor vehicle crashes, injuries and fatalities		1: Mileage Death Rate	1.61 fatalities per 100M VMT (2004 FARS)	1.51 fatalities per 100M VMT (2005 FARS)	1.55 fatalities per 100M VMT
		2: Serious Injury Rate	49.87 serious injuries per 100M VMT	49.87 serious injuries per 100M VMT	45.89 serious injuries per 100M VMT
<i>Planning and Administration Program Area – 01</i>					
To provide effective and efficient management of the Texas Traffic Safety Program	<p>Provide training and assistance for local and statewide traffic safety problem identification.</p> <p>Provide procedures and training on highway safety planning and project development.</p> <p>Ensure availability of program and project management training.</p> <p>Review and update program procedures as needed.</p> <p>Conduct periodic project monitoring and evaluation of traffic safety activities.</p> <p>Perform accurate accounting and efficient reimbursement processing.</p> <p>Maintain coordination of traffic safety efforts and provide technical assistance.</p>	No current quantifiable performance measures or objectives			
<i>Alcohol and Other Drug Countermeasures Program Area – 02</i>					
To reduce the number of DWI-related crashes, injuries, and fatalities	<p>Increase enforcement of DWI laws.</p> <p>Increase sustained enforcement.</p>	3: Number of Alcohol-related fatalities per 100M VMT (Based on FARS estimates)	0.74 Alcohol-related fatalities per 100M VMT (Based on 2004 FARS estimates)	0.71 Alcohol-related fatalities per 100M VMT (Based on 2005 FARS estimates)	0.71 Alcohol-related fatalities per 100M VMT (Based on FARS estimates)
	<p>Increase high visibility enforcement.</p> <p>Improve BAC testing and reporting to the State's crash records information system.</p>	4: Number of DWI-related (alcohol or other drugs) KAB crashes	4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	3.28 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT

Texas Traffic Safety Annual Report – FY 2007

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2007 Objective
	<p>Improve anti-DWI public information and education campaigns.</p> <p>Increase the number of law enforcement task forces and coordinated enforcement campaigns.</p> <p>Increase training for anti-DWI advocates.</p> <p>Increase intervention efforts.</p> <p>Improve and increase training for law enforcement officers.</p> <p>Improve DWI processing procedures.</p> <p>Develop a DWI and minor in possession tracking system.</p> <p>Improve adjudication of DWI cases through improved training for judges, administrative license revocation judges, and prosecutors, and improved support materials for judges and prosecutors.</p> <p>Improve education programs on alcohol and driving for youth.</p>				
<p>To reduce the number of DWI-related crashes where the driver is under age 21</p>	<p>Increase enforcement of driving under the influence by minors laws</p>	<p>5: Number of 16-20 year old DWI drivers (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>86.95 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>	<p>60.52 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds</p>
	<p>Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving</p>	<p>6: Number of DWI-related (alcohol or other drugs) fatalities per 100M VMT</p>	<p>0.541 DWI-related (alcohol or other drugs) fatalities per 100M VMT</p>	<p>0.541 DWI-related (alcohol or other drugs) fatalities per 100M VMT</p>	<p>0.485 DWI-related (alcohol or other drugs) fatalities per 100M VMT</p>
	<p>Develop innovative ways and programs to combat underage drinking and driving</p> <p>Expand "EI Protector" and keep concentration on alcohol</p>	<p>7: Number of DWI-related (alcohol or other drugs) serious injuries per 100M VMT</p>	<p>6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT</p>	<p>6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT</p>	<p>4.49 DWI-related (alcohol or other drugs) serious injuries per 100M VMT</p>

Texas Traffic Safety Annual Report – FY 2007

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2007 Objective
<i>Emergency Medical Services Program Area - 03</i>					
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 10.7 minutes (2003 DSHS)	EMS response time to motor vehicle trauma calls in rural areas 12.97 minutes (2004 DSHS)	EMS response time to motor vehicle trauma calls in rural areas reduced to 10.5 minutes
	Increase EMS involvement in local community safety efforts	9: EMS response time in frontier areas	Average EMS response time to motor vehicle crashes in frontier areas less than 11.01 minutes (2003 DSHS)	Average EMS response time to motor vehicle crashes in frontier areas less than 18.99 minutes (2004 DSHS)	Maintain EMS response time to motor vehicle crashes at 11.0 minutes
<i>Motorcycle Safety Program Area - 04</i>					
To reduce the number of motorcyclist fatalities	<p>Increase enforcement of existing motorcycle helmet law for riders and passengers under 21.</p> <p>Improve public information and education on the value of wearing a helmet.</p> <p>Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.</p>	10: Number of motorcyclist fatalities	Motorcyclist fatalities 290 (2004 FARS)	Motorcyclist fatalities 365 (2005 FARS)	Reduce motorcyclist fatalities to no more than 283
<i>Occupant Protection Program Area - 05</i>					
To increase occupant restraint use in all passenger vehicles and trucks	<p>Increase enforcement of occupant protection laws</p> <p>Increase sustained enforcement</p> <p>Increase high visibility enforcement.</p>	11: Driver and front seat passenger restraint use	90.4 percent (2006)	91.8 percent (2007)	91.8 percent

Texas Traffic Safety Annual Report – FY 2007

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2007 Objective
	<p>Increase public information and education campaigns</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>	<p>12: Safety belt use rate by children age 5-16</p>	<p>48.3 percent (2006)</p>	<p>58.2 percent (2007)</p>	<p>61.25 percent</p>
		<p>13: Child passenger restraint use rate for children ages 0-4</p>	<p>80.0 percent (2006)</p>	<p>82.0 percent (2007)</p>	<p>81.0 percent</p>
<i>Pedestrian and Bicyclist Safety Program Area - 06</i>					
<p>To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities</p>	<p>Increase enforcement of traffic laws about bicycle right of way</p> <p>Increase motorist awareness for sharing the road with bicyclists</p> <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</p>	<p>14: Number of motor vehicle-related pedestrian fatalities per 100,000 population.</p>	<p>1.99 motor vehicle-related pedestrian fatalities per 100,000 population (2004 FARS)</p>	<p>1.87 motor vehicle-related pedestrian fatalities per 100,000 population (2005 FARS)</p>	<p>No more than 1.72 motor vehicle-related pedestrian fatalities per 100,000 population</p>
		<p>15: Number of bicyclist fatalities per 100,000 population.</p>	<p>0.227 bicyclist fatalities per 100,000 population (2004 FARS)</p>	<p>0.206 bicyclist fatalities per 100,000 population (2005 FARS)</p>	<p>0.126 bicyclist fatalities per 100,000 population</p>

Texas Traffic Safety Annual Report – FY 2007

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2007 Objective
	pedestrian injuries and fatalities Improve public education and information on pedestrians and "safe walking"				
Police Traffic Services Program Area - 07					
To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes	Increase enforcement of traffic safety-related laws including speed-related. Increase sustained enforcement including speed related laws. Increase public education and information campaigns. Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals.	16: Number of KAB crashes per 100M VMT 17: Number of intersection and intersection-related KAB crashes	36.19 KAB crashes per 100M VMT 15.5 intersection and intersection-related KAB crashes per 100M VMT	36.19 KAB crashes per 100M VMT 15.5 intersection and intersection-related KAB crashes per 100M VMT	31.54 KAB crashes per 100M VMT. 10.65 intersection and intersection-related KAB crashes per 100M VMT
To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or greater	Increase public information and education on sharing the road with commercial motor vehicles (CMV). Develop partnerships with CMV industry and trade associations to increase education and training of the general public and drivers. Increase enforcement of commercial motor vehicle speed limits.	18: Number of CMV-involved fatalities	0.225 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2004 FARS)	0.239 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2005 FARS)	No more than 0.189 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR
		19: Number of CMV-involved fatal crashes	0.187 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2004 FARS)	0.194 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2005 FARS)	No more than 0.173 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR
Speed Control Program Area - 08					
To reduce the number of speed-related fatal and serious injury crashes	Identify best practices for speed deterrence when law enforcement is not present Increase sustained enforcement.	20: Number of speed-related KAB crashes per 100M VMT.	11.88 speed-related KAB crashes per 100M VMT	11.88 speed-related KAB crashes per 100M VMT	10.18 speed-related KAB crashes per 100M VMT

Texas Traffic Safety Annual Report – FY 2007

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2007 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.	21: Days for Crash Records Information System (CRIS) to report crash data after occurrence	Crash data available electronically to TxDOT in excess of 48 months	2001 is the most recently certified crash data available. This will change drastically when the 2003-2007 crash data is reconciled. From receipt of crash report to TxDOT, it takes 10 days for data to be available electronically in CRIS (2007)	Crash data available electronically within 60 days of the event
	Improve local databases and their ability to electronically transmit crash data to the Department of State Health Services and Public Safety.	22: Days to report local crash data electronically to CRIS after occurrence	Local crash data reported electronically to CRIS (via the web data entry component-WDE) no later than 60 days after occurrence	Small pilot group of Texas Highway Patrol Officers in Austin are currently entering crash reports via WDE	Local crash data reported electronically to CRIS no later than 10 days after occurrence
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	20 million people reached with traffic safety messages (2006)	180.5 million people reached with traffic safety messages (2007)	Maintain 20 million people reached with traffic safety messages
Railroad / Highway Crossing Program Area - 11					
To reduce KAB crashes at railroad/highway crossings	Educate law enforcement on laws governing railroad/highway crossings. Increase public education and Information campaigns.	* 31. Number of KAB crashes at railroad/highway crossings	186 KAB crashes at railroad/highway crossings	186 KAB crashes at railroad/highway crossings	Achieve 179 KAB crashes at railroad/highway crossings
Roadway Safety Program Area – 12					
To reduce the number of traffic crashes, injuries, and fatalities in work	Increase enforcement of traffic safety-related laws in work zones	24: Number of KAB crashes in work zones per 100M VMT.	1.45 KAB crashes in work zones per 100M VMT	1.45 KAB crashes in work zones per 100M VMT	Achieve 1.17 KAB crashes in work zones per 100M VMT

Texas Traffic Safety Annual Report – FY 2007

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2007 Objective
zones per 100 million vehicle miles traveled	Increase public education and information on traffic safety in work zones.	25: Number of injuries in work zones per 100M VMT	2.00 A&B injuries in work zones per 100M VMT	2.00 A&B injuries in work zones per 100M VMT	Achieve 1.58 A&B injuries in work zones per 100M VMT
	Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training.	26: Number of fatalities in work zones per 100M VMT.	0.082 fatalities in work zones per 100M VMT	0.082 fatalities in work zones per 100M VMT	Achieve 0.064 fatalities in work zones per 100M VMT
To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level	Provide traffic safety problem identification to local jurisdictions.	27: Number of communities provided assistance in improving safety through engineering.	8 communities assisted (2006)	15 communities assisted (2007)	25 communities assisted
	Improve highway design and engineering through training.	28: Number of persons trained in roadway safety classes	2,793 students in roadway safety classes (2006)	4,445 students in roadway safety classes (2007)	2,300 students in roadway safety classes
Safe Communities Program Area - 13					
To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries	Provide training programs on how to initiate and conduct community-based programs.	29: Number of Safe Communities Coalitions.	39 coalitions (2006)	4 federally funded coalitions (2007)	Achieve a minimum of 40 coalitions
	Support the Safe Communities process.				
	Provide management support to implement community traffic safety programs.				
School Bus Program Area - 14					
To reduce School bus-related crashes, injuries and fatalities	Provide safe school bus operation training for school bus drivers in both English and Spanish.	30: Number of school bus passenger fatalities per year on a five year average	0.40 school bus passenger fatalities per years on a 5 year average (1997-2001)	0.20 school bus passenger fatalities per year on a 5 year average (2001 – 2005)	Maintain school bus passenger fatalities to no more than 0.40 per year on a five year average
	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.				

This Page Intentionally Left Blank

SIGNIFICANT LEGISLATIVE ACCOMPLISHMENTS

The 80th Texas Legislature met in FY2007. Traffic safety related laws in the Transportation Code were passed by the 80th Legislature and signed by the Governor.

Listed below is a summary of the changes to the codes and statutes 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.

SB 157 Criminally Injurious Conduct

Effective September 1, 2007

Amends the Code of Criminal Procedure to redefine “criminally injurious conduct” to include conduct that is in violation of Section 545.157 or 545.401, Transportation Code, and results in bodily injury or death.

The bill also adds conduct that is in violation of Section 22.05 (Deadly Conduct), Penal Code, to the definition of “criminally injurious conduct.” This ensures eligibility for compensation through the Crime Victims’ Compensation Fund for victims of these crimes.

SB 255 TxDOT Reporting Requirements:

Effective September 1, 2007

Currently, Texas law does not address reporting requirements for the Texas Department of Transportation (TxDOT).

This bill amends Subchapter J, Chapter 201, Transportation Code by adding Section 201.805, as follows: Requires the TxDOT to annually publish, in appropriate media and on TxDOT’s internet website in a format that allows the information to be read into an electronic database, a statistical comparison of TxDOT districts and certain information for each county and for the state for each fiscal year.

Examples would be information regarding TxDOT grant programs such as the Texas Traffic Safety Grant Program.

SB 328 Commercial Driver’s License Alcohol and Drug Testing Requirements

Effective September 1, 2007

This bill amends Section 644.252(a), Transportation Code and requires an employer required to conduct alcohol and drug testing of an employee who holds a commercial driver’s license to report to the Texas Department of Public Safety (DPS) a valid positive result on an alcohol or drug test performed and whether the specimen producing the result was a dilute specimen and deletes text requiring an employer to report a dilute specimen to DPS.

SB 329 Obscure a Commercial Vehicle's Window

Effective June 15, 2007

This bill clarified that a commercial motor vehicle operated in intrastate commerce must comply with federal window tinting requirements. This bill also eliminates a conflict between federal and state law and allows the state to continue to apply for discretionary federal funding under the Motor Carrier Assistance Program and amends Section 547.613(b), Transportation Code by exempting commercial motor vehicles from requirements that motor vehicle windows be free of objects or materials that obstruct or reduce the vehicle operator's clear view, or that motor vehicle windows be free of transparent material that alters the color of or reduces light transmission.

SB 333 Commercial Drivers' License

Effective September 1, 2007

Currently, persons with a commercial drivers license (CDL) driving commercial motor vehicles over 26,000 pounds are subject to a Class B misdemeanor for violating an out-of-service order (if they travel without brakes, for example). A driver without a CDL operating a commercial motor vehicle violating the out-of-service order is only subject to a Class C misdemeanor. People without a CDL do operate small commercial motor vehicles, but these people are not subject to the same penalties for violating an out-of-service-order as are those with a CDL.

This bill:

- amends 522.071 of the Transportation Code.
- applies the sanction for violating an out-of-service order to the operators of smaller commercial motor vehicles (with a gross weight rating of 10,001 to 26,000lbs.).
- means that a person driving a commercial motor vehicle that does not have or need to have a CDL is subject to the same penalties as those who do have a CDL.

SB 369 Blurring of License Plates

Effective September 1, 2007

This bill is a companion to HB348, no blurring of license plates and clarifies that a vehicle is not in violation of the law as long as the state in which the vehicle is registered and the license plate number are not obscured or altered.

SB 502 Minimum Liability Vehicle Insurance Coverage

Effective September 1, 2007

Amends Section 601.072(a) of the Transportation Code, to delete the minimum amount of motor vehicle liability insurance coverage for bodily injury or death of a person in a crash, bodily injury or death of two or more persons in a crash, and damage to or destruction of property in a crash, which is required to establish financial responsibility under this chapter.

SB 545 Enforcement of Commercial Motor Vehicle Safety Standards

Effective September 1, 2007

Amends Section 644.101(b), Transportation Code, to set forth that a police officer in a municipality with a population of 50,000, rather than 100,000, or more, or in a municipality with a population of 25,000 or more, of which any part is located in a county with a population of 500,000 rather than two million, or more, is eligible to apply for certification under this section.

SB 766 Transfer of Crash Records to Texas Department of Transportation (TxDOT)

Effective September 1, 2007

Currently, the Crash Records Bureau (Bureau) resides under the authority of the Texas Department of Public Safety (DPS) and is the state repository for motor vehicle traffic crash records. The Bureau is charged with the responsibility of maintaining motor vehicle traffic crash reports, classifying crashes in accordance with national standards, collecting data from each report, and entering the information into the computer files. The Bureau provides records and data to the public and also to the TxDOT. TxDOT is the largest user of the Bureau's data.

The DPS proposed transferring responsibility for the Bureau's operation to TxDOT, along with transferring employees. This bill amends the Transportation Code and accomplishes such transfer from DPS to TxDOT.

SB 904 Amends the Alcoholic Beverage Code to continue the Texas Alcoholic Beverage Commission (TABC) until September 1, 2019.

Effective September 1, 2007

This bill will also:

- Develop a risk-based approach to enforce regulations and assess sanctions
- Expedite processing of complaints against licensees
- Establish an internal affairs office

- Works with industry representatives to develop policies for making market practice regulations
- Ends the duplication of alcohol beverage testing performed by federal agencies
- Requires health warning signs about the risks of drinking while pregnant; and
- Imposes criminal penalties for failure to allow inspections or servicing alcohol beverages during prohibited hours.

SB 1083 TexasOnline

Effective September 1, 2007

This bill amends Article 45.0511(c-1), Code of Criminal Procedure and

- defines “TexasOnline.”
- authorizes a judge at the time the defendant requests a driving safety course or motorcycle operator training course dismissal, to require the defendant to pay a fee and, using TexasOnline, request the Texas Department of Public Safety (DPS) to provide the judge with the defendant’s driving record that shows certain information.
- requires DPS to provide a copy of the driving record on request.
- requires the custodian of a municipal or county treasury who receives fees collected under this subsection to keep a record of the fees and, without deduction or prorating, forward the fees to the comptroller of public accounts, with and in the manner required for other fees and costs received in connection with criminal cases.

SB 1119 Red Light Cameras

Effective September 1, 2007

Municipalities are currently installing photographic traffic signal enforcement systems (red light cameras). This bill amends Subtitle 7 of the Transportation Code by adding Chapter 707, and

- establishes the statutory authority for photographic traffic signals enforcement systems.
- establishes responsible guidelines for photographic traffic signal enforcement systems and ensures that they are not used as a revenue generating source.
- ensures that the program is used for public safety and establishes the statutory framework under which the cameras will operate.

- restricts a contract between the municipality and a vendor so that compensation is not based on the number of citations issues.
- requires a traffic engineering study prior to the placement of a camera. The study would take into account the history of crashes, frequency of red light violations, and similar traffic engineering and safety criteria.
- addresses the issues relating to enforcement and penalties.
- restricts a contract between the municipality and a vendor so that compensation is not based on the number of citations issues.

SB 1372 Commercial Drivers' License

Effective January 1, 2008

This bill:

- amends various sections of the Transportation Code.
- modifies the requirements of commercial drivers to correspond to federal regulations with respect to commercial drivers' licenses (CDL).
- provides Texas with the authority to cancel a Commercial Driver's Hazardous Materials Endorsement upon notification by a federal agency that the driver did not pass a federal background check.
- provides clarification for the enforcement action taken for violation of an out-of-service orders and violations of insufficient clearance for railroad grade crossings.

SB 1723 Surcharge

Effective September 1, 2007

The Driver Responsibility Program established a system whereby points are assigned to moving violations classified as Class C misdemeanors and surcharges are applied to a license based on the type of offense and the time period in which the offense occurred.

This bill:

- amends the Transportation Code and provides the Texas Department of Public Safety (DPS) with tools to increase collections and payment options for those persons assessed surcharges.
- allows the DPS to put someone back on the installment plan instead of accelerating the entire balance due.

- authorized the DPS to establish “incentives” for compliance, including a reduction of the surcharge, and authorizes the DPS to create periods of amnesty to encourage payment.

Previous to this amendment, DPS was not authorized to allow someone to pay out the surcharge on an installment plan if the original installment plan was not complied with.

HB 84 Driver’s License for Elderly

Effective September 1, 2007

Currently, Section 521.271, Transportation Code requires a driver’s license to be renewed every six years, but there is no requirement for elderly drivers to retake vision and field tests in order to obtain a renewal.

This bill:

- requires drivers 85 years of age and above to pass a vision and driving test in order to have their licenses renewed.
- adds a provision to the transportation code requiring drivers 85 years of age and above to have their licenses renewed every 2 years, instead of every six years
- provides that if the driver is over 79 years and older, he/she must renew their license in person, and not by mail or an electronic means.

HB 323 Seatbelts on Buses

Effective September 1, 2007

Seatbelts are mandatory safety equipment in nearly all types of vehicles, including cars and small buses. However, current law does not include such equipments for large school buses and charter buses. This bill:

- amends sections of the Transportation Code and the Education Code and
- requires all new buses purchased by a school district, including school buses, school activity buses, and school-chartered buses, on or after September 1, 2010, to be equipped with three-point (lap/shoulder) seatbelts, and all buses contracted for use by a school district on or after September 1, 2014 to be equipment with three-point seatbelts.
- provisions of this bill will not take effect unless the legislature appropriates the necessary funds to school districts to cover the expenses of such changes.

HB 348 Hidden License Plates

Effective September 1, 2007

This bill clarifies state law to specify that the use of certain license plate brackets no longer constitutes an offense under the Transportation Code, in particular the bill:

- specifies that a license plate bracket is lawful if at least one half of the name of the state in which the vehicle is registered is visible, and if the letters and numbers of the license plate number are un-obscured.
- provides for the lawful use of toll transponders and trailer hitches that may obscure a portion of a license plate.

HB 423 Crash reporting by JP's and Coroners

Effective September 1, 2007

Texas has one of the worst records in the nation for reporting the alcohol results for fatally injured drivers. A primary reason for poor toxicology information is that Texas does not have a coordinated system of procedures for all agencies and individuals to follow when reporting these results for traffic fatalities. This bill amends Section 550.081, Transportation Code to regulate how, when and to whom medical examiners or justices of the peace, when acting as coroner, are to report specific information pertaining to fatal traffic crashes.

Requires justices of the peace to order blood tests for all persons killed in traffic crashes (substituting "shall" for "may"); requires submission of supplemental reports if toxicological report not available by 11th month, when reports must be submitted.

HB 530 Drug/DWI Court

Effective June 15, 2007

The 77th Texas Legislature passed House Bill 1287, authorizing counties to create drug courts and requiring them in counties with populations over 550,000. Nationally, drug courts programs continue to draw attention for their low recidivism rates and low cost compared to incarceration.

This bill amends portions of the Government Code, Health and Safety Code and the Code of Criminal Procedure and:

- creates a \$50 court fee to fund drug courts in Texas, mandates drug courts in counties with populations over 200,000 and authorizes other types of specialized courts.
- makes it clear that DWI courts come under the umbrella heading of drug courts and mandates that all counties over 200,000 have a DWI court for repeat offenders, or expand the existing drug court docket to include DWIs. Judges are given the

discretion to issue occupational licenses and wave community service requirements as incentives for defendants in DWI/drug courts.

HB 586 Dismissal of Speeding Ticket

Effective September 1, 2007

Current law allows some defendants in traffic offenses to take a driving safety course rather than face other penalties.

This bill amends the Code of Criminal Procedures and the Health and Safety Code to prohibit a defendant guilty of driving at speeds higher than 95 miles per hour from taking a driving safety class to discharge the ticket.

HB 922 Speed Cameras

Effective June 15, 2007

This bill amends Section 1. Subchapter B, Chapter 542 of the Transportation Code and prohibits a municipality from implementing or operating an automated traffic control system with respect to a highway or street under its jurisdiction for the purpose of enforcing compliance with posted speed limits. This bill requires the attorney general to enforce this Act, and defines “automated traffic control system.”

HB 1049 Automatic Suspension of Drivers License

Effective September 1, 2007

Current law provides for the automatic suspension of a driver’s license of a person convicted of certain offenses, such as criminally negligent homicide, driving while intoxicated, and intoxicated manslaughter.

This bill amends the Transportation Code and adds the offense of manslaughter, in the instances where a motor vehicle was used in the commission of the offense, to the list offenses that, upon final conviction of the offense, result in the automatic suspension of the person’s driver’s license.

HB 1212 Penalty Enhancement

Effective September 1, 2007

Names the Act the Darren Medin and Dwayne Freeto Act and amends the Penal Code by enhancing the penalty from a third degree felony to a second degree felony for the offense of intoxication assault if serious bodily injury occurs to a peace officer, firefighter or emergency medical service personnel while the peace officer, firefighter or emergency medical service personnel is in the actual discharge of an official duty.

The bill increases the penalty for intoxication manslaughter of an on duty peace officer, firefighter or emergency medical service personnel from a second degree felony sentence to a first degree felony.

HB 1279 Motorcycle Detection

Effective September 1, 2007

Currently, some traffic-actuated lights that monitor traffic do not recognize motorcycles because of their comparatively light weight. As a result, those that ride motorcycles have to wait at a red light for an extended period of time.

This bill amends the Transportation Code and requires that certain traffic-actuated detectors be configured to detect motorcycles.

HB 1623 Traffic Citation Issues

Effective September 1, 2007

Many motor vehicle violations, such as a burnt-out tail light, are unintentional. Current law is unclear as to whether a justice of the peace has the statutory authority to dismiss such a violation, contingent on the defendant having remedied, within a specific time frame, the problem on which the violation is based. This bill amends sections of the Transportation Code and:

- authorizes a court to dismiss a certain motor vehicle offense if the defendant remedies the problem for which the violation is based within a certain time period and pays a certain administrative fee.

HB 1638 Commercial Motor Vehicle Safety Standards Enforcement

Effective September 1, 2007

This bill amends portions of Section 644, Transportation Code, to authorize a police officer in a municipality with a population of less than 5,000 that is located adjacent to a bay connected to the Gulf of Mexico and in a county adjacent to a county with a population greater than 3.3 million people, to apply for certification.

HB 1678 Community Supervision

Effective September 1, 2007

This bill amends the Code of Criminal Procedure. The purpose of this bill is to reduce the number of caseloads in community supervision programs by reducing the number of years some defendants can be placed on community supervision and by requiring judges to review certain defendants' records at one-half of the defendant's term or two years, whichever is longer, to consider the reduction or early termination of the period of community supervision. Excepted from these early release provisions are the offenses defined by

Penal Code provisions 49.04-49.08 (DWI, flying while intoxicated, boating while intoxicated, intoxication assault, intoxication manslaughter) in which early release is not available.

HB 1840 Render Aid

Effective September 1, 2007

Under current law, the punishment for failure to perform the duties required by Section 550.023 (Duty to Give Information and Render Aid), Transportation Code, is confinement in a county jail for up to one year or confinement in the penitentiary for up to five years and/or a fine up to \$10,000. The charge of intoxication manslaughter is a second degree felony punishable by a prison sentence of two to 20 years and/or a fine of up to \$10,000. The difference between the two punishments may provide a de facto incentive for intoxicated motorists to flee the scene of a crash rather than giving information, rendering aid and potentially facing the charge of intoxication manslaughter.

This bill increases the penalty for failing to perform the duties required by Section 550.023, Transportation Code, in an crash that result in serious bodily injury or death, to a third degree felony.

HB 2077 Commercial Motor Vehicle Safety Standards Enforcement

Effective June 15, 2007

Amends Transportation Code Section 644 to state that a police officer of a municipality with a population of 60,000 or more, any part of which is located in a county with a population of 750,000 or more, and any part of which is located in two or more counties with a combined population of one million or more, is eligible to apply for certification to enforce commercial motor vehicle safety standards.

HB 2391 Arrest Procedure for Certain Class A and B Misdemeanors

Effective September 1, 2007

This bill amends the Code of Criminal Procedure to provide that if the person resides in the county where the offense occurred, the peace officer is authorized to issue a citation to a person, who is being charged with a certain Class A or B misdemeanor offense, instead of taking the person before a magistrate. The officer's discretion to issue a citation only applies to offenses such as Driving While License Invalid, Possession of Marihuana. This provision may greatly increase the number of defendants which are cited for offenses but not arrested, especially in the counties with overcrowded jails. The result will be that the defendants make their original appearance in the court of jurisdiction without an appearance bond, and the president court will have to institute different procedures to deal with these kinds of cases.

HB 2859 Memorial Signs

Effective June 15, 2007

When a death results from an automobile crash involving alcohol, family members often place homemade memorials at the scene. Concerns have been raised that these memorials may present a safety hazard. This bill:

- authorizes the Texas Transportation Commission to establish a memorial sign program so that family members can have the Texas Department of Transportation (TxDOT) place such memorials in places where they do not pose a safety hazard to others
- provides that TxDOT is not authorized to remove privately funded memorials, provided that such memorials conform to state law and TxDOT rules.
- amends Subchapter K, Chapter 201, Transportation Code.

HB 3131 Blood Warrants

Effective September 1, 2007

This bill amends Article 18.01(i), Code of Criminal Procedure, by adding that in a county that does not have a judge of a municipal court of record who is an attorney licensed by the state, a county court judge who is an attorney licensed by the state, or a statutory county court judge, any magistrate may issue a search warrant under Subdivision (10) or Subdivision (12) of Article 18.02 of this code.

HB 3190 School Bus Drivers

Effective upon passage or September 1, 2007

This bill increases the minimum standards for school bus operators by amending portions of Section 521 of the Transportation Code to:

- prohibits persons who have committed offenses such as vehicular manslaughter, driving under the influence and leaving the scene of a crash from operating a school bus for 10 years after said offense.
- requires school bus operators to wear seat belts if the operator's seat is equipped with such.
- prohibits the operation of a school bus if the number of persons inside the bus exceeds the manufacturer's design capacity for the vehicle or if the bus' door is open, and authorizes a school bus operator to prohibit a passenger from standing or sitting on the floor of a bus or anywhere that is not a seat for the promotion of safety and comfort on a school bus.

- requires a school bus evacuation training program and requires a school district to train all of its students and teaching staff in the process of emergency school bus evacuation at least twice a year.
- sets forth the specifications of the training and requires that a record of the training be reported to the Department of Public Safety within 30 days of its completion.
- defines “multifunction school activity bus” and prohibits this type of bus from being painted National School Bus Glossy Yellow in order to differentiate between multifunction school activity buses and regular school buses.

HB 3692 Family Violence

Effective January 1, 2008

This bill was contingent on voter approval of a constitutional amendment proposed by House Joint Resolution 6. The amendment was on the November 6, 2007 ballot and was adopted. The section of the bill amending provisions of the Code of Criminal Procedure relating to orders of a justice or municipal court in regard to community service takes effect September 1, 2007.

This bill authorizes the denial of bail to a person who violates certain court orders or conditions of release in a felony or family violence case. In Section 5 of the bill (page 5 on the bill's text) it added a subsection to the Penal Code related to probation/community service/deferral for traffic citations.

HB 3832 Video Receiving Devices

Effective June 15, 2007

Current statute requires that any video receiving equipment such as televisions or DVD players be placed in such a way that the video display is not visible from a motor vehicle operator's seat. Recently, auto manufacturers have begun to incorporate video receiving devices, specifically DVD players, into the navigation systems of newer model vehicles. As a feature of these devices, if the screens are visible to the operator (for instance, while in use as a navigational/tracking device), the DVD playback device will not function unless the vehicle is set in park or the parking brake is applied. The language of Chapter 547 (Vehicle Equipment), Transportation Code, presently does not allow for the installation of this newer, safer technology.

This bill authorizes video receiving devices to be visible from the operator's seat only if the vehicle's transmission is in park or if the vehicle's parking brake is applied.

PROGRAM AREA SUMMARIES

This Page Intentionally Left Blank

PROGRAM AREA 07-01: PLANNING AND ADMINISTRATION

PROGRAM AREA RESULTS

The 2007 Sam Houston State University Traffic Safety Project Management Training project provided assistance to TxDOT traffic safety staff in developing, conducting and evaluating the project management course. The course trains TxDOT district traffic safety specialists (TSS), TxDOT traffic safety division program managers and subgrantees. Originally only 1 training course was planned for November 2006. Due to the overwhelming response from subgrantees and TxDOT traffic safety project/program managers, a second course was held in January 2007. As a result, 2 courses were administered to a total of 61 students and 80 student manuals distributed. A final course critique and summary was compiled with responses from 62% of the students from both courses.

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

The Technical Assistance and Data Analysis for Traffic Safety project, managed by the Texas Transportation Institute, could not provide conversion of crash data for cities and counties in FY07 due to delays of the Texas Crash Record Information System (CRIS). This project assisted with many requests for technical support with data, graphics and other technical efforts. Technical assistance related to revisions/additions to previously delivered crash compilations and the provision of specific FARS data were made. This project also provided the table and graphs for the HSPP 07 and the Annual Report, including the FARS updates. The Technical Assistance for Data Compilations project will continue to provide technical assistance with data compilations, analysis and graphics in addition to providing data for the strategic planning meeting in FY 2008 and assistance with the FY 2008 Performance Plan.

The eGrants project procured a vendor, Agate Software, and has developed an electronic grant management system (eGrants) based on Agate's IntelliGrants™ software product. The development project was completed on August 31, 2007 ahead of schedule and under budget. An eGrants Enhancement project began on September 1, 2007 to update the system for the FY09 grant process, and to add a number of enhancements identified during the implementation. The eGrants Project will continue to procure, implement, and enhance the Web-based solution used to improve the efficiency of the processing and management for the Traffic Safety Grant Program. The project fully deployed August 31st, 2007.

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

Headquarters and District offices. TxDOT will continue to provide state funding to support oversight of the Traffic Safety Program.

PROGRAM AREA 07-02: ALCOHOL AND OTHER DRUG COUNTERMEASURES



PROGRAM AREA RESULTS

For the eighteenth year, the Project Celebration program provided state funds as seed money to schools to host alcohol free functions during the prom and graduation season. There was a total of \$170,000 in state funds provided to a total of 514 schools. Promotional and education materials were provided to Project Celebration mini grants across the state.

Youth Alcohol:

Presa Community Center Project Drive to Live “Maneja Para Viver” trained 950 students using a three day curriculum on the dangers of underage drinking. Travis County Comprehensive Underage Drinking Prevention project offered education and peer to peer interaction to reduce underage alcohol consumption in the Austin Travis County area. The Brazos County Underage Drinking Prevention and Enforcement project continued to reduce the number of alcohol related crashes of drivers under 21 years of age. The project conducted stings at stores, restaurants, and bars, that serve alcohol to underage customers, filed 73 criminal cases on licensed establishments that sale or serve minors as well as filed 13 criminal cases on persons who possessed fictitious or altered identification and issued 205 citations for minors in possession violations. The city of El Paso Underage Drinking Initiative project conducted public information education campaigns and enforcement efforts to reduce the number of DWI related crashes where the driver is under the age of 21. Thirty-six educational presentations were conducted at local schools, military establishments and businesses. Twenty-five house party education and enforcement operations were conducted and 25 bridge education and enforcement operations were conducted at the international bridge.

Adult Alcohol:

The Texas District & County Attorneys Association (TDCAA) maintained an experienced attorney to serve as the Texas DWI Resource Prosecutor. The Texas DWI Resource Prosecutor continued to provide technical assistance on DWI-related issues, to serve as liaison between prosecutors, TxDOT, NHTSA, and other law enforcement agencies and to develop and update DWI-related content for www.tdcaa.com. The Texas Resource

Prosecutor trained a combined total of 1,244 prosecutors and police officers at regional workshops on DWI related issues.

The DWI Investigation & Prosecution manual was distributed to 2,144 Texas prosecutors. The DWI Investigation and Prosecution Manual, is used by the judiciary and defense across the country. The Investigation & Prosecution of Intoxication Manslaughter and Intoxication Assault Offenses manual was distributed to 2,114 prosecutors with felony jurisdiction. Not only was this an excellent and useful publication, it was accompanied by a CD with tremendous amounts of helpful accessible data including power points, transcripts, forms, charges, motions and trial exhibits. All of these additions are referenced and explained in the publication text. By using this medium, TDCAA was able to provide hundreds of pages of materials with the book in a much more usable form. Twenty-eight case notes and analysis on recent significant DWI-related judicial opinions were prepared and published in the TDCAA's bi-monthly periodical, Report, or for weekly email case law updates.

Three articles were prepared for the TDCAA's bi-monthly publication, The Prosecutor. In co-operation with this project, Warren Diepraam, with Harris County DA's Office, prepared and TDCAA published an article entitled "Anatomy of a DWI no refusal weekend" in the September-October, The Prosecutor periodical. This article chronicled the success of a Harris County blood search warrant initiative. The National District Attorneys Association (NDAA) has requested permission to republish the article in their national publication.

A combined total of 467 prosecutors and police officers were trained at the 2007 TDCAA Intoxication Manslaughter School and Prosecutor Trial Skills Courses. The TDCAA Train-the-Trainer program recruited and trained 34 prosecutors for DWI related programs.

Effective January 1, 2005, the Standardized Field Sobriety Testing (SFST) program achieved self sufficiency when it was restructured and the Texas Commission on Law Enforcement Officer Standards and Education (TCLEOSE) incorporated SFST into the Basic Peace Officer Curriculum. The restructuring ensures that all new Texas peace officers will systematically have the tools necessary to detect impaired drivers on Texas roads and highways. Texas Law Enforcement Academies can provide instruction for in-service training. All SFST classes used SFST instructors, and SFST instructors followed the NHTSA approved instructor manual. In support of this self sufficiency, TxDOT printed and distribute Standardized Field Sobriety Testing (SFST) practitioner and instructor manuals to all of the 102 Texas peace officer academies.

In 2007 TCLEOSE mandated that all SFST instructors receive instructor update training every two years and all SFST law enforcement officers must take SFST practitioner update every two years in order to maintain their training certificate. The certification requirements are listed below:

§221.33. Standardized Field Sobriety Testing (S.F.S.T.) Instructor Proficiency.

(a) To instruct Standardized Field Sobriety Testing (S.F.S.T.) a person must be certified as a S.F.S.T. Instructor. To qualify for a S.F.S.T. instructor proficiency certificate, an applicant must meet all proficiency requirements including:

- (1) successful completion of the National Highway Traffic Safety Administration (NHTSA) S.F.S.T. Practitioner course;
 - (2) at least three years' experience as a S.F.S.T. practitioner;
 - (3) current instructor license or certificate issued by the commission;
 - (4) successful completion of the commission approved S.F.S.T. Instructor Course or Drug Recognition Expert (DRE) Instructor Course;
 - (5) completion of a S.F.S.T. Instructor Update Course or DRE Update Course within the last two (2) years;
 - (6) demonstrated proficiency in administration of S.F.S.T. before a certified S.F.S.T. Instructor or NHTSA representative; and
 - (7) submit a completed application, in the format currently prescribed by the commission, and any required fee.
- (b) An S.F.S.T. Instructor proficiency certificate will be valid for two (2) years from date of issue. After that time period, the applicant must re-qualify.
- (c) The effective date of this section is February 1, 2007.

The Drug Evaluation and Classification Program (DECP) reviewed, analyzed and updated the demographics associated with the Drug Recognition Expert (DRE) practitioners and instructors to identify areas of need for future planning and training purposes. The DRE Standardized Operating Procedures (SOP) manual was revised and updated. NHTSA revised the ARIDE curriculum and in September 2007 the Texas DEC program held one Advanced Roadside Impaired Driving Enforcement (ARIDE) Training course, training 21 law enforcement officers and four prosecutors.

Two DRE courses were conducted, adding four (4) agencies to the number of Texas law enforcement agencies having DRE practitioners on staff, training 35 Texas Peace Officers as Drug Recognition Experts (DRE) enabling them to recognize drivers impaired by drugs other than alcohol. One DRE instructor course was conducted with seven (7) DRE officers trained in the NHTSA/IACP (International Association of Chiefs of Police) approved DRE instructor curriculum. Six (6) DRE recertification courses were conducted with a total of 121 peace officers receiving DRE recertification training.

The Mobile Video Instructor Training certification course is the only course in Texas that certifies Mobile Video Trainers, and in turn qualifies the video tapes as evidence in the prosecution of DWI and other impaired drivers. Twelve (12) classes were conducted that resulted in two hundred and seventy-nine (279) Texas peace officers being trained as instructors in the use of mobile video equipment. These trained instructors will train their fellow officers to effectively use mobile video equipment to gather DWI and other court evidence in order to more effectively testify to the video taped evidence in court.

Texas Transportation Institute (TTI) conducted, A Demographics of Fatal Crashes in Texas and Evaluation of Current and Proposed Countermeasures to Reduce Impaired Driving, a project that retrieves data from Fatality Analysis Reporting System (FARS) for all driver fatalities, surviving drivers, and fatal crashes from 1995 to 2005 and provides a comprehensive report of all findings. TTI conducted an analysis to determine the effect of the Zero Tolerance Law, and the 0.08 Blood Alcohol Concentration (BAC) Law. TTI also

conducted an analysis to determine the percentages of driver fatalities, surviving drivers and fatal crashes with a BAC > 0.15, conducted analyses to determine the percentages of driver fatalities and surviving drivers eligible for ignition interlock devices per current laws. The final report is the most comprehensive description of the demographics of fatal crashes in Texas from 1995 to 2005 and evaluation of the countermeasures to reduce impaired driving that is available at this time.

The Texas Municipal Courts Education Center's (TMCEC) grant, Municipal Traffic Safety Initiatives (MTSI) was designed to bring traffic safety to the forefront of awareness and implementation by municipal courts and to help them embrace the concept of transforming traffic safety into a local priority. The TMCEC trained 1,189 municipal judges at ten (10) regional judicial seminars. There were 54 traffic safety courses offered at these regional judicial seminars. PI&E packets containing speeches, fact sheets, calendars, and recommended action steps were prepared and distributed to 1,304 municipal judges and to 930 city managers and mayors.



Four feature traffic safety articles were written for judges, clerks and city officials' trade magazines/newsletters that related to quality of life in municipalities. Twenty-nine traffic safety exhibits were provided for city or court related seminars. A traffic safety web site was maintained on issues related directly to municipal courts including three traffic safety related pages with 68 links and 52 TMCEC newsletter pages on traffic safety. These newsletter pages were also put on the TMCEC MTSI website. The list server established in 2006 continues to be utilized and grow. The creation of a one page 2007-2008 Municipal Traffic Safety Calendar, that highlighted traffic enforcement dates, assists the municipal courts in knowing when they may receive an increased number of citations.

TMCEC developed traffic safety materials for incorporation into the curriculum for judges' regional conferences as well as courses for the clerks and prosecutor programs. The courses offered to municipal judges were: Older Drivers, Conditions of Bail: DWI and Other Crimes, Custom Deferred Disposition: Orders for At-Risk Drivers, Possession: Care, Custody & Control, Aggressive Driving and Citations: Tickets are for Concerts & Sporting Events. Three hundred and sixty (360) municipal court clerks were trained in the course "Traffic Law and TxDOT Programs".

What the municipal judges, court clerks and prosecutors learned in the classroom was also reinforced by the TMCEC webinar series that offered one hour distance learning via the Internet on "Fatigued and Distracted Drivers" and "The Older Driver". Collaboration with other TxDOT traffic safety partners has furthered the goals of this grant. Texas Municipal Police Association representatives provided exhibits as well as PI&E materials at the TMCEC schools.

The Texas Association of Counties developed the Rural Judges DWI Court Pilot Project. Texas has a serious DWI problem in rural counties. Texas has 254 counties. A total of 170 counties are small enough that they do not have a County Court at Law. The Constitutional County Court is the only court in the county exercising jurisdiction over Class A and B misdemeanor DWI cases. These judges have original jurisdiction over DWI/DUID (includes first and second DWI's in Texas), drugs and other misdemeanor criminal cases. In an administrative capacity, a Constitutional County judge is the presiding officer of the County Commissioners Court, is the Budget Officer in counties with populations less than 50,000, and is Director of Emergency Management. The judges rely upon an elected County Attorney, District Attorney or Criminal District Attorney for prosecutorial services and resolve most DWI cases by plea bargain.

The Constitutional County judges are not required to be attorneys and are elected to a term of four years. There is approximately a 1/3 turnover rate every four years. Due to budgetary restraints, these rural counties need training delivered locally. They lack specific training on appropriate sentencing for DWI cases; the nature of addiction; DWI courts; staggered sentencing; evidentiary materials including SFSTs and DREs; and training in other proven methods of reducing the number of repeat offenders. These judges are not aware of how to implement specialized DWI courts that combine incarceration and treatment to reduce recidivism.

2007 was the first year of this three-year project. An experienced, retired county judge serves as Director of this project. One hundred and seventy rural county judges in the target counties were surveyed to identify problem areas regarding the establishment of DWI Courts in May. This data will be tracked and analyzed once future data is available for comparison. Information pieces on the DWI Court Pilot Project were developed and sent to 170 rural county judges. A DWI Court website and a judicial listserv have been established. An interactive judicial bench book has been modified to include information about DWI courts. Additionally, a mock DWI trial and sentencing alternatives presentation was developed and presented to eighty-two new judges at their judicial orientation session.

A total of four SFST and DRE overviews were presented at the North and East Texas County Judges and Commissioners Association Conference in June and at the Annual DWI Conference in Austin in August. One general session and break out curriculum on the DWI Court Pilot Program were delivered at two statewide and four regional judicial conferences. Four articles for magazines, newsletters and web publication were written and posted to the web. An introduction to the DWI Court Program, Ten Guiding Principles for DWI Courts, an article on The Efficient Disposition of DWI Cases, and a discussion of Sentencing Circles were posted to the DWI website.

The Rural Judges DWI Court Pilot Project has provided 143 hours of DWI court training at 26 local training sessions, 2 statewide conferences, 4 regional county judges' and commissioners' conferences, TAC's Spring and Fall Judicial Academies, New Judges Orientation, Annual DWI Conference, and Court Assistants' Conference. Because of the grant funding, the project was able to provide DWI court training to very remote Texas counties, such as Presidio, Castro, and Swisher, that would not have otherwise had access to the training. The project coordinated with a subcontractor the videotaping and production of a DVD capturing the invaluable NHTSA training that was provided in July 2007. The DVD will be distributed and will serve as an educational resource for those operating DWI courts in Texas and nationwide.

An experienced DWI court team from Williamson County was brought to a DWI Annual Conference. The purpose was to show attendees a practical way to conduct their court. The courts participating in the conference represented 10% of Texas' population and 15% of the new DWI cases per year, would not have otherwise been able to see an operating DWI court in action. This conference provided an opportunity for the most rural counties to have access to the most valuable information for setting up DWI courts in their counties.

The Texas Justice Court Training Center's project, Justice Court Traffic Safety Initiative, is a three year project to educate justices of the peace (JPs) in magistrating the DWI defendant, performing inquests on roadside fatalities, and adjudicating juvenile alcohol/traffic defendants in an effective manner, to utilize justices of the peace in community outreach to educate the general public regarding drinking and driving as well as other traffic safety issues and to implement a cohesive system of dealing with DWI offenders and juveniles as a county priority on a statewide basis.

The 838 justice of the peace courts in Texas accounted for a total of 2,185,210 traffic misdemeanors in 2004. JPs have original jurisdiction of Class C misdemeanors committed by juveniles, including traffic and alcohol violations and JPs have not been specifically instructed on how issues involved in juvenile drinking relate to traffic safety. An autopsy and/or toxicology testing may be ordered by JPs, which have not been trained on analyzing these chemical toxicology reports, which appear often in DWI fatalities. Further, many justices are not reporting all alcohol-involved crashes because there is no uniformity of reporting requirements.

In FY2007, 180 experienced and 168 new JPs received 4-hour training in DWI magistration procedures and setting bond conditions. The evaluations were outstanding and, furthermore, evidence suggests an increase in the number of judges ordering ignition

interlock. Three newsletter articles (one on Ignition Interlock Devices, one on ordering Blood Search Warrants, and one on Drinking on College Campuses) and one full newsletter dealing with traffic safety and underage drinking issues were written and published. A magistration/inquest field guide for judges to use at the jailhouse or the death scene was developed to be distributed to all judges in FY 2008. Website support for training was designed and developed. One courthouse lobby Traffic Safety display package consisting of materials promoting better traffic and behavior choices was designed and developed for distribution in FY 2008. All 254 counties crash data was analyzed to identify test markets to be used for community presentations by judges on DWI and the Role of the Judiciary. Sherry Mathews' promotional materials were used during the DWI Magistration education module as well as instructors from the DRE program to help the judges understand the SFST and DRE information on probable cause affidavits.



TTI's grant, Texas Statewide Impaired Driving Work Group worked with TxDOT to identify possible agencies and activities that could address outstanding issues from the Impaired Driving Self Assessment. This project facilitated a review of legislative actions following the end of the Texas Legislative session to determine how changes or lack of action impacted the impaired driving programs in Texas. This review and subsequent discussion provided a detailed update of the working group's thoughts on the impact of legislation on judges, prosecutors, law enforcement, and other traffic safety professionals. This review also helped to identify statute and policy gaps that may affect the impaired driving programs. This meeting was held after the session had closed, but ad hoc technical assistance related to specific bills was provided on an as needed basis during the course of the session.

During this project year, there were several new projects that were implemented or proposed as a direct result of using the Texas Alcohol Program Self Assessment. This assessment tool is utilized as a strategic and operational management tool in the Alcohol and Other Countermeasures Program Area. Each year the assessment is updated at least one time to reflect changes in initiatives and/or laws and policies. The documentation associated with updating this assessment tool is the major deliverable of this project.

One meeting was conducted that laid the groundwork for the development of several project proposals. This work group coordinated with other program partners to hold a status and planning meeting in January 2007. This meeting introduced new and existing project partners to the strategic planning process used by TxDOT's Alcohol and Other

Countermeasures Program. The meeting reviewed the current status of the Texas Alcohol Program Self Assessment in order to identify strengths and gaps (opportunities for improvements) in the program. This process has worked to plant seeds for projects involving prosecutors, judges, employers, underage drinking, and education.

This project worked to develop methodology to evaluate performance of DREs in the field which will in turn inform the statewide program and provided assistance to TxDOT and Sam Houston State University in regards to the introduction of the Advance Roadside Impaired Driving Enforcement (ARIDE) Program. The ARIDE program is intended to address the gap between the Standardized Field Sobriety Testing (SFST) and the Drug Evaluation and Classification (DEC) Program. The program employs several techniques used in the DEC Program combined with the SFSTs to assist law enforcement officers to better identify possible drug impairment in individuals at roadside. This project prepared a detailed evaluation of the ARIDE program and presented the findings at the International Council on Alcohol, Drugs and Traffic Safety in Seattle. This conference provided current information related to the research and projects connected to impaired driving, ignition interlocks and other traffic safety issues.

The Texas Center for the Judiciary (TCJ) continued to sponsor a Judicial Resource Liaison to work with Texas trial court judges to improve their awareness of DWI and other traffic safety issues. Following the FY06 survey of Texas trial judges who preside over impaired driving cases, the judicial liaison identified problem areas. In FY07 the original survey list was expanded and updated and 15 materials and other resources were included. The FY07 DWI education was designed based on the judges' FY06 needs, evaluations and gave judges a more practical understanding of SFST, DRE, the use and operation of breath interlock, SCRAM and other technological devices.

The judicial liaison participated in two TCJ curriculum committee as an ex officio member to develop two DWI specific judicial training curriculums that were presented at three Judicial Conference breakout sessions. Four NHTSA alcohol workshop video overview presentations to facilitate judicial understanding of Drug Recognition and Standardized Field Sobriety Testing trainings were also implemented and conducted.

Four articles for judiciary, prosecution and law enforcement publications were written; eight court systems provided processing and disposition systems information that resulted in best practice recommendations for judges; and one alcohol and other drug program partner's stakeholders meeting was planned and conducted.

One of the major overall goals of this project is to foster in Texas judges a greater understanding of and interest in DWI Courts. TCJ has been very successful in creating significant momentum toward the creation of an ever increasing number of Texas DWI Courts. Consequently, Texas was again selected to pilot the DWI Court Curriculum training developed by the National Drug Court Institute and funded by NHTSA. Five judge-staff teams attended the four day training.

The Texas Municipal Police Association (TMPA) Law Enforcement Advanced DWI Reduction System (LEADRS) Support Project was utilized in 17 counties, 207 law

enforcement agencies and districts were assisted, updated and implemented training courses for instructors and users, developed, implemented multiple upgrades of LEADRS, presented LEADRS at Conferences (ex. MADD and GHSA) and began developing integration process with El Paso Police Department.

Five (5) year-long DWI STEPs and thirty-three (33) Impaired Driving Mobilizations (IDM) STEPS were conducted in the cities and counties with the highest number of alcohol involved crashes, injuries, and fatalities. The 33 IDMs, were funded with Section 410 K8 funds. The IDM agencies were required to conduct four coordinated DWI operations during specific time frames between October 2006 through September 2007. The IDM STEPS participated in the enforcement during the Labor Day Crackdown period August 17 – September 3, 2007. There were a total of ninety-nine (99) enforcement grants with a DWI component (DWI, STEP-IDM, STEP-Wave, STEP Comprehensive), resulting in 42,185 DWI arrests. These STEPS were conducted in the cities and counties with the highest incidence of DWI, crashes, injuries and fatalities.

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

During the winter holidays, TxDOT conducted a DWI-prevention paid-media campaign. The “Designate a Driver” campaign targeted adult drivers between the ages of 25 and 54.

The “Who’s Driving Tonight?” campaign was conducted during Spring Break. The media campaign targeted young adults 18 to 24 through radio, billboards, pumptoppers, a wall wrap, aerial banners and print ads in March, 2007.

The Labor Day “Drink. Drive, Go to Jail” campaign occurred between August 15 and September 3, 2007. The education campaign targeted English and Spanish speaking Texans between the ages of 18 and 34 and emphasized male drivers.

Texas was awarded Section 410 Alcohol Impaired Driving Countermeasure grant funds September 18, 2006. These funds were used in FY07 because they were received too late to be used in FY06. Section 410 funds were used in FY07 to fund the Texas Alcohol and Other Drug Countermeasures Program Area. These funds allowed Texas to increase the alcohol programs statewide and increase the effects of our efforts to decrease alcohol fatalities in Texas. The state was awarded Section 410 funds September 21, 2007 and these funds will be used in FY08.

This Page Intentionally Left Blank

PROGRAM AREA 07-03: EMERGENCY MEDICAL SERVICES

PROGRAM AREA RESULTS

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

Training for Emergency Medical Service personnel in the large rural portions of the state continues to be a priority for traffic safety in Texas. Rural areas of the state account for 57.3% of the states traffic fatalities (2001 DPS). A majority of Texas' 254 counties qualify as rural, and a great portion of the counties listed as Metropolitan or Urban by the U.S. Census Bureau have large rural portions. The availability of trained emergency medical personnel is a key factor in the time it takes to respond to the crashes in rural areas of the state. TxDOT did not fund any EMS projects this fiscal year. A statewide EMS project for FY07 was recommended for funding, but the agency declined to implement the grant due to low staffing support for the project.

This Page Intentionally Left Blank

PROGRAM AREA 07-04: MOTORCYCLE SAFETY

PROGRAM AREA RESULTS

Texas Department of Public Safety (DPS) Motorcycle Safety Program offers basic and advanced motorcycle operator training courses in 70 locations in the state. Motorcycle safety promotional materials are distributed statewide.

The Texas Transportation Institute (TTI) implemented a contract to update the DPS “The Course for Motorcycle Riders” program materials and managed the Motorcycle Safety Public Awareness Campaign Project consisting of radio and television public service announcements (PSA), outdoor campaign materials and a dedicated website.

TxDOT produced the “Look Twice for Motorcycles” PSA’s for the Summer Safety Campaign including radio and television public service announcements. TxDOT district offices were asked to use electronic/dynamic message boards to display a motorcycle safety message when large motorcycle rallies were occurring in their respective areas. TxDOT installed “Share the Road” decals on back of its “Watch for Ice on Bridge” signs on numerous roadways in the Texas Hill Country. In partnership with the Texas Motorcycle Roadriders Association (TMRA), TxDOT launched the “Summer Safety Campaign” to encourage motorists to drive a safe speed and to pay particular attention to motorcyclists. Fatality Analysis Reporting System (FARS) results indicate there were 365 fatalities in 2005. Below is the DPS motorcycle training information for FY 2007.

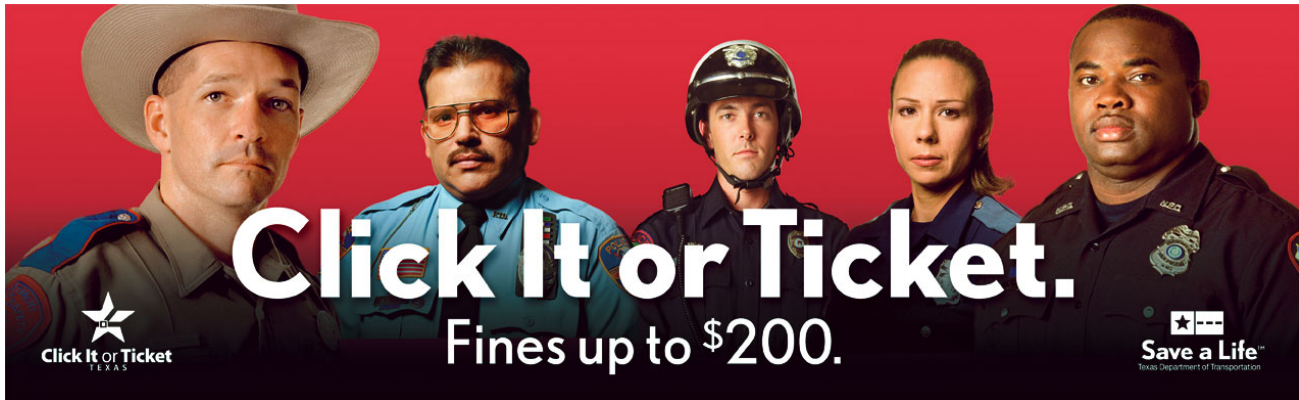
- 32,152 trained
- 349,608 registered motorcycles in the State of Texas
- 70 permanent training locations
- 8 mobile training locations
- 325,000 pieces of motorcycle safety promotional materials distributed

Section 2010 Motorcycle Safety Grant funds were received in September 2006. These funds could not be used in FY07 due to time constraints; however, plans have been made to expend these funds in FY08.



This Page Intentionally Left Blank

PROGRAM AREA 07-05: OCCUPANT PROTECTION



PROGRAM AREA RESULTS

The Occupant Protection (OP) program includes the following 107 specific projects: 9 Child Passenger Safety Education projects; 75 STEP CIOT; 20 Incentive awards; One (1) CIOT Media Outreach, and two (2) STEP OP. The occupant protection projects include both education and enforcement and were funded by these four separate federal fund sources: Section 402; Section 405 J2; Section 405 K2; and Section 406 K4. The education component included OP training for specific targeted areas by local projects in Austin, Dallas, Houston, Waco, and the statewide Safe Riders Programs administered by the Texas Department of State Health Services and Passenger Safety administered by the Texas Cooperative Extension.

The Safe Riders program with the Texas Department of State Health Services (DSHS) managed the TxDOT traffic safety funded child safety seat distribution program in Texas, providing 13,293 seats to local programs, checked over 971 seats at 26 checkup events; checked 221 seats at a local fitting station, conducted 6 NHTSA Standardized Child Passenger Safety (CPS) Technician classes training 138 technicians; and distributed 314,442 pieces of literature as well as maintained the Child Passenger Safety (CPS) website and toll-free response line which received 9,335 calls. In previous years, each child passenger safety seat project funded under the HSPF individually purchased safety seats. Safe Riders continues to purchase safety seats for its statewide distribution program and other Texas Department of Transportation subgrantees at a state rate. The statewide CPS Advisory Committee is chaired by Johnny Humphreys who is the Texas CPS training contact. Quarterly Advisory Committee meetings are conducted with statewide partners including SAFE KIDS, Texas Dept. of Transportation, Texas Dept. of Public Safety, Texas Dept. of State Health Services, Texas Cooperative Extension, Hospitals, and local organizations.

The Passenger Safety program of Texas Cooperative Extension (TCE) conducted and trained individuals in the following classes: three 32 hour NHTSA Standardized Child Passenger Safety Technician courses with 52 technicians trained; one 8 hour renewal course and one 6 hour technician update training with 71 technicians in attendance at the

Bryan location plus an additional 70 technicians who were able to attend via remote video conference at Texas Cooperative Extension and TxDOT district offices statewide. TCE conducted 22 checkup events with 1,740 seats checked and conducted fitting stations at 4 fire/EMS station sites. A total of 1,081 safety seats were distributed at checkup events and fitting stations.



Texas has increased police efforts in safety belt enforcement through the two, year long Occupant Protection STEP projects, the Buckle Up In Your Truck (BUIYT) Campaign conducted May 7 - 20, and the Click It or Ticket (CIOT) Mobilization conducted May 21 – June 3. There were 75 STEP CIOT grant funded law enforcement agencies participating, and 20 CIOT Incentives were awarded. The law enforcement agencies selected for the incentives are given choices of equipment awards or training. The incentive awards resulted in participation by an additional 51 non grant funded enforcement agencies. The 51 non grant funded agencies issued 10,811 of the 46,992 safety belt citations during the mobilization. The combination of local and statewide increased sustained enforcement during the mobilization, community efforts, including eleven local press events, use of the TxDOT permanent dynamic message signs during both BUIYT and CIOT, and the media, resulted in an increase in our safety belt usage to 91.83%.

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

The state used the Section 405 J2 Incentive funds for the Buckle Up Media Support project and the CIOT media support. Additionally, the state used Section 405 K2 SAFETEA LU Incentive funds and Section 406 funds for the CIOT media support.

The Buckle Up Media Support included regionally focused *Click It or Ticket* events to attract the media. From north to south to east to west, eight iconic Texas Landmarks across the state were emblazoned with the *Click It or Ticket* message: the famed Cadillac Ranch outside Amarillo; a riverboat on Austin's Lady Bird Lake; a sweeping West Texas vista on El

Paso's Scenic Drive; the Longhorn stockyards of Fort Worth; a high school 'Friday Night Lights' football field in Midland; the San Jacinto Monument outside Houston; and the Rose Gardens of Tyler. We ended this Texas tour at the world-famous Alamo, a symbol of liberty, courage and heroism, where TxDOT launched this colossal undertaking.



This Page Intentionally Left Blank

PROGRAM AREA 07-06: PEDESTRIAN/BICYCLE SAFETY

PROGRAM AREA RESULTS

The Texas Bicycle Coalition (TBC) distributed 203,150 copies of the “From A to Z by Bike” bicycle safety education and awareness material. The project conducted training at one university in FY2007. Through the Texas Super College Curriculum project, teachers and university faculty are provided with the curriculum guide and reference materials and are trained to teach the revised curriculum. The fifteen-lesson curriculum is designed to provide students with a solid foundation of knowledge about the cycling laws of the road and how to cycle safely on the state’s roadways, while it prepares them physically for the challenges of safely operating a bicycle. Additionally, portions of the Texas SuperCyclist Curriculum are available in Spanish for use in bilingual education programs and after-school activities.

TBC distributed 4,069 copies of its Annual Report. TBC received 2,750 survey responses in from teachers trained in the Supercyclist Curriculum. The project exceeded its goal and trained more than 191 future physical education and health teachers in how to teach the Texas SuperCyclist Curriculum. Based upon the estimate that teachers have classes of 80 to 100 students, the program impacted more than 569,460 Texas school children in FY 2007.

The Pedestrian Safety project, WalkWell Texas managed, by the Texas Citizen Fund (TCF), entered 1,689 crash records from DPS into a database. One component of the Pedestrian Safety project was data collection on older pedestrian fatalities. TCF performed a data analysis by age, location, and distinguishing crash site elements. TCF conducted a press release of the study results. The project performed 11 pilot WalkWell audits with 190 participants in FY 2007. The project generated 71 media exposures, far exceeding their target number of 10.

The project’s focus on older adults and their safe interactions within the transportation environment led to innovative and non-traditional partnerships. These partners offered important support, relationships, and access. These partners included AARP, local senior nutrition programs, recreational departments, and senior health programs. The project conducted WalkWell audits in Spanish and Mandarin thus allowing it to be well received by a culturally diverse older population.

This Page Intentionally Left Blank

PROGRAM AREA 07-07: POLICE TRAFFIC SERVICES



PROGRAM AREA RESULTS

In 2007, various Selective Traffic Enforcement Program (STEP) officers generated over **296,917** extra hours of enforcement, with:

- 12,425 Driving While Intoxicated (DWI) arrests
- 49,213 Intersection Traffic Control (ITC) citations
- 334,823 Speed citations
- 120,708 Occupant Protection (OP) citations (includes child restraint)
- 14,931 Commercial Motor Vehicle hazardous moving citations
- 185,198 other citations, and
- 16,928 other arrests

Breakdown of STEPs by Type:

<u>STEP Type</u>	<u># of Projects</u>
STEP Comprehensive	62
STEP Commercial Vehicle Safety (CMV)	4
STEP Speed	14
STEP Driving While Intoxicated	5
STEP Occupant Protection	2
STEP Wave	31
STEP Click It or Ticket (CIOT)	75
STEP Impaired Driving Mobilization (IDM)	33

There were 3,070 (FARS 2006) KAB crashes involving large motor vehicles in Texas. The Texas Department of Public Safety no longer segregates data on commercial vehicles. Texas is in the process of determining the best alternative to a commercial motor vehicle designation when compiling crash data for future reports.

Law enforcement STEP grants make up a large portion of the Texas Highway Safety Performance Plan. In FY 2007, law enforcement agencies from across the State coordinated their enforcement efforts and public information and education campaigns in order to reduce traffic crash injuries and fatalities.

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

The LECs also participate in various traffic safety events like child safety seat checks, community briefings, and traffic safety conferences. In FY 2007, the LECs contacted over 1,026 of the 1,500 law enforcement agencies in Texas on at least one occasion.

The amount of large truck traffic on Texas roadways has increased significantly since the passage of the North America Free Trade Act in 1994. Four agencies, City of Houston, City of Laredo, City of Fort Worth, and Harris County, participated in a special Selective Traffic Enforcement Program (STEP) concentrating on large truck hazardous moving violations and violating truck route rules. STEP officers could not use grant funded time to cite truckers for violations covered under the Motor Carrier Safety Assistance Program. The STEP CMV issued 15,836 citations for excessive speed, not wearing safety belts or other hazardous moving violations during FY 2007. Failure to comply with speed limits and wearing safety belts continues to be a major problem with commercial drivers in Texas.

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

PROGRAM AREA 07-08: SPEED CONTROL

PROGRAM AREA RESULTS

In 2007, fourteen (14) agencies participated in speed specific Selective Traffic Enforcement Program (STEP) grants. Officers and deputies from City of Van Alstyne, City of Haltom City, City of Robstown, Irion County, City of Lewisville, City of Deer Park, City of Friendswood, City of Waskom, Sterling County, Montgomery County, Wheeler County, Harrison County, City of Killeen, and City of Mesquite generated **15,243** overtime enforcement hours. This resulted in:

- 39,699 Speed citations
- 52 Driving While Intoxicated (DWI) arrests
- 89 Intersection Traffic Control (ITC) citations
- 265 Occupant Protection (OP) citations
- 238 Commercial Motor Vehicle hazardous moving citations
- 8,931 other citations, and
- 399 other arrests

The speed compliance rate for these communities increased steadily from an average of 31.38% to 34.3%. The number of speed-related crashes occurring in each community were reduced during the grant term. Texas plans on continuing to fund STEP grants that specifically focus on speed enforcement. Increased enforcement efforts combined with strong public information and education campaigns assist the public in becoming aware of the dangers of speeding.

**Hay un montón de razones
por no manejar rápido.**

 **Salve una Vida™**
Departamento de Transportes del Estado de Texas



This Page Intentionally Left Blank

PROGRAM AREA 07-09: TRAFFIC RECORDS

PROGRAM AREA RESULTS

The Crash Records Information System (CRIS) contract held by IBM was terminated during FY 2005. A new vendor was hired and CRIS was completed in June 2006. TxDOT contracted with HDI Solutions in September 2007 for the data entry of the five years of backlog crash reports. Completion of the data entry of the backlog crash reports should be completed by February 2008.

A Traffic Records Coordinating Committee was established in March of FY 07. It was established as a requirement to apply for section 408 funds. Texas Department of Transportation was awarded \$1.89 million to distribute to projects to update the traffic records system. These funds were awarded to Texas September 12, 2007. These funds could not be expended in FY07 because of time constraints; however, plans have been made to expend these funds in FY08. These funds were carry forwarded to FY08.

A Traffic Records Assessment was scheduled for October 2008 to help identify the states deficiency and areas that need improvement. Cambridge Systematic was hired to assist with the development of the Traffic Records Strategic Plan and the 408 application for FY 08.

CRIS training for the TxDOT districts was completed in May 2007. HDI Solutions has entered backlog crash data for 2002, 2004, 2005, 2006 and is current with 2007. Data entry of backlog year 2003 is estimated to be completed by February 2008. Crash data should be available in June 2008 for use, following the TxDOT reconciliation process.

Cambridge Systematic and Texas Department of Transportation are working together on the FY 08 408 grant application.

The Traffic Records Coordinating Committee is meeting quarterly to start identifying needs as a state and proposing solutions.

This Page Intentionally Left Blank

PROGRAM AREA 07-10: DRIVER EDUCATION AND BEHAVIOR



PROGRAM AREA RESULTS

Holiday Designate a Driver Campaign

Drunk driving occurrences typically spike during the winter holidays, so to keep Texas roads safe during the holiday season, TxDOT conducted a statewide DWI-prevention campaign in December. The *Designate a Driver* public education campaign targeted adult drivers between the ages of 25 and 54.

Paid Media

TxDOT spent \$550,070 on paid media between December 12, 2006 and January 1, 2007. The value of bonus spot rotations, on-air interviews featuring TxDOT spokespeople, online advertising and live liners exceeded \$640,000. The campaign consisted of festive, friendly reminders that used humor to deliver the serious message not to drink and drive.

A new stop-motion animated television spot with Santa Claus and his supporting cast of eight miniature puppet reindeer stole the show. In the spot, Santa crashes a Christmas Eve party where his reindeer are jiving to a hip-hop version of “Up On the Housetop,” only to discover that his “drivers” have been drinking. Santa grounds the reindeer and hails four

yellow cabs to guide his sleigh through the snowy night. Thirty-second and ten-second spots were produced in both English and Spanish.

A trio of new radio spots was also added to TxDOT's repertoire of holiday campaign components. The three public service announcements rely on popular Christmas carols to deliver upbeat reminders not to drink and drive. Two English spots, in sixty-second and thirty-second formats, feature the voices of a *capella* carolers singing to the tune of the Christmas classic "Good King Wenceslas." Instead of lyrics celebrating the Feast of Stephen, the chorus cheerfully reminds holiday merrymakers to make a plan before the festivities begin. In a sixty-second Spanish spot, catchy lyrics of "Feliz Navidad" were reworked to remind listeners to designate a sober driver or call a cab when celebrating with alcohol.

TxDOT also used outdoor billboards and pumptoppers to deliver DWI-prevention messaging. TxDOT produced and posted vinyls for 34 billboards (thirty in English and four in Spanish) in 19 markets and 292 pumptoppers (73 stations, 4 English placards at each) throughout the state.

Earned Media

TxDOT distributed English and Spanish print news releases and photos of "Reindeer Barn" characters to more than 500 daily and weekly newspapers throughout Texas and to a major wire service for targeted distribution. The news release highlighted the festive spirit and the stop-motion animated style of the new PSA and drove home the message not to drink and drive. More than 50 papers ran news stories that reached an estimated 3.6 million readers, generating an estimated \$162,604 in earned media value.

The story was also pitched to television stations and news websites on both the local and statewide level. Given the immense amount of attention the new animated spot was getting in Texas, SMAM pitched the holiday *Designate a Driver* story to national news outlets and trade publications. The use of animated characters and the sheer fun of the new TV public service announcement led to national news coverage on media outlets such as CNN, FOX News and AdWeek.com, resulting in national exposure for TxDOT's message and more than \$250,000 in earned media value.

As a result of earned media activities, information about the holiday campaign reached more than 8.1 million motorists between December 2006 and January 2007; the total value of holiday news coverage is estimated at more than \$412,000.

Point-of-Sale Messaging

TxDOT has long known that a critical time to communicate a drunk driving prevention message is at the moment a person decides to purchase alcohol. The Valero Corporation, Texas Petroleum Marketers and Convenience Store Association, the Texas Restaurant Association, Texas Alcoholic Beverage Commission and Texas Municipal Police Association participated in our point-of-sale advertising program. These partners distributed brightly colored campaign-themed coasters and decals reminding consumers not to drink and drive. TxDOT produced 1,296,000 two-sided (English and Spanish) coasters and 30,000 English

and 10,000 Spanish static cling decals. The added value of this retail effort totaled more than \$390,000. The combined value of the annual holiday campaign reached nearly \$2 million, including more than \$1.2 million in earned media and value added services.



Buckle Up Your Child Child Passenger Safety

TxDOT's annual Child Passenger Safety campaign encourages parents, grandparents, and caregivers to secure children in the appropriate child safety seat. The 2007 *Buckle Up Your Child* public education campaign targeted adults between the ages of 18 and 44. This year, there was a special emphasis on keeping older kids in booster seats and preventing them from graduating to seat belts too early. TxDOT sponsored the statewide campaign in conjunction with National Child Passenger Safety Week, February 11–17, 2007.

Paid Media

TxDOT invested \$565,000 in the statewide paid media campaign. Existing TV and radio spots aired between February 12 and 25 in primary and secondary markets. TxDOT conceptualized and designed new outdoor artwork displaying the message, "Older kids need a boost, too. Use a Booster Seat," and in Spanish, "Los asientos elevadores. Seguridad para niños mayores." Outdoor billboards were posted in all markets and reached 2 million Texan motorists. In-kind donations from stations exceeded \$850,000.

Earned Media

To extend the messages in the paid ads and reach millions of parents and other caregivers, TxDOT conducted a statewide broadcast and print media tour in the seven primary markets and ten secondary markets. TxDOT developed and distributed B-roll featuring Johnny Humphreys of the Department of State Health Services Safe Riders Program, demonstrating and explaining the proper use of booster seats. The footage also included a montage of clips depicting children correctly buckled up in their appropriate child safety seats. TxDOT distributed a print news release in English and Spanish to more than 500 daily and weekly newspapers all over Texas. As a result, 60 television news stories and more than 80 stories in newspapers were generated about the Child Passenger Safety campaign. Total earned media activities were valued at \$1.35 million.

Local Support Materials

Given the demand for educational materials in English and Spanish, TxDOT developed and distributed new posters in English and Spanish highlighting proper booster seat use. TxDOT also designed and produced 50,000 stickers with colorful illustrations depicting children of various ages correctly buckled up. Traffic Safety Specialists used these materials, along with newly designed vinyl banners with the booster seat artwork, in their local outreach efforts. The combined value of the annual Child Passenger Safety campaign was \$2.8 million, including \$2.2 million in earned media and value added services.

In an effort to reduce the number of traffic violations, crashes, and deaths the Education Service Center, Region VI assisted the 113,000 adults in their region that have less than a 6th grade education to increase driver knowledge. Region VI delivered 80 six-hour Driver Awareness programs to over 2,004 under-educated adults.

Young drivers have consistently been shown to have the most unsafe driving records of any age group. Most of the 3,000 certified driver education teachers in Texas have received minimal training to teach young drivers. In an effort to enhance the teaching skills and knowledge, the Education Service Center, Region VI, delivered 8 teen driver education teacher workshops, teaching 411 teachers updated content and materials for Texas classrooms.

Wrecked Car Billboard

TxDOT continued to post its billboard featuring a car belonging to two Texans whose lives were saved thanks to a safety belt. During FY2007, the “wrecked car” billboard traveled from Dallas to Houston to Austin and then onto San Antonio, posted three months in each location. Texas motorists were exposed to the wrecked car billboard well over 46 million times during FY2007, reminding them to buckle up for every trip. The board got extra attention in Austin: for the second time, it won the *Austin Chronicle* Readers Poll for “Best Billboard.” The board was also pictured in an article about outdoor advertising in the *New York Times* Business Day section on February 22, 2007. Resulting coverage was worth more than \$70,000.



Spring Break *Who's Driving Tonight?* Campaign

On many college campuses, Spring Break has become a weeklong drinking ritual, either at local parties, on ski slopes or on warm sandy beaches on the Texas Gulf Coast and elsewhere. TxDOT developed a public education campaign with new messaging that targets young adults and college students between ages 18 and 24. The campaign goal was to reduce the number of young people, particularly males, who drink and drive by re-emphasizing the importance of finding an alternate way to get home after drinking and by highlighting the costs and other consequences of drunk driving arrests and convictions. All creative materials built on the theme, “Who’s Driving Tonight?”

Student Surveys

To explore drinking and driving behaviors of college students, TxDOT conducted four focus groups and an online survey of 400 college students, ages 18 to 24. Specifically the study examined students’ attitudes and behaviors related to drinking, driving and assigning designated drivers. TxDOT also asked the students about their media-consuming habits and tested key messages, ads and materials for effectiveness. Survey findings and results were evaluated and reported with recommendations for future public education efforts in these areas.

Paid Media

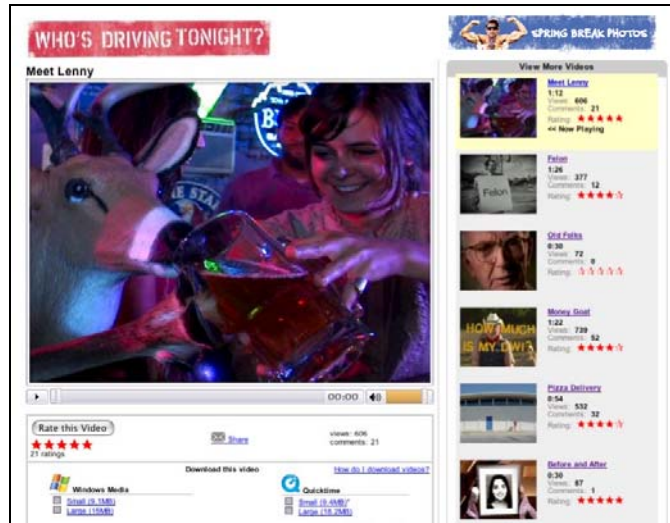
TxDOT conducted a two-week paid media campaign March 6 through March 18, aimed at college-aged students who spend their Spring Break in Texas. TxDOT developed new creative for pumptoppers and outdoor billboards and placed them in major college areas and en route to popular Spring Break destinations on Texas beaches and in the mountains. TxDOT invested \$80,000 to post twenty billboards and install 232 ads atop gas pumps. Print ads placed in Texas college newspapers reached nearly 100,000 student readers. TxDOT also arranged to have a wall wrap placed inside the Harlingen Airport, gateway to South Padre, and thousands of beach-goers saw this reminder not to drink and drive.

Interactive Marketing

College-age students are now more “wired” than ever. With cell phones in hand and iPods in pocket, they go online to research, shop, communicate with their friends, attend online classes and even procrastinate. Websites such as YouTube and Facebook are significantly slanted to this technologically savvy crowd. In a recent study by PEW Internet and American Life Project, 82 percent of those ages 18–24 go online regularly (*Generations Online 2005*). The opportunities for messaging through nontraditional media are virtually endless.

That’s why the Texas Department of Transportation developed an alternate media campaign to be delivered via the Internet. The campaign website, *whosdrivingtonight.com*, consists of offbeat videos, each with a distinctly different execution style, ranging from silent movie to parody to *anime*. Each of these videos ends with an appropriate drunk driving prevention message. The website allows visitors to view, rate, comment on, download and

forward a link to each video. The site also includes About, Contact, Terms and Privacy content written specifically for this young audience. TxDOT is identified as the website publisher, and *txdot.gov* is linked via the site's Privacy page.



Event Marketing

During March 2007, TxDOT piloted on-the-ground marketing efforts at South Padre, where the estimated crowd was 120,000. The goal was to invite students to interact with the *Who's Driving Tonight* brand; take the brand back with them in the form of pictures on their own cell phones and cameras, postcards and other give-aways; and drive students to *whosdrivingtonight.com*.

During the nine-day campaign promotion at South Padre Island, an estimated 15,000 students visited the TxDOT display, which was manned by young professionals from Sherry Matthews Advocacy Marketing, agency of record for TxDOT's Traffic Safety Section. Students picked up free beach bags and beach balls, which served as mini campaign billboards seen by thousands on the island throughout Texas Week. The booth also featured Spring-Break-themed photo cutouts and a Texas-sized pledge that read, "Who's Driving Tonight? If I've been drinking, it's not me."

Students crowded the display booth, taking pictures with the props provided, asking questions and letting us know that they were glad TxDOT was there with this positive message. More than 3,000 signed a pledge not to drink and drive. Students even volunteered to help hand out materials each day and do whatever they could to further the message on the beach. The buzz this generated translated into thousands of students reached on the ground and via the campaign website.

Since its launch, *whosdrivingtonight.com* has received more than 140,000 server hits and hundreds of comments and ratings on the videos. The hits spiked dramatically in the days and weeks immediately following Spring Break. More than 4,000 users have downloaded the videos or shared them with friends. A fan also posted the videos on *YouTube.com*, driving even more traffic to the site.

Earned Media

TxDOT also leveraged this opportunity to get some positive media exposure for TxDOT and the student-oriented website. A statewide video news release highlighting TxDOT's presence at South Padre Island included shots of students signing the Texas-sized pledge not to drink and drive. The resulting news stories were seen by more than 1.2 million Texans and earned TxDOT more than \$180,000 in free coverage. On the local district front, TxDOT Traffic Safety Specialists distributed thousands of colorful drawstring backpacks, iPod covers and postcards with messages reminding students not to drink and drive.



Memorial Day *Click It or Ticket* Campaign

Although safety belt usage in Texas reached an all-time high in 2006, this year the State of Texas set its sights even higher: 91.8 percent. We relied on a strong combination of paid media, aggressive public relations and local outreach to support enforcement efforts. The campaign was directed to those who don't consistently use safety belts: men between the ages of 18 and 34, with emphasis on pickup drivers during the first two weeks of the campaign. The primary message of the *Click It or Ticket* campaign was simple and straightforward: buckle up or face a fine. The secondary message was *Buckle Up in Your Truck*.

Paid Media

Federal dollars make it possible to purchase high levels of TV, radio and outdoor advertising, as well as add movie theater trailers and sports marketing to the mix. During May 2007, TxDOT spent nearly \$2.5 million on paid media for the statewide *Click It or Ticket* campaign as follows: \$1 million for television spots, garnering an audience of more than 5.5 million Texans; \$667,000 for radio spots and traffic sponsorships, reaching more than 6.9 million listeners; and more than \$300,000 for out-of-home advertising reaching Texas drivers nearly 232 million times during the campaign.

This year, TxDOT also integrated Internet marketing into the paid media plan. Animated banner ads on targeted websites led visitors to a branded landing page designed to correspond with other campaign creative and interact with the campaign's target audience. The unique advantage of using online media is the ability to geographically target users

and track their interactions with the media. The online ads delivered more than 20 million impressions in Texas, leading to more than 12,000 “click-throughs” to the landing site.

The balance of the media budget covered promotional sports marketing packages with Texas League Baseball and United League Baseball, a new player on the *Click It or Ticket* team this year. More than 5 million fans were exposed to campaign messages.

Because its fan base reflects that of the *Click It or Ticket* campaign, TxDOT developed a new partnership with NASCAR, and TxDOT’s creative highlights this new relationship. TxDOT produced two new fast-paced television PSAs, one thirty-second spot and one ten-second spot. The commercial features drivers Bobby Labonte, David Starr, Greg Biffle, and Kasey Kahne attesting to the importance of safety belts, whether they’re going 200 miles per hour or 20. TxDOT further utilized the NASCAR partnership for three new radio PSAs. The spots highlight the fact that safety on the racetrack and on Texas roadways begins and ends with wearing a safety belt. New outdoor and pumptopper artwork featured Bobby Labonte with the tag line, “Make it to the Finish Line. Buckle Up.”

Television and radio stations, websites, outdoor companies, NASCAR and sports teams donated media services valued at more than \$2.3 million.

Earned Media

After six years of *Click It or Ticket*, TxDOT faced a Texas-sized challenge: to get the attention of the media on a story that’s been told time and time again. TxDOT has long known there’s no better way to engage the media and the public than to combine heavy paid media with aggressive public relations efforts—and to do it with a splash. Media hounds love stories with a regional angle, and we supplied these through regionally focused *Click It or Ticket* events. From north to south to east to west, we identified eight iconic Texas landmarks across the state and emblazoned them with the *Click It or Ticket* message: the famed Cadillac Ranch outside Amarillo; a riverboat on Austin’s Lady Bird Lake; a sweeping vista on El Paso’s Scenic Drive; the stockyards of Fort Worth; ‘Friday Night Lights’ football field in Midland; the San Jacinto Monument outside Houston; and the Rose Gardens of Tyler. The Texas “road show” culminated at the world-famous Alamo, a symbol of liberty, courage and heroism, for a press event to launch this historic effort.

A statewide broadcast and print media tour was conducted in seventeen major and secondary markets across Texas. TxDOT distributed a video news release and b-roll footage from the road show locations that television stations incorporated into their broadcasts. TxDOT also distributed companion print news releases in English and Spanish along with multiple vibrant photos featuring the *Click It or Ticket* message splashed across the iconic Texas landmarks. The news stories generated by *Click It or Ticket* reached Texans roughly 31 million times, garnering a public relations value of \$2 million.

Local Materials

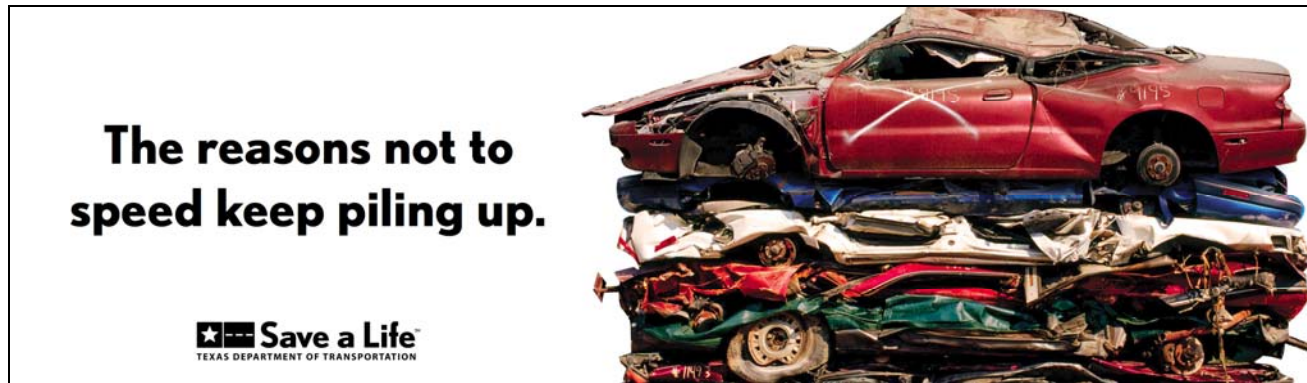
TxDOT Traffic Safety Specialists (TSSs) distributed thousands drawstring bags, pens, clip magnets, and banners with messages reminding Texans to buckle up. TxDOT produced a

new poster, with English on one side and Spanish on the other, with NASCAR driver Bobby Labonte challenging Texas to “Make It to the Finish Line. Buckle Up.”

Results

Thanks to the combined efforts of TxDOT’s state and district offices, Texas achieved a record high safety belt use rate of 91.83 percent—up 1.39 percentage points from 2006. Since *Click It or Ticket* began in Texas in 2002, we’ve moved the needle nearly 16 percentage points from 76.1 percent to 91.83 percent safety belt usage. That calculates to more than 1,600 lives saved and 37,000 injuries prevented since *Click It or Ticket* began—saving the State of Texas and its citizens a more than \$6.65 billion in taxes, insurance premiums, medical care, property damage, lost productivity and travel delays.

Combined with the \$2.3 million of in-kind donations from TV and radio stations and websites, the 2007 Click It or Ticket public education campaign garnered more than \$4.3 million of value for TxDOT’s Traffic Safety Section.



Summer Safety Campaign

Throughout the summer season, Texans add mileage on their odometers with longer road trips. The Insurance Institute of Highway Safety reports that more miles are traveled in August than any other month. That’s why TxDOT launched a “summer safety” campaign using companion-marketing messages addressing motorcycle safety and safe speeds. The public education campaign was targeted at Texan drivers age 18 to 44. The campaign messages were “Slow Down—Drive to Conditions” and “Think—Take Longer to Look for Motorcyclists.” The campaign ran from July 16 through August 12, 2007.

Paid Media

TxDOT invested \$600,000 in paid media efforts in support of the summer safety campaign. TV and radio PSAs aired in English and Spanish in seventeen television markets and nineteen radio markets across Texas. Value-added contributions from radio and television stations are valued more than \$1 million. TxDOT adapted existing television spots promoting motorcycle safety from the Idaho Transportation Department. TxDOT also produced new English and Spanish radio spots for the campaign. TxDOT aired existing speeding PSAs for the campaign. TxDOT designed new outdoor artwork displaying the

message, “The reasons not to speed keep piling up” and in Spanish, “Hay un montón de razones por no manejar rápido.” TxDOT posted 44 billboards throughout TxDOT’s 25 local districts.

Alternate Outdoor Media

TxDOT struck an important partnership with the Texas Motorcycle Roadriders Association (TMRA) for this effort. The partnership’s first effort was to post “Share the Road” signs using new artwork developed by TxDOT and agreed upon by TMRA. Five thousand signs were produced for placement on the backs on the “Ice on Bridge” signs.

Earned Media

A print news release highlighting TxDOT’s partnership with TMRA was distributed to more than 500 newspapers across Texas. The news release urged motorists to be cautious on Texas roadways and offered several driving safety tips. Results from this effort are currently being tabulated for reporting.

Educational Materials

TxDOT designed and produced 150,000 English and 25,000 Spanish speeding information cards. The infocard calls attention to the high costs of speeding and encourages motorists to adjust their speed when the conditions on the road make it unsafe to drive as fast as the speed limit allows.



Labor Day Drink, Drive, Go to Jail Campaign

Because Texans celebrate the end of summer with Labor Day picnics, barbeques and weekend getaways, the number of motorists on Texas roads skyrockets. With an increase in overall traffic comes an increase in alcohol-related crashes, injuries and fatalities. To coincide with the national Impaired Driving Mobilization over Labor Day, TxDOT sponsored an earned and paid media campaign. The *Drink, Drive, Go to Jail* campaign occurred between August 15 and September 3, 2007. The public education campaign was directed to English- and Spanish-speaking Texans between the ages of 18 and 34, with emphasis on male drivers. The primary message of the campaign was simple: if you drink and drive, you’re going to get arrested. Creative products were tagged with “Drink. Drive. Go to Jail.”

Paid Media

TxDOT invested \$775,000 in paid media efforts in of support *Drink, Drive, Go to Jail* enforcement efforts. Existing TV and radio PSAs aired in English and Spanish in eighteen television markets and nineteen radio markets across Texas. TxDOT produced and posted vinyls for 41 billboards (37 in English and four in Spanish) and 352 pumptoppers (88 stations, 4 English placards at each) throughout the state. Value-added contributions from stations and outdoor companies are valued more than \$880,000.

Earned Media

TxDOT launched the campaign at a press conference on the Riverwalk in San Antonio. The media event featured comments from TxDOT Commissioner Hope Andrade, representatives from NHTSA, DPS and local law enforcement. Ray Shappa, a Mothers Against Drunk Driving volunteer and former law enforcement officer gave a stirring testimony about his experience as a victim of a drunk driving crash. Ray spoke from a wheelchair thanks to injuries he sustained because of a drunk driver.

TxDOT built and distributed a video news release by satellite to more than 70 news stations in Texas. The broadcast package was produced in English and Spanish and emphasized the extent of the drunk driving problem in Texas and the lengths to which TxDOT will go to support the enforcement effort. A print news release was also developed and distributed to more than 500 newspapers across Texas. DWIblues.com, an online resource for the media was also updated with new fact sheets, live liners, press releases, and video quizzes in English and Spanish. Results of earned media efforts are currently being tabulated.



Save a Life Summit

TxDOT hosted the 2007 Save a Life Summit August 15–17 at the Crowne Plaza Hotel in San Antonio. This annual traffic safety conference allowed leaders and field personnel from all avenues of Texas traffic safety to gather, to teach, and to share the challenges and success stories from their communities. In addition to collaboration and information sharing, participants received recognition for the commendable jobs they do to prevent traffic crashes, injuries and fatalities in their communities at the annual awards luncheon.

For the first time ever, TxDOT developed a conference website where traffic safety advocates could register, volunteer, nominate individuals and organizations for awards and submit workshop ideas—all with the click of a mouse.

TxDOT designed and produced “Save the Date” cards, agendas tumblers, padfolios, award certificates, name badges, programs and other conference materials for more than 300 conference participants. TxDOT also developed and conducted an online conference evaluation and received an overwhelming 95 percent satisfaction rate for the overall conference experience. Some traffic safety professionals reported that they love the annual conference because they return to their jobs rejuvenated and motivated to continue their lifesaving work.

A unique addition to the program this year was one-on-one media coaching sessions conducted with Emmy-award-winning professionals from the news industry. TxDOT received a flood of positive feedback on this offering, and 99 percent of the participants rated the media coaching session with above-average marks.



Teen Driver Safety

Student Surveys

To explore driving behaviors of Texan teenagers, TxDOT conducted twelve focus groups with 125 teens and an online survey of 400 teens, age 16 to 19. The study examined teen driving habits, their knowledge of motor-vehicle laws and the consequences of breaking these laws. TxDOT also asked about their media and communication habits and tested ads about drinking and driving. Survey findings and results were evaluated and reported with recommendations for future teen driver education efforts.

Project Celebration Guidebook

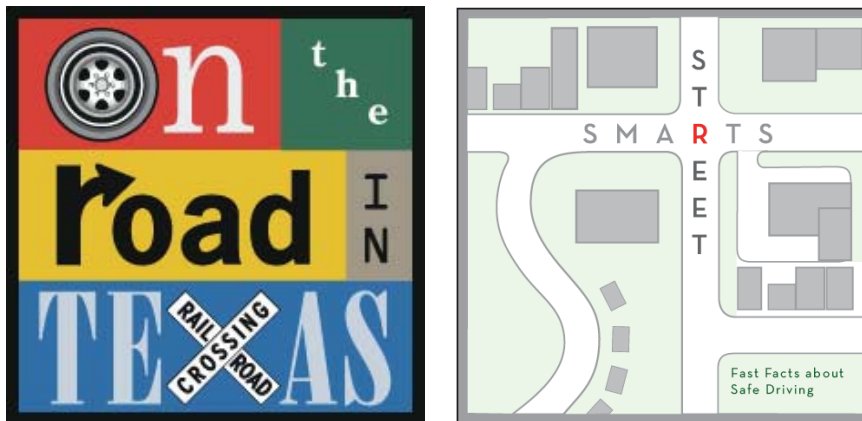
Project Celebrations are locally planned events that provide high school seniors a safe and chemical-free place to celebrate graduation, homecoming, prom or other school events without the risk of something going terribly wrong due to alcohol or other drugs. Project Celebration mini-grants were awarded and promotional and educational material support

were provided to communities across the state. Public information and education materials included brightly colored backpacks and iPod Nano covers tagged with “Friends Don’t Let Friends Drink & Drive.”

To help communities who may be new at planning Project Celebrations, TxDOT began developing a “how-to” resource to assist parents, teachers and administrators. Preparation included site visits to Project Celebrations in action at Texas high schools. TxDOT Traffic Safety Specialists also submitted best practices and success stories from their districts. The newly conceived design called for the guidebook to be in a tabbed binder format using bright and bold colors with an accompanying compact disc containing sample letters and forms. The idea is to have event planners add notes and records to the binder to pass down and help in the next year’s planning. TxDOT also developed content, samples and master forms for the guidebook. The Project Celebration Guidebook will be completed early FY2008.

Zero Tolerance: Before and After

In the youth alcohol area, one of our most successful public outreach efforts continues to be *Before and After*, the educational program featuring Jacqueline Saburido, the young victim of Reggie Stephey, who was convicted of DWI and two counts of intoxication manslaughter for killing two of Jacqui’s friends in the 1999 Austin wreck. Jacqui and Reggie continue to act as spokespeople for the problem of impaired driving among our youth population. In FY2007, TxDOT replicated 5,000 *Consequences* and *Aftermath* DVDs in order to continue providing educational kits to student activity directors in all public and private high schools in Texas free of charge.



On the Road in Texas Radio Features

On the Road in Texas is a unique radio news feature series designed to keep the public informed about an extensive assortment of traffic safety topics. These 60-second traffic safety radio PSAs were distributed to a network of radio stations throughout Texas dubbed the Lone Star Radio Network—an exclusive of Sherry Matthews Marketing. TxDOT secured free airtime for the features on 234 stations, garnering an estimated value of \$2.6 million. More than 75 million listeners heard the spots this year.

To enhance its library of spots, TxDOT also researched, developed, and produced 15 new and 12 revised English spots along with ten new and seven revised Spanish traffic safety radio news features. The *On the Road in Texas/Los Caminos de Texas* inventory now includes 339 English spots and 109 Spanish spots.

This year, TxDOT also developed *Street Smarts*, a new urban radio program targeted to audiences in major metropolitan areas. TxDOT researched, developed and produced 26 new *Street Smarts* radio features. Complete with new logo and original theme music, *Street Smarts* hit the airways in June 2007. TxDOT negotiated with Clear Channel Communications to broadcast the spots for free on 17 stations in Austin, Dallas, Houston and San Antonio, with an estimated value of \$250,000.



Texas Driver's Quiz

In FY 2007, back by popular demand, TxDOT revived the *Texas Driver's Quiz* (TDQ) project, which uses 60-second TV news features on highly-rated TV newscasts to educate Texas motorists about traffic safety laws and offer advice to improve driver, pedestrian, and cyclist behavior. These features, featuring state troopers as the voices of authority, use a question-and-answer format to let drivers test their knowledge about driving and traffic laws. News directors on top TV stations in Texas aired the features each week as part of their newscasts at no charge to TxDOT.

To reach Texas's changing population with relevant traffic safety information TxDOT also elected to produce new spots in Spanish to inform our state's Hispanic population. By virtue of the fact that stations donate millions of dollars of free airtime, the *Texas Driver's Quiz* also helps TxDOT achieve much-needed media value to meet federal match requirements.

Texas Driver's Quiz spots have an accelerated pace and pose "what would you do" challenges to viewers. Troopers elaborate on the best choice by talking to an off-camera reporter, creating a natural "news package" look and feel.

TxDOT produced 21 scripts for 60-second English *Texas Driver's Quiz* traffic safety television news features and adapted them to use to produce 21 60-second Spanish *Prueba de Manejo* traffic safety television news features. TxDOT also adapted fifteen 60-second English television news features to produce fifteen 30-second English *Texas Driver's Quiz* traffic safety television news features for potential sponsorships in large markets.

TxDOT distributed five sets of *Texas Driver's Quiz* television news features to 14 television stations and secured free air play for English and Spanish "Texas Driver's Quiz" television news features on 14 stations, with an estimated value of \$918,000 for six months.

PI&E Materials

More than one million pieces of printed material and promotional items to support occupant protection, DWI prevention, and other roadway safety efforts were designed and produced. TxDOT supports its 25 districts by providing thousands of educational and promotional materials to support local traffic safety efforts. TxDOT also provides on-site support for local press events and other community-wide efforts that happen throughout the year.

Traffic safety was promoted through periodic updates to the TxDOT website. TxDOT also worked with representatives from the Governor's Office to provide 50,000 promotional items for the annual Round-Up Race in Austin, Texas. Multiple other state and district level staff provided Texans with educational and promotional materials to support Texas traffic safety efforts. Additional printed materials were produced and printed in-house for various traffic safety outreach programs.

Recognition

TxDOT traffic safety campaigns won the following awards during FY 2007.

2007 American Association of Motor Vehicle Administrators (AAMVA) Public Affairs and Consumer Education (PACE) International Competition

Best Externally-Produced Television PSA ("Reindeer Barn")

2007 International Summit Creative Award

Best Radio PSA, Silver ("Carolers")

Best Public Service Video, Silver ("Pizza Delivery")

Best Television PSA, Bronze ("Reindeer Barn")

Best Public Service Website, Gold (*whosdrivingtonight.com*)

Best Government Website, Silver (*whosdrivingtonight.com*)

2007 Web Marketing Association

Standard of Excellence WebAward, Government (*whosdrivingtonight.com*)

2007 Southwest Region Advertising Federation ADDY Award

Best TV PSA Animation or Special Effects, Elements of Advertising, Silver ("Reindeer Barn")

2007 Austin Advertising Federation ADDY Award

Best Public Service Radio PSA, Bronze (“Carolers”)

Best Public Service TV PSA, Silver (“Reindeer Barn”)

Best TV PSA Animation or Special Effects, Bronze (“Reindeer Barn”)

Best Website, Interactive Media, Micro- or Mini-Site, Bronze (*whosdrivingtonight.com*)

Best Interactive Public Service Website, Bronze (*whosdrivingtonight.com*)

2007 28th Annual Telly Award

Best Public Service Television Commercial, Bronze (“Reindeer Barn”)

2006 International Davey Award

Best Public Service Print and Collateral, Brochure, Gold (“Texas Road Tips 2006”)

Best Public Service Radio Commercial, Silver (“Soap Opera”)

Best Radio Commercial: Special Category, Gold (“Heat’s On The Street”)

Best TV Commercial: Use of Humor, Silver (“Perfect Day”)

2006 National Transportation Public Affairs Workshop (NTPAW) Skills Award

Best Graphic Design, Illustration (Holiday 2005 “Frosty” “Don’t Drink & Drive” static cling decals & coasters)

Austin Chronicle Readers Poll – Best Billboard (Wrecked Car Billboard)

PROGRAM AREA 07-11: RAILROAD/HIGHWAY CROSSINGS

PROGRAM AREA RESULTS

In 2007, the Texas Operation Lifesaver's Highway-Rail Grade Crossing and Trespass Prevention project conducted two hour training sessions to 6 police academies to educate professional law enforcement associations on laws governing railroad/highway crossings. The trainings were conducted in 5 target counties: Harris, Dallas, Tarrant, Jefferson and Bexar County. In addition, the project developed 1 educational pocket guide for distribution to law enforcement agencies. The 2007 project distributed 3,000 brochures and sponsored 4 Officer on the Train partnership events with local law enforcement agencies and railroad police in the five target counties.

This Page Intentionally Left Blank

PROGRAM AREA 07-12: ROADWAY SAFETY

PROGRAM AREA RESULTS

Texas traffic safety funded training for 4,445 students in courses to remove some of the non-behavioral roadway safety problems:



<u>Course Title</u>	<u>Number of Students</u>
Work Zone Traffic Control	1,282
Flagging in Work Zones	469
Work Zone Traffic Control Refresher	600
Basic Electronics	48
Trouble Shooting Traffic Control Systems	60
Design, Installation and Maintenance of Detection	24
Sign Installation and Maintenance	282
Pavement Markings Installation and Maintenance	240
Night Road Work	21
Traffic Incident Safety Workshop	180
Safe Practices for Traffic Incident Responders	644
Conduct Safety review and field evaluations	14

Providing basic training courses to local maintenance, construction, and design engineering personnel continues to be an important component of the Roadway Safety Program Area. The safe and effective flow of traffic through work zones is a major concern to individual workers, private contractors, transportation officials, the public, businesses, and other roadway users. Roadway safety has a high turn over of personnel making these projects imperative to the continual training to protect both the traveling public and the worker.

The Safe Practices for Traffic Incident Responders course and the Traffic Incident Safety Workshops were new courses for FY 07, and were well attended by responders from the public safety agencies that have major responsibilities for handling traffic incidents on all roads throughout Texas. The high demand for these courses was evidence of the need to teach responders how to clear traffic incidents quickly, while providing all-over scene safety for responders and protecting the traveling public.

The Texas Engineering Extension Service (TEEX) Work Zone Safety Training, Highway Safety Training, Traffic Signal Maintenance and Repair, Safe Practices for Traffic Incident Training Project conducted these work zone safety classes: Work Zone Traffic Control, Flagging in Work Zones, Work Zone Traffic Control Refresher, Basic Electronics, Trouble Shooting Traffic Control Systems, Design, Installation and Maintenance of Detection, Traffic Incident Safety Workshop, Safe Practices for Traffic Incident Responders, Sign Installation and Maintenance, and Pavement Markings Installation and Maintenance. The work zone guide was translated into Spanish language. This Reference guide is used by city/county employees and contractors. The Spanish reference guide is titled “Guia de Referencia para controlar el trafico en zonas de obras”. This guide is essential to work zone safety as many of the roadway safety personnel are Spanish speakers.

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

PROGRAM AREA 07-13: SAFE COMMUNITIES PROGRAMS

PROGRAM AREA RESULTS

Four federally funded coalitions actively continued to work with Safe Communities partners resulting in numerous diverse organizations addressing Texas injury prevention goals.

Texas Department of Transportation supported efforts to continue to recruit new safe communities' projects and continues to work with current funded organizations that specifically focused on injury prevention within communities to address injuries and fatalities.



This Page Intentionally Left Blank

PROGRAM AREA 07-14: SCHOOL BUS SAFETY

PROGRAM AREA RESULTS

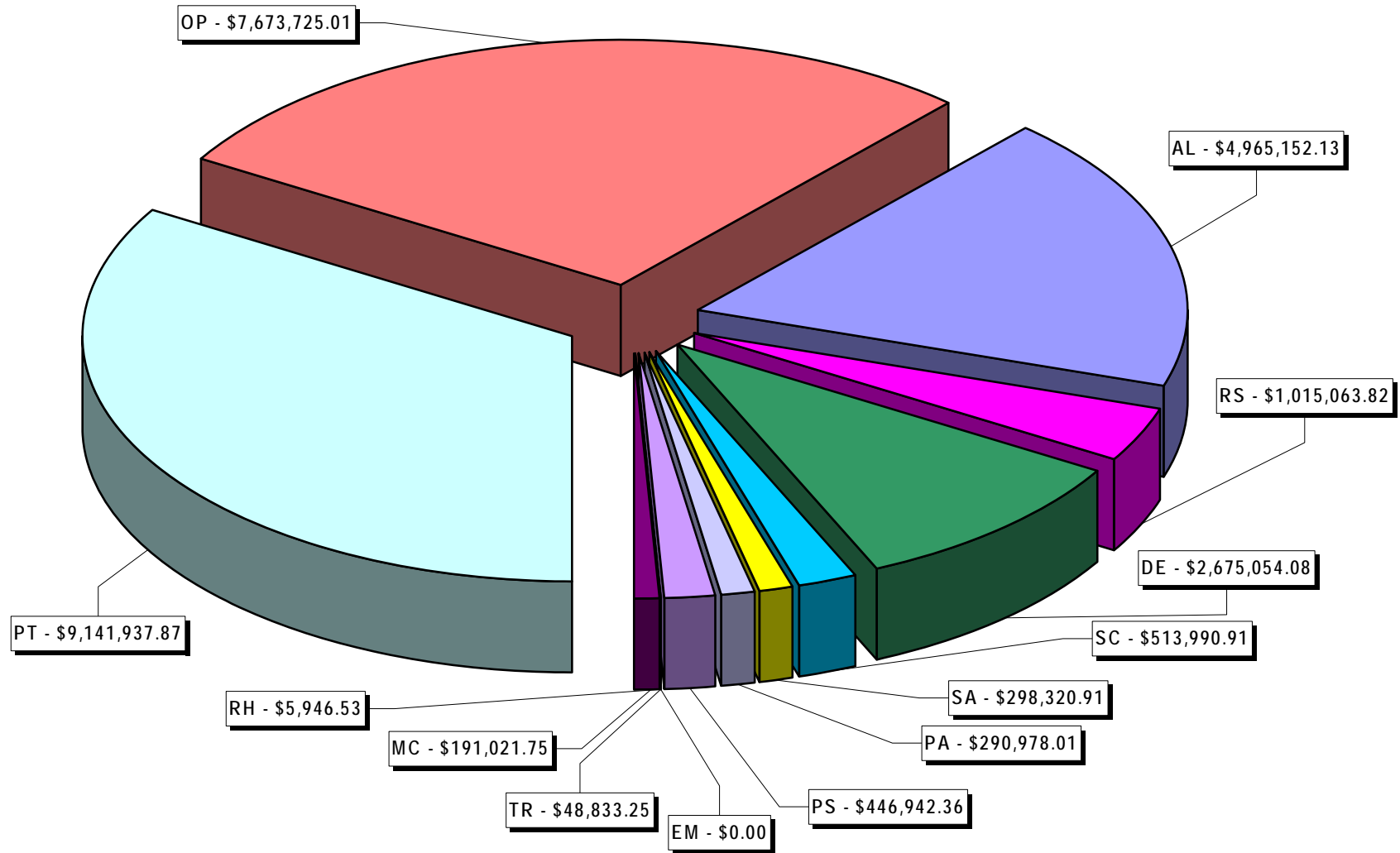
No projects were funded in FY 2007

This Page Intentionally Left Blank

APPENDIX A: FINANCIAL DATA

This Page Intentionally Left Blank

Program Area Federal Expenditures - FY2007



This Page Intentionally Left Blank

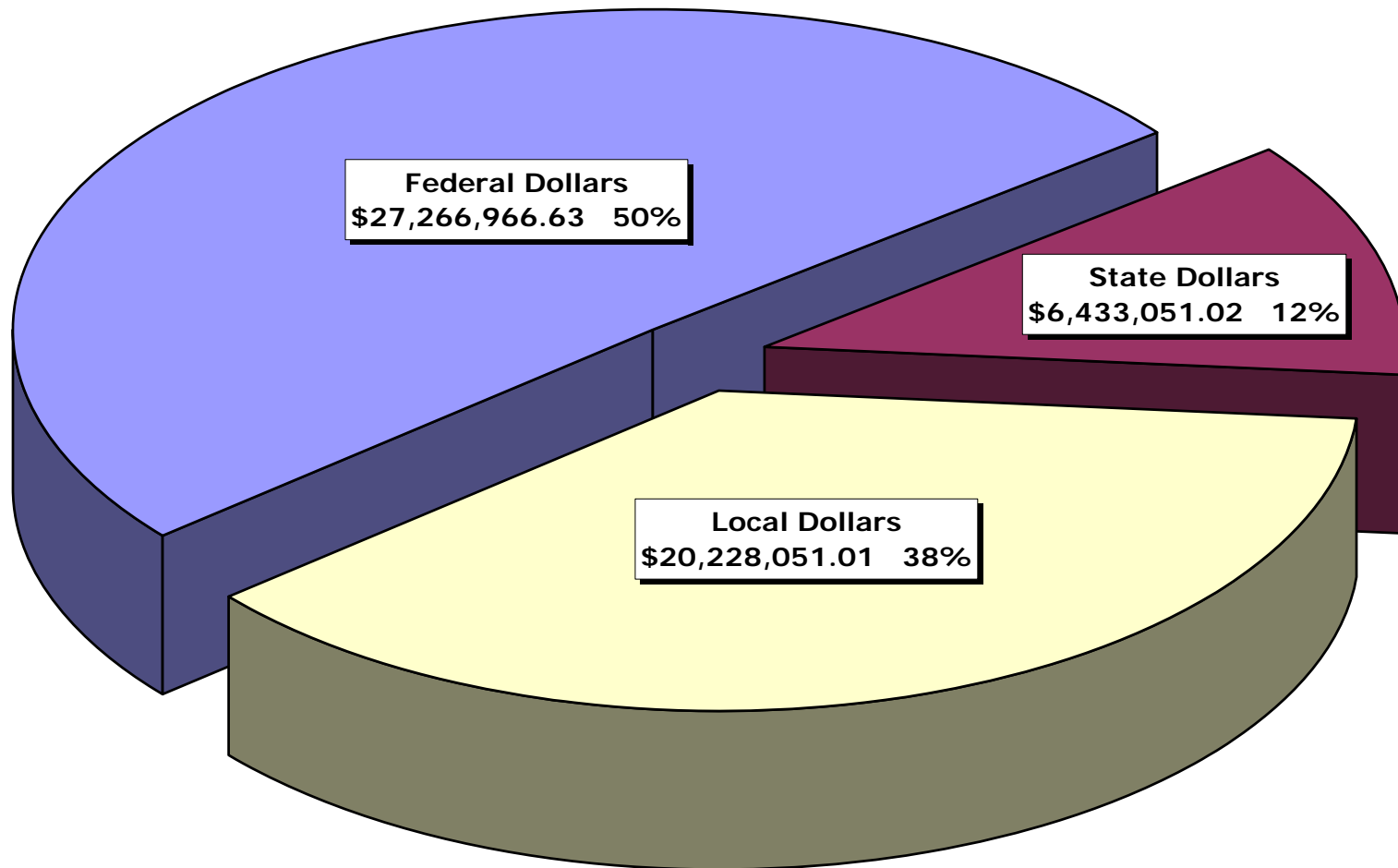
Program Area Federal Expenditures - FY2007

Program Area			Fund Source							
#	Name	Code	402	410 K8	157 INC	406 K4	164 HE	405 J2	405 K2	Total
01	Planning and Administration	PA	\$290,978.01							\$290,978.01
02	Alcohol & Other Drug Countermeasures	AL	\$50,047.68	\$4,915,104.45						\$4,965,152.13
03	EMS	EM								\$0.00
04	Motorcycle Safety	MC	\$191,021.75							\$191,021.75
05	Occupant Protection	OP	\$1,935,729.82			\$2,832,412.47		\$1,470,201.56	\$1,435,381.16	\$7,673,725.01
06	Pedestrian/Bicycle Safety	PS	\$446,942.36							\$446,942.36
07	Police Traffic Services	PT	\$7,240,644.86		\$1,901,293.01					\$9,141,937.87
08	Speed Control	SC	\$513,990.91							\$513,990.91
09	Traffic Records	TR	\$48,833.25							\$48,833.25
10	Driver Education	DE	\$2,675,054.08							\$2,675,054.08
11	Railroad Highway	RH	\$5,946.53							\$5,946.53
12	Roadway Safety	RS	\$1,015,063.82				\$1,036,798.37			\$2,051,862.19
13	Safe Communities	SA	\$298,320.91							\$298,320.91
TOTALS:			\$14,712,573.98	\$4,915,104.45	\$1,901,293.01	\$2,832,412.47	\$1,036,798.37	\$1,470,201.56	\$1,435,381.16	\$28,303,765.00

Note: 164 HE funds are provided through the FHWA. These funds are expended by the Traffic Engineering Section of TxDOT's Traffic Operations Division.

This Page Intentionally Left Blank

TOTAL TRAFFIC SAFETY EXPENDITURES FY 2007



Total Expenditures = \$53,928,068.66

This Page Intentionally Left Blank

APPENDIX B: CRASH DATA

This Page Intentionally Left Blank

Table 2. Crash Data/Trends: Performance Measures

Baseline Data 1995

Progress Report Data 1995-2007

Crash Data Trends for Ten Performance Measures Reported by All States

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1. Fatalities	3,172	3,738	3,508	3,576	3,519	3,775	3,739	3,823	3,821	3,699	3,536		
2. Fatality Rate (100M VMT) [TX1]	1.75	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.61	1.51		
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	17.53	17.55	17.28	16.45	15.47		
6. Fatal and Serious Injury Rate (100K Population)	568.69	598.53	580.57	557.47	556.35	537.40	512.35						
7. Alcohol-Related Fatalities - FARS	1,739	1,967	1,710	1,745	1,700	1,841	1,807	1,810	1,771	1,704	1,672		
8. Proportion of Alcohol-Related Fatalities - FARS	0.55	0.53	0.49	0.49	0.48	0.49	0.48	0.47	0.46	0.46	0.47		
9. Alcohol-Related Fatality Rate - FARS (100M VMT) [TX3]	0.96	1.04	0.87	0.86	0.82	0.86	0.85	0.84	0.81	0.74	0.71		
10. Safety Belt Use (Percent of Population) [TX11]	71.8%	74.0%	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	90.4%	91.8%

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 measure numbers 1, 3, and 11, respectively. The population-based rates reported for performance measures 5 and 6 have been updated for 2001 - 2005 using the most recent Texas population estimates. These rates were previously reported based on population projections.

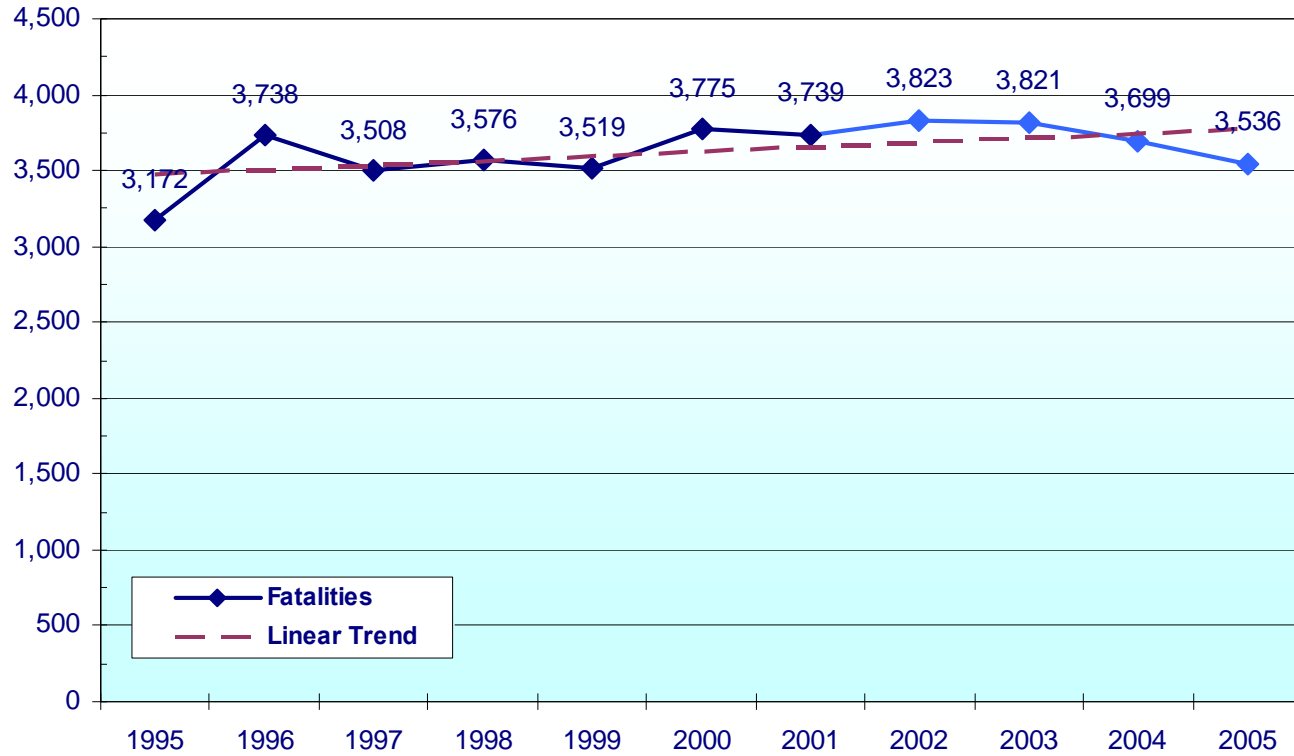
The most current certified statewide crash data available are for calendar year 2001 (see page 21). In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 1-10 have, where comparable data are available, been supplemented with data from FARS for 2002 - 2005. 2005 FARS data used are from the final 2005 Fatality Analysis Reporting System SAS data sets dated 8/3/07 and the FARS Encyclopedia (<http://www-fars.nhtsa.dot.gov>) as of 11/15/07. Due to minor differences in coding rules and data certification, FARS data and data from the Texas Crash 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.

This Page Intentionally Left Blank

Goal: Fatalities

No numeric goal established

Figure 1. National Performance Measure 1:
Number of Fatalities

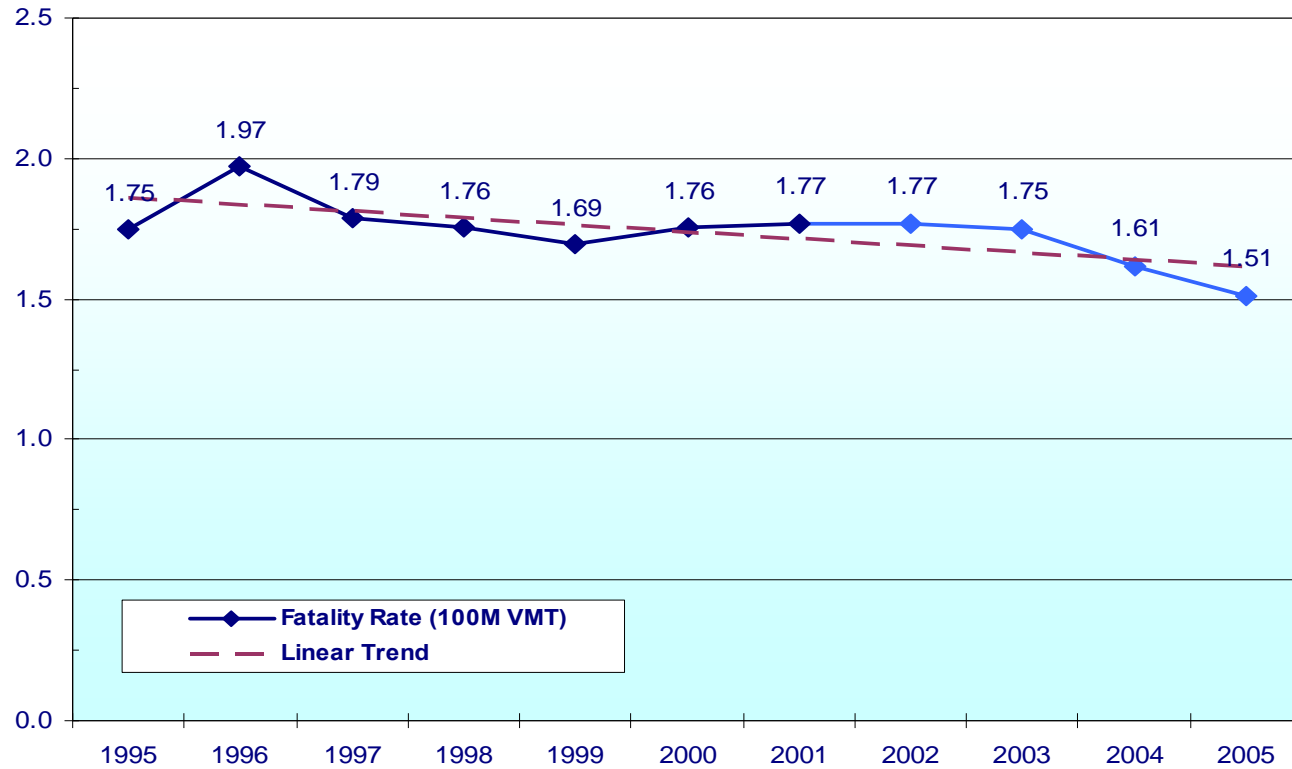


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2005: FARS

Goal: Fatality Rate per 100M VMT

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

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

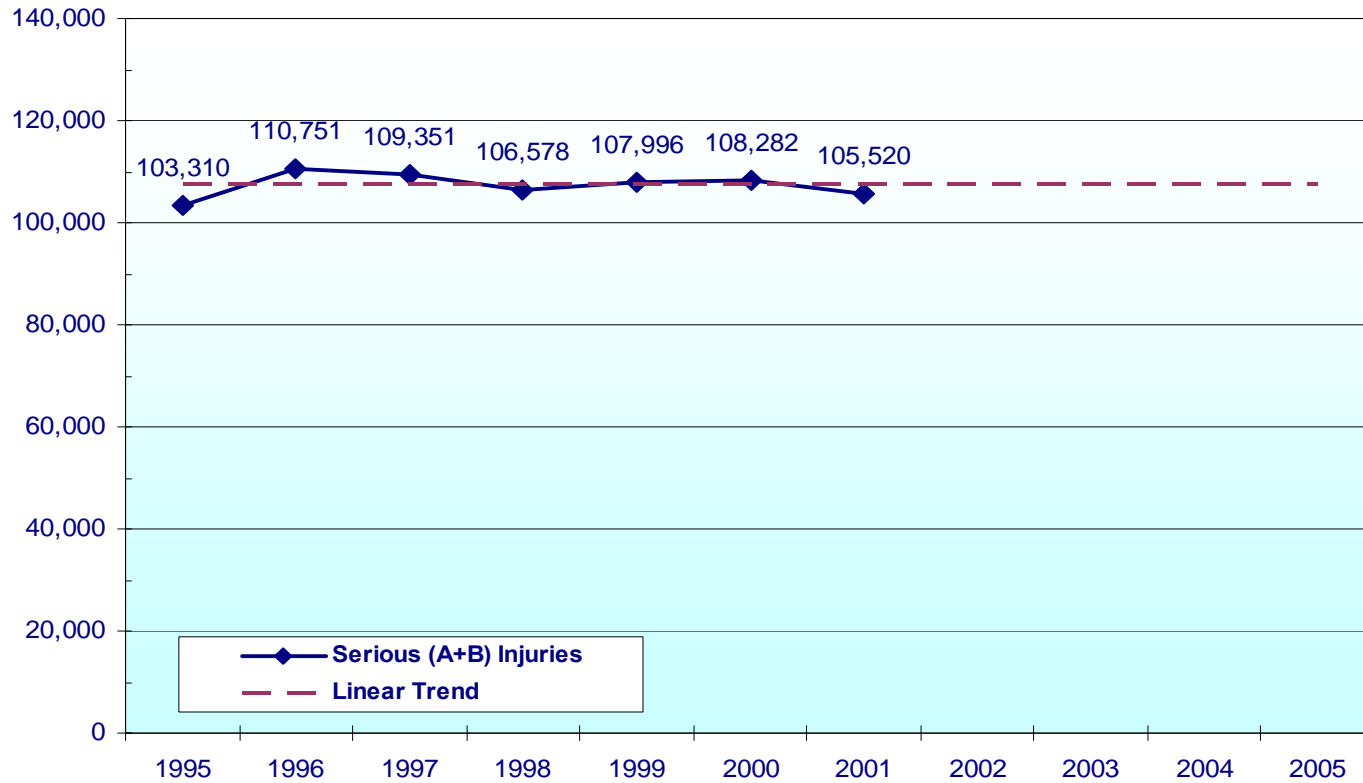


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2005: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Serious Injuries

No numeric goal established

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



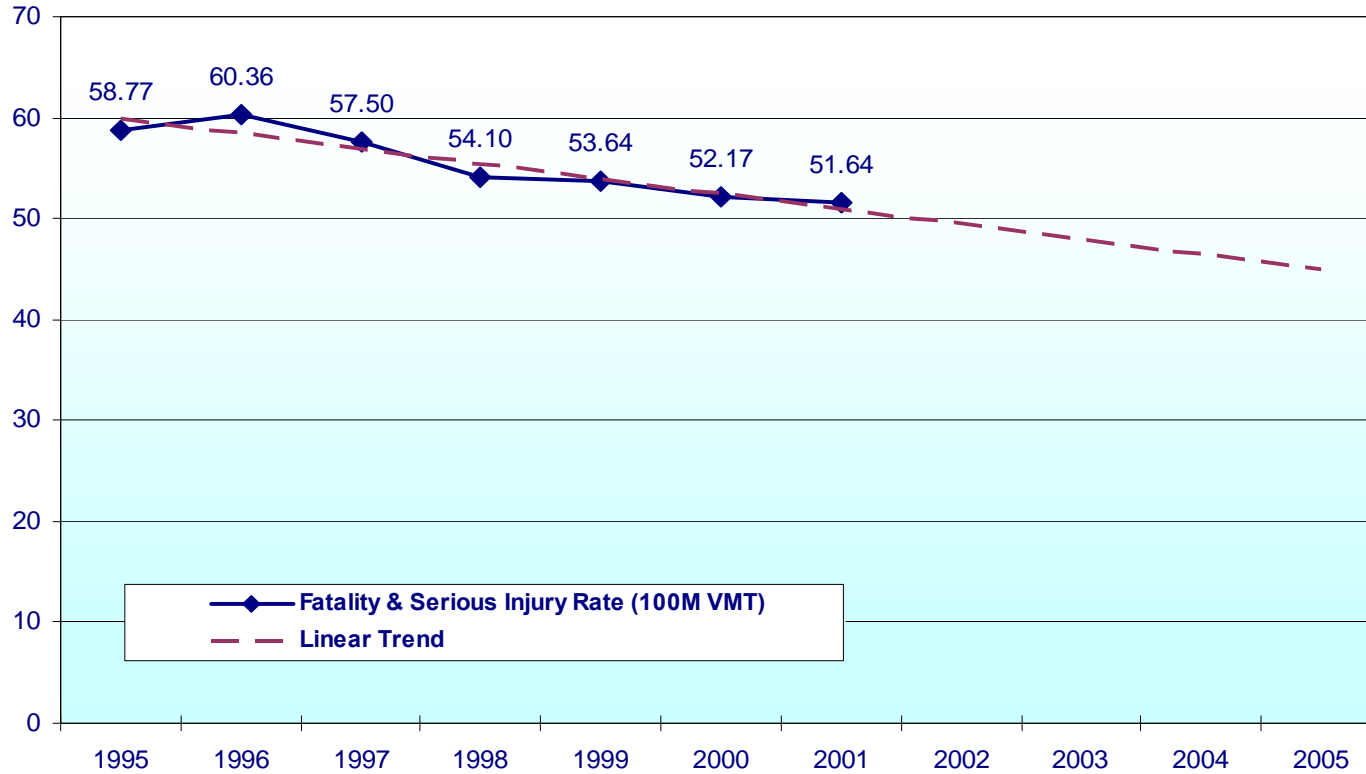
Data Sources A&B Injuries 1995-2001: Texas Accident File.

Includes incapacitating and non-incapacitating injuries

Goal: Fatality and Serious Injury Rate per 100M VMT

No numeric goal established

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



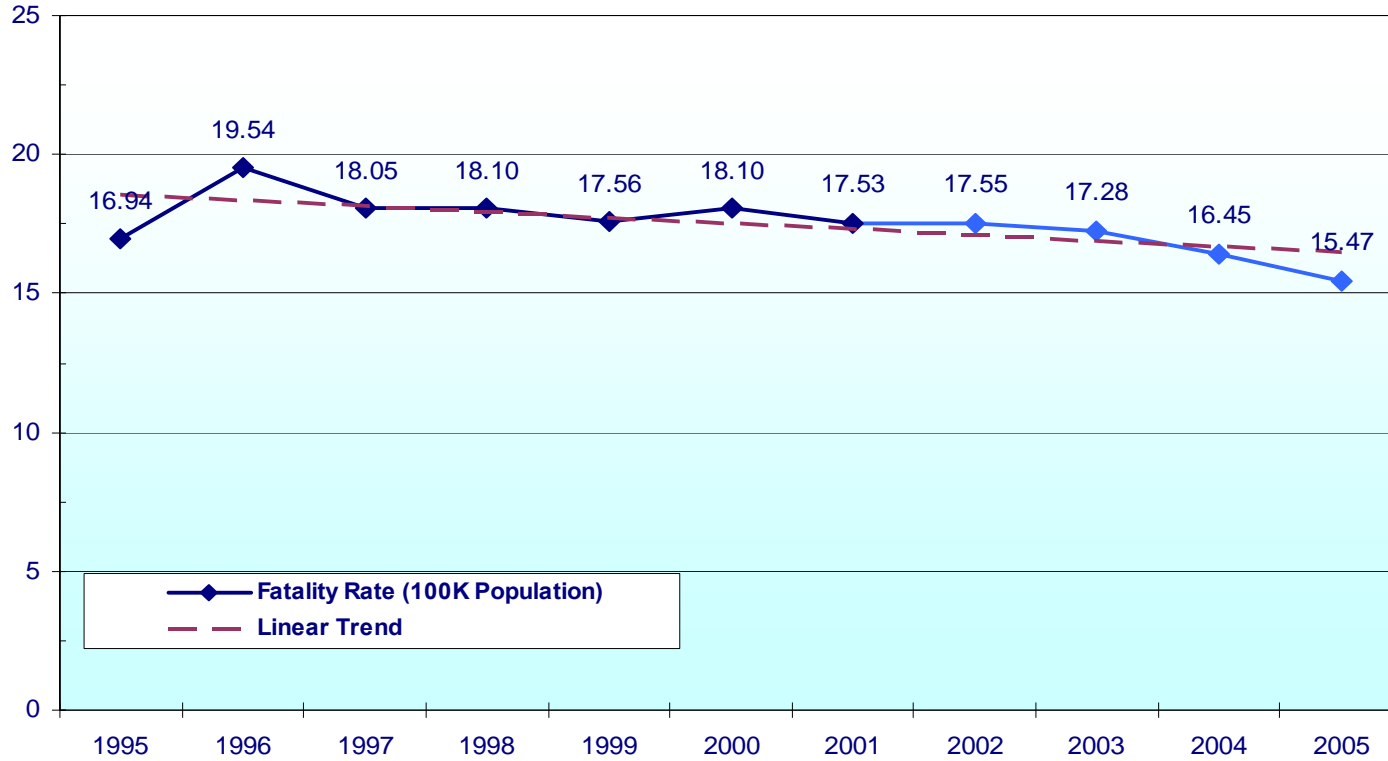
Data Sources Fatalities & injuries 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Includes fatalities, incapacitating injuries and non-incapacitating injuries

Goal: Fatality Rate per 100K Population

No numeric goal established

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



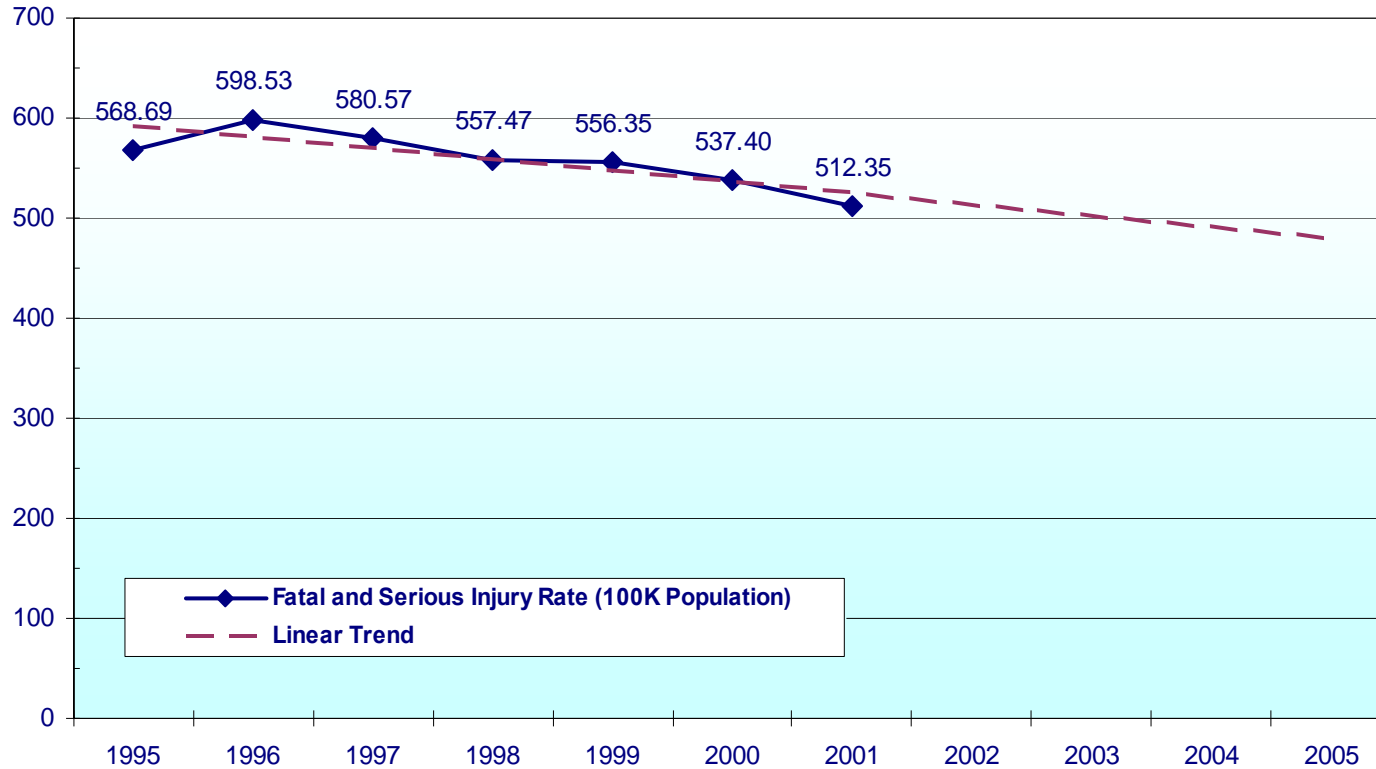
Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2005: FARS

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

Goal: Fatal and Serious Injury Rate per 100K Population

No numeric goal established

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



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

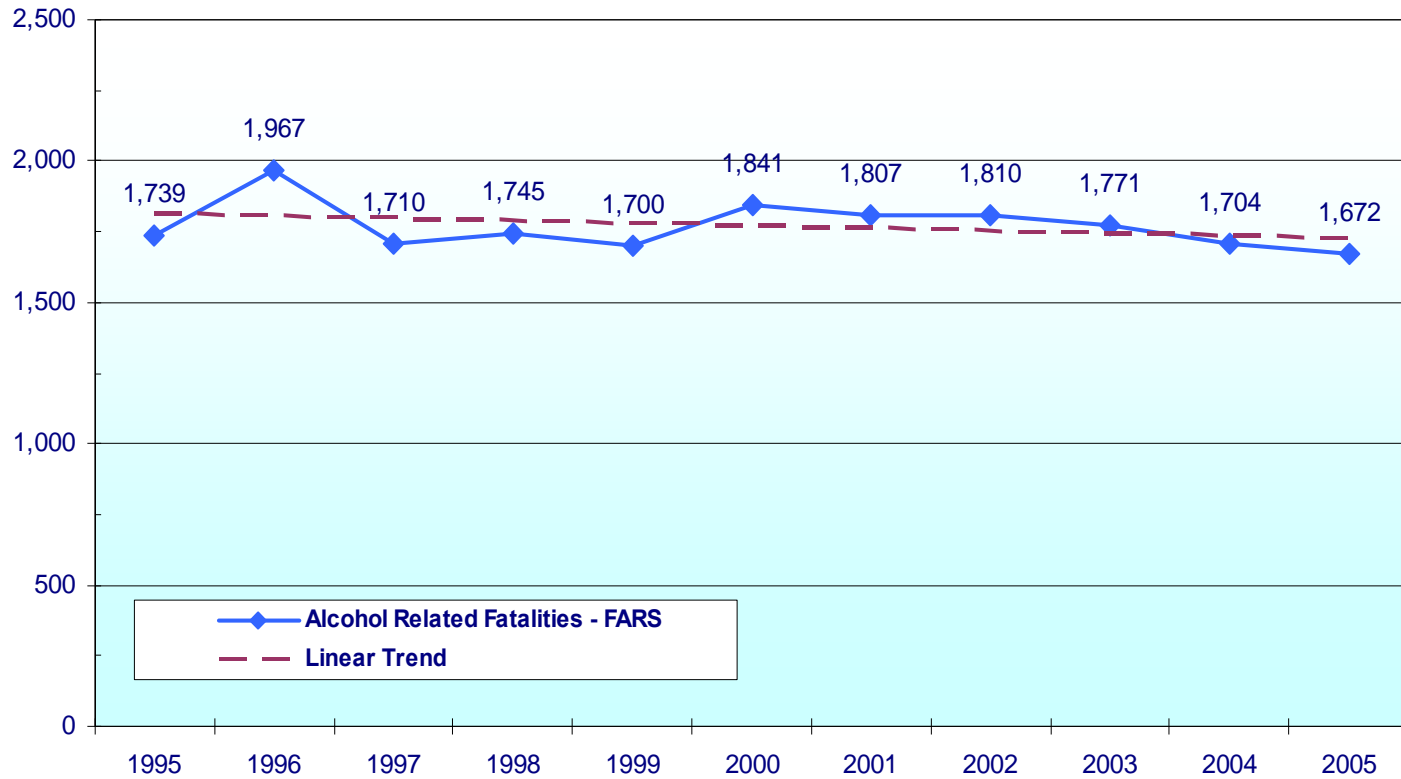
Includes fatalities, incapacitating injuries and non-incapacitating injuries

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

Goal: Alcohol-Related Fatalities

No numeric goal established

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



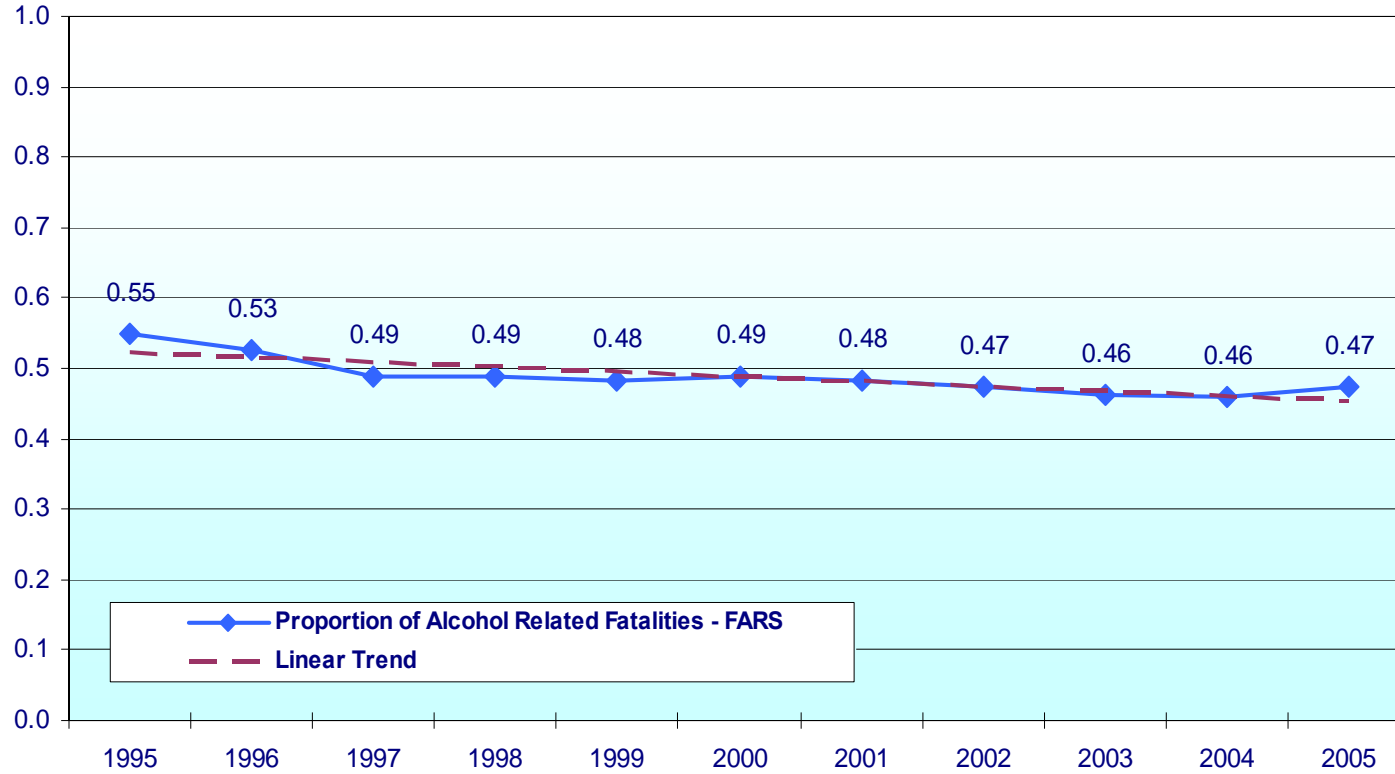
Data Sources Alcohol-related fatalities 1995-2005: FARS

Alcohol-Related: BAC ≥ 0.01g/dL

Goal: Proportion of All Fatalities that are Alcohol-Related

No numeric goal established

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



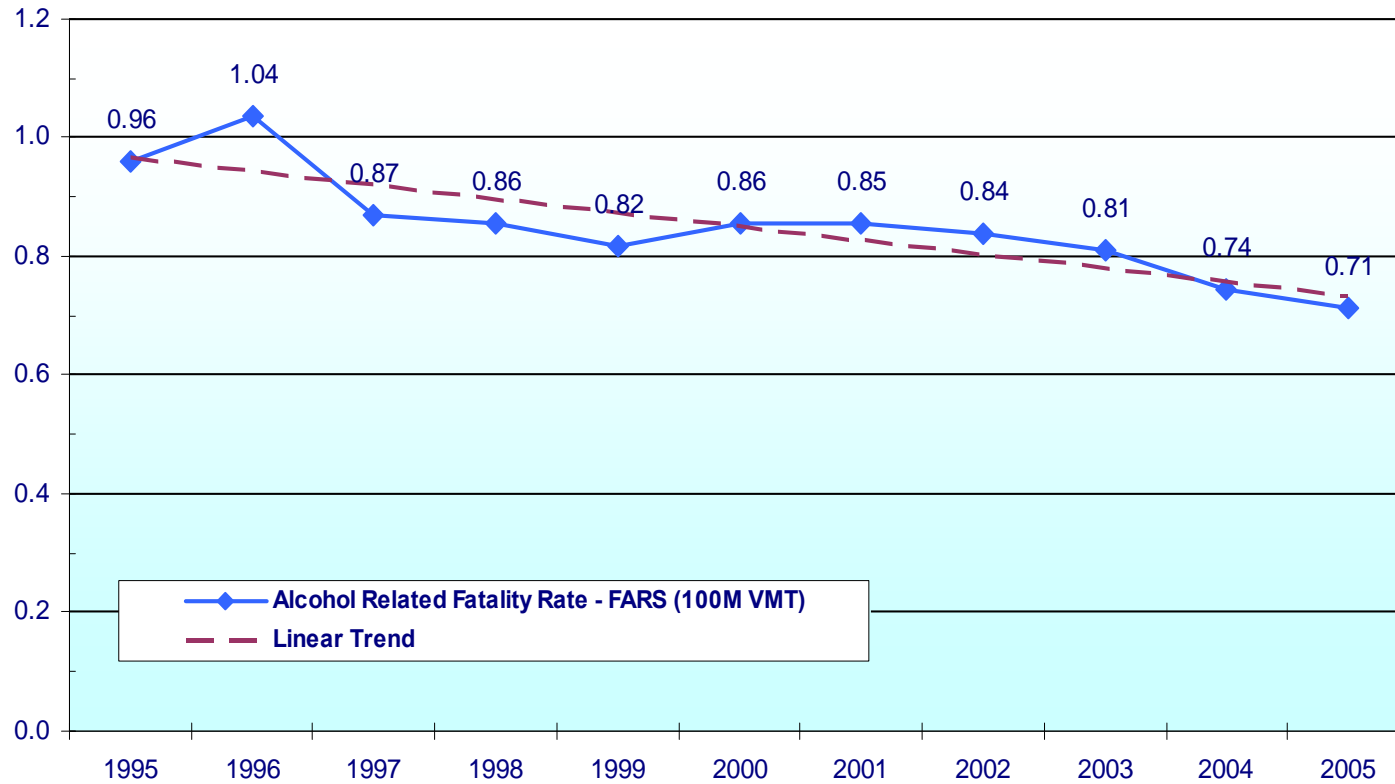
Data Sources All Fatalities 1995-2001: Texas Accident File.
Alcohol-related fatalities 2002-2005: FARS

Alcohol-Related: BAC \geq 0.01g/dL

Goal: Alcohol-Related Fatality Rate per 100M VMT

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

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



Data Sources Alcohol-related fatalities 1995-2005: FARS

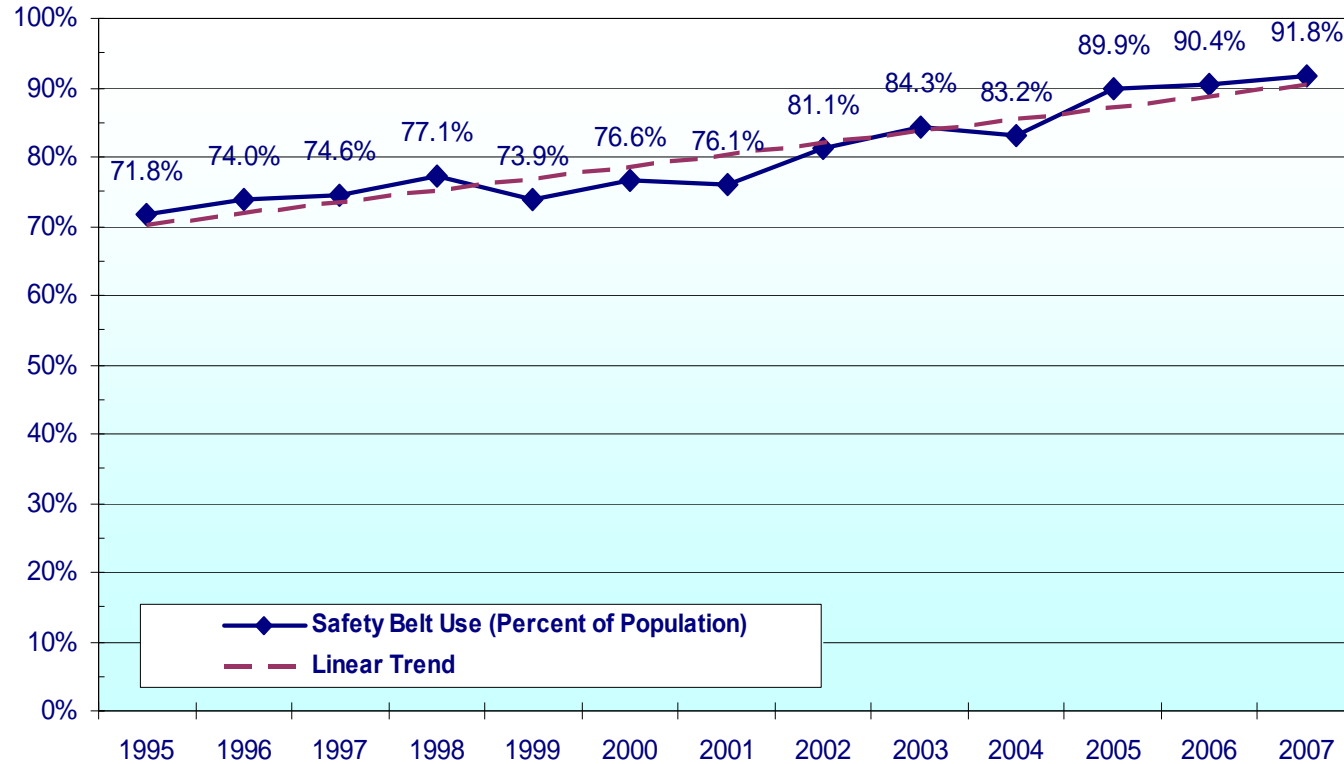
Alcohol-Related: BAC ≥ 0.01g/dL

VMT: TxDOT Transportation Planning & Programming Div.

Goal: Safety Belt Use (% of Population)

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

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



Data Sources Texas Transportation Institute observational safety belt surveys

Driver and outboard front seat passenger

APPENDIX C: NOTEWORTHY PRACTICES

This Page Intentionally Left Blank

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

Target

Conduct increased enforcement of traffic laws in the City of Austin to reduce the incidence of traffic crashes and related injuries & fatalities. Comprehensive efforts focused on violations of DWI, speed over the limit, ITC and occupant protection.

Program Area

Police Traffic Services

Problem Statement

The City of Austin has the unique challenge of not only being the Capitol City of Texas, the home of the University of Texas and other numerous prestigious colleges, it also has a major interstate freeway (IH35) cutting through the center of town. Daily traffic volume consists of not only local commuters and students, but also of commercial motor vehicles, motorcycles, passenger cars, buses, recreational vehicles and trucks. According to the latest available data, in 2001 Austin was ranked #3 among Texas cities for MV fatalities. In addition, it is located in the County of Travis, which was ranked #3 in alcohol-related fatalities. According to the Texas DPS - DWI, speeding and failure to yield right of way are the top three causes of motor vehicle crashes, injuries and fatalities statewide.

Objectives

Conduct DWI, Speed, Occupant Protection and Intersection Traffic Control enforcement in the City of Austin to reduce traffic crashes, injuries & fatalities and increase the seat belt usage rate.

Strategies

Primary strategy was to conduct a highly visible, city-wide comprehensive enforcement effort supported by a pro-active public information and education campaign. Included were on-going media releases, radio & TV exposures, presentations, educational material distribution and participation in community events.

Results	<u>Total</u>	<u>Goal</u>
Speed citations	18,733	22,000
DWI arrests	133	77
Safety belt citations	407	850
Child safety seat citations	25	50
ITC citations	1,195	1,200
Presentations	19	8
Media exposures	34	12
Community events	11	4
Speed compliance rate	28.61%	29%
OP compliance rate	96%	92%

**** Noteworthy Achievements:**

1. As a result of conducting highly visible enforcement and educational efforts, the City of Austin increased safety belt usage among drivers and front seat passengers by 5 percentage points – to the highest rate in the state and a record of 96%.
2. All PI&E performance measures were exceeded.
3. Utilizing only 69% of the allotted STEP enforcement hours for the year, 85% of the speed citations and 99.5% ITC citations were issued; the DWI arrests were exceeded by 172% with the occupant protection target reaching 48%.

Cost

Grant: \$312,250 (64.78%)

Match: \$169,750 (35.22%) ** only 10% match was required, but city allocated higher amount

Funding Sources

402

Contact Information

SPO Patrick Spradlin, STEP Coordinator

City of Austin Police Department

512-974-6898

This Page Intentionally Left Blank

CITY OF FORT WORTH: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - COMMERCIAL MOTOR VEHICLE

Target

To increase Commercial Motor Vehicle enforcement in the City of Fort Worth.

Program Area

Police Traffic Services

Problem Statement

With the continued growth of the Metroplex, the City of Fort Worth has seen its population increase from 534,694 in 2000 to 686,850 in 2007 for a total increase of 152,156 people. This increase in population has brought with it an increase in home as well as retail construction. These industries require large amount of materials which has caused an increase in CMV traffic throughout the city. Another contributing factor in the increase in CMV traffic is the increase in natural gas exploration in the Barnett Shell. Gas wells are being drilled all over the city. A large amount of CMVs are required throughout the drilling process.

Objectives

To increase Commercial Motor Vehicle hazardous moving, safety belt, and speeding enforcement in the City of Fort Worth.

Strategies

The City utilized the grant funding to increase the number of enforcement hours their Commercial Vehicle Enforcement unit worked. In addition to enforcement the Commercial Vehicle Enforcement unit conducted 11 presentations to various motor carrier groups over the grant year.

Results

	<u>Total</u>	<u>Goal</u>
CMV/HMV Citations	428	280
CMV Safety Belt Citations	824	555
CMV Speed Citations	1607	1950

The City of Fort Worth increased its CMV Speed Compliance rate by 33.89 percentage points from 11.66% to 45.55%. CMV Occupant Compliance rate also increased by 1.28 percentage points from 80.39% to 81.67%. Overall the City finished the year with a STEP Indicator of 4.72.

Cost

Grant: \$63,720.00

Match: \$8,031.00

Funding Sources

402

Contact Information

Sergeant Tim Ellis

City of Fort Worth Police Department

817-871-7110

RURAL JUDGES DWI COURT PILOT PROJECT

Target

Train rural judges in counties that lack a County Court at Law in: appropriate sentencing for DWI; nature of addiction; DWI courts; staggered sentencing; evidentiary materials including SFSTs and DREs; and training in other proven methods of reducing the number of repeat offenders.

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

Texas has a serious DWI problem in rural counties. Texas has 254 Counties. A total of 168 counties are small enough that they do not have a County Court at Law. The Constitutional County Court is the only court in the county exercising jurisdiction over Class A and B misdemeanor DWI cases. These Judges have original jurisdiction over DWI/DUID (includes first and second DWI's in Texas), drugs and other misdemeanor criminal cases. In an administrative capacity, a Constitutional County Judge is the presiding officer of the County Commissioners Court, is the Budget Officer in counties with populations less than 50,000, and is Director of Emergency Management. The Judges rely upon an elected County Attorney, District Attorney or Criminal District Attorney for prosecutorial services and resolve most DWI cases by plea bargain.

The Constitutional County Judges are not required to be attorneys and are elected to a term of four years. There is approximately a 1/3 turnover rate every four years. Due to budgetary restraints, these rural counties need training delivered locally. They lack specific training on appropriate sentencing for DWI cases; the nature of addiction; DWI courts; staggered sentencing; evidentiary materials including SFSTs and DREs; and training in other proven methods of reducing the number of repeat offenders. These judges are not aware of how to implement specialized DWI courts that combine incarceration and treatment to reduce recidivism.

Strategies

- (1) Assign an experienced, retired County Judge to serve as Director of the project.
- (2) Increase the effectiveness of DWI adjudications in Texas through a dedicated Rural DWI Court Project that includes increased training and technical assistance and support for Texas county judges handling DWI and other traffic safety related cases. Create, update and provide specific curriculum for rural Constitutional County Judges and collect data indicating training results. Collect and analyze data on ten cases per participating county tracked through TCIC or NCIC to determine repeat offenses or revocations of probation.

(3) Provide appropriate sentencing and supervision alternatives directed toward reducing the number of DWI probation revocations and the recidivism rate. Deliver to the judges intensive instruction on the role of the Court in making the terms and conditions of probation specific to each defendant, addressing the concept that one size does not fit all, and that each defendant should be sanctioned in a way that will balance the punitive and rehabilitative goals of probation. Included in the training will be SFST, DRE and other evidentiary training.

(4) Recruit rural judges and educate them concerning the court's role in supervising the defendant convicted of DWI. Include on the DWI "team": the County Judge; the County prosecutor; the adult probation officer; the defense bar, and any locally available treatment resources.

(5) Provide specific examples of matters which affect the probationer's ability to comply with Court ordered terms and conditions, including restrictions on driving privileges, attendance at Court ordered courses and meetings, local support and treatment groups, and the impact of and on the family of the probationer.

(6) Assist rural County Judges in identifying local and regional DWI support resources and bringing them into the supervision system will allow the courts to reduce subsequent offenses and probation revocations.

(7) Encourage and solicit the defense bar, prosecutors, probation officers, and local support and treatment resources for DWI team and provide information, forms and team resource support.

Results:

There have been 143 hours of DWI court training provided at 26 local training sessions, 2 statewide conferences, 4 regional county judges' and commissioners' conferences, at TAC's Spring and Fall Judicial Academies, New Judges Orientation, Annual DWI Conference and Court Assistants' Conference.

TAC coordinated with a subcontractor the videotaping and production of a DVD capturing the invaluable NHTSA training that was provided in July 2007 by the National Drug Court Institute. The DVD will be distributed and will serve as an educational resource for those operating DWI courts in Texas and nationwide.

DWI court training was provided to remote Texas counties that would not have otherwise had access to the training.

A DWI Annual Conference was produced, to which an experienced DWI court team from Williamson County was brought in to show attendees a practical way to conduct their court. Attendees report this as the most valuable and enjoyable part of the conference. The courts participating in the conference that represented 10% of Texas' population and 15% of the new DWI cases per year, would not have otherwise been able to see an operating

DWI court in action. This conference provided an opportunity for the most rural counties to have access to the most valuable information for setting up DWI courts in their counties.

Rural counties with DWI courts report an unexpected additional benefit. Alternative sentencing practices, which include intensive supervision, appear to reduce the daily jail population. Jail overcrowding is an issue confronting many rural Texas counties. Anecdotal evidence shows that the reduction in jail population allows many counties to remain in compliance with the Texas Commission on Jail Standards without any capital outlay. Building new jails is not an acceptable resolution for small counties with limited resources. Providing a viable alternative supplies an additional economic benefit for those counties using the DWI court principles for setting bond conditions in types of cases other than those that are DWI-related.

Cost

Grant: \$374,427

Match \$105,844

Funding Source

410

Contact information

Jay Johnson

Education Manager

Texas Association of Counties

1210 San Antonio Street

Austin, Texas 78701

512-474-2436

Email: jayj@county.org

This Page Intentionally Left Blank

JUSTICE COURT TRAFFIC SAFETY INITIATIVE

Target

To reduce the number of DWI related crashes, injuries and fatalities. To reduce the number of DWI related crashes where the driver is under age 21. Improve adjudication of DWI cases through improved training for judges, and improved support materials for judges. Improve anti DWI and traffic safety public information and education programs. Develop innovative ways and programs to combat DWI and underage drinking and driving through judicial policy changes.

Program Area

Alcohol and Other Drugs

Problem Statement

The 838 justice of the peace courts in Texas accounted for over 3,000,000 cases filed in 2004 and of the criminal cases, a total of 2,185,210 were traffic misdemeanors. During 2004 the reporting justices of the peace gave 291,834 magistrate warnings (including setting bail and attaching bond conditions on DWI defendants). Once a DWI defendant is magistrated, their case is filed in county court. The second judge can then keep or modify the existing bond and conditions set by JPs.

An autopsy may be ordered by the JP, including tests and chemical analyses. The JP may not be trained on analyzing these chemical toxicology reports, which appear often in DWI fatalities. Further, many justices are not reporting all alcohol-involved crashes because there is no uniformity of reporting requirements.

JPs have original jurisdiction of Class C misdemeanors committed by juveniles, including traffic and alcohol violations and again JPs have not been specifically instructed on issues involved in juvenile drinking and how they relate to traffic safety.

Objectives

To educate justices of the peace in magistrating the DWI defendant, performing inquests on roadside fatalities, and adjudicating juvenile alcohol/traffic defendants. To utilize justices of the peace in community outreach to educate the general public regarding drinking and driving. To implement a cohesive system of dealing with DWI offenders and juveniles as a county priority on a statewide basis.

Initiative 1: Develop and Implement Training, develop a magistration/inquest field guide, write three newsletter articles and one full newsletter addressing DWI, traffic safety and how they impact JPs.

Develop a web site dealing with the issues relevant to DWI and JPs.

Develop and implement curriculum for an four hour class “Magistrating the DWI Defendant” for 150 experienced JPs in 20 hour seminars and 180 new JPs in Stage III. New Judges School Curriculum: Hour 1 - Background and Causative Factors of DWI. Statistics/Community Impact; Hour 2 - Determining probable cause: DRE and SFST information; Hour 3 – Bond Setting/Conditions of Bond: What is Effective, When and Why?; Hour 4 – Live alcohol or video workshops.

Initiative 2: Identify available resources and design Courthouse lobby Traffic Safety displays. Design phase one for Presentation #1: DWI and the Role of the Judiciary -20 minute DVD video, power point presentation, handout materials, scripted speech, press release in English and Spanish.

Initiative 3: Create a Judicial Policy for Effective Magistrating of the DWI Defendant by working with county judges to identify an array of bond conditions for DWI cases. This will include Magistrating/Inquest Field Guide, List of Bond Conditions and Judicial Protocol for County Courts.

Strategies

This three year project will educate justices of the peace (JPs) in magistrating the DWI defendant, performing inquests, on roadside fatalities, and adjudicating juvenile alcohol/traffic defendants in an effective manner, will utilize justices of the peace in community outreach to educate the general public regarding drinking and driving and will implement a cohesive system of dealing with DWI offenders and juveniles as a county priority on a statewide basis.

Results

In FY2007, 180 experienced and 168 new JPs received 4-hour training in DWI magistrating procedures and setting bond conditions. The evaluations were outstanding and, furthermore, evidence suggests an increase in the number of judges ordering ignition interlock. Three newsletter articles (one on Ignition Interlock Devices, one on ordering Blood Search Warrants, and one on Drinking on College Campuses) and one full newsletter dealing with traffic safety and underage drinking issues was written and published. A magistrating/inquest field guide for judges to use at the jailhouse or the death scene was developed to be distributed to all judges in FY 2008. Web site support for training was designed and developed. One courthouse lobby Traffic Safety display package consisted of materials promoting better traffic and behavior choices was designed and developed for distribution in FY 2008. Crash data for 254 counties was analyzed to identify test markets to be used for community presentations by judges on DWI and the Role of the Judiciary. Sherry Mathews’ promotional materials were used during the DWI Magistrating education module as well as instructors from the DRE program to help the judges understand the SFST and DRE information on probable cause affidavits.

Cost

Grant: \$241,291

Match: \$ 44,427

Funding Sources

410

Contact Information

Roger Rountree, Executive Director

Bronson Tucker, Program Attorney

Texas Justice Court Training Center

701 Brazos Street, Suite 710

Austin, Texas 78701

512-347-9927

rogerr@tjctc.org

bronsont@tjctc.org

This Page Intentionally Left Blank

MUNICIPAL TRAFFIC SAFETY INITIATIVES (MTSI)

Target

The Texas Municipal Courts Education Center's (TMCEC) grant, Municipal Traffic Safety Initiatives (MTSI) was designed to bring traffic safety to the forefront of awareness and implementation by municipal courts and to help them embrace the concept of transforming traffic safety into a local priority.

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

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

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

To increase public education and information campaigns

Program Area

Alcohol and Other Drugs

Problem Statement:

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

Objectives

- (1) Train 1,073 municipal judges.
- (2) Offer 9 (nine) regional seminars.
- (3) Offer 6 (six) traffic safety courses at each regional seminar for a total of 54.
- (4) Prepare 48 TMCEC newsletter pages on traffic safety.
- (5) Prepare and distribute 872 PI&E packets (speeches, fact sheets, calendars, recommended action steps) to city managers.
- (6) Prepare and distribute 1,250 PI&E packets (speeches, fact sheets, calendars, recommended action steps) to city managers.
- (7) Publish three (3) articles or notices on traffic safety in trade magazines/newsletter of judges, clerk and city officials.
- (8) Add ten (10) pages of links to TMCEC website.
- (9) Prepare/display 24 traffic safety exhibits at city or court-related seminars;
- (10) Distributed 1,000 TxDOT Texas Roadtips
- (11) Train 50 city prosecutors.
- (12) Offer one (1) regional seminar.
- (13) Offer four (4) traffic safety courses at each regional seminar.
- (14) Train 150 court clerks
- (15) Offer five (5) regional seminars.
- (16) Offer one traffic safety course (1) at each regional seminar.

Strategies

A three fold approach was taken to involve Texas municipalities as active participants in the Texas Highway Safety Plan:

- (1) Building upon the TMCEC network, provide training and support materials for a minimum of 1,100 municipal judges, clerks, and prosecutors via presentations, newsletter articles and TMCEC website. Focus on the magistration of offenses particularly impaired driving and the new Texas Driver's Responsibility Program. The approach will be on the NHTSA goals, standards and methodology developed since the late 1990's rather than the "black letter law" approach traditionally used by TMCEC.

- (2) An educational campaign for city managers or mayors of the 894 Texas cities will emphasize the importance of traffic safety as a high priority for their cities and the important role of municipal courts.

Results

The TMCEC trained 1,189 municipal judges at ten (10) regional judicial seminars. There were 54 traffic safety courses offered at these regional judicial seminars.

PI&E packets containing speeches, fact sheets, calendars, and recommended action steps were prepared and distributed to 1,304 municipal judges and to 930 city managers and mayors.

Four feature traffic safety articles were written for judges, clerks and city officials' trade magazines/newsletters that related to quality of life in municipalities. Twenty-nine traffic safety exhibits were provided for city or court related seminars. A traffic safety web site was maintained on issues related directly to municipal courts including three traffic safety related pages with 68 links and 52 TMCEC newsletter pages on traffic safety. These newsletter pages were also put on the TMCEC MTSI website. The list serv established in 2006 continues to be utilized and grow.

The creation of a one page 2007-2008 Municipal Traffic Safety Calendar, that highlighted traffic enforcement dates, assists the municipal courts in knowing when they may receive an increased number of citations.

TMCEC developed traffic safety materials for incorporation into the curriculum for judges' regional conferences as well as courses for the clerks and prosecutor programs. The courses offered to municipal judges were: Older Drivers, Conditions of Bail: DWI and Other Crimes, Custom Deferred Disposition: Orders for At-Risk Drivers, Possession: Care, Custody & Control, Aggressive Driving and Citations: Tickets are for Concerts & Sporting Events. Three hundred and sixty (360) municipal court clerks were trained in the course "Traffic Law and TxDOT Programs".

What the municipal judges, court clerks and prosecutors learned in the classroom was also reinforced by the TMCEC webinar series that offered one hour distance learning via the Internet on "Fatigued and Distracted Drivers" and "The Older Driver".

Collaboration with other TxDOT traffic safety partners has furthered the goals of this grant. Texas Municipal Police Association representatives provided exhibits as well as PI&E materials at the TMCEC school. Eighty-two (82) percent of the MTSI performance measures for 2007 were exceeded.

Cost

Grant: \$158,089

Match: \$ 59,897

Funding Sources:

402

Contact Information

Executive Director Hope Lochridge

Texas Municipal Courts Education Center

1609 Shoal Creek Blvd, Suite 302

Austin, Texas 78701

Phone: 512-320-8274

hope@tmcec.com

TEXAS DWI RESOURCE PROSECUTOR

Target

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

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

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

Objectives

To increase the effectiveness of DWI Prosecution and Adjudications in Texas through a dedicated DWI Resource Prosecutor using increased training, resources, technical assistance and support for Texas Prosecutors and law enforcement handling DWI and DWI-related cases.

Strategies

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

Results

The Texas District & County Attorneys Association (TDCAA) maintained an experienced attorney to serve as the Texas DWI Resource Prosecutor.

The Texas DWI Resource Prosecutor continued to provide technical assistance on DWI-related issues, serve as liaison between prosecutors, TxDOT, NHTSA, and other law enforcement agencies and developed and updated DWI-related content for www.tdcaa.com.

He trained a combined total of 1,244 prosecutors and police officers at regional workshops on DWI related issues.

The DWI Investigation & Prosecution manual was distributed to 2,144 Texas prosecutors. The DWI Investigation and Prosecution Manual, is used by the judiciary and defense across the country.

The Investigation & Prosecution of Intoxication Manslaughter and Intoxication Assault Offenses manual was distributed to 2,114 prosecutors with felony jurisdiction. Not only was this an excellent and useful publication, it was accompanied by a CD with tremendous amounts of helpful accessible data including power points, transcripts, forms charges, motions and trial exhibits. All of these additions are referenced and explained in the publication text. By using this medium TDCAA was able to provide hundreds of pages of materials with the book in a much more usable form.

Twenty-eight case notes and analysis on recent significant DWI-related judicial opinions were prepared and published in the TDCAA's bi-monthly periodical, Report, or for weekly email case law update.

Three articles were prepared for the TDCAA's bi-monthly publication, The Prosecutor. In cooperation with this project, Warren Diepraam, Harris County DA's Office prepared and TDCAA published an article entitled "Anatomy of a DWI no refusal weekend" in the September-October, The Prosecutor periodical. This article chronicled the success of a Harris County blood search warrant initiative. NDAA has requested permission to republish the article in their national publication.

A combined total of 467 prosecutors and police officers were trained at the 2007 TDCAA Intoxication Manslaughter School and Prosecutor Trial Skills Courses. The TDCAA Train-the-Trainer program recruited and trained 34 prosecutors for DWI related programs.

TDCAA has maintained an interactive website rich in DWI material. Prominent on the Web site are the user forums. A great number of DWI issues are discussed by prosecutors across the state; these discussions are monitored by the DWI Resource Prosecutor. The DWI Resource Prosecutor has also provided considerable assistance to Texas Prosecutors and traffic safety partners in tracing and analyzing acts passed in the recent legislative session.

Cost

Grant: \$196,568

Match \$36,473

Funding Source

410

Contact information

Clay Abbott

Texas DWI Resource Prosecutor

Texas District & County Attorneys Association

500 West 12th Street

Suite 100

Austin, Texas 78701

512-474-2436

abbott@tdcaa.com

This Page Intentionally Left Blank

SAFE PRACTICES FOR TRAFFIC INCIDENT RESPONDERS

Target

To train 395 Texas responders in traffic incident safety procedures by 09/30/07.

Program Area

Roadway Safety

Problem Statement

Thousands of traffic incidents occur yearly on Texas roadways. "Traffic incidents have a great effect on the safety of responders and on the mobility of the traveling public using our nation's roadways. They can contribute to responder deaths and injuries, response equipment damage, motorist injuries through secondary crashes, and the cost and time of traffic delay in urban and rural areas.¹" National studies show that 40% of police fatalities occur as a result of traffic incidents.² It has been estimated that secondary incidents make up 14-18% of all crashes, and cause 18% of deaths on freeway.¹³

Quick clearance of the traffic incident is critical: (1) by reducing the incident duration, quick clearance reduces the opportunity for secondary accidents; by restoring the roadway to its full traffic carrying capacity, quick clearance minimizes the congestion that incidents cause.

The Texas Manual on Uniform Traffic Control Devices (TMUTCD) is the standard for traffic control on all public roads in Texas. The revised 2006 edition of the TMUTCD includes the following new requirements concerning traffic incident management: On-scene responders should be trained in safe procedures for accomplishing their tasks in and near traffic, and responders should initiate procedures to have the appropriate temporary traffic controls set up. Responders include law enforcement, fire and rescue, emergency medical (EMS), and public works traffic control personnel. A lack of this necessary training may contribute to needless fatalities and injuries resulting from improper actions at traffic incident sites.

REFERENCES:

¹ Proceedings – National Conference on Traffic Incident Management, Transportation Research Board, U. S. Dept. of Transportation, June, 2002.

² National Law Enforcement Officers Memorial Fund, 2005

³ Census of Fatal Occupational Injuries, Table A-6, Bureau of Labor Statistics, 2003

Objectives

To train 395 Texas public agency personnel in traffic incident safety procedures which includes the following: (1) Conduct the 12-hour full scale "Traffic Incident Safety Workshop" a minimum of 3 times and train a minimum of 75 emergency responders; and (2) Conduct the Safe Practices for Traffic Incident Responders course a minimum of 16 times and train a minimum of 320 emergency responders.

Strategy

TEEX conducted training in the following courses, in which on-scene responders from different disciplines (law enforcement, fire control, EMS, & traffic control) trained together. Traffic incident management is a responsibility shared by these disciplines. They have unique cultures, and joint training fosters effective communications and a sense of cooperation.

Three 12-hour **Traffic Incident Safety Workshops** (to a min. of 75 responders) included a combination of classroom activities combined with live, full scale, day and night, training exercises using police vehicles, fire trucks, EMS vehicles, and tow trucks operating on a former Air Force runway at the Texas A & M Riverside Campus in Bryan. The runway was striped with pavement markings to simulate a highway, and full scale traffic control setups were operated.

The sixteen 8-hour **Safe Practices for Traffic Incident Responders** courses (to a minimum. of 320 responders) in communities throughout Texas were co-taught by three instructors (specialists in law enforcement, fire services and traffic control). The course featured both classroom activities and parking lot exercises. The parking lot exercises provided small scale demonstrations of safe traffic incident management practices using fire trucks, police vehicles, EMS vehicles and traffic control devices.

The following topics were included in both courses: Basic traffic incident; management standards and guidelines; Benefits of quick clearance of incidents; Emergency vehicle positioning at the incident scene; Application of temporary traffic control concepts from the TMUTCD; Emergency vehicle visibility and lighting; Personal protection for responders; and Multiple agency pre-planning for occurrences of traffic incidents

Results

It was anticipated that 395 responders would be trained. In fact, 824 responders were trained, over double the amount anticipated. The below table summarizes the results.

There was a large, unanticipated training demand from rural and small community fire departments, many of which are staffed with volunteers. In addition to normal fire services and EMT duties, these rural and small community fire departments have a significant, front-line responsibility for handling traffic incidents on state highways in rural areas. This training was much needed by these rural and small community fire departments,.

	Total	Goal
Conduct 12-hour "Traffic Incident Safety Workshops	4	3
Train a minimum of 75 emergency Responders	180	75

Conduct 8-hour classroom – “Safe Practices for Traffic Incident Responders”	23	16
Train a minimum of 320 emergency Responders in “Safe practices for Traffic Incident Responders	644	320

Cost

Grant: \$200,000.

Match \$144,905

Funding Source

402

Contact information

Howard McCann, P. E., Program Manager (979-458-1249)

Texas Engineering Extension Service (TEEX)

Texas A & M University System

301 Tarrow

College Station, Texas 77840-7896

This Page Intentionally Left Blank

TEXANS IN MOTION - "KIDS IN SAFETY SEATS" PROJECT

Target

To conduct a comprehensive approach to increase child passenger safety education and proper restraint of children in the rural areas; to reduce the childhood injuries and fatalities due to motor vehicle collisions in the (11) TxDOT Austin District counties of Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson.

Program Area

Occupant Protection

Problem Statement

Texas law requires children under age 5 and less than 36" tall be restrained in child safety seats (CSS's), yet some drivers disregard the law either by choice or lack of education. Others, appearing to comply, put their children at risk through misuse, improper installation, loose harness straps, using inappropriate seats or by using adult seatbelts. While numerous opportunities exist for CSS education & training in the urban area around Austin (hospitals, health departments, etc) the rural communities have little, if any resources, assistance or training for installing and using appropriate child safety restraints.

Objectives

1. Conduct a minimum of (1) CSS check-up event in each target county;
2. Assist with a minimum of (6) CSS events in each target county and assist partners in contiguous counties outside the Austin District as requested;
3. Conduct a minimum of (30) fitting stations throughout (6) target counties: Bastrop, Burnet, Caldwell, Hays, Travis and Williamson;
4. Assist with a minimum of (30) fitting stations throughout the (11) target counties and assist partners in contiguous counties outside the Austin District as requested;
5. Establish a minimum of (2) permanent fitting stations – one in Hays, one in Williamson;
6. Conduct pre and post windshield surveys in each county;
7. Conduct (1) 32-hour CPS Certification Course to a minimum of 10 participants;
8. Construct (1) Roll-over Convincer to demonstrate roll-over collisions;

9. Participate in community events, distribute educational materials and increase support/involvement in child passenger safety in the target counties.

Strategies

Conduct pre and post CPS surveys; partner with local communities to determine CPS education & training needed; identify sites for CPS activities; conduct and assist with fitting stations, check-up events and safety seat distribution; recruit EMS, fire department and law enforcement personnel to participate and community volunteers to assist with events; prepare and distribute educational packets, materials; conduct outreach for presentations and training opportunities; conduct the 32-hour CPS Certification Course and graduate new technicians; work with local partners to construct a roll-over convincer; collaborate with the media for press events, news releases and articles to maximize educational efforts.

Results

A total of 1,687 child safety seats were checked at TIM-KISS sponsored events with 686 children receiving new safety restraints. With the assistance of volunteers and partnerships with area law enforcement agencies and EMS, (11) check-up events and (35) fitting stations were conducted; an additional (27) events were supported with staff & materials. Permanent fitting stations were established in Kyle (Hays County) and in Georgetown, Round Rock and Taylor (Williamson County). Over 50,000 pieces of print literature, incentives and videos were utilized to educate individuals on CPS; nearly 1,500 caregivers were educated on proper selection, installation and use of child safety restraints; (19) new technicians attended the 32-hour technician course. Construction began on the roll-over and during this time, grant staff conducted demonstrations in (3) target counties using a borrowed convincer. The following are the year-to-date results:

	Total	Target
New PI&E materials developed	1	1
PI&E materials distributed	52,418	50,000
Community events (booths, safety events) participated in:	14	11
CPS educational trainings for caregivers, childcare providers, etc.	6	4
Volunteers trained for fitting stations/check-up events/phone calls	100	6
Volunteers utilized in for grant activities	370	36
Child safety seat check up events conducted (Fredericksburg 9/13) Mason (9/15) and Round Rock (9/29)	11	11

Child safety seat check up events assisted with (National Instruments-Safe Riders (9/19)	6	6
Permanent fitting stations established	4	2
Fitting stations conducted (TCSO 9/5, MFAEMS 9/19)	35	30
Fitting stations assisted with Safe Kids (9/20), Luling EMS (9/20), COA (9/21)and SafeRiders (9/24)	21	30
Child safety seats checked at events (includes 2 office installs and the 69 distributed seats distributed)	1,687	500
Child safety seats distributed	686	600
Local, state and national OP campaigns participated in	4	2
CPS Technician Certification/Recertification Courses hosted	1	1
CPS Technician/Instructor Certifications obtained/renewed	17	3
Task Force Meetings Attended	11	12
Community groups involved in child safety seat education activities	90	18
People receiving education at check-ups and fitting stations	1,494	500
Roll-over convincer demonstrations held:	4	4
Agencies/organizations contacted for data (All 11 Sheriff's in grant counties, RRPD, SMPD, Bastrop DPS and DPS Headquarters)	15	11
Children observed to determine restraint use/nonuse	2,151	350
Restraint use/nonuse surveys conducted in grant counties	26	11

Cost

Grant: \$138,829 (78.99%)

Match \$36,929 (21.01%) ** only 10% was required

Funding Source

402

Contact information

Ms. Shelly Zapp, Project Director

2317 Riddle Road

Austin, Texas 78748

512-291-9844

shelly@texansinmotion.net

TRAVIS COUNTY - COMPREHENSIVE UNDERAGE DRINKING PREVENTION PROGRAM

Target

To conduct a comprehensive underage drinking education/prevention program (UDPP) in Travis County to reduce the number of alcohol-related crashes, injuries and fatalities of youth (drivers and passengers) under age 21. Provide technical assistance and train-the-trainer opportunities for the contiguous counties of Hays and Travis, other communities and agencies across Texas or other states.

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

In 2004, the Texas Governor's Office identified Travis County as one of seven high-risk counties for alcohol-related motor vehicle fatalities. Underage youth are attracted to the area (Travis, Hays and Williamson Counties) by higher education opportunities, recreation activities and the City of Austin's entertainment venues. The 11th annual Back-to-School Survey reports youth readily purchase alcohol, have it provided by an adult and that almost 1/2 of the teens attend & drink at house parties where parents are present. According to the Travis County 2001 Community Action Network (CAN) Assessment Report "Prevention strategies help the children of Travis County resist the use of substances. Children and adolescents are especially vulnerable to substance abuse and dependence. Considering the early age at which many students begin experimenting with substances (average age of first use is 12.4) prevention efforts must start early, definitely before the age of 21." The CAN as well as County officials identified underage drinking and driving as a significant community traffic safety problem.

Objectives

1. Conduct "Why Risk It" educational presentations to high school age youth;
2. Conduct "Busted" presentations to 'tween' and 6th through 8th grade youth;
3. Participate in community events, conduct task force meetings and conduct a comprehensive PI&E program to include media & distribution of educational materials;
4. Collect and report monthly statistics for MIP, DWI arrests, crashes, offenses, injuries and fatalities for youth under 21 years of age;
5. Expand the UDPP outreach, education & prevention efforts outside of Travis County;

Strategies

Contact local schools, community centers, PTA's, parent and youth groups for educational presentations; conduct pre & post presentation surveys; identify and participate in school & local community events, health fairs, employer initiatives; support state & national campaigns; work with local universities & colleges for UDPP efforts; maintain database of task force members, schedule task force meetings & speakers, collaborate with other entities; utilize print & broadcast media, the internet, public access TV for PI&E outreach; produce the "Youth and Alcohol" show with TCTV; submit press releases, conduct media events and distribute PI&E materials.

Results

All performance measures were not only met but well exceeded as evidenced below:

Measure	Total	Goal
a. Monthly statistics collected for each county	37 TC	12 TC
	16 WC	12 WC
	14 HC	12 HC
b. Number of task force meetings held	7	5
c. Number of law enforcement, judiciary, and health contacts	160	50
d. Number of community events attended in each county	109 TC	25 TC
	15 WC	5 WC
	7 HC	5HC
e. Number of "Why Risk It?" presentations (HS level) in Travis County	175	150
f. Number of "Busted!" presentations (MS level) in Travis County	256	225
g. Number of "Why Risk It?" presentations (HS level) in Williamson County	12	10
h. Number of "Busted!" presentations (MS level) in Williamson County	35	25
i. Number of "Why Risk It?" presentations (HS level) in Hays County	16	10
j. Number of "Busted!" presentations (MS level) in Hays County	31	25

k. Number of additional underage drinking and driving presentations conducted	27	15
l. Number of local, state or national PI&E campaigns participated in	21	15
m. Number of new outreach efforts	40	6
n. Number of meetings attended to explore innovative methods to combat underage drinking	145	15
o. Number of additional counties served	11	2
p. Number of media exposures, i.e. news releases, interviews, PSA's and television shows	104	25
q. Number of materials distributed	113,684	70,000
r. Number of people reached	30,409	20,000
s. Number of TCTV "Focus" shows conducted	5	5
t. Number of schools contacted for presentations	313	80

Additional "noteworthy" elements for FY07 include: invitation to be a speaker at the National Lifesavers Conference and at the 7th annual Austin Police Department Networking Conference; support from all local enforcement agencies, DPS and TABC; contribution of over 504 volunteer hours from individuals to assist with the demand for presentations and representation at community events, etc.

Cost

Grant: \$159,432 (64.53%)

Match \$87,650 (35.47%) ** only 10% was required

Funding Source

410

Contact information

Ms. Gloria Souhami, Project Director

P.O. Box 1748

Austin, Texas 78767

512-854-4229

gloria.souhami@co.travis.tx.us

TEXAS DRIVER EDUCATION & BEHAVIOR

Target

To increase occupant restraint use in all passenger vehicles and trucks

Program Area

Occupant Protection—05

Problem Statement

The news story for the 2007 *Click It or Ticket* effort highlighted the fact that while statewide safety belt usage rates exceeded 90 percent during 2006, the State of Texas set its sights even higher for 2007: this year's Highway Safety Performance Plan called for safety belt usage rates of 91.8 percent. Additionally, funding and subsequent match requirements were higher than ever. TxDOT's Traffic Safety Section challenged Sherry Matthews Marketing to deliver more than \$2.7 million worth of value for its \$2.7 million investment.

TxDOT spent \$2.5 million to buy paid media to spread the message to 'click it or get a ticket'. Yet even with a substantial investment in paid media, after six years of *Click It or Ticket*, TxDOT faced a Texas-sized challenge: to get the attention of the media on a story that's been told over and over again. TxDOT has long known there's no better way to engage the media and the public than to combine heavy paid media with aggressive public relations efforts—and to do it with a splash.

Objectives

The goals for the 2007 *Click It or Ticket* campaign were clear and simple: To inform Texans about *Click It or Ticket* enforcement and the 2007 goal of 91.8 percent usage; to reiterate the importance of buckling up and using proper child passenger safety restraints; to secure much-needed earned media value required by funding levels; and to cast TxDOT in a positive light by illuminating the lengths to which it will go to preserve the safety of all Texans.

Strategies

Media hounds love stories with a regional angle, and TxDOT supplied these through regionally focused *Click It or Ticket* events. From north to south to east to west, eight iconic Texas landmarks across the state were identified and they were emblazoned with the *Click It or Ticket* message: the famed Cadillac Ranch outside Amarillo; a riverboat on Austin's Lady Bird Lake; a sweeping West Texas vista on El Paso's Scenic Drive; the Longhorn stockyards of Fort Worth; a high school 'Friday Night Lights' football field in Midland; the San Jacinto Monument outside Houston; and the Rose Gardens of Tyler. The Texas tour ended at the world-famous Alamo, a symbol of liberty, courage and heroism, where TxDOT launched this colossal undertaking.

Results

Thanks to the combined efforts of TxDOT's state and district offices, Texas achieved a record high safety belt use rate of 91.83 percent—up 1.39 percentage points from 2006.

Since *Click It or Ticket* began in Texas in 2002, these efforts have moved the needle nearly 15.73 percentage points from 76.1 percent to 91.83 percent safety belt usage. That calculates to more than 1,600 lives saved and 37,000 injuries prevented since *Click It or Ticket* began—saving the State of Texas and its citizens more than \$6.65 billion in taxes, insurance premiums, medical care, property damage, lost productivity and travel delays.

This year, Texans were exposed to news stories generated by *Click It or Ticket* an estimated 31 million times—including audiences who saw twelve stories that reached CNN and MSNBC. These efforts garnered a public relations value estimated at nearly \$2 million.

Combined with the \$2.3 million in added value opportunities and in-kind donations from TV and radio stations and websites, the 2007 *Click It or Ticket* public education campaign garnered more than \$4.3 million of value for TxDOT's Traffic Safety Section.

Cost

\$2,735,000 (\$265,000 on earned media efforts, \$2,470,000 on paid media)

Match \$4,300,000 (This represents a 6-to-1 return on investment and exceeds the required match amount by \$1.57 million.)

Funding Source

Combination of 405 and 406 fund sources

Contact information

Dannah Peck

Account Supervisor

Sherry Matthews Advocacy Marketing

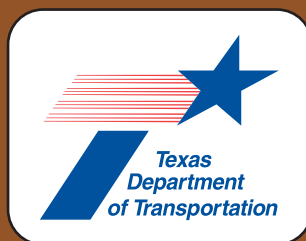
200 S. Congress Ave

Austin, Texas 78701

512-478-4397

dannahp@sherrymatthews.com

This Page Intentionally Left Blank



125 East 11th Street, Austin, TX 78701
www.txdot.gov

Copies of this publication have been deposited with the Texas State Library in compliance with the State Depository Law.

Produced by the Traffic Operations Division, Traffic Safety Section.
Cover designed and report printed by the General Services Division.

Texas Department of Transportation

February 2008