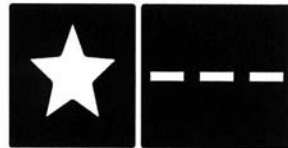




TEXAS HIGHWAY SAFETY PERFORMANCE PLAN for Fiscal Year 2008



Save a Life™

PREPARED BY
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TABLE OF CONTENTS

INTRODUCTION	5
THE TEXAS HIGHWAY SAFETY PLANNING PROCESS	7
TRAFFIC SAFETY PROCESS	9
TRAFFIC SAFETY PROGRAM	11
TRAFFIC SAFETY SECTION	23
MISSION STATEMENT	25
EXECUTIVE SUMMARY	27
LEGISLATIVE ISSUES	29
PERFORMANCE PLAN	41
PROBLEM IDENTIFICATION	43
SET PERFORMANCE GOALS	47
PRIORITIZE PROGRAMS AND STRATEGIES	93
HIGHWAY SAFETY PLAN	95
PLANNING AND ADMINISTRATION PROGRAM AREA – 01	97
ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM AREA - 02	101
EMERGENCY MEDICAL SERVICES PROGRAM AREA - 03	113
MOTORCYCLE SAFETY PROGRAM AREA – 04	117
OCCUPANT PROTECTION PROGRAM AREA - 05	121
PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA - 06.....	127
POLICE TRAFFIC SERVICES PROGRAM AREA - 07.....	131
SPEED CONTROL PROGRAM AREA - 08	135
TRAFFIC RECORDS PROGRAM AREA - 09	137
DRIVER EDUCATION AND BEHAVIOR PROGRAM AREA - 10	141
RAILROAD / HIGHWAY CROSSING PROGRAM AREA - 11	147
ROADWAY SAFETY PROGRAM AREA - 12.....	149
SAFE COMMUNITIES PROGRAM AREA – 13	153
SCHOOL BUS PROGRAM AREA – 14.....	157
CERTIFICATIONS AND ASSURANCES	159
PROGRAM COST SUMMARY	167
GLOSSARY	171

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INTRODUCTION

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THE TEXAS HIGHWAY SAFETY PLANNING PROCESS

This Performance Plan contains the goals, strategies, performance measures and objectives Texas has set for fiscal year 2008. It is provided as part of the State of Texas' application for FY 2008 federal highway safety funds. Consistent with the requirements for the application for these funds, the FY 2008 Performance Plan contains:

- A brief description of the processes used by Texas to identify its highway safety problems, establish its proposed measurable performance goals, and develop the programs/projects in the FY 2008 Texas Highway Safety Performance Plan (HSPP) that are designed to address highway safety problems in Texas.
- The highway safety goals established through the processes noted above, including target dates for attaining the goals and the performance measures used to track progress toward each goal relative to the baseline status of each measure. In addition, the Performance Plan lists other program goals for each of the Texas Traffic Safety Program's Program Areas, specifies the strategies employed to accomplish the goals, and reports the status of the performance measures based on the most current data.

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

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TRAFFIC SAFETY PROCESS

Traffic Safety Process

Planning Processes

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

Financial Processing Processes

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

Development Processes

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

Monitoring Processes

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

Coordination Processes

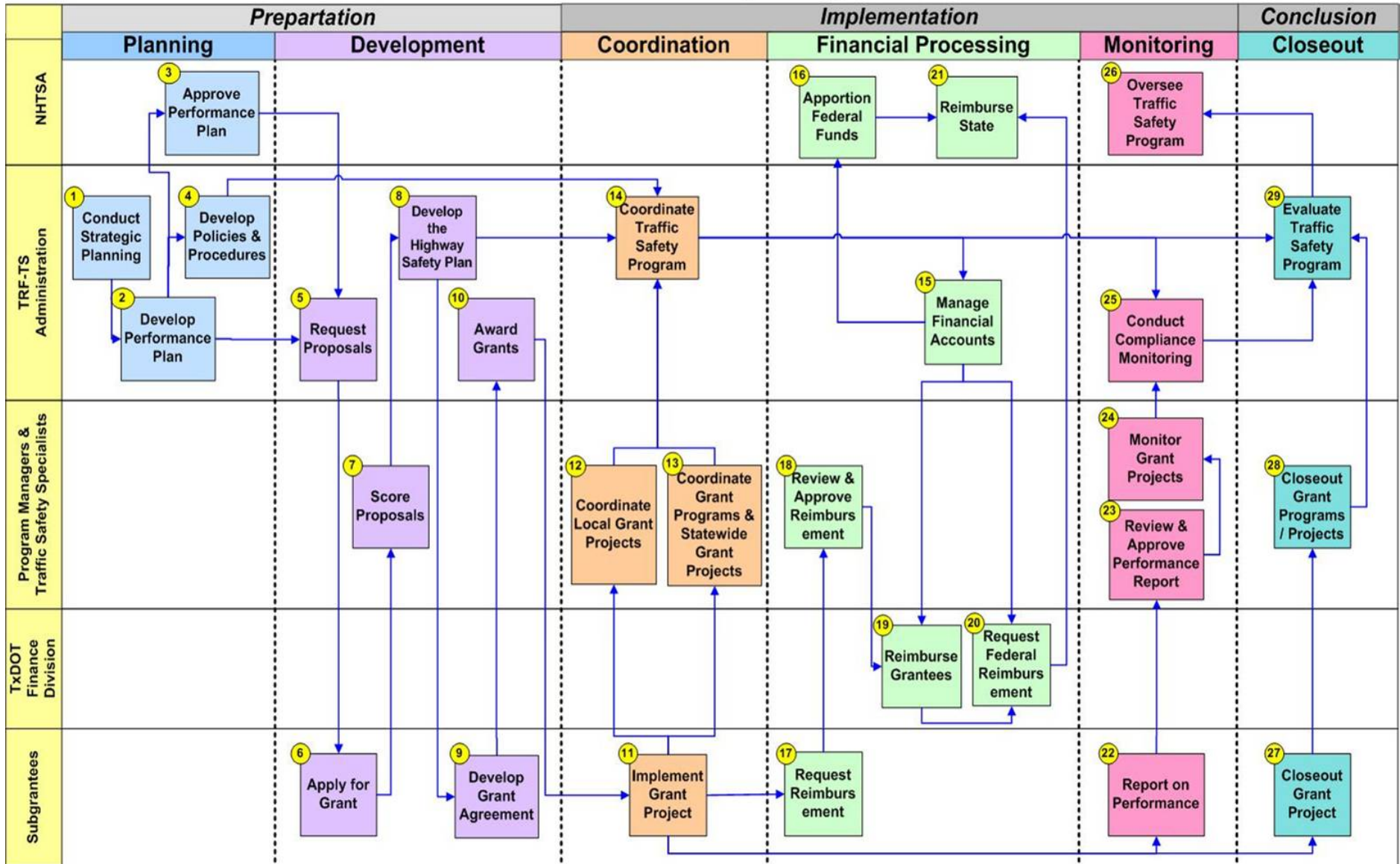
- Implement Grant Project
- Coordinate Local Grant Projects
- Coordinate Grant Programs & Statewide Grant Projects
- Coordinate Traffic Safety Program

Closeout Processes

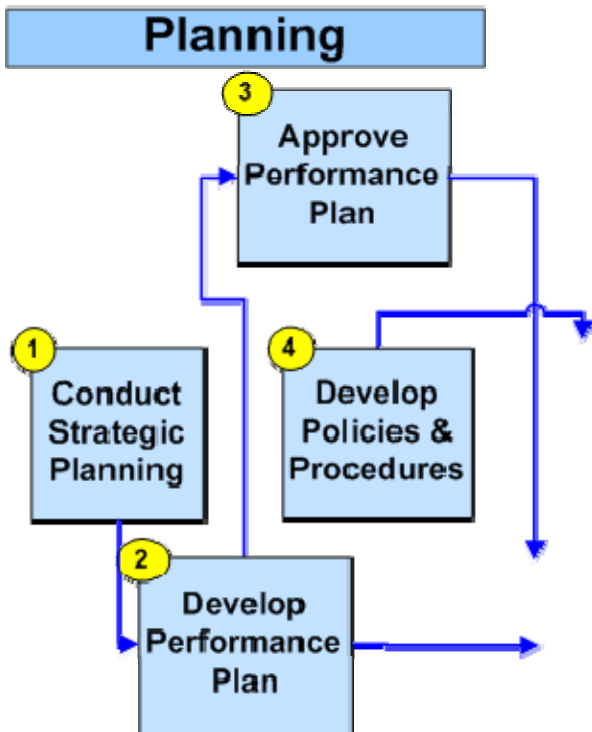
- Closeout Grant Project
- Closeout Grant Programs/Projects
- Evaluate Traffic Safety Program

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Traffic Safety Program



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



Planning

Conduct Strategic Planning

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

Develop Performance Plan

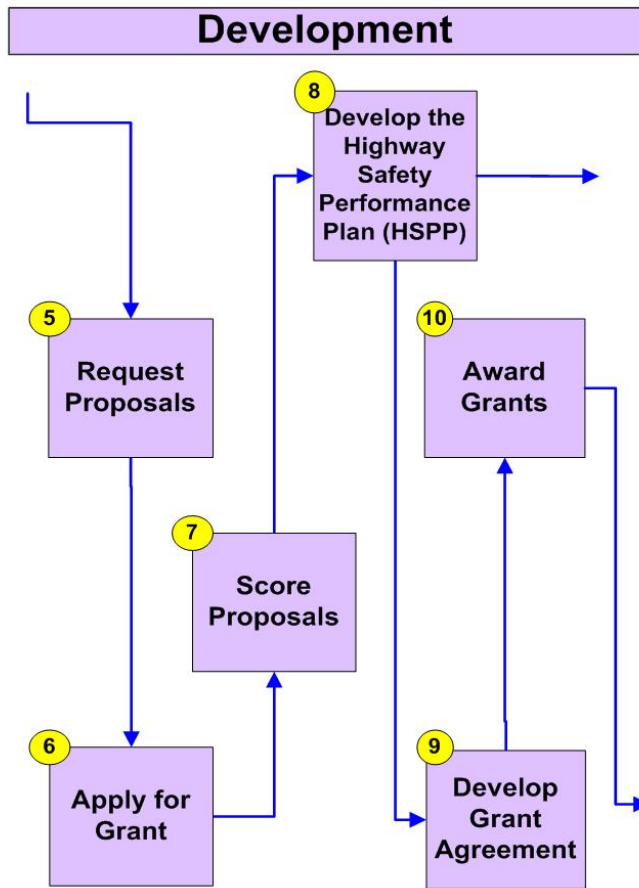
The TRF-TS Planner coordinates the performance planning processes for the Traffic Safety Program. This involves an annual Performance Plan that details the priority traffic safety performance goals for the coming year. This plan is created through a process that includes input from the program managers,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

Approve Performance Plan

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

Develop Policies & Procedures

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



Development

Request Proposals

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

Apply for Grant

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

Score Proposals

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

creation of the RFP is used to score each project against a number of selected criteria that are based on each element of the project proposal. After scoring all the projects, the scores are automatically generated by eGrants based on the individual scores for the given proposal. Priorities are assigned based on point scores, rankings, and the estimated amount of federal dollars that will be available for the HSP for the coming fiscal year.

Develop the Highway Safety Performance Plan

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

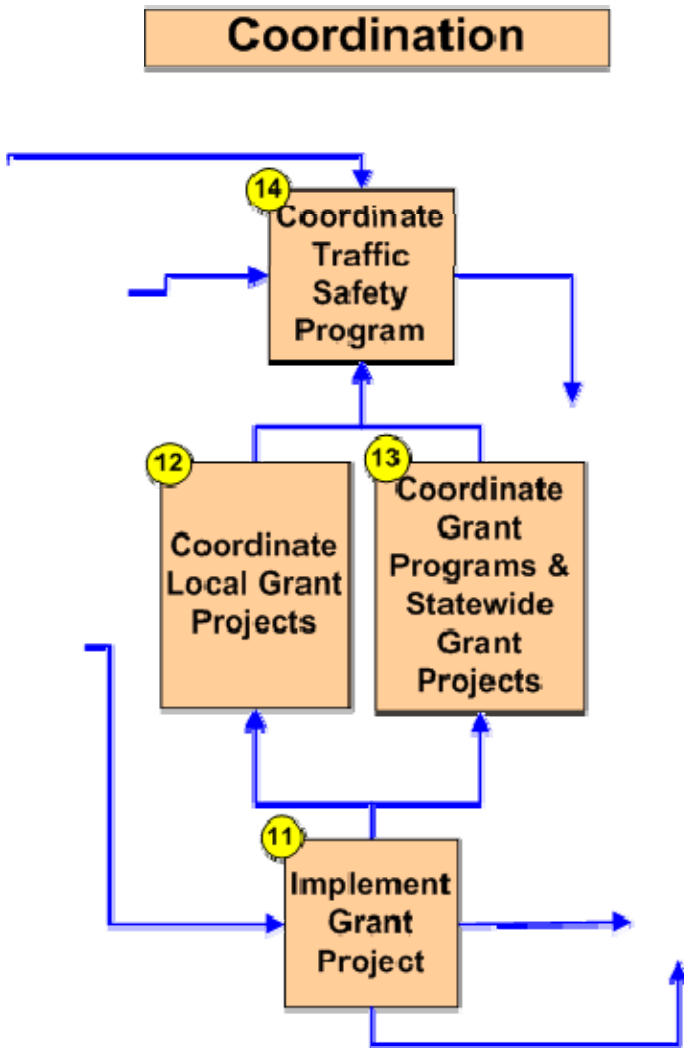
The Certification Statement provides formal assurances regarding the state's compliance with applicable laws and regulations and with financial and programmatic requirements pertaining to the federal grant. The Certification Statement is signed by the Governor's Highway Safety Representative and submitted to NHTSA.

Develop Grant Agreement

After the Transportation Commission approves the Highway Safety Performance Plan (HSPP), the Traffic Operations Division's Traffic Safety Section (TRF-TS) sends the districts a list of projects authorized for funding in each district (the "approved project list"). The grant agreements for approved projects are generated automatically by eGrants. Proposers of selected projects are now "subgrantees". The subgrantees print out and sign the agreements, then send it back to TRF-TS to for the signature of the TRF Division Director if their project is \$100,000 or greater. Projects less than \$100,000 are signed by the District Engineer.

Award Grants

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



Coordination

Implement Grant Project

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

Coordinate Local Grant Projects

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

Coordinate Grant Programs & Statewide Grant Projects

The TRF Program Managers manage the statewide grant programs.

Coordinate Traffic Safety Program

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

Financial Processing

Manage Financial Accounts

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

Apportion Federal Funds

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

Review & Approve Reimbursement

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

Reimburse Subgrantee

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

Reimburse Subgrantee

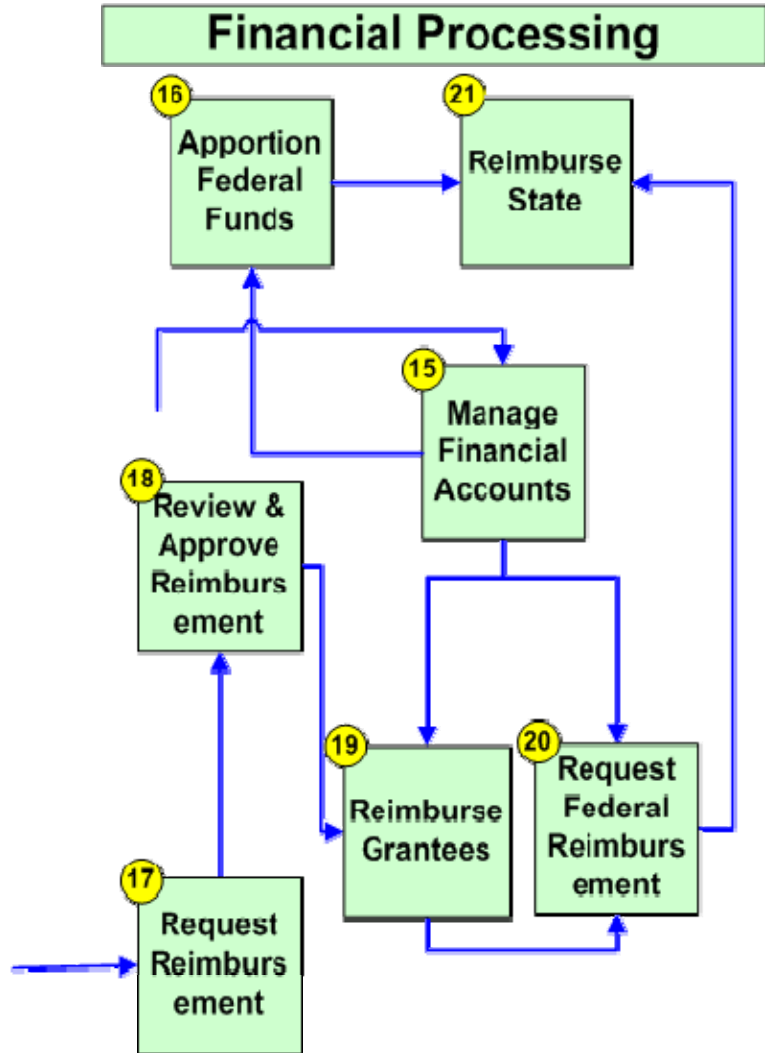
Finance Division receives RFRs and approvals from the Program Manager or Traffic Safety Specialist. After reviewing the information for completeness and accuracy, they then enter the information in FIMS and create a transaction to the Comptroller Office to send a warrant or direct deposit to the subgrantee.

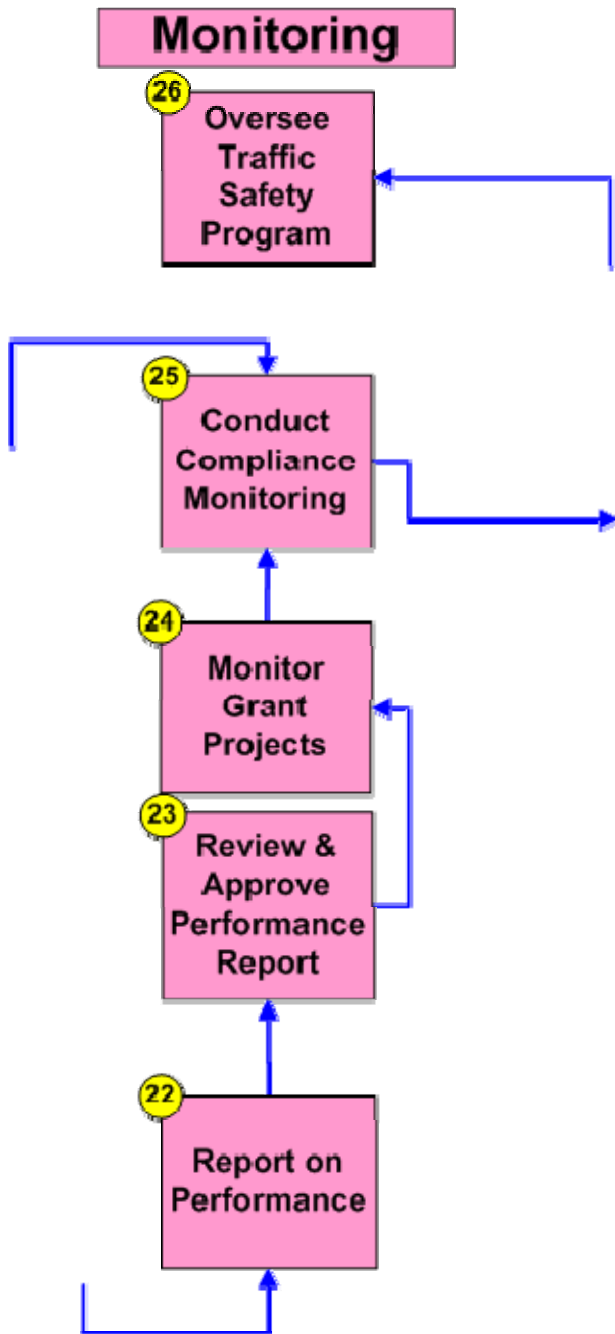
Request Federal Reimbursement

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

Reimburse State

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





Monitoring

Report on Performance

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

Review & Approve Performance Report

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

Monitor Grant Projects

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

Conduct Compliance Monitoring

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

Oversee Traffic Safety Program

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

Closeout

Closeout Grant Project

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

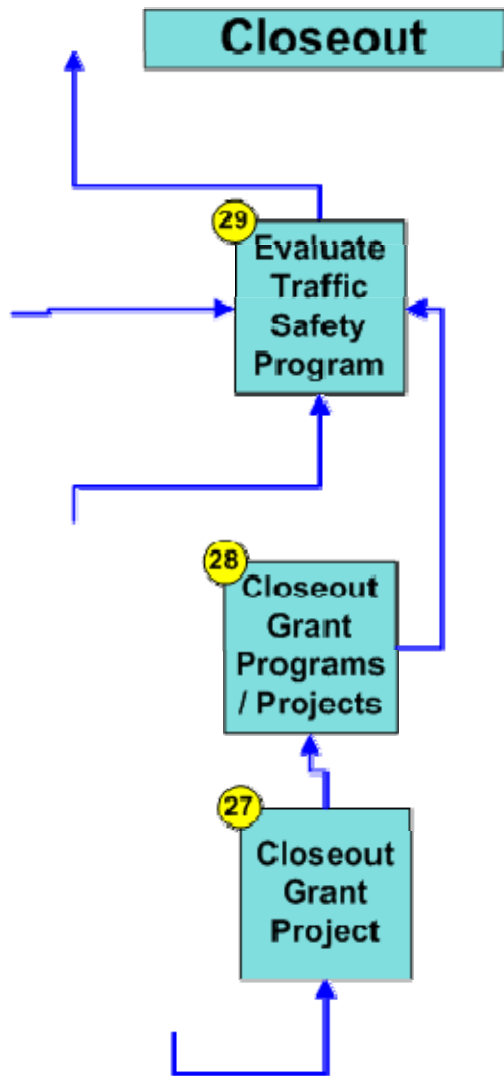
Closeout Grant Programs / Projects

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

Evaluate Grant Programs

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

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



FY2008

HSPP PLANNING CALENDAR

ACTIVITY	COMPLETION DATE	RESPONSIBLE
1. Submit FY 2008 HSPP project proposal announcement to Office of General Counsel (OGC) for Texas Register publication	December 11, 2006	Planner
2. Annual Report due	December 31, 2007	Planner
3. Texas Register announcement published	January 12, 2007	OGC
4. All FY 2008 Project proposals and STEP Wave applications are due.	March 9, 2007	Planner
5. Proposals Due from TxDOT Districts to TRF-TS	March 9, 2007	TSSs
6. Districts/Division teams review proposals	March 30 to April 13, 2007	TSS/TRF-TS
7. Proposals Scored and remarks entered into eGrants	March 30 to April13, 2007	TSS/TRF-TS
8. Scores and comments consolidated	April 14 to May1, 2007	Planner
9. All proposal comments reviewed	May 2 to 7, 2007	Planner
10. Team comments and scores released to TSS, TRF-TS and state agencies through a system message.	May 8, 2007	Planner
11. Response from scoring team comments due from districts, division, local and state agencies	May 10 to 22, 2007	All
12. Proposal modifications due from districts, division, local and state agencies	May 22, 2007	All
13. Planner meets with each Program Manager to review comments received from proposing agencies.	May 23 to 25, 2007	Planner
14. FY 2008 Funding estimate released	May 25, 2007	Planner
15. Draft project list submitted to Traffic Operations Division (TRF) Director for approval	June 8, 2007	TRF-TS Director
16. Draft Minute Order for July submitted to TRF Director	June 21, 2007	Planner

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

17. Submit final FY 2007 HSP Minute Order to TRF	July 2, 2007	Planner
18. Draft Project List to TSS, TRT-TS	July 2, 2007	Director
19. Commission meets and reviews 2008 HSPP Minute Order	July 26, 2007	Commission
20. Approved project list available to districts and state agencies using a system link.	August 6, 2007	TRF Director
21. Proposals pushed to "Generate Grant" status.	August 6, 2007	TS Director
22. Draft HSPP due	August 9, 2007	Planner
23. Submit electronic copy of FY 2008 HSPP draft to TRF Director, TSSs, PMs, NHTSA, FMCSA and FHWA	August 17, 2007	TS Director
24. HSPP draft submitted to Texas Review and Comment System	August 31, 2007	Planner
25. HSPP submitted to South Central Region of NHTSA for review/approval	August 31, 2007	TS Director
26. Approved FY 2008 HSPP sent to TSSs, PMs and subgrantees	September 30, 2007	TS Director

FY08 - Charge Number Definition

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

FY08 – Charge Number Definition

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

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

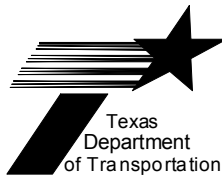
PA - HSP Program Area	
01	Planning and Administration
02	Alcohol and Other Drug Counter Measures
03	Emergency Medical Services
04	Motorcycle Safety
05	Occupant Protection
06	Pedestrian/Bicycle Safety
07	Police Traffic Services
08	Speed Control
09	Traffic Records
10	Driver Education and Behavior
11	Railroad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

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

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

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

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

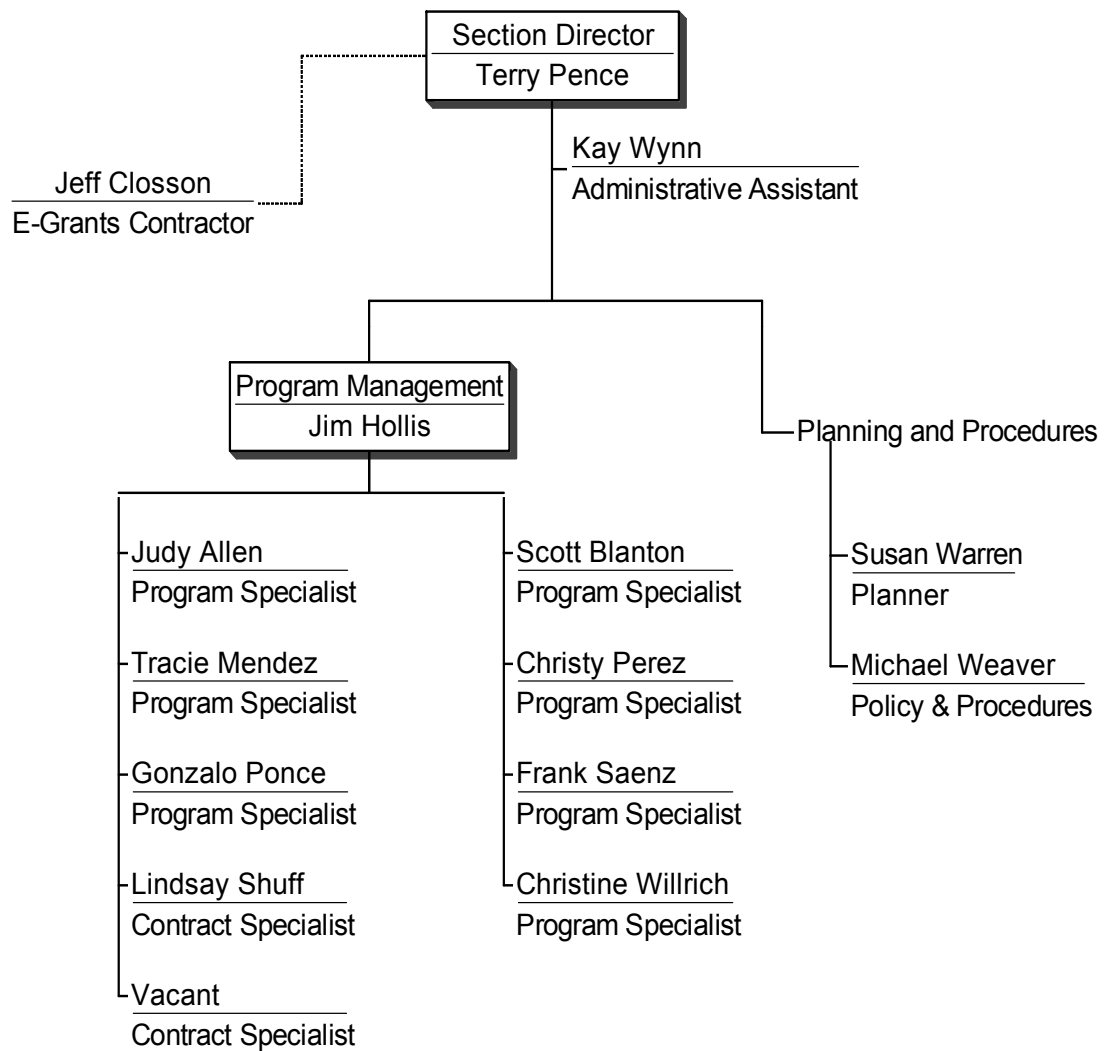


Texas Department of Transportation

Traffic Operations Division

TRAFFIC SAFETY SECTION

August 2007



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MISSION STATEMENT

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

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EXECUTIVE SUMMARY

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

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

The Traffic Safety Program's FY08 budget of \$ 72.3 million will fund 401 projects during the year. Several program highlights include:

- TxDOT implementing an interactive web-based Electronic Grants System (E-Grants) to simplify the grant process for potential subgrantees, beginning with the Request for Proposal and ending with project closeout.
- A Traffic Records Assessment will be conducted to allow management to review Texas' traffic records program. TxDOT will coordinate the assessment process for the state.
- Texas will host the annual premier Traffic Safety Summit which is dedicated to state and law enforcement agencies and other traffic safety partners.
- The Texas Justice Court Training Center's Justice Court Traffic Safety Initiative project will educate justices of the peace (JP) in magistrating the DWI defendant, performing inquests on roadside fatalities and adjudicating juvenile alcohol/traffic defendants. Also, the project will utilize the JP in community outreach to educate the general public regarding drinking and driving and implement a cohesive system of dealing with DWI offenders as a county priority on a statewide basis.
- The Texas Association of Counties' Rural Judges DWI Court project will provide training and education for county elected rural judges to increase the effectiveness of DWI adjudication in Texas by increasing training, technical assistance and support for Texas County judges handling DWI and other traffic safety related cases.
- Texas Transportation Institute (TTI) will implement the Underage Drinking Prevention - Community Action Teams project. Community Action teams will conduct a minimum of four community assessments of underage drinking in high priority locals. These assessments will develop/implement focused strategic action plans in cooperation with local underage drinking coalitions. TTI will work in conjunction with TxDOT & the State Department of Health Services (SDHS) prevention programs. These assessments will directly result in community action plans, commitments, & projects to address identified gaps in existing local activities, policies, and approaches to reduce underage drinking and driving.
- The Texas Municipal Courts Education Center (TMCEC) will conduct a project with the State Bar of Texas entitled Driving on the Right Side of the Road. This project will be developed for use by social studies teachers at the elementary, middle and high school levels and will focus on underage drinking, speeding, safety belts, and child restraints. TMCEC and the Law Related Education Department of the State Bar of Texas will work collaboratively with

judges, court support personnel and teachers to develop a social studies program for grades 4, 7, and high school government classes. Teacher training workshops will be conducted in cooperation with the Education Service Center (ESCs) and/or local school districts.

- The National Safety Council (NSC) will implement a Texas Employer Traffic Safety Program. The program will develop a strong statewide outreach network of Texas employers through involvement in motor vehicle crash prevention focusing on impaired driving, distracted driving, commercial motor vehicles and occupant protection. Employers will join forces with traffic safety partners to reduce the incidence and consequences of crashes in Texas. This project will conduct Train the Trainer Fleet Safety training and a needs assessment survey of Texas employers. Two Commercial Motor Vehicle Roundtables will be conducted to determine educational and safety policy needs.
- Statewide surveys show that safety belt use by drivers and front seat passengers increased to 91.8 % in 2007. Texas children ages 0-4 years were restrained 80.0% in 2006. Texas will continue efforts to increase occupant restraint use in all passenger vehicle and trucks for driver and front seat passengers to 92.5%, for children ages 5-16 to 67.5%, and to achieve occupant restraint use for children ages 0-4 at 82.0% or higher in 2008. An annual statewide safety belt use survey will be conducted in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Texas Transportation Institute (TTI) will implement the Public Education Campaign Materials to Improve Motorist Awareness of Motorcyclists project, in order to increase motorist awareness of motorcyclists. The project will develop campaign promotion and media materials. Additionally, the project will develop a motorist awareness video detailing the safe vehicle driving practices necessary for avoiding injuries to motorcyclists. These videos will be distributed to driver education courses, defensive driving classes, and be used to support speakers who conduct safety-related presentations.
- Texas will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including: National law enforcement mobilizations and sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
- Texas will continue to develop and implement the statewide data system CRIS, which will provide timely and effective data analysis to support allocation of highway safety resources.

LEGISLATIVE ISSUES

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.

There were also several bills passed during this legislative session that affect other Codes that are related to traffic safety, their impact may be reserved to training or procedural changes. These bills address issues such as, but not limited to, where community service is performed as condition of a deferral from a traffic offense, conditions related to the waiving of counsel, and handling of information related to criminal records. These types of legislative changes will be handled through technical assistance activities provided through TxDOT projects which educate law enforcement, prosecutors, judges, and other traffic safety professionals.

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 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 prohibits hours.

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.

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.

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 waive 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 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 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 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.

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 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 DCL.

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 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 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 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 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 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 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 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 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 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 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 manufactures 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.

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 an 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 3692 Family Violence

Effective January 1, 2008, contingent on voter approval of a constitutional amendment proposed by House Joint Resolution 6. 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 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 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.

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 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.

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 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 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 enforcement compliance with posted speed limits. This bill requires the attorney general to enforce this Act, and defines "automated traffic control system."

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 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 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 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 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.

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.

PERFORMANCE PLAN

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PROBLEM IDENTIFICATION

TxDOT plans with multiple agencies in identifying Texas Traffic Safety problems. Agencies that assist in problem identification include the following: AAA-Texas, AARP, MADD-Texas, Texas Department of Public Safety (TxDPS), Texas Department of State Health Services (DSHS), Texas Transportation Institute (TTI), Texas Cooperative Extension (TCE), Texas Engineering Extension Service (TEEX), Texas Bicycle Coalition (TBC), and the NHTSA South Central Region. These agencies helped to establish the goals, strategies, and objectives for the program.

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

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

- Impaired Driving – There were 1,569 alcohol related fatalities in 2005 (FARS) in Texas. Forty-five percent (45%) of fatalities in 2005 were alcohol related (FARS). (see Table 2)
- Safety Belts – Safety belt usage reached 91.8% in 2007 (TTI statewide survey) for front seat drivers and passengers. Children are restrained at a much lower rate than adults. Usage for children ages 0-4 was 80.0% in 2006. The lowest usage rate was for children ages 5-16, with a 48.3% usage rate in 2006 (TTI School age Children Survey in eighteen Texas Cities)
- Motorcycles – Motorcycle fatalities have increased following the revision of the Texas motorcycle helmet law in 1997. There were 118 fatalities in 1997 (Texas Accident File) and 360 (FARS) in 2005. Of the 360 fatalities in 2005, 211 (58.6%) were not wearing a helmet and 150 (41.2%) were alcohol related. (see Table 3).
- Speeding - Of the 3,504 crash fatalities in 2005, 1,426 (40.7%) involved driving over the speed limit or too fast for conditions (NHTSA Traffic Safety Facts, 2005)

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

K = at least one person was killed

A = incapacitating injury

B = non-incapacitating injury

C = the most severe injury sustained was a possible injury

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

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

Accident File data are used in a variety of ways to support problem identification at statewide and local levels by both TxDOT and by potential traffic safety program subgrantees. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. **In recent years Texas has experienced extensive backlogs in the coding of Accident Reports – to the degree that the most current certified statewide crash data available is for calendar year 2001. A major effort to rectify this situation through the development and implementation of a new Crash Records Information System (CRIS) has been underway for several years and is in the operational stage. The Crash Records Bureau is currently working on the data backlog. All 2005 records have been entered in into CRIS. The sequence of data entry following 2005, is 2006, 2004 and 2003. In an effort to provide at least a modicum of more current crash information, the tabled crash data and trend information and the performance goal and trend graphical presentations provided here that include only fatal crash or fatality data, have been supplemented with data from FARS through 2005.** It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Accident File are not always in complete agreement. We believe, however, that for the purposes of this report and the on-going planning and evaluation efforts that depend on the most current data available, these differences are tolerable until the new Texas data system is fully operational. Each of the performance goal and trend graphical presentations contains a footnote identifying the sources of the data used for that figure. In addition the, glossary includes a definition/description of each of the performance measures used and the data sources tapped to generate them.

Annual Tracking of Crash and Injury Trends

Since 1991, Texas has presented a series of graphical representations of statewide crash experience trends, with six to ten years¹ of data, in each Annual Report to NHTSA on the Texas Traffic Safety Program. These presentations provided a wide variety crash and casualty information encompassing absolute numbers and mileage-based rates of both crashes and casualties by severity. Over the years, the specific data reported have evolved in response to changing traffic safety priorities at the national level and, at the state level, as result of on-going internal planning efforts within TxDOT's TRF-TS and the formal strategic planning process initiated in 1997. The current measures tracked and reported annually are enumerated in Tables 1 through 3. Application of Crash, Injury and Other Data to Problem Identification

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

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

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

State Demographics Analysis

Texas, the largest state in the contiguous United States, is bounded by Oklahoma (N); Arkansas (NE); Louisiana (E); the Gulf of Mexico (SE); Mexico, (SW); and New Mexico (W). Approximately 790 miles long and 660 miles wide at its most distant points, Texas encompasses 268,581 square miles. Texas' population, 20,851,820 per the 2000 Census, is projected to be 23,614,468 in 2008 (Texas State Data Center). Projections indicate that in 2008, 48.5 percent of the population will be Anglo, 36.3 percent Hispanic, 11.4 percent Black, and 3.8 percent 'other' racial/ethnic groups. About 27% of the population will be less than 18 years-old, 53% will be 20-64, and 10% 65 or older. Texans live in 254 counties that range in projected 2008 population from 65 (Loving) to 3,834,246 (Harris), and in area from Rockwall County's 149 square miles to the 6,193 square miles of Brewster County - equal to the combined area of the states of Connecticut and Rhode Island.

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

Despite vast expanses of low-density population, Texas has more than 200 cities with populations of 10,000 or more. Of these, 51 have populations in excess of 50,000 and 24 have more than 100,000 residents. In 2006, there were 20,059,065 registered vehicles in the state (TxDOT: *Fast Facts and Info 2007*). Licensed drivers numbered 14,659,390 in 2005 (FHWA: *Highway Statistics 2005*). Of these, 6.4% (943,453) were under 21 years old (with 230,013 under 18) and 12.3% were 65 or older. There are 79,696 centerline miles of state-maintained roadways, including 3,233 miles of Interstate highways, 12,101 miles of US highways and 16,273 miles of Texas State highways. Another 40,988 miles on the state system are designated as Farm or Ranch to Market roads. In addition to the state-maintained roads, there are more than 222,000 miles of city and county-maintained streets and highways. The average daily vehicle miles traveled (VMT) on state-maintained highways is 477.8 million miles. The average daily VMT on all roadways in the state is 641.7 million miles. The average annual VMT on state-maintained highways is 174.4 billion miles (234.2 billion on all state roadways). While only 26 percent of roadways in Texas are state-maintained, 74 percent of all VMT occurs on state-maintained highways (TxDOT: *Pocket Facts 2007*).

SET PERFORMANCE GOALS

As an outgrowth of the strategic planning process, Texas developed 18 specific goals for the traffic safety program, 76 specific strategies, and 31 specific performance measures. Objectives have been established for all 31 performance measures for years 2008 through 2010. These Texas traffic safety goals, strategies, performance measures and objectives for 2008 and 2010 are outlined in Table 1.

Table 2 provides ten years of crash data for the ten “national” performance measures that are reported by all states. Following Table 2, Figures 1-10 illustrate graphically both the actual data points for each performance measure and the linear trend from 1996-2006 for each measure.

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

The Goal Setting Process

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

Objectives and performance measures were subsequently developed by the TRF-TS to improve safety on Texas roadways and reduce the number of crashes, injuries and fatalities. These objectives and performance measures have been included in the FY 2008 Performance Plan. Continuing the effort undertaken at the 1999 planning sessions to provide better correspondence between goals and measures, several modifications and additions were made for the FY 2008 Plan. As a result of these changes, the thirty-one performance measures shown in Table 1 are now established by which progress on eighteen traffic safety goals can be assessed.

The FY 2005-2010 Strategic Plan was developed in the summer of 2003. As part of the strategic planning cycle, program goals and strategies were re-evaluated and modified as needed to make them more consistent with each other and better indicate progress toward those goals. The FY 2005-10 Strategic Plan will be used to develop the HSPPs through FY2008. Through both the formal strategic planning efforts and the on-going management and administration of the Traffic Safety Program, TxDOT will continue to comply with both the letter and the spirit of all state and federal highway safety program requirements. The original plan was to conduct Strategic Planning during June 2006. However, due to the delay in getting more recent Texas crash data, the next strategic planning meeting is scheduled for June 2008. The FY08 HSPP was sent August 29, 2007 for review and comments to the Governor's Texas Review and Comment System (TRACS). Additionally, the HSPP was sent for review to TxDOT District TSSs, TRF Program Managers, TRF Administration as well as the NHTSA South Central Regional Office, Federal Highway Administration (FHWA) and Federal Motor Carrier Safety Agency (FMCSA).

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Table 1. FY 2008 Texas Traffic Safety Goals, Strategies, Performance Measures, and Objectives

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2008 Objective	2010 Objective
<i>Overall State Goal</i>					
To reduce the number of motor vehicle crashes, injuries and fatalities		1: Mileage Death Rate	1.49 fatalities per 100M VMT (2005 FARS)	1.48 fatalities per 100M VMT	1.46 fatalities per 100M VMT
		2: Serious Injury Rate	49.87 serious injuries per 100M VMT	44.32 serious injuries per 100M VMT	41.19 serious injuries per 100M VMT
<i>Planning and Administration Program Area – 01</i>					
To provide effective and efficient management of the Texas Traffic Safety Program	<p>Provide training and assistance for local and statewide traffic safety problem identification.</p> <p>Provide procedures and training on highway safety planning and project development.</p> <p>Ensure availability of program and project management training.</p> <p>Review and update program procedures as needed.</p> <p>Conduct periodic project monitoring and evaluation of traffic safety activities.</p> <p>Perform accurate accounting and efficient reimbursement processing.</p> <p>Maintain coordination of traffic safety efforts and provide technical assistance.</p>	No current quantifiable performance measures or objectives			
<i>Alcohol and Other Drug Countermeasures Program Area – 02</i>					
To reduce the number of DWI-related crashes, injuries, and fatalities	<p>Increase enforcement of DWI laws.</p> <p>Increase sustained enforcement.</p> <p>Increase high visibility enforcement.</p> <p>Improve BAC testing and reporting to the State's crash records information system.</p>	3: Number of Alcohol-related fatalities per 100M VMT (Based on FARS estimates)	0.67 Alcohol-related fatalities per 100M VMT (Based on 2005 FARS estimates)	0.66 Alcohol-related fatalities per 100M VMT (Based on FARS estimates)	0.64 Alcohol-related fatalities per 100M VMT (Based on FARS estimates)

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2008 Objective	2010 Objective
	<p>Improve anti-DWI public information and education campaigns.</p> <p>Increase the number of law enforcement task forces and coordinated enforcement campaigns.</p> <p>Increase training for anti-DWI advocates.</p> <p>Increase intervention efforts.</p>	4: Number of DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	3.12 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT	2.81 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT
To reduce the number of DWI-related crashes where the driver is under age 21	<p>Improve and increase training for law enforcement officers.</p> <p>Improve DWI processing procedures.</p> <p>Develop a DWI and minor in possession tracking system.</p> <p>Improve adjudication of DWI cases through improved training for judges, administrative license revocation judges, and prosecutors, and improved support materials for judges and prosecutors.</p> <p>Improve education programs on alcohol and driving for youth.</p>	5: Number of 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds	86.95 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds	57.64 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds	51.89 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds
	<p>Increase enforcement of driving under the influence by minors laws.</p> <p>Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving.</p> <p>Develop innovative ways and programs to combat underage drinking and driving.</p> <p>Expand "EI Protector" and keep concentration on alcohol.</p>	6: Number of DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.541 DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.477 DWI-related (alcohol or other drugs) fatalities per 100M VMT	0.460 DWI-related (alcohol or other drugs) fatalities per 100M VMT
		7: Number of DWI-related (alcohol or other drugs) serious injuries per 100M VMT	6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT	4.28 DWI-related (alcohol or other drugs) serious injuries per 100M VMT	3.85 DWI-related (alcohol or other drugs) serious injuries per 100M VMT

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2008 Objective	2010 Objective
Emergency Medical Services Program Area - 03					
To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.	To increase the availability of EMS training in rural and frontier areas.	8: EMS response time in rural areas	EMS response time to motor vehicle trauma calls in rural areas reduced to 12.3 minutes (preliminary results - 2004 DSHS)	EMS response time to motor vehicle trauma calls in rural areas reduced to 11.7 minutes	Decrease EMS response time to motor vehicle trauma calls in rural areas to 10.5 minutes
	Increase EMS involvement in local community safety efforts.	9: EMS response time in frontier areas	Average EMS response time to motor vehicle crashes in frontier areas less than 16.8 minutes (preliminary results - 2004 DSHS)	Decrease EMS response time to motor vehicle trauma calls to 14.9 minutes in frontier areas	Decrease EMS response time to motor vehicle trauma calls to 11.0 minutes in frontier areas
Motorcycle Safety Program Area – 04					
To reduce the number of motorcyclist fatalities	<p>Increase enforcement of existing motorcycle helmet law for riders and passengers under 21.</p> <p>Improve public information and education on motorcycle safety, including the value of wearing a helmet.</p> <p>Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.</p> <p>Increase rider education and training</p>	10: Number of motorcyclist fatalities	Motorcyclist fatalities 360 (2005 FARS)	Reduce motorcyclist fatalities to no more than 348	Reduce motorcyclist fatalities to no more than 324
Occupant Protection Program Area – 05					
To increase occupant restraint use in all passenger vehicles and trucks	Increase enforcement of occupant protection laws.	11: Driver and front seat passenger restraint use	91.8 percent (2007)	92.5 percent	94.0 percent
	Increase sustained enforcement	12: Safety belt use rate by children age 5-16	48.3 percent (2006)	67.5 percent	80.0 percent
	<p>Increase high visibility enforcement.</p> <p>Increase public information and education campaigns.</p>	13: Child passenger restraint use rate for children ages 0-4	80.0 percent (2006)	82.0 percent	85.0 percent

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2008 Objective	2010 Objective
	<p>Increase intervention efforts by healthcare professionals, teachers, and all safety advocates</p> <p>Concentrate efforts on historically low use populations.</p> <p>Increase judges' and prosecutors' awareness of safety belt misuse.</p> <p>Increase retention of child passenger safety (CPS) instructors.</p> <p>Increase training opportunities for CPS instructors.</p> <p>Increase EMS/fire department involvement in CPS fitting stations.</p> <p>Maintain CPS seat distribution programs for low income families.</p> <p>Increase occupant protection education and training for law enforcement and judges.</p>				
<i>Pedestrian and Bicyclist Safety Program Area – 06</i>					
To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities	<p>Increase enforcement of traffic laws about bicycle right of way.</p> <p>Increase motorist awareness for sharing the road with bicyclists.</p>	14: Number of motor vehicle-related pedestrian fatalities per 100,000 population	1.86 motor vehicle-related pedestrian fatalities per 100,000 population (2005 FARS)	No more than 1.69 motor vehicle-related pedestrian fatalities per 100,000 population	No more than 1.642 motor vehicle-related pedestrian fatalities per 100,000 population
	<p>Improve bicycle crash data.</p> <p>Increase public information and education efforts on the use of safety equipment.</p> <p>Improve identification of problem areas for pedestrians.</p> <p>Improve pedestrian "walkability" of roads and streets.</p>	15: Number of bicyclist fatalities per 100,000 population	0.204 bicyclist fatalities per 100,000 population (2005 FARS)	0.125 bicyclist fatalities per 100,000 population	0.122 bicyclist fatalities per 100,000 population

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2008 Objective	2010 Objective
	<p>Improve data collection on pedestrian injuries and fatalities.</p> <p>Improve public education and information on pedestrians and "safe walking".</p>				
Police Traffic Services Program Area – 07					
To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes	<p>Increase enforcement of traffic safety-related laws including speed-related.</p> <p>Increase sustained enforcement including speed related laws.</p> <p>Increase public education and information campaigns.</p> <p>Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals.</p>	<p>16: Number of KAB crashes per 100M VMT</p> <p>17: Number of intersection and intersection-related KAB crashes per 100M VMT</p>	<p>36.19 KAB crashes per 100M VMT</p> <p>15.5 intersection and intersection-related KAB crashes per 100M VMT</p>	<p>30.92 KAB crashes per 100M VMT</p> <p>10.2 intersection and intersection-related KAB crashes per 100M VMT</p>	<p>29.69 KAB crashes per 100M VMT</p> <p>9.3 intersection and intersection-related KAB crashes per 100M VMT</p>
To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or greater	<p>Increase public information and education on sharing the road with commercial motor vehicles (CMV).</p> <p>Develop partnerships with CMV industry and trade associations to increase education and training of the general public and drivers.</p> <p>Increase enforcement of commercial motor vehicle speed limits.</p>	18: Number of CMV-involved fatalities per 100M VMT	0.236 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2005 FARS)	No more than 0.179 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR	No more than 0.149 fatalities per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR
		19: Number of CMV-involved fatal crashes	0.192 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR (2005 FARS)	No more than 0.159 fatal crashes per 100M VMT for motor vehicles with 10,000 pounds or greater GVWR	No more than 0.132 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	<p>Identify best practices for speed deterrence when law enforcement is not present.</p> <p>Increase sustained enforcement.</p>	20: Number of speed-related KAB crashes per 100M VMT	11.88 speed-related KAB crashes per 100M VMT	9.98 speed-related KAB crashes per 100M VMT	9.58 speed-related KAB crashes per 100M VMT

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2008 Objective	2010 Objective
Traffic Records Program Area – 09					
To improve the timeliness of, quality of, availability of, and linkages of records between crash data bases	Link Texas Department of State Health Services, Transportation, and Public Safety databases.	21: Days for Crash Records Information System (CRIS) to report crash data after occurrence	Contract signed 10/06 to alleviate backlog of crash data available to TxDOT in excess of 60 months	Crash data available electronically to TxDOT within 60 days of the event	Crash data available electronically within 60 days of the event
	Improve local databases and their ability to electronically transmit crash data to the Department of State Health Services and Public Safety.	22: Days to report local crash data electronically to CRIS after occurrence	Local crash data component being developed in order to report electronically to CRIS no later than 10 days after occurrence (2007)	Local crash data reported electronically to CRIS no later than 10 days after occurrence	Local crash data reported electronically to CRIS no later than 10 days after occurrence
Driver Education and Behavior Program Area - 10					
To increase public knowledge, perception and understanding of traffic safety	Develop and implement public information and education efforts on traffic safety issues. Provide assistance to update the drivers' education curriculum. Conduct and assist local, state and national traffic safety campaigns.	23: Number of people reached with traffic safety messages	20 million people reached with traffic safety messages (2005)	Maintain 20 million people reached with traffic safety messages	Maintain 20 million people reached with traffic safety messages
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	Achieve 177 KAB crashes at railroad/highway crossings	Achieve 173 KAB crashes at railroad/highway crossings
Roadway Safety Program Area – 12					
To reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled	Increase enforcement of traffic safety-related laws in work zones.	24: Number of KAB crashes in work zones per 100M VMT	1.45 KAB crashes in work zones per 100M VMT	Achieve 1.15 KAB crashes in work zones per 100M VMT	Achieve 1.10 KAB crashes in work zones per 100M VMT
	Increase public education and information on traffic safety in work zones.	25: Number of injuries in work zones per 100M VMT	2.00 A&B injuries in work zones per 100M VMT	Achieve 1.55 A&B injuries in work zones per 100M VMT	Achieve 1.48 A&B injuries in work zones per 100M VMT
	Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training.	26: Number of fatalities in work zones per 100M VMT	0.082 fatalities in work zones per 100M VMT	Achieve 0.063 fatalities in work zones per 100M VMT	Achieve 0.06 fatalities in work zones per 100M VMT

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

Goals	Strategies	Performance Measures	Most Recent Status (2001 unless otherwise noted)	2008 Objective	2010 Objective
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	21 communities assisted (2007)	25 communities assisted	25 communities assisted
	Improve highway design and engineering through training.	28: Number of persons trained in roadway safety classes	3,469 students in roadway safety classes (2007)	2,300 students in roadway safety classes	2,300 students in roadway safety classes
Safe Communities Program Area -13					
To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries	Provide training programs on how to initiate and conduct community based programs.	29: Number of Safe Communities coalitions	30 coalitions	Achieve a minimum of 38 coalitions	Achieve a minimum of 45 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. Provide public information and education campaigns to promote safe motor vehicle operations around school buses. Provide increased enforcement of state traffic laws around school buses.	30: Number of school bus passenger fatalities per year on a five year average	0.20 school bus passenger fatalities per year on a 5 year average (2001-2005 FARS)	Maintain school bus passenger fatalities to no more than 0.40 per year on a five year average	Maintain school bus passenger fatalities to no more than 0.40 per year on a five year average

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

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Table 2. Crash Data/Trends: Performance Measures

Progress Report Data 1996-2007

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

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1. Fatalities	3,738	3,508	3,576	3,519	3,775	3,739	3,823	3,821	3,699	3,504		
2. Fatality Rate (100M VMT) [TX1]	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.61	1.49		
3. Serious (A+B) Injuries	110,751	109,351	106,578	107,996	108,282	105,520						
4. Fatality and Serious Injury Rate (100M VMT)	60.36	57.50	54.10	53.64	52.17	51.64						
5. Fatality Rate (100K Population)	19.54	18.05	18.10	17.56	18.10	17.65	17.76	17.48	16.66	15.53		
6. Fatal and Serious Injury Rate (100K Population)	598.53	580.57	557.47	556.35	537.40	515.77						
7. Alcohol-Related Fatalities - FARS	1,967	1,710	1,745	1,700	1,841	1,807	1,810	1,771	1,704	1,569		
8. Proportion of Alcohol-Related Fatalities – FARS	0.53	0.49	0.49	0.48	0.49	0.48	0.47	0.46	0.46	0.45		
9. Alcohol-Related Fatality Rate - FARS (100M VMT) [TX3]	1.04	0.87	0.86	0.82	0.86	0.85	0.84	0.81	0.74	0.67		
10. Safety Belt Use (Percent of Population) [TX11]	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 measures numbers 1, 3, and 11, respectively.

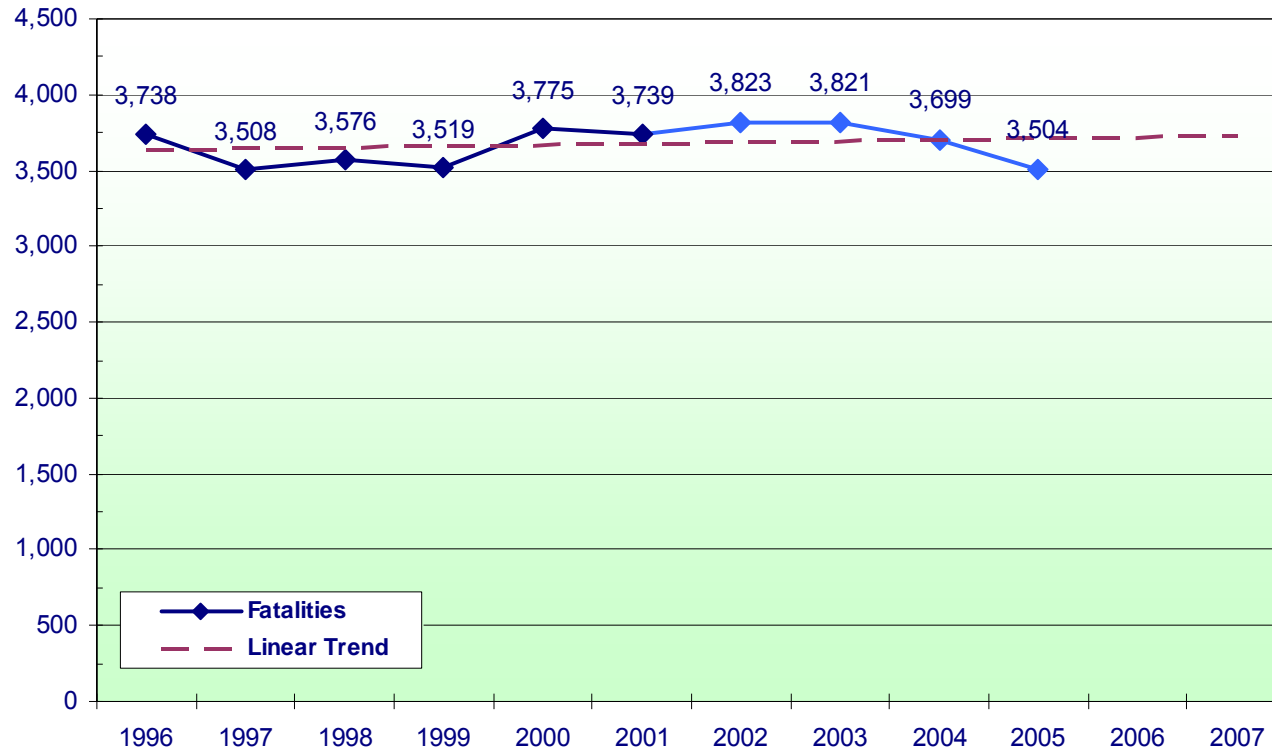
The most current certified statewide crash data available are for calendar year 2001. In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 1-10 have, where comparable data are available, been supplemented with data from FARS for 2002 - 2005. Data for 2004 and 2005 were updated from FARS SAS data sets dated 8/26/2006 and/or the FARS Web-Based Encyclopedia as of 7/10/2007. Due to minor differences in coding rules and data certification, FARS data and data from the Texas Accident File may not always be in complete agreement. However, any differences between the two data sources should be minimal. Figures 1-10, based on the data in Table 2, each include a footnote identifying the sources of the data used for that figure.

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Goal: Fatalities

No numeric goal established

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

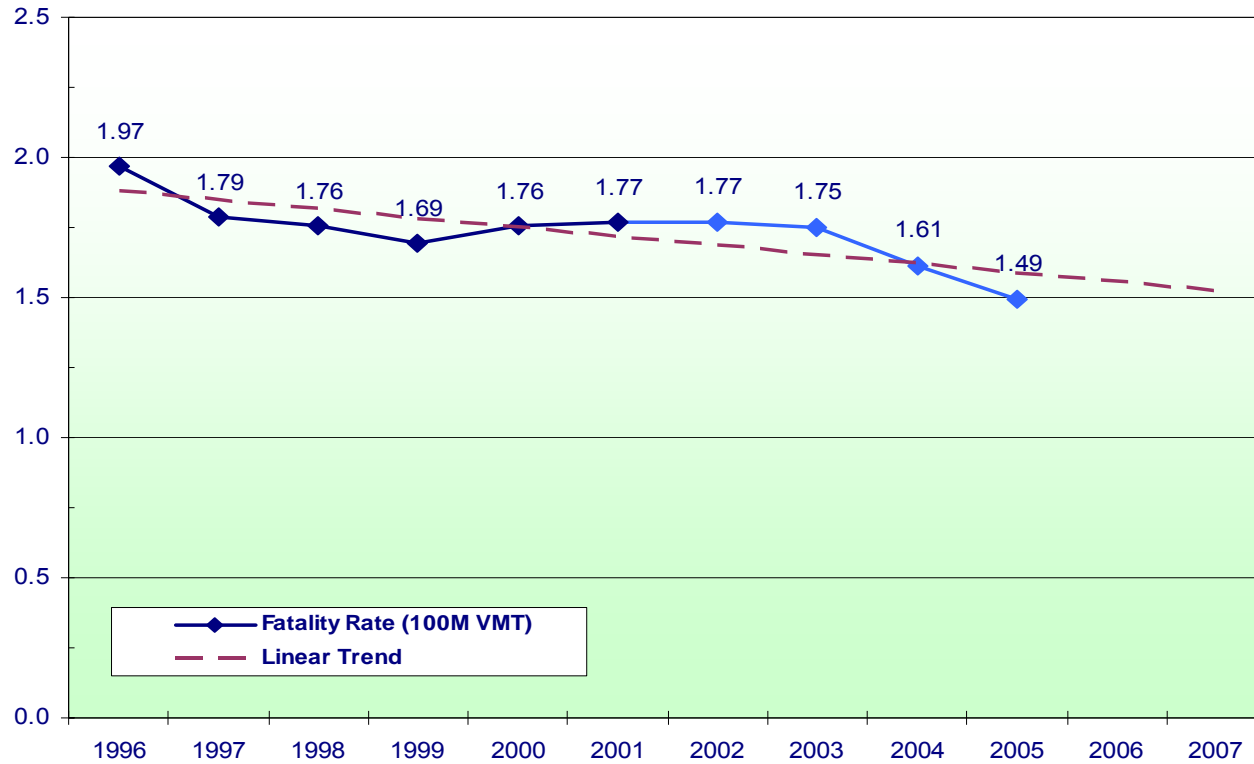


Data Sources Fatalities 1996-2001: Texas Accident File. Fatalities 2002-2005: FARS

Goal: Fatality Rate per 100M VMT

Reduce the fatality rate to 1.48 per 100M VMT by 2008

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

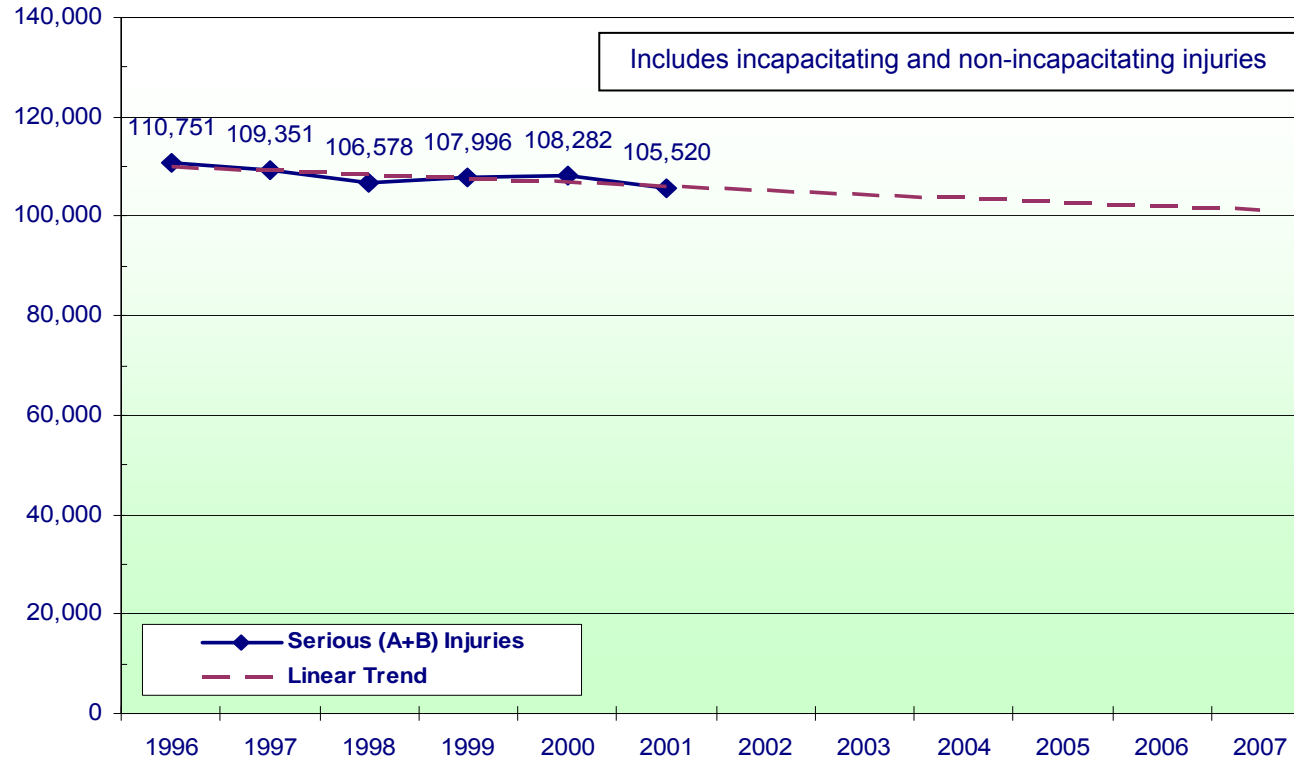


Data Sources Fatalities 1996-2001: Texas Accident File. Fatalities 2002-2005: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Serious Injuries

No numeric goal established

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

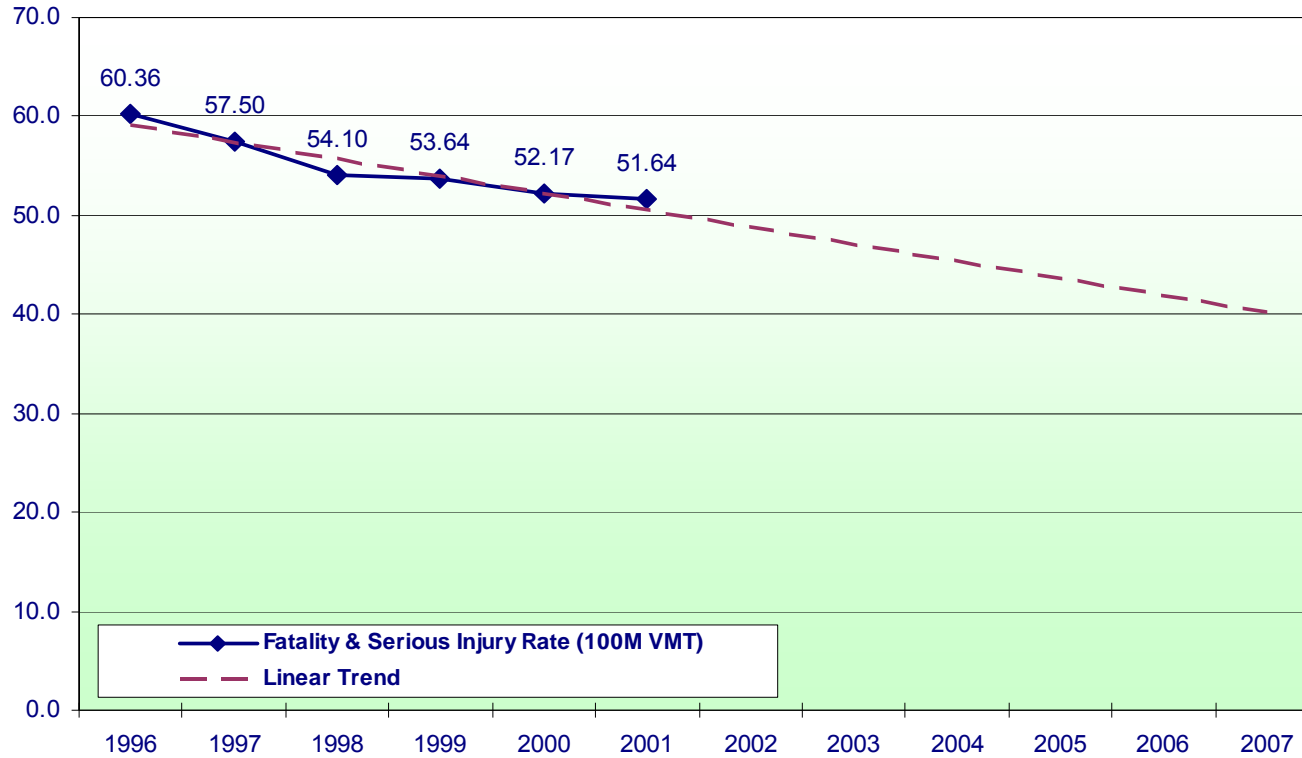


Data Sources A&B Injuries 1996-2001: Texas Accident File.

Goal: Fatality and Serious Injury Rate per 100M VMT

No numeric goal established

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

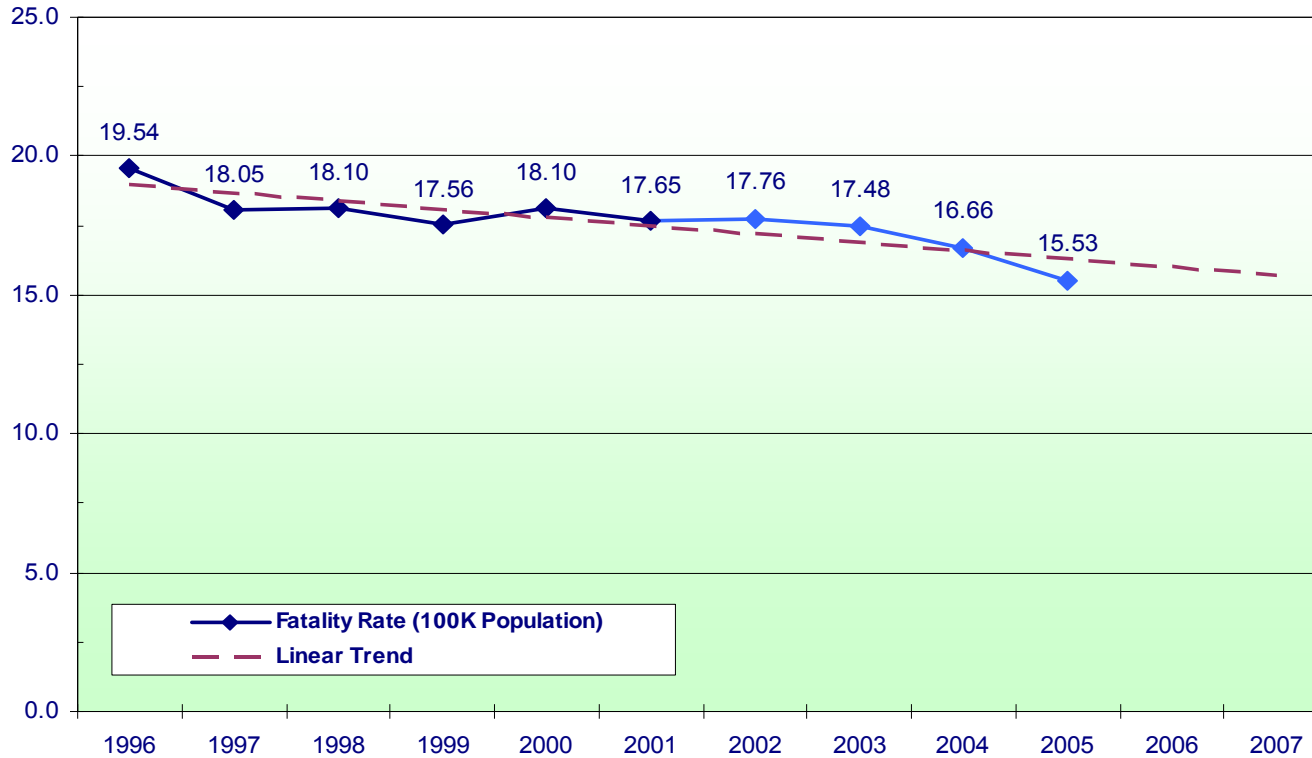


Data Sources Fatalities & injuries 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Fatality Rate per 100K Population

No numeric goal established

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



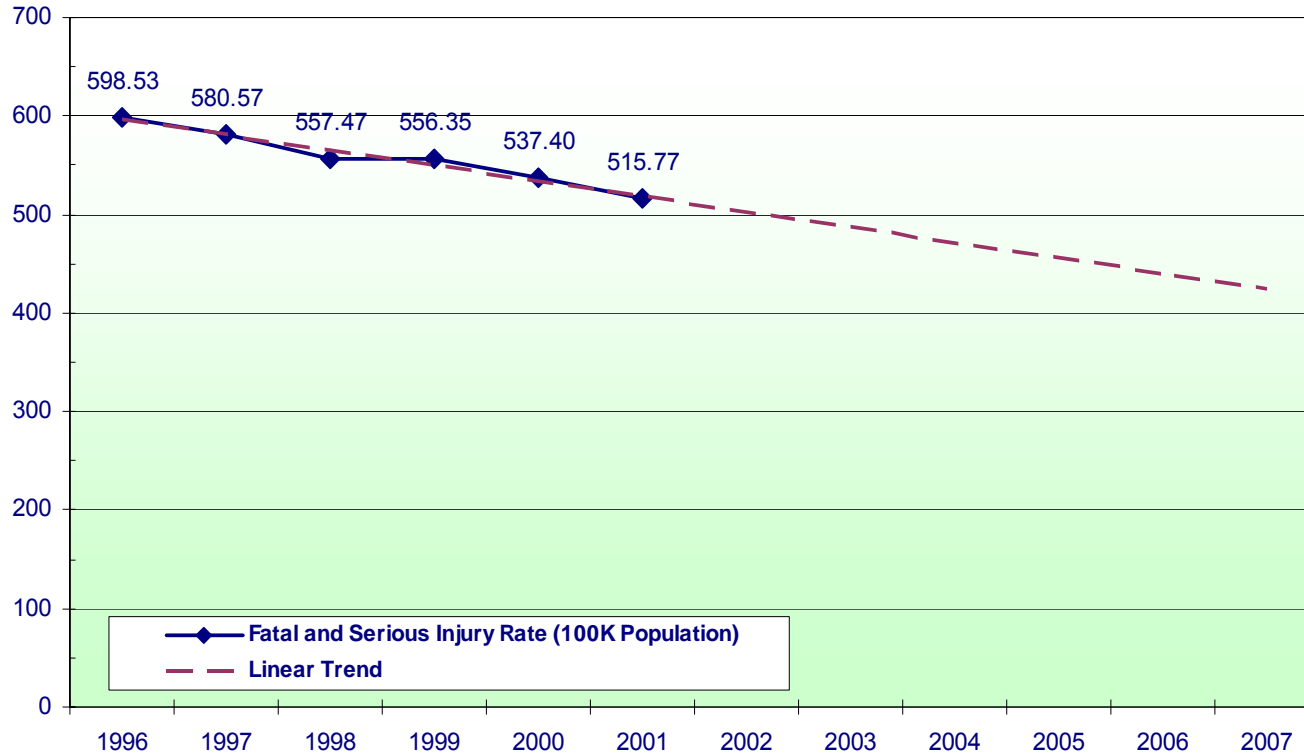
Data Sources Fatalities 1996-2001: Texas Accident File. Fatalities 2002-2005: FARS

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



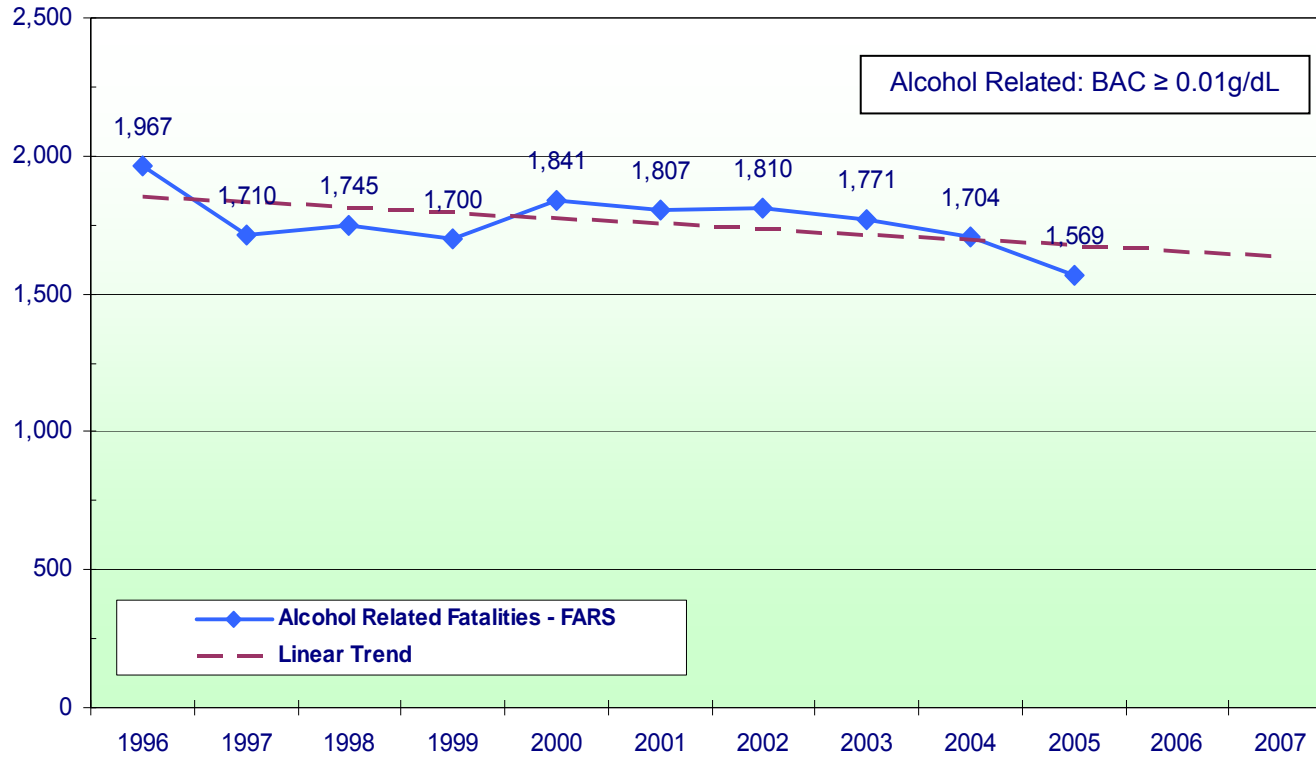
Data Sources Fatalities & injuries 1996-2001: Texas Accident File

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

Goal: Alcohol-Related Fatalities

No numeric goal established

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

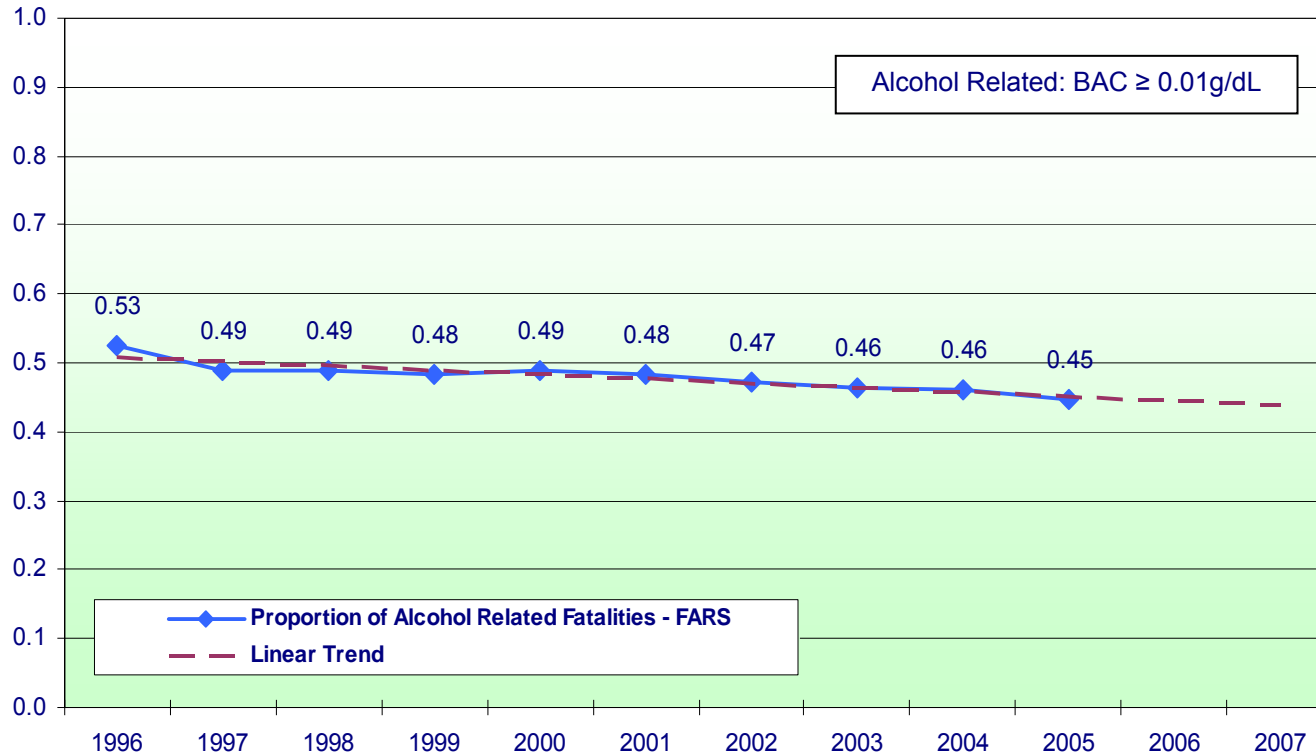


Data Sources Alcohol-related fatalities 1996-2005: FARS

Goal: Proportion of All Fatalities that are Alcohol-Related

No numeric goal established

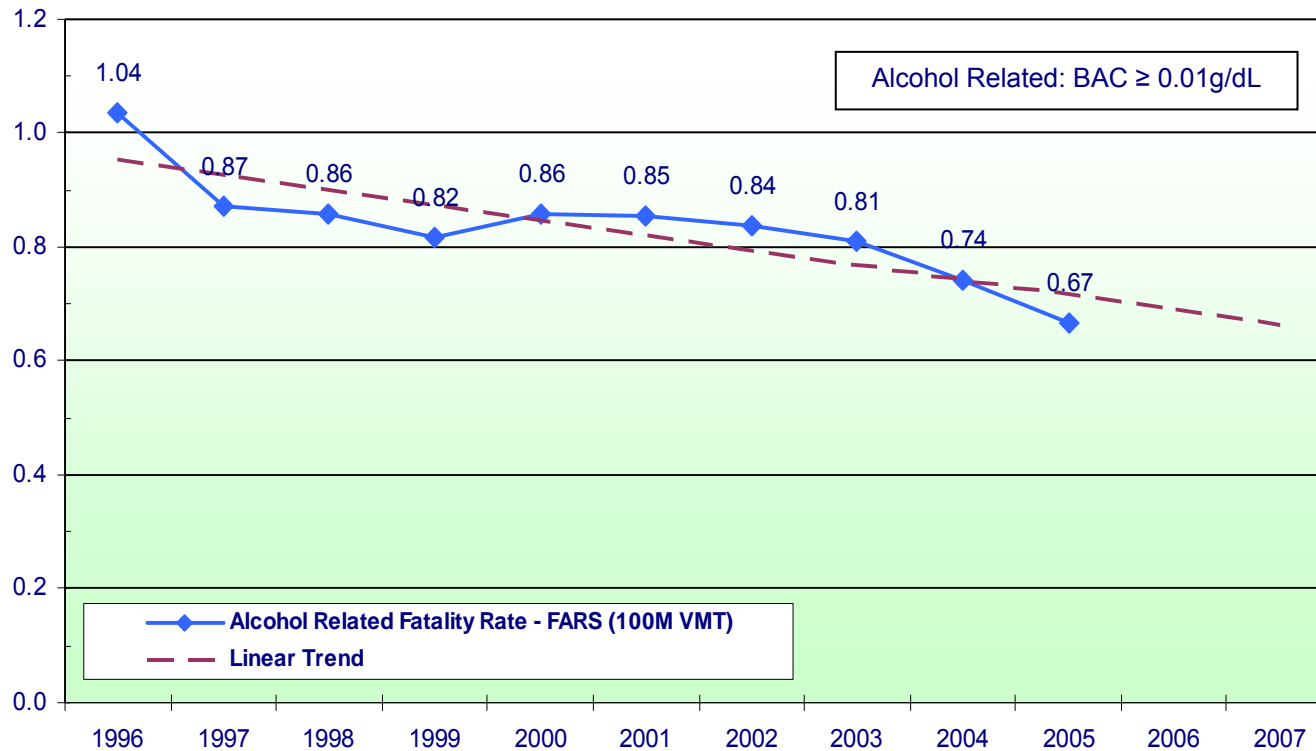
**Figure 8. Performance Measure 8:
Proportion of Alcohol Related Fatalities**



Data Sources All Fatalities 1996-2001: Texas Accident File. All Fatalities 2002-2005: FARS
Alcohol-related fatalities 1996-2005: FARS

Goal: Alcohol-Related Fatality Rate per 100M VMT Reduce alcohol-related fatalities to 0.66 per 100M VMT by 2008

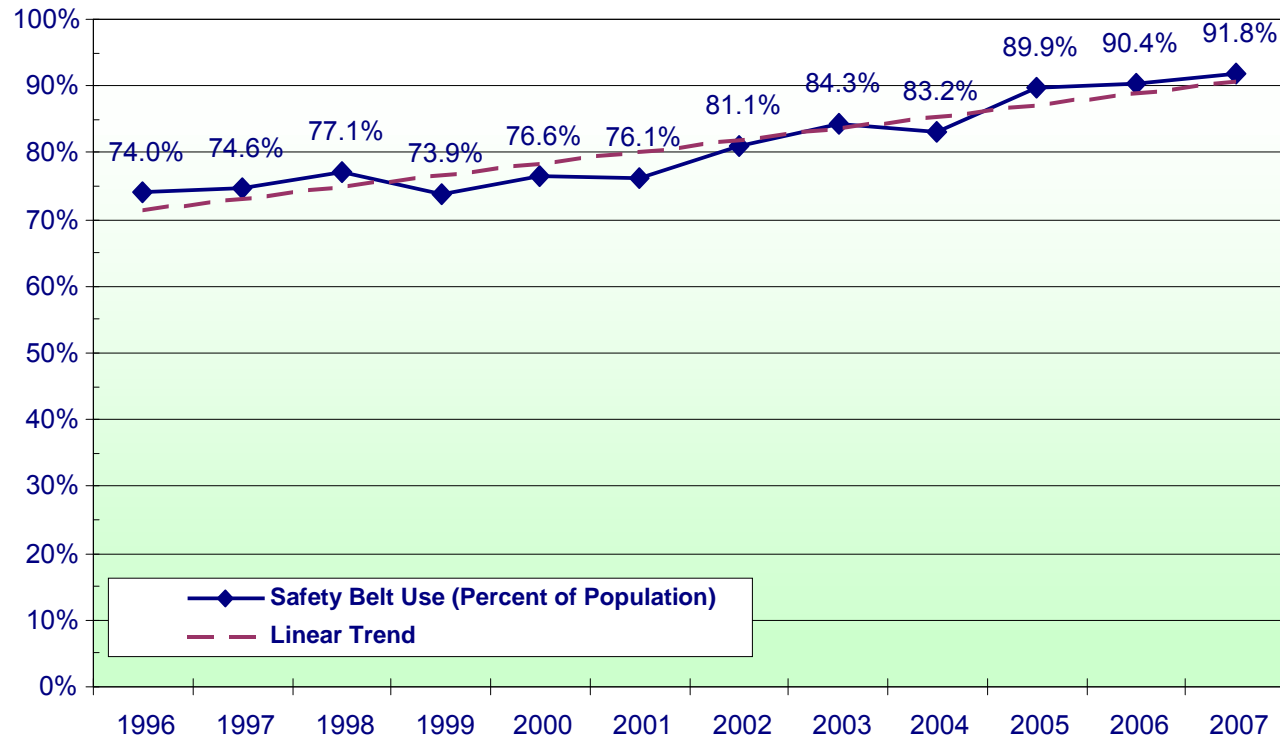
**Figure 9. Performance Measure 9:
Alcohol Related Fatalities/100M VMT**



Data Sources Alcohol-related fatalities 1996-2005: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Safety Belt Use (% of Population) Increase driver and front seat passenger safety belt use to 92.5% by 2008

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



Data Sources Texas Transportation Institute observational safety belt surveys

Table 3. Crash Data/Trends: Texas Performance Measures

Crash Data Trends for Twenty-one Texas Performance Measures

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1. Mileage Death Rate (100M VMT) [NPM2]	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75	1.56	1.49		
2. Serious Injury (A+B) Rate (100M VMT)	58.39	55.72	52.34	51.95	50.41	49.87						
3. Alcohol-Related Fatalities-FARS Estimate (100M VMT) [NPM9]	1.04	0.87	0.86	0.82	0.86	0.85	0.84	0.81	0.74	0.67		
4. Fatal and Serious Injury DWI-Related Crash Rate (100M VMT)	6.29	5.64	5.08	4.88	4.69	4.62						
5. 16-20 Year-old DWI Driver Fatal and Serious Crash Rate (100K Population)	97.06	89.31	91.20	92.28	92.53	86.95						
6. DWI-Related Fatality Rate (100M VMT)	0.719	0.608	0.580	0.558	0.558	0.541						
7. DWI-Related Serious Injury Rate (100M VMT)	8.90	7.91	7.01	6.72	6.33	6.31						
10. Motorcycle Fatalities	115	118	152	182	235	244	256	342	290	360		
11. Safety Belt Use (Percent of Population) [NPM10]	74.0%	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	90.4%	91.8%
14. Pedestrian Fatality Rate (100K Population)	2.337	2.299	2.353	2.155	2.009	2.171	1.942	2.013	1.858			
15. Bicyclist Fatality Rate (100K Population)	0.314	0.288	0.288	0.220	0.173	0.212	0.237	.0238	0.230	0.204		
16. Fatal & Serious Injury Crash Rate (100M VMT)	41.27	39.64	37.62	36.94	36.34	36.19						
17. Fatal and Serious Injury Intersection and Intersection-Related Crash Rate (100M VMT)	17.9	17.2	16.2	16.2	15.4	15.5						
18. Large Truck-Involved Fatality Rate (100M VMT)	0.259	0.227	0.229	0.222	0.252	0.238	0.231	0.241	0.225	0.236		
19. Large Truck-Involved Fatal Crash Rate (100M VMT)	0.216	0.197	0.206	0.196	0.204	0.207	0.193	0.204	0.187	0.192		

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

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
20. Fatal and Serious Injury Speed-Related Crash Rate (100M VMT)	13.03	12.62	11.85	11.60	11.72	11.88						
24. Work Zone Fatal and Serious Injury Crash Rate (100M VMT)	1.561	1.560	1.515	1.384	1.343	1.451						
25. Work Zone Serious Injury Rate (100M VMT)	2.210	2.201	2.117	1.934	1.818	2.000						
26. Work Zone Fatality Rate (100M VMT)	0.065	0.069	0.077	0.069	0.074	0.082						
30. School Bus Passenger Fatalities - 5 yr moving average				0.20	0.60	0.40	0.40	0.60	0.60	0.20		
31. Railroad Grade Crossing Fatal and Serious Injury Crashes	255	222	226	198	194	186						

Notes:

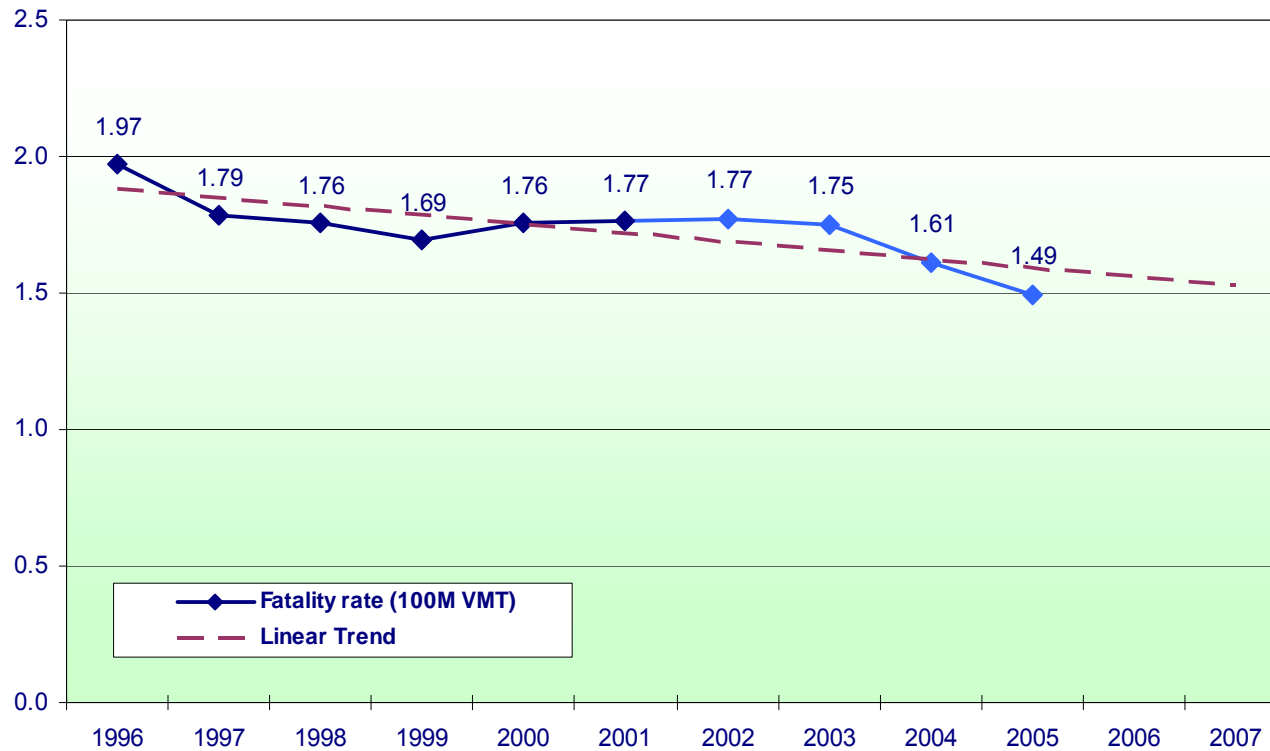
Numbering of the Texas performance measures in Table 2 is consistent with that in Table 1. Only crash-related performance measures are shown here and illustrated in Figures 11-30. See Table 1 for descriptions and data related to non-crash performance measures (Texas Performance Measures: 8, 9, 12, 13,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

The most current certified statewide crash data available are for calendar year 2001. In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 11-31 have, where comparable data are available, been supplemented with data from FARS for 2002 - 2005. Data for 2004 and 2005 were updated from FARS SAS data sets dated 8/26/2006 and/or the FARS Web-Based Encyclopedia as of 7/10/2007. Due to minor differences in coding rules and data certification, FARS data and data from the Texas Accident File may not always be in complete agreement. However, any differences between the two data sources should be minimal. Figures 11-31, based on the data in Table 3, each include a footnote identifying the sources of the data used for that figure.

Goal: Fatality Rate per 100M VMT

Reduce the fatality rate to 1.48 per 100M VMT by 2008

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

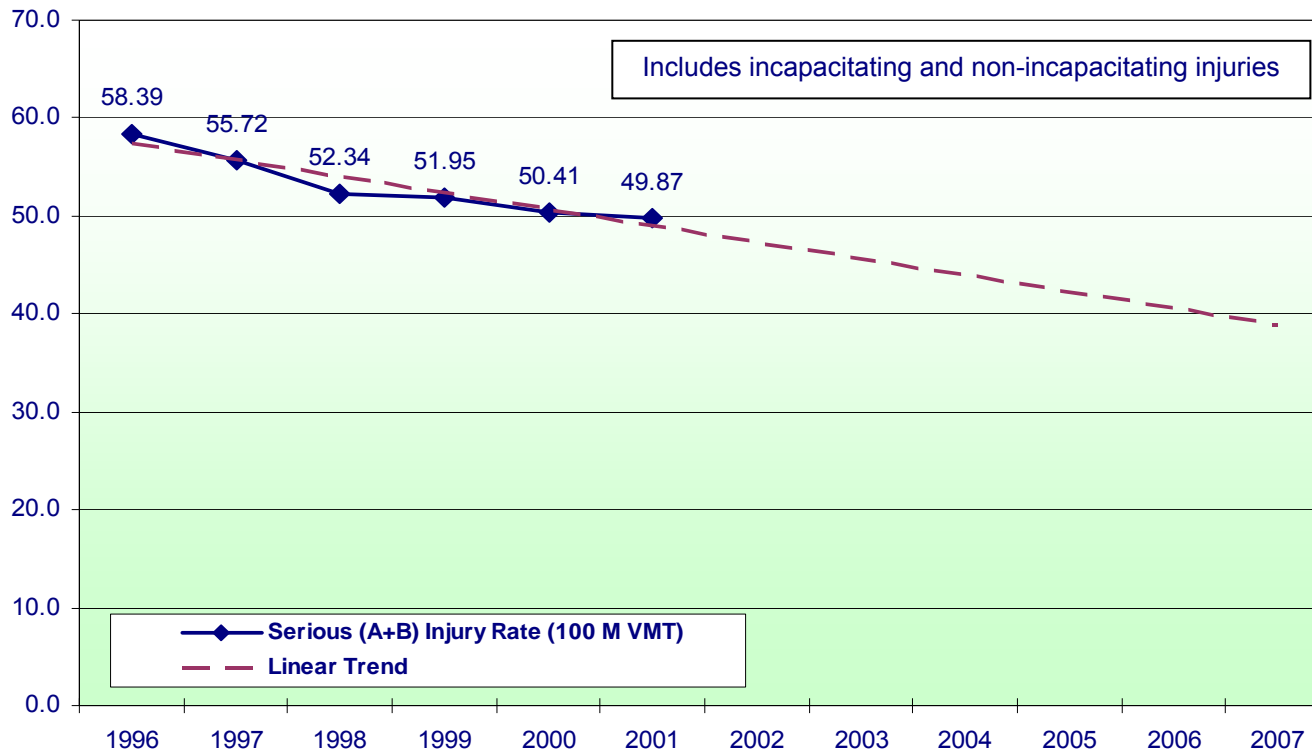


Data Sources Fatalities 1996-2001: Texas Accident File. Fatalities 2002-2005: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Serious Injury Rate per 100M VMT

Reduce the Serious (A+B) injury rate to 44.32 per 100M VMT by 2008

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



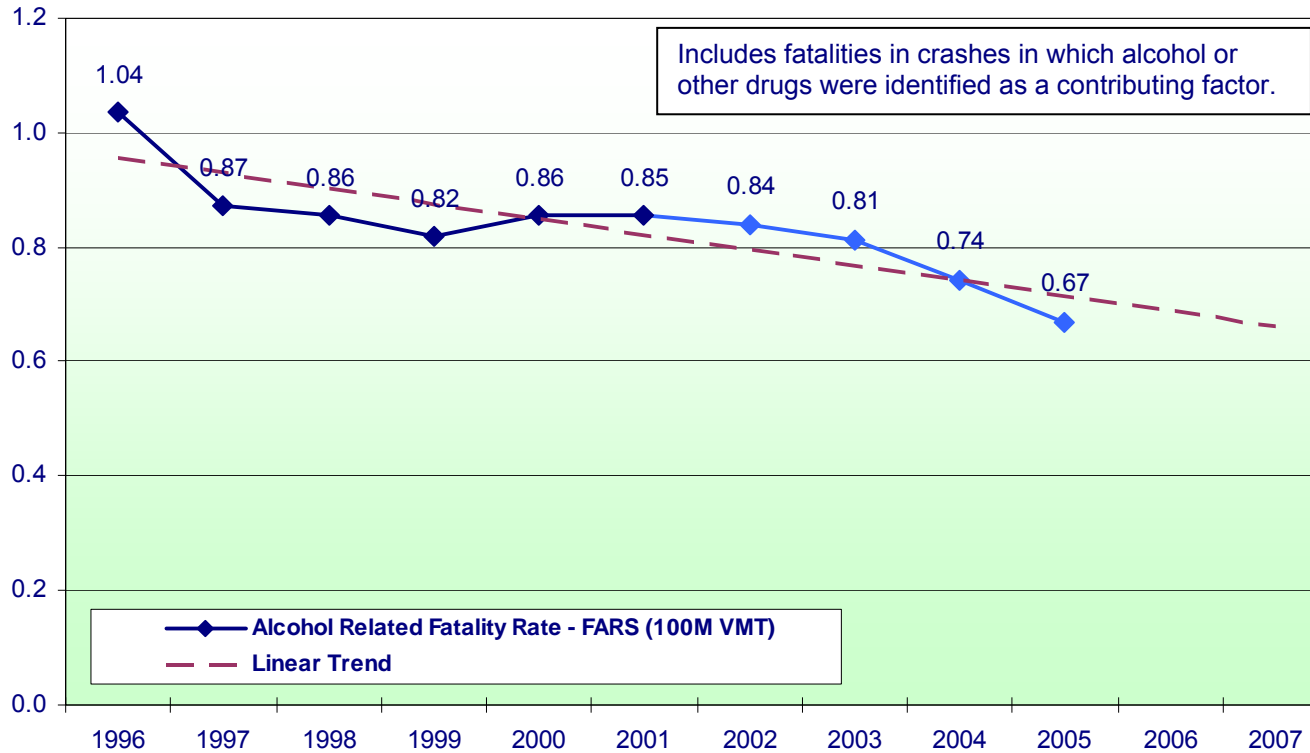
Data Sources A&B Injuries 1996-2001: Texas Accident File.

VMT: TxDOT Transportation Planning & Programming Div.

Goal: Alcohol-Related Fatality Rate per 100M VMT

Reduce alcohol-related fatalities to 0.70 per 100M VMT by 2008

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

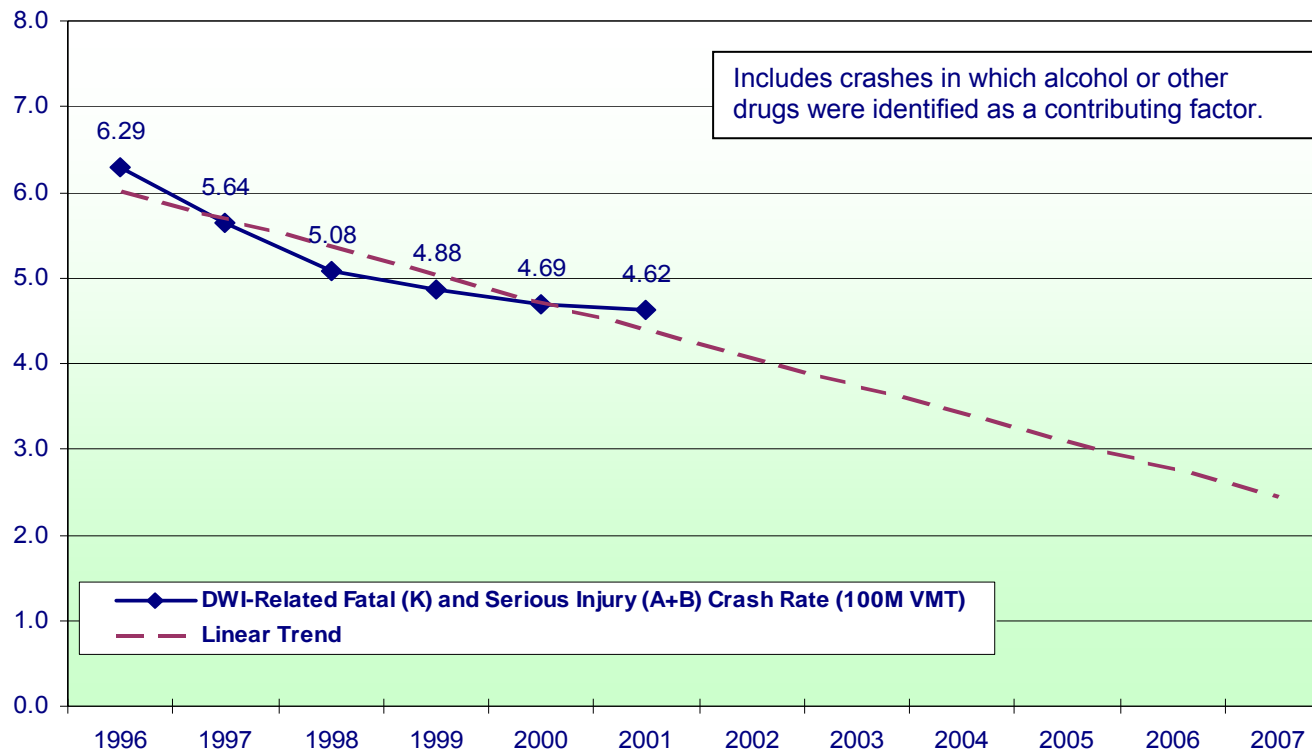


Data Sources Alcohol-related fatalities 1996-2005: FARS
VMT: TxDOT Transportation Planning & Programming Div.

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

Reduce the DWI-related KAB crash rate to 3.12 per 100M VMT by 2008

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

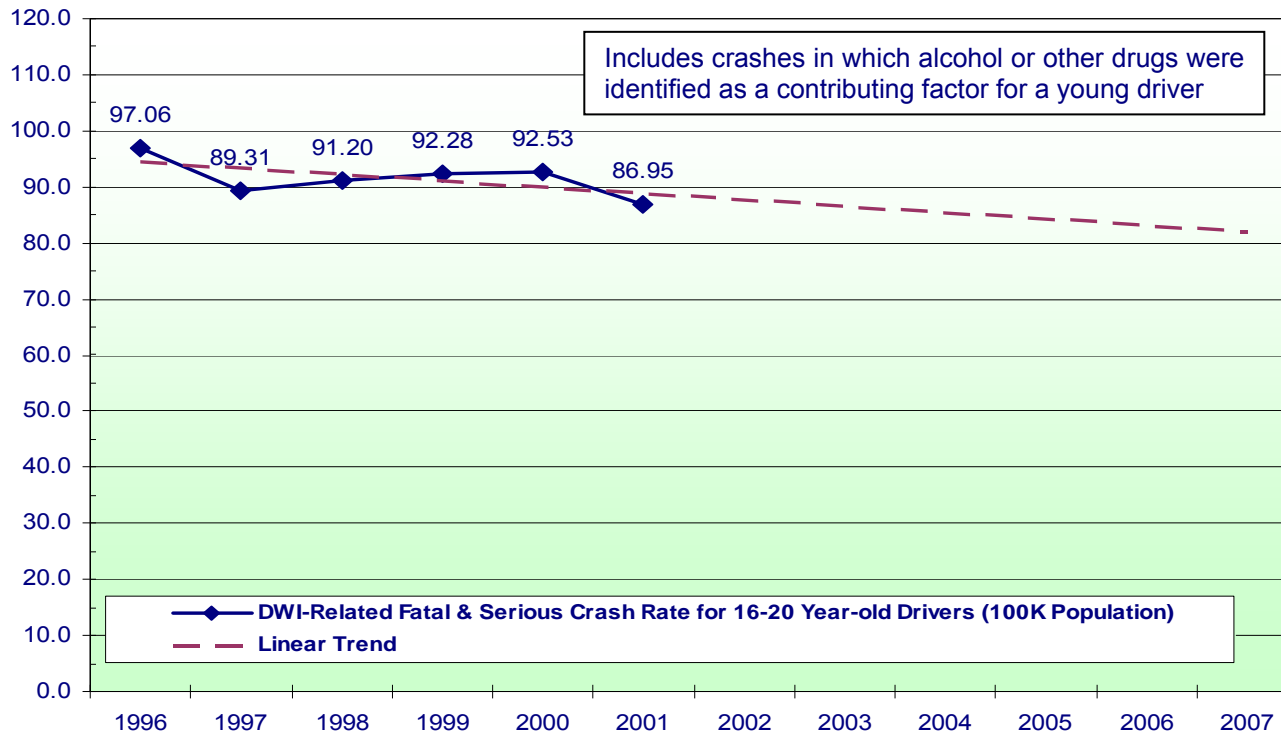


Data Sources DWI-related crashes 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

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

Reduce the DWI-related KAB crash rate for 16-20 year-old drivers to 57.64 per 100K population by 2008

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



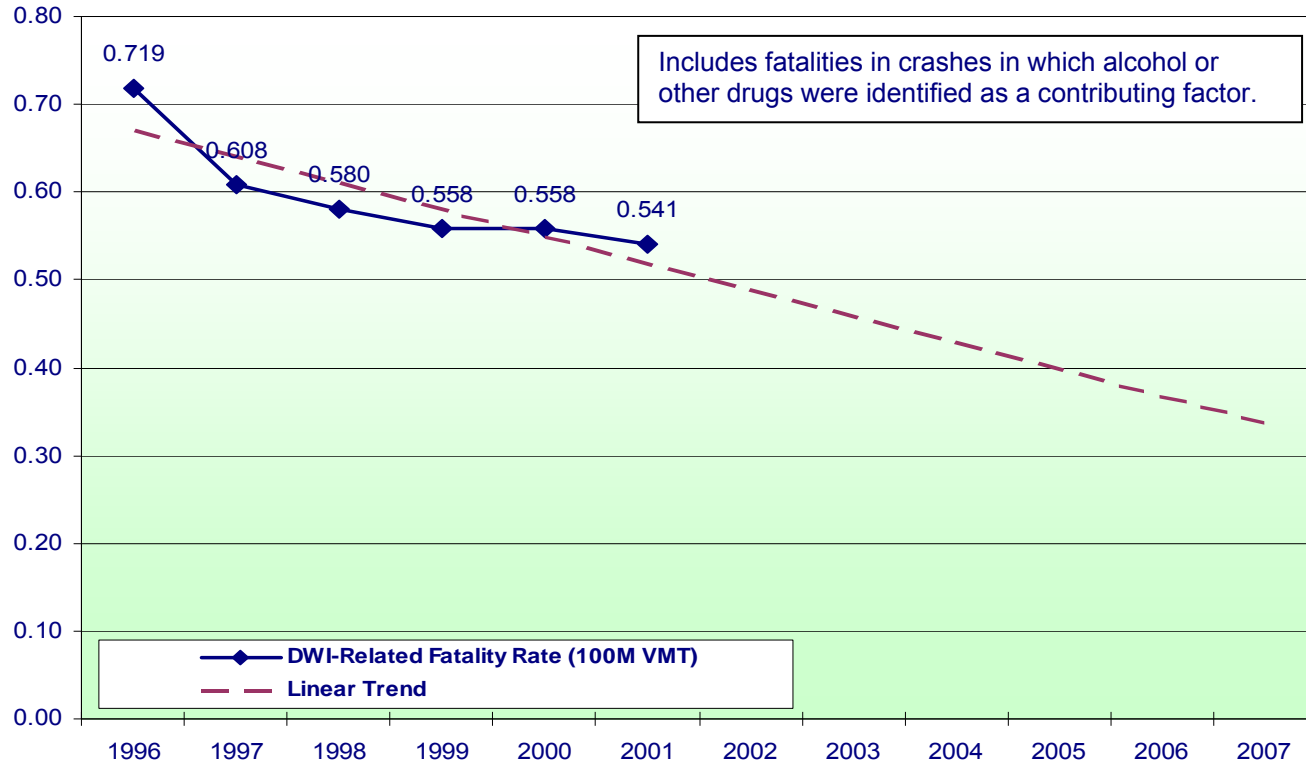
Data Sources DWI-related crashes 1996-2001: Texas Accident File

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

Goal: DWI-Related Fatalities per 100M VMT

Reduce the DWI-related fatality rate to 0.477 per 100M VMT by 2008

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

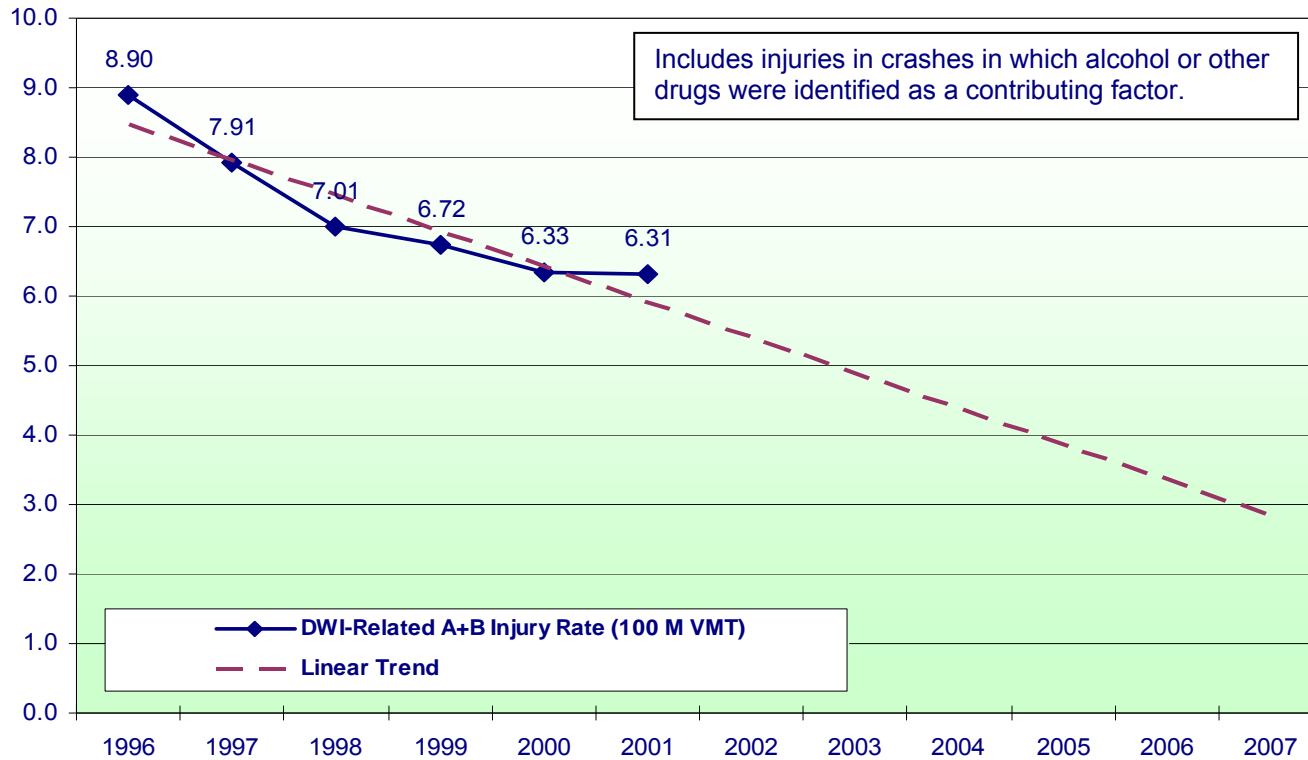


Data Sources DWI-related fatalities 1996-2001: Texas Accident File

VMT: TxDOT Transportation Planning & Programming Div.

Goal: DWI-Related Serious Injuries per 100M VMT Reduce the DWI-related serious injury rate to 4.28 per 100M VMT by 2008

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

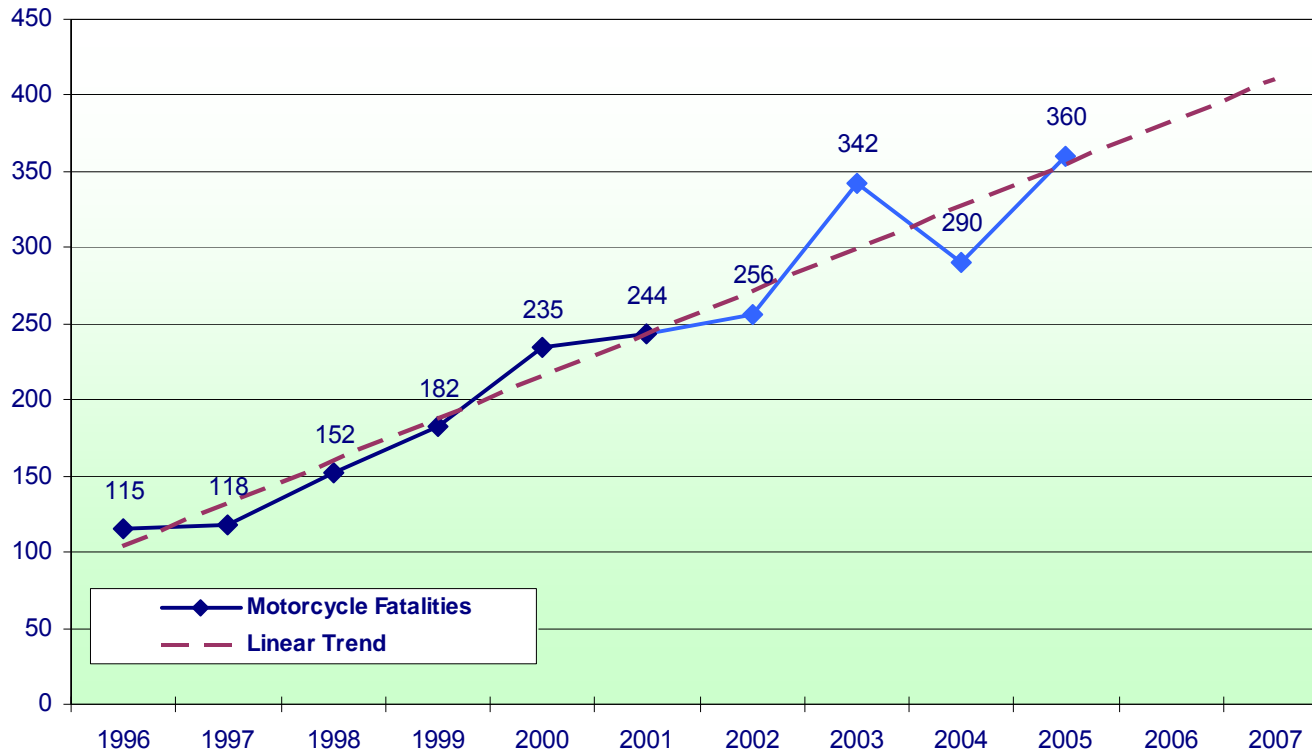


Data Sources DWI-related injuries 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Motorcycle Fatalities

Reduce motorcyclist fatalities to 348 by 2008

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

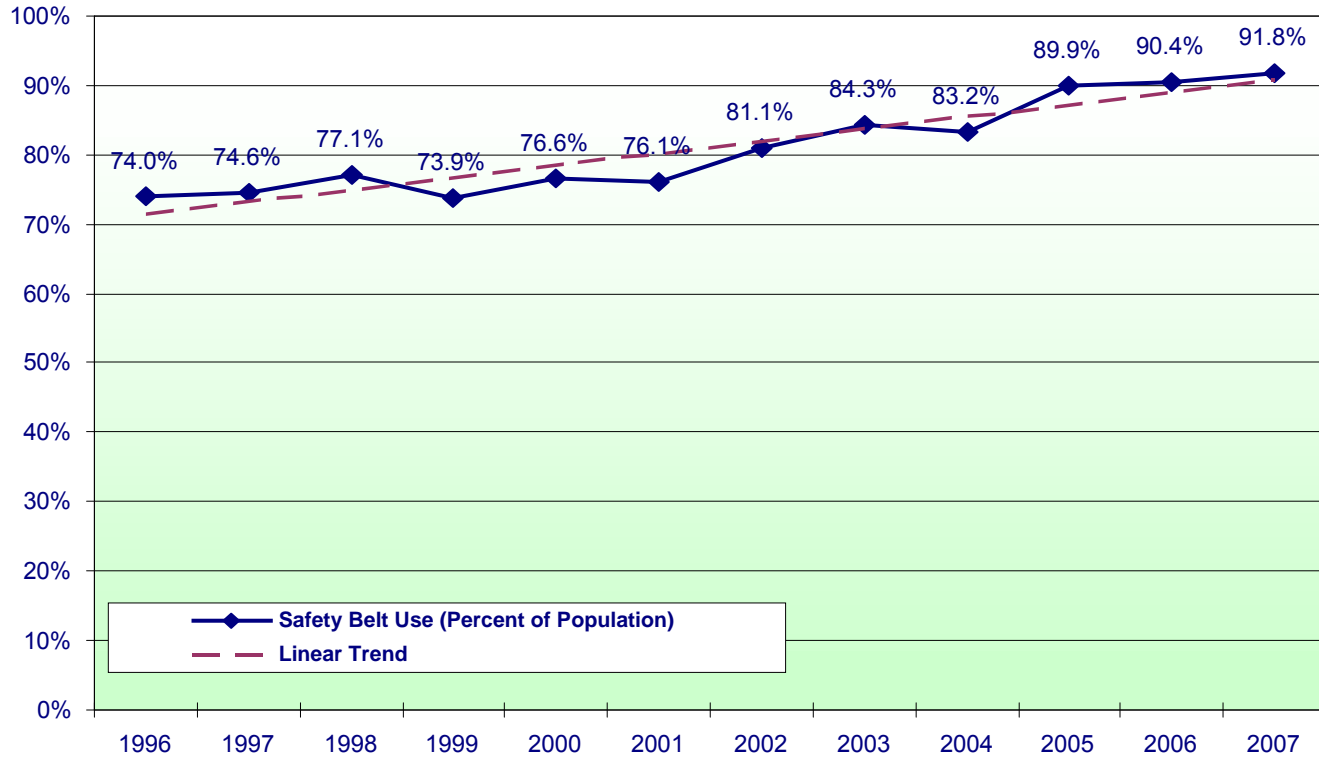


Data Sources MC fatalities 1996-2001: Texas Accident File. MC fatalities 2002-2005: FARS

Goal: Safety Belt Use (% of Population)

Increase driver and front seat passenger safety belt use to 92.5% by 2008

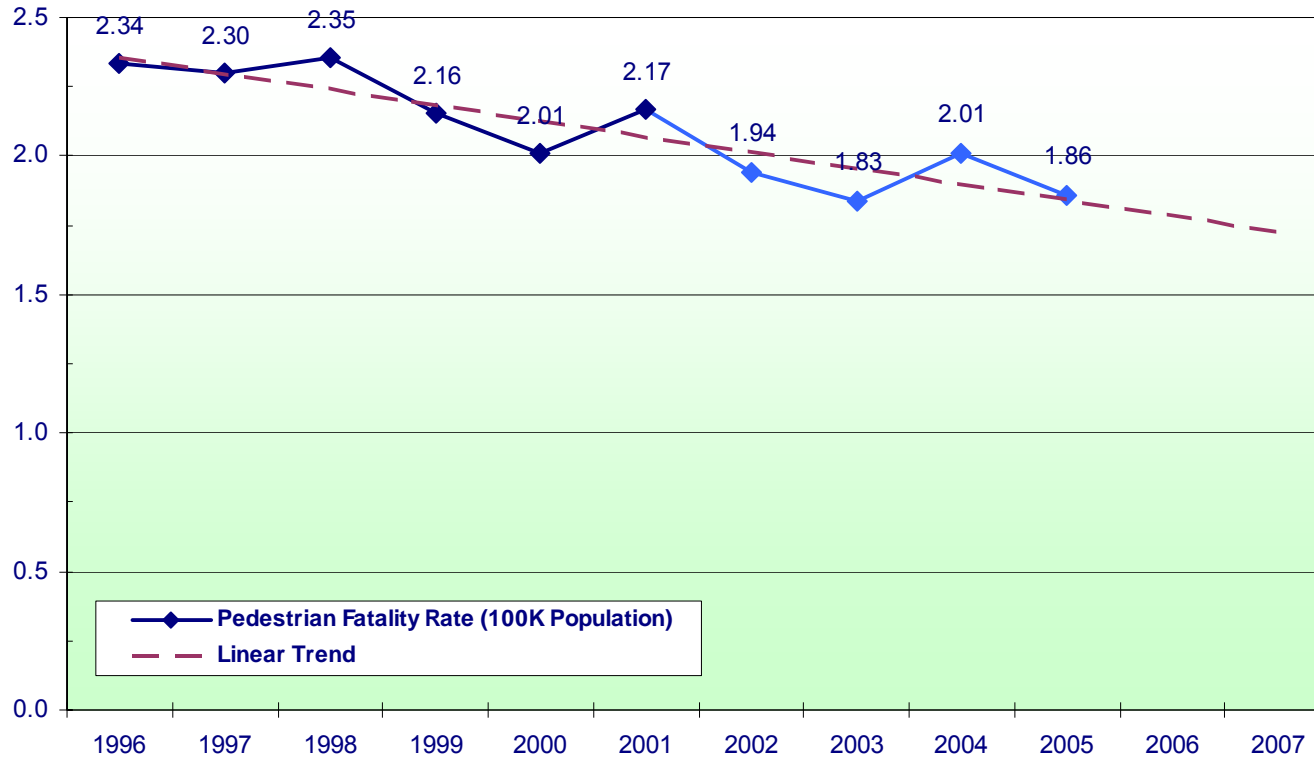
**Figure 19. Texas Performance Measure 11:
Percent of Population Using Safety Belts**



Data Sources Texas Transportation Institute observational safety belt surveys

Goal: Pedestrian Fatality Rate per 100K Population Reduce pedestrian fatalities to 1.69 per 100K population by 2008

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

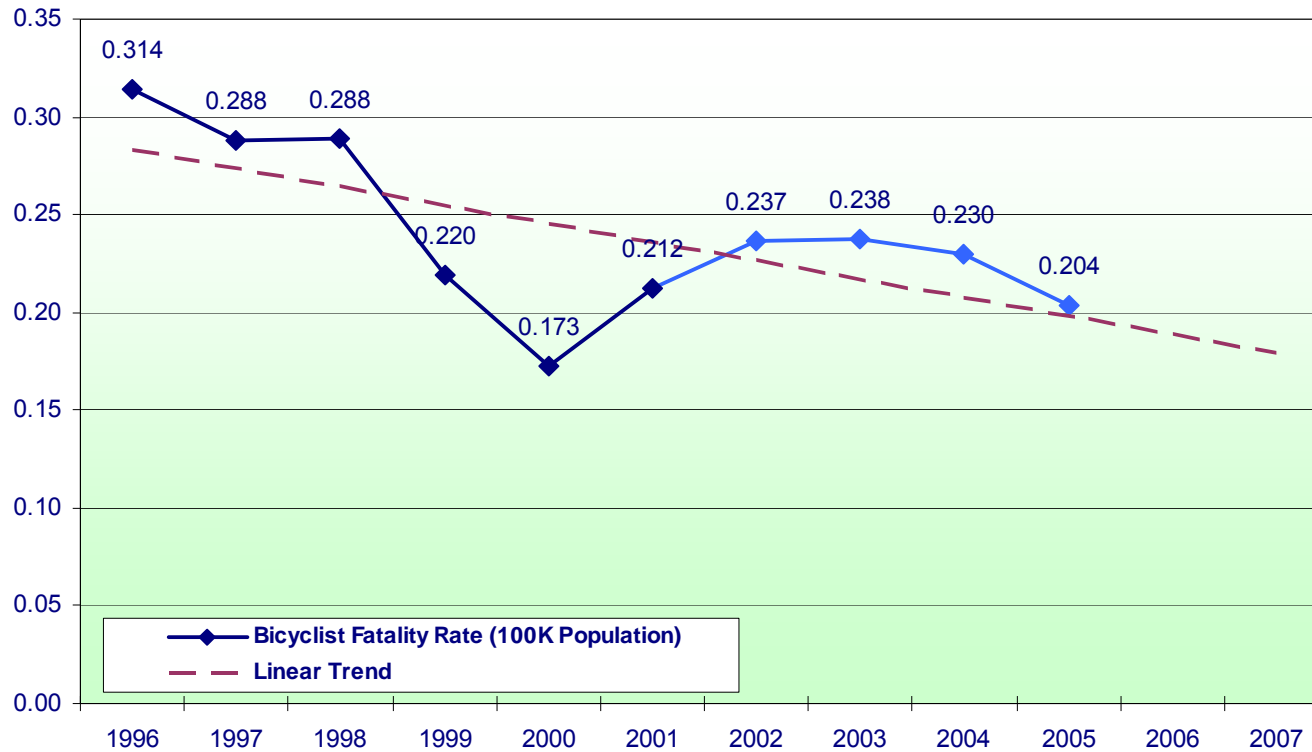


Data Sources Pedestrian fatalities 1996-2001: Texas Accident File. Pedestrian fatalities 2002-2005: FARS
Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

Goal: Bicyclist Fatality Rate per 100K Population

Reduce bicyclist fatalities to 0.125 per 100K population by 2008

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



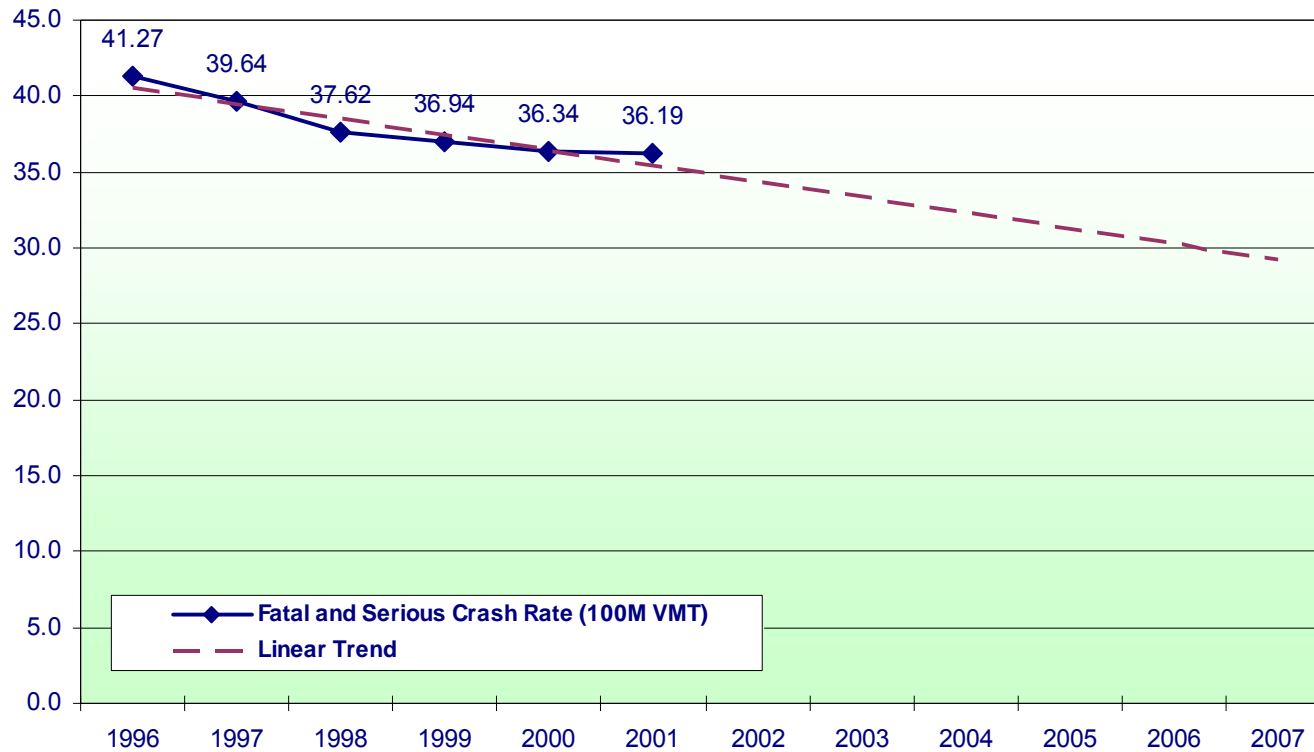
Data Sources Bicyclist fatalities 1996-2001: Texas Accident File. Bicyclist fatalities 2002-2005: FARS

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

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

Reduce KAB crashes to 30.92 per 100M VMT by 2008

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

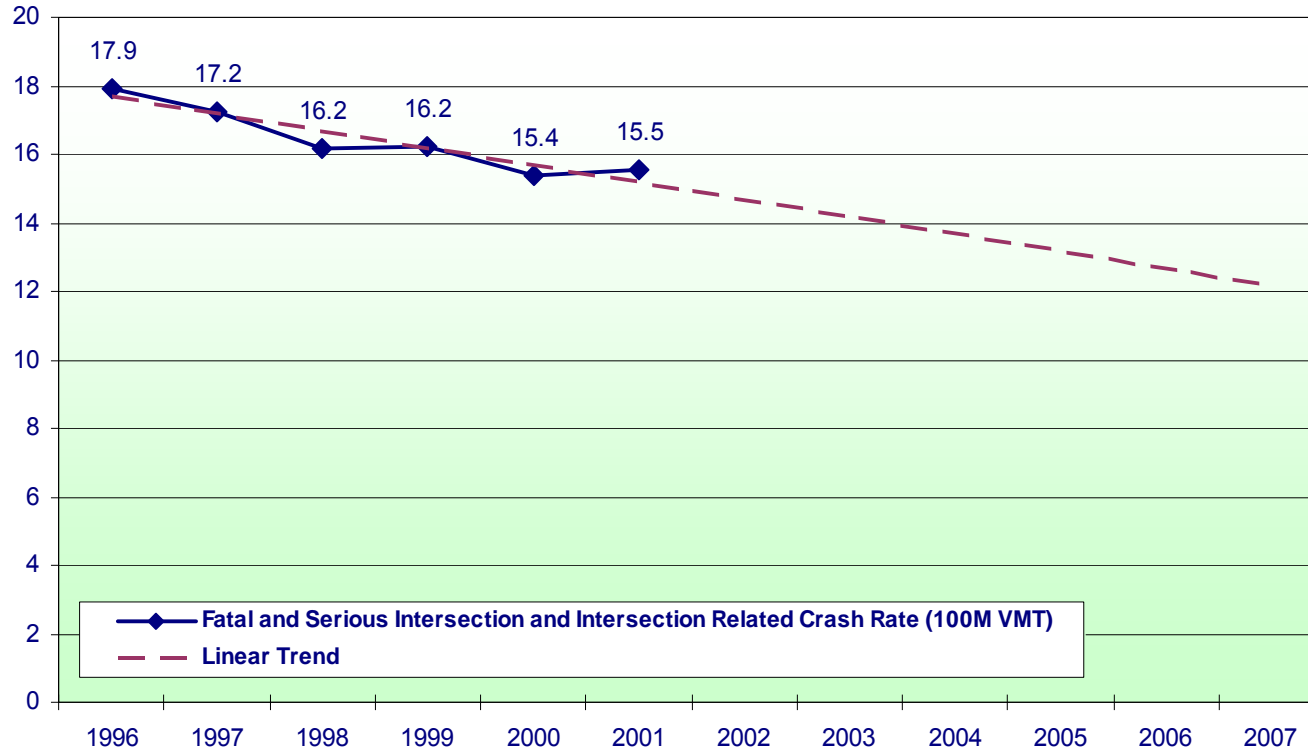


Data Sources Fatal & serious crashes 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Intersection Crash Rate per 100M VMT

Reduce KAB crashes to 10.02 per 100M VMT by 2008

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

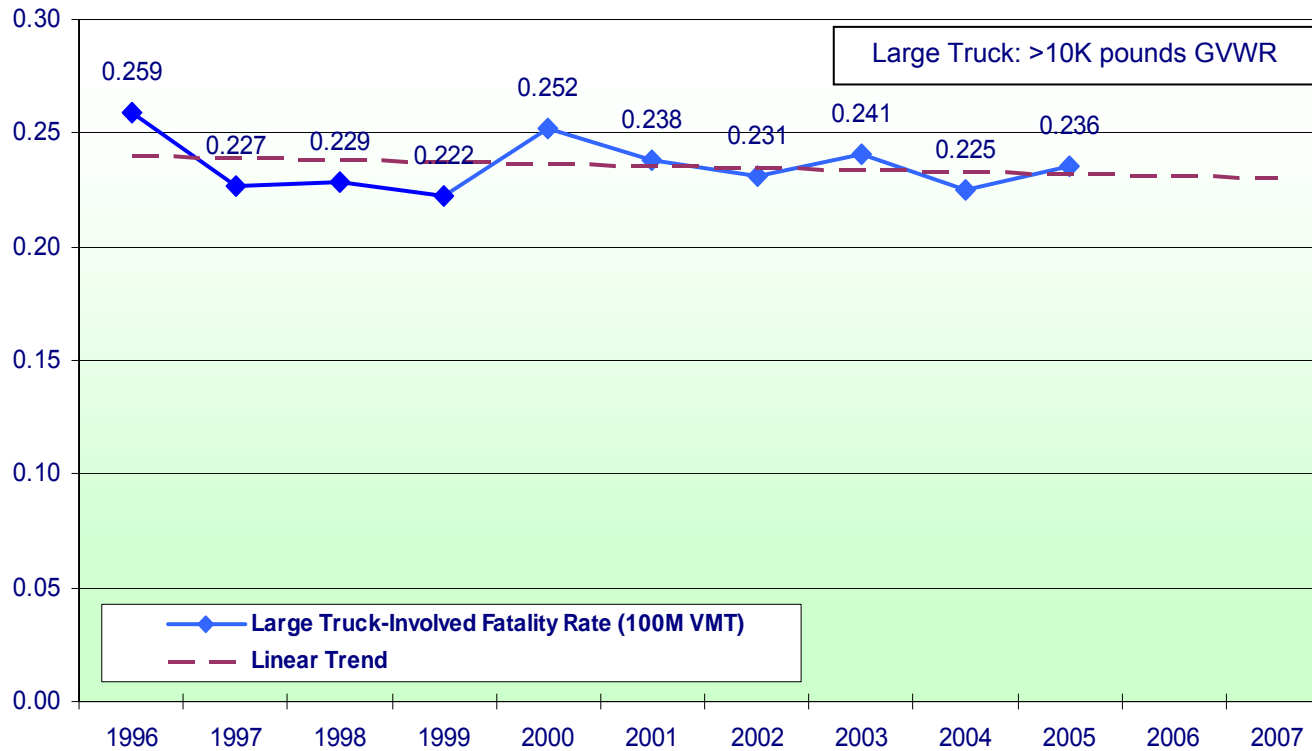


Data Sources Fatal & serious crashes 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Large Truck Involved Fatality Rate per 100M VMT

Reduce large (greater than 10K pounds GVWR) truck-involved fatalities to 0.176 per 100M VMT by 2008

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

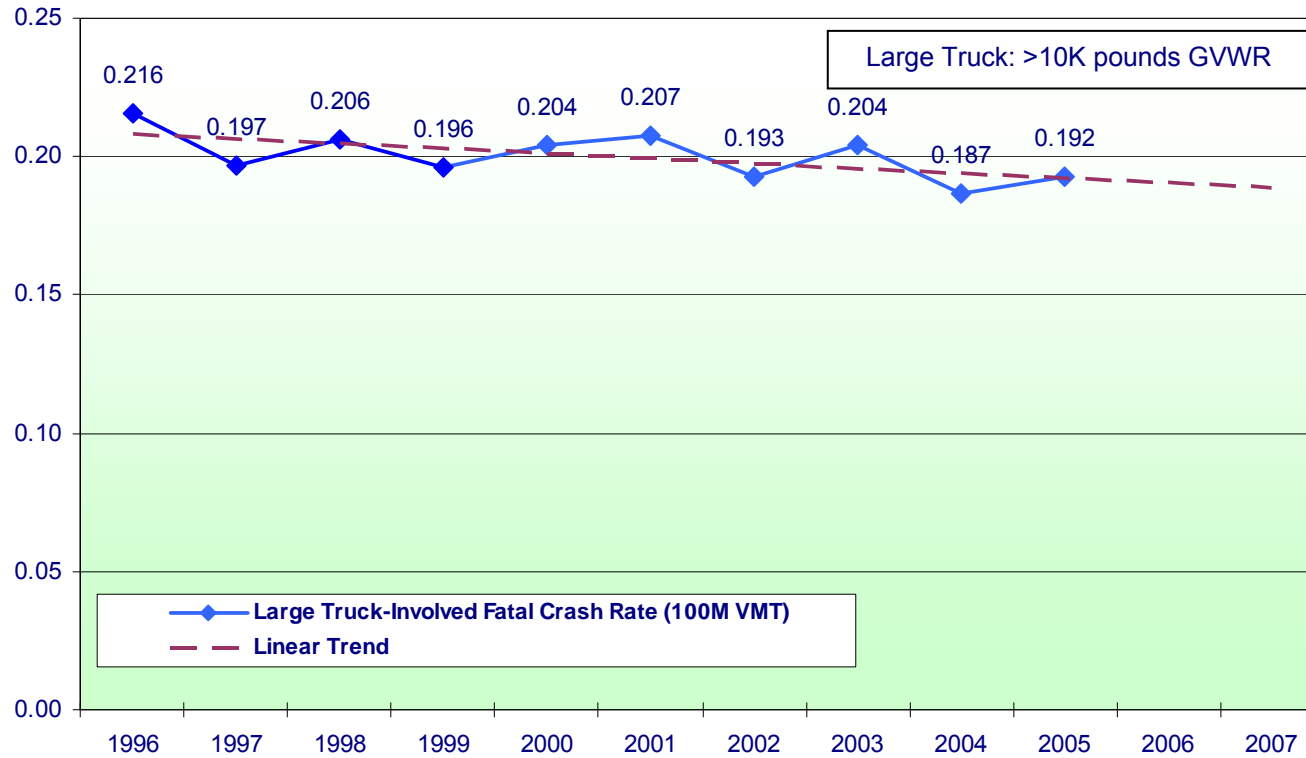


Data Sources Large truck-involved fatalities 1996-1999: FARS (variable = "Weight Code," 2000-2005: FARS (variable = GVWR)
VMT: TxDOT Transportation Planning & Programming Div.

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

Reduce large (greater than 10K pounds GVWR) truck-involved fatal crashes to 0.159 per 100M VMT by 2008

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

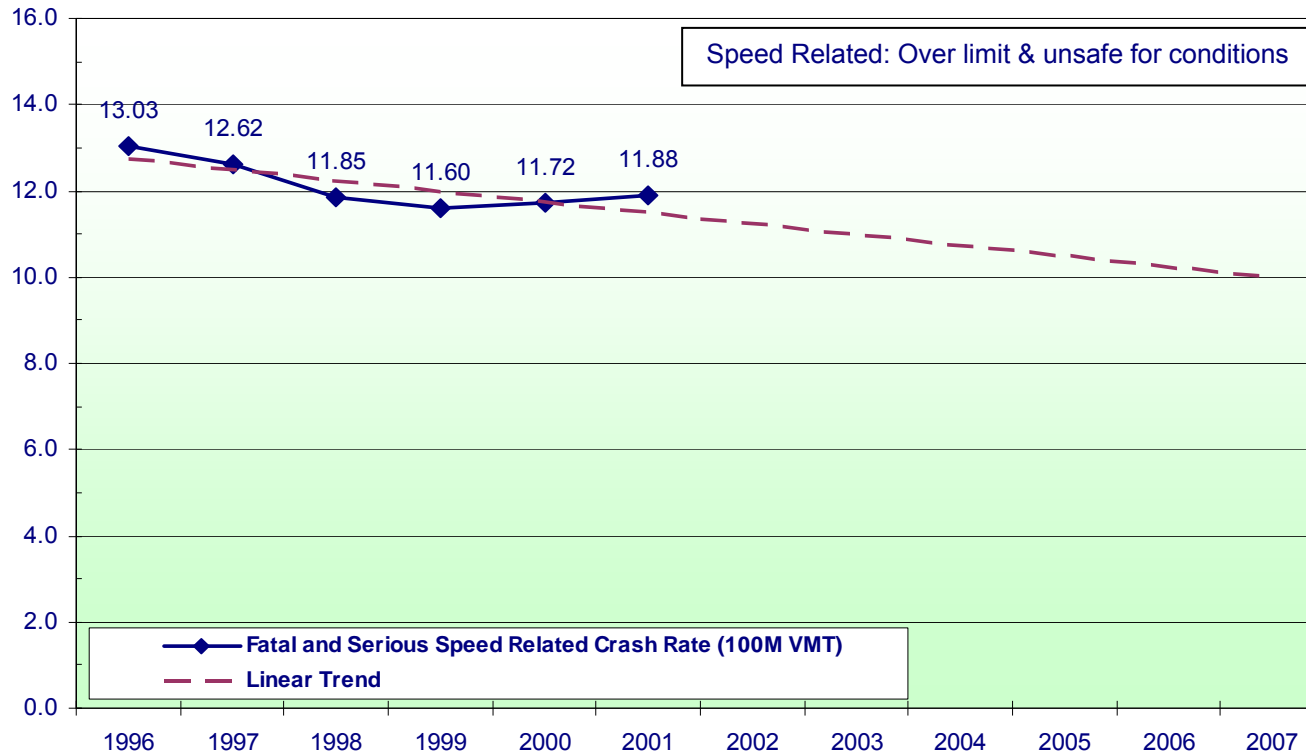


Data Sources Large truck-involved fatalities 1996-1999: FARS (variable = "Weight Code," 2000-2005: FARS (variable = GVWR)
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Speed-Related Crash Rate per 100M VMT

Reduce speed-related KAB crashes to 9.98 per 100M VMT by 2008

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

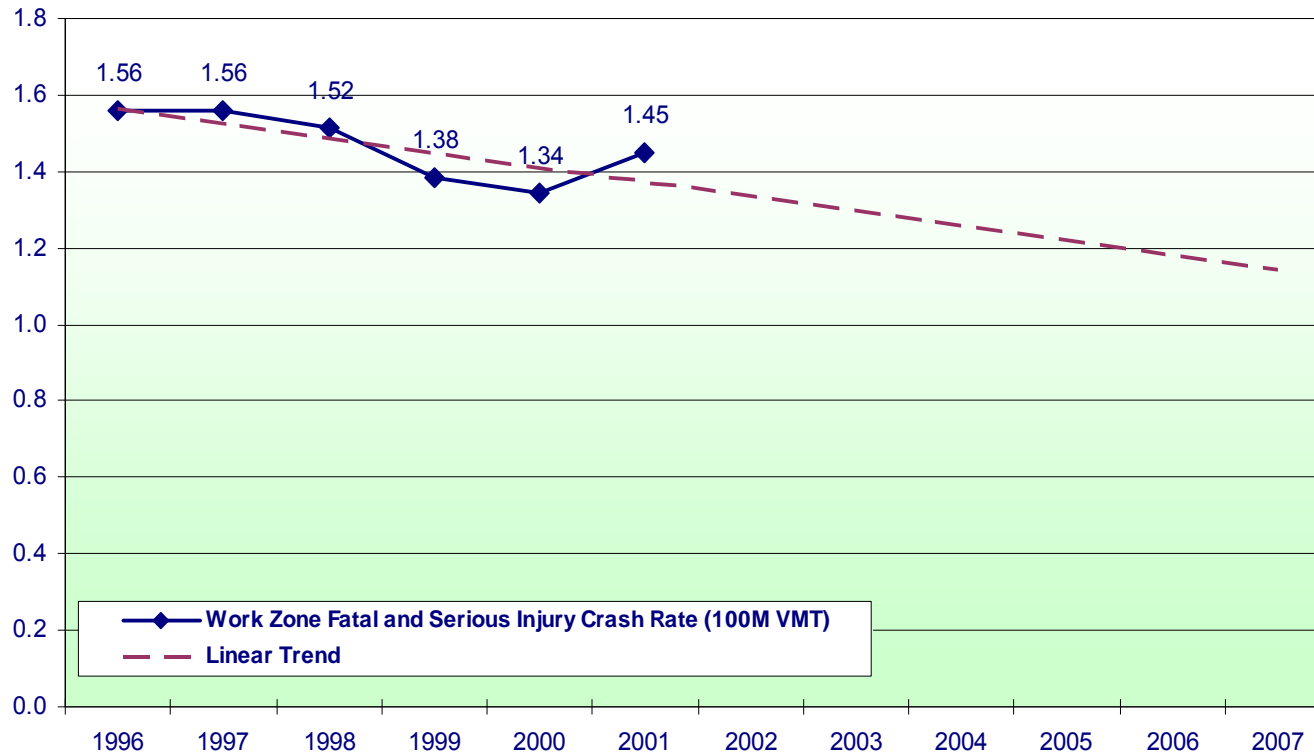


Data Sources Fatal & serious crashes 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Work Zone Crash Rate per 100M VMT

Reduce KAB crashes to 1.15 per 100M VMT by 2008

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

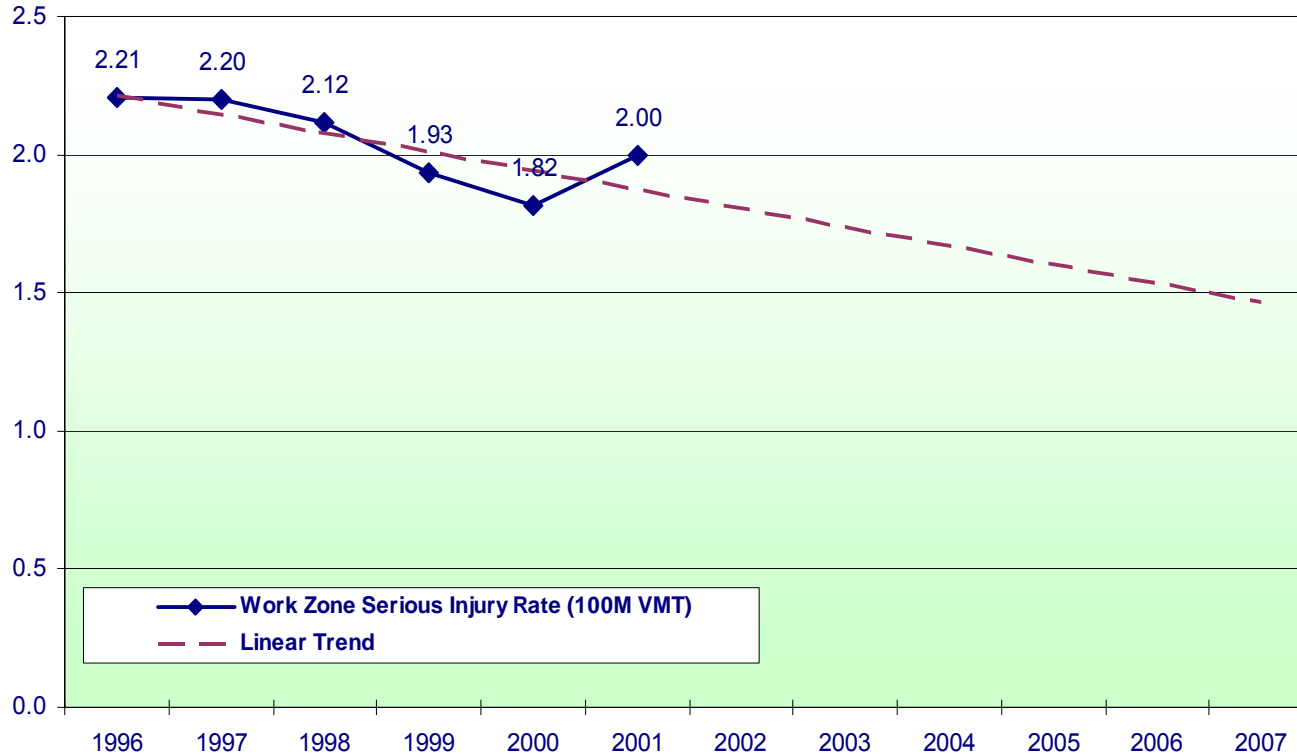


Data Sources Fatal & serious crashes 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Work Zone Serious Injury Rate per 100M VMT

Reduce work zone AB injuries to 1.55 per 100M VMT by 2008

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

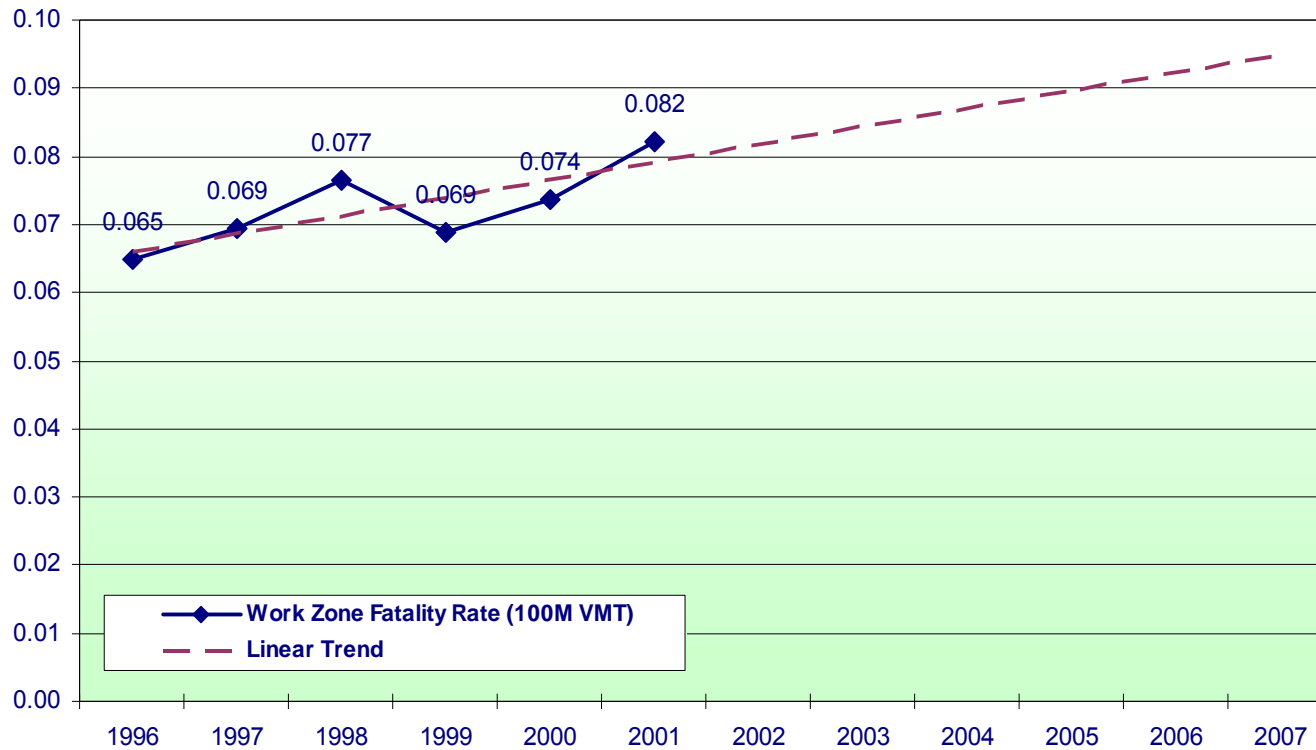


Data Sources Serious injuries 1996-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Work Zone Fatality Rate per 100M VMT

Reduce fatalities to 0.063 per 100M VMT by 2008

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



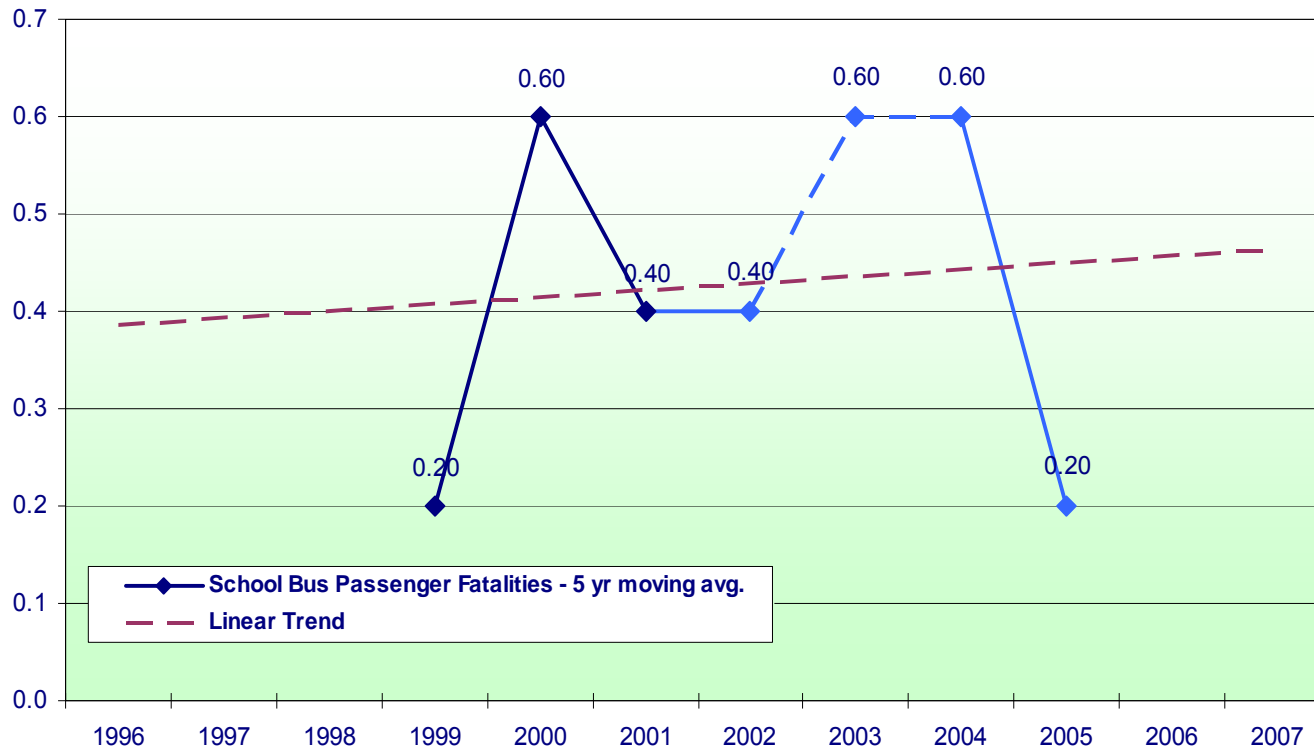
Data Sources Fatalities 1996-2001: Texas Accident File

VMT: TxDOT Transportation Planning & Programming Div.

Goal: School Bus Fatalities

Maintain 5 year average of no more than 0.4 school bus passenger fatalities per year by 2008

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

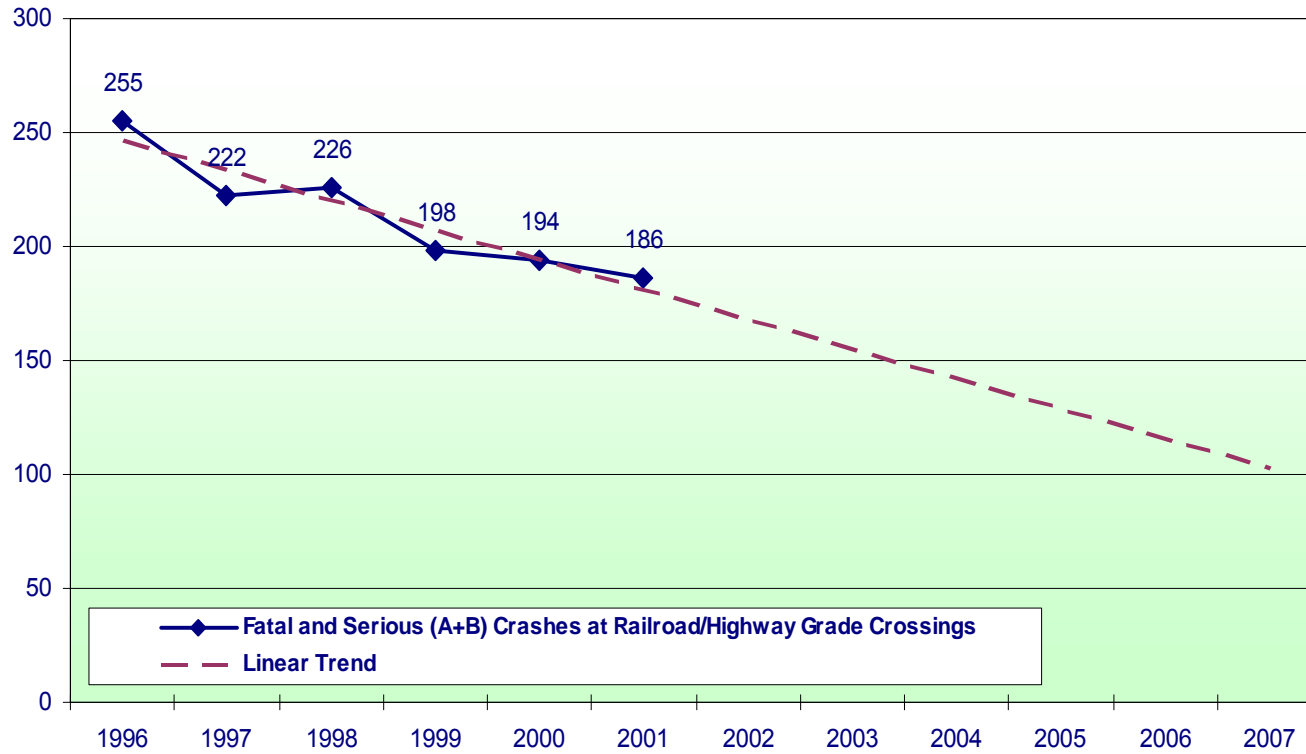


Data Sources Fatalities 1996-2005: FARS

Goal: Railroad Crossing Crashes

**Achieve 177 KAB crashes at railroad/
highway crossings by 2008**

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



Data Sources Fatalities 1996-2001: Texas Accident File

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PRIORITIZE PROGRAMS AND STRATEGIES

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

Core competencies

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

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

Core auxiliaries

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

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

Contiguous competencies

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

Project Selection

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

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

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

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

HIGHWAY SAFETY PLAN

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PLANNING AND ADMINISTRATION PROGRAM AREA – 01

Goals

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

Strategies

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

Tasks/Project Descriptions

Project Number: 080122 Training

Project Title: Sub Task N: Program and Staff Development

Project Description:

Traffic Safety Management Training provides project management courses with the assistance of the Sam Houston State University Institute for Law Enforcement Training for subgrantees and TxDOT traffic safety staff. The course teaches subgrantees the key elements of a grant and grant management including but not limited to: how to prepare budgets, requests for reimbursements, performance reports, preparation and use of public information and education campaigns and how each grant is part of the statewide traffic safety effort. A minimum of 30 students will be trained.

Project Number: 080116 Reports

Project Title: Sub Task 2: Reports and Data Development

Project Description:

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

Project Number: 080113 Program Management

Project Title: Sub Task R: Staffing and Administration

Project Description:

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

Project Number: 080113 Program Management

Project Title: Sub Task 1: Electronics Grants System

Project Description:

For the FY08 Grant Cycle, starting in January of 2007, TxDOT began implementing an interactive, Web-based Electronic Grants System (eGrants) to provide grant seekers and subgrantees a much simpler and more customer friendly way to seek and manage grants. This eGrants system begins with the Request for Proposal and carries all the way through project closeout. Resulting grants will be managed electronically, including the submission of performance reports, requests for reimbursement and end of grant reports. The project includes business analysis, benchmarking, contractual system development, system maintenance, training of TxDOT personnel, and the computer hardware and software required to operate the system. The eGrants development team is made up of Traffic Safety Section, Information Resources, and other relevant staff, whose mission is to plan, develop, implement, and manage this electronic grants management system. This effort is in keeping with the federal move to electronic grants and with SB 1458, enacted by the 77th session of the Texas Legislature, and SB 1002 (Statewide eGrants), enacted by the 79th session of the Texas Legislature. The transition of eGrants from the vendor to TxDOT will begin the eGrants transitioning efforts include (1) Transferring eGrants personnel knowledge to TxDOT personnel, (2) Enhancement to the eGrants system, and (3) Configuring the system for the 2009 grant cycle.

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ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM AREA - 02

Problem Identification

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

Other statewide statistics show that:

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

Goals

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

Objectives

- Reduce the number of alcohol-related fatalities per 100 VMT (Based on FARS 2005 estimates) from 0.67 DWI-related fatalities per 100M VMT to 0.66 DWI-related fatalities per 100M VMT by September 30, 2008.
- Reduce the number of DWI-related (alcohol or other drugs) KAB crashes from 4.62 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT in 2001 to 3.12 DWI-related (alcohol or other drugs) KAB crashes per 100M VMT by September 30, 2008.
- Reduce the number of 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 from 86.95 per 100,000 population in 2001 to 57.64 16-20 year old DWI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds by September 30, 2008.
- Reduce the number of DWI-related (alcohol or other drugs) fatalities per 100M VMT from 0.541 per 100M VMT in 2001 to 0.477 DWI-related (alcohol or other drugs) fatalities per 100M VMT by September 30, 2008.
- Reduce the number of DWI-related (alcohol or other drugs) serious injuries per 100M VMT from 6.31 DWI-related (alcohol or other drugs) serious injuries per 100M VMT in 2001 to

4.28 DWI-related (alcohol or other drugs) serious injuries per 100M VMT by September 30, 2008.

Strategies

- Increase enforcement of DWI laws
- Increase sustained enforcement
- Increase high visibility enforcement
- Improve BAC testing and reporting to the State's crash records information system
- Improve anti-DWI public information and education campaigns
- Increase the number of law enforcement task forces and coordinated enforcement campaigns
- Increase training for anti-DWI advocates
- Increase intervention efforts
- Improve and increase training for law enforcement officers
- Improve DWI processing procedures
- Develop a DWI and minor in possession tracking system
- Improve adjudication of DWI cases through improved training for judges, administrative license revocation for judges and prosecutors, and improved support materials for judges and prosecutors
- Improve education programs on alcohol and driving for youth
- Increase enforcement of driving under the influence by minors laws
- Increase public education and information, concentrating on youth ages 5-13 and 14-20, including parent education on drinking and driving
- Develop innovative ways and programs to combat underage drinking and driving
- Expand "EI Protector" and keep concentration on alcohol issues
- Require the following four additional enforcement efforts during Christmas/New Years (December 21, 2007 – January 1, 2008), Spring Break (March 7-23, 2008); Independence Day (June 27-30 and July 1-6, 2008) and participation in the 2008 National Labor Day Impaired Driving Crackdown (August 15 – September 1, 2008) for all law enforcement agencies funded with Section 410 funding.

Tasks/Project Descriptions

Project Number: 080223 Underage Drinking

Project Title: Sub Task F: Education

Project Description:

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

Presa Community Center Project Drive to Live “Maneja Para Viver” will train 20,000 students using a curriculum prior to and following the Courts in Schools assembly on the dangers of underage drinking and driving. The student body then attends the assembly and watches the consequences of underage drinking being played out before them. They view the court proceedings from the right side of the law. The judges with the program hear misdemeanor cases, which typically include at least one DWI. The curriculum includes a pretest and post test given before and following the assembly. The Drive to Live staff will also work with schools to distribute PI&E materials for school activities. Students learn about the impact and consequences of driving while under the influence of drugs and alcohol. This project serves Bexar County.

The Travis County Comprehensive Underage Drinking Prevention (UDPP) project offers education and peer-to-peer interaction to reduce underage alcohol consumption. Presentations on zero tolerance and other state alcohol laws, legal consequences for minors in possession of alcohol, and the dangers of driving while intoxicated will be conducted in 170 high schools and 275 middle schools in Travis, Hays, and Williamson Counties. UDPP will present “Why Risk It” to high schools and “Busted” to middle schools. Additionally, monthly statistics for MIP and DWI arrests, crashes, offenses, injuries and fatalities on youth 21 will be reported. The project will participate in five community events and will distribute 25,000 pieces of underage drinking materials.

The Texas Municipal Courts Education Center (TMCEC) will develop a project with the State Bar of Texas entitled Driving on the Right Side of the Road. It is essential that young drivers and future drivers who are today’s child passengers be targeted by traffic safety education programs. This project will be developed for use by social studies teachers at the elementary, middle and high school levels. TMCEC and the Law Related Education Department of the State Bar of Texas working collaboratively with judges, court support personnel and teachers to develop a social studies program for grades 4, 7, and high school government Texas students. The project will develop three sets of lessons on traffic safety for infusion into social studies curriculum including web based materials, on line resource materials and games. This educational program is designed to offset the effects of television, popular culture, immaturity, lack of social responsibility, lack of knowledge of consequences, disrespect for the law, and peer pressure to drink and drive or drive recklessly. A minimum of twenty teacher training workshops in cooperation with the Education Service Center (ESCs) and/or local school districts will be conducted during this initial developmental year.

The Texas Alcoholic Beverage Commission (TABC) Shattered Dreams, an educational program that focuses on high school students and impacts the community as a whole. Parents are encouraged to become a part of the planning process. Community involvement includes local and state law enforcement officers who often accept the leadership roles when planning the mock crash. Local emergency services participate with ambulance rides and medical flights to area trauma centers and members of the judiciary often participate in the mock trial. The program will provide 30 mini grants to Texas schools hosting Shattered Dreams, develop and distribute 5,000

pieces of PI&E Shattered Dreams materials and educate 1,500 parents about underage drinking laws.

The Hillcrest Baptist Medical Center TeenSafe Traffic Educational Program is a traffic safety educational program for pre-teens and teens that will educate 3,000 youth 10-19 years of age on the dangers of underage drinking in Bell, Bosque, Coryell, Falls, Hill, Limestone and McLennan counties. Educational packets will be distributed to 2,000 youth and six (6) underage Drinking and driving educational computer activities will be developed. Data will be collected on 300 teens involved in motor vehicle crashes and the project will participate in four (4) "Shattered Dreams" programs and show the "Smashed, Toxic Tales of Teens and Alcohol" to promote dialogue between teens on the importance of buckling up, maintaining safe speeds, and not drinking and driving underage. Students will be given an opportunity to use the simulated tool, Fatal Vision Goggles, to show youth the various blood alcohol levels and how it impairs their vision. PI&E materials will be developed and distributed.

Project Number: 080223 Underage Drinking

Project Title: Sub Task C: Community Assistance

Project Description:

Texas Transportation Institute (TTI) will implement the Underage Drinking Prevention - Community Action Teams project. TTI will conduct a minimum of four community assessments of underage drinking. These assessments will develop/implement focused strategic action plans in high priority locales in cooperation with local underage drinking coalitions. Activities include: select and train Texas assessment team members; work with selected underage drinking prevention coalitions to work with community leaders and complete the assessment; facilitate coalition working groups in enforcement, prevention, education and public policy to write a strategic action plan using recommendations from the assessment team; provide follow-up assistance to each coalition; and conduct follow-up evaluation on results. Immediate products from this process include a report on information gained from the assessment, a report on information gained during reconnaissance meetings, a report on barriers & challenges, and a strategic action plan. TTI will work in conjunction with TxDOT & the State Department of Health Services (SDHS) prevention programs. These assessments will directly result in community action plans, commitments, and projects to address identified gaps in existing local activities, policies, and approaches to reduce underage drinking and driving.

Project Number: 080223 Underage Drinking

Project Title: Sub Task G: Enforcement

Project Description:

Brazos County will continue the Brazos County Underage Drinking Prevention and Enforcement project. The project goal is to reduce the number of alcohol-related crashes of drivers under 21 years of age. The project will conduct 60 stings at stores, restaurants, and bars, that serve alcohol to underage customers, file 38 administrative and 38 criminal cases on licensed establishments that sale or serve minors as well as file 30 criminal cases on those that make alcohol available to minors. Additionally, 12 enforcement activities will target minors in possession who possess fictitious or altered identification and 140 citations will be issued. The task force serves, and has current memorandums of understanding with Brazos, Burleson, Grimes, Leon, Madison, Robertson, and Washington counties.

Project Number: 080223 Underage Drinking

Project Title: Sub Task O: Public Information Campaign

Project Description:

The Spring Break Media Campaign will provide a paid media campaign in markets that include our state's major colleges and universities. The campaign focus will be 18-24 year olds. The project will continue a public education campaign with messaging that targets college students to promote the importance of finding a safe ride home if they've been drinking. New creative materials will build on the "Who's Driving Tonight?" theme launched in 2007. A news release in English and Spanish will be produced and distributed following the media event.

Project Number: 080201 Adult Alcohol Programs

Project Title: Sub Task F: Education

Project Description:

This is the second year of the Mothers Against Drunk Driving (MADD) community based drunk driving campaign entitled Take the Wheel and Reduce Alcohol-Related Crashes in Harris County. The purpose of this project is to significantly reduce drunk driving fatalities by collaboratively engaging local government, law enforcement, safety advocates, the business sector and the faith based community in programs to support law enforcement, enhance prosecution and extend MADD's life saving message into more diverse communities in Harris County. As part of the effort, MADD will conduct a Law enforcement Symposium/Award Recognition Event, conduct three meetings to coordinate better law enforcement efforts, develop campaign materials suitable for outreach in diverse communities, exhibit at four professional meetings for community judges, universities, school officials, and law enforcement and educate the Harris County population through campaign media coverage of the Take the Wheel campaign.

The Texas Alcohol Beverage Commission (TABC) Managers Awareness Program (MAP) will conduct a public information and education initiative that is combined with an on-going, highly visible law enforcement effort. The project specifically targets alcoholic beverage retailers, their managers and employees and consists of four parts: (1) the development of 12 PI&E materials and production of a total of 42,000 of these PI&E materials for their target audience; (2) the distribution of materials to retailers during the course of agency minor stings (5,200 -10,000 planned) and Stopping Sales to Intoxicated persons (SSIP) operations, as well as educational programs and other events; (3) refinement of the Manager's Awareness Program (MAP) that addresses DWI prevention issues and trains 3,000 managers and; (4) evaluation consisting of cross comparison of compliance rates for minor stings and SSIP operations to measure effectiveness of these efforts. Grant funding will be for the production of PI&E materials and for the agent extra-duty hours required for classroom instruction of MAP.

Sam Houston State University's (SHSU) Criminal Justice Center's (CJC) project, Impaired Driving Training Initiatives - Drug Evaluation and Classification Program (DECP); Advanced Roadside Impaired Driving Enforcement Program (ARIDE); The Drug Impairment for Educational Professionals Program (DITEP). DECP trains law enforcement officers to determine whether a suspect is under the influence of alcohol and/or other drugs, ensuring that drivers are properly evaluated after alcohol has been eliminated as the impairment source. By measuring physiological vital signs, officers will be able to assess and effectively classify physical indicators associated with specific drug categories. The project will maintain a network of geographically accessible certified DRE officers. A minimum of 60 officers will be trained as drug recognition experts (DRE), and a

minimum of 12 DRE officers will be trained as instructors. In addition, six DRE re-certification courses will be taught to a minimum of 60 officers. A minimum of 100 prosecutors will attend update courses to expand their knowledge base, SHSU will conduct a minimum of two (2) meetings with DREs and DRE instructors and a minimum of three (3) regional meetings with DRE agency coordinators. ARIDE is a 16 hour training program, which bridges the gap between SFST and DECP training and provides a level of awareness to the participants, both law enforcement and other criminal justice professionals. The training provides participants with the tools to better recognize drug impairment alone or in combination with alcohol. A minimum of four (4) ARIDE courses will train a minimum of 180 officers in this new NHTSA pilot project. SHSU will work with the Texas Transportation Institute to analyze and evaluate the program's effectiveness. DITEP will provide school personnel working with students of legal driving age the training needed to identify and document the drug and/or alcohol impaired student. A minimum of 300 secondary educational professionals will be trained in the NHTSA/IACP approved DITEP training and ten DRE instructors will be trained as instructors in the DITEP curriculum. In order to effectively accomplish grant deliverables, SHSU will continue to collaborate with DREs, DRE instructors, DRE agency coordinators, the Texas DWI Resource Prosecutor, Texas Judicial Liaison, toxicologists, Technical Advisory Panel (TAP), International Association of Chiefs of Police (IACP), National Highway Traffic Safety Administration (NHTSA), Texas Commission on Law Enforcement Office Standards and Education (TCLEOSE), Texas District and County Attorney's Association (TDCAA), Texas Transportation Institute (TTI) and Pacific Institute for Research and Evaluation (PIRE). SHSU will add the Texas Education Agency (TEA) to its partners by providing DITEP training to education professionals.

The Texas District and County Attorneys Association (TDCAA) will continue to house a DWI Resource Prosecutor project to provide a dedicated resource and trainer for Texas prosecutors and peace officers on DWI-related issues. DWI-related cases represent a significant challenge to the peace officers and prosecutors involved in handling these offenses. These cases often involve inexperienced prosecutors and peace officers, highly technical evidence, complex legal issues, jurors with conflicted attitudes about enforcement and experienced-well trained defense attorneys. TDCAA will print and distribute a copy of the TDCAA *Investigation & Prosecution of Intoxication Manslaughter and Intoxication Assault Offenses* manual to all new Texas prosecutors with felony jurisdiction. TDCAA will distribute a minimum of 2,800 copies of the *Traffic Stops* publication to all Texas Prosecutors. Using regional workshops, this project will enable a resource prosecutor to provide technical assistance and training to a minimum of 1,350 prosecutors and peace officers on how to handle DWI related arrests and prosecutions. The training will also include the *TDCAA Investigation & Prosecution of Intoxication Manslaughter and Intoxication Assault Offenses* manual and *Traffic Stops* publication to each attendee to assist them in increasing the successful prosecution of DWI offenders. The resource prosecutor will assist TDCAA in the training of a minimum of 300 prosecutors and peace officers at two Prosecutor Trial Skills Courses and one Intoxication Manslaughter Course. Additionally, the project will provide train-the-trainer courses resulting in a minimum of 30 additional trainers.

The University of Houston-Downtown Mobile Video Instructor Training will continue to train a minimum of 225 law enforcement officers as mobile video instructors in a minimum of nine mobile video courses classes in on the legal and procedural use of in-car mobile video recording equipment. Emphasis is placed on driving-while-intoxicated-investigations, vehicle positioning and lighting, equipment selection and operations, officer safety and other related topics. The instructors will train their fellow officers to effectively use mobile video equipment to gather DWI and other court evidence. Students will learn how to testify to the videotaped evidence in court.

The Texas Center for the Judiciary (TCJ), Texas Judicial College for the Study of Alcohol and Other Drugs and Texas Judicial Resource Liaison project will develop, implement and conduct a Texas Judicial College for the Study of Alcohol and Other Drugs. The College will include an Administrative Law Judge Training Track. This project will also continue to insure that judges are provided with the latest information on significant changes to laws relating to impaired driving, license suspension, breath interlock devices and other conditions of probation and sentencing. The Texas Judicial Resource Liaison will increase training, technical assistance and support for Texas judges handling DWI and other traffic safety issues. The judicial liaison will update training, web based materials and other resources identified, and oversee the marketing and implementation of DWI court training, participate in two of the TCJ curriculum committee meetings as an ex officio member, formulate judicial training curriculum, update and maintain the interactive DWI bench book, and provide two trainings each to facilitate judicial understanding of Ignition Interlock, Drug Recognition and Standardized Field Sobriety Testing Training. Four (4) written articles for judiciary, prosecution and law enforcement publications will be provided. This project may generate program income.

The Texas Municipal Courts Education Center's (TMCEC) Municipal Traffic Safety Initiatives project will continue its focus on traffic safety, particularly minor's driving under the influence, federal motor carrier laws, and changes by the 80th Legislature to traffic statutes, bringing traffic safety to the forefront of awareness and implementation by municipal courts and helping them embrace the concept of transforming traffic safety into a local priority. The project will design and conduct one statewide conference and train a minimum of 250 participants representing stakeholders in the municipal court system regarding the importance of traffic safety on a minimum of 40 traffic safety-related topics, making the information available to a minimum of 1,250 members of the TMCEC constituency and prepare a minimum of 40 instructional hours on CDs, MP3 files or audiotapes. The PI&E program will develop, update, and disseminate awareness information (speeches, fact sheets, calendars, recommended actions, etc) for a minimum of 872 city managers/mayors and a minimum of 1,250 judges on the importance of traffic safety in order to ensure that municipal courts and state and local traffic safety programs receive adequate local support and recognition. The project will develop and establish a local municipal awards program that provides recognition for a minimum of 9 local traffic safety initiatives, prepare a minimum of three feature articles or notices for trade magazines/newsletters of judges, clerks and city officials about how traffic safety relates to the quality of life in municipalities, prepare a minimum of 10 information pages and links for the TMCEC website on traffic safety issues, Prepare a minimum of 48 newsletter pages on traffic safety issues and update and develop traffic safety exhibit to be used at a minimum of 24 city and court related seminars. The project will develop a minimum of two traffic safety courses and train a minimum of 1,000 municipal judges at a minimum of 9 regional conferences in issues related to traffic safety both in their role as magistrates and as judges of courts of limited jurisdiction, train a minimum of 100 municipal prosecutors at two regional conferences in issues related to traffic safety and train a minimum of 550 court clerks at eight regional conferences in issues related to traffic safety.

The Texas Justice Court Training Center, Justice Court Traffic Safety Initiative project, will educate justices of the peace in magistrating the DWI defendant, performing inquests on roadside fatalities, and in adjudicating juvenile alcohol/traffic defendants in an effective manner; will utilize the justices of the peace in community outreach to educate the general public regarding drinking and driving and juvenile drinking, and implement a cohesive system of dealing with DWI offenders and juveniles as a county priority on a statewide basis. The project will manage and administer a four hour DWI magistrating module to reach a minimum of 100 judges not trained in FY07, produce and distribute magistrating/inquest field guide to a minimum of 800 judges statewide, develop a six hour education module for underage drinking and gateway offense issues (statistics and community

impact) and how to conduct DWI inquests (understanding toxicology reports/reporting requirements) to a minimum of five workshops and 100 judges. The project will modify and distribute presentation materials to 838 judges statewide, design and develop presentation on "Juvenile Drinking" in a minimum of six test markets to a minimum of six justices of the peace, produce and distribute 838 justices of the peace Traffic Safety courthouse lobby displays. Additionally, the project will identify a minimum of six pilot test markets for bond condition schematic, implement bond condition schematic in six pilot markets and design bond condition schematic kiosk materials for county judge education programs.

The Texas Association of Counties (TAC), Rural Judges DWI Court Pilot Project, will provide training and education for county elected judges and will increase the effectiveness of DWI adjudications in Texas through a dedicated project that will increase training, technical assistance and support for Texas county judges handling DWI, and other traffic safety related cases. The project will assign an experienced, retired County Judge to serve as director of the project who will also serve as ex officio member of the County Judges Education Committee at a minimum of four meetings. The project will create, update and provide specific curriculum to rural Constitutional County Judges and collect data indicating training results, and collect and analyze data on ten cases per participating county to determine repeat offenses or revocations of probation. The project will continue conducting a written survey of the 170 judges serving target counties to identify DWI problem areas, design and update training and other resources, provide a minimum of 2 SFST and 2 DRE overview presentations, recruit and train a minimum of 10 county judges for the DWI Court Pilot project, prepare articles, develop general session and breakout curriculum for delivery at a minimum of two (2) statewide and four (4) regional judicial conferences and develop and update one (1) interactive bench book.

The Texas Transportation Institute will develop a Roll Call Video for Law Enforcement on Crash and Blood Alcohol Concentration (BAC) Reporting. The National Highway Traffic Safety Administration (NHTSA) considers efforts to improve BAC reporting for drivers involved in crashes a priority in the fight against impaired driving. Texas is deficient with respect to reporting the toxicology results for fatally injured drivers to the Fatality Analysis Reporting System (FARS). Not only is approximately half of the BAC information still absent from the Texas FARS data for the fatal drivers, the data reflects less than 25% of the BAC information for surviving drivers. The primary goal of this project is to raise the awareness of law enforcement officers by educating them in how their actions affect a multitude of individuals and organizations which depend on accurate and timely crash data for both fatal crashes and surviving drivers. TTI will work with the Texas Commission on Law Enforcement Standards and Education and DPS for distribution and coordination. The video will be used in Texas law enforcement agencies as well as peace officer training academies.

The Texas Transportation Institute will develop a Standardized Field Sobriety Test (SFST) Update Course for Practitioners and Instructors. Given the frequency of alcohol-related crashes and fatalities combined with the high number of DWI arrests, it is critical that the law enforcement community be thoroughly prepared to identify and assist with the court process. Based on feedback from the 2006 National Highway Traffic Safety Administration (NHTSA) assessment of the Texas SFST program, the Texas Commission on Law Enforcement Standards and Education (TCLEOSE) moved ahead with plans to require a periodic recertification for both instructors and practitioners. This recertification requires an SFST update course including a provision for demonstrating proficiency to be completed every two years. Although NHTSA provided a self-study CD ROM refresher training module, it does not provide the state's law enforcement training providers a comprehensive, consistent SFST update curriculum. This means that training providers will be left to develop ad hoc curriculum which defeats the goal of the recertification initiatives and consistency launched by TxDOT and TCLEOSE. TTI will create a multi-disciplinary curriculum

development committee with representatives from TCLEOSE, TxDOT, prosecution, law enforcement, Texas Drug Evaluation and Classification Program, and NHTSA. In order to support this initiative and with the coordination and support of the curriculum development committee, TTI will develop an eight hour SFST Update curriculum to be used by TCLEOSE law enforcement training providers.

Project Number: 080201 Adult Alcohol Programs

Project Title: Sub Task G: Enforcement

Project Description:

Four (4) communities will conduct yearlong Selective Traffic Enforcement Program (STEP) - DWI to provide increased DWI enforcement to reduce the number of intoxicated drivers on their streets and the associated alcohol-related crashes. These four STEP DWI agencies will conduct sustained enforcement for DWI during the grant year. DWI enforcement will also be conducted under STEP Comprehensive and STEP Waves in the PTS program area which have an alcohol component.

Forty (40) communities will conduct STEP Impaired Driving Mobilizations (IDMs). These projects will conduct quarterly enforcement mobilizations: Christmas/New Years (December 21, 2007 – January 1, 2008); Spring Break (March 7-23, 2008); Independence Day (June 27-30 and July 1-6, 2008); and will participate in the National Labor Day Impaired Driving Crackdown (August 15 – September 1, 2008). These law enforcement agencies are funded with Section 410 funds. The efforts will consist of coordinated enforcement efforts and earned media activities.

A total of twenty equipment incentives will be provided in order to generate participation from law enforcement agencies that do not have IDM STEP grants. Ten funded agencies and ten non-funded agencies that do not have STEP grants will be selected in a random drawing. The agencies must conduct increased enforcement, pre and post earned media, and report their activities within 20 days after the end of the mobilization periods.

Project Number: 080201 Adult Alcohol Programs

Project Title: Task O: Public Information Campaign

Project Description:

Texas Department of Transportation will use federal funds to implement an Adult Drinker Public Information campaign that targets impaired by persons under 34 years of age. A media event followed by an audio and video news release will kick off the campaign. A new English and Spanish radio PSA as well as a new English and Spanish TV PSA will be produced. Additionally 30 billboard vinyl's and 292 pump topper placards, promoting the "Drink. Drive. Go to Jail" holiday campaign will be produced. The campaign will be promoted by securing promotional opportunities with 25 radio stations statewide during the campaign period. The campaign is aimed to reduce driving while intoxicated during the holiday season between Thanksgiving and New Years. Texas will coordinate with and participate in the National Impaired Driving Mobilization.

The 3D Media Campaign Development and Placement - AL by Texas Department of Transportation will develop the concept for two three – dimensional (3D) billboards which address one of the state's key traffic safety problem: drinking and driving. There will be Two English 3D boards and two Spanish 3D boards. The 3D Media Campaign Placement - AL will move and place each of the four boards at three locations a year for a total of 12 different locations during the year. The billboards will be placed strategically in locations reaching motorists approaching or leaving specific demographic areas with highest possible impact their region.

The Impaired Driving Mobilization Campaign will include TV and radio PSAs, billboards, pump toppers, press conferences conducted statewide and public information and education in support of the campaign and will target driving by persons under 34 years of age. Texas will coordinate with and participate in the National Impaired Driving Mobilization. The paid media will be indicated in the Grants Tracking System (GTS) as K8PM.

Project Number: 080206 Evaluation

Project Title: Sub Task H: Evaluation

Project Description:

Texas Transportation Institute (TTI) will conduct a project on Improving Blood Alcohol Concentration (BAC) Testing and Reporting in Texas to determine the remaining barriers to testing and reporting BACs and other toxicology results for fatally injured drivers and pedestrians as well as surviving drivers in fatal crashes in Texas. The 2005 and 2006 FARS data will be reviewed to determine the rate of reporting BAC results for fatally injured drivers and pedestrians by counties with Medical Examiner (ME) Offices. An assessment of compliance by each of the ME Offices with their stated plans to submit toxicology results for all fatally injured drivers and pedestrians will be conducted.

Meetings will also be held with the Crash Records staff at the TxDOT and the DPS Crime Lab to determine the reporting compliance by ME offices as well as Justices of the Peace (JPs) in counties without ME offices. Additional work with the Texas Justice Courts Training Center will ensure that all JPs are informed about their duty to report the toxicology results for fatally injured drivers and pedestrians to the Crash Records Bureau of DPS. Written policies and procedures that provide instructions to JPs for submitting toxicology information to DPS will be included in the routine training curriculum for new JPs and the next update of the Justice of the Peace Manual. Meetings with the Texas Commission on Law Enforcement Standards and Education and DPS Troopers will also be conducted to discuss improving the reporting of toxicology results for surviving drivers in fatal crashes. Newsletter articles, education materials and other information discussing the importance of reporting this information will be developed and disseminated to all law enforcement agencies in Texas. (see Roll Call Video, Sub Task F, page 108).

Texas Transportation Institute (TTI) will conduct a project entitled "Evaluation of the Breath Alcohol Ignition Interlock Program in Texas." Texas statutes have required the breath alcohol ignition interlock device for repeat driving while intoxicated (DWI) offenders since 1995. The Texas Legislature also passed a law effective September 1, 2005 that requires DWI offenders with a BAC above 0.15 to have an ignition interlock as a condition of probation. However, the decision whether or not the device is installed on the offender's vehicle remains at the discretion of the court. In FY05 there were 72,809 convictions for DWI in Texas, yet there were only about 15,000 ignition interlocks installed on vehicles in Texas.

This project has four primary objectives. (1) Meetings with the Administrator of the Ignition Interlock Program at DPS will provide a better understanding of the scope and oversight of the more technical aspects of the program, including overseeing the ignition interlock vendors and inspection stations in Texas. (2) A process evaluation will be conducted in cooperation with DPS Driver Improvement Bureau using the court records of DWI offenders in order to document the processing of an offender from arrest through case disposition and assignment to ignition interlock or license suspension. (3) An evaluation of the effectiveness of the ignition interlock program as a DWI countermeasure will be conducted using cases that were adjudicated in 2004 in Harris County in order to compare the recidivism rates of those offenders assigned to the interlock program versus those receiving only license suspension as a condition of probation. (4) A survey of Texas judges

and prosecutors will determine their opinions about the current interlock laws, their use of ignition interlock devices for DWI offenders, impressions of the effectiveness of the devices in preventing DWI, as well as any barriers to further program implementation.

Project Number: 080221 Technical Support

Project Title: Sub Task E: DWI Processing

Project Description

The Texas Municipal Police Association (TMPA) project, Texas.LEADRS.ORG Support, Maintenance and Integration Project, will continue to provide technical support, maintenance, and pursue integration efforts with the Law Enforcement Advanced DUI/DWI Reduction System (LEADRS). The web-based reporting tool will be maintained in a manner to support program goals of reducing the time associated with processing DWI arrests. TMPA staff and subcontractors will work with local law enforcement agencies to develop interfaces between LEADRS and local agencies' in-house records management systems (RMS). The RMS interfaces will allow law enforcement officers to enter their DWI arrest information once, resulting in both data systems being completed. There will also be continued access to a public query system to track real time statistics of all cases entered into LEADRS. Law Enforcement Coordinators (LEC) from the Police Traffic Services program area will continue to market LEADRS as they promote traffic safety across Texas.

Project Number: 080219 Statewide DWI Planning

Project Title: Sub Task M: Planning

Project Description:

The Texas Transportation Institute (TTI) Technical Assistance and Working Group Facilitation for the Alcohol and Other Drug Countermeasures Program will continue. The working group consists of representatives from appropriate state agencies as well as statewide organizations with direct ties to the DWI issue. This project will provide technical assistance to the Working Group. The Working Group will continue to identify and prioritize the specific challenges related to decreasing alcohol related crashes, fatalities and injuries identified in the 2003 Texas Alcohol Self Assessment and provide for a yearly update of the assessment document. This process has served as an effective means of identify gaps and provides a strategy which is holistic and integrated across stakeholders in order to meet the goals set forth in the TxDOT strategic planning initiatives. TTI will coordinate the Working Group, develop policy statements and conduct analysis. A minimum of two Subgroups meeting will be conducted to work to develop solutions for these challenges. The Working Group will convene at least one time during the grant year to address specific challenges or issues. After Action Reports will be issued following each meeting and will detail specific action items, along with a summary of completed items and plans.

EMERGENCY MEDICAL SERVICES PROGRAM AREA - 03

Problem Identification

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

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

Goal

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

Objectives

- Reduce EMS response time to motor vehicle trauma calls in rural areas from 12.3 minutes in 2004 (DSHS) to 11.7 minutes by September 30, 2008.
- Decrease EMS response time to motor vehicle crashes in frontier areas from 16.8 minutes (DSHS) in 2004 to 14.9 minutes by September 30, 2008.

Strategies

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

Tasks/Project Descriptions

Project Number: 080304 Education and Training

Project Title: Sub Task Z: Training

Project Description:

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

- Hold 52 Continuing Education classes for 480 students in ITLS (international trauma life support)/PHTLS (pre-hospital trauma life support), pediatric ITLS, Traumatic Brain Injury Training, ITLS extraction and Emergency Vehicle Operations training
- Train 180 EMS students with Refresher training for Recertification including ECA (Emergency Care Attendant), EMT-B (Emergency Medical Technician-Basic, EMT-I (Intermediate Emergency Medical Technician) and Paramedic refresher courses
- Train 516 students with initial training for EMS certification
- Hold 192 instructors certification training in EMT, PHTLS/ITLS, EVOC (emergency vehicle operations course), and EMD (emergency medical dispatch)
- Develop 4 public safety announcements

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MOTORCYCLE SAFETY PROGRAM AREA – 04

Problem Identification

FARS reports that in 2005, that there were 360 motorcycle occupant fatalities in Texas while there were 4,553 motorcycle occupant fatalities nationwide. There has been a 13 percent increase nationally in motorcyclist fatalities since 2004. The 360 fatalities represent 10% of the total motor vehicle fatalities in Texas. Of those Texas motorcycle occupant fatalities, 40.7% were helmeted compared with the national average of 57.2% for 2005. Of those motorcyclists fatally injured in 2005, 150 had a BAC equal or greater than .01. A motorcycle helmet is not required by law in Texas for riders 21 and older meeting training and insurance requirements. Helmets are estimated to be 37-percent effective in preventing fatal injuries to motorcyclists. Helmet usage nationally has declined by 23 percentage points over 5 years from 71 percent in 2000 to 48 percent in 2005. Per vehicle mile traveled in 2004, motorcyclists are about 34 times more likely than passenger car occupants to die in a traffic crash (Traffic Safety Facts 2005, Motorcycles, NHTSA National Center for Statistics and Analysis).

Goal

- To reduce the number of motorcyclist fatalities

Objective

- Reduce the number of motorcyclist fatalities from 360 in 2005 to no more than 348 by September 30, 2008.

Strategies

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

Tasks/Project Descriptions

Project Number: 080408 Motorcycle Safety

Project Title: Sub Task F: Education

Project Description:

Texas Transportation Institute (TTI) will conduct the Public Education Campaign Materials to Improve Motorist Awareness of Motorcyclists Project. The project will develop a campaign strategy that includes a communication plan and implementation strategy to increase motorist awareness. The project will also develop campaign promotion and media materials which may include brochures, bumper stickers, bus wraps, outdoor billboard designs, radio PSAs, web pages and press releases. The project will also develop a motorist awareness video detailing the safe vehicle driving practices necessary for avoiding injuries to

motorcyclists. The video is appropriate for driver education courses, defensive driving classes, and as speaker support for safety-related presentations. The video will be distributed online.

The Texas Department of Public Safety (DPS) will expand the capacity of the motorcycle safety training program in urban and rural areas by purchasing two mobile training units including tow vehicles with Section 2010 funds. TxDPS will produce a minimum of two separate motorcycle safety awareness messages using vehicle wrap technology on the mobile training units with Section 2010 funds. TxDPS will continue to offer the Basic and Advanced Motorcycle Operator Training Courses. DPS trained 32,152 persons in 2006. During the state Fiscal Year 2006, the number of registered motorcyclists was 349,382. DPS has 66 permanent training locations and nine (9) mobile training locations which utilize in-house RiderCoaches and self-contained mobile training units. Also, the DPS now licenses non-standard training courses in 18 locations. These non-standard training courses are specific to certain motorcycles or motorcycles with sidecars or that have three wheels.

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OCCUPANT PROTECTION PROGRAM AREA - 05

Problem Identification

Results of the 2007 safety belt surveys show 91.8 percent of drivers and front seat passengers in Texas were properly restrained. There were 80 percent of Texas children ages 0-4 years restrained in 2006. Young male drivers and pickup truck occupants continue to have the lowest rate of safety belt use. Cultural and socio-economic factors have a bearing in choices to use safety belts and safety seats. Children riding in the back seat of a passenger vehicle are restrained a greater percentage of the time than those in the front seat. In the 2006 Texas Transportation Institute survey, parents and caregivers were observed allowing children to ride in their laps 2.2 percent of the time, despite intense education and enforcement efforts to eliminate this practice.

Goal

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

Objectives

- Increase occupant restraint use in all passenger vehicles and trucks for driver and front seat passengers from 91.8 percent in 2007 to 92.5 percent by September 30, 2008.
- Increase occupant restraint use in all passenger vehicles and trucks for children ages 5-16 from 48.3 percent in 2006 to 67.5 percent by September 30, 2008.
- Increase the child passenger safety use rate from 80.0 percent in 2006 to 82.0 percent in all passenger vehicles and trucks for children ages 0-4 by September 30, 2008.

Strategies

- Increase enforcement of occupant protection laws
- Increase sustained enforcement
- Increase high visibility enforcement
- Increase public information and education campaigns
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates
- Concentrate efforts on historically low use populations
- Increase judges and prosecutors awareness of safety belt misuse
- Increase retention of child passenger safety (CPS) instructors
- Increase training opportunities for CPS instructors

- Increase EMS/fire department involvement in CPS fitting stations
- Maintain CPS seat distribution programs for low income families
- Increase occupant protection education and training for law enforcement and judges

Tasks/Project Descriptions

Project Number: 080503 Child Passenger Safety

Project Title: Sub Task F: Education

Project Description:

The Texas Cooperative Extension project Passenger Safety will implement an educational campaign conducted by county extension agents and their staffs to reach rural pickup occupants with the occupant protection message. County agents will use rollover convincers and other demonstrations at schools, safety fairs and other public event to expand the reach into this large population. Passenger Safety will conduct two NHTSA 32-hour technician training classes. One technician training will be conducted for bilingual participants in cooperation with the Meharry Medical College and will prepare technicians to approach child passenger safety in the Hispanic community with cultural awareness. A second training will have an emphasis on training firefighters/EMS and law enforcement. The project will conduct seven (7) checkup events and continue to market and implement a CPS online course for childcare providers. Passenger Safety will reach over 44,000 teens with information on occupant protection through sponsorship of the annual 4-H Round-up Statewide Safety Contest. Teens will be encouraged to promote traffic safety to other teens through research and demonstration methods. Passenger Safety's Teen Traffic Safety Project Guide will be updated and distributed via the project web site.

The Statewide Child Passenger Safety (CPS) Education and Distribution Program, managed by the Department of State Health Services *Safe Riders* program, will distribute over 13,000 child safety seats to the CPS projects and the statewide safety seat distribution programs in Texas, and teach a minimum of six (6) CPS NHTSA 32-hour technician classes, training a minimum of 120 technicians. Additionally, the project will conduct a minimum of 25 checkup events, and a minimum of 6 fitting clinics/check up events. The goal is to have 80 child safety seat distribution programs in place in FY 2008. Each distribution program will receive a four-hour training consisting of child passenger safety/safety seat information, instructions on how to conduct a distribution program, and program reporting requirements. The Department of State Health Services will provide 300,000 educational materials, operate a toll free information line, and coordinate the "Seat Belt Survivors Club".

The Hillcrest Health System's project, KidSafe, will conduct 16 checkup events and 8 fitting stations, educate parents and children at these fitting stations, and distribute 400 safety seats and 2,500 educational materials. The Texas Children's Hospital project, Increasing Child Restraint Use in Greater Houston, will conduct 15 checkup events, establish two new inspection stations for a total of 12 fitting station locations in the community, educate 500 parents, distribute 1,000 safety seats and 100,000 educational materials. The Texans in Motion project, Kids In Safety Seats, will conduct checkup events in eleven counties, establish two (2) permanent fitting stations in two of these counties, educate parents, distribute 600 safety seats and 50,000 PI&E educational materials in 11 target counties, host one CPS NHTSA 32-hour technician class and provide materials and training to law enforcement and legal professionals to increase understanding of CPS non/misuse. The Injury Prevention Center of Greater Dallas (IPC), Child Passenger Safety fitting Stations in Dallas, Texas project will conduct 96 child passenger safety seat fitting stations, inspect 600 child safety

seats, replace 400 inappropriate or defective child safety seats, conduct one (1) media event to increase the awareness of child passenger safety legislation, and proper installation and distribute 600 educational materials to parents (guardians) attending fitting stations.

The Texas Transportation Institute Strategies to Increase Safety Belt Use by “Tweens” project will be conducted in a large urban area (the Dallas/Fort Worth metroplex) a mid-size city (Corpus Christi) and a small town (Caldwell). In these three locations there are dozens of middle schools, intermediate schools and elementary schools that will serve as labs for an activity designed to increase safety belt use. Observational surveys will be conducted prior to implementation of activity, during the activity period, and one month following the activity. TTI will make a presentation or enlist teachers to lead a class activity that provides instruction on the benefits of safety belt use. They will distribute printed material emphasizing the legal mandate for children under 17 to use safety belts regardless of seating position in the vehicle and will send home printed material targeted toward parents.

The Texas Transportation Institute will develop a Web-Based Video on Child Passenger Safety that provides an overview of child passenger safety laws in Texas and general guidelines for correct selection and use. The video will be approximately six to eight minutes long. Viewers will become familiar with the basics of seat selection with tips on age, height and weight thresholds. The essential elements of proper use will be covered, addressing specifically the most frequent types of serious misuse and providing resource contacts for more thorough information. The video will be developed with the intention of placing a link to it on the TxDOT website homepage. The content of the video will be created by TTI’s certified child passenger safety technicians, in collaboration with the Texas Cooperative Extension Service, and the Texas Department of Health Services Safe Riders Traffic Safety Program. Additionally, a DVD of the video will be made available to the public and distributed to County Agents of the Cooperative Extension Service.

Project Number: 080511 Occupant Protection Surveys

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

Project Description:

TTI will conduct Observational Surveys of Restraint Use and Motorcycle Helmet Use in Texas. The annual statewide safety belt use survey will be conducted in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative.

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

TTI, will conduct Increasing Night-time Safety Belt Use Project in conjunction with TxDOT. Four communities will be selected where Click It Or Ticket (CIOT) mobilizations are planned during FY08. Prior to any campaign earned or paid media activity, TTI will conduct observational surveys during daytime and nighttime conditions in the four communities. Two cities will serve as control cities where no publicized nighttime enforcement will occur. Two cooperating cities will agree to publicize the message that occupant restraint enforcement will increase during the CIOT mobilization in both daylight and nighttime hours. Officers will focus on safety belt law enforcement at well lit intersections. Additionally, the proposed project will include the use of night vision goggles

and infrared lights to facilitate enforcement activity TTI will conduct two more waves of observational surveys of safety belt use, one during the enforcement period, and one after the enforcement period. Changes in restraint use pre-, during, and post-campaign will be compared to determine the effectiveness of a publicized nighttime enforcement period. A final report will document the results of the program and provide recommendations to TxDOT for further implementation.

Project Number: 080510 Occupant Protection Media

Project Title: Sub Task L: Buckle Up Media Support

Project Description:

Federal funds will be used for the Buckle Up Media Support project to buy additional safety belt and/or child passenger safety outreach. Section 405 funds will be used for this project's paid media and will be indicated as K2PM in the Grants Tracking System. The messages will use paid outdoor, radio, television and print media to promote buckling up. No federal 402 funds will be used to purchase paid media. Federal highway funds used to purchase advertising are in compliance with the NHTSA Grant Funding Policy Part II E and 402 advertising space guidance.

The 3D Media Campaign Development – OP project by Sherry Matthews Advocacy Marketing will develop the concept for one English and one Spanish billboard featuring Occupant Protection – consequences of not buckling up. The project will place two three – dimensional billboards which address occupant protection – not buckling up. One 3D board will be English and the other will be Spanish. Each board will be moved to three locations a year which will place them in 6 different locations during the year. The billboards will be placed strategically in locations reaching motorists approaching or leaving specific demographic areas with highest possible impact.

Project Number: 080509 Occupant Protection Enhancements

Project Title: Sub Task G: Enforcement

Project Description:

Federal funds will be used for occupant protection in order to continue increased enforcement efforts in May 2008 through the Click It or Ticket (CIOT) STEPs in at least 80 local communities throughout the state. A total of twenty equipment incentives will be provided to participating agencies. Ten funded agencies and ten non-funded agencies will be selected in a random drawing. Agencies must report their results within twenty days after the end of enforcement. Planned activities include pre and post surveys conducted by the participating agencies in order to measure the effectiveness of the enforcement period. Sustained enforcement will be conducted during the mobilization period and two earned media activities will be conducted pre and post the mobilization. Those STEP Comprehensive agencies with an occupant protection component, will conduct sustained safety belt enforcement during the grant year.

Project Number: 080509 Occupant Protection Enhancements

Project Title: Sub Task S: Statewide Media Campaigns

Project Description:

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

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

Project Number: 080505 Enforcement

Project Title: Sub Task V: STEP – Occupant Protection

Project Description:

One agency, Chambers County Sheriff's Department, will conduct a yearlong STEP-Occupant Protection to increase safety belt use through increased enforcement efforts. This STEP Occupant Protection agency will conduct sustained enforcement for occupant protection during the grant year. Occupant Protection enforcement will also be conducted under STEP Comprehensive and STEP Waves in the PTS Program area.

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA - 06

Problem Identification

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

Goal

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

Objectives

- Reduce the number of motor vehicle-related pedestrian fatalities from 1.86 motor vehicle-related pedestrian fatalities per 100,000 population (2005 FARS) to no more than 1.69 motor vehicle-related pedestrian fatalities per 100,000 population by September 30, 2008.
- Reduce the number of bicyclist fatalities from 0.204 bicyclist fatalities per 100,000 population (2005 FARS) to 0.125 bicyclist fatalities per 100,000 population by September 30, 2008.

Strategies

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

Tasks/Project Descriptions

Project Number: 080612 Pedestrian Safety

Project Title: Sub Task F: Education

Project Description:

The Texas Children's Hospital (TCH) will increase public information and education efforts on pedestrian safety through education and community awareness programs. The goal is to attain structural and behavioral changes through education, training and safety advocacy.

Project Number: 080602 Bicycle Safety

Project Title: Sub Task F: Education

Project Description:

The Texas Bicycle Coalition Education Fund will continue the implementation of the SuperCollege Project. The project offers a college curriculum to train 350 student physical education teachers in at least 20 Texas colleges to incorporate the SuperCyclist curriculum into a course required for teacher certification. The project will train a minimum of 350 elementary school teachers to implement the SuperCyclist curriculum in fourth and fifth grade. Distribution of bicycle safety education and awareness materials will be provided to educate and support SuperCyclist instructors and their school administrators. A teacher survey will be conducted in FY08 to evaluate the effectiveness of the program by tracking the number of teachers trained in the SuperCyclist curriculum and number of children who receive bicycle safety training each school year.

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POLICE TRAFFIC SERVICES PROGRAM AREA - 07

Problem Identification

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

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

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

Goals

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

Objectives

- Reduce the 36.19 KAB crashes per 100M VMT in 2001 to 30.92 KAB crashes per 100M VMT by September 30, 2008.
- Reduce the 15.5 intersection and intersection-related KAB crashes per 100M VMT in 2001 to 10.2 intersection and intersection-related KAB crashes per 100M VMT by September 30, 2008.
- Reduce the 0.236 fatalities per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater (2005 FARS) to no more than 0.179 fatalities per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater by September 30, 2008.
- Reduce the number of 0.192 fatal crashes per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater (2004 FARS) to no more than 0.159 fatal crashes per 100M VMT for motor vehicles with a GVWR of 10,000 pounds or greater by September 30, 2008.

Strategies

- Increase enforcement of traffic safety-related laws including speed related
- Increase sustained enforcement including speed related laws
- Increase public education and information campaigns
- Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals
- Increase public information and education on sharing the road with commercial vehicles (CMV)
- Develop partnerships with CMV industry and trade associations to increase education and training of the general public and drivers
- Increase enforcement of commercial motor vehicle speed limits

Tasks/Project Descriptions

Project Number: 080705 Enforcement

Project Title: Sub Task T: STEP- Comprehensive

Project Description:

Seventy-eight (78) agencies, including the Texas Department of Public Safety (TxDPS), will conduct a STEP-Comprehensive to provide enhanced sustained enforcement covering multiple offenses, focusing on two or more of the following: speed, DWI, intersection traffic control, or Occupant Protection (OP) violations. All STEP-Comprehensive agencies that have an occupant protection and/or DWI component will participate in the national enforcement mobilizations.

Project Number: 080705 Enforcement

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

Project Description:

Five (5) communities will conduct a STEP-Comprehensive Commercial Motor Vehicle to provide enhanced enforcement covering multiple offenses, focusing on two or more of the following: speed, occupant protection, or hazardous moving violations related to commercial motor vehicles.

Project Number: 080705 Enforcement

Project Title: Sub Task X: STEP - Waves

Project Description:

Thirty-six (6) communities will participate in special enforcement efforts centered on the holiday periods through STEP-Waves. Communities will participate in Memorial Day and Labor Day campaigns and may work up to four optional holiday periods. Law enforcement agencies participating in STEP-Waves will focus on OP violations, DWI and/or speeding.

Project Number: 080705 Enforcement

Project Title: Sub Task J: Law Enforcement Coordination

Project Description:

The Texas Municipal Police Association (TMPA) will conduct a Police Traffic Services and LEADRS Support project. Six (6) Law Enforcement Coordinators (LECs) and one (1) Program Manager will assist the Traffic Operations Division, District Traffic Safety Specialists and community law enforcement to develop and implement traffic safety efforts. The project will provide STEP management training to police agencies, marketing and training of the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS), a web page promoting traffic safety (www.buckleuptexas.com), conducting evaluation efforts, and working with local communities to identify traffic safety problems and identifying the resources to solve them. Additionally, TMPA will recruit non-funded agencies to participate in the national Impaired Driving Mobilization and Click It or Ticket campaign.

Project Number: 080705 Enforcement

Project Title: Sub Task Z: Training

Project Description:

The Texas Police Association (TPA) will conduct a two (2) day Traffic Safety Symposium for up to forty (40) law enforcement administrators. Participants will receive training on the benefits of conducting increased traffic safety efforts, what resources are available to assist them in promoting traffic safety within their community, and how to conduct comprehensive traffic enforcement and public information and education efforts with limited resources. The criteria for selecting participants will be based on community crash ranking and current level of involvement in traffic safety initiatives.

SPEED CONTROL PROGRAM AREA - 08

Problem Identification

Of the 3,504 crash fatalities in 2005, 1,426, were involved driving over the speed limit or too fast for conditions. This is 40.7% of all motor vehicle crash fatalities in Texas (NHTSA Traffic Safety Facts, 2005). Speeding is one of the most prevalent factors contributing to traffic crashes and the economic cost to society is estimated by NHTSA to be \$40.4 billion per year (NHTSA Traffic Safety Facts 2005). For drivers involved in fatal crashes, young males are the most likely to be speeding (NHTSA Traffic Safety Facts 2005).

Goal

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

Objective

- Reduce the number of speed related fatal and serious injury crashes from 11.88 speed related KAB crashes per 100M VMT in 2001 to 10.18 speed related KAB crashes per 100M MVT by September 30, 2008.

Strategies

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

Tasks/Project Descriptions

Project Number: 080805 Enforcement

Project Title: Sub Task W: STEP - Speed

Project Description:

Twenty-two (22) communities will operate a STEP– Speed grant. These projects provide sustained speed enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes. In addition, The Police Traffic Services (PTS) program area will conduct STEP-Comprehensive and STEP-Wave grants that involve increased speed enforcement.

TRAFFIC RECORDS PROGRAM AREA - 09

Problem Identification

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

Texas has multiple independent traffic record systems or processes in place to track traffic safety efforts. The Department of Public Safety has been managing the Crash Records Bureau to track crashes and the Drivers Records Bureau to track citations. The Texas Department of Transportation assumes responsibility for the crash records system October 1, 2007. The Department of Transportation maintains the Texas Accident Records System to track where crashes occur on the state and federal highways. The Department of State Health Services manages the trauma reporting systems that include EMS reports and hospital data for trauma victims. There is no direct linkage between the different systems. Each local and county law enforcement agency collects and maintains crash data for their own jurisdiction, reporting to DPS via paper documents. As the Crash Records Information System (CRIS) matures, a majority of communities will report local crash data electronically. Only communities without the electronic resources will continue to report crash data via paper. The development and implementation of the statewide data system CRIS, will provide timely and effective data analysis to support the allocation of highway safety resources.

Goal

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

Objectives

- Improve availability of crash data available electronically to TxDOT from more than 48 months in 2001 to within 60 days of the event by September 30, 2008.
- Improve reporting of local crash data electronically to CRIS from no later than 60 days after the occurrence in 2001 to no later than 10 days after occurrence by September 30, 2008.

Strategies

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

Tasks/Project Descriptions

Project Number: 080907 Local Projects

Project Title: Sub Task I: Identification and Analysis

Project Description:

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

Project Number: 080920 System Improvements

Project Title: Sub Task M: Planning

Project Description:

A consultant will be hired to update a Texas Traffic Safety Information Systems Plan. The Strategic Plan must address existing deficiencies in the state's highway safety data and traffic records. It must state how the deficiencies in the system were identified, prioritize the needs and set goals for improving the systems, identify performance based measures by which progress towards those goals will be determined and show how Texas will use section 408 and other funds of the state to address the needs and goals identified. The Strategic Plan must cover timeliness, accuracy, completeness, uniformity, integration, and accessibility in the areas of; crash records, roadway data, citations and adjudication, driver information and vehicle data, emerging medical services, leadership and coordination.

Project Number: 080920 System Improvements

Project Title: Sub Task Y: Traffic Records Assessment

Project Description:

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

Project Number: 080921 Crash Records Information System (CRIS) Technical Support

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

Project Description:

The Crash Records Information System (CRIS) will be current with data after inputting the backlog of approximately four (4) years. TxDOT will pay for sufficient full time equivalent (FTE) personnel to process the backlog. If additional hours or personnel are required to complete the project, TxDOT will pay for overtime hours. Additionally, TxDOT will provide sufficient funding to maintain a CRIS Technical Support Team. This team will consist of one (1) Application Architect, one (1) J2EE

Architect, one (1) Systems Developer/Database Administrator, and one (1) Spatial Data Manager. This team will report to the CRIS Owner identified by DPS and TxDOT in the CRIS Oversight Committee (COC) document.

Project Number: 080921 Crash Records Information System (CRIS) Technical Support

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

Project Description:

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

TRAFFIC RECORDS		FY 2008 Budget Module: TR-09							Page 1 of 1 (Dollars in Thousands)		
		# of Proj	TOTAL	Federal					STATE Texas		
TASK TITLE			402	405	406	408	410	2010	STATE MATCH	LOCAL MATCH	Fed. 402 To Local
08-09-07 LOCAL PROJECTS											
Sub Task I: Identification and Analysis	1	85.0			70.3					14.7	
08-09-20 SYSTEM IMPROVEMENTS											
Sub Task Y: Traffic Records Assesment	1	30.0	30.0								
Sub Task M: Planning	1	100.0			100.0						
08-09-21 TECHNICAL SUPPORT											
Sub Task A: Alleviation of Crash Records											
Backlog and On-going Technical Support	1	2,690.0				1,890.0			800.0		
Sub Task R: Staffing and Administration for	1										
Crash Records Section		2,605.1							2,605.1		
TOTAL	5	5,510.1	30.0		170.3	1,890.0			3,405.1	14.7	

DRIVER EDUCATION AND BEHAVIOR PROGRAM AREA - 10

Problem Identification

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

Goal

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

Objective

- Maintain 20 million people reached with traffic safety messages in 2007 with a minimum of 20 million traffic safety messages by September 30, 2008.

Strategies

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

Tasks/Project Description

Project Number: 081004 Education & Training

Project Title: Sub Task F: Education

Project Description:

The National Safety Council (NSC) will implement a Texas Employer Traffic Safety Program by developing a strong statewide outreach network of Texas employers through involvement in motor vehicle crash prevention focusing on impaired driving, distracted driving, commercial motor vehicles and occupant protection. Employers will join forces with traffic safety partners to reduce the incidence and consequences of crashes in Texas. The development of all of the activities of the employer outreach strategy will be guided by an expert advisory group of traffic safety professionals, government representatives, and employer sectors including commercial motor and fleet vehicles for various employee demographics. A needs assessment evaluation survey will be conducted by the Advisory Group membership to establish a baseline of employer perceptions, policies and practices on impaired driving and driver distraction. Two Commercial Motor Vehicle Roundtables will be conducted to determine education and safety policy needs. A four hour Dynamics of Fleet Safety Training will be conducted for 900 trainers. An additional day and a half of traffic safety seminars will be added to the NSC's annual Texas Safety Conference & Expo, to train 400 employers on how to effectively implement prevention strategies and how traffic safety can affect the company's bottom line. Outreach campaigns that will be developed and distributed include the following: Best practice traffic safety strategies to a minimum of 2,000 Texas companies. An Employer Traffic Safety Information Kit on the importance of traffic safety to a minimum of 3,500 employers. Employer traffic safety website clearinghouse focusing on employer

related traffic safety topics. Key TxDOT traffic safety website mobilization initiatives will be linked to the Employers' Intranet Websites. An Impaired Driving Employer Handbook of best practices will be provided to a minimum of 3000 employers.

Teens in the Driver Seat (TDS) was developed in 2001 and is a new solution for increasing awareness of teen driving risks among teens using a peer-to-peer approach. The program is operating in approximately 60 Texas high schools. The current TDS programs will be maintained in currently active TxDOT districts and the program will expand to other districts, including (but not necessarily limited to): Laredo, Waco, Houston, Amarillo and Paris. The program will include the following media outreach: four (4) television Public Service Announcements (PSAs), six (6) radio PSAs, 10 podcasts and four (4) new video testimonials. The TDS website will be enhanced and expanded; The program will be deployed though out Texas through train-the-trainer orientations for students, educators and/or community groups, and press events. Typically, teens conduct the press event. The current DVD-based guide for teens to use to deploy a sustainable program will be revised and enhanced. Teen focus groups will continue assessing TDS Program elements. The program will assist schools/teens develop TDS Program Action Plans. A database will track TDS Program materials. An estimated 100,000 students will be impacted by this program

The Texas Education Agency will increase public knowledge, perception and understanding on how to reduce the traffic safety death rates, injury rates and years of life lost especially for young persons through a Traffic Safety Education Prevention Program (Grades 6th - 8th). A new Texas Prevention Curriculum for Traffic Safety Education for 6 through 8 grades for 1,450 Texas middle schools specifically designed to integrate traffic safety issues into traditional classrooms. The guide will provide comprehensive lesson plans and resources for teachers of core and supplemental subject areas such as math, language arts, social studies, science, health, etc. The lessons will be aligned with the required Texas Essential Knowledge and Skills standards and designed to meet the required state instructional objectives. Teachers will be trained to utilize and adapt new materials with emphasis in their teaching field to meet the core educational needs of their students. The Texas Education Agency will continue to update the driver education curriculum as needed.

A "K-8" Traffic Safety Education Program will identify age related potential traffic hazards and determine the most effective methods for communicating information about the hazards. Materials will be developed and produced to transfer safety information through the educational system. An assessment of the potential traffic hazard will be conducted which includes a review of existing crash data to determine type of crashes that involve children. A determination of the knowledge and appropriate behavior(s) children must be able to demonstrate to avoid crashes will be made. An assessment of safety information for children will be reviewed, then a pilot traffic safety program for kindergarten, elementary and middle school will be developed which will include 12 hours of teaching modules.

The City of Lubbock Parks and Recreation program Safety City- "Teaching Kids to Be Street Smart" provides public school children in the region an opportunity for children to learn about potentially hazardous traffic situations in their community and how to stay safe. The two weeks school curriculum consists of basic pedestrian concepts, helmet safety, bicycle safety, how to ride safely in a school bus, and rules of the road when in a car. Young children and their families visit Safety City and they all receive a traffic safety education.

The City of Pharr Police Department is conducting the EI Protector Program. This bilingual/bicultural traffic safety education program will conduct 250 outreach presentations in schools, civic groups, businesses and health fairs in Pharr. Additionally, six (6) Public Service Announcements (PSAs) will be produced and distributed and 2,500 pieces of traffic safety materials distributed. Community

partnerships will be built in order to better serve the predominately Hispanic community. The community will receive traffic safety information focusing on traffic safety laws, DWI, drugs, and safety belts.

Project Number: 081004 Education & Training

Project Title: Sub Task Q: Save a Life Summit

Project Description

The 6th annual Save a Life Summit conference, a premier traffic safety meeting for Texas traffic safety professionals dedicated to reducing the toll of deaths and injuries on our state's roadways. The proposed meeting will be held in September 2008. The conference will provide considerable learning and valuable recognition opportunities for a minimum of 300 traffic safety advocates from all regions of Texas. Participants will come from the ranks of law enforcement, private industry, non-profits, public health, emergency medicals services, and local, state and federal agencies that deal with traffic safety issues.

Project Number: 081004 Education & Training

Project Title: Sub Task Z: Training

Project Description

Texas Education Agency will provide Workshops for Driving Safety and Drug and Alcohol Driving Awareness Programs Personnel to 600 participants through three workshops. Attendees include Course Providers, School Owners, and Instructors. This project will increase public knowledge, perception and understanding on how to reduce the traffic safety death rates, injury rates and years of life lost.

Austin Independent School District, through its Community Education Department, will provide the After School Driver Education Program courses for the students attending Travis, Reagan, Johnston, Akins and Lanier High Schools. Three hundred students will be offered as an incentive, a half-academic-credit to take the 56-hour Driver Ed course outside of school hours as an elective. It is critical that young people who would otherwise drive illegally and without proper driver education receive the benefits of these valuable courses in order to reduce traffic fatalities and injuries caused by young, inexperienced drivers.

The Education Service Center, Region VI in Cooperation with the Texas Education Agency, and Education Service Center, Region VI, we will deliver a six hour Driver Awareness Program for Under-Educated Adult Basic Education (ABE) and English as a second Language (ESL) program to 2,000 participants using Texas Driver and Traffic Safety Education Association (TDTSEA) textbook and support materials and Texas Department of Public Safety handbooks. Region VI Education Service Center Region (ESC VI) will continue the Development, Implementation and Evaluation of Driver Education Workshops for Texas driver education teachers. At least eight, six hour training sessions, which meet Texas Education Agency guidelines, will be conducted for at least 300 teachers in various locations throughout Texas.

The Texas Engineering Extension Service (TEEX) in partnership with American Institute for Public Safety (AIPS) will address the problem of aggressive driving behavior by providing to the courts located within the Texas Department of Transportation Dallas District Aggressive Driving Behavior Modification class. The class is an eight hour block of instruction aimed at identifying misconceptions associated with proper operation of a vehicle and adherence to state traffic laws, and 150 students will be trained.

Project Number: 081014 Public Information Campaigns

Project Title: Sub Task K: Local Events

Project Description:

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

Project Number: 081014 Public Information Campaigns

Project Title: Sub Task S: Statewide Media Campaigns

Project Description:

On the Road in Texas Radio and TV Networks is a joint project with TxDPS. The project includes a CD compilation of four or five 60-second radio features distributed each month to English and Spanish radio stations in Texas. Stations air these spots as PSA's at no charge. This project will continue with 25 English language traffic safety messages and 25 Spanish language messages for radio. Additionally, this project will develop and/or revise 54 additional features (27 English and 27 Spanish). This project will also produce the new radio series "Street Smarts", a 30-second driver quiz for air on stations in the states largest cities.

Texas Drivers Quiz TV Features will place weekly features on 25 television stations with a 5-part series building on our track record by producing additional features and finding new outlets for the series, including delivery of the features through drivers' education programs, schools and websites.

The Save a Life project is a comprehensive public education program. State funds will be used to buy placement expenses for all campaigns under the Save a Life project. Included will be billboards, TV and radio placement, print media, Internet ready information, and conference services. Promotional and educational materials for individual campaigns will also be produced. Federal 402 funds will not be used to purchase paid media. Federal highway funds used to purchase advertising are in compliance with the NHTSA Grant Funding Policy Part II E and 402 advertising space guidance.

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

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

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

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

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

DRIVER EDUCATION AND BEHAVIOR			FY 2008 Budget Module: DE-10						Page 1 of 1 (Dollars in Thousands)		
TASK TITLE	# of Proj	TOTAL	Federal						STATE Texas		
			402	405	406	408	410	2010	STATE MATCH	LOCAL MATCH	Fed. 402 To Local
08-10-04 EDUCATION & TRAINING											
Sub Task F: Education	6	2,765.9	1,297.4		725.5					743.0	90.2
Sub Task Q: Save a Life Summit	1	272.4	217.9							54.5	
Sub Task Z: Training	5	805.5	475.3							330.2	44.9
08-10-14 PUBLIC INFORMATION CAMPAIGN											
Sub Task K: Community Events	1	60.0							60.0		
Sub Task S: Statewide Media Campaigns	8	4,332.8	1,976.1						1,800.0	556.7	
	21	8,236.6	3,966.7		725.5				1,860.0	1,684.4	135.1

RAILROAD / HIGHWAY CROSSING PROGRAM AREA - 11

Goal

- To reduce KAB crashes at railroad/highway crossings

Objective

- Reduce the number of KAB crashes at railroad/highway crossings from 186 KAB crashes in 2001 to no more than 179 by September 30, 2008.

Strategies

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

Tasks/Project Description

Project Number: 081115 Railroad / Highway Crossing

Project Title: Sub Task F: Education

Project Description:

The TTI project, Lack of Law Enforcement and Prosecution at Highway-Rail Grade Crossings Project, will focus on the education of law enforcement and judiciary agencies in rural communities along high traffic density rail lines in the state. The project has three stages: (1) Two hundred (200) copies of the Operation Life Saver videos will be sent to rural communities along high traffic density rail lines within the state of Texas. The two videos are "Roll Call: Highway Rail Grade Crossing Safety for Law Enforcement and "It's Your Call: Increasing Judicial Awareness of the Highway-Rail Safety" to increase judicial awareness. (2) Following 1-2 months after sending the videos, a survey will be sent to local law enforcement and judicial officials to assess effectiveness. (3) Training materials will be developed using the results of the survey, public laws governing highway-rail grade crossings, and information about new signage they could encounter at grade crossings in the near future such as the a crossbuck with a yield or stop sign.

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

Railroad / Highway Crossing		FY 2008 Budget Module: RH-11							Page 1 of 1 (Dollars in Thousands)		
		TASK TITLE	# of Proj	TOTAL	Federal					STATE Texas	
			402	405	406	408	410	2010	STATE MATCH	LOCAL MATCH	Fed. 402 To Local
08-11-15 Railroad/Highway Crossing											
Sub Task F: Education	1	97.7			87.8					9.9	
	1	97.7			87.8					9.9	

ROADWAY SAFETY PROGRAM AREA - 12

Problem Identification

There are 1,599 construction projects, equaling one work zone every 51 miles, which impact traffic safety on Texas highways every day. In 2005 (FARS), 159 people were fatally injured in motor vehicle crashes in Texas work zones. Temporary traffic control devices present unique problems for the traveling public and workers alike. Devices such as signs, pavement markings, cones or barricades may conflict with the driver's expectancy, they may not follow design consistency, but they must be properly placed and maintained to ensure the worker's safety. Areas with a population of 50,000 or less, require maintenance and inspection to insure reliability. Revisions to the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD), which contains standards for a uniform system of traffic control devices for all highways, roads, and streets, was completed and implemented in 2005.

Goals

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

Objectives

- Reduce number of KAB crashes in work zones from 1.45 per 100M VMT in 2001 to 1.15 KAB crashes in work zones per 100M VMT by September 30, 2008.
- Reduce number of A&B injuries in work zones from 2.00 A&B injuries per 100M VMT in 2001 to 1.55 A&B injuries in work zones per 100M VMT by September 30, 2008.
- Reduce number of fatalities in work zones from .082 per 100M VMT in 2001 to .063 fatalities in work zones per 100M VMT by September 30, 2008.
- Provide assistance in improving safety through engineering to 25 communities by September 30, 2008.
- Train at least 2,300 students in roadway safety classes by September 30, 2008.

Strategies

- Increase enforcement of traffic safety related laws in work zones
- Increase public education and information on traffic safety in work zones
- Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training

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

Tasks/Project Descriptions

Project Number: 081204 Education and Training

Project Title: Sub Task C: Community Assistance

Project Description:

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

Project Number: 081204 Education and Training

Project Title: Sub Task Z: Training

Project Description:

The Texas Engineering Extension Service (TEEX), Highway Safety Training project for community and state personnel continues this year with the following schedule: 5 classes in Sign Installation and Maintenance for 75 students; and 5 classes in Pavement Markings Installation and Maintenance for 75 students. The TEEX Work Zone Safety Training project provides instruction in Work Zone Traffic Control for 1,000 students attending 50 classes; Flagging in Work Zones for 600 students participating in 30 classes; and Work Zone Traffic Control Refresher for 500 students during 25 classes. The TEEX Traffic Signal Maintenance and Repair Training project continues to provide hands-on education/training with 15 classes training 180 technicians throughout the state in the installation, troubleshooting and repair of traffic signals that will ensure citizen safety. Highway Safety Training, Work Zone Safety Training, and Traffic Signal Maintenance and Repair Training projects will be combined into one grant agreement. The TEEX Safe Practices for Traffic Incidents Training project will conduct 30 eight hour class room only traffic incident safety workshops to train 600 emergency responders. The University of Texas (UT) Arlington City/County Training Program project will train 1,740 city/county employees in roadway safety courses.

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

ROADWAY SAFETY		FY 2008 Budget Module: RS-12							Page 1 of 1 (Dollars in Thousands)		
		# of Proj	TOTAL	Federal					STATE Texas		
402	405			406	408	410	2010	STATE MATCH	LOCAL MATCH	Fed. 402 To Local	
08-12-04 EDUCATION & TRAINING											
Sub Task C: Community Assistance	1	77.2	68.5							8.7	68.5
Sub Task Z: Training	5	1,951.5	1,331.9							619.6	1,331.9
	6	2,028.7	1,400.4							628.3	1,400.4

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SAFE COMMUNITIES PROGRAM AREA – 13

Problem Identification

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

Goal

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

Objective

- Increase the number of Safe Communities coalitions from 30 coalitions in 2007 to a minimum of 38 coalitions by September 30, 2008.

Strategies

- Provide training programs on how to initiate and conduct community based programs
- Support the Safe Communities process
- Provide management support to implement community traffic safety programs

Tasks/Project Descriptions

Project Number: 081317 Safe Communities

Project Title: Sub Task B: Coalition Building

Project Description:

The Texas Transportation Institute (TTI) project, Management of Texas Safe Communities Program will serve as the Department of Transportation (TxDOT) managing contractor for Safe Communities. TTI will market, strengthen, support, and grow the Safe Communities Program. TTI will serve as resource agency for data and information and employ a synergistic approach to training and coalition building.

The University of Texas Health Science Center (UTHSC) of San Antonio Madrina-Padrino Traffic Safety Project will adapt the program for use among Hispanics in Texas, particularly recent immigrants, to change behaviors and ensure adherence to traffic safety laws. The community-based organizations and Texas Injury Prevention and Research Center (STIPRC) staff will conduct regular, bilingual parent training sessions using the five modules of the project. The bilingual modules address safety belt use, child safety seat use, drinking and driving, media advocacy, and building partnerships to improve traffic safety. The modules will be presented to small groups or during individual parenting visits to best facilitate the Madrina-Padrino experience among the attendees. Each project component will evaluate changes in driver behaviors and knowledge of

traffic safety laws. TAMU-CC Safe Communities will continue the Safe Communities Safe Driving Public Education Campaign project which targets speeding, DWI, aggressive driving, distracted driving and occupant protection use through education and information. The Texas Cooperative Extension project Brazos Valley Injury Prevention Coalition will plan strategies and programs to reduce injuries and deaths from motor vehicle crashes in this community. Additional community partners will be invited to join the coalition. The Injury Prevention Center of Greater Dallas project Safe Communities Project for Pedestrian and Traffic Safety in Dallas, TX will mobilize residents to take an active part in identifying pedestrian and traffic safety issues within their community, developing and implementing appropriate interventions, and conducting evaluation. The Injury Prevention Center (IPC) has conducted extensive data linkage and analysis for the past ten years, provides training, leadership, and outreach activities within the community, and brings together collaborative partnerships. The El Paso Police Department will continue their Safe Communities project to collect and analyze crash data, and use the data to determine where to station traffic officers, provide increased public information, and work with community leaders to reduce motor vehicle crashes. The West Texas A&M University project Deaf Smith County Safe Community Coalition will organize and provide community education highlighting the use of safety belts, correct use of child safety seats, and wearing bicycle helmets. The Coalition will support national and state campaigns that address these issues. The coalition will develop and deliver educational programs on occupant protection targeting at risk populations, helmet use, child safety seat installation, and youth bicycle riders.

SAFE COMMUNITIES			FY 2008						Page 1 of 1		
			Budget Module: SA-13						(Dollars in Thousands)		
TASK TITLE	# of Proj	TOTAL	Federal						STATE Texas		
			402	405	406	408	410	2010	STATE MATCH	LOCAL MATCH	Fed. 402 To Local
08-13-17 SAFE COMMUNITIES											
Sub Task B: Coalition Building	7	830.0			665.5						164.5
	7	830.0			665.5						164.5

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SCHOOL BUS PROGRAM AREA – 14

Problem Identification

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

Goal

- To reduce school bus related crashes, injuries and fatalities

Objective

- Maintain 0.40 school bus related fatalities per year on a five year average based on 1997-2001 for years 1999 - 2003, by September 30, 2008.

Strategies

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

Tasks/Project Descriptions

Project Number: 081418 School Bus

Project Title: Sub Task H: Evaluation

Project Description:

The Reducing School Bus Top-Arm Violations in Texas project will document the magnitude of the statewide problem of stop-arm violations in the state of Texas. The Project will also determine the applications and effectiveness of video technology on school buses in aiding school districts and law enforcement to identify and prosecute stop-arm violators. The Project will establish guidance for the potential deployment of the video technology statewide.

SCHOOL BUS SAFETY		FY 2008							Page 1 of 1		
		Budget Module: SB-14							(Dollars in Thousands)		
TASK TITLE	# of Proj	TOTAL	Federal					STATE Texas			
			402	405	406	408	410	2010	STATE MATCH	LOCAL MATCH	Fed. 402 To Local
08-14-18 SCHOOL BUS SAFETY											
Sub Task H: Evaluation	1	75.7	68.0							7.7	
	1	75.7	68.0							7.7	

CERTIFICATIONS AND ASSURANCES

Revised 8/25/05

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

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

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

Certifications and Assurances

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

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

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

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

- National law enforcement mobilizations,

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as

amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

Buy America Act

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

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

Political Activity (Hatch Act).

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

Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Restriction on State Lobbying

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

Certification Regarding Debarment And Suspension

Instructions for Primary Certification

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

Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Texas Department of Transportation


Carlos A. Lopez, P.E.

Director of Traffic Operations

8/23/07
Date

PROGRAM COST SUMMARY

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TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2008

FY 2008 HIGHWAY SAFETY PLAN		SUMMARY OF PLANNED FUNDING								<u>STATE</u> Texas		
(Dollars in Thousands)												
PROGRAM AREAS	# of Proj	TOTAL	FEDERAL						MATCH		Fed. 402 To	
			402	405	406	408	410	2010	STATE	LOCAL	LOCAL	
01 Planning and Administration	4	2,862.0			620.9					2,233.1	8.0	
02 AI & Other Drug Countermeasures	95	12,940.4			368.4			9,779.4		200.0	2,592.6	
03 Emergency Medical Services	1	1,425.6			800.6						625.0	
04 Motorcycle Safety	2	293.9							281.5		12.4	
05 Occupant Protection	113	10,999.8		1,000.0	7,539.9						2,459.9	
06 Pedestrian/Bicycle Safety	2	438.3			308.2						130.1	
07 Police Traffic Services	122	25,303.9	11,245.5		7,153.4						6,905.0	11,245.5
08 Speed Control	22	1,280.6			978.8						301.8	
09 Traffic Records	5	5,510.1	30.0		170.3	1,890.0				3,405.1	14.7	
10 Driver Education and Behavior	21	8,236.6	3,966.7		725.5					1,860.0	1,684.4	135.1
11 Railroad / Highway Crossing	1	97.7			87.8						9.9	
12 Roadway Safety	6	2,028.7	1,400.4								628.3	1,400.4
13 Safe Communities	7	830.0			665.5						164.5	
14 School Bus	1	75.7	68.0								7.7	
TOTALS	402	72,323.3	16,710.6	1,000.0	19,419.3	1,890.0	9,779.4	281.5	7,698.2	15,544.3	12,781.0	

Note: Summary includes New and Carry Forward Funds

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GLOSSARY

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Glossary

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

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