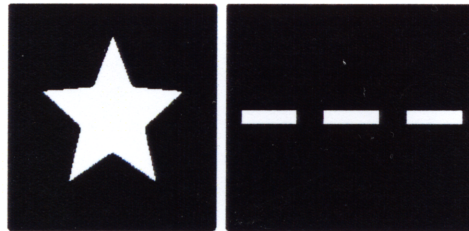




Texas Department of Transportation

TEXAS HIGHWAY SAFETY PLAN FISCAL YEAR 2002

TEXAS STATE DOCUMENT
UNIVERSITY OF TEXAS PAN AMERICAN
EDINBURG, TEXAS 78539-2999



Save a Life™

Texas Department of Transportation



FY 2002 HIGHWAY SAFETY PLAN

TABLE OF CONTENTS

Table of Contents	i
PART I - EXECUTIVE SUMMARY	
Introduction	1
Problem Identification Summary	4
Summary of Planned Funding	8
Highway Safety Program Cost Summary (HS-217)	9
PART II - PROGRAM AREAS	
<u>Program Area 02-01: POLICE TRAFFIC SERVICES AND SPEED CONTROL</u>	01-1
01-01: Education and Training	01-4
01-02: Enforcement	01-4
<u>Program Area 02-02: ALCOHOL AND OTHER DRUG COUNTERMEASURES</u>	02-1
02-01: Youth Alcohol Programs	02-3
02-02: Adult Drinking Programs	02-4
02-03: Demonstration Programs	02-5
02-04: Problem Identification and Evaluation	02-6
<u>Program Area 02-03: EMERGENCY MEDICAL SERVICES</u>	03-1
03-01: EMS Education	03-3
<u>Program Area 02-04: OCCUPANT PROTECTION</u>	04-1
04-01: Education	04-4
04-02: Enforcement	04-4
04-03: Problem Identification and Evaluation	04-4
04-04: Occupant Protection Incentive Program	04-5
<u>Program Area 02-05: TRAFFIC RECORDS</u>	05-1
05-01: Problem Identification and Evaluation	05-3
<u>Program Area 02-06: ROADWAY SAFETY</u>	06-1
06-01: Safety Training	06-2
06-02: Hazard Elimination Programs	06-2

<u>Program Area: 02-07 MOTORCYCLE SAFETY</u>	07-1
07-01: Motorcycle Safety Programs	07-2
<u>Program Area 02-08: PLANNING AND ADMINISTRATION</u>	08-1
08-01: Program Operations	08-2
<u>Program Area 02-09: SAFE COMMUNITIES AND COLLEGE TRAFFIC SAFETY PROGRAMS</u>	09-1
09-01: SAFE Communities	09-3
09-02: Coordination and Training	09-3
<u>Program Area 02-10: DRIVER EDUCATION AND BEHAVIOR</u>	10-1
10-01: Education and Training	10-3
<u>Program Area 02-11: SCHOOL BUS SAFETY</u>	11-1
11-01: School Safety Training Programs	11-3
<u>Program Area 02-12: PEDESTRIAN/BICYCLE SAFETY</u>	12-1
12-01: Training and Education	12-3
<u>Program Area 02-13: COMMERCIAL VEHICLE SAFETY</u>	13-1
13-01: Commercial Vehicle Safety	13-3

PART III - APPENDICES

Appendix A: Program Structure	A-1
Appendix B: Resource Allocation	B-1
Appendix C: Statistical Crash Data Trends in Texas	C-1
Appendix D: Eligible and Ineligible Costs	D-1
Appendix E: Texas Highway Safety Acronyms, Terms and Abbreviations	E-1

TEXAS HIGHWAY SAFETY PLAN

Fiscal Year 2002

INTRODUCTION

Highway Safety

Act -1966

The Texas Traffic Safety Program operates under the provisions of the *Highway Safety Act of 1966*, (23 USC 402). As a condition of this Act, each State must have a highway safety program, which is designed to reduce traffic crashes, injuries and fatalities. Providing the federal financial and technical assistance needed to reduce highway crashes, injuries and fatalities, the National Highway Traffic Safety Administration apportions and distributes these traffic safety funds to the states. The states obligate these funds through their annual highway safety plan. In 1997, the Highway Safety Act of 1966 was amended to require States only to identify "highly effective" programs when developing their highway safety programs.

Texas Traffic Safety Act of 1967

The State of Texas' laws and regulations and Texas Department of Transportation (TxDOT) policies and procedures also govern the Traffic Safety Program. On the state level, the *Traffic Safety Act of 1967* authorizes the program. This Act, codified in the Texas Transportation Code, Chapter 723, declares "establishment, development, and maintenance of a traffic safety program is a vital governmental purpose and function of the state and its legal and political subdivisions".

Definition

The Highway Safety Plan (HSP):

- identifies the State's traffic safety problems
- describes the programs and projects to address those problems, and
- as a multi-year planning document describes how federal funds will be programmed consistent with federal guidelines, priority area and other federal funding allocation requirements.

HSP Structure

The Federal Highway Safety Act of 1966 made the Governor responsible for the administration of the Texas Traffic Safety Program. The Governor has designated the Executive Director of the Texas Department of Transportation as his/her Governor's Highway Safety Representative. The complete structure of the Texas Traffic Safety Program is detailed in Appendix A.

HSP

Components The HSP consists of five central components:

- State Certification and Assurances
- Highway Safety Cost Summary (HS-217)
- Executive Summary
- Program Areas
- Appendices

Funding Parameters

- At least 40% of the funds under sections 154, 157a, 163, 164 (when used for traffic safety purposes) and 402 must be spent for local benefit. In addition, funds other than 402 "take on" the characteristics of 402 funds when used for traffic safety projects in the HSP.
- The program has set a goal of 10% of projects being new or innovative.
- Grant agreements for increased enforcement, for whatever purpose, shall not be interpreted as a requirement, formal or informal, that a police officer issue a specified or predetermined number of citations in pursuance of the subgrantee's obligations under the agreement.

Resource Allocation

Because a single source cannot provide the resources to solve even the most critical problems, two solutions address the resource limitation issue. These solutions are detailed in Appendix B and include the following:

- cost sharing by organizations and governmental entities which undertake traffic safety projects

- careful project selection process to determine which projects are eligible for traffic safety resources.

Submission

The HSP is prepared and submitted to the Texas Transportation Commission for approval on an annual basis.

Funding**Application**

Prior to September 1, of each year, the State's highway safety program application to the National Highway Traffic Safety Administration (NHTSA) consists of the following four documents:

- Performance Plan,
- State Certifications and Assurances,
- Highway Safety Plan, and
- Highway Safety Program Cost Summary.

Annual**Report**

Within ninety days after the end of the fiscal year, each State shall submit an Annual Report. This Annual Report describes:

- The State's progress in meeting its highway safety goals based on performance goals identified in the State's Performance Plan.
- The projects and activities funded during the fiscal year, including performance evaluations on how each of these projects and activities contributed to meeting the State's highway safety goals.

TEA 21

The passage of the Transportation Equity Act for the 21st century created several new funding opportunities for highway safety programs. In addition to Section 402, these include:

Section 157a: Safety Incentive Funds for Seat Belt Use.

Section 157b: Safety Innovative Funds for Increasing Seat Belt Use.

Section 163: .08 BAC Incentive Grants.

Section 405: Occupant Protection Incentive Grants.

Section 154: Passage of the Open Container Law (transfer funds).

Section 164: Repeat Intoxicated Driver Laws (transfer funds).

Section 403: Alcohol Related Crashes Demonstration Funds.

Section 2003b: Child Passenger Safety Protection Grants.

Section 410: Alcohol-Impaired Driving Prevention Incentive Grants.

Section 411: State Highway Safety Data Improvement Grants.

PROBLEM IDENTIFICATION SUMMARY

(Note: At the time of printing, 2000 data was not available from the Department of Public Safety)

Fatalities

- During 1999, there were 3,106 fatal traffic crashes, which resulted in 3,519 deaths.
 - The mileage death rate (deaths per one hundred million vehicle miles traveled) was 1.7 in 1999.
 - There were no deathless days in 1999. There were three crashes where six or more persons were killed.
 - The largest number of fatalities in a single month (343) was recorded in October 1999.
 - In rural areas of Texas, deaths increased from 2,069 in 1998 to 2,099 in 1999. These deaths comprised 59.6% of the statewide death toll.
-

Crashes and Injuries

- In 1999, Texas recorded 311,701 total crashes and 339,448 total injuries, compared to 308,115 crashes and 338,661 injuries in 1998.
-

Speed:

- Texas recorded 1,251 speed-related fatalities and 102,690 speed related traffic crashes in 1999.
 - Texas recorded 24,111 speed-related K+A+B crashes in 1999.
 - Nationally, the economic cost of speeding related crashes is estimated to be 27.7 billion each year. (Source NHTSA)
-

DWI Involved:

With alcohol as a factor, fatalities increased from the previous year, while the total number of crashes related to alcohol decreased. According to

NHTSA's Fatality Analysis Reporting System (FARS):

- Texas recorded 1734 DWI fatalities in 1999, compared to 1,689 in 1998.
- Texas also recorded 24,865 DWI crashes in 1999, compared to 26,012 in 1998.
- In 1999, 49.3 % of all fatalities were the result of an alcohol related crash.
- 6,706 young drivers, ages 16-21, were involved in DWI related crashes in 1999. *
- 598 young drivers ages 15 to 20 with BACs > .02 were involved in fatal and injury crashes.
- 16,598 male drivers ages 16 to 34 were involved in DWI related crashes. *

*(These were not necessarily the DWI driver)

Motorcycles:

- 181 operators and passengers were killed in 1999. This is 19% increase from the 152 killed in 1998.
 - Of the 181 motorcyclists killed, 60% of the operators and passengers were not wearing a helmet at the time of the crash.
 - Observational surveys found helmet usage rate in 1999 was 66.87%.
-

Pedestrians:

- Pedestrian fatalities in 1999 totaled 432, a decrease of 7% from 1998.
 - Pedestrian K+A+B crashes totaled 3,343 in 1999.
-

Occupant Protection:

- Percent of Texas drivers complying with the Safety Belt Law was 78.3 % in 2000, compared to 75.6% in 1999.
- Child passenger restraint use for 0 to 4 year olds was 68.0% in 2000, compared to 66.5% in 1999.
- Occupant restraint usage for all ages and groups for driver and right front seat passengers was 76.6% in 2000, compared to 73.95% in 1999.

Youth:

- Drivers under the age of 25 have the highest rate of involvement in fatal crashes of any group.

Commercial Motor Vehicles (CMV):

- 455 persons were killed in the state in 1999 CMV crashes.
- In 1999, Texas recorded 10,563 CMV involved fatal and injury crashes. There was a total of 16,585 CMV crashes.

Bicyclists:

- 44 bicyclists were killed in 1999.
- Almost one-third of all pedalcyclists killed in traffic crashes were between 5 and 15 years old.

School Bus:

- In 1999, Texas recorded 1,399 crashes either directly or indirectly involving a school bus.

Other Key Statistics:

- Work zone K+A+B crashes decreased to 2,878 in 1999, from 3,085 in 1998.
- Train-vehicle K+A+B highway rail grade crossing crashes decreased to 100 in 1999 compared to 111 in 1998.

Number of Vehicles Registered

Texans registered more than 17.2 million cars and trucks in 2000, an increase of 100,000 vehicles from 1999. The number of registered vehicles in the state has grown by 3.3 million since 1990.

**Highway
System**

TxDOT manages the largest state highway road system in the country, with responsibility for oversight of 79,102 centerline state-maintained miles of roadway. Total transportation system, including city and county roads, is 296,614.

**Vehicle Miles
Traveled**

Texas motorists traveled more than an estimated 213 billion miles in 1999. Over the last seven years estimated vehicle miles traveled in Texas have increased at an average rate of 3.9 percent annually.

**State
Legislation**

The 77th Texas Legislature passed new legislation directly affecting traffic safety. This legislation will be effective September 1, 2001.

- HB-5 bans the possession of open alcoholic beverage containers in the passenger area of a motor vehicle on a public highway. The legislation also included stiffer penalties for repeat DWI offenders.
 - HB-1739 increases the fine for driving a light truck or passenger vehicle without properly restraining a child younger than 4, or a person 15 or older rides in a seating position with a safety position, but not wearing the safety belt.
 - SB-577 establishes restrictions on the driver's licenses of youth under the age of 18. (This goes into effect January 1, 2002.
 - HB-63 increases the time a license is to be suspended for failure to pass a breath test or refusal to take a breath test for alcohol.
 - SB-399 prohibits children under the age of 18 from riding in the open bed of a pickup, except when the vehicle is part of a parade, operating on a beach, is the only vehicle owned by a household, transporting farm workers between fields on a farm-to-market, ranch-to-market or county road outside a municipality, or when as a hayride with appropriate permits.
 - SB-113 requires children under the age of 5 or less than 36 inches tall be secured in a child passenger safety system in a passenger car or light truck. The bill also requires all passengers age 4 to 17 to wear a safety belt in passenger cars and light trucks.
-

FY 2002 HIGHWAY SAFETY PLAN	Summary of Planned Funding (Dollars in 000's)														STATE Texas		
	Program Areas	# Of Projects	Federal											STATE	LOCAL	Fed to Local	
			TOTAL	402	403	405	410	157A	157B	154	164	163	2003b				
01 Police Traffic Services	49	10,937.9	6,419.4									600.0			1,356.0	2,562.5	6,583.7
02 AI & Oth Drug Countermeasures	37	6,897.3	2,597.2	486.7	1,234.4							733.5	288.0		220.0	1,337.5	3,930.0
03 Emergency Medical Services	2	612.7	541.1													71.6	541.1
04 Occupant Protection	109	9,217.7	2,328.7		1,434.0				750.0	3,897.0						808.0	2,396.0
05 Traffic Records	5	6,546.7	2,350.0									3,321.7			875.0		
06 Roadway Safety	205	32,892.1	909.1										13,427.1	18,555.9			32,270.2
07 Motorcycle Safety	0	0.0															
08 Planning and Administration	12	1,907.5	107.5												1,800.0		
09 Safe Communities and Colleges	31	1,432.7	1,340.8													91.9	1,169.4
10 Driver Education and Behavior	10	2,453.0	565.0												1,645.0	243.0	46.2
11 School Bus Safety	2	296.0							239.4							56.6	0.0
12 Pedestrian/Bicycle Safety	3	514.0	405.5													108.5	405.5
13 Commercial Vehicle Safety (PT) 847.2 (DE) 585.0	5	1,970.5							1,432.2							538.3	847.2
TOTALS	470	75,678.1	17,564.3	486.7	1,434.0	1,234.4	2,421.6	3,897.0	13,715.1	18,555.9	4,655.2	0.0	5,896.0	5,817.9	48,189.3		

HIGHWAY SAFETY PROGRAM COST SUMMARY

U.S.D.O.T.
National Highway Traffic Safety Administration

STATE: Texas NUMBER 02-01 Date: July, 2001

Program Area	Planned Federal Funds	Planned State/Local Funds	Federally Funded Programs			Federal Share to Local Benefit
			Previous Balance	Increase (Decrease)	Current Balance	
PT-02	6,344,100.00	3,918,500.00			6,344,100.00	5,909,000.00
AL-02	2,634,200.00	615,000.00			2,634,200.00	2,634,200.00
AL-157a	0.00	0.00			0.00	0.00
AL-154	288,000.00	267,000.00			288,000.00	288,000.00
AL-J8-410	1,234,600.00	308,600.00			1,234,600.00	998,500.00
EM-02	541,200.00	71,600.00			541,200.00	541,000.00
OP-02	2,111,500.00	475,000.00			2,111,500.00	1,464,000.00
OP-157a	1,922,000.00	1,359,500.00			1,922,000.00	1,922,000.00
OP-J2-405a	2,606,000.00	370,900.00			2,606,000.00	1,646,000.00
OP-J3-2003b	188,500.00	47,100.00			188,500.00	0.00
TR-02	2,350,000.00	875,000.00			2,350,000.00	0.00
TR-J9-411	0.00	0.00			0.00	0.00
RS-02	909,500.00	50,000.00			909,500.00	287,000.00
RS-154HES	13,427,900.00	0.00			13,427,900.00	13,427,900.00
Sub Total	34,557,500.00	8,358,200.00	0.00	0.00	34,557,500.00	29,117,600.00

HIGHWAY SAFETY PROGRAM COST SUMMARY

U.S.D.O.T.
National Highway Traffic Safety Administration

STATE: Texas NUMBER 02-01 Date: July, 2001

Program Area	Planned Federal Funds	Planned State/Local Funds	Federally Funded Programs			Federal Share to Local Benefit
			Previous Balance	Increase (Decrease)	Current Balance	
RS-164HES	18,555,900.00	0.00			18,555,900.00	18,555,900.00
MC-02	0.00	0.00			0.00	0.00
PA-02	107,600.00	1,800,000.00			107,600.00	0.00
SA-02	1,340,900.00	91,900.00			1,340,900.00	1,169,500.00
SA-157a	0.00	0.00			0.00	0.00
DE-02	565,000.00	1,688,000.00			565,000.00	46,100.00
SB-157a	221,000.00	56,600.00			221,000.00	0.00
PS-02	405,600.00	108,500.00			405,600.00	405,500.00
PT-157a	847,300.00	398,300.00			847,300.00	847,200.00
DE-157a	585,000.00	260,000.00			585,000.00	0.00
Sub Total	22,628,300.00	4,403,300.00	0.00	0.00	22,628,300.00	21,024,200.00
Grand Totals	57,185,800.00	12,761,500.00	0.00	0.00	57,185,800.00	50,141,800.00

State Official Authorized Signature: _____

NAME: Mr. Carlos A. Lopez, P.E.,

TITLE: Director, Traffic Operations Division

DATE: _____

HS-217

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POLICE TRAFFIC SERVICES AND SPEED CONTROL

Program Area Module 02-01

Status Speeding or exceeding the posted speed limit continues as one of the directly contributes to our state's traffic crashes. In 1999, speed-related crashes were a contributing factor in 35.5% of all fatal crashes resulting in 1,251 lives. Statistics clearly indicate young males are the most likely to be speeding. In 1999, 37.8% of male drivers 15 to 20 years of age involved in fatal crashes were speeding. Statistics also point toward the proportion of all crashes that are speed-related decreases with the increasing driver age. The introduction of alcohol to speeding becomes a deadly combination. In 1999, 39.5 % of all intoxicated drivers (BAC = 0.08 or higher) involved in fatal crashes were speeding.

Program Goals Program goals for the Police Traffic Services and Speed Control program area include:

- To reduce speed-related fatal and serious injury crashes.
 - To increase the efficiency and effectiveness of selective enforcement.
-

Strategies Strategies for reaching the program goals in the Police Traffic Services and Speed Control program area are:

- Increase enforcement of traffic safety-related laws.
 - Increase training in traffic law enforcement and adjudication.
 - Increase the successful adjudication of all traffic violations.
 - Increase the emphasis on public education campaigns.
 - Increase traffic law enforcement technical and managerial support to local enforcement agencies and highway safety professionals.
-

**Proposed
Solutions**

Education & Training: Training courses are provided to enhance the ability of those charged with implementing traffic safety enforcement programs. Police officers, judges and prosecutors will be trained in some of the following subjects: (Refer also to the Alcohol and Other Drug Countermeasures Program Area.)

- Standardized Field Sobriety Testing (SFST): A field exam to detect alcohol and other drug impairment
- Mobile Videotaping Instructor Program: peace officer training for instructors on equipment and how to correctly and lawfully administer videotaped evidence
- Drug Evaluation and Classification Program (DECP).

Traffic Law Enforcement: The types of Selective Traffic Enforcement Programs (STEP) to meet enforcement goals are:

- Comprehensive Traffic Control STEP: Focuses on all drivers by targeting a combination of two or more of the following: speed, unsafe speed, failure to control speed, following too closely, disregarding traffic control signs or signals, erratic or unsafe lane changes, school zone enforcement, improperly passing, failure to yield right of way, driving under the influence, lack of a seat belt or child safety seat along with public information and education efforts.
- Intersection Traffic Control (ITC) STEP: Designed to focus enforcement efforts at intersections where data indicates a disproportionate number of crashes occur.
- Safe & Sober STEP: Designed to combine speed, alcohol, and/or occupant protection enforcement efforts.
- Speed STEP: Designed to bring drivers into compliance with posted speed limits through enforcement activities.
- Traffic Safety Enforcement Team (TSET): A full-time traffic unit dedicated to reducing injury crashes by increasing occupant protection, speed, DWI enforcement, and other traffic offenses.
- DWI STEP: Projects designed to reduce the number of impaired

drivers by increasing the number of arrests in selected jurisdictions
(Refer to Alcohol and Other Drug Countermeasures).

- **Holiday DWI STEP:**
(Refer to Alcohol and Other Drug Countermeasures).
- **Occupant Protection STEP:**
(Refer to Occupant Protection Countermeasures).
- **STEP Waves for holiday periods**
(Refer to Occupant Protection Countermeasures)

Law Enforcement Liaison Team: This effort provides law enforcement expertise that will directly assist program and project managers at the TxDOT division and district level in carrying out the traffic safety program.

POLICE TRAFFIC SERVICES AND SPEED CONTROL PROGRAMS

02-01-01 EDUCATION AND TRAINING Education and training courses will be provided to enhance the ability of those charged with implementing traffic safety enforcement programs.

Task A: Education and Training

- **Standardized Field Sobriety Testing Training, Drug Evaluation and Classification Program and Mobile Videotaping Instructor Courses** training numbers are identified in the Alcohol and Other Drug program area.
- **Supervision of STEPs** is a new course designed to improve the knowledge of law enforcement officers in the requirements of how to effectively manage a STEP. A minimum of 120 officers will be trained.

Task B: Law Enforcement Liaison Team provides former law enforcement officers to work with local law enforcement agencies and TxDOT program managers to make the projects more effective.

02-01-02 ENFORCEMENT Enforcement activities will be used to reduce driver risk-taking and ensure compliance with applicable statutes.

Task A: Selective Traffic Enforcement Programs will use licensed officers in enhanced enforcement activities to improve traffic safety.

- **Comprehensive Traffic Control STEPs** will cover a combination of driving behaviors;
- **Intersection Traffic Control STEPs** will work to reduce red light running, failure to yield, and improper turns
- **Safe and Sober STEPs** will aim to reduce speed, occupant protection, and alcohol related crashes,
- **Speed STEPs** will concentrate on areas with a high degree of noncompliance with speed limits.
- **Traffic Safety Enforcement Team** will focus on reducing speed related crashes and increasing safety belt use.
- **Driving While Intoxicated STEPs** will aim to reduce DWI traffic crashes,
- **STEP Waves** and **Occupant Protection STEPs** will improve the use of passenger safety restraints.

DWI, STEP Waves and Occupant Protection steps are included in modules 02 and 04 respectively.

FY 2002

Budget Module:

STATE
Texas

Page 1 of 1
(Dollars in Thousands)

FED TO
LOCAL

PT-01

Police Traffic Services & Speed Control

Program Area 1

TASK TITLE	# of Proj	TOTAL	Federal				STATE MATCH	LOCAL MATCH	FED TO LOCAL
			402	157a	157b	154/164			
02-01-01: EDUCATION AND TRAINING									
TASK A: Education Programs	1	256.9	256.9					256.9	
TASK B: Law Enforcement Liaison Team	1	436.1	436.1						
02-01-02: ENFORCEMENT									
TASK A: Selective Traffic Enforcement Programs	47	10,253.4	5,726.4			600.0	1,356.0	2,571.0	
Comprehensive STEPS	11								
Intersection STEPS	10								
Safe and Sober STEPS	19								
Speed STEPS	6								
TSET	1								
TOTALS	49	10,946.4	6,419.4			600.0	1,356.0	2,571.0	6,508.0

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ALCOHOL AND OTHER DRUG COUNTERMEASURES

Program Area Module 02-02

- Status** Three of every 10 Americans will be involved in an alcohol-related crash at some time in their lives.
- Safety belts are less likely to be used by fatally injured *intoxicated* drivers and fatally injured *impaired* drivers than by fatally injured *sober* drivers.
 - The rate of alcohol involvement in fatal crashes is about 4 times as high at night as during the day.
 - The highest intoxication rates in fatal crashes were recorded for drivers 21-24 years old, followed by drivers 25-34 year old and drivers 35-44 years old.
 - A great percentage of alcohol-related crashes occur during the weekends.
 - The intoxication rate for drivers of light trucks was higher than that for passenger car drivers.

The state of Texas defines “intoxicated” as:

- *not having normal use of mental or physical faculties by reason of the introduction of alcohol, a controlled substance, a drug, or a combination of two or more of these substances into the body; or,*
- *having an alcohol concentration of 0.08 or more.*

Program Goals

Program goals for the Alcohol and Other Drug Countermeasures program area include:

- To decrease the percentage of DWI involved fatal and serious injury crashes compared to all fatal and serious injury crashes.
- To decrease DWI-related fatal and serious injury crashes.
- To decrease the number of 15 to 20-year-old drivers causing DWI-related fatal and serious injury crashes.

- To reduce DWI-involved crash fatalities.
-

Strategies The strategies for the Alcohol and Other Drug Countermeasures program are:

- Increase DWI (alcohol and other drug) enforcement.
 - Increase DWI and other drug detection awareness training for law enforcement, the judiciary, and educational professionals (teachers, guidance counselors, school nurses).
 - Enhance the state DWI offender education programs.
 - Coordinate and/or conduct public information campaigns targeting alcohol and other drugs.
 - Improve the coordination of the DWI handling system at the community level.
-

Proposed Solutions

Prevention/Education: Prevention/Education programs will be implemented targeting:

- Minors
- College-age students
- Adult drinkers
- First-time and repeat DWI offenders
- Hispanics

Enforcement: Projects will be implemented with local governments and the Department of Public Safety (DPS) to increase enforcement of laws pertaining to DWI or DUID. Specialized training will be provided to law enforcement officers to assist in the detection and apprehension of impaired drivers. Efforts will also be made to deter the sale of alcoholic beverages to minors and the purchase of alcoholic beverages by minors.

ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAMS

02-02-01 YOUTH ALCOHOL PROGRAMS

Task A: Prevention/Education Programs will provide information and education on the hazards related to alcohol and other drug impaired driving to targeted individuals on the nature and consequences of DWI and use of alcohol and other drugs.

- **Project Celebration** assists school-sponsored celebrations without alcohol and other drugs, primarily around graduation and prom time. Approximately 130,000 students in over 600 high schools will attend individual activities around the state.
- The Texas Alcoholic Beverage Commission will implement three programs aimed at reducing alcohol use by minors. **Youth Power Camps** will allow 100 students to attend camps to learn the dangers of alcohol use while developing their skills to be spokespersons against underage drinking. **Shattered Dreams Mini-Grants** help sponsor approximately 100 school activities to demonstrate the impact underage drinking can have on students. **Project SAVE** will distribute alcohol prevention materials to 150,000 students between the 4th and 9th grades.
- **El Protector** is a program in a minimum of two Texas cities that use police officers as positive role models for Hispanic youth. The officers conduct school and local outreach activities.
- **Alcohol Awareness Program (Book Cover Drawing Contest)** will provide students the opportunity to pledge not to drink, and give parents an opportunity to pledge not to supply alcohol to minors. This program is expected to reach 80,000 students in 90 Dallas County high schools.
- **Youth Alcohol Project** will focus on changing the attitudes of middle and high school students about consuming alcohol, binge drinking, and the risks associated with drinking. PSAs, print ads in high school newspapers, and other printed items will be developed and produced.
- **Alcohol Education for Minors** will train instructors and update the curriculum for a class required by the Texas Commission on Alcohol and Drug Abuse for instructors in the Minors in Possession Offenders Program. This project may generate program income. All program income earned during the grant period shall be retained by the subgrantee and, in accordance with the grant or other agreement, shall be added to federal funds committed to the project and be used to further eligible program objectives.
- **What Part of Zero Don't You Understand?** will develop and pilot a youth alcohol prevention and education campaign kit that is community-based and youth-led. The campaign with the zero tolerance message is aimed at four target populations (law enforcement, judges, student peers, and parents) in approximately 150 local communities.
- **UT Education Alcohol Education Project** is a college-based program to reduce alcohol misuse by college students. It will conduct at least 32 alcohol information

campaign presentations for the campus.

- **Youthful Drinking Driving Program** will conduct a minimum of 12 classes for underage offenders of alcohol laws. The program will make young risk takers aware of the consequences of their behaviors.
- **Comprehensive Underage Drinking Prevention Program** will coordinate education and prevention efforts involving parents, educators, judiciary, counselors, law enforcement, media professionals and the media in Travis County to target middle school students. The program will conduct approximately 100 presentations on zero tolerance, MIP, DWI and underage drinking issues.
- **Drug Impairment Training for Educational Professionals (DITEP)** will provide classes for high school educational professionals to recognize the symptoms of drug/alcohol impairment in underage drivers while at school. This project will train and certify a minimum of 50 secondary educational professionals and 15 additional Texas police officers as DITEP Instructors.
- **Safe and Sober Spring Break** is a specialized part of the **Save a Life™** campaign to reduce the use of alcohol by underage people during the Spring break from school.
- **Project AYUDA** is a youth driven public awareness campaign in San Antonio targeting prosecutors, adults and parents. It will produce a public service announcement in Spanish and English to aiming at reducing underage drinking.

Task B: Youth Alcohol Enforcement will restrict access to alcoholic beverages by minors

- **Comprehensive Underage Drinking Enforcement** in Brazos County identifies and videos those making alcoholic beverages available to minors, files administrative charges against the establishment, and conducts an educational program for underage drinker to include the consequences for using fictitious identification to obtain alcoholic beverages.
- **On-Premise Minor Stings** conducted by the TABC is designed to deter 200 “on-premise” licensed locations from selling alcoholic beverages to minors in 24 selected counties.
- **Youth Alcohol Enforcement Selective Traffic Enforcement Program (STEP)** will implement an aggressive enforcement of zero tolerance laws for minors, citing the establishments that sell to them, and will supplement the enforcement activities with public education programs in Grand Prairie, Dallas, and Brazos County.
- **Bell County Alcohol Intervention Team Minor Sting** will implement four strategies that have proven effective in reducing alcohol related crashes. The effort will include Minor Stings, Cops in Shops, Party Dispersal's and Saturation Patrols.
- **Teen Sell Then Jail** will conduct approximately 100 “stings” to deter alcohol sales to minors with increased administrative cases being filed with the City of Denton.

02-02-02: ADULT DRINKING PROGRAMS

Task A: Prevention/Education Programs are designed to reduce alcohol involvement in traffic crashes by educating the adult drinker about impairment, and providing law enforcement professionals training in handling traffic related alcohol offenses.

- **DWI Education Materials for Judges and Prosecutors** project will develop, test, and evaluate educational materials for DWI judges, prosecutors and courts handling MIP and DWI offenses.
- **Standardized Field Sobriety Testing (SFST) and Update Training** will train Texas Peace Officers, trial judges and prosecutors in specialized psychophysical testing procedures that determine alcohol/drug impairment. The SFST Update will provide updated material for those who previously participated in SFST training prior to 1995. This project will train and certify a minimum of 2500 officers as SFST Practitioners. Twenty-five SFST Instructors and 500 instructors and practitioners will be trained in the SFST Update classes.
- **Drug Evaluation and Classification Program (DECP)** will train law enforcement officers the standardized process of recognizing drug impairment other than alcohol. Upon completion of training, the officers become Drug Recognition Experts (DRE). The DECP program will train a minimum of 60 officers as DREs, 10 officers as certified DRE instructors, and provide recertification training.
- **Mobile Videotaping Instructor Course** will train the course instructors to teach law enforcement officers in the use of mobile videotaping equipment detailing how to correctly and lawfully administer videotaped evidence. A minimum of 200 police officers will be trained.

Adult Drinker is a specialized part of the **Save a Life™** campaign to reduce the number drunk drivers during the December holiday season. It will include TV and radio public service announcements, educational materials, and outdoor advertisements.

Task B: Enforcement Increased enforcement activities will be used to reduce the overall impact of traffic related alcohol offenses.

- **Driving While Intoxicated, and Holiday Driving While Intoxicated STEPS** will combine with other enforcement activities to reduce alcohol involved crashes.
- **Sale to Intoxicated Persons Program** will deter licensed establishments and their employees from selling alcoholic beverages to intoxicated persons in one county.
- **District Attorney's Driving while Intoxicated (DWI) Prosecution Unit** consisting of a lead prosecutor, investigator, and a legal intern as a full time unit will prosecute DWI cases in one county.

02-02-03 DEMONSTRATION PROGRAMS

Task A: Alcohol Demonstration Grant will continue a thirty month long demonstration project to evaluate the effectiveness of a DWI enforcement campaign in conjunction with a strong public information and education program, targeting 14 counties. The project will culminate in a "best practices" manual.

02-02-04 PROBLEM IDENTIFICATION AND EVALUATION

Task A: Zero Tolerance Assessment will continue the assessment of the zero tolerance law as a deterrent to underage drinking and its impact on traffic crashes.

TASK TITLE	FY 2002											Page 1 of 1	
	BUDGET MODULE:											STATE	
	AL-02											Texas	
	# OF PROJS	TOTAL	Federal			STATE			MATCH		FED TO LOCAL		
		402	410	154	403	163	STATE MATCH	LOCAL MATCH					
ALCOHOL AND OTHER DRUG COUNTERMEASURES													
Program Area 2													
02-02-01: YOUTH ALCOHOL PROGRAMS													
Task A: Prevention and Education	16	2,102.4	794.8	289.2	80.0	562.1	245.4	130.9			1024.9		
Task B: Enforcement	6	1,007.8	263.0	110.0	208.0	171.4	65.8	189.6			580.9		
02-02-02: ADULT PROGRAMS													
Task A: Prevention and Education	5	1,207.0	554.2	604.4						48.4	1,187.3		
Task B: Enforcement	8	1,614.1	909.9	231.0						473.2	1,140.9		
02-02-03: DEMONSTRATION GRANT													
Task A: Alcohol Demonstration Grant	1	486.7			486.7								
02-02-04: PROBLEM IDENTIFICATION AND EVALUATION													
Task A: Zero Tolerance Assessment	1	75.3	75.3										
TOTALS													
	37	6,493.3	2,597.2	1,234.6	288.0	486.7	733.5	311.2	842.1		3,934.0		

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EMERGENCY MEDICAL SERVICES

Program Area Module 02-03

Status Motor vehicle crashes are the leading cause of injury deaths in Texas followed by suicide and then homicide according to the Texas Department of Health.

Injury is America's costliest public health problem. It is the leading cause of death of people aged 1 to 44; it is the fourth most common cause of death. Injury takes more potential years of life annually than heart disease or cancer.

Problem Statement

According to the Texas Department of Public Safety, over 59.6% of the motor vehicle crash fatalities occurred in rural areas of the state in 1999. Measures such as timely and effective Emergency Medical Services (EMS) response, the emergency 911 telephone notification system and regional trauma systems have helped to reduce deaths and serious injuries. The State annually averages over one million emergency calls per year. It is estimated that over half of the EMS injury calls are the result of motor vehicle crashes. Time is the most critical component in trauma care. The faster the treatment is rendered, the better the outcome will be.

Program Goals

Emergency Medical Services program area goals include:

- To decrease EMS response time to traffic crash scenes
 - To improve trauma care support provided to vehicle crash victims in rural areas.
 - To increase geographic coverage of rural systems.
 - To decrease the number of emergency ambulance crashes in rural areas.
-

Strategies

- To increase the availability of EMS training in rural areas.
 - To provide certification courses in rural areas for roadside medical emergency responders.
 - To support the development and enhancement of local EMS systems.
-

Proposed Solutions

Training will be provided in order to develop a higher level of patient care for traffic crash victims in the rural areas of the State. Individuals will be trained in the following subject modules:

- EMS certification training,
 - Trauma life support training,
 - Bystander care training provided in both English and Spanish,
 - Motor vehicle trauma continuing education and training,
 - EMS ambulance driver training, and
 - Providing support to EMS activities at the local level in rural areas of the State.
-

EMERGENCY MEDICAL SERVICES (EMS)

02-03-01 EDUCATION AND TRAINING

Task A: EMS Education/Training: Two projects will provide classes in emergency medical services and will focus on rural areas of the state. These projects may generate program income.

- **Certification Training** will instruct approximately 413 professionals in Emergency Care Attendant (ECA), Emergency Medical Technician (EMT), EMT-Intermediate, EMS Instructor, and EMT Completion.
- **Trauma Life Support Training Courses** will be conducted on Basic Trauma Life Support (BTLS), Prehospital Trauma Life Support (PHTLS), Pediatric BTLS, BTLS Access, BTLS Refresher, PHTLS Refresher, and PHTLS and BTLS Instructor for approximately 565 students.
- **Bystander Care Training Program, "First There First Care"** will conduct a training program for individuals if they are the first to arrive at the scene of a motor vehicle crash. The Spanish version will instruct 100 participants and the English version will instruct 150 participants.
- **Continuing Education Training Courses** will be held for 700 professionals on Hazardous Materials Awareness, Threat Management for EMS Personnel, EMT Refresher Course, Simple Triage and Rapid Treatment (START), EMD Dispatch, and Emergency Vehicle Operations Course (EVOC).
- **Injury Prevention** will promote three injury prevention programs in rural and frontier areas of Texas, to include but not limited to DWI awareness, seat belt safety, child safety seat usage, bicycle and pedestrian safety and safe community assistance.

02-03-02 PROBLEM IDENTIFICATION AND EVALUATION

No projects are proposed for FY2002.

STATE: Texas
 (Dollars in Thousands)

Budget Module:
 EM-03

TASK TITLE	# of Proj	TOTAL	402		Federal		STATE MATCH	LOCAL MATCH	FED TO LOCAL
02-03-01: EMS EDUCATION									
Task A: EMS Education	2	612.7	541.1					71.6	541.1
02-03-02: PROBLEM IDENTIFICATION AND EVALUATION	0								
TOTALS	2	612.7	541.1					71.6	541.1

OCCUPANT PROTECTION

Program Area Module 02-04

Status **Safety Belts:** Lap/shoulder safety belts when used properly, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light truck occupants, safety belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent. In fatal crashes, safety belts have also proven effective in preventing total ejection from the vehicle. The goal of this Occupant Protection program mirrors the national objective to attain 90 percent usage by FY05.

Child Safety Car Seats: Child safety seats when used properly, have found them to reduce fatal injury by 71 percent for infants (less than 1 year old) and 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively. Children in rear-facing child seats should not be placed in the front seat of vehicles equipped with passenger-side air bags. The impact of a deploying air bag striking a rear-facing child seat could result in injury to the child. A goal of the Occupant Protection program area is to attain 70 percent car seat/safety belt use by child passengers by FY02.

Air Bags: Air bags, combined with lap/shoulder safety belts, offer the most effective safety protection available today for passenger vehicle occupants. Beginning with model year 1998, all new passenger cars were required to have driver and passenger air bags, together with manual lap/shoulder safety belts. This same requirement applies to light trucks, beginning in September, 1998. Designed not to deploy in all crashes, air bags are supplemental protection. Most are designed to inflate in a moderate-to-severe frontal crash. Some crashes at lower speeds may result in injuries, but generally not serious injuries that air bags are designed to prevent. For this primary reason, lap/shoulder belts should always be used, even in a vehicle with an air bag. NHTSA has also recommended that children 12 and under sit in the rear seat away from the force of a deploying air bag.

Program

Goal To increase occupant protection usage rates.

Strategies In order to increase occupant protection usage rates, and prevent a rise in injuries and or fatalities among all passengers, the primary strategies of a state and local occupant protection program will continue. These strategies include:

- Increase enforcement of occupant protection laws.
 - Provide training/special education for target groups.
 - Promote and enhance car safety seat loaner programs.
 - Promote and support occupant protection projects at the community level.
 - Conduct public information and education campaigns.
 - Conduct and communicate the results of observation restraint use surveys and studies.
-

Proposed Solutions

Public Information and Education: Programs intended to enlist the cooperation and support of a mass media campaign, to improve public awareness and knowledge of the safety benefits of regular, correct use of safety belts and child safety seats, as well as the additional protection provided by air bags. Taking advantage of nationally recognized special events throughout the year to ensure maximum exposure and attention to the primary message on the benefits of air bags, safety belts and child safety seats.

Enforcement: Law enforcement's compliance with the safety belt laws is the most critical segment of an occupant protection program.

Training: To impact driver behavior, training will be provided to those charged with implementing traffic enforcement and/or education programs. Police officers, judges, prosecutors and TxDOT personnel and others will be trained in some of the following subjects:

- Traffic Occupant Protection Strategies (TOPS)

- Operation Kids
- Standardized Child Passenger Safety Training Program

Health/Medical Programs: The failure of drivers and passengers to use occupant protection systems is a major health problem that must be recognized by the health care community. It is imperative that community health and medical organizations recognize motor trauma as an extremely serious national health problem.

Child Passenger Safety Programs: Programs designed to educate parents, the general public, schools, law enforcement agencies, parents, students about the safety risks to small children, and the benefits of child safety seats, and compliance with child passenger safety laws.

School-oriented Programs: Programs designed to incorporate occupant protection behavior training in health and safety education school curricula. Buckling up is a good habit and like other health habits, must be taught at an early age and reinforced until the habit is well established.

Problem Identification and Evaluation: The currently established occupant restraint usage data bases will be maintained to identify at risk groups and usage rate trends.

OCCUPANT PROTECTION

02-04-01 EDUCATION

Task A: Occupant Protection Education and Training campaigns will promote and educate the general public and special target groups on occupant restraint systems.

- The **Public Education and Information Program** and **Occupant Protection Media Campaigns** will develop and distribute bilingual educational videos and materials such as posters, paycheck stuffers and brochures. **Traffic Safety for Youth and Older Adults** will make presentations to the young and older driver groups to emphasize traffic safety and wearing of safety belts.
- **Texas Patterns for Life Occupant Protection**, and **Community Occupant Protection Projects** will educate and train health care professionals, community groups, and teachers.
- **Rural Passenger Safety** will conduct presentations to emphasize safety belt and evaluate safety belt use in rural areas
- **Traffic Occupant Protection Strategies (TOPS), and Operations Kids** will offer specialized training for law enforcement officers to identify improperly restrained drivers and passengers in motor vehicles. A minimum of 20 law enforcement officers will be trained as TOPS instructors, and 5 will be trained as Operations Kids instructors. Additionally, minimum of 1,750 peace officers will attend the TOPS practitioner-training course and at least 750 officers will attend the “Operations Kids” practitioner course.

Task B: Child Passenger Safety Education and Training will promote and educate the general public and special target groups on child safety seat restraint systems through:

- **Standardized Child Passenger Safety Workshops** will conduct eight NHTSA Standardized Child Passenger Safety Technician and Instructor Training under Section 2003b Child Passenger Safety Protection Grants.
- **CPS Workshops and Update Training, CPS Education and Distribution, Arlington Safe Kids, Austin-Travis County Traffic Safety Program, Safe Kids Child Occupant Protection Initiative, Children and Traffic Safety, and Rural Child Safety Seat Education/Clinic** campaigns will conduct child passenger safety seat distribution programs, child passenger safety seat inspections and clinics in urban and rural communities. A minimum of 150 people will be trained by the CPS Education project.

02-04-02 ENFORCEMENT

Task A: Occupant Protection Enforcement will support officers and court personnel enforcing occupant protection laws in STEPS.

- **Occupant Protection STEPS** will be conducted in 81 local communities.

02-04-03 PROBLEM IDENTIFICATION AND EVALUATION

Task A: Observational Surveys of Occupant Restraint Use- will update usage information on occupant protection through surveys conducted in counties and cities throughout Texas.

02-04-04 OCCUPANT PROTECTION INNOVATIVE (Section 157b) PROGRAM

Task A: Management and Training will provide the oversight of special occupant protection enforcement efforts, to include recruiting, training, evaluation, and reporting of law enforcement agencies to participate. Also, will provide training for court personnel, establish and maintain a Web page and newsletter for law enforcement agencies.

Task B: Law Enforcement Liaison Team (LELT) will use former police officers to coordinate between TxDOT and law enforcement agencies and will assist local agencies meet the reporting requirements of the program.

Task C: Occupant Protection Public Information & Education will support the special enforcement activities with media relations, public awareness campaigns, and promotional efforts.

OCCUPANT PROTECTION Program Area-04		FY 2002 Budget Module: OP-04										(Dollars in Thousands)		
		# of Proj	TOTAL	Federal						STATE Texas		FED TO LOCAL		
				402	405	157a	157b	2003	STATE MATCH	LOCAL MATCH				
02-04-01: EDUCATION														
Task A: OP Education	7	1,624.3	1,453.3	60.9								110.1	381.5	
Task B: CPS Education	11	1,969.8	469.9	1,003.1				0.0				496.8	731.6	
02-04-02: ENFORCEMENT														
Task A: OP Enforcement	86	1,465.1	162.9	370.0	750.0							182.2	1,282.9	
02-04-03: PROBLEM IDENTIFICATION AND EVALUATION														
	2	261.5	242.6									18.9		
02-04-04: OCCUPANT PROTECTION INNOVATIVE GRANT														
Task A: Management and Training	1	1,275.3					1,275.3							
Task B: OP LELT	1	550.0					550.0							
Task C: OP PI&E	1	2,071.7					2,071.7							
TOTALS	109	9,217.7	2,328.7	1,434.0	750.0	3,897.0	0.0					808.0	2,396.0	

TRAFFIC RECORDS

Program Area Module 02-05

Status In FY 1996, Texas embarked upon a period of great change for Traffic Records. Data collection, processing and analysis techniques that were established in the 1970s are being reviewed and revisions have been proposed. To move into the future, the Texas Department of Public Safety (DPS), the Texas Department of Health (TDH) and the Texas Department of Transportation (TxDOT) are working to improve the many traffic records components of the Texas Traffic Records System. The following components are some of the databases that may be incorporated into the traffic records system: crash information, roadway information, traffic count information, trauma information, citation/arrest records, court records and driver history information. A modern, linked traffic records system is essential as an information base for the Highway Safety Plan and other transportation safety efforts.

Program Goals

- To increase the timeliness, accuracy, quality and availability of crash record data.
- To proceed with the Crash Records Information System (CRIS) project.
- To participate in the design and development of a comprehensive Transportation Safety Information Management System (TSIMS).
- To enhance the flexibility, efficiency, and effectiveness of the crash record business process.
- To improve linkages between transportation records databases.
- To improve the data collection of trauma data statewide.
- To assure a coordinated approach to the collection, management and use of traffic record data.

Strategies

- Develop a new traffic crash records information system.
 - Support traffic crash analyses efforts.
 - Support the implementation of an EMS data system and data links to traffic records.
-

TRAFFIC RECORDS

02-05-01 INFORMATION SYSTEMS

Task A: Information Systems will continue the development of programs to improve the information available on crashes in Texas.

- **Crash Records Information System** will utilize modern database and electronic document management system technologies to improve accuracy and reduce time needed to input vehicle crash data into a relational database management linking the captured data elements. This is a multiyear project.
- **Transportation Safety Information Management System (TSIMS)** will provide interactive electronic access to state and local data while using data dictionaries and translation tools to convert to and from legacy systems. This is being done in cooperation with the American Association of State Highway and Transportation Officials.
- **Trauma Registry** will develop, collect and implement a statewide trauma reporting system involving EMS firms and hospitals to improve data collection and analysis on the scope and magnitude of highway crashes and related injuries in Texas.
- **Crash Coding** will analyze, classify, code and prepare a computerized file of data on reportable motor vehicle traffic crashes reported by peace officers in the State of Texas.
- **Automated Roadway Inventory** will update RII maps to allow significant improvement in plotting the location of crashes.

Traffic Records
Budget Module:
TR-05

TRAFFIC RECORDS
Program Area-05

TASK TITLE	# of Proj	TOTAL	Federal				STATE Texas		FED TO LOCAL	
			402	163	STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH		
02-05-01: INFORMATION SYSTEMS										
Task A: Information Systems	5	5,671.7	2,350.0	3,321.7	875.0				436.8	
TOTALS	5	5,671.7	2,350.0	3,321.7	875.0					

ROADWAY SAFETY

Program Area Module 02-06

Status The technologies currently available to traffic engineers and others interested in roadway safety are changing and improving at an ever-increasing rate. At the same time, maintaining trained personnel with the necessary knowledge and skills to safely perform traffic engineering, construction, and maintenance activities is a major concern of state and local governmental agencies. Therefore, training and knowledge transfer in the areas of roadway safety, work zone safety, traffic signal repair and maintenance, and traffic engineering are important element of this program area. In addition,

Program Goals

Program goals for Roadway Safety include:

- To decrease work zone traffic crash-related fatalities and injuries.
 - To increase knowledge of roadway safety among people involved in engineering, construction, and maintenance areas at both the local and state level.
 - To identify specific transportation problems and countermeasures that can be employed to rectify them.
 - To improve the knowledge of current techniques related to safety and traffic engineering among engineers and others.
-

Strategies

- Provide roadway safety, traffic engineering and traffic signal training.
 - Provide traffic safety problem identification to selected local jurisdictions.
 - Provide countermeasures to improve roadway safety.
-

ROADWAY SAFETY PROGRAMS

02-06-01 TRAINING

Task A: Safety Training will provide training to state and local workers on appropriate safety procedures while working in the right of way

- **Highway Safety Training** will conduct classes in Traffic Engineering Basics, Sign Installation and Maintenance, and Pavement Markings Installation and Maintenance for approximately 300 students.
- **Work Zone Safety Training** will conduct classes in Work Zone Traffic Control, Planning Work Zone Traffic Control, Flagging in Work Zones, and Flagging for Local Officials – Train the Trainer, and Work Zone Traffic Control Update for approximately 1880 people.
- **Traffic Signal Maintenance and Repair Training** will instruct approximately 205 technicians in Basic Electronics, Troubleshooting Traffic Control Systems, and Design, Installation and Maintenance of Detection (Loop) Systems.
- **City/County Safety Assistance** will assist a minimum of 20 cities and/or counties in a safety review and evaluation of local roadways and provide their employees with an orientation to improve roadway safety.

02-06-02 HAZARD ELIMINATION

Task A: Hazard Elimination Programs (HES) Transfer Funds: TEA-21 created transfer provisions (Section 154/164) for states without conforming laws regarding open containers and repeat DWI offenders. Funds were allocated to the Federal Hazard Elimination Program (HES) in FY2001. This safety construction program continues to address safety needs both on and off the state highway system.

Task B: Intersection Analysis: Community based collaboration to rank the 25 most dangerous intersections in the city and work with a consultant traffic safety engineer to determine the best strategies and costs to improve the intersections.

ROADWAY SAFETY

FY 2002

Program Area-06

Budget Module:

(Dollars in Thousands)

RS-06

TASK TITLE	# of Proj	TOTAL	Federal			STATE			FED TO LOCAL
			402	154	164	STATE MATCH	LOCAL MATCH	LOCAL	
						Texas			
02-06-01: TRAINING									
Task A: Safety Training	4	858.6	858.6						236.7
02-06-02: HAZARD ELIMINATION PROGRAM									
Task A: Hazard Elimination Programs	200	31,983.0		13,427.1	18,555.9				31,983.0
Task B: Intersection Analysis	1	50.5	50.5						
TOTALS	205	32,892.1	909.1	13,427.1	18,555.9				32,219.7

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MOTORCYCLE SAFETY

Program Area Module 02-07

Status Motorcycle riders, involved in crashes, are vulnerable to death or serious head and neck injuries. Studies evaluating the effectiveness of motorcycle helmets in fatalities have shown they reduce the risk of death by nearly 30 percent. Helmet use is also an important factor in preventing and reducing head injury in motorcycle crashes. Independent studies also show that additional protective equipment can be effective in reducing the risk of death or injury. These include reflective clothing, boots, durable long sleeved jackets, long pants, eye and face protection, and providing a seat and footrest to each passenger.

Training motorcyclist to properly handle the motorcycle is another area where safety plays a major role. When combining enrollment figures for the basic and advanced motorcycle operator training courses, the number of students enrolled showed an increase of 22 percent in 2000 with 12,933 students. Factors such as the driver license road test waiver for basic course graduates, the ability to use the advanced course for dismissing traffic citations, and promotion by word-of-mouth have all contributed to an increase in demand for the motorcycle training.

Program Goal

- To decrease the number of motorcycle-related fatalities and serious injuries.
 - To continue to develop ways in which to improve the ways in which vehicles share the roadway.
-

Strategies

- Provide public information and education to state and community officials, motorcycle retailers, motorcycle riders and the general public regarding motorcycle and other vehicle safety issues.
- Continue to encourage motorcyclist through public information and education, to use personal protective equipment.

- To reduce motorcycle crashes through public information and education to emphasize the issues of motorcycle conspicuity and how to share the road.
-

**Proposed
Solutions**

The motorcycle crash problem and other issues such as use of helmet, other protective gear, proper licensing, impaired riding, rider training and motorist awareness will continue to be addressed through the Texas Department of Public Safety Motorcycle Safety Unit in cooperation with other state agencies, such as the Texas Department of Transportation (TxDOT) and the Texas Department of Health (TDH).

MOTORCYCLE SAFETY

02-07-01 MOTORCYCLE PROGRAMS

No federal funding will be programmed in this area for FY 2002.

PLANNING AND ADMINISTRATION

Program Area Module 02-08

Status The Texas Traffic Safety Program is mandated by both State and Federal law (Article 6701j-1 Texas Civil Statutes, and Title 23 §402 United States Code). The Texas Department of Transportation (TxDOT) has been delegated the responsibility for administration of the Program. This administrative responsibility includes requirements for:

- Organization and Staffing
 - Program Management
 - Financial Management
-

Program Goals

- To provide effective and efficient management of the Texas Traffic Safety Program.
 - To provide the operation and administration of the Traffic Safety Program in compliance with state and federal laws, regulations and procedures.
 - To ensure that TxDOT policies and procedures for operation of the Traffic Safety Program are current.
 - To maintain a system of training and development for Traffic Safety Program staff and project personnel.
-

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.

PLANNING AND ADMINISTRATION

02-08-01 PROGRAM OPERATIONS

Task A: Planning, Development and Implementation: These projects will develop and implement the Highway Safety Plan (HSP), reimbursement processing, grant agreement processing, project and compliance monitoring, staff training and professional development, task force/coalition participation, and procedures development.

- **Highway Safety Management Training** Approximately 50 new subgrantees and TxDOT employees will be trained in proper methods to implement and manage traffic safety projects.
- An annual **Performance Plan** will be developed to provide the goals of the Traffic Safety Program within Texas.
- **Crash Data Trend Analysis** to assist TxDOT in insuring the crashes reported throughout Texas are being correctly understood.
- The **Annual Report** to NHTSA will summarize the projects and the status of traffic safety within Texas.
- The **Executive Summary** is used to outline significant achievements of the traffic safety program for the Transportation Commission, subgrantees, and others interested in what Texas is doing.

PLANNING & ADMINISTRATION
 Program Area 8

FY 2002
Budget Module:
PA-8

(Dollars in Thousands)

Page 1 of 1

TASK TITLE	# of Proj	TOTAL	402		Federal		STATE Texas			FED TO LOCAL
							STATE MATCH	LOCAL MATCH		
02-08-01: PROGRAM OPERATIONS										
Task A: Planning, Development and Implementation	12	1,907.5		107.5				1,800.0		
Reimbursement Processing										
Grant Agreement Processing										
Project and Compliance Monitoring										
Staff Training										
Professional Development										
Task Force/Coalition Participation										
Procedures Development										
Highway Safety Management Training										
Performance Plan										
Crash Data Trend Analysis										
Annual Report										
Executive Summary										
TOTALS	12	1,907.5		107.5				1,800.0		

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SAFE COMMUNITIES AND COLLEGE TRAFFIC SAFETY PROGRAMS

Program Area Module 02-09

Status In 1999, 3,518 people were killed in Texas in a reported 311,701 motor vehicle crashes and 339,448 people were injured.

Traffic safety efforts at the state and local level have been characterized as fragmented, uncoordinated, and sporadic. Because of the involvement of many diverse formal and informal organizations and various private and governmental systems, projects have often lacked interagency planning, priority setting, cost assumption, and coordinated operations. The Safe Communities model is being implemented to help lessen this problem. Utilizing the safe communities model local citizens are better able to identify and address local motor vehicle crash related injury problems. Safe Communities predicts when and where motor vehicle crash related injuries are most likely to strike next and take the best course of action to keep them from happening at all.

Program Goals

- To encourage the establishment of community level traffic safety activities throughout the state.
- To prevent trauma related fatalities and injuries through establishing and supporting Safe Communities Programs in local areas throughout the state.
- To decrease the vehicular crash rate in identified high-risk locations.
- To increase the number and enhance the involvement of traffic safety-related interest groups.
- To increase the number of integrated, multi-issue community, corridor, and college programs.

Strategies Strategies for this Safe Communities and College Traffic Safety program area include:

- Coordinate and/or conduct problem identification, needs assessments, and cost-benefit analyses.
- Enlist community support and involvement.
- Coordinate and/or conduct program development, implementation, monitoring, and evaluation at the community level.
- Provide training programs on how to initiate and conduct community-based projects.
- Provide public information and education on traffic safety problem areas.

Proposed Solutions

Local Involvement: The Safe Communities and College Traffic Safety Programs can involve the following:

- Safe Communities - fostering various communities groups to include the health and medical interests to focus on injury prevention efforts.
- College projects designed to target a high-risk age group with a multi-issue and systematic approach to traffic safety.

These programs may include activities that require the purchase of educational and promotional items.

Coordination and Training: Coordinated training will be provided to community and/or college leaders who can implement and influence traffic safety programs to include health and medical professionals, police officers, court personnel, political entities, school administrators and other key persons.

SAFE COMMUNITIES AND COLLEGE TRAFFIC SAFETY PROGRAMS

02-09-01 SAFE COMMUNITIES

Task A: Programs will use the Safe Communities model to identify and address local traffic safety problems.

- **Safe Communities** coalitions in **Wichita Falls, Atlanta, and Texarkana** and at **TAMU-Corpus Christi** will develop, plan and implement local Traffic Safety Programs to meet identified community needs.
- **Safe Communities Mini-grants** will provide funding and grant support to assist the start of 25 Safe Communities throughout the state.

02-09-02 COORDINATION AND TRAINING

Task A: Safe Communities Program Management Services will provides guidance, coordination, assistance, and expertise to assist new subgrantees, existing subgrantees, and program and project managers ensure successful implementation and continuation of Safe Communities projects in Texas.

Task B: Assessing Community Traffic Safety (ACTS) will provide an on line tool for existing and new Safe Communities, traffic safety partners, program and project managers for assessing community traffic safety needs. The project will provide training, assistance, and advice in the development, implementation and continuation of the Safe Communities Program in Texas.

SAFE COMMUNITIES

Program Area 09

FY 2002

**Budget Module:
SA-9**

STATE

Texas

Page 1 of 1

(Dollars in Thousands)

TASK TITLE	# of Proj	TOTAL			Federal			STATE MATCH	LOCAL MATCH	FED TO	
			402							LOCAL	
02-09-01: SAFE COMMUNITIES											
Task A: Programs	4	261.3	169.4						91.9		169.4
Task B: Mini-Grants	1	1,000.0	1,000.0								1,000.0
02-09-02: COORDINATION & TRAINING											
Task A: Safe Community Program Mgmt	25	100.0	100.0								
Task B: Assessing Community Traffic Safety	1	71.4	71.4								
TOTALS	31	1,432.7	1,340.8						91.9		1,169.4

DRIVER EDUCATION AND BEHAVIOR

Program Area Module 02-10

Status Driver education has been considered a primary function of the traffic safety program since its beginning in 1967. Designated as one of the original 18 programs, each state is expected to have a driver education and training program that at least provides for youth of licensing age, certified instructors, both curriculum and practical driving experience, and provides a program for adult driver training and retraining.

Driver education has come to mean a broader and sometimes less formal approach to education through workshops, seminars, and other media and encompasses the broader definition by support of driver education through the Texas Education Agency, specific training in various technical traffic safety areas, and general public education.

This module addresses those activities, which cover several traffic safety priority areas, as well as driving behaviors likely to endanger people or property, as trends and influences change in the traffic environment.

Problem Statement

- Transportation crashes, injuries, and fatalities have a societal and economic impact on taxpayers.
- Drivers represent a very diverse population with many having English as a second language.
- Drivers involved in crashes range from age under 15 to over 93.
- Risky behavior – driving while fatigued, upset or angry, and multi-tasking while driving – is perceived as increasing to the point where the public’s concerns in these areas are almost as high as those for DWI and speeding.
- The traffic safety field is dynamic and traffic safety professionals and civic leaders need to be constantly kept abreast of current

issues. This can be addressed by producing a statewide newsletter, using the Internet, and conducting periodic workshops and conferences.

**Program
Goal**

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

Strategies

Strategies for the Driver Education and Behavior program area are to:

- Coordinate and produce educational and promotional materials to support traffic safety efforts.
 - Conduct and assist local, state, and national traffic safety campaigns.
 - Alert the public through information and education to the hazards of driving distracted, disobeying traffic controls, and risks associated with operating a vehicle while fatigued.
 - Distribute traffic safety information to traffic safety professionals, employers, educators, law enforcement, health officials, and the general public.
 - Recognize and submit for awards any individuals or agencies for outstanding achievements and accomplishments in support of traffic safety.
 - Ensure community involvement from other state agencies, local decision-makers, interest groups, and the general public in a comprehensive traffic safety program.
-

Proposed Solutions

The solutions are a series of campaigns, education projects and a tri-annual newsletter.

02-10-01 DRIVER EDUCATION AND BEHAVIOR

Task A: Education will continue the development of the driver-training curriculum that must be used by all accredited drivers education programs throughout Texas.

- **Driver Education and Youth** will continue the driver's education training and leadership programs that target the novice/at-risk drivers. Approximately 500 teachers, parents, and administrators will receive training on the Texas Driver and Traffic Safety Education Master Curriculum Guide. Traffic safety information will be provided to 3,000 students and advisors through the Texas Youth Safety Program and Outstanding Safety School Program.

Task B: Public Information will include projects which develop and distribute educational and public information materials to the public and governmental organizations to emphasize various efforts underway to reduce the number and severity of traffic crashes within Texas.

- **Save A Life™** will be a statewide public information and education campaign, including media events, TV/radio public service announcements, printed education materials, and activities that support other traffic safety campaigns such as **Buckle Up, Texas**.
- **Don't Risk the Red** will continue a public education campaign aimed at reducing the incidence of red light running.
- **Driveline**, the official traffic safety newsletter of the State of Texas, will be published three times.
- **"On the Road in Texas"** will continue a series of radio public service announcements (PSAs) done in cooperation with the Texas Department of Public Safety. The series will produce a minimum of 3 PSAs per week for use by a minimum of 85 radio stations throughout Texas.
- **Safe and Sober Education Grant** will send sheriff's deputies into area schools to discuss all aspects of driving and how to avoid irresponsible behaviors.
- **Community Events** will consist of four large special events conducted in major metropolitan areas to promote traffic safety.

DRIVER EDUCATION & BEHAVIOR Program Area 10	FY 2002 Budget Module: DE-10										(Dollars in Thousands)	
	# of Proj	TOTAL	402	Federal	STATE MATCH	LOCAL MATCH	FED TO LOCAL	STATE Texas	LOCAL MATCH	FED TO LOCAL	Page 1 of 1	
TASK TITLE												
02-10-01: DRIVER EDUCATION & BEHAVIOR												
Task A: Education	1	463.7	230.0						233.7			
Task B: Public Information	9	1,989.3	335.0					1,645.0	9.3			46.1
TOTALS	10	2,453.0	565.0					1,645.0	243.0			46.1

SCHOOL BUS SAFETY

Program Area Module 02-11

Status Less than one percent of all Texas roadway crashes involve a school bus, making school bus transportation the safest form of transportation. However, children are occasionally still injured and killed. When a school bus-related injury or fatality does occur, the issue can become one highly charged with emotion and often captures the public's eye. This is easily understood, due to the fact that school buses transport our nation's most valuable and precious resource, our children.

Efforts will continue to ensure that safety education and training will continue and that traveling by school bus remains the safest form of student transportation.

Program Goals

- To provide for the safest possible transport of school age children.
 - To reduce injuries and deaths of school age pedestrians in the loading/unloading zone.
 - To increase traffic safety knowledge of Texas school transportation officials and the skill of their drivers.
 - To increase knowledge and awareness of applicable Texas laws for sharing the roadway with school buses.
-

Strategies Strategies for this School Bus program area are to:

- Provide public information and education materials about school bus safety.
- Conduct school bus driver training programs.
- Maintain and update the certification curriculum required by law for initial and continuation training of school bus drivers.

- Provide school bus information and education materials to better educate the driving public on the particular safety issues in sharing the road with school buses.
 - Conduct a training course for Texas school transportation officials in school bus safety and management techniques.
-

**Proposed
Solutions**

- To address the quickly evolving and varied responsibilities now faced by Texas' school transportation directors, driver trainers, and school bus drivers through timely and relevant curriculums and training in the areas of safety, driving skills and updated management skills.
 - To continue an existing project with an additional local jurisdiction that will educate drivers on the importance of stopping for school buses that are loading or unloading students.
 - To develop and pilot the critical issues of school bus driver's training to school bus drivers in a 16 hour training course to be presented twice during the year.
 - To update and maintain the currency of the 8-hour re-certification course, last update which was in January 1998. This re-certification course is the only training required by Texas law for veteran bus drivers.
 - To maintain the School Bus 20-hour Certification course which is essential in providing new bus drivers with the most current laws and practices enabling them to safely transport Texas students.
-

SCHOOL BUS SAFETY

02-11-01 SCHOOL SAFETY TRAINING PROGRAMS

Task A: Training and Public Education Programs will provide a diverse effort to improve bus driver training and reduce the illegal passing of stopped school buses embarking or discharging students.

- **School Transportation Safety Training Program** will provide comprehensive, up-to-date training for Texas school transportation officials, school bus driver trainers, school bus drivers, and other persons and groups responsible for safely transporting children to and from schools in Texas. The program will host a workshop for approximately 100 school bus transportation supervisors, and train 80 driver instructors.
- **School Bus Illegal Passing Education** will continue a program to educate the public on not passing a stopped school bus, and develop potential countermeasures to reduce or eliminate the illegal passing of school buses. The program will begin operations in one more city for a total of 3.

TASK TITLE	# of Proj	TOTAL	157A	Federal		STATE MATCH		LOCAL MATCH		FED TO
										LOCAL
02-11-01: SCHOOL BUS SAFETY TNG										
Task A: Training and Public Education Programs	2	296	239.4						56.6	239.4
TOTALS	2	296	239.4						56.6	239.4

PEDESTRIAN/BICYCLE SAFETY

Program Area Module 02-12

Status The second largest category of motor vehicle deaths, after occupants, are pedestrians. Youth, children and older adults are at higher risk than other groups of pedestrians. With bicycle crashes, head injuries are the leading cause of death. Bicycle helmets are the single most effective safety devices available to reduce head injuries and fatalities. They have been shown to be up to 85 percent effective in reducing head injuries. With increased attention to multi-modal forms of transportation, as well as a renewed focus on personal fitness and health, bicycling, jogging and walking not only serve as a popular and environmentally sound form of transportation, but also add to a healthy lifestyle. Training and education for pedestrian and bicycle safety is an intrinsic part of any comprehensive traffic safety program.

Program Goals

- To decrease motor vehicle-related pedestrian fatalities and injuries.
 - To decrease pedalcyclist related traffic crash fatalities and injuries.
 - To increase pedestrian and bicycle safety knowledge and awareness for children and adults.
 - To identify problem locations/areas and develop public awareness countermeasures to improve pedestrian and bicycle safety.
-

Strategies Strategies for the Pedestrian/Bicycle Safety program are:

- Conduct and enhance pedestrian and bicycle safety public information, education and training.
- Conduct training and provide helmet for qualifying programs in low-income neighborhoods.
- Support the use of bicycle helmets for all riders.

- Evaluate pedestrian fatality risk factors.
-

**Proposed
Solutions**

Training & Education: To impact driver, pedestrian and bicyclist behavior, training and education will be provided to those individuals charged with implementing traffic enforcement, school district personnel, community groups and families, along with other appropriate groups and individuals.

- Helmet distribution to low-income children.
 - Pedestrian/bicycle safety information, education and training programs.
-

PEDESTRIAN/BICYCLE SAFETY

02-12-01 TRAINING & EDUCATION

Task A: Bicycle/Pedestrian Safety: Will provide programs to create a safe pedestrian environment and increase bicycle safety.

- **Partnership for a Walkable Texas/Pedestrian Safety** project will serve to coordinate and to facilitate a Pedestrian Safety/Walkable Texas workshop, hosted by a group of community representatives, from a selected Texas city, who have identified a number of pedestrian safety issues in their area, and have requested assistance in discussing possible countermeasures for them.
- The **Bicycle Helmet Promotion** and the **Texas SuperCyclist** projects will create and evaluate multi-faceted, comprehensive community-based programs to increase helmet ownership and usage among children, provide bicycle helmet education and training and distribute bicycle helmets to low income children through community groups and schools in Texas.

PEDESTRIAN/BICYCLE SAFETY Program Area-12			FY 2002 Budget Module: PS-12						Page 1 of 1 (Dollars in Thousands)					
			# of Proj	TOTAL	402	Federal		STATE Texas		FED TO LOCAL				
						STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH			
02-12-01: TRAINING & EDUCATION														
Task A: Pedestrian/Bicycle Safety	3	514.0	405.5											405.5
TOTALS	3	514.0	405.5											405.5

COMMERCIAL VEHICLE SAFETY

Program Area Module 02-13

Status Commercial vehicles traveling the Texas roadway are an important part of the transportation environment. A large portion of learning how to safely interact in this environment is learning how to share the roadway with all users. Each vehicle has certain specific characteristics and laws-of physics that apply and that effect each vehicle type in one degree or another. Preparing drivers by providing the most current traffic safety information will allow for a more informed motorist and make sharing the roadway safer.

Commercial vehicle transportation has become a traffic safety concern in Texas and continues to grow as a threat to the safety of its traveling public. Compared to the rest of the nation, Texas ranks first with the greatest number of fatal crashes involving large trucks. With implementation of the North American Free Trade Agreement, the resulting growth of the trucking industry has contributed to the steady growth of trucks entering and traveling through the state as well as the incidents of crashes involving commercial vehicles.

In Texas:

- 752,170 commercial drivers licensed in Texas through April 2001.
- Approximately 19,792,241,800 truck miles are logged annually with total on-system VMT totaling 146,489,809,800.
- There are 4,668,812 registered trucks weighing equal to or less than 1 ton and 138,971 registered trucks weighing more than 1 ton in January 2001.
- Commercial vehicles were involved in 390 fatal crashes in 1999.
- Of those crashes 455 deaths were reported.
- There were 10,173 injury commercial vehicle crashes in 1999 with 17,569 persons injured.
- 6,022 non-injury crashes with total commercial vehicle crashes of 16,585 in 1999.

The growing number of commercial vehicles in the state combined with increasing numbers of fatal and/or injury crashes warrants the state to provide aggressive initiatives to stop the increase of death and injuries on the roadways of Texas.

**Program
Goals**

- To increase traffic safety knowledge, perception, understanding, and skills for sharing the roadway with commercial vehicles.
 - To increase enforcement of traffic laws for commercial vehicles.
-

Strategies

The strategies for the commercial vehicle safety program area are:

- Provide commercial vehicle information and education materials to educate the driving public on the specific vehicle characteristics involved in sharing the road with others.
 - Incorporate commercial vehicle public information and education materials into the driver-training curriculum.
 - Distribute PI&E materials to the driving public on methods and techniques that can be used to avoid collisions with commercial vehicles.
-

**Proposed
Solutions**

- Assist with enforcement of truck routes established by local jurisdictions and those state highway traffic safety laws that can be funded with federal funds.
 - Develop and partner with state, federal and local agencies, as well as the trucking industry, on projects that will reduce the number and severity of commercial vehicle crashes and better inform the driving public on how to share the road.
-

COMMERCIAL VEHICLE SAFETY

02-13-01 COMMERCIAL VEHICLE SAFETY PROGRAMS

Task A: Enforcement programs will work to reduce the number of crashes, injuries and deaths with commercial vehicles by enhancing traffic enforcement, commercial vehicle route adherence, speeding and/or other traffic violations in Dallas and Harris Counties, and in Houston and Laredo.

Task B: Education:

Commercial Vehicle Safety will provide information and training to both the commercial driver and passenger car driver in a five-year partnership with the trucking industry. Project will expose 120,000 passenger car drivers to the dangers of traveling in the “no zone”, entering the roadway too close in front of a moving tractor-trailer and other hazards caused by the drivers. The program will also provide training and information to 1,400 tractor-trailer drivers.

**COMMERCIAL VEHICLE
SAFETY
Program Area-13**

**FY 2002
Budget Module:
CV-13**

(Dollars in Thousands)
Page 1 of 1

TASK TITLE	# of Proj	TOTAL	157A		Federal		STATE Texas		FED TO	
			TOTAL	157A	Federal	STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH	
										STATE MATCH
02-13-01:COMMERCIAL VEHICLE SAFETY										
Task A: Enforcement (PT)	4	1,245.5	847.2					398.3		847.2
Task B: Education (DE)	1	845.0	585.0					260.0		
TOTALS	5	2,090.5	1,432.2					658.3		847.2

PROGRAM STRUCTURE

Authorization The Texas Traffic Safety Program operates under the provisions of

- The Highway Safety Act of 1966, 23 U.S.C. 402 (b)(1), 92 Stat. 318 (known as "Section 402"), and
- Executive Order 12185.

Responsibility The Governor is responsible for administration of the program and must designate a Highway Safety Representative.

The Texas Department of Transportation (TxDOT) is designated to administer the Program (Executive Order WPC-12, August 29, 1979).

The Executive Director of the Department is the designated Governor's Highway Safety Representative.

Political subdivisions are authorized to participate in the Program (VCS 6701j, May 30, 1967).

Organization The Department is a decentralized organization operating through 25 district offices and the Traffic Safety Section of the Traffic Operations Division in Austin.

The Program operates within.

Within each district, the District Engineer appoints a Traffic Safety Specialist to coordinate and manage the District Program.

TxDOT Policy Statement 95-1 provides greater detail and delineation of specific responsibilities of division and the districts regarding the Texas Traffic Safety Program.

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APPENDIX B

RESOURCE ALLOCATION

Resource Limitations

Because of the geographic scope of Texas and the unique problems it presents, resources available from the National Highway Traffic Safety Administration and the Federal Highway Administration alone are insufficient to fill the State's traffic safety needs.

Solutions

Because a single source cannot provide the resources to solve even the most critical problems, two solutions address the resource limitation issue. These solutions are:

- cost-sharing by organizations and governmental entities which undertake traffic safety projects
 - a careful project selection process to determine which projects would be eligible for traffic safety resources.
-

Cost-sharing

As the basis for funding most traffic safety projects, organizations will be required to financially participate in the project. In general, this participation will increase as the project develops.

The goal of this cost-sharing requirement is complete self-sufficiency of a project. A "self-sufficient" project is defined as one that continues to operate at a given level of activity, without federal funding support.

Program Income

Program income pertains only to federally-funded projects. If referenced and approved in the Highway Safety Plan and grant agreement, a Subgrantee may earn program income from grant-supported activities. Such earnings may include, but will not be limited to, income from service or registration fees, sale of commodities, usage or rental fees, and royalties on patents and copyrights.

All program income earned during the period of the grant agreement shall be retained by the Subgrantee and, in accordance

with the grant agreement, shall be added to federal funds committed to the project and be used to further eligible program objectives.

If approved by the federal grantor agency, program income may also be used to finance the non-federal share of the project, as may be applicable; or, be deducted from the total project costs in determining the net costs on which the Federal share of costs will be based.

Program income that remains unexpended after the grant agreement ends shall continue to be committed to the original grant agreement objectives.

Project Selection

With the beginning of each new fiscal year, a public announcement for traffic safety project proposals for the next fiscal year is published in the *Texas Register*. Upon submission, each proposal is reviewed for content, merit and applicability to Texas' traffic safety problems. Each project proposal is evaluated and scored by a review team of traffic safety professionals against a pre-established set of selection criteria, including the following:

- how well problem identification (ID) is described and defined;
- what type of factual historical crash documentation is provided to support the problem ID;
- how performance goals, action plan and proposed budget costs justifies and substantiates the problem ID;
- what type of resources or matching funds are committed; and
- what kind of subgrantee expertise is available to successfully complete the project proposal.

Each project proposal is prioritized based on scores, team comments, compliance with state and federal requirements (such as the "seed money" concept), and program needs. Funding recommendations are made for those projects awarded the highest priority. Low priority projects will either not be funded or be deferred until additional funds become available.

Problem Identification

The first step in the problem identification process involves accessing and analyzing historical motor vehicle traffic crash data

to determine the who, what, when, where and how of a existing problem. A clear, concise and substantiated problem identification description is the most important aspect of a project proposal. Ambiguous or inaccurate problem descriptions can seriously affect the processing, evaluation and final selection of a proposal.

The NHTSA and FHWA have identified eight program areas of national importance. These areas are:

- Alcohol and other drug countermeasures
- Occupant protection
- Police traffic services
- Emergency medical services
- Traffic records
- Motorcycle safety
- Pedestrian and bicycle safety
- Roadway safety

To determine the magnitude and severity of highway safety problems by geographic area and/or target group, problems are identified within the State through analyses of state and local crash and other data.

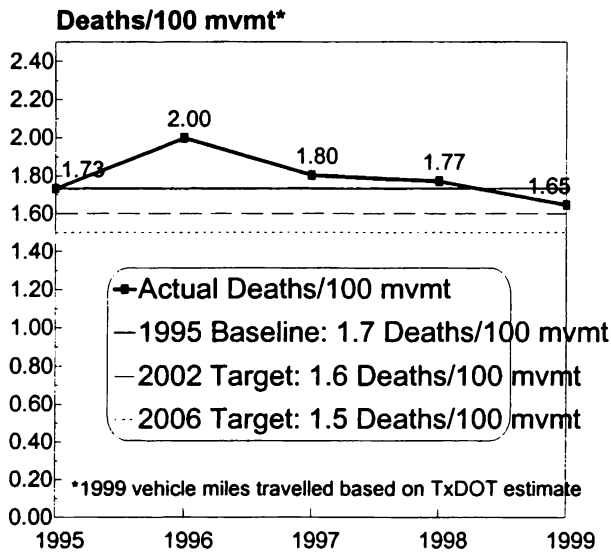
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CRASH DATA TRENDS IN TEXAS
1991-1999

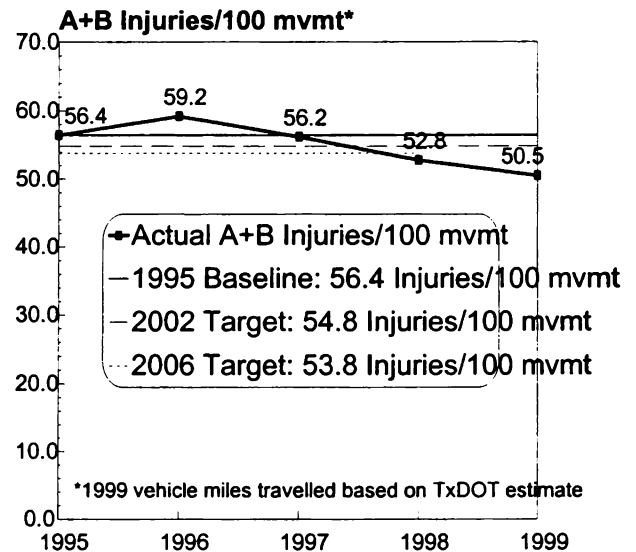
TEXAS CRASH EXPERIENCE

This appendix contains the graphical outline of the crash experience trends upon which problem identification in the various program areas has been based. The crash data in the figures is based on final certified crash data.

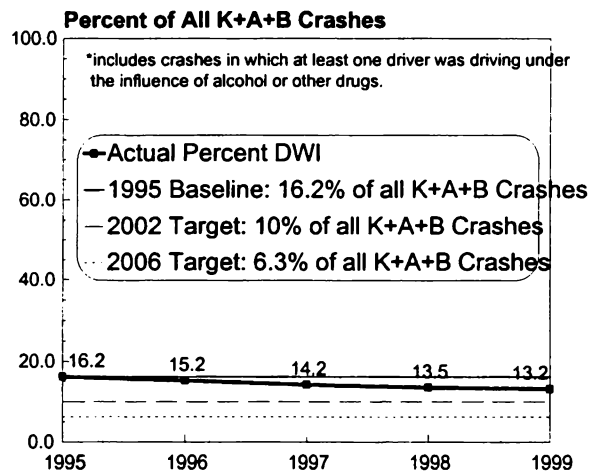
Mileage Death Rate



Serious Injury Rate



Percent of All KAB Crashes Involving a DWI* Driver



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ELIGIBLE AND INELIGIBLE COSTS

This appendix includes those common cost categories that can receive grant funds as well as a list of those items that normally will not be funded.

Categories of Eligible Costs

Approved project budgets are included in and attached to traffic safety grant agreements. The approved project budget should include the appropriate following line item categories as negotiated and authorized in the agreement:

- Labor
 - * Salary/Wages
 - * Fringe Benefits
 - * Travel

 - Other Direct Costs
 - * Equipment (major equipment purchases are normally not allowed)
 - * Supplies
 - * Contractual Services
 - * Other Miscellaneous Costs (Specified)

 - Indirect Costs
-

Activity and Other Items Not Eligible

Program funds may not be expended for:

- the purchase of radios, vehicles, emergency equipment, computers, computer equipment, or any other hardware items, except when the Department determines the purchase to be essential to the proper accomplishment of a project meeting the other specified criteria;

- real property purchase, office construction, rehabilitation or remodeling, or for office furnishings and fixtures for state, local, or private buildings or structures; or
 - out-of-state travel unless authorized in writing by the Department.
-

APPENDIX E

TEXAS HIGHWAY SAFETY ACRONYMS, TERMS, & ABBREVIATIONS

This Highway Safety Plan includes numerous terms and abbreviations common to highway safety professionals. This appendix is included for those readers who are not familiar with many of these terms, abbreviations, or acronyms.

<u>TERM/ABBREVIATION</u>	<u>DEFINITION/EXPLANATION</u>
Accident/Crash	An identified event that produces injury, death, or damage. Highway safety activists have been working to replace the term "accident" with "crash," which more accurately reflects the potential and actual seriousness of incidents. The term "crash" is used throughout this document in lieu of "accident" with reference to serious vehicular incidents.
Accounting Codes	<p>The following federal accounting codes are those assigned to highway safety projects. (* denotes federally-designated priority areas)</p> <p><u>Program Areas:</u></p> <p>PA Planning and Administration AL Alcohol* EM Emergency Medical Services * MC Motorcycle Safety * OP Occupant Protection * PS Pedestrian/Bicycle Safety * PT Police Traffic Services * TR Traffic Records * CP Community Traffic Safety Projects DE Driver Education SB School Bus SC Speed Control * RS Roadway Safety</p> <p><u>Incentive Funds:</u></p> <p>J2 405 Occupant Protection J3 2003b Child Passenger Protection J8 Alcohol Incentive Funds 1998- Section 410</p>

Special Funding Areas:

TS Traffic Records
YA Youth Alcohol Programs
SA Safe Communities
SO Occupant Protection
OP-157a Occupant Protection Incentive
OP-157b Occupant Protection Innovative

ALR	Administrative License Revocation (or suspension). Pertains to the immediate removal and replacement with a limited temporary driver's license by an arresting officer if the offender either refuses or fails a breath test.
Annual Report	The Annual Report is used as an evaluation tool and documents progress and achievement of the State's performance goals that are set at the beginning of the prior fiscal year. The Annual Report provides the opportunity for the State to document all their successful and unsuccessful highway safety programs that were implemented during the past year.
BAC	Blood Alcohol Concentration (expressed in hundredths of a percent).
Bicycle/Pedalcycle	A device propelled solely by human power, having pedals, two or more wheels, and one or more seats.
Certification Statement	Provides assurances that the State will comply with applicable laws and regulations, financial and programmatic requirements, and in accordance with funding conditions of the 402 program.
CTSP or C/CTSP	Community or College Traffic Safety Program. Community or college/university campus based programs that focus on two or more traffic safety issues. Community/Corridor Traffic Safety Program. In one of their joint initiatives, the FHWA and the NHTSA decided to add a new component to the CTSP. All community based multi-issue projects will now be referred to as Community/Corridor Traffic Safety Programs (C/CTSPs). This means that any identifiable roadways in the area that have worse-than-average traffic safety problems, such as large concentrations of DWIs, speeding offenses, or other traffic problems will also be included in the safety initiatives developed by the CTSP. For

example, the jurisdiction may decide to do some additional enforcement for a particular stretch of roadway, conduct a public information and education campaign, or provide additional striping or signage.

**Child Restraints/
Child Safety Seats**

Types of child restraints include:

Infant Seat: Designed for infants weighing from 5 to 20/22 lbs. Infant seats must be reclined at a 45 degree angle. Infant seats always face toward the rear of the vehicle.

Convertible Model: Designed to be used rear-facing for infants, then converts to a forward-facing seat for children over 1 year of age and weighing from 20-40 lbs.

Both infant and convertible seats must be firmly attached to the vehicle using the vehicle's safety belt system. The child must be snugly restrained in the safety seat using the safety seat's harness system.

Booster Seat: Designed for children weighing from 40-60/80 lbs. Booster seats must be used in conjunction with the vehicle's lap/shoulder safety belt.

Air bag dangers to children: Infants must not ride in the front seat if the vehicle has a passenger air bag. All children ages 12 and under should ride restrained in the back seat.

CDL Commercial Driver's License. See also Driver License Classification.

CFR Code of Federal Regulations. A codification of the general and permanent rules published by the executive departments and agencies of the federal government.

CFDA Catalog of Federal Domestic Assistance. Refers to grant agreement funding categories.

CPVC Child Passenger Violators Course. Child passenger safety seat violators training course taught by local police officers that may be taken in lieu of paying a fine.

**Commercial
Vehicle**

A motor vehicle, towed vehicle or combination of motor vehicles which has a gross vehicle weight (GVW), GVW rating or a combination, with a registered combined weight or gross combined weight rating of 10,001 pounds or more; or is a bus equipped to carry more than 15 passengers, including the driver; or is transporting hazardous materials and is required to be placarded.

Data Element

A unique piece of information broken down to its smallest meaningful part.

DECP

Drug Evaluation and Classification Program. The program having to do with training police officers as Drug Recognition Experts (DREs) whereby they are able to expertly render an opinion as to what category or categories of drugs may be impairing an individual other than or in conjunction with alcohol.

DOT

U. S. Department of Transportation.

DPS

Texas Department of Public Safety. In Texas, the DPS is responsible for, among other duties, criminal law enforcement, driver's licensing (including CDLs), the Texas Rangers, State Highway Patrol, and statewide vehicular crash recording and reporting.

DRE

Drug Recognition Expert (or Evaluation). A peace officer who has received extensive specialized training in order to detect what category or categories of drugs are having an impairing effect on an individual. See also DECP.

DUID

Driving Under the Influence of Drugs. In Texas, this term is synonymous with DWI.

DWI

Driving While Intoxicated

EMS

Emergency Medical Services.

EMT

Emergency Medical Technician. A person specially trained in life-saving medical techniques specifically trauma-related. These persons are usually affiliated with ambulance service units in local police and fire departments and can provide pre-

hospital care for trauma victims, many of whom are crash victims.

Fatality Rate	Number of fatalities per 100 million vehicle miles traveled (100MVMT).
FHWA	Federal Highway Administration. Agency within the United States Department of Transportation (DOT) with the responsibility for the nation's highway system, including construction funding, engineering and design standards, and motor carrier regulation.
FY	Fiscal Year. For the federal government, this would be October 1, through September 30. Texas' state fiscal year (SFY) is from September 1 to August 31.
GR	Governor=s Representative.
GTS	Grants Tracking System. Developed to improve the financial management process and the electronic transmission of Highway Safety Cost (HS-217) information to NHTSA.
HGN	Horizontal (eye) Gaze Nystagmus. An involuntary jerking of the eyes that occurs as a person moves his or her eyes to the side. If a person is under the influence of alcohol or certain other drugs. See also SFST.
HS-217	Highway Safety Program Cost Summary form used to reflect the State's proposed allocations of funds, including carry-forward funds by program areas, based on the goals identified in the Performance Plan and the projects and activities identified in the Highway Safety Plan.
HSP	Highway Safety Plan. A state planning document approved by the Governor's Representative for Highway Safety, describing the projects and activities the State plans to implement to attain the goals identified in the Performance Plan. The Highway Safety Plan must, at a minimum describe one year of Section 402 program activities and may include activities funded from other sources, so long as the source of funding is clearly distinguished.
IAC	Interagency Contract.

IACP	International Association of Chiefs of Police.
Illegal Per Se	A legal phrase to mean the concept that it is an offense in and of itself (per se) to operate a motor vehicle while having a blood alcohol concentration (BAC) at or above the specified legal limit.
Impaired Driving	A decreased mental and/or physical ability to safely operate a motor vehicle due to alcohol or other drugs.
Injury to Death Ratio	The ratio of the number of deaths per the number of injuries in crashes is used to measure the severity of crashes.
Mileage Death Rate	The number of motor vehicle deaths per hundred million vehicle miles traveled (VMT).
MPH	Miles-per-hour. Rate of speed at which a vehicle is traveling.
MUL	Mandatory (safety belt) Use Law.
NAFTA	North American Free Trade Agreement (Passed in 1992)
NAGHSR	National Association of Governors' Highway Safety Representatives.
NHTSA	National Highway Traffic Safety Administration. The Administration within the United States Department of Transportation that exercises primary responsibility for coordinating federal efforts to ensure the safe design and operation of motor vehicles. NHTSA has federal oversight responsibility for the Texas' HSP program.
OMB	Office of Management and Budget. The federal office responsible for establishing fiscal guidelines for accounting and controlling the use of federal dollars.
Performance Plan	A document used to describe the state's highway safety short and long-term goals and planned activities. The performance plan will consist of the following two elements: <ol style="list-style-type: none"> 1. a list of objective and measurable highway safety goals, within the National Priority Program Areas and other

program areas, based on the highway safety problems identified by the State during the process described in 2;

2. a brief description of the processes used by the State to identify its highway safety problems, define its highway safety goals and performance measures, and develop projects and activities to address its problems and achieve its goals.

Problem ID	Problem Identification. The process of assessing data sources, analyzing data and other pertinent information to obtain a comprehensive understanding of highway safety problems.
Section 154	Open Container Law (transfer funds).
Section 157a	Safety Incentive Funds for Seat Belt Use.
Section 157b	Discretionary Innovative Funds for Increasing Seat Belt Use.
Section 163	Alcohol .08 BAC Incentive Grants.
Section 164	Repeat Intoxicated Driver Laws (transfer funds).
Section 2003b	Child Passenger Safety Funds.
Section 402	State and Community Highway Safety Grant program provides federal funds to states to manage a wide range of highway safety programs.
Section 403	Alcohol Related Crashes Demonstration Funds.
Section 405	Occupant Protection Incentive Grants.
Section 410	Incentive Grants for Alcohol Impaired Driving Prevention Programs.
Section 411	State Highway Safety Data and Traffic Records Improvements.
SFST	Standardized Field Sobriety Testing. See Field Sobriety Test and the description of SFST on page AL-11.
SMART Principle	In the goal setting process, a goal must be <u>S</u> pecific, <u>M</u> easurable, <u>A</u> ccurate, <u>R</u> ealistic and <u>T</u> imed Framed.

STEP	Selective Traffic Enforcement Project. A concept of conducting enforcement at selected locations, times, and days of the week when a problem is greatest. The technique also focuses on driving behaviors that have been identified as causing crashes. To obtain maximum effectiveness, selective enforcement must be based on accurate data analysis.
ST-3	Standard Traffic Accident Reporting form established by Texas Department of Public Safety for recording and reporting motorized vehicular accidents.
TABC	Texas Alcoholic Beverage Commission.
TAC	Texas Administrative Code.
TAEX	Texas Agricultural Extension Service. A sub-division of The Texas A&M University System.
TCADA	Texas Commission on Alcohol and Drug Abuse.
TCLEOSE	Texas Commission on Law Enforcement Officer Standards and Education.
TDCAA	Texas District & County Attorneys Association.
TDH	Texas Department of Health. Epidemiology provides oversight of child passenger safety and older driver programs. Statewide EMS control and supervision comes under the Emergency Management Division of TDH.
TEA	Texas Education Agency.
TEA-21	Transportation Equity Act for the 21 st century. The 1998 reauthorization of 1991 ISTEA bill, which authorizes the continuation of federal 402 funding for traffic safety programs,
TEEX	Texas Engineering Extension Service. A sub-division of Texas A&M University System.
TLS	Trauma Life Support training course.
TRACS	Texas Review and Comment System. Provides states and local

officials opportunities to review and to comment on the HSP.

TOPS an abbreviation referring to Traffic Occupant Protection Strategies training for police officers.

TSA Texas Safety Association.

TTI Texas Transportation Institute. A sub-division of The Texas A&M University System.

TxDOT Texas Department of Transportation

TxDOT District Offices

<u>Acronym</u>	<u>Location</u>	<u>Acronym</u>	<u>Location</u>
ABL	Abilene	LRD	Laredo
AMA	Amarillo	LBB	Lubbock
ATL	Atlanta	LFK	Lufkin
AUS	Austin	ODA	Odessa
BMT	Beaumont	PAR	Paris
BWD	Brownwood	PHR	Pharr
BRY	Bryan	SJT	San Angelo
CHS	Childress	SAT	San Antonio
CRP	Corpus Christi	TYL	Tyler
DAL	Dallas	WAC	Waco
ELP	El Paso	WFS	Wichita Falls
FTW	Fort Worth	YKM	Yoakum
HOU	Houston		

U.S.C. United States Code. Federal law.

VCS Vernon Civil Statutes. Texas law.

Zero Tolerance Legislation Texas passed zero tolerance legislation in 1997 requiring drivers under the age of 21 to have a blood alcohol content of 0.00.

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