

Save a Life™

FISCAL YEAR 2004

**TEXAS HIGHWAY
SAFETY PLAN**



Texas Department of Transportation

PREPARED BY

TRAFFIC OPERATIONS DIVISION
125 E. 11TH STREET
AUSTIN, TEXAS 78701-2483

www.dot.state.tx.us/trafficsafety
(512) 416-3175

THE UNIVERSITY OF TEXAS-PAN AMERICAN



0 1161 0807 0321

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

PART I-CERTIFICATIONS AND ASSURANCES

Certifications and Assurances.....CA-1

PART II-TEXAS HIGHWAY SAFETY PLAN

Budget Summary.....00-1

Police Traffic Services.....01-1

**Alcohol and Other Drug
Countermeasures.....02-1**

Emergency Medical Services.....03-1

Occupant Protection.....04-1

Traffic Records.....05-1

Roadway Safety.....06-1

Motorcycle Safety.....07-1

Planning and Administration.....08-1

Safe Communities.....09-1

**Drivers Education and
Behavior.....10-1**

School Bus Safety.....11-1

Pedestrian/Bicycle Safety.....12-1

Commercial Vehicle Safety.....13-1

THIS PAGE INTENTIONALLY LEFT BLANK

STATE CERTIFICATIONS AND ASSURANCES

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

Each fiscal year the State will sign this certification and assurance statement that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include the following:

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

Certifications and Assurances

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

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

At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the State in carrying out local highway safety programs authorized in accordance with 23 U.S.C. 402(b) (1) (C), unless this requirement is waived in writing;

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color, or national origin (and 49 CFR Part 21); (b) Title IX of the Education amendments of 1972, as amended (20 U.S.C. section 1681-1683, and 1685-86), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps (and 49 U.S.C. Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) § 523 and 527 of the Public Health service Act of 1912 (42 U.S.C. § 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil rights Act of 1968 (42 U.S.C. sec 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR Part 29 Sub-part F)

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the

undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, " Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING:

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

CERTIFICATION REGARDING DEBARMENT, SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to

which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction", provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, state, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

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

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

FY 2004 CERTIFICATIONS AND ASSURANCES

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2003 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act (42 U.S.C. 4321 et seq.) and the implementing regulations of the Council on Environmental quality (40 CFR Parts 1500-1517).

Texas Department of Transportation


Carlos A. Lopez, P.E.
Director, Traffic Operations

6/22/03
Date

THIS PAGE INTENTIONALLY LEFT BLANK

FY 2004 HIGHWAY SAFETY PLAN SUMMARY OF PLANNED FUNDING
 (Dollars in 000's) STATE
 Texas

PROGRAM AREAS	NO. OF PROJECTS	FEDERAL											MATCH		FED TO LOCAL		
		TOTAL	402	405	157A	157B	163	164	2003b	STATE	LOCAL	STATE	LOCAL	STATE	LOCAL		
01 Police Traffic Services	53	12,015.7	6,391.4											1,320.0	4,304.3		5,984.8
02 AI & Other Drug Countermeasures	26	4,149.0	3,361.7											206.2	581.1		1,531.5
03 Emergency Medical Services	2	663.2	557.4											105.8			
04 Occupant Protection	96	9,733.3	2,884.4	450.0	2,598.0			500.0					2,474.6	826.3		1,696.9	
05 Traffic Records	8	4,789.5	1,468.8			44.8							3,176.0	99.9		361.5	
06 Roadway Safety	54	4,858.1	780.1					4,000.0					78.0			112.6	
07 Motorcycle Safety	0	0.0															
08 Planning and Administration	6	2,014.3	312.0										1,700.0	2.3			
09 Safe Communities and Colleges	6	488.0	368.1											119.9		59.4	
10 Driver Education and Behavior	7	2,234.8	427.5										1,807.3				
11 School Bus Safety	1	75.2	68.4										6.8				
12 Pedestrian/Bicycle Safety	4	637.4	479.3											158.1		104.2	
13 Commercial Vehicle Safety	4	1,222.1	661.8											560.3		661.8	
TOTALS	267	42,880.6	17,760.9	450.0	2,598.0	44.8	4,000.0	500.0	10,874.7	6,652.2	10,512.7						

THIS PAGE INTENTIONALLY LEFT BLANK

POLICE TRAFFIC SERVICES

I. PROBLEM OVERVIEW

Of the 3,724 Texas motor vehicle crash fatalities in 2001, 1,416 involved driving over the speed limit or too fast for conditions, according to National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis and Reporting System (FARS). This is 38.0 percent of all motor vehicle crash fatalities in Texas, a small decrease from 1,446 the previous year. The extrapolated Texas cost of speeding-related crashes was \$2.4 billion, according to the National Center for Statistics and Analysis, no different than the previous year.

Driving while intoxicated (DWI), speeding and "red light running" are the top three causes of motor vehicle crashes, injuries and fatalities in Texas, according to FARS.

II. ACTION PLAN

Police traffic services are a cooperative effort among the Texas Department of Public Safety, the law enforcement community, training agencies, associations, the judiciary and prosecutors, and TxDOT. TxDOT provides grants for selective traffic enforcement projects (STEPS), training for officers and supervisors, and liaison to increase the coordination between the traffic safety community and local law enforcement. All local STEPs will have a public education and information (PI&E) component to increase operational effectiveness through greater public awareness. Traffic safety funds for increased law enforcement and law enforcement training will concentrate on speeding, driving while intoxicated, red light running, and safety restraint use in FY 2004.

III. TASKS

040101 Enforcement

Task A Speed STEPs

Thirteen communities will operate Speed STEPs to increase driver compliance with posted speed limits. Two of these will also include occupant protection (OP) enforcement, and one will include intersection traffic control enforcement.

Task B Multiple Offense STEPs

Thirty-five communities will conduct STEPs covering multiple offenses. Of these, twenty-two communities will conduct Comprehensive STEPs focusing on 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 change, school zone enforcement, improper passing, failure to yield right of way,

DWI, or OP violations. Twelve community law enforcement agencies and the Department of Public Safety will conduct Safe and Sober STEPs that include DWI or occupant protection enforcement with speed enforcement.

Task C Intersection Traffic Control STEPs

Three communities will conduct Intersection Traffic Control (ITC) STEPs that target intersections with a high frequency of crashes within metropolitan areas. The locations must be intersections where data indicates a disproportionate number of crashes.

Task D Law Enforcement Coordination

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

Task E Traffic Law Enforcement Supervisor Training

TxDOT will contract to train officers supervising traffic safety enforcement how to maximize federal or local dollars through "best practices". Topics such as data collection, evaluation and the importance of coalition building along with how to select and recruit officers to participate in enforcement will be taught.

POLICE TRAFFIC SERVICES

FY 2004

**Budget Module:
PT-01**

Page 1 of 1

(Dollars in Thousands)

STATE
Texas

TASK TITLE	# of Proj	TOTAL	Federal			STATE		LOCAL		Fed. To Local	
			402			STATE MATCH	LOCAL MATCH				
04-01-01 ENFORCEMENT											
Task A: Speed STEPs	13	734.6	612.2					122.4		612.2	
Task B: Multiple Offense STEPs											
Comprehensive STEPs	22	3,251.0	2,288.2					962.8		2,288.2	
Safe and Sober STEPs	13	5,682.8	2,555.6				1,320.0	1,807.2		2,555.6	
Task C: ITC STEPs	3	1,534.1	528.8					1,005.3		528.8	
Task D: Law Enforcement Coordination	1	813.2	406.6					406.6		0.0	
Task E: Traffic Law Enforcement Supv Train	1		TBD								
	53	12,015.7	6,391.4				1,320.0	4,304.3		5,984.8	

THIS PAGE INTENTIONALLY LEFT BLANK

ALCOHOL AND OTHER DRUG COUNTERMEASURES

I. PROBLEM OVERVIEW

NHTSA's Fatality Analysis Reporting System (FARS) reports of the 3,724 Texas motor vehicle fatalities in 2001, over 48% were alcohol related. Twenty-six percent of the drivers in fatal crashes were intoxicated (BAC>.08%). This made alcohol-related crashes the leading cause of motor vehicle fatalities in Texas. Impaired drivers often violate other laws including speeding, running red lights, reckless driving, and failure to wear a safety belt. According to FARS, 35% of the pedestrian fatalities were intoxicated, with both the pedestrian and the driver intoxicated in six percent of the crashes.

Nationally:

- Sixty-three percent of the alcohol-related fatal motor vehicle crashes occurred between 9 p.m. and 6 a.m., with forty-three percent of these crashes occurring in urban areas.
- Fifteen percent of the drivers involved in alcohol-related fatal crashes were younger than 21 years old.
- Christmas had the most DWI fatalities of any holiday period in 2001, Thanksgiving being the second most deadly holiday period.

(NATIONAL CENTER FOR STATISTICS & ANALYSIS)

II. ACTION PLANS

Texas has divided alcohol and other drug countermeasures into youth and adult areas with both education and enforcement components in each.

Youth programs are focused on education, public information and peer-to-peer efforts. Adult programs have a large enforcement component with public information and education, and training. In addition to yearlong enforcement efforts, there will be a statewide mobilization December 19, 2003 through January 4, 2004 to reduce intoxicated driving. If funding is available, there will be a second statewide mobilization in conjunction with the Fourth of July, 2004.

III. TASKS

040201 Underage Drinking

Task A Education

Project Celebration Mini-Grants are state-funded grants to approximately 600 high schools to assist in sponsoring alcohol free events around prom and graduation time. Project Celebration Public Information & Education is the public information and education support for the state funded mini-grants.

The Youth Alcohol Project is the TXDOT public information and education project to develop video news releases and other information to be used to reduce underage drinking and driving. A special effort will be made during Spring Break to educate college and high school students on the dangers of alcohol use and especially drinking and driving with posters, wall wraps, billboards, and radio public service announcements during spring break.

The Travis County Comprehensive Underage Drinking Prevention project offers education and peer-to-peer education to reduce underage alcohol consumption in the Austin-Travis County area. Presentations on zero tolerance and other state alcohol laws, legal consequences for minors in possession of alcohol, and the dangers of driving while intoxicated will be made in high schools in Travis County. The project will pilot an educational presentation called "The Truth About Alcohol" to 5th grades to discourage alcohol use.

The Texas Engineering Extension Service will train high school teachers, counselors, nurses, resource officers and administrators in Drug Impairment Training for Education Professionals. The program teaches the adults to recognize and respond to drug/alcohol impairment in students. The goal is to train 750 educators and school officials in recognizing impairment and to train five police officers as instructors.

The Texas Alcoholic Beverage Commission will provide mini-grants to support forty-five Shattered Dreams projects throughout the state. The project will involve an entire community including, the school, students, and parents, in presentations on the dangers and consequences of drinking and driving.

Austin, Eagle Pass, Falfurrias, and Laredo EI Protectors will work with Hispanic youth to educate them on traffic safety issues, establish role models for young people, and establish improved communication through presentations, special events, media events and dissemination of educational materials. The projects will concentrate on eliminating the use of alcohol by Hispanic youth and underage drinking and driving.

Task B Enforcement

The Brazos County Attorney's Office will continue its Comprehensive Underage Drinking Enforcement project. The project will place undercover personnel and peace officers on the streets and licensed premises to target establishments and individuals who make alcohol available to underage youth. Individuals providing alcohol to a minor will be ticketed or arrested for the offense.

040202 Adult Alcohol Programs

Task A Education

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

Standardized Field Sobriety Testing (SFST) training and SFST Update is a program through TEEX to improve local police departments' ability to identify, arrest and prosecute impaired drivers. A minimum of 2,500 officers will be trained as practitioners and 25 as instructors. A minimum of 500 officers will complete update SFST classes.

Sam Houston State University's Criminal Justice Center will have a project to train law enforcement officers in a Drug Evaluation and Classification Program. The program teaches law enforcement officers to recognize, identify, arrest and prosecute when drugs other than alcohol impair a driver. A minimum of 60 officers will be trained as drug recognition experts (DRE), and a minimum of 10 officers will be trained as instructors. In addition, four DRE re-certification courses will be taught to 100 officers. A minimum of 100 officers will attend 6 update courses to expand their knowledge base.

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

Task C Enforcement

Seven communities will conduct yearlong or holiday-period DWI Selective Traffic Enforcement Programs to reduce the number of drinking drivers on their streets.

Impaired Driving Mobilization STEPs will use the STEP Wave process to concentrate impaired driving enforcement activities in at least 10 target cities or counties. There will be a mobilization December 19, 2003 through January 4, 2004. If funding is available, there will be a second statewide mobilization in conjunction with the Fourth of July, 2004.

040203 Evaluation

Task A Evaluation.

TxDOT will contract with an outside agency to conduct an Evaluation of the Impaired Driving Program. The evaluation will include suggestions for improving the program through the addition or removal of components, and processes. Goals are to detail the best practices in DWI enforcement, training, public information and education, and reducing underage drinking.

Task B DWI Processing

The Texas Municipal Police Association Improved DWI Processing project will use coalitions of law enforcement officers, prosecutors, and defense attorneys to develop an electronic forms package to improve DWI processing and provide the software to 5 pilot law enforcement agencies. Training on the new software and assistance in implementing the new procedures will be provided. The processes will be evaluated for efficiency.

THIS PAGE INTENTIONALLY LEFT BLANK

EMERGENCY MEDICAL SERVICES

I. PROBLEM OVERVIEW

The State has experienced a major increase in the number of emergency calls placed to the State 9-1-1 Program including those made through wireless communications. In 2002, more than 4.6 million calls were logged in the 225 counties served by the Commission on State Emergency Communications. Ideally when the 9-1-1 phone call is received, an Emergency Medical Service (EMS)/Trauma System coordinates effective emergency health care services to ensure that critically injured or ill persons receive the right care, at the right place, in the right amount of time. This requires adequately trained and appropriately-equipped emergency health care professionals and dispatchers.

Unfortunately, 25 percent of Texas EMS firms and certified/license EMS individuals supply pre-hospital care to their communities with little or no compensation, and little or no funding from other sources. Many of these providers are located outside urbanized areas of Texas where 1,842 fatal motor vehicle crashes occurred in 2000 according to the DPS. Almost one-half of the total EMS trauma runs in rural and frontier areas are a result of motor vehicle crashes and continue to be the leading cause of trauma injury.

II. ACTION PLANS

Measures such as EMS, the emergency 9-1-1 telephone notification system, and regional trauma systems have helped to reduce deaths and serious injuries. Training for EMS certification, continuing education, trauma life support, and public education programs will be funded through traffic safety grants. These projects may generate program income.

III. TASKS

04-03-01 Education

Task A Personnel Training

Texas Engineering Extension Service will hold classes in central, east and south Texas offering EMS Certification and Continuing Education to a minimum of 250 people in:

- Emergency Care Attendant
- Emergency Medical Technician (EMT)
- EMT-Intermediate, EMS Instructor
- EMT Completion

A minimum of 315 people will be taught:

- Basic Trauma Life Support (BTLS)
- Pre-hospital Trauma Life Support (PHTLS)
- BTLS Access
- Pediatric BTLS
- BTLS and PHTLS Refresher

A minimum of 30 students will attend courses for:

- BTLS Instructor
- PHTLS Instructor

Additionally, continuing education courses will be taught to a minimum of 120 students in:

- Emergency Vehicle Operations
- EMT Refresher
- Hazardous Materials Awareness
- Simple Triage and Rapid Treatment
- Emergency Medical Dispatcher (EMD)
- EMD Instructor

Bystander Care will be taught to a minimum of 130 students in either Spanish or English.

Texas Tech University Health Science Center-El Paso will provide Rural/Frontier EMS Personnel Development and Retention certification courses to a minimum of 125 students in:

- Emergency Care Attendant
- Emergency Medical Technician (EMT) Basic
- EMT-Intermediate

Courses will be taught to a minimum of 80 students in:

- Pre-Hospital Trauma Life Support (PHTLS)
- Basic Trauma Life Support (BTLS)
- PHTLS and BTLS Instructor

Continuing education courses will be provided to a minimum of 200 students in:

- EMT refresher
- EMS continuing education Instructor

This project will concentrate on reaching students in West Texas and the Panhandle.

TASK TITLE	# of Proj	TOTAL	Federal		STATE MATCH	LOCAL MATCH	Fed. To	
							Local	Local
04-03-01 EDUCATION								
Task A: Personnel Training	2	663.2	557.4		105.8			
	2	663.2	557.4		105.8			

THIS PAGE INTENTIONALLY LEFT BLANK

OCCUPANT PROTECTION

I. PROBLEM OVERVIEW

Despite a strong safety belt law, surveys in 2003 show only 84.5 percent of drivers and front seat passengers in Texas were properly restrained. In 2002 surveys, only 71.7 percent of Texas children ages 0-4 years were in child passenger safety seats or safety belts. Young male drivers and passengers in pickup trucks continue to have the lowest rate of safety belt use. Cultural and socio-economic factors have a bearing in choices to use safety belts and safety seats. Children riding in the back seat of a passenger vehicle are restrained a greater percentage of the time than those in the front seat. In the 2002 Texas Transportation Institute survey, parents and caregivers were observed allowing children to ride in their laps 2.8 percent of the time, despite intense education and enforcement efforts to eliminate this practice. The border region of Texas continues to have the lowest safety belt use and the lowest percentage of children wearing safety belts or using a child safety seat.

II. ACTION PLAN

Texas will continue the combination of education, public advocacy, and enforcement efforts that have led to the previous success in drivers and passengers buckling up. One statewide grant will ensure safety seats and safety seat technician manuals are available and distributed to local agencies and training offices. Education and distribution programs will be conducted by one agency in the rural areas.

In 2003, Texas was granted \$4.2 million dollars in innovative funds to improve safety belt use through a major public education and strong enforcement campaign titled "Click It or Ticket". At least 30 law enforcement agencies will participate in the safety belt law enforcement campaign in November. Over 50 communities will participate in holiday period STEPs, one community will have a year long OP STEP, and two communities will have speed STEPs with an occupant protection element.

A statewide public information and education campaign will develop outdoor and print media advertisements, video news releases, and other elements targeting a multicultural population. Local organizations will promote safety belt use within urbanized areas.

Enforcement efforts will include training for law enforcement officers. The innovative project will continue with an evaluation of the results of the education and law enforcement campaigns.

III. TASKS

040401 Child Passenger Safety

Task A Education

Road Wise: Traffic Safety for Rural Texas is an educational campaign conducted by the Texas Cooperative Extension Program agents to teach occupant protection to minorities in the state. The program will conduct child safety seat checkups, and conduct one NHTSA child passenger safety training. They will coordinate with the Regional Advisory Councils to obtain seats for their events. They will continue their efforts to expand safety belt use in rural areas with educational activities and materials, check up events, and demonstrations.

The Seton HCN Child Occupant Protection Initiative in Austin, Wadley Regional Medical Center's Safety First in Atlanta, Texas Children Medical Center in Houston's Child Safety Seat Inspection Expansion project, and Harris Methodist HEB Hospital CPS Education and Distribution near Fort Worth will distribute child safety seats, and provide public information and education on the proper use of the seats for children ages 0-4 years.

The Child Passenger Safety Education Project managed by the Department of Health Safe Riders program will distribute over 14,550 child passenger seats to the CPS projects in this HSP and to the various Regional Advisory Councils in Texas, and teach a minimum of 6 CPS technician classes, training a minimum of 120 technicians. Additionally, the project will conduct a minimum of 25 check up events, a minimum of 12 fitting clinics/check up events, and provide a clearinghouse for CPS technicians manuals for all classes taught in the state. Funding will be a combination of 402 and 2003b. With the establishment of 70 new child safety seat distribution programs, Texas will have a minimum of 100 distribution programs in place in FY 2004. The Department of Health will also continue the *Safe Riders* occupant protection education program to produce bilingual brochures and other public information, operate a toll free information line, and coordinate the "Saved by the Belt Club".

040402 Safety Belt Use

Task A Consumer Education

The Dallas County Hospital District's Occupant Safety Program will concentrate on increasing safety belt use among the Hispanic population of Dallas County. The project includes child safety seat classes for teen parents, and occupant protection information in English as a Second Language classes in Dallas schools, and weekly bilingual classes on the effectiveness, necessity and proper use of child passenger safety seats.

TxDOT will administer an Occupant Protection Public Information and Education advocacy project through an advertising agency. The project will produce materials in English and Spanish for distribution to law enforcement agencies, health groups and other organizations making occupant protection presentations to the public.

Task B Enforcement

The Houston Police Department will conduct a year long Occupant Protection STEP to increase use of safety belts. At least fifty communities will participate in special occupant protection enforcement efforts centered on the holiday periods through STEP Waves. Communities will participate in Memorial Day, Labor Day and Thanksgiving campaigns and may work one of three optional holiday periods.

040403 Occupant Protection Surveys

Task A Safety Belt/CPS Use Surveys

TTI will conduct observational Safety Belt/CPS Surveys in Texas. The surveys will include statewide surveys of occupant protection use by drivers and front seat passengers and motorcycle helmet use, a 14 city survey of safety restraint use by children ages 0 through 4, and safety belt use in all seating positions in 18 cities. The use of safety belts by children ages 5-17, regardless of where they are seated in passenger vehicles and light trucks, will be surveyed in 18 urban areas.

040404 Professional Education

Task A Law Enforcement Education

TEEX will train a minimum of 1,550 officers in the Traffic Occupant Protection Strategies (TOPS), which introduces officers to occupant protection issues. An additional twelve officers will be trained as TOPS instructors. A minimum of 550 officers will be trained in the Operations Kids course that teaches officers the basic information on child passenger safety seats such as the correct use of child passenger safety seats. An additional twelve officers will be trained as Operation Kids instructors. A minimum of 400 officers will be trained in the Child and Adult Restraint Education Strategy (CARES) course, a composite of the TOPS and Operations Kids courses. Fifteen officers will be trained as CARES instructors.

040405 Occupant Protection Innovative Project (Click It or Ticket)

Task A Education

Occupant Protection Innovative and Incentive Funds will buy additional Click It or Ticket Media outreach during campaigns. The messages will use paid outdoor, radio, television and print media to promote the enforcement emphasis of the campaign.

Task B Enforcement

The Click It or Ticket program will continue into November 2003, with funding provided by the OP Innovative Grant awarded in March 2003, with over thirty law enforcement agencies receiving grant funds to focus on increasing safety restraint use through strong and visible enforcement. Other communities will increase safety restraint enforcement using other grant or local funds. If new federal funds are authorized for FY 2004, Texas will have a Click It or Ticket campaign in May 2004.

Task C Management

The Texas Municipal Police Association will use innovative funds to continue Buckle Up, Texas project management and training oversight. The project includes training for court personnel, a Buckle Up Summit, a newsletter and website for information and reporting. Evaluation of the innovative project, including the Thanksgiving 2003 enforcement effort to increase safety belt use, will be part of this effort.

THIS PAGE INTENTIONALLY LEFT BLANK

TRAFFIC RECORDS

I. PROBLEM OVERVIEW

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

Texas has multiple independent traffic record systems or processes in place to track traffic safety efforts. The Department of Public Safety manages the Accidents Record Bureau to track crashes and the Drivers Licenses Records Bureau to track citations. The Department of Transportation maintains the Texas Accident Records System to track where crashes occur on the state and federal highways. The Department of Health manages the trauma reporting systems that include EMS reports and hospital data for trauma victims. There is no direct linkage between the different systems. Each local and county law enforcement agency collects and maintains crash data for their own jurisdiction, reporting to DPS via paper documents.

II. ACTION PLAN

Texas is developing an online traffic records system which enhances roadway, motor vehicle crash and trauma information to improve accessibility and the ability to evaluate the data from multiple sources. Funds will be committed to projects at both state and community levels to develop automated crash record and analysis systems, with interlinking capability. One community will analyze child pedestrian injuries to identify problem locations/areas to reduce these injuries.

III. TASKS

040501 Local Projects

Task A Identification and Analysis

The Harris County Sheriff's Office will continue a Crash Analysis project to create a local database of the 11,000 crash reports and provide an analysis to identify frequent crash locations and contributing factors. Baylor College of Medicine will continue a Houston Trauma Link to identify the top five traffic-related causes for injuries to children in the Houston area. The city of Dallas will complete the Polaris Update, their replacement electronic crash data system. The update includes training new crash investigators in the new system, supervision of clerical personnel and implementation of the system. This project is to be self

sufficient at end of the one year grant. The city of Carrollton's Traffic Records System will pay for personnel costs of implementing a new Global Traffic Management System to allow electronic collection of all crash data. The Dallas County Hospital District will conduct a Pedestrian Safety for Dallas County project to collect data on child pedestrian injuries, develop and implement strategies to reduce these injuries.

040502 Statewide Projects

Task A Identification and Analysis

The Department of Public Safety (DPS) is continuing to develop the Crash Records Information System to update legacy systems and create an automated, accessible and less manpower intensive method to report and analyze motor vehicle crashes. The software development contract will be in effect in FY 2004, with completion expected in FY 2005.

The Department of Health will complete the deployment of the Trauma Registry TRAC-IT project to improve reporting of motor vehicle injuries and subsequent treatment by EMS and hospitals.

Task B Data Collection

TxDOT will provide state funds to the Department of Public Safety under a Crash Coding contract to encode law enforcement crash reports and produce an electronic based product to be used to assist future planning efforts.

FY 2004

Page 1 of 1

**Budget Module:
TR-05**

TRAFFIC RECORDS

(Dollars in Thousands)

STATE

TASK TITLE	# of Proj	TOTAL	Federal		STATE		LOCAL		Fed. To	
			402	163	MATCH	MATCH	MATCH	Local		
04-05-01 LOCAL PROJECTS										
Task A: Identification and Analysis	5	461.4	361.5				99.9			361.5
04-05-02 STATEWIDE PROJECTS										
Task A: Identification and Analysis	2	3,533.1	1,107.3	44.8		2,381.0				
Task B: Data Collection	1	795.0				795.0				
	8	4,789.5	1,468.8	44.8		3,176.0	99.9			361.5

THIS PAGE INTENTIONALLY LEFT BLANK

ROADWAY SAFETY

I. PROBLEM OVERVIEW

It is estimated that there are over 1,200 work zones on Texas roadways everyday. One hundred, thirty-eight people died in motor vehicle crashes in Texas work zones during 2002. Eighty-five percent of those killed were occupants of motor vehicles. A combination of driver behavior and work zone design contributed to these fatalities. In excess of 40 percent of the drivers were speeding over the limit and/or had been drinking, according to ongoing research. Faulty work zone layouts or untrained traffic control personnel may contribute to motor vehicle crashes by conflicting with the driver's expectations. Roadway design contributed to additional motor vehicle crashes in local communities, plus cities and towns do not have adequately trained personnel to maintain the newer models of traffic signals.

II. ACTION PLAN

Roadway Safety focuses on the operating environment and provides grant funds to train personnel to operate safely in the work zone, help identify roadway safety hazards, and provide expertise to communities in solving roadway hazards. Training in the areas of roadway safety, work zone safety, traffic signal repair and maintenance, and traffic engineering are important to reducing motor vehicle crashes. Additionally, funds transferred under Sec. 164 are being used to eliminate roadway hazards.

III. TASKS

040601 Education

Task A Training

TEEX will train community personnel in Traffic Signal Maintenance and Repair. A minimum of 24 will be trained in two classes on Basic Electronics, 48 students will be trained in Trouble-shooting Traffic Control Systems in four classes, and 24 students will be trained in the Design, Installation and Maintenance of Loop Detection Systems in 2 classes. TEEX Highway Safety Training will train 60 students in three classes on Traffic Engineering Basics, 240 students in 12 classes on Sign Installation and Maintenance, and 240 students in 12 classes on Pavement Markings Installation and Maintenance. TEEX Work Zone Safety Training will provide training for a minimum of 1,100 students in 55 classes on Work Zone Traffic Control, 300 students in 15 classes on Flagging in Work Zones, and 600 students in 30 classes in the Work Zone Traffic Control Refresher course.

Task B Community Assistance

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

040602 Roadway Design

Task A Hazard Elimination

Roadway Hazard Elimination projects will continue to be funded with dollars transferred from the construction accounts in FY2000 due to a penalty for failing to pass a federally compliant repeat offender law and a ban on open alcoholic beverage container law. TxDOT chose to use the transferred funds for roadway hazard elimination projects versus traffic safety projects. Approximately 50 projects will be completed in various counties.

THIS PAGE INTENTIONALLY LEFT BLANK

MOTORCYCLE SAFETY

I. PROBLEM OVERVIEW

Since the repeal of the mandatory helmet law in 1997, the number of motorcycle fatalities in Texas has increased 107.6 percent, according to NHTSA's Fatality Analysis Reporting System. Texas had 243 motorcycle fatalities in calendar year 2001, a 7.0 percent increase over 2000 (National Center for Statistics and Analysis). In the 2002 TTI survey of motorcycle helmet use, 49.2 percent of riders were wearing appropriate headgear.

II. ACTION PLAN

The Texas Department of Public Safety operates two separate motorcycle operator courses for prospective riders. All motorcycle operators must attend the basic course prior to being issued a motorcycle operator's license or receiving a motorcycle operator endorsement on their driver's license. The course is self-supporting through program income. Texas will continue to operate the operator's course and will use public education and information to improve the statistics relating to motorcycle crashes, injuries and fatalities. No federal funds will be used to support the training, and any federally funded PI&E materials will be developed as part of the overall driver behavior and education campaign (Save a Life).

III. TASKS

There are no federally funded tasks for this program area in fiscal year 2004.

PLANNING AND ADMINISTRATION

I. PROBLEM OVERVIEW

The operation of a large traffic safety program requires program oversight, fiscal monitoring, plan development, training of program and project staff, reporting, and improved problem identification.

II. ACTION PLAN

The Texas Traffic Safety Program is part of the Texas Department of Transportation (TxDOT). The Traffic Safety Section includes the director, program director, policy and procedures coordinator, planner, program managers and support staff at TxDOT headquarters. Each of the 25 geographical districts has a designated Traffic Safety Specialist managing projects in their area. TxDOT provides facilities, automation, human resources, printing, financial and business services support to the traffic safety program. All positions, facilities, and other TxDOT services are state funded. Federal funds are used to support professional development training, produce required reports, and improve problem identification through crash analysis.

Local Participation Benefit

Federal rules require that a minimum of 40 percent of the basic highway safety funds (402) be expended for the benefit of political subdivisions of the State. Texas anticipates funding 126 projects in FY 2004 with 402 dollars. Sixty-nine of these projects will benefit political subdivisions of the State. These projects will represent 59.2% of the 402 funds to be expended in FY 2004. Another 18 projects will provide benefits to the political subdivisions through training or material support.

III. TASKS

040801 Training

Task A Program and Staff Development

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

040802 Reports

Task A Reports and Data Development

Annual Report, Performance Plan and Crash Data Trend Analysis are support projects provided by the Texas Transportation Institute to provide data used in determining the progress of traffic safety in Texas. The annual report summarizes the end of project year status of the thirteen priority areas in Texas, outlines the accomplishments of the year, and demonstrates what progress has been made toward the program goals. The performance plan outlines the goals of traffic safety over the next year specifically and the next six years generally, as developed in the biennial strategic planning meeting. TTI provides analysis as needed of crash data collected by the Department of Public Safety Accident Records Bureau. The Executive Summary project is the printing and distribution of the annual executive summary of the traffic safety program in Texas to over 400 officials, interest groups and the public.

TxDOT will work to improve the Traffic Safety Problem Identification process. The goal is to provide reliable, consistent, and usable crash data to all traffic safety partners.

040803 Program Management

Task A Staffing and Administration

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

Task B Electronic Grants System

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

(Dollars in Thousands)

STATE

Texas

FY 2004

Budget Module:

PA-08

PLANNING AND ADMINISTRATION

TASK TITLE	# of Proj	TOTAL	Federal		STATE	LOCAL	Fed. To
			402		MATCH	MATCH	Local
04-08-01 TRAINING							
Task A: Program and Staff Development	1	25.3	23.0			2.3	
04-08-02 REPORTS							
Task A: Reports and Data Development	3	154.0	154.0				
04-08-03 PROGRAM MANAGEMENT							
Task A: Staffing and Administration	1	1,700.0			1,700.0		
Task B: Electronic Grants System	1	135.0	135.0				
TOTAL	6	2,014.3	312.0		1,700.0	2.3	0.0

THIS PAGE INTENTIONALLY LEFT BLANK

SAFE COMMUNITIES AND COLLEGE TRAFFIC SAFETY PROGRAMS

I. PROBLEM OVERVIEW

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

II. ACTION PLAN

Based on the NHTSA "Building Safe Communities" initiative, the Texas program offers help to identify traffic safety problems in local areas and develop methods to eliminate these problems. A goal is to coordinate local efforts and reduce local motor vehicle crash injuries through planning, priority setting, cost assumption, and implementation. Strong coalitions can establish programs to work together to resolve the community's injury and motor vehicle safety problems. This "bottom up" approach encourages citizen and community involvement to identify and embrace traffic safety solutions.

Texas will continue to support existing coalitions and establish new ones, plus fund data collection and dissemination to communities. The Safe Communities manager will work to develop stronger methods to build coalitions and develop the data the coalitions need to identify and solve problems in the communities.

III. TASKS

040901 Safe Communities

Task A Coalition Building

The communities of Lamb County and San Antonio will create Safe Communities coalitions. Each will concentrate on the traffic safety conditions and/or behaviors that are a problem locally. The TAMU-CC Safe Communities will continue the Safe Driving Public Education campaign. El Paso P.D. will continue their Traffic Education project to collect and analyze crash data, and use the data to determine where to station traffic officers, provide increased public information, and work with community leaders to reduce motor vehicle crashes.

Task B Statewide Coordination and Data Analysis

The Texas Cooperative Extension will continue their management of the efforts to establish, support and improve local coalitions through the Safe Communities Manager project. The University of Michigan Public Health Institute Assessing

Community Traffic Safety project will provide assessment tools to assist local coalitions in identifying their traffic safety issues and the available resources to work resolve the problems. All coalitions may freely use the project to gather data for their area.

THIS PAGE INTENTIONALLY LEFT BLANK

DRIVER EDUCATION AND BEHAVIOR

I. PROBLEM OVERVIEW

The behavior of drivers leads to most motor vehicle crashes, fatalities and injuries. Whether it is driving at an excessive speed or while under the influence of alcohol or other drugs, inattention, ignorance, or a lack of driving skill, poor driving behavior leads to death and injury. Traffic safety efforts require broad public knowledge to be most effective. A number of Texas' highly diverse populations use English as a second language or are do not speak English, making communication of traffic safety ideas and laws more difficult.

II. ACTION PLAN

Driver Education and Behavior involves influencing the behavior of all roadway users through public information campaigns. This section also includes classroom instruction to integrate traffic safety issues into core subjects for young students. Additionally, the driver education curriculum will be updated as needed. TxDOT uses a contractor advocacy and marketing firm to develop the major campaigns each year. State funds are used to pay media placement costs for advertising, and produce informational and education materials for community events. Federal funds are used to develop campaign materials.

TxDOT will use the worldwide web, paid media, public service announcements, and contributed space to promote traffic safety in general and specific campaigns throughout the year. Participation in three major community events will promote occupant protection, alcohol countermeasures, and responsible driving. Two local projects will use diverse presentations to increase public awareness of traffic safety issues and solutions. Three law enforcement agencies will operate EI Protector projects to improve communication with underage youth. Local projects may develop campaign materials to support their projects, or use materials provided statewide.

III. TASKS

041001 Public Information Campaigns

Task A Local Events

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

Task B Statewide Media Campaigns

On the Road in Texas will continue with 104 English language traffic safety messages and 52 Spanish language messages. Using Highway Patrol troopers as spokespersons, the goal is to continue to reach over 5,000,000 listeners weekly.

State funds will be used to buy placement expenses for all campaigns under the Save a Life project, a comprehensive public education program. Included will be billboards, TV and radio placement, print media, Internet ready information, and conference services. Promotional and educational materials for individual campaigns will also be produced.

Traffic Safety Materials Support will provide brochures or other material needed to support traffic safety campaigns during the year. The project provides educational materials for child passenger safety, DWI reduction, and safety belt use projects as needed.

041002 Education

Task A Student Education

The Texas Education Agency will oversee the development and implementation of a new Traffic Safety Education curriculum guide for Texas Schools with emphasis on grades 6 through 8. The guide is specifically designed to integrate traffic safety issues into traditional classrooms. It will provide comprehensive lesson plans and resources for teachers in varied course. The lessons will be aligned with the state's standardized tests and will meet the required state instructional objectives. Teachers will be trained to use and adapt the materials to meet the educational needs of their students.

THIS PAGE INTENTIONALLY LEFT BLANK

SCHOOL BUS SAFETY

I. PROBLEM OVERVIEW

School bus transportation remains the safest form of transportation in Texas, with less than one percent of roadway crashes involving a school bus (FARS). However, when a crash or incident does occur, it receives much publicity. In many parts of Texas, school bus drivers have limited English language skills and work in primarily Spanish speaking school districts. Teaching these drivers proper safety techniques in English results in some important points being missed.

II. ACTION PLAN

The recertification course will be translated into Spanish to broaden the reach of the school bus safety education programs. Existing public information programs will be available to local agencies for their use.

III. TASK

031101 School Bus Safety

Task A Education

The Texas Department of Public Safety will translate the School Bus Driver Recertification Course into Spanish. The translation will include an Instructor's guide, and ten videotapes. The project will reproduce and distribute 26 complete packages to the Regional Education Service Centers which will do the training.

FY 2004 Page 1 of 1
 Budget Module: (Dollars in Thousands)
 SB-11 STATE

TASK TITLE	# of Proj	TOTAL	Federal		STATE		Fed. To Local	
			402	Federal	STATE MATCH	LOCAL MATCH	STATE MATCH	LOCAL MATCH
04-11-01 SCHOOL BUS SAFETY	1	75.2	68.4		6.8			
Task A: Education								
	1	75.2	68.4		6.8			

PEDESTRIAN AND BICYCLE SAFETY

I. PROBLEM OVERVIEW

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

II. ACTION PLAN

Communities and community based organizations are devoting increased attention to pedestrian and bicycle safety in an effort to reduce the danger. TxDOT will manage projects to improve the walkability of communities, provide bicycle public information and education, and provide bicycle helmet education and distribution. Joint public and private partnerships will broaden the reach of the limited federal funds available.

III. TASKS

041201 Bicycle Safety

Task A Bicycle Helmet Promotions

The city of Killeen will implement a Bicycle Helmet Safety project to conduct bicycle safety classes in Killeen schools, conduct five bicycle rodeos and bike rides at the schools, and provide educational materials to students, parents and teachers in the community. As part of bike safety clinics, helmets will be provided to the children. Each helmet recipient will receive training in the use of the helmets, education on the benefits of using, and proper fitting for the correct size helmet.

Task B Bicycle Safety Education

The Texas Bicycle Coalition will continue the development and implementation of the Texas SuperCollege Program. The project creates a college curriculum to train a minimum of 300 student physical education teachers in at least five Texas colleges as part of their professional training, incorporating bicycle safety education into the schools. The Austin/Travis County Youth Traffic Safety Project will work to educate parents on proper child restraint in cars and teach the Supercyclist curriculum in the ten highest risk ZIP codes in Travis County.

041202 Pedestrian Safety

Task A Community Improvements

The Partnership for a Walkable Texas will develop programs for a minimum of 10 communities to identify how they can improve the “walkability” of their towns and improve pedestrian safety by separating motor vehicle and pedestrian traffic. The project will include a minimum of 50 Pedestrian Safety Workshops for local community leaders.

Budget Module:
PE-12

**PEDESTRIAN AND
BICYCLE SAFETY**

(Dollars in Thousands)

STATE

Texas

TASK TITLE	# of Proj	TOTAL	Federal		STATE MATCH		LOCAL MATCH		Fed. To Local	
				402						
04-12-01 BICYCLE SAFETY										
Task A: Bicycle Helmet Promotions	1	13.3		10.8				2.5		10.8
Task B: Bicycle Safety Education	2	500.6		388.4				112.2		93.4
04-12-01 PEDESTRIAN SAFETY										
Task A: Community Improvements	1	123.5		80.1				43.4		
TOTAL	4	637.4		479.3				158.1		104.2

THIS PAGE INTENTIONALLY LEFT BLANK

COMMERCIAL VEHICLE SAFETY

I. PROBLEM OVERVIEW

Commercial vehicle travel on Texas roadways has increased each year, especially since the passage of the North American Free Trade Act in 1991. Texas ranks first in the nation with 459 large truck fatal crashes in 2001. There are over 752,000 commercial drivers and over 139,000 trucks weighing over one ton in Texas. In 2000, large trucks drove an estimated 21,800,000,000 miles in Texas.

II. ACTION PLAN

The major part of this program is enforcement. TxDOT will manage projects that combine public information, training and enforcement. An industry project will use a classroom developed with traffic safety funds to educate the public and truck drivers about the limitations of large trucks.

III. TASKS

041301 Commercial Vehicle Safety

Task A Education

The Trucking Safety Mobile Classroom is a travelling 18-wheel classroom containing a simulator and eight workstations. The mobile classroom will visit public events reaching approximately 120,000 people educating them on methods and practices to safely share the road with commercial vehicles. The simulator will be used to train 1,400 commercial drivers on sharing the road and anticipating problems in passenger car traffic. The Texas Motor Transportation Association provides the annual funding for this project to operate the simulator during FY 2004.

Task B Enforcement

San Antonio, Laredo and Houston will operate STEPs to enforce speed and driving behavior laws for commercial trucks. Comprehensive Commercial Motor Vehicle STEPs will concentrate on enforcing compliance of traffic laws by large trucks in all three cities.

Budget Module: CV-13

COMMERCIAL VEHICLE SAFETY

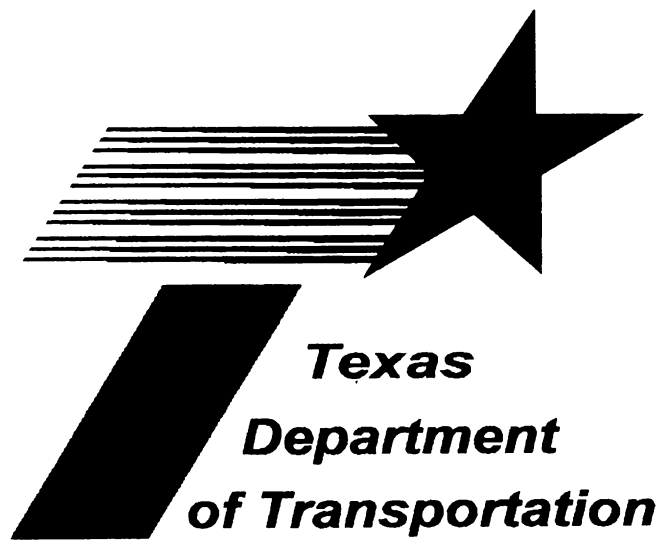
(Dollars in Thousands)

STATE

Texas

TASK TITLE	# of Proj	TOTAL	Federal		STATE MATCH		LOCAL MATCH		Fed. To Local	
				402	STATE MATCH	LOCAL MATCH				
04-13-01 COMMERCIAL VEHICLE SAFETY										
Task A: Education	1	140.0					140.0			
Task B: Enforcement	3	1,082.1		661.8			420.3			661.8
	4	1,222.1		661.8			560.3			661.8

DRINK. DRIVE. GO TO JAIL!



BUCKLE UP, TEXAS!