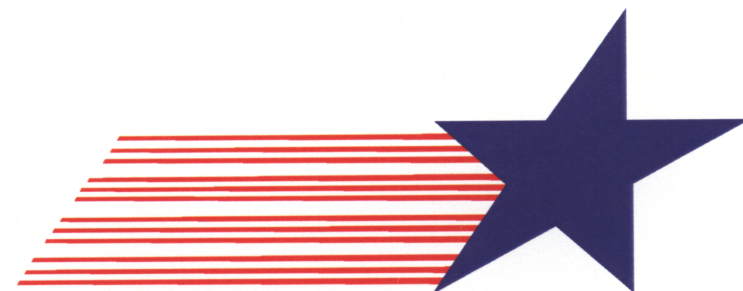


TEXAS TRAFFIC SAFETY PROGRAM

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



**Texas
Department
of Transportation**

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

FY 2001

HIGHWAY SAFETY PLAN



TEXAS
TRAFFIC SAFETY
PROGRAM

HIGHWAY SAFETY PLAN

FY 2001

Prepared by:

The Texas Department of Transportation
Traffic Operations Division
118 E. Riverside Dr.
Austin, Texas 78701-2483

JULY 2000

The FY 2001 Highway Safety Plan (HSP) is dedicated to Ms. Jeanne (Swanson) Lynch, former team leader and traffic safety program manager, in honor of her contributions and a professional life dedicated to traffic safety. A large part of the increased funding in this HSP is due to her efforts. As manager for occupant protection and safety communities, she helped build a program recognized as one of the best in the country. She retired in July 2000 after ten years with TxDOT and almost 30 years as a safety educator, researcher, and manager.

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 - NHTSA & FHWA Procedures and General Provisions for State Highway Safety Programs
- 45 CFR Part 74 - Appendix E - Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals
- OMB Circular A-87 - Cost Principles for State, local and Indian Tribal Governments
- OMB Circular A-21 Cost Principles for Educational Institutions
- OMB Circular A-122 - Cost Principles for Nonprofit Organizations
- OMB Circular A-128 - Audit of State and Local Governments
- OMB Circular A-133 - Audits of Institutions of Higher Education and Nonprofit Institutions
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for NHTSA/FHWA Field-Administered Grants (Effective 7/14/95)

Certification Statements

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 by the Secretary of Transportation;

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);

This State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles, in compliance with 23 U.S.C. 402(b) (1) (E);

Cash draw downs 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 in accordance with 49 CFR 18.20, 18.21, 18.40 (failure to adhere to these provisions may result in the termination of advance financing);

Arrangements have been made for the financial and compliance audit required by the Single Audit Act of 1984 (OMB Circular A-128), which is to be conducted within the prescribed audit reporting cycle (failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of Federal funds);

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;

Each recipient of Section 402 funds has a financial management system that complies with the minimum requirements of 49 CFR Part 18.20:

Each recipient of Section 402 funds will comply with all applicable State procurement procedures:

The State is funding programs that are within the NHTSA/FHWA National Priority program areas:

The State highway safety agency will comply with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 and 27, to ensure that no person in the United States shall, on the grounds of race, color, national origin, or handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program.

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

- A. The State will provide a drug-free workplace by:
- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
 - e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 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.

CERTIFICATION REGARDING 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.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

In accordance with the provision of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that it will include the following clause and accompanying instruction, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower tier covered transactions.

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a

person who is 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 this 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 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 Non-procurement List.

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 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -- LOWER TIER COVERED TRANSACTIONS:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

DISADVANTAGED BUSINESS ENTERPRISE REQUIREMENTS

The State (as recipient) agrees to abide by the requirements of 49 CFR Part 26. Among other requirements set out in 49 CFR Part 26, the State (as recipient) agrees to the following terms and conditions:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The recipient shall take all necessary and

reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001, and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 *et seq.*)

Additionally, the State shall include the following assurance in each contract which the State signs with a contractor, and each subcontract the contractor (prime contractor) signs with a subcontractor.

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 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.*).

Texas Department of Transportation

State of Texas

August 30, 2000
Date

Charles W. Heald, P.E.
Executive Director and Governor's
Highway Safety Representative

FY2001 HIGHWAY SAFETY PLAN

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PART I

EXECUTIVE SUMMARY

TEXAS HIGHWAY SAFETY PLAN

Fiscal Year 2001

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. The Texas Transportation Code, Chapter 723, declares "*The Traffic Safety Act of 1967*," of vital governmental purpose and function of the state and its legal and political subdivisions to establish, develop, and maintain a program of traffic safety in Texas.

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:

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

Funding

Parameters

- At least 40% funds under sections 154, 157a, 163, 164 and 402 must be spent for local benefit. In addition, these Section Funds "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:

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:

- a Performance Plan,
 - a Certification and Assurances Statement,
 - a Highway Safety Plan, and
 - a 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, 1999 data was not available from the Department of Public Safety)

Fatalities

- During 1998, there were 3,160 fatal traffic crashes, which resulted in 3,576 deaths.
 - The mileage death rate (deaths per one hundred million vehicle miles traveled) was 1.8 in 1998.
 - There were no deathless days in 1998. There were three crashes where six or more persons were killed.
 - The largest number of fatalities in a single month (345) were recorded in July 1998.
 - In rural areas of Texas, deaths decreased from 2,076 in 1997 to 2,069 in 1998. These deaths comprised 57.9% of the statewide death toll.
-

Crashes and Injuries

- In 1998, Texas recorded 308,115 total crashes and 338,661 total injuries, compared to 305,989 crashes and 347,811 injuries in 1997.
-

Speed:

- Texas recorded 1,306 speed-related fatalities and 101,746 speed related traffic crashes in 1998.
 - Texas recorded 24,137 speed-related K+A+B crashes in 1998.
 - 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 decreased from the previous year, while the total number of crashes related to alcohol also decreased. According to DPS crash records information:

- Texas recorded 1,058 DWI fatalities in 1998, compared to 1,066 in 1997.
 - Texas also recorded 26,012 DWI crashes in 1998, compared to 26,863 in 1997.
 - In 1998, 29.6 % of all fatalities were the result of an alcohol related crash.
 - 6,814 young drivers ages 16-21 were involved in DWI related crashes.
 - 583 young drivers ages 15 to 20 with BACs > .02 were involved in fatal and injury crashes.
 - 17,389 male drivers ages 16 to 34 were involved in DWI related crashes.
-

Motorcycles:

- 152 operators and passengers were killed in 1998. This is 31% increase from the 116 killed in 1997.
 - Of the 152 motorcyclists killed, 53% of the operators and passengers were not wearing a helmet at the time of the crash.
 - Helmet usage rate in 1999 was 66.87%.
-

Pedestrians:

- Pedestrian fatalities in 1998 totaled 465, an increase of 4% from 1997.
 - Pedestrian K+A+B crashes totaled 3,731 in 1998.
-

Occupant Protection:

- Percent of Texas drivers complying with the Safety Belt Law was 79.5 % in 1999, compared to 80.5% in 1998.
- Child passenger restraint use for 0 to 4 year olds remained stable in 1999 at 72.1%, compared to 72.5% in 1998.
- Occupant restraint usage for all ages and groups for driver and right front seat passengers was 73.95% in 1999, compared to 74.38% in 1998.

Youth:

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

Commercial Motor Vehicles (CMV):

- 414 persons were killed in the state in 1998 CMV crashes.
 - In 1998, Texas recorded 10,627 CMV involved fatality and injury crashes. There was a total of 16,317 CMV crashes.
-

Bicyclists:

- 57 bicyclists were killed in 1998.
 - Almost one-third of all pedalcyclists killed in traffic crashes were between 5 and 15 years old.
-

School Bus:

- In 1998, Texas recorded 1,346 crashes either directly or indirectly involving a school bus.
-

Other Key Statistics:

- Work zone K+A+B crashes increased to 3,085 in 1998, from 3,061 in 1997.
 - Train-vehicle K+A+B highway rail grade crossing crashes decreased to 111 in 1998, compared to 132 in 1997.
-

Number of Vehicles Registered

Texans registered more than 17.1 million cars and trucks in 1999, an increase of 700,000 vehicles from 1998. The number of registered vehicles in the state has grown by 3.2 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 travel more than 203 billion miles in 1999. Over the last seven years, vehicle miles traveled in Texas have increased at a rate of 4.1 percent annually.

**State
Legislation**

The 76th Texas Legislature passed several new laws directly affecting traffic safety. This legislation became effective September 1, 1999.

- SB-114 [PC49.01(2)(B)] redefined "intoxicated" at 0.08 blood alcohol concentration or more rather than 0.10 or more.
 - SB-60 [TRC 545.413 (b) (2)] requires all passengers between the ages of 4 to 15 in a passenger vehicle to wear a safety belt and amends the passenger vehicle definition to include certain trucks.
 - Under SB-676 [TRC 545.352 (b) (2)] trucks are allowed to travel at speeds up to 70 mph during the day and 65-mph at night. The old law restricted trucks from exceeding 60 mph during the day and 55-mph at night.
 - SB-385 [TRC 545.352 (b) (4) (A)] sets the maximum speed limit for school buses at 60 miles per hour. Under the old law, a school bus could not legally exceed 50 mph, except on Interstate highways, where they were limited.
 - Legislation requires the Texas Education Agency (TEA) to include information relating to alcohol awareness and the effect of alcohol on the effective operation of a motor vehicle in all driver education and driving safety courses. In addition, SB-1224 required TEA to consult with the Department of Public Safety in developing this requirement.
 - Legislation was passed that requires the Texas Education Agency to develop standards for a separate school certification and approve educational curricula for drug/alcohol driving awareness programs.
-

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FY2001 Highway Safety Plan		Summary of Planned Funding (Dollars in 000's)													STATE Texas			
Program Areas	# of Projects	TOTAL	Federal										State	Local	Fed to Local			
			402	157a	157b	154164	403	405a	2003b	163	411	410						
01 Police Traffic Services	63	12,002.0	1,549.0	2,885.0								3810.0				1356	2402	8,244.0
02 Al. & Oth Drug Counterms.	64	18,197.5	2,209.2	308.7	13,183.4	900.0									320.0	551.8	724.4	2,981.9
03 Emergency Medical Services	2	864.3	788.0													68.3		788.0
04 Occupant Protection	100	8,818.6	1,251.4	2,246.0	3,109.0	1442.0	500.0									11.6	258.6	1,616.4
05 Traffic Records	5	8,131.4	2,000.0									4931.4	25.0			1175.0		4,700.0
06 Roadway Safety	210	36,619.0	1,216.0	360.0	35,000.0											3.0	40.0	35,957.5
07 Motorcycle Safety	0	0.0																
08 Planning & Administration	7	2,032.3	225.1													1807.2		
09 Safe Communities & Colleges	48	2,730.0	2,183.0	100.0												50.0	397.0	2,107.0
10 Driver Education & Behavior	11	2,941.5	1,088.5													1835.0	18.0	
11 School Bus Safety	7	634.5	612.0													22.5		461.1
12 Pedestrian/Bicycle Safety	5	925.2	811.5														113.7	811.5
13 Commercial Vehicle Safety	5	1,782.7	1,755.2													20.0	7.5	1,755.2
Totals	625	95,679.0	13,943.7	7,654.9	3,109.0	48,183.4	900.0	1442.0	500.0	8741.4	25.0	320.0	6898.4	3961.2	59,422.6			



U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

U.M.D. TD. 41470003

State _____ Number _____ Date _____

To be completed upon Commission approval.

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	
Total NHTSA							
Total FHWA							
Total NHTSA & FHWA							

State Official Authorized Signature: _____

NAME: _____
TITLE: _____
DATE: _____

Federal Official(s) Authorized Signature: _____

NHTSA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

FHWA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

PART II

PROGRAM AREAS

POLICE TRAFFIC SERVICES AND SPEED CONTROL

Program Area Module 01-01

Status Speeding or exceeding the posted speed limit continues as one of the directly contributes to our state's traffic crashes. In 1998, speed-related crashes were a contributing factor in 36% of all fatal crashes resulting in 1306 lives. Statistics clearly indicate young males are the most likely to be speeding. In 1998, 42% 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 1998, 46 % of all intoxicated drivers (BAC = 0.08 or higher) involved in fatal crashes were speeding.

Mission To reduce the number of speed-related fatalities and serious injuries.

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 and DWI enforcement.
- **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).

Law Enforcement Liaison Teams: To provide law enforcement expertise that will directly assist program and project managers at the division and district level in carrying out the traffic safety program.

POLICE TRAFFIC SERVICES AND SPEED CONTROL PROGRAMS

01-01-01 EDUCATION AND TRAINING

Task A: Public Education: Task Goal: To support increased enforcement efforts (Refer to Program Area 01-10-01, Task A).

Task B: Standardized Field Sobriety Testing (SFST) Training: Task Goal: To train police officers and police officers as instructors to foster increased deterrence of DWI violations, (Refer to Program Area 01-02-02, Tasks E and F).

Task C: Drug Evaluation and Classification Program (DECP): Task Goal: To add trained DECP officers to the State's Drug Recognition Expert (DRE) cadre, expand the DECP to other sites in the state, and train and certify additional as instructors. (Refer to Program Area 01-02-02, Task G).

Task D: Mobile Videotaping Instructor Course: Task Goal: To train DPS officers as instructors in the use of mobile videotaping equipment and how to correctly and lawfully administer videotaped evidence (Refer to Program Area 01-02-02, Task H).

01-01-02 ENFORCEMENT

Task A: Enforcement Program: Task Goal: To reduce driver risk-taking behavior to ensure compliance with applicable statutes. Projects may include officer overtime to increase the enforcement effort, a full-time unit to support specific enforcement activities, supervisory time to direct the project, limited travel for meetings or project management training, and public information and education time and materials.

Officers who are to work on enforcement STEPs involving DWI are required to complete the SFST (IACP/NHTSA approved) training course. Officers working occupant protection STEPs should have completed the Traffic Occupant Protection Strategies (TOPS). Public information and education materials and promotional items will be incorporated into these activities.

Sub-Task 1: Comprehensive Traffic Control (CTC) STEP: To focus on aggressive drivers by targeting speed, unsafe speed, failure to control speed, following too closely, disregarding traffic control signs or signals, improperly passing, failure to yield right of way, driving under the influence, the lack of a seat belt or child safety seat. One (1) local jurisdiction will include targeting school zones and one (1) local jurisdiction will include partnering with an organization to identify vehicles illegally passing school

buses. All STEPS will combine activities with public information and education efforts. CTC STEPs will be conducted in at least nine (9) local jurisdictions.

Sub-Task 2: Intersection Traffic Control (ITC) STEP: To target high frequency crash intersections within metropolitan areas along with the causative factors that produce the greatest number of crashes. ITC STEPs will be conducted in at least fourteen (14) local jurisdictions.

Sub-Task 3: Safe & Sober STEP: To combine alcohol, safety belts, and speed enforcement efforts to reduce injuries and fatalities on the roadways. Roadways must meet specific selection criteria in order to be designated a STEP site. Safe & Sober STEPs will be conducted and evaluated in thirty (30) local jurisdictions and one (1) in at least twenty counties.

Sub-Task 4: Speed STEP: Designed to bring motorists into compliance with all posted speed limits. Roadways must meet specific selection criteria to be designated a STEP site. Speed STEPs will be conducted and evaluated in at least seven (7) local jurisdictions.

Sub-Task 5: Traffic Safety Enforcement Team (TSET): A full-time traffic unit that is dedicated to disseminate public information and education materials, enforce citywide traffic safety laws and work within the community associations and schools to educate and raise traffic safety awareness. A TSET program will be conducted in one (1) local jurisdiction.

Sub-Task 6: Driving While Intoxicated (DWI) STEP: To reduce the number of intoxicated drivers on the roadways at pre-determined times and locations (Refer to Program Area 01-02-02, Task A).

Sub-Task 7: Holiday DWI STEP: To reduce the number of intoxicated drivers on the roadways during selected holidays and at specific times and locations (Refer to Program Area 01-02-02, Task B).

Sub-Task 8: STEP Waves: To increase compliance with occupant restraint laws and speed limit compliance (Refer to Program Area 01-04-02, Task C.).

Task B: Law Enforcement Liaison Team To provide law enforcement expertise that will directly assist program and project managers at the division and district level. The LEL's will be spokespersons for increased enforcement and will:

- Promote traffic safety projects and campaigns.
- Encourage the frequent and effective use of Public information education materials and public exposure to gain public support for traffic safety issues.
- Assist local jurisdictions in correctly identifying, documenting and preparing proposed solutions to their highway safety problems.

- Establish and maintain close liaison with active law enforcement associations and agencies.
- Encourage the frequent and effective use of Public information education materials to gain public support for traffic safety issues.
- Visit active enforcement STEP sites to ensure there are no impediments to effective enforcement to ensure measured performance and
- To provide technical assistance as requested and or needed.

Budget Module:

PT-01

Police Traffic Services & Speed Control
Program Area-01

(Dollars in Thousands)

STATE
Texas

TASK TITLE	# of Proj	TOTAL	Federal				STATE	LOCAL	Bud. Code							
			402	157a	157b	154/164			403	163	Local	Fed. To				
01-01-01: EDUCATION AND TRAINING (See Program Area 02 and 04)	0															
01-01-02: ENFORCEMENT																
Task A: Enforcement Program																
Sub-Task 1: Comp. Traffic Control STEPs	9	1,585.0	1,145.0				440.0		1,145.0						F	
Sub-Task 2: Intersection Traffic Control STEPs	14	2,275.0	1,740.0				535.0		1,740.0						F	
Sub-Task 3: Safe & Sober STEPs	31	6,143.0				3,810.0	1,356.0		3,810.0						F	
Sub-Task 4: Speed STEPs	7	1,531.0	1,081.0				450.0		1,081.0						F	
Sub-Task 5: Traffic Safety Enforcement Team	1	200.0	200.0												F	
Task B: Law Enforcement Liaison Team	1	268.0	268.0								268.0				C	
Totals	63	12,002.0	1,549.0	2,885.0	3,810.0	1,356.0	2,402.0	8,244.0								

ALCOHOL AND OTHER DRUG COUNTERMEASURES

Program Area Module 01-02

Status Three of every 10 Americans will be involved in an alcohol-related crash at some time in their lives. The rate of alcohol involvement in fatal crashes is about 4 times as high at night as during the day. A great percentage of alcohol-related crashes occur during the weekends. 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. The intoxication rate for drivers of light trucks was higher than that for passenger car drivers. 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 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.*
-

Mission To decrease the number of crashes, fatalities, and injuries caused by drunk and/or drugged drivers.

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 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.

Case Administration/Prosecution/Adjudication: Training and information will be provided to prosecutors, judges, probation officers, state bar officials and driver license personnel regarding driver license suspension cases where DWI was involved and on new laws pertaining to DWI and DWI offenders.

ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAMS

01-02-01 PREVENTION/EDUCATION

Task A: Prevention Programs Task Goal: To provide alternatives to alcohol and other drug use by minors and to provide programs for adults promoting responsible behavior for those who continue to drink and drive.

Sub-Task 1: Project Celebration Project Celebration is a program designed to show students that they can have numerous fun celebrations during the school year without the use of alcohol or other drugs. High school students, primarily seniors, will be targeted with zero tolerance messages. TxDOT will provide \$170,000 in state funds for mini-grants to schools that conduct drug and alcohol-free parties for students around the prom and graduation time frame. This amount is typically supplemented with additional funding from district resources. Promotional items for participating students are purchased with federal funds. Approximately 130,000 students in over 610 high schools will attend individual activities around the state.

Sub-Task 2: Adult Drinkers Information Campaign The December holiday season is traditionally one of the most deadly times of the year for alcohol-impaired driving. All across the nation communities, businesses, law enforcement, and traffic safety advocates join together to support the Drunk and Drugged Driver Awareness Month (3-D Month), including Lights On For Life Day and Holiday Lifesavers Weekend. This campaign supports these efforts by reminding adults who choose to drink not to drive afterwards. Media reminders, promotional materials, and distribution of informational items by convenience store and restaurant associations across the state reach millions of people with an appropriate message, "Santa is Coming to Town. Please Don't Hit Him. Don't Drink and Drive". One month-long campaign will be conducted.

Sub-Task 3: Spring Break Road Trip The 18-24 years old age groups have been over-represented in DWI related fatal crashes and injuries. During the month of March, which includes spring break for colleges and universities, the potential for DWI-related crashes is increased dramatically. A strong focus on responsible driving practices encourages young people to establish a life-long habit of having fun without dangerous drugs or alcohol and reduces the number of people killed or injured during spring break. A media campaign will be conducted to raise awareness among students, including PSAs, news releases, and educational materials. Promotional items will be purchased for radio station promotions and 25 districts to conduct local promotions with emphasis at colleges and university campuses, roadside rest stops, and Texas beaches.

Sub-Task 4: Alcohol Awareness Program (Book Cover Drawing Contest)

Underage drivers rarely understand the dangerous effects of drinking alcohol and the task of driving a motor vehicle. Youth that engage in the consumption of alcohol are considered "at risk" teens. At risk because they are more prone to engage in risk-taking behavior, such as reckless driving resulting in crashes and fatalities, use of illegal drugs, crime, juvenile delinquency and family violence. Since alcohol awareness education and materials play a major role in influencing the reduction of DWI related crashes it is vital to convey a zero tolerance message and educate youth of the importance of developing and applying personal, legal, and moral responsibility to the task of driving a motor vehicle. One technique on conveying this message is through an educational presentation, to include the promotion of a book cover and essay contest. The book cover and essay contest provides the students the opportunity to pledge not to drink and to provide each parent an opportunity to pledge not to provide alcohol to minors. Legal sanctions and a directory of agencies, phone numbers of information, treatment, educational materials, crisis hot lines will be printed on front and back of the book cover as well. This particular alcohol awareness program is expected to reach 50,000 students and 40 Dallas County high schools.

Sub-Task 5: Holidays Ahead Program This program will implement 2 public information and education campaigns and will attend 5 additional events to target the adult drinker in El Paso County. This campaign supports National Drunk and Drugged Driver Awareness Month (3-D Month) with the production and distribution of PSAs, news releases, informational literature and other DWI-related material. Special emphasis will be placed before and during holiday periods.

Sub-Task 6: Project Ayuda (Adults and Youth Understanding the Destructiveness of Alcohol) This program proposes to develop and pilot a youth driven public awareness campaign in the San Antonio, Bexar County area designed to alter public perception towards alcohol, to deter underage drinking, encourage the importance of seat belt usage and educate adults on the penalties of selling alcohol to minors. Project Ayuda will target prosecutors, parents and adults from 4 inner city high schools. A public service announcement in Spanish and English, will be developed and distributed.

Sub-Task 7: Youth Alcohol Project In cooperation with the Texas Partnership for a Drug Free Texas, this alcohol public education project focuses on changing the attitudes of minors about consuming alcohol, including binge drinking, and the risks associated with impaired drinking. Building on the already-developed simple and factual message, *if you're under 21, don't drink*, materials, including two PSAs, print ads for 500 high school newspapers, and other printed items aimed at middle and high school students will be developed and produced utilizing a new slogan. The Partnership will take the lead role in distributing print collateral and educational items by providing staff and financial resources.

In addition, underage drinking prevention messages will be crafted and regularly included in the Partnership's Texas Prevention News Network. This is a new public

service radio broadcast program that targets parents with facts about youth and adult's risky behavior and offers practical advice on how to work with children to reduce alcohol/drug abuse.

Sub-Task 8: Maneja Sobrio Program To conduct a public awareness campaign to reduce DWI-related deaths, alcohol-related incidents and underage drinking during Fiesta, Cinco de Mayo, and Diez y Seis de Septiembre. A public information and education campaign that coincides with several citywide activities will be produced and conducted at 10 city events. As part of the campaign, a bilingual public services announcement will be developed and aired, and traffic safety promotional items and other "Maneja Sobrio" items will be distributed to increase public awareness to the dangers of drinking and driving.

Task B: Education Task Goal: To 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.

Sub-Task 1: Alcohol Education Program for Minors Administrator/Instructor Training Legislation enables the courts to require a minor convicted of the offense of possession, consumption or purchase of an alcoholic beverage by a minor to attend an alcohol awareness program, in lieu of paying a fine. The demand for the administrator/instructor training continues to increase yearly. Referrals from the courts have increased significantly in the past two years and continue to exceed the numbers than can be accommodated in any given year. Expectations will continue to increase yearly as new programs are certified. Training must continue in order for new programs to be certified and for existing programs to fill vacant instructor positions. The ability of each justice of the peace and municipal court judge in the state to have TCADA certified Alcohol Education Program for Minors available will help reduce the number of youth involved in future alcohol impaired driving crashes and fatalities. The Alcohol Education Program for Minors Administrator/Instructor Training Program is accomplished through a collaborative agreement with Texas A&M University for Alcohol and Drug Education Studies. In FY01, this project proposes to conduct four workshops and train a minimum of 75 instructors.

Sub-Task 2: Project Save Project Save is an school based alcohol prevention program developed by TABC to be used in Texas schools. The curriculum was developed to fulfill requirements of the Texas Education Agency, as found in the Texas Essential Knowledge and Skills. This project is designed to equip students in 4th through 9th grades with the necessary skills and tools to resist pressure to drink by peers, adults, society and their community. Project Save instructors are certified peace officers that undergo rigorous training and bring years of experience of handling youth alcoholic beverage violations to the program. This project proposes to develop and distribute public information and education materials to 150,000 students and to develop and distribute 300 videotapes to school officials statewide.

Sub-Task 3: Youthful Drinking Driving Program The Youthful Drinking Driver Program (YDDP) is a proactive alcohol educational program designed to make young risk takers aware of the consequences of their behavior. Originally developed in 1995 and sponsored in part by NHTSA, this YDDP program has been implemented in three American Trauma Institutes (ATI) affiliated hospitals across the country. Due to the continued success of the program, NHTSA has extended the grant to include additional ATI training sites. Dallas County was chosen as one of those sites to replicate this Youthful Drinking Driver Program concept.

Sub-Task 4: DWI Education Victim Impact Victim impact activities bring convicted DWI offenders in contact with persons who have lost loved-ones because of DWI related crashes. The goal of these activities is to change the behavior of DWI offenders as the result of hearing the tragedy caused in victims' lives. Although there are a number of such activities in Texas, there has been little coordination or uniformity of effort. In FY01, this project proposes to implement, evaluate and activate selected combinations of Victim Impact Panel and DWI education courses.

Sub-Task 5: Youth Power Camps Texas leads the nation in the tragic loss of youths, ages 15 through 20. Education is a major factor in reducing alcohol-related crashes. Although educational messages usually focus on adults, young people (under the age of 21) need to be encouraged to take charge in saving their own lives and the lives of others. Youth Power Camps, a joint effort between Texas Mother's Against Drunk Driving and the Texas Alcoholic Beverage Commission, will focus on changing the young persons' perceptions by educating the young Texas citizens on the dangers and consequences of alcohol and drug use and impaired driving; enhance their leadership skills; encourage advocacy in their communities; and provide necessary communication skills and motivation to lead others in the goal of reducing drinking and driving. In FY01, this project proposes to support Youth Power Camps in two regions of the state, a north region and a south region by providing funding for 100 students to participate in these camps.

Sub-Task 6: El Protector Program The El Protector program is a mentor program that has been developed and implemented primarily for the Hispanic communities in several states, including California, Colorado, New Mexico and Arizona. A special officer is chosen to be a mentor based on his or her ability to communicate well with high-risk youths in the community. The program focuses on impaired driving and other traffic safety issues and reflects the Hispanic culture and concerns. Hispanics are over-represented in traffic crashes involving DWI by 8 to 20% in the largest Texas cities. Because of its proximity to Mexico, Hispanics represent one of the largest ethnic groups in Texas. Statistics have also shown that Hispanics are less likely to use safety belts and/or child safety seats for their children. Four El Protector projects throughout the state are proposed to provide public information and educational activities that include both educational materials and promotional items.

Sub-Task 7: Comprehensive Underage Drinking Prevention Program (CUDPP) Underage drinking continues to challenge parents, teachers, highway and traffic safety law enforcement as well as the community at large. Based on recent traffic safety assessments, alcohol seems to be easily obtainable and abused by minors. In 1998, the Texas Commission on Alcohol and Drug Abuse reported that alcohol continues to be the most widely used drug among elementary school students. Also in 1998, NHTSA reported that Texas leads the nation in the number of youth fatalities in alcohol-related crashes. In FY01, the project proposes to coordinate education and prevention efforts involving parents, educators, judiciary, counselors and law enforcement, media professionals and media in Travis County on targeting middle school students on zero tolerance, MIP, DWI and underage drinking.

Sub-Task 8: DWI Education Materials for Judges and Prosecutors When the Texas Legislature enacts new laws, new problems arise related to interpretation and educating judges and prosecutors. One example is the passage of the .08 BAC legislation. A great deal of misunderstanding about the amount of alcohol needed to reach the .08 BAC level, the degree of impairment produced by .08, the effect this level may have on enforcement, has been evident. In FY01, this project proposes to develop, pilot test, evaluate and prepare software materials for DWI judges and prosecutors and courts handling MIP and DWI offenses. A thorough analysis of legislation and case law associated with alcohol related offenses would be completed.

Sub-Task 9: Si Toma, No Maneje Si Toma, No Maneje, (If You Drink, Don't Drive) program is a bilingual anti-drunken driving campaign that combats drunken driving and underage drinking problems in Hispanic communities. The program will increase knowledge and awareness of the dangers of drinking and driving and the personal and legal consequences resulting from breaking the law. This successful program includes media events, advertising and public relations, and provides educational materials to civic-oriented groups, churches, schools, and alcohol beverage retailers, especially in Hispanic communities.

Sub-Task 10: Drinking & Driving Ends All Dreams (DEAD) The Drinking & Driving Ends All Dreams program is a multi-component intervention campaign in collaboration with parents, law enforcement, TABC, health care entities, and schools geared towards reducing the incidence of alcohol related crashes among male drivers in Bexar County. Multi-component interventions present the best opportunity to delay the onset and decrease the prevalence of alcohol use, and to educate young people, of the risk of drinking and driving by 16-20 year olds.

The Shattered Dreams program is a statewide initiative that brings the messages of underage drinking and drinking and driving to Texas high schools. In joint cooperation with each school system, the Shattered Dreams program is a school activity filled program, impacting the lives of students, parents, sponsors and the entire community. Activities include mock crashes, visits from the grim reaper, the living dead, death

notification to parents, over night retreats and a school assembly. Students work with local leaders in planning the program, obtaining local support and getting the community involved.

Sub-Task 11: “What Part of Zero Don’t You Understand?” Despite the enactment of the Zero Tolerance law in 1997 to protect teens from drinking and driving, Texas continues to lead the nation in the number of youth killed on roadways due to alcohol related crashes. One reason the Zero Tolerance law has failed to have a higher impact on teen fatalities stems from the lack of awareness of the law by teens, law enforcement, and parents. In addition, the attitudes and beliefs by minors that alcohol is neither a drug nor is its use dangerous is an added factor. Through the “What Part of Zero Don’t You Understand” project, Texans Standing Tall will implement a comprehensive, multi strategy campaign which is community-based and youth-led. Three distinct segments of the community will be involved. Peers, including schools and other youth settings; Parents, and the community at-large; and, Police, other enforcement agencies and the judicial system. In FY01, this program proposes to target 4 new sites with high crash rates in the state.

Sub-Task 12: Drug Impairment Training for Educational Professionals (DITEP) Drug and alcohol use among teenaged schoolchildren who drive is very prevalent both in the nation as a whole and in Texas. To address this growing problem, NHTSA has developed a new program, called DITEP, to combat drug/alcohol-impaired driving among teenagers. *The Drug Impairment Training for Educational Professionals Program* or DITEP is an innovative alcohol educational training approach for high school educational professionals to recognize the symptoms of drug/alcohol impairment in underage drivers while at school. In FY01, this project proposes to train and certify 500 secondary educational professionals and 15 additional Texas police officers (Drug Recognition Expert Instructors) as DITEP Instructors.

01-02-02 ENFORCEMENT/TRAINING

Task A: Driving While Intoxicated (DWI) Selective Traffic Enforcement Program (STEP) Task Goal: To reduce the number of intoxicated drivers on the roadways. This enforcement activity is designed to remove as many intoxicated drivers from the streets and highways as possible.

Because DWI crashes do not tend to cluster like other kinds of vehicle crashes, this task does not seek to reduce crashes at certain locations designated as STEP sites. The intent of these increased enforcement activities is to reduce the overall DWI impact within the jurisdiction over a specified period of time. Officers working on DWI STEP's must complete the Standardized Field Sobriety Testing training prior to working in the second year of the DWI STEP grant. This program will have public information and education activities that may include both educational materials and promotional items.

Fifteen DWI STEP projects are proposed for FY01.

Task B: Holiday Driving While Intoxicated (HDWI) Selective Traffic Enforcement Program (STEP) Task Goal: To reduce the number of intoxicated drivers on the roadways during selected holidays and at specific times and locations where data shows there is a problem. Holidays may include, for example, New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas, State holidays or local events where the consumption of alcoholic beverages is typically increased.

There is an increase in the incidence of DWI around most holidays. This enforcement activity is designed to remove intoxicated drivers from the streets and highways during specific holiday periods. Officers working on Holiday DWI STEPs will be trained in SFST. This program will have public information and education activities that may include both educational materials and promotional items. Four HDWI STEP projects are proposed for FY01.

Task C: Youth Alcohol Enforcement Selective Traffic Enforcement Program (STEP) Task Goal: To reduce the number of minors violating the zero tolerance laws. Texas Senate Bill 35, otherwise know as the Zero Tolerance law went into effect September 1, 1997. This law specifically addresses underage consumption of and association of alcohol by minors under the age of 21 years. It is now a Class C Misdemeanor offense for a minor to be under the influence or in possession of any detectable amount of alcohol. Sanctions for violation of this law include drivers license suspension, community service and an alcohol awareness course. Nightclubs, bars and other vendors who willingly or carelessly serve or sell alcohol to minors also increase the potential of fatal and injury crashes on our highways. It is a Class B misdemeanor to provide alcohol to a minor in Texas. This project proposes to decrease total fatal and injury crashes by aggressive enforcement and supplementing these enforcement activities with public education programs utilizing local media to inform the public about on the roadways by strict enforcement of this law. This enforcement by local police agencies, in coordination with TABC, will discourage licensed establishments from selling alcohol to minors. This program will be conducted in three communities: the City of Dallas, City of Grand Prairie and Bexar County.

Task D: Alcohol Stings Task Goal: To restrict access to alcoholic beverages by minors (those under the age of 21) at "on-premise" and/or "off-premise" licensed establishments at selected counties that have special events and celebrations attracting large concentrations of minors and/or locations that have been determined to routinely sell alcohol to minors. In addition, to restrict access to alcoholic beverages to individuals that are intoxicated.

Sub-Task 1: Cooperative On-Premise Stings (COPS) The COPS countermeasure program is a pro-active program where TABC agents pose as employees or customers in retail establishments that sell alcohol for consumption on the premises. This enforcement activity is designed to restrict access to alcoholic beverages by minors

(those under the age of 21) at 450 “on-premise” licensed establishments in 19 selected counties. The program concentrates on minors presenting fake identification (ID’s), adults making alcohol available to minors, and possession and consumption of alcoholic beverages by minors. All detected violators are cited and/or arrested. Though COPS addresses violations relating to minors who possess, consume or purchase alcohol, it also serves to educate “on-premise” retailers and their employees.

Sub-Task 2: On-Premise Minor Stings This enforcement activity is designed to deter 200 “on-premise” licensed locations from selling alcoholic beverages to minors (those under the age of 21) in 24 selected counties with colleges and/or universities. Undercover agents and minors equipped with hidden audio/video equipment make unannounced visits to locations that sell alcoholic beverages. Citations are issued to the offenders caught in the sting, unless an arrest is required. Administrative cases are filed against the establishments cited in the sting. These administrative cases can result in the license or permit of the business receiving a fine or suspension upon conviction. Positive reinforcement is also provided to retailer’s who do not sell to the minor.

Sub-Task 3: Bell County Alcohol Intervention Team Minor Sting Underage drinking and drinking and driving is a major cause of injuries and fatalities in the Bell County area. To address the serious issue of underage drinking and to reduce alcohol related crashes in the county, the Sheriff’s Department will develop and implement a multi-agency team called the Bell County Alcohol Intervention Team (BAIT). The BAIT team will implement four strategies that have proven effective in reducing alcohol related crashes. (Minor Stings, Cops in Shops, Party Dispersal’s and Saturation Patrols).

Sub-Task 4: Teen Sell Then Jail This project will conduct “stings” to deter alcohol sales to minors with increased administrative cases being filed with the City of Denton and to continue strong enforcement activity at four targeted events. This local police program, in coordination with TABC, will deter licensed establishments from selling alcohol to minors by arresting the server and filing administrative charges against the selling establishment to suspend its alcohol servers license.

Sub-Task 5: Sale to Intoxicated Person Program This enforcement activity is designed to deter licensed establishments and its employees from selling alcoholic beverages to intoxicated persons in Brazos County. The deterrence will be effected by arresting or filing criminal charges on the server, the intoxicated person(s) and/or by filing administrative charges against the establishment by suspending it’s license or permit by capturing the offense and offender(s) on videotape.

Task E: Standardized Field Sobriety Testing (SFST) Training Task Goal: To increased deterrence of DWI violations, thereby reducing the number of traffic crashes, deaths and injuries caused by impaired drivers, while increasing the efficiency of DWI apprehension.

The SFST course is a three-day (24-hour) curriculum in which Texas Peace

Officers are trained to become SFST Practitioners. This NHTSA endorsed program is designed to educate police officers in specialized psychophysical testing procedures that determine alcohol/drug impairment. Officers trained in these techniques will increase the deterrence of DWI violations thereby reducing the number of traffic crashes, deaths and associated injuries caused by impaired drivers while increasing the frequency of DWI apprehensions. Properly administered, the battery of tests enable the trained officer to apprehend subjects who are alcohol impaired at or beyond the state limit of 0.08 blood alcohol concentration (BAC). This training will also enable officers to provide district and county prosecutors vital information on the arrested subject's impairment. For this reason, trial judges and prosecutors are invited and encouraged to attend local classes in addition to participation in any SFST training seminars. Both Practitioner and Instructor courses will be offered in FY2001. This project proposes to train up to 2500 officers as Practitioners, and up to 50 additional SFST Instructors will receive their certification during this fiscal year.

Task F: Standardized Field Sobriety Testing (SFST) Update Training Task Goal: To provide updated materials to instructors that participated in SFST training in previous years.

This program is designed to provide updated material to instructors and practitioners who previously participated in SFST training. The techniques for SFST training have changed for those officers who received their certification prior to 1995. District and county prosecutors responsible for trying DWI cases depend on the proficiency of officers to testify in a standardized and systemic manner. Therefore, these officers who have not received updated SFST procedures could be providing old, outdated, inaccurate information and methods in court. This misinformation could possibly affect the credibility of the SFST program, as well as the outcome of current DWI cases. Consequently, it is vital officers and prosecutors receive new and updated methods to assist them in obtaining enforcement objectives. The IACP and NHTSA have endorsed a curriculum to focus on these changes. This curriculum includes a drug module to educate officers on the drugs that impair driving. The SFST and DRE for Prosecutors multimedia program was developed to assist district and county attorneys on SFST changes and guide them through DWI case preparation. The predicate questions, utilized during court will encourage standardized testimony by trained police officers and enable district and county prosecutors to act as a resource for those police departments who have not received the current SFST Update information. There are over 15,000 SFST Practitioners across the State of Texas. In FY 2001 this project proposes to present the updated materials to approximately 350 SFST Instructors and Practitioners.

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.

Task G: Drug Evaluation and Classification Program (DECP) Task Goal: To

increase the established cadre of police officers trained in drug recognition skills and expand the DECP to another site in the state.

This program is designed to increase the number of police officers and education professionals who are trained to determine impairment based upon observable signs and symptoms of individuals they contact. The DECP program has expanded to not only include those trained in the large municipalities but the smaller suburbs. Texas A&M University/Texas Engineering Extension Service (TEEX) will coordinate the state's DECP, manage instructor assignments and certification efforts for those courses taught in and out of state by Texas instructors. Currently there are 283 DRE officers throughout the state, of which 56 are DRE Instructors. The areas surrounding the cities of Dallas, Houston, San Antonio, Austin, Lubbock and El Paso are strong supporters of this nationwide program. The nucleus of the DRE program depends heavily on each student's proficiency level with SFST techniques. Officers receive rigorous training that will guide them through the standardized process of noting drug impairment if the BAC is not consistent with their level of impairment. Trial judges and prosecutors will also be invited to participate in training during DRE courses and specialized training seminars. Another sixty law enforcement personnel will be trained and certified as DREs in Texas and six re-certification classes will be conducted. Ten additional officers will be trained and certified as Instructors.

Task H: Mobile Videotaping Instructor Course Task Goal: To train officers as instructors in the use of mobile videotaping equipment and how to correctly and lawfully administer videotaped evidence.

Sub-Task 1: DPS Mobile Videotaping Instructor Course Correct use of the mobile video equipment enhances the SFST program by providing the visual evidence needed to successfully prosecute DWI offenders. This course is a "train-the-trainer" course for law enforcement instructors. In FY2001 DPS proposes to conduct four classes, instructing at least 120 DPS troopers in proper mobile videotaping techniques. Each class will consist of 40 hours of instruction. The course contains topics in systems operations vehicle positioning and lighting, officer safety, DWI case law, drug interdiction case law and video techniques for crash investigations.

Sub-Task 2: University of Houston Mobile Videotaping Instructor Course At least eight courses will be conducted for approximately 200 police officers in the proper use of mobile videotaping equipment and how to correctly and lawfully administer videotaped evidence. This course is a train-the-trainer course for law enforcement instructors and will be administered by instructors traveling to selected Texas cities to conduct this training.

Task I: Youth Alcohol Enforcement Workshop for Police Managers Task Goal: To conduct workshops for law enforcement leaders with a focus on youth alcohol countermeasures.

Based on findings regarding enforcement levels and youth involvement in traffic crashes, NHTSA developed the Youth Alcohol Enforcement Workshop for law enforcement leaders. Emphasis in the workshop is given to impaired driving by young people and to DWI/DUI enforcement on underage drivers by providing a concise, up-to-date description of youth involvement in crashes, supplying participants with tools to assess their own youth enforcement needs and practices, and to encourage the implementation of effective enforcement strategies. The Youth Alcohol Enforcement Workshop for Police Managers serves as a countermeasure toward reducing the involvement of youth in alcohol-related traffic crashes through the enforcement of DWI and laws regulating the possession and consumption of alcohol by persons under the age of 21. In FY01, 4 workshops will be conducted to train at least 80 managers.

Task J: Party Dispersal Task Goal: To conduct Party Dispersal Training for law enforcement agencies in Texas. Sponsored by the Texas Police Chiefs Association, a proven alcohol education curriculum will be developed for law enforcement officers to train in the new methods and techniques of dispersing partygoers in an orderly fashion, which often involve underage drinking. Law enforcement officers will be trained in what legal actions can be taken at the party, what non-criminal actions can deter parties and in what steps to take to keep the officer and the partygoers safe. This project proposes to conduct 52 training classes in FY01.

Task K: Comprehensive Underage Drinking Enforcement Program Task Goal: To reinforce the Texas law on zero tolerance in Brazos County by implementing a comprehensive underage drinking campaign where enforcement efforts are balanced by educators and prevention activities. To identify and video those making alcoholic beverages available to minors and file administrative charges against the establishment and to conduct an educational program for underage drinker to include the consequences for using fictitious identification to obtain alcoholic beverages.

01-02-03 DWI OFFENDER HANDLING

Task A: DWI Evidentiary Testing Task Goal: To provide legally acceptable alcohol testing services throughout the state. (No traffic safety funding is planned for this area in FY01.)

Task B: Processing Task Goal: To provide timely management of case flow. (No traffic safety funding is planned for this area in FY01). Refer to 01-02-05.

Task C: Prosecution Task Goal: To move DWI cases through the court as expeditiously as possible.

Sub-Task 1: Intoxication Manslaughter Investigation & Trial Advocacy Course Deaths and serious bodily injury due to intoxicated drivers remains a significant problem in Texas. The crowded nature of both felony and misdemeanor dockets involving DWI, Intoxication Manslaughter and Intoxication Assault continue to demand a thoroughly investigated, well-prepared case. Investigators and prosecutors must work together. A solution is to present an intensive, hands-on training course to both prosecutors and police officers in the investigation and prosecution of Intoxication Manslaughter. Although the focus is on Intoxication Manslaughter, the course has a carry-over effect to the investigation and prosecution of Intoxication Assault and DWI cases. A format that combines the efforts of both the officer and the prosecutor as a team will enhance the prosecution of alcohol-related traffic offenses. An added carry-over effect is the training that is provided to the faculty for the presentation of this course. In FY01, this project proposes to conduct one training course for 50 police officers and 50 prosecutors at the Trial Advocacy Course. In an effort to increase the percentage of BAC testing for drivers involved in fatal motor vehicle crashes, a one day workshop, focusing on the law, gathering evidence and getting that evidence admitted in court. The training course is limited to 100 attendees, to educate and familiarize prosecutors, law enforcement, hospital officials, medical examiners and judges of the mandatory BAC test provisions of Texas Law. Because Texas is a large state, this seminar will be presented regionally in six locations.

Sub-Task 2: DWI Prosecutor's Training Course The Texas Department of Public Safety (DPS) has identified a need to educate county and district attorneys who handle DWI prosecutions and license suspension/revocation hearings and appeals. The training will help attorneys better understand laws that deal with appeals of these matters and strategies to use in different types of cases. A large number of these cases deal with drivers that were driving while intoxicated (DWI). The State Bar will recognize the seminar as an accredited training program for continuing legal education program requirements. This project may generate program income from registration fees charged to training participants. 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. One seminar will be conducted for at least 100 prosecuting attorneys.

Sub-Task 3: District Attorney DWI Prosecution Unit Denton County continues to experience an increasing volume of driving while intoxicated (DWI) offenses. In an effort to effectively manage the increased work load demand, the Denton County Criminal District Attorney's office, will create a special unit consisting of a lead prosecutor, an investigator and a legal intern to exclusively prosecute or assist in the prosecution of all alcohol/drug driving cases above the level of Class C misdemeanors. This full time DWI Prosecution Unit will administer all felony DWI, intoxication assaults and intoxication manslaughter cases. This DWI Unit will also review case files, plea bargain, make legal recommendations, trial preparation, confer and interview victims,

locate witnesses, investigate incidents, visit crime scenes, examine physical evidence, and providing case law research during the trial.

Task D: Adjudication Task Goal: To dispose of cases promptly and inform the courts about the current law and about the DWI offender programs that are available to them. (No project proposals were received for this task.)

Task E: Probation Task Goal: To ensure that offenders comply with probation requirements. (No traffic safety funding is planned for this area in FY01)

01-02-04 INFORMATION SYSTEMS

Task A: Studies Task Goal: Conduct studies to determine special problems or areas in need of policy response.

Sub-Task 1: Assessing Zero Tolerance Law as a DWI Countermeasure for Minors An assessment of DWI arrests of minors, as well as young driver involvement in alcohol-related crashes, before and after enactment of the law is necessary in order to determine the effectiveness of zero tolerance in curbing underage drinking and motor vehicle crashes. This will be the second year of a multi-year project to gather and analyze data in this area. A database will be constructed based on the information identified.

Sub-Task 2: Alcohol Involvement in Texas Driver Fatalities Blood alcohol concentration (BAC) test results are the only objective criteria available for assessing alcohol involvement in fatal crashes. A study will be conducted to update the existing database for 1998 and 1999 and continue to examine the trends in alcohol involvement in traffic fatalities across the years during which this study has been conducted (1984 to 1999). One-to-one comparisons of police-reported BAC test results, the BAC results contained in the DPS database and the toxicology results obtained from the Medical Examiner Offices are necessary to establish a more complete record.

01-02-05: ALCOHOL INCENTIVE PROGRAM (Section 410)

Task A: DL Suspension Enhancement System Task Goal: To enhance and expand the document imaging/archive system currently in the Administrative License Revocation (ALR) Section of the Driver Improvement Bureau to include supporting DWI and additional driver license suspension documentation.

This will improve the current archive and retrieval system of court dispositions and supporting suspension documentation. The majority of court dispositions received are the DWI convictions that correspond with the ALR cases. The proposed expansion will

enable the Department to quickly supply supporting disposition data to various law enforcement and judicial agencies. This system enhancement will provide access to the data with improved quality. The basic workflow design of this imaging system will include a simple process of scanning case file documents and placing them into one electronic folder that will be immediately archived and available for viewing and retrieval.

01-02-06: DEMONSTRATION PROGRAMS (Section 403)

Task A: State Demonstration and Evaluation Program to Reducing Alcohol Related Crashes Task Goal: To develop a statewide enforcement and media based program that has substantial impact on reducing alcohol related crashes.

The National Highway Traffic Safety Administration selected Texas as one of five states to receive a Section 403 Demonstration Project. This project will be conducted to test the effectiveness of a DWI enforcement campaign in conjunction with a public information and education campaign. A set of "Best Practices" of effective approaches for reducing alcohol related crashes will also be produced. Although this is a statewide program, a concentrated effort will be conducted in Bexar, Brazoria, Cameron, Collin, Dallas, Denton, Harris, Hidalgo, Lubbock, McLennan, Montgomery, Nueces, Tarrant, and Travis counties. This project will end June 2002.

01-02-07: TRANSFER PROGRAM TO REDUCE DWI (Sections 154/164):

Task A: DWI Reduction Projects Task Goal: To reduce DWI through innovation projects. Funds will be utilized for alcohol-impaired driving countermeasures. These funds may also be used for state and local law enforcement agencies for the enforcement of laws prohibiting impaired driving.

Alcohol and Other Drug Countermeasures Program Area-02		FY 2001 Budget Module: AL-02										Page 1 of 2 (Dollars in Thousands)			
		# of Proj	TASK TITLE	TOTAL	Federal						STATE Texas		Fed. To Local	Bud. Code	
					AL(402)	157	163	154/164	410	403	STATE	LOCAL			
01-02-01: PREVENTION/EDUCATION															
Task A: Prevention Programs															
1	Sub-Task 1: Project Celebration	220.0	50.0									170.0		K	
1	Sub-Task 2: Adult Drinkers Information Campaign	152.0		152.0										A	
1	Sub-Task 3: Spring Break	80.0	80.0											K	
1	Sub-Task 4: Alcohol Awareness Program Contest	28.0	28.0										28.0	E	
1	Sub-Task 5: Holidays Ahead Program	110.0	88.2										21.8	A	
1	Sub-Task 6: Project Ayuda (Help)	237.0		176.0									61.0	A	
1	Sub-Task 7: Youth Alcohol Project	236.0	236.0											A	
1	Sub-Task 8: Maneja Sobrio Program	114.1		95.0									19.1	A	
Task B: Education															
1	Sub-Task 1: Alcohol Educ. Prog. Minors	86.5	86.5											E	
Administrator Instructor Training															
1	Sub-Task 2: Project Save	276.0	120.0									156.0		A	
1	Sub-Task 3: Youthful Drinking Driving Program	38.7		38.7										C	
1	Sub-Task 4: DWI Education Victim Impact	75.8	56.9										18.9	A	
1	Sub-Task 5: Youth Power Camps	25.5		25.5										C	
4	Sub-Task 6: EI Protector Program	291.9	200.4										91.5	A	
1	Sub-Task 7: Comp Underage Drinking Prev. Prog.	149.8	142.1										7.7	A	
1	Sub-Task 8: DWI Education Materials for Judges	106.7		80.0									26.7	A	
1	Sub-Task 9: Si Toma, No Maneje	100.0		100.0										M	
1	Sub-Task 10: Drinking & Driving Ends All Dreams (DEAD)	130.3		75.0									55.3	B	
Sub-Task 11: "What Part of Zero Don't You Understand?"															
1	Sub-Task 11: "What Part of Zero Don't You Understand?"	310.0		310.0										B	
Sub-Task 12: Drug Impairment Training for Educational Professionals (DITEP)															
1	Sub-Task 12: Drug Impairment Training for Educational Professionals (DITEP)	132.3	132.3											C	
01-02-02: ENFORCEMENT															
Task A: DWI STEPS															
14	Task A: DWI STEPS	1,042.0	812.5										229.5	F	
4	Task B: Holiday DWI STEPS	268.0		156.5									111.5	F	
3	Task C: Youth Alcohol STEP	737.8		635.8									102.0	A	
Sub Totals													371.6	699.4	2,307.9

AL-17

Refer Appendix F for Budget Codes.

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Alcohol and Other Drug Countermeasures Program Area-02		FY 2001 Budget Module: AL-02										Page 2 of 2 (Dollars in Thousands)					
		# of Proj	TASK TITLE	TOTAL	Federal			STATE		LOCAL	Fed. To Local	Bud. Code					
					AL(402)	157	163	154/164	410				403	STATE Texas			
	Task D: Alcohol Stings																
	Sub-Task 1: Cooperative on Premise Stings	1	207.4				105.0					102.4					A
	Sub-Task 2: On-Premise Minor Stings	1	237.5		171.5							66.0					A
	Sub-Task 3: Bell County Alcohol Interven. Team	1	192.4				185.0						7.4				C
	Sub-Task 4: Teen Sell Then Jail	1	25.0	20.0									5.0				A
	Sub-Task 5: Sale to Intox. Person Program	1	53.9	41.3									12.6				A
	Task E: Standardized Field Sobriety Testing Training	1	402.0				402.0										A
	Task F: Standardized Field Sobriety Testing Update	1	110.0				110.0										A
	Task G: Drug Eval. & Class. Program (DECP)	1	327.0				327.0								327.0		B
	Task H: Mobile Videotaping Instructor Course																
	Sub-Task 1: DPS Mobile Videotaping Inst. Course	1	40.2		40.2												E
	Sub-Task 2: Univ. of Houston Mobile Video Instructor Course	1	97.0		97.0												B
	Task I: Youth Alco. Enfor. Workshop for Police Mgrs.	1	24.7				17.9						6.8				B
	Task J: Party Dispersal	1	105.0				105.0										D
	Task K: Comp Underage Drinking Enfor. Program	1	108.5				108.5										A
	01-02-03: DWI OFFENDER HANDLING																
	Task A: DWI Evidentiary Testing	0															
	Task B: Processing	0															
	Task C: Prosecution																
	Sub-Task 1: Intox. Manstau. Invest. & Trial Advo.	1	67.2	67.2													A
	Sub-Task 2: DWI Prosecutor's Training Course	1	10.3	10.3													B
	Sub-Task 3: District Attorney DWI Prosecc. Unit	1	147.0	147.0			147.0								147.0		A
	Task D: Adjudication	0															
	Task E: Probation	0															
	01-02-04: INFORMATION SYSTEMS																
	Task A: Studies																
	Sub-Task 1: Assessment on Zero Tolerance Law as DWI Minor Countermeasure	1	83.0				78.0						5.0				B
	Sub-Task 2: Alcohol Involvement in Texas Driver Fatalities	1	65.5	65.5													B
	01-02-05: DWI PREVENTION PROGRAM (410)																
	Task A: DL Suspension Enhancement System	1	320.0				320.0									200.0	C
	01-02-06: DEMONSTRATION PROGRAM (403)																
	Task A: State Demonstration & Evaluation Program	1	900.0											900.0			F
	01-02-07: TRANSFER PROG. TO REDUCE DWI																
	Task A: DWI Reduction Projects	TBD	9,725.5				9,725.5										A
	Sub Totals	20	13,249.1	204.3	308.7		11,310.9	320.0	900.0	900.0	180.2	25.0	674.0				
	Totals	64	18,197.5	2,209.2	308.7		13,183.4	320.0	900.0	900.0	551.8	724.4	2,981.9				

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EMERGENCY MEDICAL SERVICES

Program Area Module 01-03

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

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% of the motor vehicle crash fatalities occurred in rural areas of the state in 1997. In 1998 nearly 201 billion highway miles were traveled in Texas. 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.

Mission To increase the survival rate of traffic crash victims in rural areas of the State.

**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.
 - To support the implementation of an EMS data system and data links to traffic records.
-

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)

01-03-01 EMS EDUCATION

Task A: EMS Training & Continuing Education Programs Task Goal: EMS traffic crash related training and continuing education courses will be conducted by two providers and will focus on rural areas of the state.

EMS training to be provided:

Certification Training will be conducted for a minimum of 425 professional EMS personnel in rural areas of the state who have limited access to established training programs. They will receive the knowledge and skills necessary to assess, treat and stabilize trauma patients and transport them to safety while avoiding additional risk or injury to the trauma patient or the rescuer.

Trauma Life Support Training Courses: A minimum of 380 professionals will complete the following trauma life support training courses: Prehospital Life Support (PHTLS), Basic Trauma Life Support (BTLS), and instructors courses for both PHTLS and BTLS and will be able to:

- understand the physiology, pathophysiology and kinetics of injury,
- understand the need for rapid assessment of the trauma patient,
- obtain an increased knowledge of examination and diagnostic skills, and
- manage the pre-hospital care of the trauma victim.

Bystander Care Training Program Update: An up-to-date Spanish and English video will be produced during this program year.

Bystander Care Training Program: Simple life saving actions from a bystander, before the arrival of EMS, can make the difference between life and death for a traffic crash victim. An instructional train-the-trainer package will provide specific information for individuals if they are the first to arrive at the scene of a motor vehicle crash. The Spanish version of the Bystander Care training program is expected to instruct a minimum of 100 participants and the English version training class will instruct a minimum of 150 participants. An up-to-date Spanish and English video will be produced during this program year.

Continuing Education Training Courses: The four levels of EMS certification require individuals to complete a Texas Department of Health (TDH) EMS approved CE programs every four years. A total of six educational curriculums relating to motor vehicle trauma have been developed and approved by the Texas Department of Health as meeting CE requirements. Successful completion of these courses will enable the

attendees to maintain high EMS quality to the public by providing them the most current techniques and practices that will enhance their skills and competence level. A minimum of 700 professionals will complete the following six (6) continuing education program modules in rural and frontier areas of the State:

Hazardous Materials Awareness	Refresher Course
Threat Management for EMS Personnel	EMS CE Instructor Training
Simple Triage and Rapid Treatment	EMS Ambulance Driver Training

These projects may generate program income. All program income earned during the grant period shall be added to federal funds committed to the project and be used to further eligible program objectives. Program income that remains unexpended after the grant ends shall continue to be committed to the original grant objectives.

Injury Prevention: Implementation of programs aimed at bolstering the states first responder corps is important, however, taking this step alone would be similar to placing a band aid over an open wound. Research has shown that the long-term answer to reducing the incidence of injury and death related to auto crashes on the state's highway system will be achieved through development and implementation of effective, community-wide injury prevention programs that target seat belt awareness, child restraint systems and abstinence from alcohol while driving. This program will:

- Promote injury prevention programs in rural and frontier areas of Texas
- Provide injury prevention programs upon request
- Ensure that programs address locally specific issues to include but not limited to DWI awareness, seat belt safety, child safety seat usage, bicycle and pedestrian safety

Web Page: A web site will be maintained for posting classes and EMS grant information in order to attract as many requests for TxDOT approved EMS training as possible.

Task B: Local Project Support Task Goal: To provide support to EMS activities at the local level. No funding is planned for this fiscal year.

01-03-02 EMS INFORMATION SYSTEMS

Task A: State of Texas Reassessment of EMS Task Goal: To reassess the EMS system and program in Texas. No funding is planned for this fiscal year.

FY 2001

Budget Module:
EM-00-03

Emergency Medical Services
Program Area- 03

Page 1 of 1

(Dollars in Thousands)

TASK TITLE	# of Proj	TOTAL	Federal			LOCAL	Fed. To		Bud. Code
			STATE	LOCAL	Federal		Local		
01-03-01: EMS EDUCATION		402							
Task A: Emergency Medical Service Training & Continuing Education Programs	2	798.0	66.3		798.0		798.0	A	
01-03-02: EMS INFORMATION SYSTEMS (Refer to Traffic Records Program Area)	0.0								
Task A: State of Texas Reassessment of EMS									
Totals	2.0	864.3	66.3		798.0		798.0		

EM-5

Refer to Appendix F for Budget Codes

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OCCUPANT PROTECTION

Program Area Module 01-04

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. Restraint usage in Texas is depicted on the graphs in Appendix E, on page E-13. 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.

Mission To increase the number of correctly restrained vehicle occupants - both children and adults - in order to decrease the severity of injuries and the number of fatalities.

Program Goals 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.

Evaluation: Programs intended to effectively measure progress and to plan and implement new program strategies. Conduct statewide observational surveys of safety belt and child safety seat use.

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 will be trained in some of the following subjects:

- Traffic Occupant Protection Strategies (TOPS)
- Operation Kids
- Occupant Protection Violators Course (OPVC)
- Child Passenger Violators Course (CPVC)
- 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.

Occupational Programs: Programs intended to discourage occupational fatalities and encourage all employers to conduct occupant protection education policies for employees and to educate their employees on the safety benefits of motor vehicle occupant protection.

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

OCCUPANT PROTECTION PROGRAMS

01-04-01 EDUCATION AND TRAINING

Task A: Occupant Protection Media/Educational Campaign (Safe Riders) Task

Goal: To increase safety belt use and/or child passenger safety through educational campaigns.

Teens age 15-19 are over-represented in motor vehicle crash deaths in Texas. A statewide campaign directed at restraint use by teens will consist of public service announcements, news conference and new releases, posters, and brochures. A statewide education/media campaign to raise the level of teen awareness and increase restraint use will be conducted in early March prior to Spring Break when so many teens travel on vacation to beaches and other popular spots.

The need for occupant protection information and education of the growing Hispanic population in Texas must be met in order to decrease the death of children in motor vehicle crashes. An occupant protection program presented in Spanish to the non-English population is essential to reach a significant portion of Texans. A statewide educational/media campaign in Spanish promoting the importance of using child safety seats for children that weigh less than 60-80 pounds and using safety belts for the entire family will be developed and conducted. A Spanish language educational/informational video and materials such as posters, paycheck stuffers, and brochures promoting the use of restraints for the entire family will be developed and distributed. This project supports the National Child Passenger Safety Week during February and "Buckle Up America" Week in May.

Task B: Texas Driver Education and Youth Safety Program Task Goal: To increase safety belt use by youth through junior and senior high school traffic safety projects. (Refer to Program Area 01-10-01, Task E)

Task C: Texas Patterns for Life Occupant Protection Program Task Goal: To increase the use of child safety seat and/or safety belt use through training health professionals, educators, and others to better protect infants and educate children to reduce child occupant fatalities.

Forty new safety seat loaner programs will be established and over 600 existing program locations will be maintained through updated training. Through at least 200 educational presentations, support and information will continue to be provided to hospitals, clinics, etc., at various locations around the state. A special focus will be made to train and educate health professionals, community groups, teachers and parents to reach children through the day care system, hospitals, health clinics, private businesses, and schools in both English and Spanish languages. Over 500,000 pieces of educational literature will be distributed in support of the training programs and educational presentations. At least 50 new crash survivors will be enrolled in the

Texans Saved by the Belt Club. The informational toll-free hotline promoting the correct use of occupant restraint systems will continue to provide technical assistance to at least 5,000 people with vital information on traffic safety for children.

Task D: Occupant Protection Programs for Special Target Groups Task Goal: To increase occupant protection usage for groups and individuals with specific needs.

Sub-Task 1: Standardized Child Passenger Safety Workshops Incorrect usage of child safety seats/seat belts can be a deadly problem that can result in death and injuries in motor vehicle crashes. With over 70 models of safety seats and 300 car models, many combinations do not work. Hundreds of child safety seats were inspected during special clinics and events over the last two years; less than 5% of all safety seats inspected were actually being used correctly. There is an urgent need for more persons to be trained in the area of Child Passenger Safety (CPS) so that education and interventions can be carried out throughout the state. At least 8 standardized 4-day child passenger safety workshops will be conducted statewide reaching at least 200 persons.

Sub-Task 2: Child Passenger Safety Seat Inspection Projects Incorrect usage of child safety seats/safety belts can be a deadly problem that can result in death and injuries in motor vehicle crashes. It can be very difficult to install and use a child safety seat. With over 70 models of safety seats and 300 car models, many combinations do not work. Through hundreds of inspections of child safety seats during special clinics and events, the Texas Department of Health reports that less than 5% of all safety seats inspected were actually being used correctly. At least 5 child safety seat inspection projects will be conducted with at least 40 events scheduled reaching over 2,000 parents and childcare advocates with technical assistance and safety seats as needed. Educational presentations, traffic safety print materials and media events will enhance each inspection project.

Sub-Task 3: Rural Passenger Safety During 1997, fatalities in traffic crashes in rural areas of the state accounted for 60% of the state's traffic fatality count according to DPS reports. In addition, DPS reports that the number of fatalities on rural county roads increased 32% from 1995 to 1996. A study of safety restraint use conducted in 26 rural communities in Texas indicates an overall usage rate of 49.8%. In these rural towns, children from birth to age 4 had an 18% safety restraint use. These low usage rates combined with remote roads and limited medical facilities contribute to the fatality rate on country roads.

This project will target at least 12 selected rural communities in increasing safety restraint and child restraint use through the development of a master volunteer program, a clearinghouse with data base for Child Passenger Safety certification, and a statewide bounty program for discarded/defective child safety seats. Three Standardized Child Passenger Safety Training's will be conducted for at least 75 persons. A minimum of six child safety seat check up events will be coordinated and child

passenger safety technical assistance will be provided as needed. Traffic safety will be promoted as a competition for individual or team 4-H projects. A comprehensive guide for safer Texas children will be developed and distributed statewide with an evaluation form included. Safety belt and child safety seat information will be translated into Spanish and provided in both print material and on the web. Observational surveys for safety belt and child safety seat use will be conducted in 24 counties. The project will continue to coordinate and collaborate with other agencies as requested and support county extension agent programming throughout the state with the emphasis on occupant protection.

Sub-Task 4: Buckling Up for Life - A Bilingual Model Observational surveys have clearly indicated that many members of the Hispanic community are not fully aware of the requirements of the law and the benefits of occupant protection. Few statistics are currently available on fatalities and injuries caused to front-seat drivers, infants, and children in the Hispanic, Asian, and/or African-American communities. Hispanics, Asians, and others may be uninformed about the current Texas traffic and seat belt laws/ regulations due to their inability to read and comprehend English if it is not their native language. A bilingual, multicultural model will serve as a vital tool in educating these special communities in the essentials of traffic safety including occupant protection for drivers and passengers. This project will continue educational presentations in at least 10 schools targeting Hispanic, Asian, and African-American children. At least 20 traffic safety workshops in Spanish, Vietnamese and English will be conducted at a minimum of 10 sites where parents will be able to interact with the presenters, and safety presentations will be conducted at a minimum of 6 special events. At least 2 child safety seat inspections and loaners events will be conducted. Media releases will be distributed in Spanish, Vietnamese and English at least quarterly.

Sub-Task 5: Child Passenger Safety Seat Loaner Program Through the successful efforts of Thomason Hospital, a comprehensive community based child passenger safety seat loaner program has been in effect in El Paso County since 1996. Thomason Hospital alone delivers over 5,000 babies per year, the majority of whom are from socio-economically challenged families. Most of the families with newborn babies that are discharged from the Thomason Hospital are unable to purchase a safety seat and are unaware of the importance of a safety seat. In an effort to promote child safety seat education, this program will continue to provide over 700 child seats and easy to understand public information and materials on the proper use of child safety seats. The program will also continue to provide seat belts and safety seat information via videos, brochures, pamphlets and other materials (English/Spanish) to increase public awareness.

Task E: Rest Stop Traffic Education/Safety Seat Check-Up Campaign Task Goal: To conduct a campaign along major highways during holiday periods to educate drivers about safe driving and child safety seats.

Seat belts are the single most effective safety device in preventing serious injuries and reducing fatalities in motor vehicle crashes. This statewide campaign conducted during holiday periods is proposed to educate and/or remind drivers about safe driving techniques and the correct use of child safety seats. Designated traffic rest stops during the holiday periods along major highways will provide a visible reminder of driving safely and using seat belts. Two peak travel holiday period campaigns will include safety seat check-ups at these five designated rest stops. Traffic safety education materials will be distributed at each of the five rest stops.

01-04-02 ENFORCEMENT AND ADJUDICATION

Task A: Traffic Occupant Protection Strategies (TOPS) and Operation Kids Task Goal: To provide training and resources to enforcement personnel with emphasis on those planning to implement an Occupant Protection Selective Traffic Enforcement Program (OP STEP) or STEP Wave on the lifesaving benefits of using occupant protection devices.

Experience has shown that before a police agency becomes more active in the promotion of occupant protection use and enforcement of safety belt laws, it must first establish and enforce a belt use policy for its officers and educate its officers about the benefits of regular belt use for themselves and the community at large.

This project will continue to seek increased exposure for TOPS courses by training a minimum of 40 peace officers as TOPS instructors and training a minimum of 3,000 peace officers as TOPS practitioners. The Operation Kids Child Safety Seat practitioner-training course will be offered in conjunction with TOPS courses. In addition, Internet delivery and a web-based training of the TOPS Practitioner course are available.

Task B: Occupant Protection Selective Traffic Enforcement Project (STEP) Task Goal: To influence driver and passenger behavior to ensure compliance with occupant restraint laws.

Five city and county enforcement agencies will conduct selective traffic enforcement and information projects to increase the use of safety seats and safety belts between children and adults. This project will have public information and education activities which may include both educational materials and promotional items.

Task C: STEP Waves Task Goal: To influence driver and passenger behavior to ensure compliance with occupant protection and speed limit laws.

Indirect results of the STEP Wave programs affirm that waves are feasible, manageable, and highly effective in reducing traffic-related fatalities, injuries, and associated costs. At least 75 communities will be funded to each conduct a minimum of

five waves covering specific high-risk holidays. Each wave will include pre- and post-surveys, pre- and post-media campaigns, and intensified enforcement. The STEP Waves will be supported by innovative projects to increase safety belt use. (Refer to Program Area 01-04-06, Task C.).

01-04-03 INFORMATION SYSTEMS

Task A: Observational Surveys of Occupant Restraint Use Task Goal: To maintain the currently established databases regarding occupant protection use.

A multi-year database has been established for urban occupant protection use (safety belts and car safety seats) for children ages 0-4 and front seat occupants (drivers and passengers). In addition, an occupant protection use survey to determine a statewide usage rate to include urban and suburban areas has been conducted. Mandatory belt and child restraint use remains an issue of importance, not only in Texas, but nationwide as well. Therefore, the need for accurate and current occupant restraint usage continues.

The restraint usage data serve to: 1) identify the extent to which restraint systems are being used 2) determine the degree to which certain variables (e.g., age, gender, time of day, and vehicle type) appear to influence safety belt wearing rates, and 3) track trends in usage at the city level for comparison and evaluation over time. Likewise, the child restraint usage data serve to: 1) determine the degree to which certain variables fluctuate (e.g., age specific restraint use, misuse, percent of children riding on passenger laps, etc.) 2) provide a measure of the effectiveness of countermeasure programs; and 3) provide stable reference points for comparisons across time.

An observational survey will be conducted based on the sampling plan designed to collect statewide data provides a measure of safety belt use that is probability based. A survey of motorcycle helmet use is also included in the statewide sampling plan. A driver and front seat passenger survey will be conducted in 18 selected cities in Texas and a child restraint survey will be conducted in 14 selected cities in Texas. Reports will be available for distribution with the survey results. Technical assistance regarding occupant restraint use or the measurement of restraint use will be provided as needed.

01-04-04 CHILD PASSENGER PROTECTION EDUCATION GRANT (2003b)

Task A: Child Passenger Safety Task Goal: To support child passenger occupant protection programs that are designed to prevent deaths and injuries.

Current child passenger safety programs will be enhanced to:

- educate the public concerning the proper installation of child restraints,
- train child passenger safety professionals, law enforcement and other educators concerning child restraint use,

- conduct child safety seat check up events, and
- purchase additional child safety seats.

(Projects that focus on increasing child passenger usage rates are eligible for funding.)

01-04-05: OCCUPANT PROTECTION INCENTIVE GRANT (405a)

Task A: Occupant Protection Incentive Programs Task Goal: To adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

Texas was awarded a grant under Section 405a for meeting at least four out of six criteria. Texas qualified for funding by having:

- safety belt use law,
- a primary safety belt use law,
- a minimum fine or penalty points,
- special traffic enforcement program, and
- a child passenger protection education program.

(Projects that focus on increasing occupant restraint usage rates are eligible for funding.)

01-04-06: DISCRETIONARY INNOVATIVE GRANTS TO SUPPORT INCREASED SEAT BELT USE RATES (157b)

Task A: Public Information and Education Programs Task Goal: To promote timely and effective statewide campaigns.

The media support of the Waves will include the development of components for each wave under the statewide information campaign Save a Life™. Public information and education materials including media will be developed and distributed to the participating communities, including placement in appropriate media.

Task B: Law Enforcement Liaison Program Task Goal: To increase the level of effective enforcement of Texas' occupant restraint laws.

A team of spokespersons will assist local agencies with STEP Wave technical support, encourage frequent and effective use of public information and education materials, conduct presentations at media events, assist in the development and conduct of summits and the Wave Challenge, and coordinate activities with TxDOT personnel.

Task C: STEP Wave Support Task Goal: To assist in the coordination and administration of the innovative support programs.

This program will enhance the development and implementation of innovative programs to increase safety belt use. The program will be considered administratively effective when funds are used to support and implement programs such as: management and support, program evaluation, buckle up summit, judicial training, STEP Wave newsletter and web page, and Wave challenge.

01-04-07: SAFETY INCENTIVE GRANTS FOR USE OF SEAT BELTS (157a)

Task A: Enhanced Occupant Protection Programs Task Goal: To conduct projects to increase safety belt and child safety seat use rates.

Texas qualified for Section 157a Safety Incentive Grant funding by having a safety belt use rate that was higher than the national average safety belt use rate. (Projects that focus on increasing occupant restraint usage rates are eligible for funding.)

Occupant Protection Program Area-04	FY 2001 Budget Module: OP-04										Page 1 of 1 (Dollars in Thousands)	
	TASK TITLE	# of Proj	TOTAL	Federal				STATE	LOCAL	Fed. To Local	Bud. Code	
				402	J2(405a)	J3(2003b)	OP-157a					OP157b
1-04-01 EDUCATION & TRAINING												
Task A: Occupant Protection Media Educational Campaign (Safe Riders)	1	309.0				309.0					B	
Task B: Texas Driver Education & Youth Safety Refer to Program Area 01-10-01, Task F	0											
Task C: Texas Patterns for Life OP Program	1	341.0	341.0								B	
Task D: OP Programs for Special Target Groups												
Sub-Task 1: Standardized CPS Workshops	1	181.0				181.0					A	
Sub-Task 2: CPS Seat Inspection Projects	5	424.5	424.5								C	
Sub-Task 3: Rural Passenger Safety	1	402.0				402.0					A	
Sub-Task 4: Buckling Up for Life- Bilingual Model	1	162.8	81.4					81.4		81.4	C	
Sub-Task 5: Child Passenger Safety Seat (Loaner)	1	183.4				106.0		77.4		106.0	C	
Task E: Rest Stop Traffic Education/Safety Seat Check-up Campaign	1	45.5	45.5								A	
01-04-02: ENFORCEMENT/ADJUDICATION												
Task A: Traffic Occupant Protection Strategy (TOPS) & Operation Kids	1	181.0	181.0							181.0	B	
Task B: Occupant Protection STEPs	8	597.8				498.0		99.8		498.0	F	
Task C: STEP Waves	75	750.0				750.0				750.0	F	
01-04-03: INFORMATION SYSTEMS												
Task A: Observational Surveys-Occupant Restraint	1	189.6	178.0					11.6			C	
01-04-04: CHILD PASSENGER PROTECTION EDUCATION GRANT (2003b)												
Task A: Child Passenger Safety	TBD	500.0				500.0					A	
01-04-05: OP-INCENTIVE GRANT (405a)												
Task A: OP-Incentive Programs	TBD	1442.0	1442.0								A	
01-04-06: DISCRETIONARY INNOVATIVE-157b												
Task A: Public Information, Educ. Programs	1	1534.0						1534.0			B	
Task B: Law Enforcement Liaison	1	275.0						275.0			B	
Task C: STEP Wave Support	1	1300.0						1300.0			A	
01-04-07: SAFETY INCENTIVE-SEAT BELT-157a												
Task A: Enhanced OP Programs	TBD											
Totals	100	8818.6	1251.4	1442.0	500.0	2246.0	11.6	258.6	1616.4			

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TRAFFIC RECORDS

Program Area Module 01-05

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.

Mission Improve the quality, timeliness, completeness, consistency and accessibility of traffic records.

**Program
Goals**

The goals for the Traffic Records program area are:

- 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 PROGRAMS

01-05-01 INFORMATION SYSTEMS

Task A: Crash Records Information System Task Goal: To proceed with the development of the Texas traffic crash information system.

The proposed traffic crash system, Crash Records Information System (CRIS) will utilize modern database and electronic document management system technologies. To improve accuracy and reduce time needed to input the data, CRIS will have the flexibility to accept external inputs that are transmitted electronically, scanned from Optical Character Reader (OCR) forms, or manually completed report forms.

Relational database management will be implemented to facilitate linking with other data files to eliminate re-coding and keying of previously captured data elements. Digital imaging technology will be utilized to create electronic "pictures" of documents and to store them.

With the implementation of CRIS, methods of accessing the information will need to be updated as well. Graphical User Interfaces (GUIs) will be used to make the system user friendly. Document imaging will allow quick access to the Crash Report Form. New ways of summarizing and displaying the data will be examined.

The existing data structures and software were primarily developed for use at the state level. Development of the new data base will include collectors, managers and users of the information from all levels of government as interactive participants in this shared system.

An interagency project development group completed a conceptual redesign effort. The mission of the group is as follows:

The CRIS (Crash Records Information System) team will oversee the design, development and implementation of a crash records business system to:

- 1. Improve the quality, accuracy, timeliness, completeness, consistency and accessibility of crash records data, and*
- 2. Enhance the flexibility, efficiency and effectiveness of the Crash Records Business Process.*

This redesign project will require several years of effort. However, to insure the safety of Texas highways, it is essential that a good tool for monitoring those highways is made available. The development of the new software system will begin this fiscal year.

Task B: Transportation Safety Information Management System (TSIMS) Phase I

Task Goal: To participate in the design and development of a comprehensive Transportation Safety Information Management System (TSIMS).

The Transportation Safety Information Management System (TSIMS) will provide a core operational environment which will facilitate the timely collection,

processing and analysis as well as integration and sharing of data to support traffic safety activities at the federal, state and local levels. TSIMS will provide for interactive electronic access to state and local data on multiple platforms while using accepted "good practices" data dictionaries and translation tools to convert to and from legacy systems through the use of open architecture and current distributed processing technology.

The initial focus of the TSIMS effort will be the processing (capture, storage, transfer and analysis) of the traffic crash data with connections to those major systems that are tightly connected to the crash data (driver history, vehicle registration, roadway inventory) while assuring the ability to apply the technology (and system) to other information flows such as EMS run reporting, traffic citations, etc.

In December, 1999, the Texas Department of Transportation (TxDOT) submitted a letter of agreement to the American Association of State Highway and Transportation Officials (AASHTO), committing \$50,000 to participate in the design phase TSIMS. TxDOT joined several other states in the AASHTOWare Joint Software Development Program. The participating partners will combine their resources to overcome what would otherwise have been time-consuming and expensive if each partner chose to develop the software independently.

Joining AASHTO in the software development proposal were the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), International Association of Chiefs of Police (IACP), Institute of Transportation Engineers (ITE), American Association of Motor Vehicle Administrators (AAMVA), National Association of Governor's Highway Safety Representatives (NAGHSR), and several state departments of transportation.

Task C: Trauma Registry System Task Goal: To provide support to the Texas Department of Health (TDH) to improve the collection of trauma data statewide.

Assistance is needed in developing, collecting and implementing 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. A statewide trauma reporting system is needed which documents and integrates medical and trauma system information related to the provision of trauma care by health care entities.

There is a need to improve the current trauma data collection system in Texas. The current EMS and hospital reporting software is out-of-date, does not collect data regarding medical emergencies treated by EMS, and/or is too expensive or difficult for some EMS firms or hospitals to obtain or use. The registries may or may not have the ability to interface with each other. The cost of independent development efforts would be greater than a coordinated statewide effort.

This year the following will be accomplished: The Request for Proposal (RFP) documents will be reviewed and an information technology vendor will be selected; and contracts with Regional Advisory Councils (RACs) for the use of funds for the purchase of hardware and software will be completed.

Task D: Crash Coding and Automated Roadway Inventory Task Goal: To code additional crash data, including location information, for analysis.

The Department of Public Safety (DPS) analyzes, classifies, codes and prepares a computerized file of data on reportable motor vehicle traffic crashes reported by peace officers in the State of Texas. This information is collected and used to satisfy law enforcement needs.

In order to facilitate traffic engineering and traffic safety needs, the DPS analyzes and codes additional data for the Texas Department of Transportation (TxDOT) annually. K+A+B+C crashes will be coded for roadway location. In addition, RI1 maps will be updated to allow significant improvement in the location coding process.

01-05-02 COORDINATION AND PLANNING

Task A: Coordination and Planning Support Task Goal: To assist in developing more accurate, timely and complete highway safety data and traffic records systems.

For a highway safety program to be effective, it must include a process that identifies highway safety problems, develops measures to address the problems, implements the measures, and evaluates the results. Each stage of the process depends on the availability of highway safety data and traffic records. If these data and records are not accurate, comprehensive, and timely, the program will not be likely to achieve its goals. For this reason, highway safety programs seek to improve data and traffic records.

This project will support a state-level steering group and an initiative for strategic planning in traffic records systems.

Traffic Records Program Area-05	FY 2001 Budget Module: TR-05							Page 1 of 1 (Dollars in Thousands)		
	TASK TITLE	# of Proj	TOTAL	Federal			LOCAL	STATE	LOCAL	Bud. Code
				402	157a	163				
<u>I-05-01 INFORMATION SYSTEMS</u>										
Task A: Crash Records Information System	1	2000.0	2000.0							A
Task B: Transportation Safety Information Management System (TSIMS)	1	50.0	50.0				50.0			A
Task C: Trauma Registry System	1	4931.4	4931.4			4931.4			4700.0	A
Task D: Crash Coding and Automated Roadway Inventory	1	1125.0	1125.0				1125.0			A
<u>I-05-02 COORDINATION & PLANNING</u>										
Task A: Coordination and Planning Support	1	25.0	25.0				25.0			A
Totals	5	8131.4	2000.0			4931.4	25.0		4700.0	

ROADWAY SAFETY

Program Area Module 01-06

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, maintenance, and incident response 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, traffic engineering, and incident response are important element of this program area. In addition, a public awareness campaign on the dangers of railroad grade crossings, and a program to elimination poorly signed and/or unnecessary railroad grade crossings, a major roadway safety hazard in Texas, are part of this program.

Mission To improve and transfer knowledge of current roadway safety techniques related to traffic engineering, construction, maintenance, and incident response.

**Program
Goals**

Program goals for Roadway Safety include:

- To decrease work zone traffic crash-related fatalities and injuries.
 - To decrease the number of highway rail grade crossing crashes and fatalities.
 - To increase knowledge of roadway safety among people involved in engineering, construction, maintenance, and incident response 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 training, and incident response.
 - Provide traffic safety problem identification to selected local jurisdictions.
 - Update and assess the State's railroad grade crossing inventory.
 - Provide roadway shoulder treatments and concrete median barriers to improve roadway safety.
 - Utilize incentives as countermeasures to promote traffic safety training and hazard elimination.
-

ROADWAY SAFETY PROGRAMS

01-06-01 SAFETY TRAINING

Task A: Highway Safety Training Task Goal: To improve the knowledge of state, city, and county personnel in the current techniques related to proper traffic safety by conducting high quality and up-to-date training in the installation and maintenance of signs and pavement markings and traffic engineering.

A large proportion of agencies' signing systems need some form of maintenance: replacement of faded or vandalized signs/pavement markings, installation of missing signs, removal of unnecessary signs, installation of signs/pavement markings that are needed, or removal of brush that obscures the signs from the driver's view. It is important that road administrators and technicians be well versed in the fundamentals of traffic engineering and effective maintenance management techniques for traffic signing and pavement markings.

With current personnel turnover, and changes in technology, many are not fully knowledgeable in these areas, resulting in the traffic safety problems cited above. In order to help correct these problems, a program of proper installation and maintenance and traffic engineering training courses designed to meet the needs of a minimum of 300 state and local government personnel will be conducted. Course offerings will include the following topics: Traffic Engineering Basics, Sign Installation and Maintenance, and Pavement Marking Installation and Maintenance.

Task B: Work Zone Safety Program Task Goal: To improve the knowledge of state, city, and county personnel in the current techniques related to proper work zone installation, maintenance, and safety.

Sub-Task 1: Work Zone Safety Training As drivers encounter traffic conditions they don't expect, such as work zones, the dangers increase. If traffic control is not properly set up and if changing conditions are not properly communicated to drivers, problems can arise. Many personnel responsible for setting up traffic control are not fully knowledgeable of the requirements of the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD). Untrained personnel may contribute to the needless fatalities, injuries, litigation, and economic loss resulting from improper work zone traffic control. In order to help correct these problems, a program of work zone installation, maintenance, and safety training courses designed to meet the needs of a minimum of 1680 state and local government personnel will be conducted. Course offerings will include the following topics: Work Zone Traffic Control, Planning Work Zone Traffic Control, Flagging Work Zones, Flagging for Local Officials (Train the Trainer), and Work Zone Traffic Control Update.

Sub-Task 2: Web-based Training in the Use of Tapers in Work Zones

This training will provide on-line workplace training, available 24 hours a day, to engineers and designers, in the use of tapers in traffic control plans. Training is based on the requirements of Part VI of the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD), and will include seven modules on instruction on merging tapers, shifting tapers, shoulder tapers, downstream tapers, one-lane tapers, two-way tapers merging tapers used in sequence to close two lanes, and as merger taper used in conjunction with a shifting taper. Modules will include an introduction, instruction, and problem solving and testing.

Sub-Task 3: Work Zone Traffic Control Video for Maintenance Operations

This video will illustrate the planning, setting up and taking down of traffic control devices for a typical maintenance activity. The video will be used to enhance classroom training on work zone traffic control.

Sub-Task 4: Work Zone Inspection Handbook for Retroreflective Material

The Work Zone Inspection Handbook for Retroreflective Materials was updated in FY99-00 to improve the knowledge of state, city, and county personnel responsible for fabricating, installing, maintaining, and inspecting traffic control devices in work zones. During FY01, 2000 handbooks will be published and distributed.

Sub-Task 5: Work Zone Safety Kit Countermeasure Programs To encourage communities to properly conduct roadway safety activities, instructions and materials will be made available.

The incentives are work zone safety "Kit(s)" consisting of safety signs, devices and material needed to help protect the traveling public and workers on the roadway. The incentive accomplishes three goals. First, it provides needed safety signs, devices and materials to participating communities. Next, it requires the community to perform roadway safety activities to receive the "Kit". And, lastly, it gets the community to buy into roadway safety by sharing, on a percentage basis, the cost of the "Kit".

To accomplish this task a program will be established to oversee the purchase, distribution, and administration of the "Kit" Program.

Task C: Traffic Signal Maintenance and Repair Training Task Goal: To improve the knowledge of state, city, and county personnel in the repair and maintenance of traffic signal equipment.

Communities are beginning to rely on modern traffic signals, and related control equipment, to help ease their traffic control problems. As a result, there is a greater need for maintenance technicians who are able to care for and service the equipment. The disastrous consequences that can result from malfunction within these systems require that they operate at peak performance. Without proper maintenance, equipment failure, crashes, and traffic congestion are certain to occur.

Unfortunately, the availability of trained signal technicians has not kept pace with the increased demand. Training for signal technicians has been limited to on-the-job training. Very few signal technicians are provided formal training in traffic signal maintenance and repair. In communities where funding for training is limited to professional employees, many of those with the greatest impact for motoring safety do not obtain proper instruction. In order to help correct this problem, a program of proper training courses designed to meet the needs of a minimum of 684 state and local government personnel will be conducted. Course offerings will include the following topics: Traffic Signals for Field Technicians, Basic Electronics, Troubleshooting Traffic Control Systems, and TS-2, Type 1 Traffic Signal Cabinet Seminar.

Task D: Incident Response Training Task Goal: To develop an integrated traffic safety training for personnel involved in non-construction/maintenance activity on the roadway.

Presently, safety training is offered in the areas of roadside assistance, emergency medical services, fire protection, and police with insufficient consideration given to the nature of the work environment where the activity takes place. The need to develop an integrated traffic safety training approach for personnel involved in non-construction/maintenance activity on the roadway would save lives and reduce injuries. In order to correct the problem, training courses will be developed to establish safety training for those involved in these activities on the roadway.

Task E: Public Awareness Handbook for Highway-Rail Crossing Safety Task Goal: To update the "Highway-Rail Grade Crossings Public Safety Education Materials" report information to reflect current facts and statistics and to include a "finger-tip fact" book for use in public education activities.

This report will use the latest information available from the Federal Railroad Administration, current state statistics and state laws, Operation Lifesaver information and railroad operating practices.

01-06-02 PROBLEM IDENTIFICATION AND ASSESMENT

Task A: City/County Safety Assistance Task Goal: To improve safety of local roads and streets.

Many safety problems exist on the local system because city and county officials may simply not be aware of potential roadway hazards. Substandard safety features may increase not only the number of crashes, but also their severity. Roadway features such as poor pavement markings, sign deficiencies, improperly installed signs, inadequate clear zones, and restricted sight distances are undoubtedly contributing to these crashes. Sign vandalism is a major problem on the local system in Texas.

Cities and counties must be aware of potentially hazardous safety features and have a systematic approach for improving them in order to address these roadway safety issues and reduce the number of crashes on the local system. In order to help correct this problem an experienced engineer is engaged to provide assistance and knowledge transfers to 20 cities and/or counties.

01-06-03 HAZARD ELIMINATION

Task A: Hazard Elimination Programs (HES): Task Goal: To reduce the number and severity of crashes and to decrease the potential for crashes. The Transportation Equity Act for the 21st Century (TEA-21) created transfer provisions (Section 154 and 164) for states without conforming laws regarding open containers and DWI repeat offenders. \$35 million in these transfer funds for Texas were allocated to the Federal Hazard Elimination Program (HES). This safety construction program addresses safety needs both on and off the state highway system. Two special programs were set up within the Hazard Elimination program for addressing texture shoulders and concrete median barrier improvements using a portion of these transfer funds. The remaining funds were added to the standard federal set-aside for the Hazard Elimination program.

Roadway Safety Program Area- 06		FY 2001 Budget Module: RS-06										Page 1 of 1 (Dollars in Thousands)		
		# of Proj	TOTAL	402	157a	157b	Federal		STATE	LOCAL	Fed. To Local	Bud. Code		
				154/164	154/164	154/164								
01-06-01: SAFETY TRAINING														
Task A: Highway Safety Training	1	235.0	235.0							117.5	C			
Task B: Work Zone Safety Program														
Sub-Task 1: Work Zone Safety Training	1	510.0	510.0							255.0	C			
Sub-Task 2: Web-based Training in the Use of Tapers in Work Zone	1	10.0	10.0											
Sub-Task 3: Work Zone Traffic Control Video Maintenance Operations	1	10.0	10.0								C			
Sub-Task 4: Work Zone Inspection Handbook for Retroreflective Materials	1	25.0	25.0								C			
Sub-Task 5: Work Zone Safety Kit Program	1	400.0	360.0	360.0					40.0	360.0	C			
Task C: Traffic Signal Maint. & Repair Program														
Task C: Traffic Signal Maint. & Repair Program	1	210.0	210.0							105.0	C			
Task D: Incident Response Training														
Task D: Incident Response Training	1	70.0	70.0							35.0	C			
Task E: Public Awareness Handbook for Highway-Rail Crossing Safety														
Task E: Public Awareness Handbook for Highway-Rail Crossing Safety	1	64.0	61.0					3.0			C			
01-06-02: PROBLEM IDENTIFICATION														
Task A: City/ County Safety Assistance														
Task A: City/ County Safety Assistance	1	85.0	85.0							85.0	C			
01-06-03: HAZARD ELIMINATION PROG.														
Task A: Hazard Elimination Programs														
Task A: Hazard Elimination Programs	200	35,000.0				35,000.0					A			
Totals														
Totals		210	36,619.0	1,216.0	360.0	35,000.0		3.0	40.0			35,957.5		

RS-7

Refer to Appendix F for Budget Codes

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MOTORCYCLE SAFETY

Program Area Module 01-07

Status Motorcycle riders involved in crashes are very vulnerable to death or serious injury, especially head and neck injuries. Studies evaluating the effectiveness of motorcycle helmets in fatalities have proven motorcycle helmets reduce the risk of death by nearly 30 percent. Helmet use is also an important factor in the prevention and reduction of head injury in motorcycle crashes. Independent studies of other personal protective equipment recommended for motorcyclist such as proper reflective clothing, boots, durable long sleeved jackets, long pants, eye and face protection, and providing a seat and footrest to each passenger has proven very effective in reducing the risk of death or injury when motorcyclists are involved in traffic crashes.

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 23 percent in 1999 with 10,523 students and the 2000 projection is for approximately 13,000 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.

Mission To reduce the number and severity of crashes involving motorcycles.

**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

01-07-01 MOTORCYCLE PROGRAMS

Task A: Public Awareness Task Goal: To make the motoring public and motorcyclists aware of shared roadway hazards, the benefits of protective clothing and headgear for motorcyclists, and better enable all motorist to share the roadway. (No funding programmed in this area for FY01)

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PLANNING AND ADMINISTRATION

Program Area Module 01-08

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

01-08-01 PROGRAM OPERATIONS

Task A: Highway Safety Plan (HSP) and Performance Plan Development

Task Goal: To develop a multi-year highway safety plan and an annual performance plan that are in compliance with State and Federal laws and regulations, and that describes in detail the Texas Traffic Safety Program and its performance goals.

Each TxDOT district is responsible for preparing its plan of proposed traffic safety activities in accordance with established program criteria. District plans are submitted to the Traffic Operations Division for review and evaluation. From those 25 district plans submitted, those activities found to have the most potential for impacting the State's traffic safety problems will be included in the HSP.

The Traffic Safety Section of the Traffic Operations Division is responsible for overall problem identification, countermeasure design, and development of the state's HSP. Local governments provide input for the HSP through appropriate TxDOT districts. Other State agencies and organizations provide input directly to TxDOT Headquarters. Federal acceptance of the state's Performance Plan and the "Highway Safety Program Cost Summary" (HS-217) qualifies the Department, as grantee on behalf of the State, to receive the federally appropriated funds for implementation of the HSP. For this task to be successful, the HSP must be submitted to the Texas Transportation Commission for their review and approval. Upon Commission approval the HSP is distributed to NHTSA, FHWA districts, office of the Governor, and subgrantees. The Performance Plan is prepared and submitted to NHTSA prior to September 1st.

Task B: Highway Safety Plan (HSP) Implementation

Task Goal: To implement the HSP by activating projects both statewide and locally.

The HSP is implemented by executing grant agreements and contracts with the state or local agencies, which have jurisdictional responsibility for the various projects identified in the HSP. These agencies, which may receive either federal or state pass through grant funds, are designated as subgrantees. The HSP identifies agencies, which have qualified as subgrantees to receive TxDOT grants for implementing projects during the program year. Procedures for the preparation of grant agreements and contracts have been established by the Traffic Operations Division in cooperation with the General Services Division and U.S. DOT. These procedures will be updated at least once this fiscal year.

Task C: Reimbursement Processing

Task Goal: To efficiently process correctly submitted Requests for Reimbursement (RFR)

TxDOT is responsible for assuring that their subgrantees' RFRs are submitted and processed in accordance with State and Federal requirements. This task is considered administratively successful if 95% of subgrantee RFRs are submitted on time and in compliance with established procedures.

Task D: Grant Agreement Reporting Task Goal: To review periodic reports submitted by subgrantees to ensure project activities occur on schedule and according to the project action plan.

TxDOT is responsible for assuring that subgrantees submit periodic and final project performance reports in accordance with State and Federal requirements. The division program managers will monitor the submission of statewide project reports and district project managers will monitor the submission of local project reports. For this task to be administratively effective, 95% of performance and administrative evaluation reports are submitted on time and in compliance with established procedures.

Task E: Project and Compliance Monitoring Task Goal: To review project management in sufficient detail to ensure activity is in compliance with all applicable regulations and procedures.

TxDOT is responsible for monitoring all implemented HSP projects. Individual project monitoring will include, but not be limited to site visits, review of performance reports, and review of requests for reimbursement. To be considered administratively successful, 95% of monitoring tasks are performed in accordance with established procedures.

Task F: Staff Training and Professional Development Task Goal: To provide training and professional development opportunities to Traffic Safety Program division and district staff to improve the management and technical capabilities of assigned traffic safety personnel.

The Traffic Safety Section has established and coordinates a system of professional development for persons involved in traffic safety. Particular emphasis is placed on locating or developing training, which will enhance the knowledge and skills of TxDOT's Traffic Safety Program staff.

The Traffic Operations Division will continue to seek out workshops and training programs for the improvement and refinement of management and technical skills of Division and District traffic safety staff as well as for subgrantee/contractor project directors and their staff. To be successful, this task should train at least 80% of the designated department traffic safety staff in one program planning-related workshop, conduct one "Safe Communities" workshop for traffic safety professionals and teams of community leaders; have conducted at least one management training course with at least 50% district traffic safety personnel participation, send have at least two staff/district persons to the NHTSA Highway Safety Program Management Course and have traffic safety specialists and local project coordinators participate in one NHTSA Highway Safety Project Management Course.

Task G: Task Force/Coalition Participation Task Goal: To participate in state and local level task forces and/or coalitions that focus on solving traffic safety problems or on improving the management of the overall Traffic Safety Program.

The Traffic Operations Division periodically establishes individual task forces to investigate and make recommendations on various subjects affecting the Traffic Safety Program. Task force membership may consist of district, headquarters division, and/or outside organization representatives. Each task force will receive a specifically defined assignment. For this task to be successful, each task force or coalition formed during the fiscal year discharges its assigned responsibility in accordance with the established instruction and time limits.

Task H: Procedures Development Task Goal: To update, publish and disseminate written functional procedures that direct the administration of the Traffic Safety Program.

The Traffic Safety Section is responsible for developing the functional procedures required to administer the Traffic Safety Program in compliance with appropriate federal and state laws and regulations. This may be accomplished by use of division and section staff, district staff for review, employment of consultants, and or the designation of task forces for specific assignments. This task will be considered successful if, by the end of the fiscal year one management systems analysis is completed with recommendations provided for TxDOT review, and 100% of the traffic safety program procedures have been reviewed, updated, approved, and distributed.

01-08-02 PROGRAM ADMINISTRATION

Task A: Annual Report Task Goal: To produce and provide to the NHTSA and FHWA an annual Administrative Evaluation Report on or before the last day of the calendar year.

TxDOT is required to prepare and submit to the federal oversight administrations an evaluation report summarizing the status of traffic safety in the State, the accomplishments of the various Program Areas for the fiscal year, and a summary of the results of individual agreements funded during the fiscal year. This task will be considered successful if the annual report is completed and submitted to NHTSA by December 31st.

Task B: Crash Data Trend Analysis Task Goal: To provide technical assistance and support on proposed ongoing traffic safety problems through the evaluation and analysis of crash data trends.

TxDOT relies on crash data to develop the Highway Safety Plan, special reports or background materials that are requested by Administration or the Legislature. This project provides the technical assistance to evaluate and analyze crash data trends.

Task C: Overall Problem Identification Task Goal: To develop new and improved problem identification methodologies that can be used by the Texas Highway Safety Program to identify and calibrate potential highway safety problems in the State of Texas and prioritize competing projects designed to address these highway safety problems.

Throughout the country, 402 programs are moving away from the allocation of resources based on compliance with federal-imposed standards and moving towards the allocation of resources based on need. Developing new and improved problem identification methodologies will allow for a more cost-effective allocation of the limited resources that are available to the Highway Safety Program.

Task D: Executive Summary Task Goal: To produce an executive summary that highlights significant program achievements

An Executive Summary of the Annual Report should be developed, produced, and provided to the Department by June 15th. This summary is provided for the Transportation Commission, subgrantees, the public and legislation upon request.

Task E: Impact Analysis Task Goal: To provide administrative assistance and analyses on significant legislative issues and to assist the state in making, enhancing or revising traffic safety related policy.

Actions taken by Congress, the federal government, and the state legislature, combined with enhanced program activities, should make major inroads into the injury and fatality rates in the State. Therefore, it is critical to provide analyses on select issues to determine potential and actual impact on the overall traffic safety problem.

Task F: Older / Younger Driver Crash Risks Task Goal: To develop a database detailing the locations and the types of crashes in which younger and older drivers were involved in the state of Texas in 1995, 1996, 1997, 1998.

The locations, the reasons for, and the factors contributing to the marked increase in the younger and older driver fatality rates remains largely unexamined on both a state and federal level despite recent calls for their identification.

Determining where older drivers are having problems, and where younger and older driver fatalities typically occur and if younger and older drivers are repeatedly involved in particular types of crashes is a necessary first step in reducing the rate of fatalities. This step may also provide insight of other factors, such as the recent change in the maximum speed limit of Texas, the increased complexity of the driving environment, newly incorporated traffic safety laws, or even the addition of equipment in vehicles.

This project will develop a database, analyze the data and produce a report.

TASK TITLE	# of Proj	FY 2001				STATE		LOCAL		Page 1 of 1	
		TOTAL	402	157a	Federal	1,800.0	LOCAL	LOCAL	(Dollars in Thousands)		
									Fed. To	Bud. Code	
01-08-01: PROGRAM OPERATIONS	1	1,800.0				1,800.0				A	
Task A: Highway Safety Plan & Performance Plan Development											
Task B: Highway Safety Plan Implementation											
Task C: Reimbursement Processing											
Task D: Grant Agreement Reporting											
Task E: Project & Compliance Monitoring											
Task F: Staff Training & Prof. Development											
Task G: Task Force/Coalition Participation											
Task H: Procedures Development											
01-08-02: PROGRAM ADMINISTRATION											
Task A: Annual Report	1	37.4	35.1			2.3				C	
Task B: Crash Data Trend Analysis	1	21.7	20.4			1.3				B	
Task C: Overall Problem Identification	1	50.0	50.0							C	
Task D: Executive Summary	1	22.4	22.4							C	
Task E: Impact Analysis	1	40.0	40.0							B	
Task F: Older/Younger Driver Crash Risks	1	60.8	57.2			3.6				B	
Totals	7	2,032.3	225.1			1,807.2					

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SAFE COMMUNITIES AND COLLEGE TRAFFIC SAFETY PROGRAMS

Program Area Module 01- 09

Status 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. Several cities/counties and colleges in the State are combining anti-DWI, occupant protection education, bicycle and pedestrian programs, roadway corridor safety, and other traffic safety efforts.

Mission To increase the level and efficiency of local integrated traffic safety programs in order to decrease the number of traffic related injuries and deaths.

**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:

- Community - developing and implementing a traffic safety program specifically designed to meet identified community needs.
- 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

01-09-01 LOCAL INVOLVEMENT

Task A: Community (CTSP) and/or Community/Corridor Traffic Safety Program (C/CTSP) Task Goal: To assist developing, planning and implementing local Traffic Safety Programs that are designed specifically to meet identified community needs.

The leaders of political jurisdictions will be encouraged to take an integrated approach to solving traffic safety problems in their communities. Key elements of this problem solving program includes: community support, resource allocation, and commitment from local leaders and involvement of community groups, the media, neighborhoods, and the schools. A coordinated planning process will establish traffic safety priorities, and obtain leadership and guidance from the TxDOT district traffic safety office. Some of the program's project activities may generate program income. No community or community/corridor projects are planned at this time.

Task B: College Traffic Safety Programs Task Goal: To target a high-risk age group with a multi-issue and systematic approach to traffic safety.

Designed and implemented for the college students and staff, the college and university system provides one of the best vehicles in reaching this high-risk age group and structurally functions as a community unto itself. This program may focus primarily on issues related to safety belt use and alcohol and drug use management (including policy development, server responsibility, drug-free promotion, designated driver, etc.). Three segments of the college system will utilize this program: student groups, campus police, and the administration and student services. Some project activity may generate program income. At least two universities will conduct programs.

Task C: Safe Communities Task Goal: To integrate business, health and medical professionals in developing a community-wide injury control strategy. The Safe Communities approach will utilize injury, medical and cost data to provide a real understanding of the extent and nature of traffic injuries in the community. Safe Communities shift the focus from fatalities to one on injuries and injury prevention.

Highway safety can best be addressed at the community level through broad-based coalitions involving health care providers, business and insurance company partnerships local government and traditional traffic safety partners such as law enforcement, EMS, and advocacy groups. Through this effort, the business community will recognize that their participation in local safe communities coalitions will have a direct effect in reducing health care costs and insurance claims and will use their data to identify their own unique problems and implement solutions that coincide with their own community environment.

Nine communities will begin or continue Safe Communities projects. Seed support for the initial development of at least 25 additional local Safe Community

programs will begin in FY01, with additional 25 communities in FY02 and in FY03. Each community will develop an active local coalition, attend a Safe Communities workshop, and utilize the Assessing Community Traffic Safety (ACTS) tool to develop a Safe Community Asset Development Plan (Refer to 01-09-02, Task A).

Task D: Community Events Task Goal: To allow districts to conduct state-funded public information projects focusing on traffic safety, primarily DWI, speeding, and safety belts.

There are many instances where local community organizations have the opportunity to conduct traffic safety activities for their citizens, or to participate in events that reach audiences outside their community. These may be year-round campaigns, one-time local promotions, or major events drawing thousands of people, such as the Texas State Fair, or the Fort Worth Stock Show & Rodeo. These projects consist of district staff purchasing public information materials, including promotional items, pertinent to the activity. Six events are planned in four districts.

01-09-02 COORDINATION AND TRAINING

Task A: Assessing Community Traffic Safety Task Goal: To add to the uniformity and quality of community traffic safety statistical data.

Communities attempting to implement a Safe Communities coalition are faced with the daunting task of gathering and evaluation amorphous and ill-specified data before any implementation of traffic safety programs may be attempted. Although community coalitions may have the resources to implement programs (such as enforcement, or informational campaigns) many communities do not have the resources to develop the data evaluation criteria nor to research the best methods for addressing the traffic safety issues identified. This project will develop the Assessing Community Traffic Safety (ACTS) method specifically for Texas. At least 250 communities will be assisted to implement safe community planning.

Task B: Safe Communities Program Management Services Task Goal: To guide, coordinate and assist TxDOT to ensure implementation of the Safe Communities program in Texas.

Texas concurs with the National Highway Traffic Safety Administration adaptation of the Safe Community approach which identifies four defining characteristics of the program that make it different and more effective than previous injury prevention efforts. The four defining characteristics are expanded partnerships, data linkage, citizen input and involvement, and integrated and comprehensive injury control strategies. However, the four characteristics that create a more effective effort combine to create a more difficult and time consuming program to coordinate and implement. This project will acquire the services of a project manager to coordinate the Safe Communities grant management, training and serve as a technical advisor as needed. At least one Safe Communities training workshop will be conducted each year for three years. An additional 25 communities will be integrated each year for the next three years.

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DRIVER EDUCATION AND BEHAVIOR

Program Area Module 01-10

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.

Since its inception, driver education has come to mean a broader and sometimes less formal approach to education through workshops, seminars, and other media. The state program has encompassed the broader definition by support of driver education through the Texas Education Agency, specific training in various technical traffic safety areas (addressed in other program modules), 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. These include, but not limited to, issues such as distractions, aggressive driving and fatigue.

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.
-

Mission To alter the public's behavior and perception through education in order to reduce the risk of traffic crashes and resulting injuries and deaths.

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

Campaigns:

- **Save a Life™**
- **Driver Fatigue/Drowsy Driving**
- **Cell Phone Safety**
- **Don't Risk The Red**

Education:

- **Employers for Traffic Safety**
- **Texas Education and Youth Safety Training**
- **Traffic Safety for Youth and Older Adults**

Special Projects:

- **Traffic Safety Newsletter**
 - **Traffic Safety Resource Materials**
 - **Southwest Traffic Safety Workshop**
 - **"On The Road In Texas"**
-

DRIVER EDUCATION & BEHAVIOR

01-10-01 EDUCATION & TRAINING

Task A: Save a Life™ Campaign Task Goal: To encourage public compliance with traffic safety laws and to modify behavior by coordinating a statewide comprehensive traffic safety information and education campaign.

Traffic-related crashes, injuries and deaths continue to impact the lives of the people of Texas, regardless of the mode of transportation. Many of these tragic losses are the result of disregard for traffic laws and poor driving techniques such as: driver inattention, disobeying traffic controls, not wearing safety belts, aggression, and other high-risk behaviors including speed related and driving impaired.

A statewide informational/educational campaign will be conducted to emphasize different people/different modes of travel can share the road in a safe, cooperative, mutually beneficial spirit and thus saving lives. Media events, TV and radio public service announcements, printed educational materials, special public relations activities, and promotional items will be produced in support of the Save a Life™ theme. An Internet Website, to improve information and communication access, will be developed.

State funds will be utilized to defray the media advertising purchases and other related expenses of the campaign. Federal funds may be added to supplement campaign expenses. This project supports educational tasks in other program areas.

Task B: Don't Risk the Red - Stop Red Light Running Program Task Goal: To prevent fatalities and injuries by concentrating on driver behavior crash causal factors such as red light running together with aiding enforcement and public awareness activities.

At least one additional comprehensive safety outreach program will be made up of partnerships with other institutions, organizations, and businesses working together toward the common goal of red light running prevention and intersection safety in at least one other community. High school students will be surveyed to assess their awareness of high-risk behavior and the consequences. Presentation materials will be prepared and distributed to trauma coordinators and driver education teachers as well as educational items for the general public.

Task C: Driver Fatigue/Drowsy Driving Program Task Goal: To educate the public on the risk of driving fatigued or drowsy.

The dangers associated with driving while drowsy or fatigued have become more widely recognized and publicized. The solution to this problem depends largely on a change in driver behavior. A creative and effective public information campaign is essential to bringing about that behavioral change. This project will develop and support the implementation of a comprehensive, statewide public information and education campaign to address the problem of drowsy driving.

Task D: Employers for Traffic Safety Task Goal: To provide traffic safety information and materials to employers.

Costs from motor vehicle crashes have been increasing annually. More companies are finding it good business to institute traffic safety policies and programs. Whether on or off the job, the most effective delivery mechanism for reaching employees and influencing their behavior is through the workplace environment. Additional benefits include strengthening employer-employee relationships, improving employers' standing in their communities, and facilitating private sector participation in state and local highway safety initiatives. A statewide Employers for Traffic Safety Program will be conducted for a minimum of 100 companies.

Task E: Texas Driver Education and Youth Safety Program Task Goal: To continue the traffic safety training and leadership programs which target the novice, at-risk drivers.

Workshops will be conducted for 500 teachers and administrators on the use of the Texas Driver and Traffic Safety Education Master Curriculum Guide that was developed and distributed in FY00. Training will concentrate on Driver Performance and Personal Factors and emphasize the youth related issues of alcohol and other drug countermeasures, aggressive driving, fatigue, and occupant protection issues. A survey that allows for feedback on the classroom implementation of the materials will be analyzed to determine necessary updates and curriculum revisions. Efficient and innovative methods will be explored for distributing driver education information. 3000 junior and senior high school students, teachers, and advisors participating in the Texas Youth Safety Program will be provided materials, training and other traffic safety information. A minimum of 30 students and advisors representing Texas Outstanding Safety Schools participate in the annual National Student Safety Program Conference.

Task F: Cell Phone Safety Campaign Task Goal: To develop and produce components for a statewide cell phone safety public education campaign, to alert drivers to the hazards of driving while distracted by cell phone conversations.

Research studies concluded that drivers talking on the phone while driving are four times more likely to be involved in a collision than non-talking drivers. Radio public service announcements, billboards and educational materials, such as bumper stickers and a drive-alert cell phone sticker will be produced and distributed. *Healthline Texas*, the radio network of the Texas Medical Association, has agreed to air radio PSAs promoting safety tips for cell phone users who talk and drive, and cell phone safety topics will be included in programming for "On the Road in Texas", TxDOT's traffic safety radio network.

Task G: Traffic Safety for Youth and Older Adults Task Goal: To increase occupant protection usage for groups and individuals with specific needs.

The two highest-risk age groups in traffic are teens and older adults. Older adults who are involved in serious collisions have a three times greater chance of suffering a serious injury or death than younger persons. In 1998, the Department of Public Safety statistics indicate there were over 5,500 licensed drivers in Texas 93 years of age or older.

Individuals 65 and older are almost twice as likely to be killed as a pedestrian as other members of the general public. According to the Insurance Institute for Highway Safety, the crash involvement per mile driven among driver's 16-19 years old is 4 times the risk among older drivers. Crashes rates are higher largely because of young drivers' immaturity combined with driving inexperience. Observational surveys conducted by the Texas Transportation Institute in 1998 indicate that teens, especially males have a lower than average safety belt usage rate.

Educational programs that stress the protection provided by air bags and safety belts, as well as other traffic safety issues of special concern to older adults will continue to be developed and at least 30 presentations will be conducted reaching more than 2,000 participants. Other safety issues will include the walking mobility and safety, bicycle and helmet use, and recreational vehicle use of older adults. These educational activities will include the distribution of support materials to at least 500 senior adult centers and senior organizations. In addition, an older adult component will be developed and promoted on the Texas Department of Health Injury Prevention Web page.

At least 25 traffic safety presentations will be conducted to youth groups. Educational materials promoting the use of safety belts will be distributed to at least 100 high schools. An additional 100,000 pieces of youth and older adult education literature promoting traffic safety will be provided.

Task H: "On the Road in Texas" Task Goal: To increase the public's knowledge of traffic safety issues and laws in Texas using radio messages.

"On the Road in Texas" is a unique approach to serve the community with vital life-saving messages in an entertaining and information way. Each month a series of 13 timely reminders are recorded in English and Spanish and distributed to participating radio stations. Stations are requested to broadcast the features any time Monday through Sunday in either morning or afternoon drive time. A host narrator interviews DPS spokespersons and special guests. Topics support the Save a Life™ theme and include impaired driving, occupant protection, speed limit compliance and other multi-modal issues. This task will be administratively successful if 100 stations participate in "On the Road in Texas" reaching more than 2 million listeners monthly.

01-10-02 GENERAL TRAFFIC SAFETY SUPPORT

Task A: Traffic Safety Newsletter Task Goal: To develop a statewide newsletter that provides a variety of information about traffic safety-related issues.

The Department will continue to produce and distribute a newsletter providing pertinent information about traffic safety-related issues and events throughout the state to approximately 2000 readers. The newsletter will be distributed to any requesting individual or group such as, the news media, government officials, community groups, traffic safety professionals, and any other interested entities. Internal and external customers will be asked to contribute articles and input. This task will be successful if 3 issues of a newsletter are produced and distributed.

Task B: Traffic Safety Materials Support Task Goal: To produce relevant and timely traffic safety support materials on a variety of topics.

This task will support local, state, and federal initiatives traffic safety-related materials (i.e., Operation Blue Talon, ABC Mobilization, safety belt, speeding, and impaired driving). Informational materials, such as activity books, brochures, posters, videos, slides, power point presentations, etc., and promotional items may be produced and available to the districts and subgrantees for use in their traffic safety programs.

The back of Watch For Ice On Bridge Signs provides a space to remind motorist of important traffic safety issues. Decals will be produced and distributed to 25 TxDOT districts for placement on a minimum of 10,000 folded signs along state maintained highways.

Task C: Southwest Traffic Safety Workshop Task Goal: To coordinate and conduct a traffic safety workshop for traffic safety professionals, public health officials, community leaders and law enforcement personnel.

The department will host a statewide workshop to be held in FY01 that will provide current information regarding occupant protection, speed limit compliance, and other traffic safety issues. The workshop will feature state and locally recognized speakers, offer training to law enforcement officers, and promote interagency and public/private cooperation. Pre and/or post meetings may be scheduled to consolidate travel for participants. This project will be considered administratively effective if a statewide traffic safety workshop is conducted for a minimum of 150 attendees.

Driver Education & Behavior Program Area- 10		FY 2001 Budget Module: DE-10				Page 1 of 1 (Dollars in Thousands)		
		# of Proj	TOTAL	Federal	STATE	LOCAL	Fed. To Local	Bud. Code
			402					
01-10-01: EDUCATION & TRAINING								
Task A: Save a Life™ Campaign	1	1,575.0			1,575.0			A
Task B: Don't Risk The Red	1	165.0	165.0					A
Task C: Driver Fatigue Drowsy Driving Program	1	19.5	19.5					B
Task D: Employers for Traffic Safety	1	90.0	90.0					B
Task E: Texas Driver Educ. & Youth Safety Program	1	289.0	231.0		40.0	18.0		B
Task F: Cell Phone Safety Campaign	1	80.0	80.0					B
Task G: Traffic Safety For Youth & Older Adults	1	182.0	182.0					B
Task H: "On the Road in Texas"	1	196.0	196.0					B
01-10-02: GENERAL TRAFFIC SAFETY SUPPORT								
Task A: Texas Traffic Safety Newsletter	1	20.0			20.0			B
Task B: Traffic Safety Materials Support	1	300.0	100.0		200.0			B
Task C: Southwest Traffic Safety Workshop	1	25.0	25.0					B
Totals		11.0	2,941.5	1,088.5	1,835.0	18.0		

SCHOOL BUS SAFETY

Program Area Module 01-11

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.

Mission To reduce the number and severity of school bus related crashes, injuries, and fatalities.

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

01-11-01 SCHOOL SAFETY TRAINING PROGRAMS

Task A: School Transportation Safety Training Program Task Goal: To 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.

With the increase in the number of students transported, mileage traveled and concern for school bus crash reduction, officials in charge of school bus transportation operations must be skilled in a broad range of areas. The National Association for Pupil Transportation (NAPT), and the Texas Association for Pupil Transportation (TAPT), have been established to help officials become better trained, and certified, in response to their quickly evolving and varied responsibilities.

Unfortunately, until 1994 no NAPT workshops were offered in Texas, greatly limiting the level of training resources readily available to Texas school transportation officials. The 1994-1999 school bus transportation workshops and training programs were very well attended and received and are being continued in federal fiscal year 2001. This project will generate program income from registration fees charged to training and workshop participants. Program income will be generated. 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.

For the project to be administratively successful, one NAPT and TAPT School Transportation Official Training Program workshop must be conducted, with a minimum attendance of 80 participants receiving certification training. During the fiscal year, four NAPT and TAPT-approved 40-hour School Bus Driver's Train-the-Trainer Schools will be conducted with a minimum of 100 school bus driver instructors being trained. Necessary training materials will be provided and five train-the-trainer courses will be presented. Strategic planning and instructor training meetings will also be conducted.

Task B: School Bus Illegal Passing Education Task Goal: To continue in Houston and establish another local program designed to educate drivers of the law requiring motorist to stop for school busses loading or unloading.

School transportation officials across the state have commented on the increasing number of incidents of school bus drivers reporting being passed while loading and unloading. This project will confirm the problem and develop potential countermeasures for the selected city and evaluate the success of this project and the continuation project in Houston so it can be repeated in one additional city in Texas during FY 02.

Task C: School Bus Drivers Re-certification Maintenance Task Goal: To rewrite the eight-hour re-certification course for school bus drivers.

A School Bus Transportation Advisory Group will be formed and meet at least three times to review and provide updated material for the eight-hour course, which will include changes in law based on on-going legislative changes. The new course materials will include an instructor's guide and a driver's resource material. Visual aids will be developed both as a power point presentation and on overhead transparencies. This will allow the instructor to teach using the type of system that is most currently available. Once the course is completed, three training classes will be scheduled through the Texas Education Telecommunications Network (TETN). Instructors will be required to attend one of the three training classes in order to remain a certified instructor.

Task D: Critical Traffic Safety Issues for School Bus Driver Training Task Goal: To develop and pilot a 16 hour course for school bus driver trainers that will be offered two times at Texas A&M University.

The course will include "hands-on field based" training in which drivers engage in practical exercises aimed at reducing school bus related crashes. Some of the areas that will be covered in this training are:

- automatic braking system,
- complex mirror systems,
- emergency escape hatches and windows,
- new engine and transmission combinations, and
- equipment used to transport students with disabilities.

Task E: School Bus Drivers 20 Hour Certification Maintenance Course Task Goal: To maintain the 20 hour School Bus Driver Certification Course.

A School Bus Transportation Advisory Group will be formed to meet at least three times to review and provide update materials for the 20-hour course including changes in law based on the legislative sessions. The updated course materials will be distributed as changes to the instructor's guide and driver's resource manual once a year.

Task F: Public Awareness Campaign Task Goal: To develop and implement a three-phased strategy to raise public awareness on the safety and economic benefits of yellow school bus transportation.

The first phase is designed to succinctly state the message of Texas' pupil transportation public awareness program. The second phase creates a "media package" for dissemination in the general public. The third phase is delivering the message that parents should continue to encourage their children to ride a yellow school bus and become part of the safety zone at the front of the bus. Each of the three years of the program builds on the previous year's work.

Task G: School Bus Illegal Passing Study Task Goal: To develop, implement, and conclude a school bus illegal passing study in Texas by September 30, 2001.

The school bus illegal passing study project includes: (1) tabulation and analysis of Texas crash data; (2) development of evaluation models; (3) collection of field data; (4) transcription and analysis of field data; (5) the development of conclusions, recommendations and potential engineering/educational/enforcement countermeasures to address the identified problems.

PEDESTRIAN/BICYCLE SAFETY

Program Area Module 01-12

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. In bicycle crashes, head injuries are the leading cause of death. Bicycle helmets are the single most effective safety device available to reduce head injuries and fatalities and have been shown to be up to 85 percent effective in reducing head injuries. With the increased attention on personal fitness and health, bicycling, jogging and walking have become increasingly popular as part of an environmentally sound and healthy lifestyle.

Mission To provide information and training for children and adults about the dangers of improper street crossing and how to safely ride a bicycle and how to properly use a helmet.

**Program
Goals**

- To decrease motor vehicle-related pedestrian fatalities and injuries.
 - To decrease pedalcyclist related traffic crash fatalities.
 - 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, training and crash investigation programs, school district personnel, community groups and families, along with other appropriate groups and individuals.

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

PEDESTRIAN/BICYCLE SAFETY

01-12-01 TRAINING & EDUCATION

Task A: Pedestrian/Bicyclist Crash Reconstruction Course Task Goal: To provide two pedestrian/bicyclist crash reconstruction training courses to a minimum of 50 Texas Peace Officers.

This course presents the most current methods of investigating pedestrian or bicyclist crashes, and enables the officer to accurately determine the events leading up to and resulting in pedestrian/bicyclist involved collisions. Officers trained as pedestrian/bicyclist collision reconstructionists can offer credible testimony in a court of law. Their knowledge is often used to establish a need for life saving roadway safety features such as signs or signals. Officers must first complete Advanced Accident Investigation or an equivalent course as a prerequisite to this course. At least two courses will be provided to a minimum of 50 Texas peace officers.

Task B: Bicycle Helmet Distribution and Education Program Task Goal: To provide bicycle helmet education and training and to distribute bicycle helmets to low income children ages 5-14 through community groups and schools in Texas. This program will be conducted with the following components:

- Revise, develop and distribute standard curriculum for bicycle helmet safety presentation distribution program along with forms and materials.
- Conduct a bicycle safety education program for 20 childcare centers or elementary schools.
- Update bicycle helmet information pages on the Safe Riders web pages on the World Wide Web.
- Coordinate at least 20 bicycle helmet low-cost purchase programs for schools, PTAs, and community groups.
- Distribute at least 10,000 educational materials regarding bicycle helmet safety to schools, businesses and community groups.
- Provide bicycle helmets to at least 50 low-income groups and schools in Texas cities.

Task C: Texas SuperCyclist Project Task Goal: To decrease bicycle fatalities and injuries by training health and physical education teachers across the state to use the SuperCyclist curriculum in the fourth (4th) and fifth (5th) grade classroom.

This program will take the SuperCyclist curriculum statewide and will provide bicycle safety education, increase bicycle safety knowledge and increase helmet usage. The project will maintain a minimum of thirteen (13) certified Effective Cycling Instructors trained in the use of the SuperCyclist curriculum. A minimum of 1800 health and physical education teachers will be trained for the Texas Education Agency's 20 regions.

This project may generate program income. All program income earned during the grant period shall be added to federal funds committed to the project and be used to further eligible program objectives. Program income that remains unexpended after the grant ends shall continue to be committed to the original grant objectives.

Task D: Pedestrian Safety Roadshow/Partner Walkable Texas Task Goal: To create a safe pedestrian environment by developing a partnership of individuals and organizations to increase awareness of pedestrian safety problems and develop countermeasures to improve the pedestrian environment.

- Form a "Partnership for a Walkable Texas" that will bring together traffic safety professionals, health care providers, parents, neighborhood leaders, school and business groups to address the issue of pedestrian safety in Texas. This partnership will provide technical assistance to communities with demonstrated pedestrian safety problems, provide technical assistance to communities looking to improve the pedestrian environment, provide training to transportation professionals and provide workshop facilitation.
- Identify and conduct "Pedestrian Safety Road Shows" designed to identify pedestrian safety and walkability problems and potential countermeasures for a minimum of ten (10) communities.
- Identify and conduct pedestrian audits to identify problem locations and potential countermeasures in a minimum of 50 Texas communities.
- Determine the number of pedestrian safety and traffic calming programs operating at the local level and track their activities and effect on pedestrian crashes.
- Conduct at least one "train the trainer" workshop.
- Develop pedestrian crash profiles for at least 10 communities using DPS crash data.

Task E: Bicycle Helmet Promotion Project Task Goal: To form a helmet promotion coalition that will implement and evaluate a multi-faceted, comprehensive community-based program to increase helmet ownership and usage among children (ages 5-18) bicyclists, in line skaters, and skate boarders in Waco, Bell and McLennan counties, thereby reducing the incidence of related fatalities and injuries.

This program will have the following components:

- Form a coalition of agencies, organizations and other non-traditional partners to work toward helmet promotion.
- Conduct community diagnosis and identify significant barriers to helmet use by children through a mail survey needs assessment along with focus groups of school children.
- Increase knowledge among children and their parents about the need to own and use helmets while biking, in-line skating and skate boarding through newsprint, media, and network of family physicians.
- Distribute helmets to low income children.

Pedestrian/Bicycle Safety Program Area- 12		FY 2001 Budget Module: PS-12						Page 1 of 1 (Dollars In Thousands)		
		# of Proj	TOTAL	402			LOCAL	LOCAL	Local	Bud. Code
				Federal	STATE	Federal				
01-12-01: TRAINING & EDUCATION										
Task A: Ped/Bike Crash Reconstruction Course	1	34.1	34.1				0	34.1	A	
Task B: Bicycle Helmet Distr. & Educ. Program	1	275.0	275.0				0.0	275.0	A	
Task C: Texas SuperCyclist Project	1	396.7	299.2				97.5	299.2	A	
Task D: Pedestrian Safety Roadshow/ Partner Walkable Texas	1	101.8	85.6				16.2	85.6	A	
Task E: Bicycle Helmet Promotion Project	1	117.6	117.6				0.0	117.6	B	
Totals										
	5	925.2	811.5				113.7	811.5		

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COMMERCIAL VEHICLE SAFETY

Program Area Module 01-13

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:

- 109,726 commercial drivers' licenses were issued in 1998.
- Approximately 127,361,290,000 truck miles are logged annually.
- There are 4,590,347 registered trucks weighing equal to or less than 1 ton and 134,423 registered trucks weighing more than 1 ton in 1999.
- Commercial vehicles were involved in 414 fatal crashes in 1998.
- Of those crashes 496 deaths were reported.
- There were 10,213 injury commercial vehicle crashes in 1998 with 17,300 persons injured.

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.

Mission To reduce the number and severity of commercial vehicle crashes and the resulting injuries and fatalities.

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.
 - 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

01-13-01 COMMERCIAL VEHICLE SAFETY PROGRAMS

Task A: Safe Streets Truck/Trailers Enforcement Task Goal: To conduct a Safe Streets Truck/Trailers enforcement STEP in Laredo.

Laredo has been experiencing increased commercial vehicle traffic that is not adhering to the published truck routes. The commercial vehicles violating the city's truck route increase the risk of crashes, fatalities and injuries to the public. The increased enforcement of truck-related traffic is expected to reduce the number of crashes, injuries and deaths related to trucks in the city.

Task B: Houston District Engineering, Enforcement and Education

(3-E) Workshop Task Goal: To conduct a workshop inviting key industry players to address the dramatic increase in fatal traffic crashes involving commercial vehicles in the Houston district area.

Houston is the fourth largest city in the United States with a population of nearly 2 million. The city limits include 600 square miles and currently has over 9000 miles of improved roadways traveled daily by commercial vehicles. Due to a significant increase in fatal traffic crashes involving commercial vehicles, an incident involving a commercial vehicle becomes a highly profiled incident in Houston. This commercial vehicle experience in Houston indicates a need to bring together all transportation participants to work toward developing strategies for improving roadway safety for all Houston roadway users.

Task C: Commercial Vehicle Safety Task Goal: To develop and implement a program to reduce commercial vehicle crashes, injuries and fatalities on Texas highways.

Projects will include traffic enforcement and the development of partnerships with state, federal and local agencies, as well as the trucking industry. Education and training will also be conducted in conjunction with the "Save a Life" campaign."

PART III
APPENDICES

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, which is administered by the appointed Governor's 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 serves as 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 a division support structure at Austin headquarters.

The Traffic Safety Section of the Traffic Operations Division manages the Program statewide.

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

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

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 nine 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
- Speed control
- 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.

**Problem
Severity**

Problem severity is partially determined by geographic area according to cities and counties. An analytic model, the Save City/Save County Index, was developed to rate these areas. The latest Save City/Save County Index can be found in Appendix C.

SAVE CITY/SAVE COUNTY RANKING PROCEDURE

Definition Save City/Save County (SC/SC) Ranking Procedure is a set of formulae developed by the Texas Transportation Institute for the TxDOT that are based on crash rate and severity and designed to provide a ranking of problem severity for each city and county in Texas. The Save City/Save County rankings are used to:

- assist in problem identification by location
 - ensure that available funds are used as effectively as possible
 - aid in countermeasure development
 - enhance the ability to evaluate program efforts
 - support programming decisions.
-

Assumptions The methodology used to produce these rankings is based on the following assumptions:

- Each District of the Texas Department of Transportation has some traffic safety problems.
 - A certain number of traffic crashes will occur in Texas regardless of the level of effort or the relative effectiveness of countermeasures.
 - Three factors - exposure, number of crashes, and historical trends-- are important in determining the relative importance of traffic safety problems.
 - A combination of both crash frequency and crash rate is significant in determining potential traffic safety problem areas.
-

**Crash
Types**

The following types of crashes were examined:

- Hazardous moving violation crashes rural and urban
- Alcohol-impaired Driver
- Motorcycle
- Driver and front seat passengers (age 4 and older) with no restraint
- Passengers (Age ≤ 3) without restraining devices or restraining devices unknown.

- Speeding (urban and rural)
- Pedestrian
- Pedalcycle

The crashes used are those in which someone was killed (K) or received an incapacitating (A) or non-incapacitating (B) injury.

Formulas The Save City formula is based on:

- Crash history (2 years)
- City's population
- County's current vehicle miles traveled (VMT).

The Save County formula is based on:

- Crash history (3 years)
- County's current VMT.

Note: City VMT is not available. As a surrogate for city VMT, county VMT and city population are used. Also, three years are needed for the county formulas due to the smaller number of counties.

Procedure Cities and counties are ranked, and those ranked first have the highest potential problem with a particular type of crash. The ranking procedure consists of three major steps:

Step 1: Frequency (Count) Rank (FRANK)

A frequency rank is developed to predict the expected crash count. Expected count is compared to actual count:

- A 95% interval is computed for expected count.
- If the actual count is outside the interval, then the actual count is used in ranking.
- If the actual count is within the interval, then the expected count is used in assigning the rank.

Step 2: Crash (Rate) Rank (RRANK)

The cities and counties are ranked based on crash rate. The rate is based on:

- County VMT

- b. Population (for cities only)
- c. Crash count (actual or expected) from results in Step 1

Step 3: Final (Weighted) Rank (QARANK)

A weighted average is computed from:

- a. Frequency rank
- b. Crash rate rank

$$\text{Final rank} = 75\% (\text{frequency rank}) + 25\% (\text{Rate rank})$$

Three times more weight is given to the frequency ranking than the crash rate ranking.

Results

The Save City/Save County formulas provide stability and consistency to the ranking procedure which leads to more valid funding decisions. This information reflects the relative need and problem severity for each political subdivision. As a result, the quality and comprehensiveness of research and countermeasure development are improved.

Tables

Tables for the top 57 cities/counties for those crashes analyzed are included in Appendix D.

Column Headings: The column heading labels in the Tables that follow in Appendix D are as follows:

Count = the actual number of crashes counted in the period of time used for the calculation (usually one year or more).

FRANK = is the "frequency" (count) rank as determined in STEP 1 on the preceding page.

RRANK = is the "crash" rate rank described in STEP 2 on the preceding page.

QARANK = is the final (weighted) rank described under STEP 3 in the ranking procedure shown on the preceding page.

SAVE CITY/SAVE COUNTY LISTINGS

Excerpts from the Average Weighted Rank for the Save City/Save County listings for calendar year 1997 are included in this Appendix and cover the top 57 cities/counties in each of the following categories of crash data:

<u>Category</u>	<u>Page</u>
Save City Listing	
Urban Speeding	D-2
Alcohol-Involved	D-3
Adult-No Belt	D-4
Child-No Belt	D-5
Motorcycle	D-6
Pedestrian	D-7
Pedalcyclist	D-8
Save County Listing	
Rural Speeding	D-9
Alcohol-Involved	D-10
Adult-No Belt	D-11
Child-No Belt	D-12
Motorcycle	D-13
Pedestrian	D-14
Pedalcyclist	D-15

1997 DPS Crashes Per City
Injury and Fatal (A, B & K) URBAN SPEEDING Crashes
Cities Printed by Weighted Ranking

City	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
ODESSA	156	14.0	75.0	1.5
AMARILLO	272	8.0	93.0	1.5
ORANGE	77	36.0	13.0	3.0
SAN ANGELO	121	19.0	76.0	4.0
LUBBOCK	278	7.0	127.0	5.0
PORT ARTHUR	146	16.0	104.0	6.0
SAN MARCOS	84	32.0	57.0	7.0
TYLER	145	17.0	109.0	8.0
LUFKIN	73	40.0	43.0	9.0
PARIS	50	51.5	17.0	10.0
LONGVIEW	104	26.0	95.0	11.0
TEXARKANA	76	37.5	61.0	12.0
BEAUMONT	163	13.0	138.0	13.0
LAREDO	126	18.0	126.0	14.0
SHERMAN	74	39.0	66.0	15.0
MC ALLEN	152	15.0	146.0	16.0
CORPUS CHRISTI	267	9.0	170.0	17.0
FORT WORTH	855	4.0	195.0	18.0
VIDOR	42	63.5	18.0	19.0
WACO	112	20.5	149.0	20.0
EL PASO	405	6.0	193.0	21.0
HARLINGEN	85	30.5	120.0	22.0
BROWNSVILLE	112	20.5	151.0	23.0
AUSTIN	506	5.0	199.0	24.0
COLLEGE STATION	76	37.5	102.0	25.0
LEAGUE CITY	79	35.0	110.0	26.0
DENTON	108	24.0	145.0	27.0
PALESTINE	36	68.5	15.0	28.0
SAN ANTONIO	969	3.0	213.0	29.0
TEMPLE	82	33.0	124.0	30.0
DALLAS	1442	2.0	218.0	31.0
KILLEEN	87	28.0	144.0	32.0
NEW BRAUNFELS	50	51.5	77.0	33.0
ABILENE	80	34.0	136.0	34.0
HOUSTON	2273	1.0	238.0	35.0
LEWISVILLE	85	30.5	150.0	36.0
GARLAND	250	10.0	220.0	37.0
ATHENS	28	77.5	19.0	38.0
CONROE	63	42.0	128.0	39.0
ARLINGTON	240	11.0	223.0	40.0
PLANO	109	23.0	188.0	41.0
KERRVILLE	28	77.5	28.0	42.0
LUMBERTON	25	85.5	5.0	43.0
CEDAR PARK	42	63.5	73.0	44.0
PASADENA	181	12.0	232.0	45.5
MIDLAND	59	43.0	139.0	45.5
NACOGDOCHES	38	67.0	72.0	47.0
TEXAS CITY	55	47.5	131.0	48.5
ROUND ROCK	56	45.5	137.0	48.5
BIG SPRING	27	80.5	34.0	50.0

1997 DPS Crashes Per City
Injury and Fatal (A, B & K) ALCOHOL-INVOLVED Crashes
Cities Printed by Weighted Ranking

City	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
SAN MARCOS	44	23.0	70.0	1.0
ORANGE	25	41.0	52.0	2.0
ODESSA	55	15.5	129.0	3.0
SAN ANGELO	47	21.0	118.0	4.0
DEL RIO	20	53.5	27.0	5.0
LONGVIEW	49	18.0	141.0	6.0
VICTORIA	40	28.5	110.0	7.0
WACO	76	10.0	169.0	8.0
ABILENE	55	15.5	156.0	9.0
WICHITA FALLS	49	18.0	149.0	10.0
AMARILLO	73	11.0	171.0	11.0
LUBBOCK	104	9.0	187.0	12.0
VIDOR	15	59.5	50.0	13.0
NACOGDOCHES	22	48.0	86.0	14.0
MIDLAND	41	27.0	157.0	15.0
CORPUS CHRISTI	116	8.0	221.0	16.0
PALESTINE	13	69.0	43.0	17.0
SHERMAN	24	43.0	122.0	18.0
LAREDO	45	22.0	186.0	19.0
AUSTIN	360	4.0	242.0	20.0
LUFKIN	21	50.5	106.0	21.5
TEXARKANA	23	45.5	121.0	21.5
BIG SPRING	13	69.0	51.0	23.0
TYLER	42	25.5	182.0	24.0
BEAUMONT	49	18.0	212.0	25.0
EL PASO	209	6.0	250.0	26.0
BRYAN	28	38.0	158.0	27.0
ALICE	12	74.0	54.0	28.0
SAN ANTONIO	524	3.0	272.0	29.0
KILGORE	14	63.5	91.0	30.0
DALLAS	745	1.0	280.0	31.0
PARIS	13	69.0	79.0	32.0
FORT WORTH	251	5.0	273.0	33.0
GLADEWATER	11	78.0	55.0	34.5
CONROE	28	38.0	175.0	34.5
PORT ARTHUR	35	32.0	194.0	36.0
BROWNSVILLE	42	25.5	215.0	37.0
HUNTSVILLE	15	59.5	114.0	38.0
MC ALLEN	43	24.0	223.0	39.0
BROWNWOOD	10	84.5	42.0	40.0
LEWISVILLE	37	31.0	204.0	41.5
ARLINGTON	140	7.0	276.0	41.5
SEGUIN	14	63.5	107.0	43.5
PHARR	31	35.5	191.0	43.5
GALVESTON	31	35.5	192.0	45.0
TEMPLE	28	38.0	185.0	46.5
NEW BRAUNFELS	18	57.0	128.0	46.5
DENTON	39	30.0	211.0	48.0
KILLEEN	33	33.0	205.0	49.0
GREENVILLE	14	63.5	115.0	50.0

1997 DPS Crashes Per City
 Injury and Fatal (A, B & K) ADULT-NO BELT Crashes
 Cities Printed by Weighted Ranking

City	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
PARIS	43	41.0	50.0	1.0
NACOGDOCHES	50	36.0	84.0	2.0
PALESTINE	33	52.5	40.0	3.0
BROWNWOOD	29	60.0	31.0	4.0
CLEBURNE	42	43.0	108.0	5.0
PORT ARTHUR	99	13.0	200.0	6.0
ABILENE	93	16.0	201.0	7.0
WACO	122	11.0	217.0	8.0
SHERMAN	50	36.0	145.0	9.0
ODESSA	68	23.0	191.0	10.0
SAN ANGELO	64	27.0	182.0	11.0
LONGVIEW	67	24.5	196.0	12.0
GAINESVILLE	22	72.5	54.0	13.0
ORANGE	32	54.0	110.0	14.0
DEL RIO	23	69.5	64.0	15.0
AMARILLO	95	14.5	232.0	16.0
LUFKIN	40	46.0	139.0	17.0
LUBBOCK	137	10.0	248.0	18.0
LAREDO	77	19.0	226.0	19.0
TYLER	70	22.0	222.0	20.0
WICHITA FALLS	65	26.0	211.0	21.0
WAXAHACHIE	36	50.5	140.0	22.0
AUSTIN	654	4.0	282.0	23.0
MIDLAND	63	28.0	212.0	24.0
HEREFORD	16	92.5	20.0	25.0
VICTORIA	47	38.0	184.0	26.0
SAN MARCOS	41	45.0	164.0	27.0
CORPUS CHRISTI	148	9.0	277.0	28.0
KERRVILLE	21	75.5	82.0	29.0
BROWNSVILLE	75	20.0	254.0	30.0
EL PASO	301	6.0	302.0	31.0
COLLEGE STATION	45	39.0	209.0	32.0
GALVESTON	52	32.5	229.0	33.0
FORT WORTH	595	5.0	313.0	34.0
SAN ANTONIO	801	3.0	322.0	35.0
DALLAS	1255	2.0	326.0	36.0
TEXARKANA	33	52.5	176.0	37.0
LEWISVILLE	62	29.0	249.0	38.0
BEAUMONT	67	24.5	266.0	39.0
HONDO	13	104.5	30.0	40.0
MARSHALL	27	63.5	158.0	41.5
LAMPASAS	12	112.5	11.0	41.5
KILLEEN	52	32.5	253.0	43.0
CONROE	42	43.0	223.0	44.5
ARLINGTON	179	7.0	331.0	44.5
VIDOR	19	82.0	109.0	46.0
TERRELL	22	72.5	138.0	47.0
PLANO	71	21.0	295.0	48.0
HUNTSVILLE	25	66.0	161.0	49.5
EL CAMPO	15	95.0	74.0	49.5
PLAINVIEW	17	90.0	92.0	51.5
HOUSTON	1277	1.0	359.0	51.5

1997 DPS Crashes Per City
Injury and Fatal (A, B & K) CHILD-NO BELT Crashes
Cities Printed by Weighted Ranking

City	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
LAREDO	28	4.0	44.0	1.0
AMARILLO	13	9.5	72.0	2.0
BROWNSVILLE	12	12.0	79.0	3.0
LUFKIN	5	25.0	41.0	4.5
DEL RIO	4	32.0	20.0	4.5
EDINBURG	8	17.5	68.0	6.0
MC ALLEN	12	12.0	86.0	7.0
WACO	11	14.5	80.0	8.0
ROSENBERG	5	25.0	61.0	9.5
PORT ARTHUR	7	20.0	76.0	9.5
CORPUS CHRISTI	13	9.5	108.0	11.0
DALLAS	73	2.0	131.0	12.0
CLEBURNE	4	32.0	42.0	13.0
LUBBOCK	11	14.5	96.0	14.0
SAN ANGELO	5	25.0	65.0	15.0
SAN ANTONIO	40	3.0	132.0	18.5
EL PASO	20	7.0	120.0	18.5
GALVESTON	6	21.0	78.0	18.5
LIBERTY	3	40.0	21.0	18.5
FORT WORTH	27	5.0	126.0	18.5
AUSTIN	23	6.0	123.0	18.5
HOUSTON	94	1.0	142.0	22.0
LONGVIEW	5	25.0	74.0	23.0
SAN MARCOS	4	32.0	54.0	24.0
GARLAND	16	8.0	128.0	25.0
TERRELL	3	40.0	38.0	26.0
PHARR	5	25.0	84.0	27.0
ABILENE	5	25.0	89.0	28.0
TYLER	5	25.0	91.0	29.0
NACOGDOCHES	3	40.0	48.0	30.0
ARLINGTON	12	12.0	134.0	31.0
WESLACO	4	32.0	77.0	32.0
ODESSA	4	32.0	82.0	33.0
MIDLAND	4	32.0	85.0	34.0
GRAND PRAIRIE	8	17.5	130.0	35.0
SHERMAN	3	40.0	63.0	36.5
WICHITA FALLS	4	32.0	87.0	36.5
DONNA	3	40.0	67.0	38.0
COMANCHE	2	61.5	3.0	39.0
DALHART	2	61.5	4.0	40.0
IRVING	8	17.5	140.0	41.0
PEARSALL	2	61.5	9.0	42.5
PASADENA	8	17.5	141.0	42.5
BORGER	2	61.5	10.0	44.0
PLEASANTON	2	61.5	16.0	45.0
BRYAN	3	40.0	83.0	46.0
ALICE	2	61.5	34.0	47.0
PALESTINE	2	61.5	35.0	48.0
KILLEEN	3	40.0	107.0	49.0
LEWISVILLE	3	40.0	109.0	50.0

1997 DPS Crashes Per City
 Injury and Fatal (A, B & K) MOTORCYCLE Crashes
 Cities Printed by Weighted Ranking

City	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
LONGVIEW	26	11.5	52.0	1.0
COLLEGE STATION	19	16.5	58.0	2.0
KILLEEN	27	10.0	87.0	3.5
ABILENE	24	13.0	78.0	3.5
AMARILLO	26	11.5	96.0	5.0
LUBBOCK	30	9.0	115.0	6.0
GAINESVILLE	7	44.0	12.0	7.0
LEWISVILLE	19	16.5	101.0	8.0
AUSTIN	126	3.0	144.0	9.0
WICHITA FALLS	16	22.0	88.0	10.0
WACO	20	15.0	110.0	11.0
CORPUS CHRISTI	31	8.0	141.0	12.0
EL PASO	58	6.0	157.0	13.0
SAN ANGELO	11	31.0	86.0	14.0
SAN ANTONIO	116	4.0	172.0	15.5
FORT WORTH	74	5.0	169.0	15.5
ODESSA	11	31.0	92.0	17.0
ARLINGTON	51	7.0	165.0	18.0
COPPERAS COVE	6	51.0	34.0	19.0
LUFKIN	7	44.0	59.0	20.0
MIDLAND	11	31.0	99.0	21.0
HARLINGEN	11	31.0	100.0	22.0
DALLAS	139	2.0	190.0	23.0
DENTON	14	24.5	123.0	24.0
PLANO	18	19.0	143.0	25.0
NACOGDOCHES	6	51.0	51.0	26.0
TEXAS CITY	9	37.0	97.0	27.0
HOUSTON	183	1.0	207.0	28.0
CEDAR PARK	6	51.0	60.0	29.0
ROUND ROCK	9	37.0	105.0	30.0
TEMPLE	9	37.0	106.0	31.0
KERRVILLE	5	63.5	27.0	32.0
BEAUMONT	12	27.0	138.0	33.0
BIG SPRING	5	63.5	29.0	34.0
PORT ARTHUR	10	34.0	118.0	35.0
NEW BRAUNFELS	6	51.0	70.0	36.5
MC ALLEN	12	27.0	142.0	36.5
GRANBURY	4	73.5	3.0	38.0
LEAGUE CITY	8	41.0	103.0	39.0
PARIS	5	63.5	38.0	40.0
BROWNSVILLE	11	31.0	136.0	41.0
IRVING	23	14.0	189.0	42.0
TEXARKANA	6	51.0	79.0	43.0
MOUNT PLEASANT	4	73.5	14.0	44.0
ALVIN	6	51.0	82.0	45.0
SAN MARCOS	6	51.0	83.0	46.5
TYLER	9	37.0	125.0	46.5
GRAND PRAIRIE	18	19.0	181.0	48.0
CARROLLTON	17	21.0	179.0	49.5
MISSOURI CITY	8	41.0	119.0	49.5
SEGUIN	5	63.5	54.0	51.0

1997 DPS Crashes Per City
Injury and Fatal (A, B & K) PEDESTRIAN Crashes
Cities Printed by Weighted Ranking

City	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
PARIS	16	26.0	28.0	1.0
LAREDO	56	9.0	96.0	2.0
AMARILLO	50	10.0	124.0	3.0
ODESSA	24	17.5	107.0	4.0
LONGVIEW	23	19.5	111.0	5.0
BROWNSVILLE	37	13.0	150.0	6.5
ORANGE	10	41.0	66.0	6.5
CORPUS CHRISTI	83	7.0	169.0	8.0
TYLER	24	17.5	140.0	9.0
WACO	35	14.0	151.0	10.0
HARLINGEN	21	21.5	129.0	11.0
SAN ANGELO	16	26.0	118.0	12.0
LUBBOCK	42	11.0	167.0	13.0
HEREFORD	6	65.0	15.0	14.0
PORT ARTHUR	21	21.5	148.0	15.0
AUSTIN	206	4.0	201.0	16.0
EL PASO	142	6.0	200.0	17.0
BIG SPRING	7	57.5	49.0	18.0
MC ALLEN	27	15.0	177.0	19.0
BEAUMONT	25	16.0	175.0	20.5
WICHITA FALLS	16	26.0	145.0	20.5
JACKSONVILLE	6	65.0	38.0	22.0
BRYAN	12	33.5	134.0	23.0
SAN ANTONIO	286	3.0	226.0	25.0
GAINESVILLE	6	65.0	40.0	25.0
DALLAS	411	2.0	229.0	25.0
FORT WORTH	162	5.0	224.0	27.0
HOUSTON	622	1.0	237.0	28.0
TEXARKANA	9	46.0	109.0	29.0
TEXAS CITY	12	33.5	147.0	30.0
ABILENE	15	28.5	164.0	31.0
VICTORIA	10	41.0	131.0	32.0
ROBSTOWN	9	46.0	117.0	33.0
NEW BRAUNFELS	8	51.5	102.0	34.0
ARLINGTON	59	8.0	234.0	35.0
SEGUIN	7	57.5	86.0	36.0
CONROE	12	33.5	159.0	37.0
TEMPLE	12	33.5	161.0	38.0
EAGLE PASS	5	75.0	44.0	39.0
SAN MARCOS	8	51.5	122.0	40.0
ROSENBERG	9	46.0	143.0	41.0
GARLAND	39	12.0	247.0	42.0
PLAINVIEW	5	75.0	59.0	43.0
LOCKHART	4	87.0	27.0	44.0
PLANO	18	24.0	218.0	45.0
MC KINNEY	10	41.0	171.0	46.5
KERRVILLE	5	75.0	69.0	46.5
MIDLAND	10	41.0	172.0	48.0
KILLEEN	11	37.0	190.0	49.5
MARSHALL	6	65.0	106.0	49.5
DENISON	6	65.0	110.0	51.0

1997 DPS Crashes Per City
 Injury and Fatal (A, B & K) PEDALCYCLIST Crashes
 Cities Printed by Weighted Ranking

City	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
COLLEGE STATION	23	10.0	77.0	1.0
PARIS	10	30.5	33.0	2.0
SAN MARCOS	14	21.5	62.0	3.0
KINGSVILLE	9	35.0	24.0	4.0
ORANGE	10	30.5	41.0	5.0
CLEBURNE	10	30.5	52.0	6.0
KERRVILLE	8	40.0	30.0	7.0
ODESSA	17	17.5	98.0	8.0
MIDLAND	15	20.0	111.0	9.0
AMARILLO	20	14.0	132.0	10.0
BEAUMONT	21	11.5	140.0	11.0
PORT ARTHUR	16	19.0	118.0	12.0
LAREDO	17	17.5	125.0	13.0
BROWNSVILLE	20	14.0	136.0	14.5
SAN ANGELO	12	25.0	103.0	14.5
BRYAN	12	25.0	105.0	16.0
CORPUS CHRISTI	36	7.0	161.0	17.0
WACO	18	16.0	139.0	18.0
LUBBOCK	21	11.5	155.0	19.0
AUSTIN	78	4.0	183.0	20.0
KILLEEN	14	21.5	134.0	21.0
TYLER	13	23.0	130.0	22.0
EL PASO	41	5.0	189.0	23.0
SAN ANTONIO	107	2.0	204.0	25.0
TEXARKANA	8	40.0	90.0	25.0
PLANO	20	14.0	168.0	25.0
JACKSONVILLE	5	59.5	34.0	27.0
NACOGDOCHES	7	46.5	75.0	28.0
PORT LAVACA	4	69.5	11.0	29.5
HARLINGEN	10	30.5	128.0	29.5
LEAGUE CITY	9	35.0	120.0	31.0
VICTORIA	8	40.0	109.0	32.0
GARLAND	31	8.0	207.0	33.0
HOUSTON	206	1.0	230.0	34.5
FORT WORTH	40	6.0	215.0	34.5
ALVIN	7	46.5	97.0	36.0
ARLINGTON	27	9.0	211.0	37.0
DALLAS	89	3.0	233.0	38.5
DENISON	6	52.0	86.0	38.5
NEW BRAUNFELS	6	52.0	92.0	40.0
CONROE	8	40.0	129.0	41.0
DEL RIO	4	69.5	49.0	42.0
TEMPLE	8	40.0	138.0	43.0
SEGUIN	5	59.5	82.0	44.0
RAYMONDVILLE	3	86.0	6.0	45.0
FREDERICKSBURG	3	86.0	14.0	46.0
LONGVIEW	7	46.5	137.0	47.0
ROUND ROCK	7	46.5	141.0	48.0
DUMAS	3	86.0	23.0	49.0
ELGIN	3	86.0	27.0	50.0

1997 DPS Crashes Per County
Injury and Fatal (A, B & K) RURAL SPEEDING Crashes
Counties Printed by Weighted Ranking

County	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
MONTGOMERY	353	2.0	42.0	1.0
JOHNSON	154	8.0	34.0	2.0
BURNET	89	25.0	6.0	3.0
BASTROP	95	22.0	21.0	4.0
ANDERSON	87	27.5	17.0	5.0
SMITH	198	4.0	108.0	6.0
PARKER	110	15.0	78.0	7.0
HARRISON	109	16.0	83.0	8.0
GUADALUPE	106	19.5	77.0	9.0
HENDERSON	86	29.5	52.0	10.0
VAN ZANDT	88	26.0	67.0	11.0
HOOD	61	46.0	10.0	12.0
WALLER	68	37.5	43.0	13.0
ERATH	62	43.0	27.0	14.0
KAUFMAN	113	13.0	119.0	15.0
CASS	62	43.0	35.0	16.0
NACOGDOCHES	81	31.5	74.0	17.0
RUSK	69	36.0	62.0	18.0
LIBERTY	81	31.5	76.0	19.0
HAYS	106	19.5	114.0	20.0
BURLESON	55	55.5	7.0	21.0
SHEPHERD	59	51.0	25.0	22.0
GRAYSON	107	17.5	126.0	23.0
BRAZORIA	150	10.0	149.0	24.0
WASHINGTON	59	51.0	28.0	25.0
CHEROKEE	63	41.0	59.0	26.0
WISE	76	34.0	82.0	27.0
WHARTON	68	37.5	75.0	28.0
ORANGE	93	23.5	118.0	29.0
WILLIAMSON	144	11.0	163.0	30.0
GRIMES	49	62.0	14.0	31.0
ANGELINA	86	29.5	116.0	32.0
UPSHUR	53	57.5	40.0	33.0
HIDALGO	167	6.0	195.0	34.0
HARRIS	1175	1.0	214.0	35.5
TRAVIS	327	3.0	208.0	35.5
COLORADO	60	48.5	80.0	37.0
MCLENNAN	127	12.0	193.0	38.0
MEDINA	52	59.0	60.0	39.0
POLK	62	43.0	115.0	40.0
WOOD	44	67.5	47.0	41.0
LAMAR	56	54.0	89.0	42.0
ELLIS	87	27.5	169.0	43.0
BELL	107	17.5	202.0	44.0
CAMERON	101	21.0	196.0	45.0
DENTON	112	14.0	220.0	46.0
SAN JACINTO	41	76.0	36.0	47.0
DALLAS	56	5.0	250.0	48.0
LEE	38	83.5	18.0	49.0
WALKER	61	46.0	131.0	50.0

1997 DPS Crashes Per County
Injury and Fatal (A, B & K) ALCOHOL-INVOLVED Crashes
Counties Printed by Weighted Ranking

County	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
HIDALGO	284	6.0	35.0	1.0
MONTGOMERY	190	8.0	44.0	2.0
BRAZORIA	146	12.5	56.0	3.0
ECTOR	96	22.5	29.0	4.5
SMITH	147	10.5	65.0	4.5
HAYS	96	22.5	33.0	6.0
GREGG	102	20.0	54.0	7.0
TRAVIS	470	5.0	101.0	8.0
GALVESTON	146	12.5	79.0	9.0
NACOGDOCHES	66	31.0	27.0	10.0
ANGELINA	72	27.0	41.0	11.0
CAMERON	141	15.0	81.0	12.0
MCLENNAN	147	10.5	103.0	13.0
GRAYSON	85	24.0	68.0	14.0
LUBBOCK	142	14.0	99.0	15.0
ORANGE	71	28.0	62.0	16.0
DALLAS	1113	1.0	146.0	17.0
RUSK	54	44.5	16.0	18.0
TOM GREEN	65	32.0	55.0	19.0
BEXAR	616	3.0	143.0	20.0
EL PASO	252	7.0	133.0	21.0
CHEROKEE	52	48.0	11.0	22.0
LIBERTY	57	41.0	42.0	23.0
GUADALUPE	64	33.5	73.0	24.0
HENDERSON	53	46.5	37.0	25.5
VICTORIA	64	33.5	76.0	25.5
NUECES	151	9.0	153.0	27.0
ANDERSON	45	50.0	32.0	28.0
MEDINA	38	52.5	26.0	29.0
BELL	116	18.0	134.0	30.5
BRAZOS	73	26.0	110.0	30.5
WALKER	53	46.5	51.0	32.0
WASHINGTON	35	56.5	23.0	33.0
BASTROP	43	51.0	47.0	34.5
HARRIS	1105	2.0	194.0	34.5
HARRISON	62	36.0	93.0	36.0
TARRANT	543	4.0	190.0	37.0
WILLIAMSON	97	21.0	149.0	38.0
HUNT	57	41.0	95.0	39.0
ELLIS	68	29.5	130.0	40.0
VAL VERDE	28	71.0	9.0	41.0
COMAL	57	41.0	100.0	42.0
JEFFERSON	117	17.0	173.0	43.0
DENTON	134	16.0	180.0	44.0
JOHNSON	58	39.0	112.0	45.5
MIDLAND	63	35.0	124.0	45.5
KERR	33	60.5	59.0	47.0
LAMAR	35	56.5	77.0	48.0
CASS	31	65.0	52.0	49.0
POTTER	68	29.5	162.0	50.0

1997 DPS Crashes Per County
Injury and Fatal (A, B & K) ADULT-NO BELT Crashes
Counties Printed by Weighted Ranking

County	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
HIDALGO	392	6.0	52.0	1.0
MONTGOMERY	271	8.0	63.0	2.0
NACOGDOCHES	111	26.0	10.0	3.0
GRAYSON	144	20.0	41.0	4.0
ANDERSON	90	33.5	5.0	5.0
TRAVIS	756	5.0	91.0	6.0
BRAZORIA	205	13.0	74.0	7.0
GALVESTON	209	11.0	95.0	8.5
JOHNSON	117	25.0	53.0	8.5
DALLAS	1910	2.0	123.0	10.0
MCLENNAN	218	9.0	113.0	11.0
CAMERON	197	14.0	100.0	12.0
LAMAR	74	43.0	16.0	13.0
ANGELINA	100	30.0	62.0	14.5
GREGG	133	21.0	89.0	14.5
BROWN	66	49.5	4.0	16.0
CHEROKEE	69	47.0	17.0	18.0
ECTOR	110	27.0	77.0	18.0
RUSK	72	44.0	26.0	18.0
HARRISON	104	28.5	75.0	20.0
JEFFERSON	215	10.0	131.0	21.0
TARRANT	1035	3.0	157.0	22.0
BEXAR	902	4.0	155.0	23.0
HARRIS	2114	1.0	165.0	24.0
SMITH	174	17.0	118.0	25.0
BURNET	55	55.0	15.0	26.5
ELLIS	121	24.0	108.0	26.5
LUBBOCK	181	15.5	134.0	28.0
EL PASO	338	7.0	167.0	29.5
TOM GREEN	89	36.0	80.0	29.5
MEDINA	54	56.5	25.0	31.0
ORANGE	90	33.5	104.0	32.0
BELL	170	18.0	151.0	33.0
ERATH	50	60.0	27.0	34.0
DENTON	208	12.0	175.0	35.0
TAYLOR	104	28.5	128.0	36.0
HUNT	82	39.0	109.0	37.0
WEBB	90	33.5	126.0	38.0
CASS	49	61.0	44.0	39.0
WASHINGTON	45	65.0	38.0	40.0
HENDERSON	65	51.0	81.0	41.0
BRAZOS	94	31.0	147.0	42.0
LIBERTY	68	48.0	98.0	43.0
HAYS	87	37.0	133.0	44.0
WILLIAMSON	129	22.0	183.0	45.0
NUECES	181	15.5	203.0	46.0
HARDIN	54	56.5	82.0	47.0
CORYELL	46	63.5	66.0	48.0
HOOD	38	78.5	33.0	49.0
WISE	61	53.0	110.0	50.0

1997 DPS Crashes Per County
Injury and Fatal (A, B & K) CHILD-NO BELT Crashes
Counties Printed by Weighted Ranking

County	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
HIDALGO	65	3.0	9.0	1.0
WEBB	30	6.0	6.0	2.0
CAMERON	22	8.5	30.0	3.0
JIM WELLS	9	20.0	8.0	4.0
VAL VERDE	7	25.5	5.0	5.0
POTTER	12	13.5	42.0	6.0
MCLENNAN	17	11.0	53.0	7.0
ANGELINA	9	20.0	32.0	8.0
DALLAS	110	2.0	90.0	9.0
GREGG	10	17.0	48.0	10.0
HARRIS	136	1.0	103.0	11.5
NUECES	18	10.0	76.0	11.5
LUBBOCK	13	12.0	72.0	13.0
NACOGDOCHES	7	25.5	33.0	14.0
EL PASO	22	8.5	101.0	15.0
GALVESTON	11	15.5	86.0	16.0
FORT BEND	11	15.5	88.0	17.0
TARRANT	49	4.0	123.0	18.0
BEXAR	43	5.0	122.0	19.0
JEFFERSON	12	13.5	97.0	20.0
TRAVIS	28	7.0	118.0	21.0
ATASCOSA	5	38.0	28.0	22.0
TOM GREEN	6	31.0	54.0	23.0
GUADALUPE	6	31.0	61.0	24.0
ELLIS	7	25.5	79.0	25.0
JOHNSON	6	31.0	65.0	26.0
SMITH	9	20.0	99.0	27.0
SHELBY	4	45.0	25.0	28.0
LIBERTY	5	38.0	52.0	29.0
BELL	9	20.0	111.0	30.0
CASS	4	45.0	37.0	31.0
ZAVALA	3	56.5	4.0	32.0
MIDLAND	6	31.0	83.0	33.0
BOWIE	6	31.0	84.0	34.0
ANDERSON	4	45.0	43.0	35.0
DAWSON	3	56.5	11.0	36.0
LAVACA	3	56.5	12.0	37.0
BRAZOS	6	31.0	91.0	38.0
TAYLOR	6	31.0	93.0	39.0
MAVERICK	3	56.5	19.0	40.0
ROBERTSON	3	56.5	21.0	41.0
WILBARGER	3	56.5	22.0	42.0
FALLS	3	56.5	23.0	43.0
MONTGOMERY	8	23.0	125.0	44.0
BRAZORIA	7	25.5	119.0	45.0
DENTON	9	20.0	139.0	46.0
CHAMBERS	4	45.0	69.0	47.0
FRIO	3	56.5	36.0	48.0
HAYS	5	38.0	94.0	49.0
HALE	3	56.5	44.0	50.0

1997 DPS Crashes Per County
Injury and Fatal (A, B & K) MOTORCYCLE Crashes
Counties Printed by Weighted Ranking

County	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
BELL	58	7.0	14.0	1.5
TRAVIS	159	4.0	23.0	1.5
DENTON	56	8.0	35.0	3.0
MONTGOMERY	43	9.0	34.0	4.0
LUBBOCK	40	10.0	36.0	5.0
GREGG	30	16.5	17.0	6.0
GALVESTON	37	12.0	37.0	7.0
BRAZOS	28	19.5	18.0	8.0
TARRANT	187	3.0	76.0	9.0
WILLIAMSON	33	15.0	41.0	10.0
MCLENNAN	36	13.0	53.0	11.0
TAYLOR	25	22.0	27.0	12.0
EL PASO	63	6.0	78.0	13.0
JOHNSON	21	25.0	22.0	14.0
HARRIS	332	1.0	95.0	15.0
DALLAS	251	2.0	94.0	16.0
ECTOR	20	26.5	29.0	17.0
BEXAR	132	5.0	96.0	18.0
COMAL	18	28.5	26.0	19.0
CAMERON	30	16.5	63.0	20.5
HAYS	20	26.5	33.0	20.5
NUECES	39	11.0	81.0	22.0
BRAZORIA	28	19.5	60.0	23.0
CORYELL	12	38.0	9.0	24.0
KERR	12	38.0	12.0	25.0
GILLESPIE	11	41.0	5.0	26.0
NACOGDOCHES	13	34.5	32.0	27.0
COLLIN	34	14.0	97.0	28.0
BURNET	10	45.0	13.0	29.0
TOM GREEN	13	34.5	47.0	30.0
WICHITA	17	30.0	64.0	31.0
COOKE	10	45.0	21.0	32.0
ORANGE	14	31.5	62.0	33.5
SMITH	23	23.5	86.0	33.5
JEFFERSON	28	19.5	99.0	35.0
ANGELINA	13	34.5	58.0	36.0
RANDALL	12	38.0	48.0	37.0
POTTER	18	28.5	82.0	38.0
GUADALUPE	13	34.5	66.0	39.0
REAL	7	56.5	1.0	40.0
BANDERA	7	56.5	3.0	41.0
FORT BEND	23	23.5	103.0	42.0
MEDINA	8	50.0	24.0	43.0
MIDLAND	14	31.5	80.0	44.0
HENDERSON	10	45.0	42.0	45.0
HIDALGO	28	19.5	121.0	46.0
HOOD	7	56.5	16.0	47.0
HARDIN	8	50.0	45.0	48.0
MARION	6	65.0	4.0	49.0
WASHINGTON	7	56.5	30.0	50.0

1997 DPS Crashes Per County
Injury and Fatal (A, B & K) PEDESTRIAN Crashes
Counties Printed by Weighted Ranking

County	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
HARRIS	810	1.0	14.0	1.0
DALLAS	557	2.0	21.0	3.0
EL PASO	152	6.0	9.0	3.0
TRAVIS	220	5.0	12.0	3.0
BEXAR	306	3.0	20.0	5.0
CAMERON	80	9.0	4.0	7.0
NUECES	99	7.0	10.0	7.0
WEBB	61	10.0	1.0	7.0
HIDALGO	83	8.0	18.0	9.0
TARRANT	272	4.0	39.0	10.0
POTTER	42	15.0	13.0	11.0
LUBBOCK	49	12.0	26.0	12.0
JEFFERSON	57	11.0	30.0	13.0
MCLENNAN	47	13.0	38.0	14.0
ECTOR	27	24.0	16.0	15.0
GALVESTON	40	16.5	41.0	16.0
GREGG	29	23.0	25.0	17.0
LAMAR	18	30.0	5.0	18.0
BELL	40	16.5	49.0	19.0
TOM GREEN	19	28.5	23.0	20.0
FORT BEND	35	18.5	60.0	21.0
BRAZORIA	32	21.0	54.0	22.5
COLLIN	44	14.0	75.0	22.5
ORANGE	19	28.5	36.0	24.0
BRAZOS	22	25.0	47.0	25.0
MONTGOMERY	35	18.5	69.0	26.0
WICHITA	20	26.5	50.0	27.0
SMITH	30	22.0	66.0	28.0
RANDALL	14	34.5	46.0	29.0
HAYS	17	31.0	59.0	30.0
COMAL	15	32.5	56.0	31.0
CHEROKEE	10	42.0	32.0	32.0
DENTON	33	20.0	100.0	33.0
ERATH	8	49.5	29.0	34.0
HOWARD	8	49.5	37.0	35.0
TAYLOR	15	32.5	89.0	36.5
WILLIAMSON	20	26.5	107.0	36.5
JOHNSON	13	37.0	76.0	38.0
GRAYSON	14	34.5	84.0	39.0
DEAF SMITH	6	61.0	6.0	40.0
KERR	8	49.5	44.0	41.0
VICTORIA	12	39.0	79.0	42.5
WHARTON	9	45.0	61.0	42.5
MAVERICK	6	61.0	17.0	44.0
COOKE	8	49.5	52.0	45.0
MIDLAND	13	37.0	92.0	46.0
HALE	7	54.5	42.0	47.0
BOWIE	13	37.0	95.0	48.0
YOUNG	5	69.5	11.0	49.0
ANGELINA	10	42.0	94.0	50.0

**1997 DPS Crashes Per County
Injury and Fatal (A, B & K) PEDALCYCLIST Crashes
Counties Printed by Weighted Ranking**

County	Accident Count	Count Rank	Rate Rank	Wgt'd Rank
CAMERON	42	7.5	7.0	1.0
BRAZOS	38	10.0	4.0	2.0
JEFFERSON	42	7.5	16.0	3.0
TRAVIS	92	5.0	30.0	4.0
HARRIS	317	1.0	44.0	5.0
NUECES	39	9.0	29.0	6.0
GALVESTON	30	12.0	23.0	7.0
BEXAR	121	3.0	51.0	8.0
EL PASO	50	6.0	45.0	9.0
DALLAS	192	2.0	64.0	10.0
ECTOR	20	20.5	9.0	11.0
COLLIN	34	11.0	40.0	12.0
BELL	26	13.0	35.0	13.0
WEBB	19	22.0	13.0	14.0
BRAZORIA	23	17.0	31.0	15.0
LUBBOCK	25	15.0	38.0	16.0
MONTGOMERY	25	15.0	43.0	17.0
MIDLAND	17	24.0	19.0	18.0
HAYS	16	25.5	20.0	19.0
TARRANT	100	4.0	85.0	20.0
JOHNSON	15	27.5	18.0	21.0
FORT BEND	22	18.0	49.0	22.0
LAMAR	11	33.0	6.0	23.0
TOM GREEN	13	30.0	17.0	24.0
ORANGE	14	29.0	22.0	25.0
KLEBERG	10	35.0	5.0	26.0
MCLENNAN	21	19.0	58.0	27.0
HIDALGO	25	15.0	75.0	28.0
KERR	8	37.5	11.0	29.0
WILLIAMSON	18	23.0	57.0	30.0
POTTER	15	27.5	47.0	31.0
BOWIE	12	31.0	42.0	32.0
SMITH	16	25.5	68.0	33.0
NACOGDOCHES	8	37.5	34.0	34.0
GRAYSON	11	33.0	54.0	35.0
DENTON	20	20.5	92.0	36.0
HARDIN	6	43.0	33.0	37.0
BROWN	5	46.5	24.0	38.0
GREGG	11	33.0	66.0	39.0
CALHOUN	4	53.5	8.0	40.5
HUNT	8	37.5	56.0	40.5
VICTORIA	8	37.5	60.0	42.0
VAL VERDE	4	53.5	15.0	43.0
CHEROKEE	5	46.5	41.0	44.0
MILAM	4	53.5	28.0	45.0
COMAL	7	40.5	70.0	46.0
GUADALUPE	7	40.5	74.0	47.0
RANDALL	6	43.0	72.0	48.0
WHARTON	5	46.5	62.0	49.0
YOUNG	3	66.5	10.0	50.0

CRASH DATA TRENDS IN TEXAS

STATE FISCAL YEARS 1991 - 1998

TEXAS CRASH EXPERIENCE

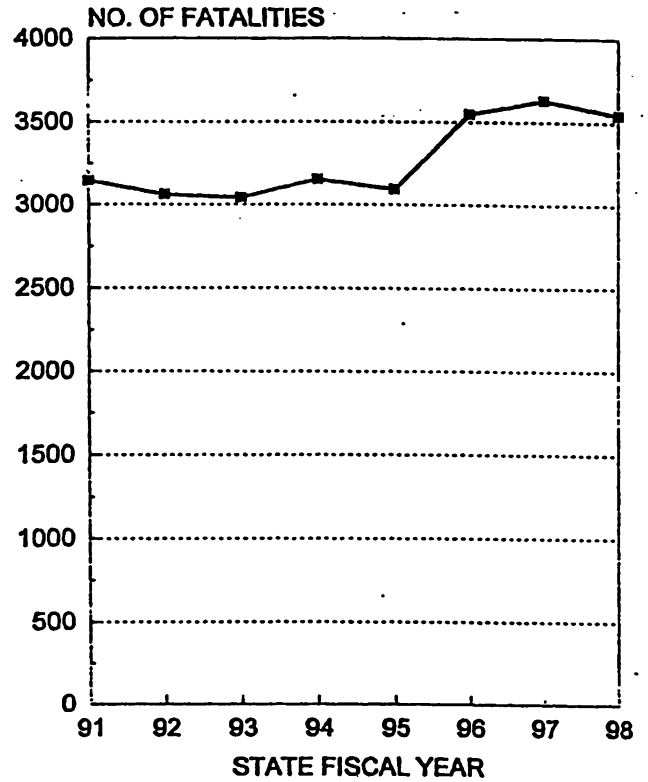
This Appendix contains fifty graphs that reflect crash experience trends upon which problem identification in the various Program Areas has been based. The graphs are grouped two or three to a page according to the subject titles listed below. Except for FY 1998, the crash data illustrated in the figures are based on final certified accident data. FY 1998 crash data are not yet certified and are, therefore, subject to change.

<u>Title</u>	<u>Data Depicted</u>	<u>Page</u>
Number of Casualties	Number of fatalities, injuries and injuries by severity.	E-3
Number of Crashes	Number of fatal crashes, injury crashes and injury crashes by severity.	E-4
Casualty Rates	Casualties per 100 million vehicle miles traveled by severity.	E-5
Crash Rates	Crashes per 100 million vehicle miles traveled by severity.	E-6
Rural and Urban Crashes	Number of fatal and injury crashes in rural and urban areas.	E-7
Crash Involved Drivers by Age Group	Number of fatal and injury crashes by driver age.	E-8
Crash Rates by Driver Age Group	Fatal and injury crashes per 10,000 licensed drivers.	E-9
Gender of Crash Involved Drivers	Number of fatal and injury crashes involving male and female drivers.	E-10
Speed as a Contributing Factor	Number of fatal crashes, injury crashes and injury crashes by severity where speed was a contributing factor.	E-11
Alcohol/Drugs as a Contributing Factor	Number of fatal crashes, injury crashes and injury crashes by severity where alcohol or drugs was a contributing factor.	E-12
Observed Restraint Use and Restraint Use by Crash Involved Drivers	Observation survey data and reported restraint use by fatally and non-fatally injured drivers.	E-13
Motorcyclist Casualties	Number of motorcyclist fatalities, injuries and injuries by severity.	E-14
Crashes Involving Motorcycles	Number of fatal and injury crashes and injury crashes by severity involving motorcycles.	E-15
Crashes Involving School Buses	Number of fatal crashes, injury crashes and injury crashes by severity involving school buses.	E-16
Pedestrian Casualties	Number of pedestrian fatalities, injuries and injuries by severity.	E-17
Crashes Involving Pedestrians	Number of fatal crashes, injury crashes and injury crashes by severity involving pedestrians.	E-18
Pedalcyclist Casualties	Number of pedalcyclist fatalities, injuries and injuries by severity.	E-19
Crashes Involving Pedalcycles	Number of fatal crashes, injury crashes and injury crashes by severity involving pedalcycles.	E-20

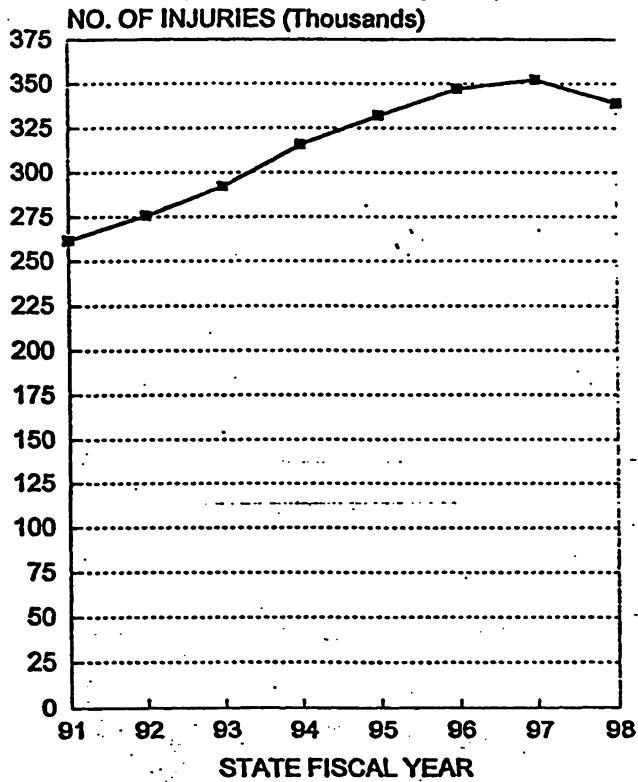
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TEXAS CRASH EXPERIENCE
NUMBER OF CASUALTIES

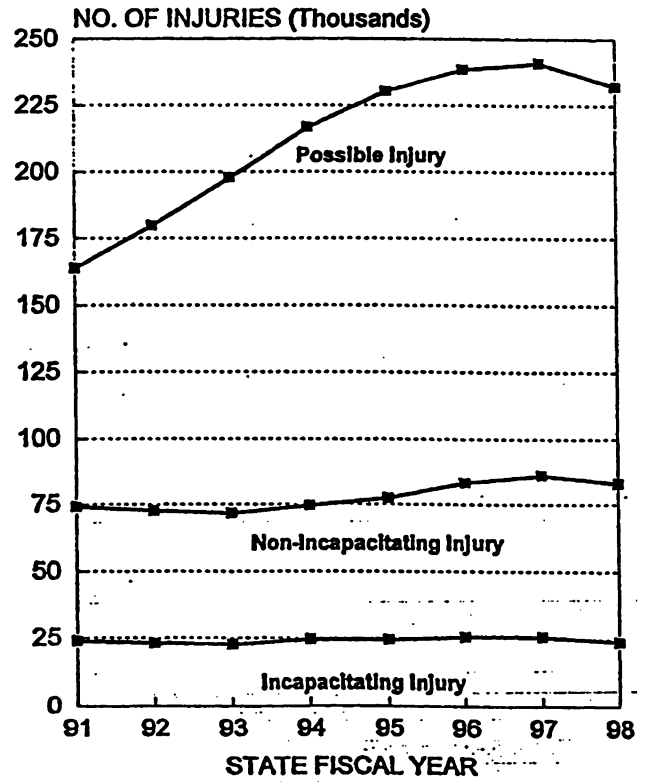
FATALITIES



INJURIES
(Excluding Fatal Injuries)



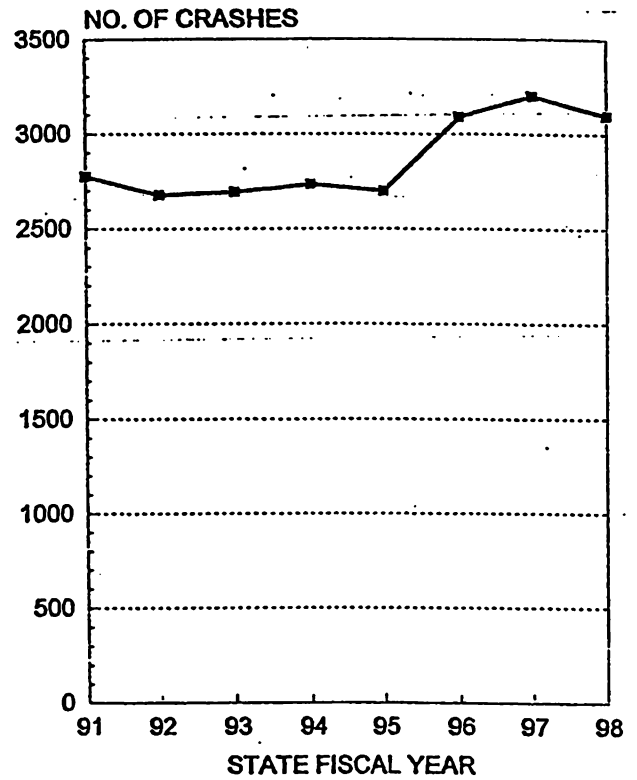
INJURIES BY SEVERITY



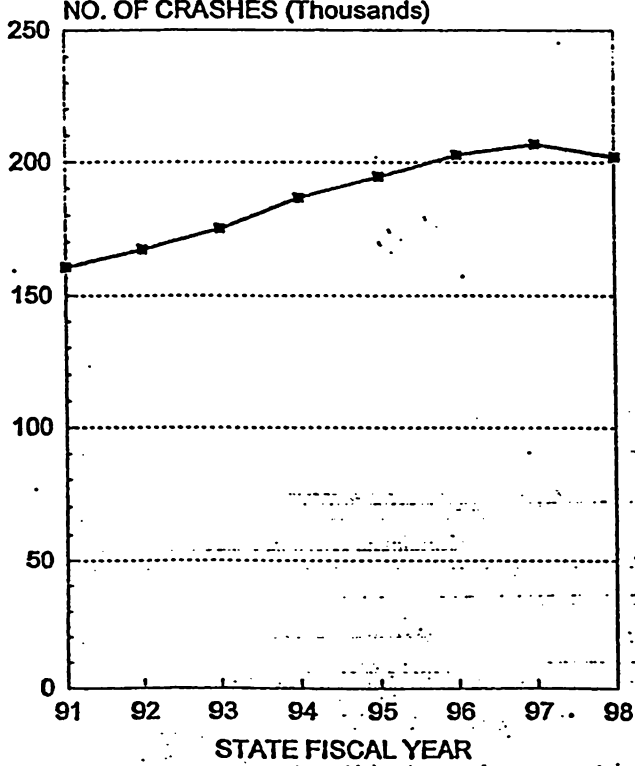
TEXAS CRASH EXPERIENCE

NUMBER OF CRASHES

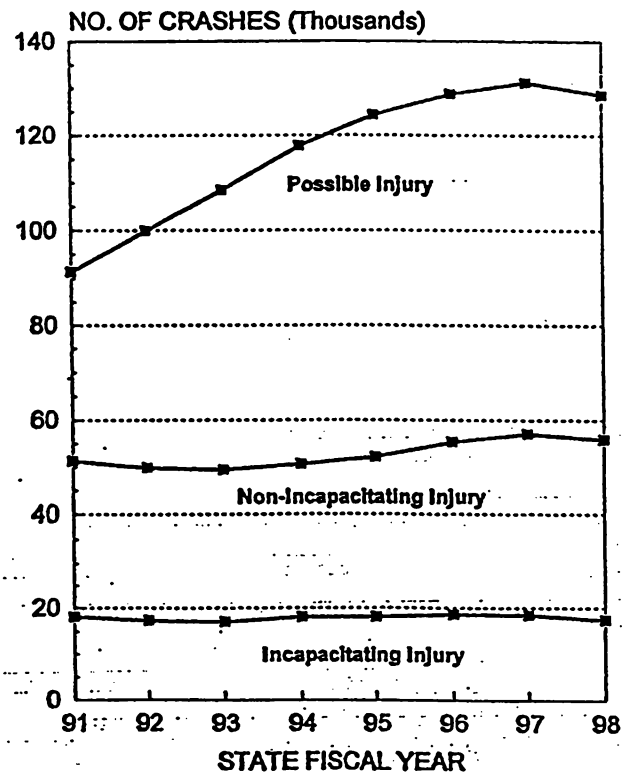
FATAL CRASHES



INJURY CRASHES (Excluding Fatal Crashes)



INJURY CRASHES BY SEVERITY

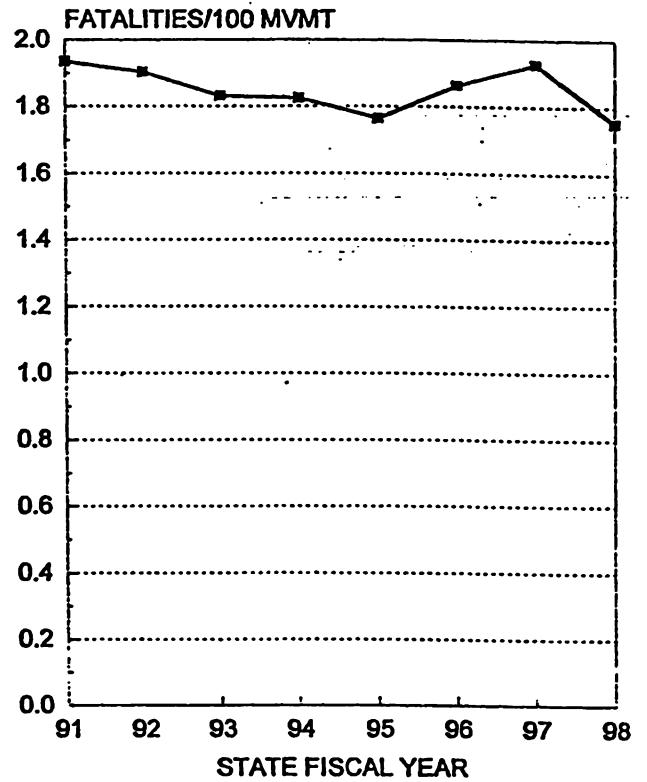


TEXAS CRASH EXPERIENCE

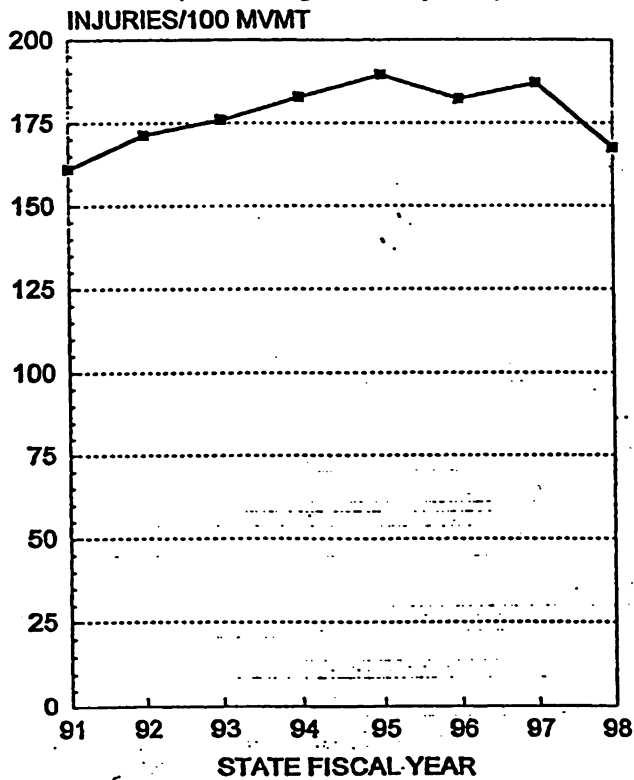
CASUALTY RATES

Casualties Per 100 Million
Vehicle Miles Travelled

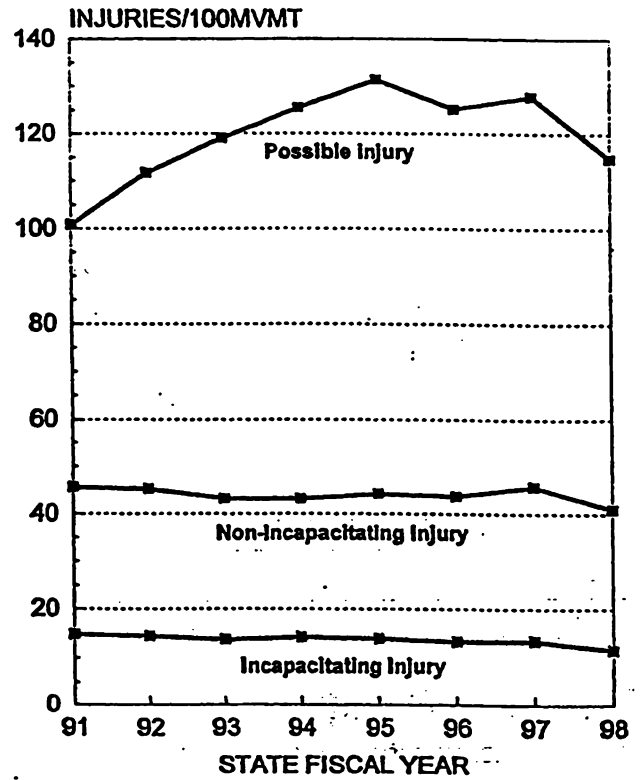
FATALITY RATE



INJURY RATE (Excluding Fatal Injuries)



INJURY RATE BY SEVERITY

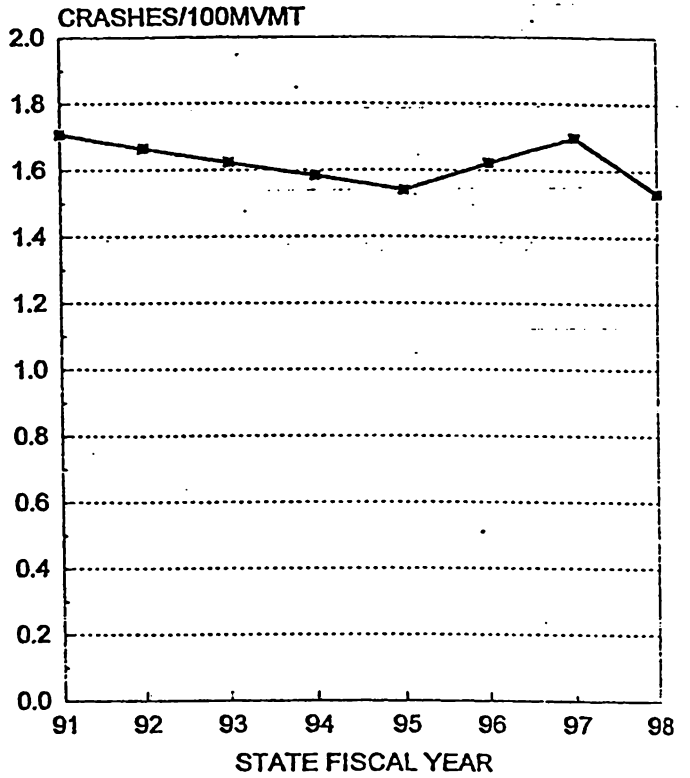


TEXAS CRASH EXPERIENCE

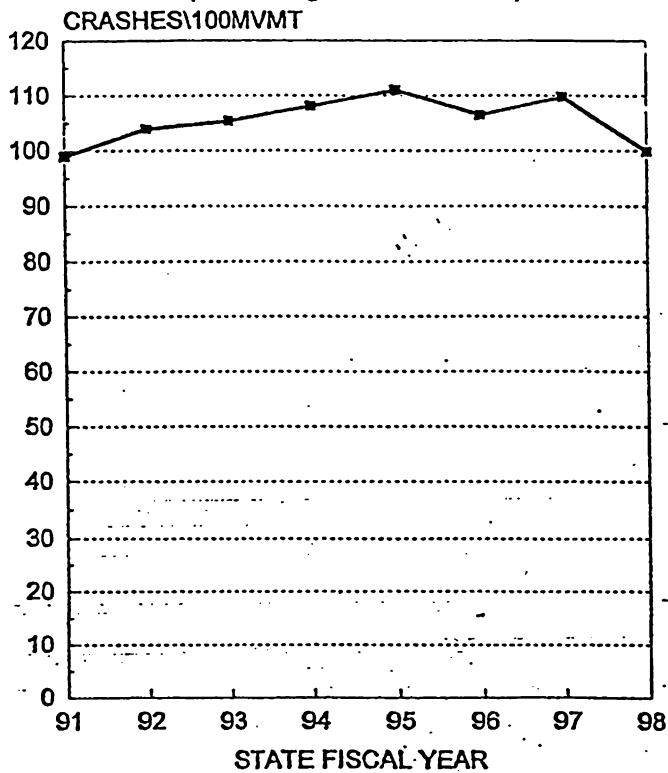
CRASH RATES

Crashes Per 100 Million
Vehicle Miles Travelled

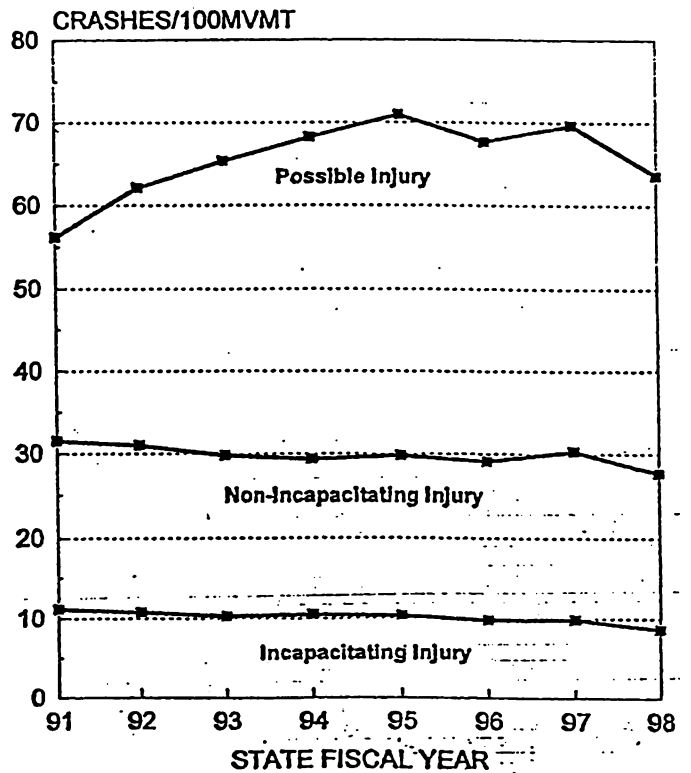
FATAL CRASH RATE



INJURY CRASH RATE (Excluding Fatal Crashes)



INJURY CRASH RATE BY SEVERITY

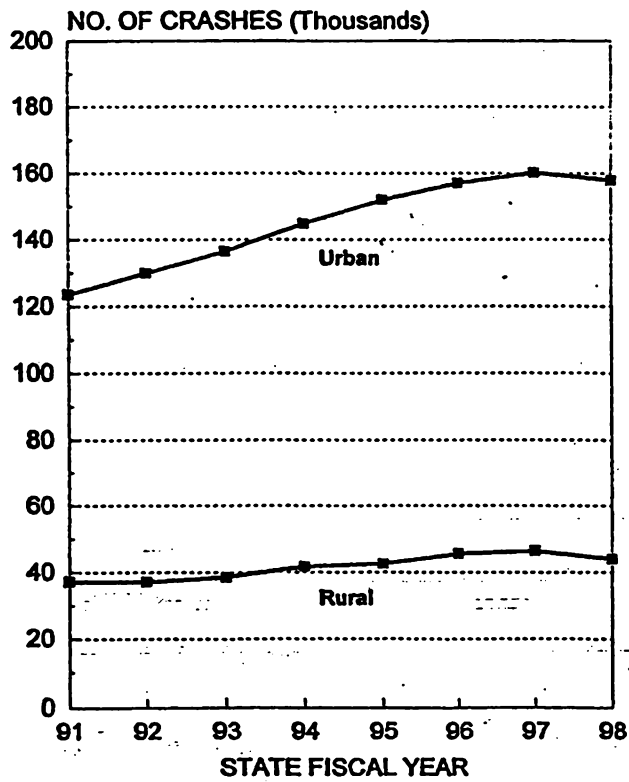


TEXAS CRASH EXPERIENCE

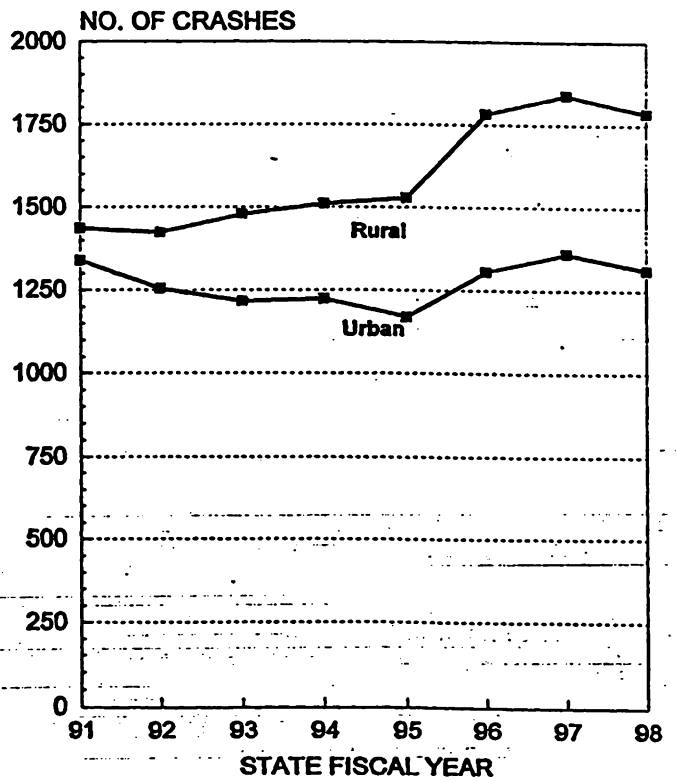
RURAL AND URBAN CRASHES

(Rural = Population <5,000)

RURAL AND URBAN INJURY CRASHES
(Excluding Fatal Crashes)



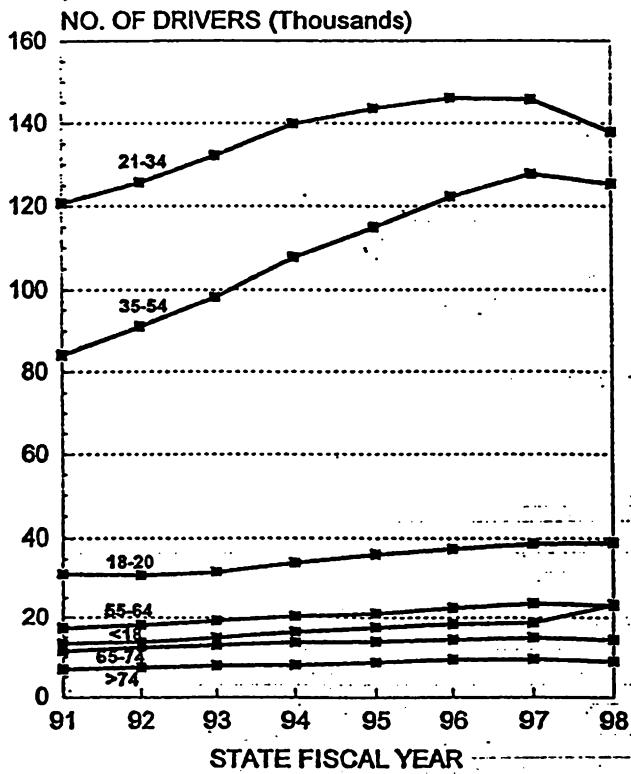
RURAL AND URBAN FATAL CRASHES



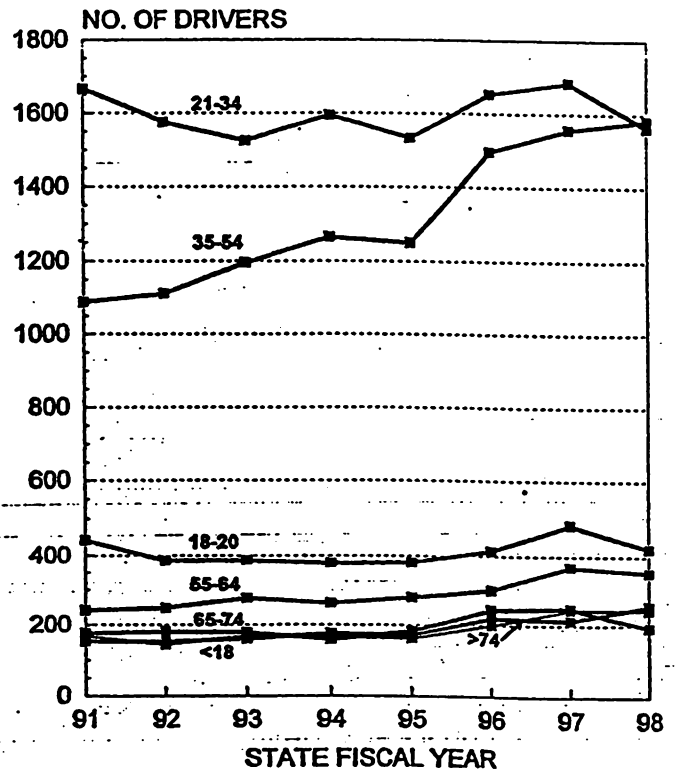
TEXAS CRASH EXPERIENCE

CRASH INVOLVED DRIVERS BY AGE GROUP

**INJURY CRASHES BY AGE OF DRIVER
(Excluding Fatal Crashes)**



FATAL CRASHES BY AGE OF DRIVER



TEXAS CRASH EXPERIENCE

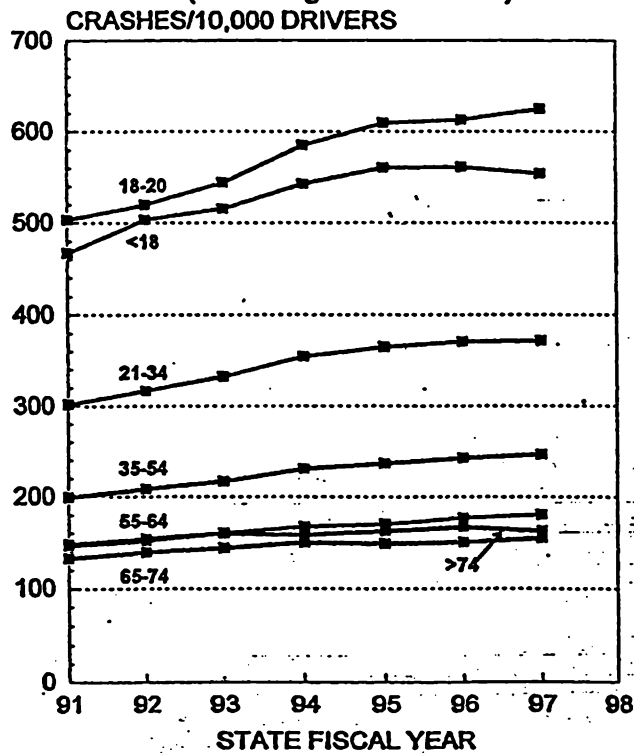
CRASH RATES BY DRIVER AGE

Note:

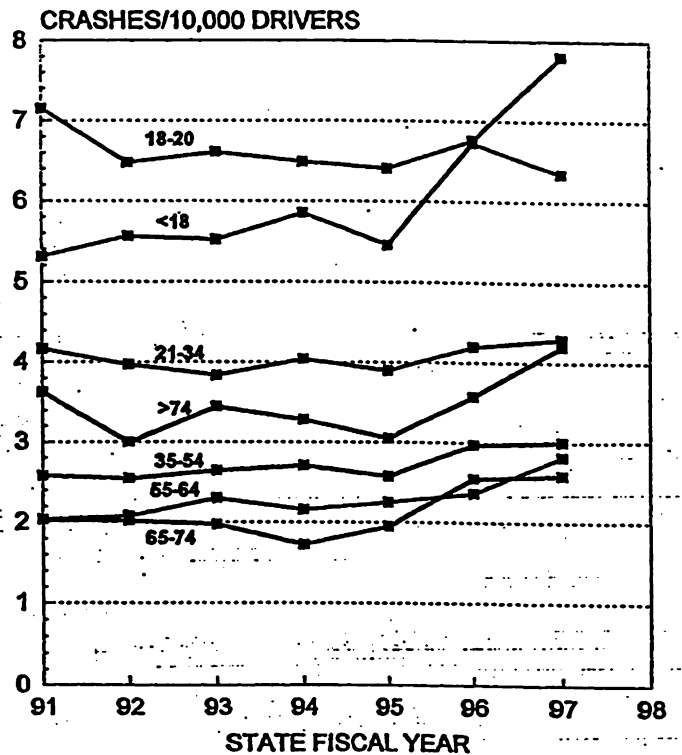
Rates shown are per 10,000 licensed drivers in each age group based on calendar year estimates.

Estimates of the number of licensed drivers in 1998 are unavailable.

INJURY CRASHES PER 10,000 LICENSED DRIVERS BY AGE OF DRIVER (Excluding Fatal Crashes)



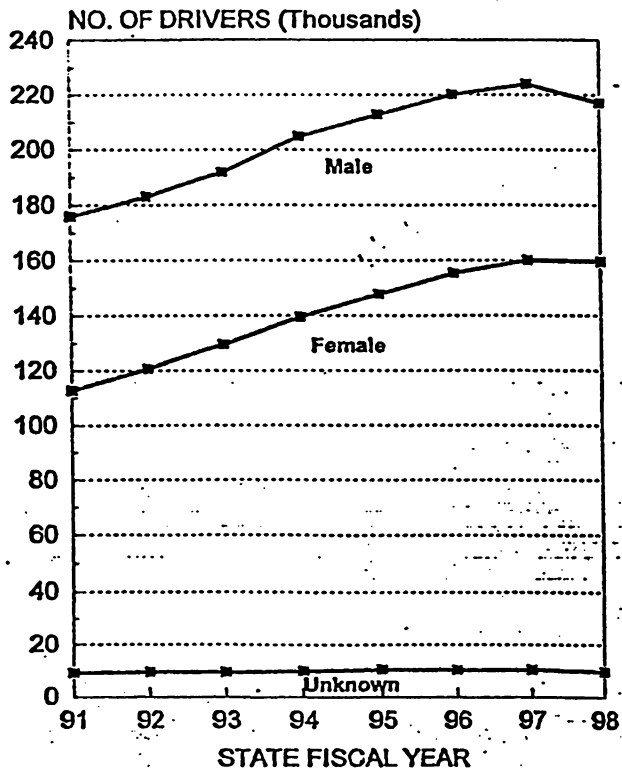
FATAL CRASHES PER 10,000 LICENSED DRIVERS BY AGE OF DRIVER



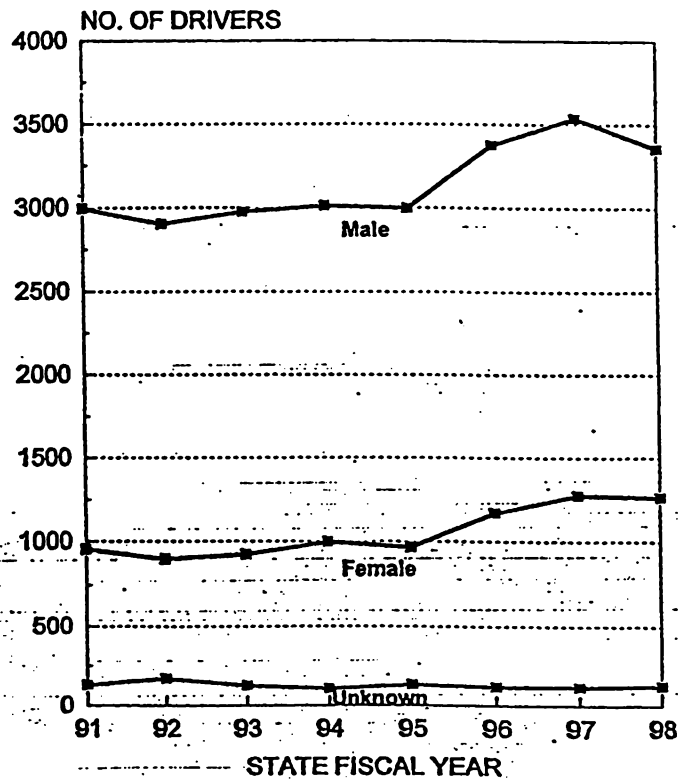
TEXAS CRASH EXPERIENCE

GENDER OF CRASH INVOLVED DRIVERS

**INJURY CRASHES BY GENDER OF DRIVER
(Excluding Fatal Crashes)**



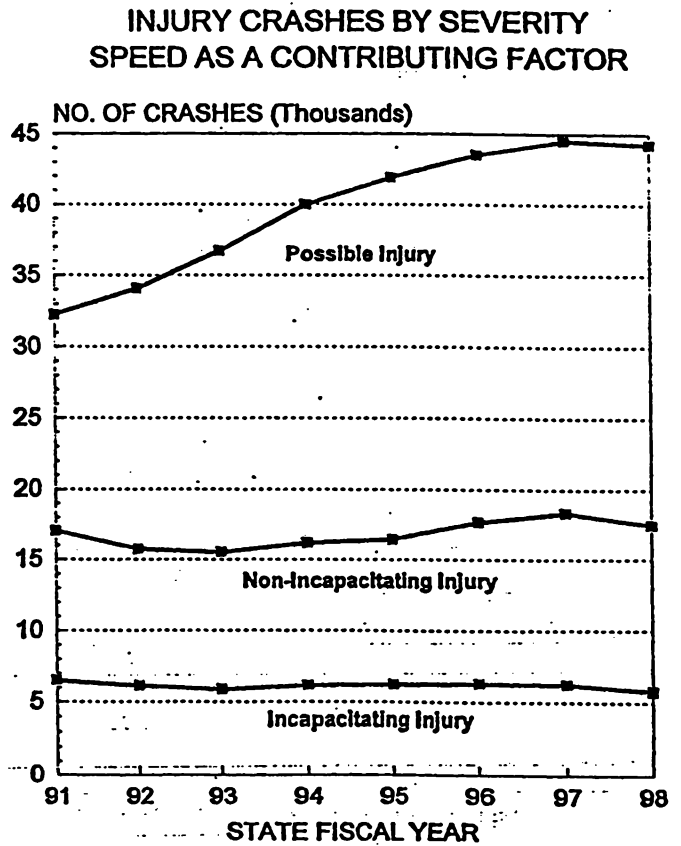
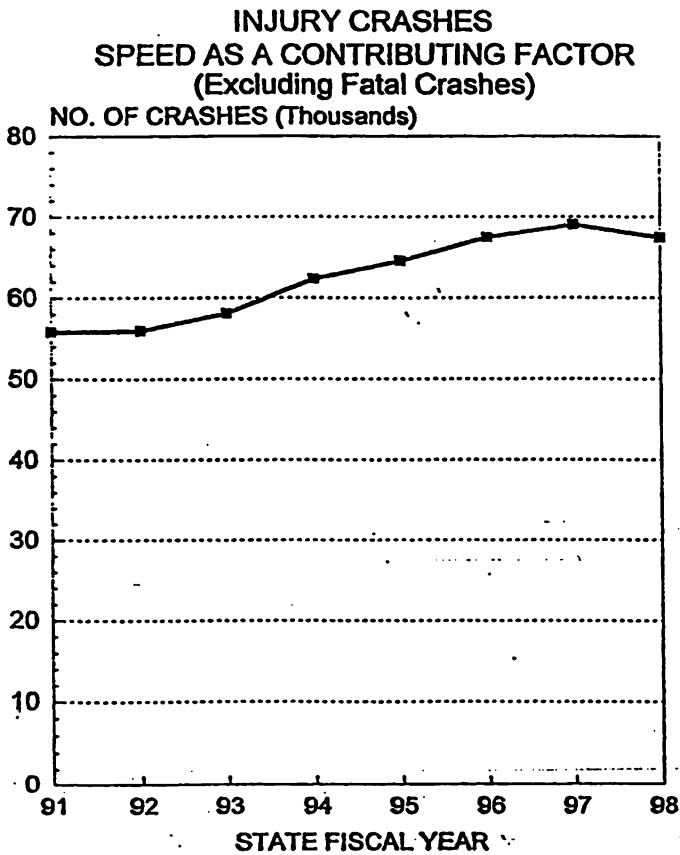
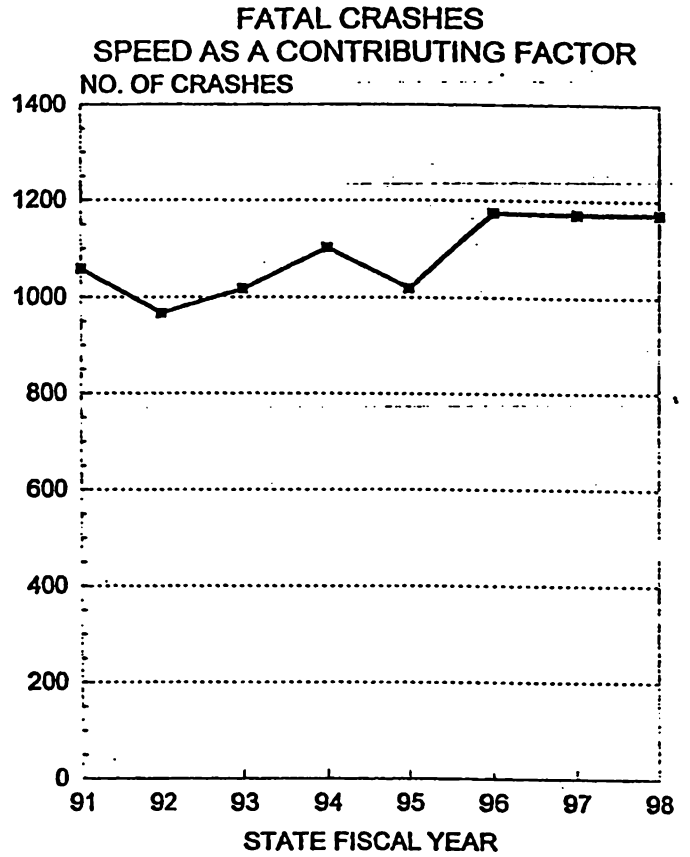
FATAL CRASHES BY GENDER OF DRIVER



TEXAS CRASH EXPERIENCE

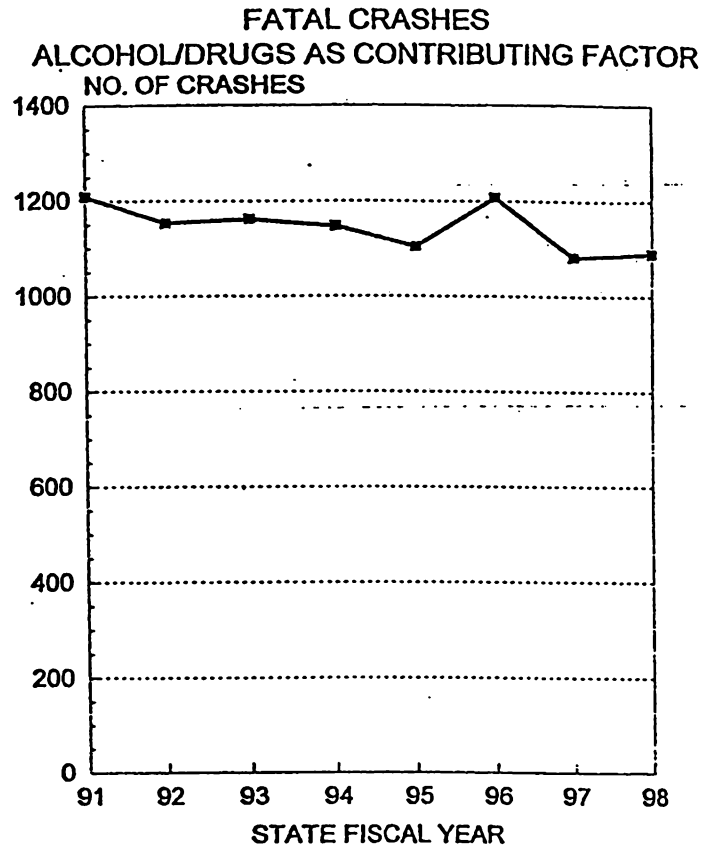
SPEED AS A CONTRIBUTING FACTOR

Note: Includes both speeding above the limit and speed unsafe for conditions.

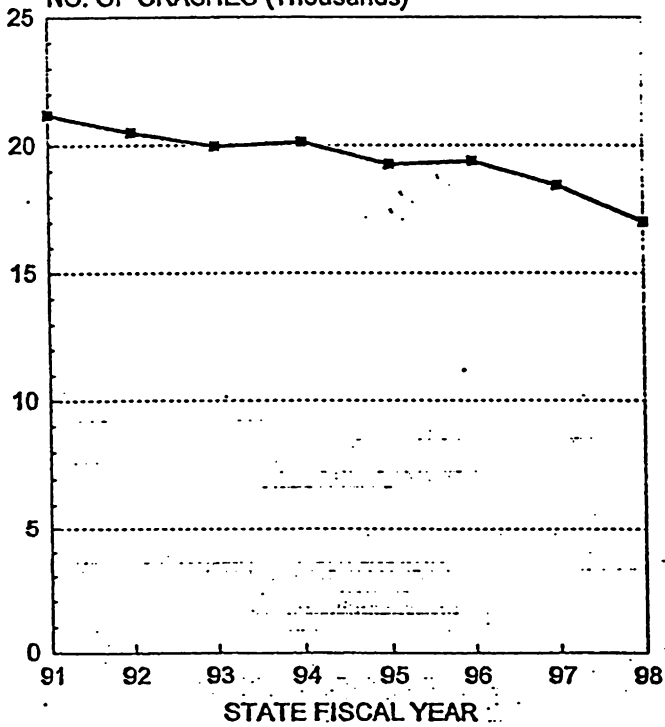


TEXAS CRASH EXPERIENCE

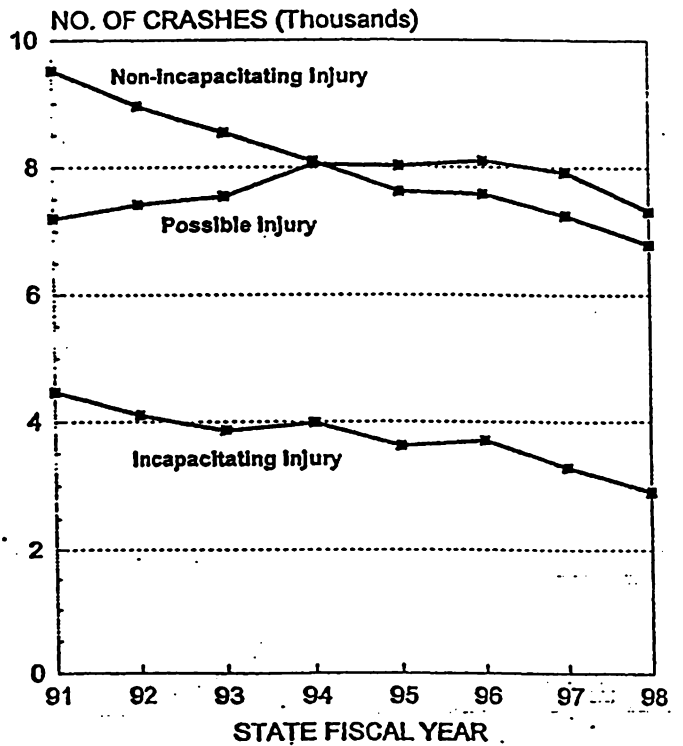
ALCOHOL/DRUGS AS A CONTRIBUTING FACTOR



INJURY CRASHES ALCOHOL/DRUGS AS CONTRIBUTING FACTOR (Excluding Fatal Crashes) NO. OF CRASHES (Thousands)



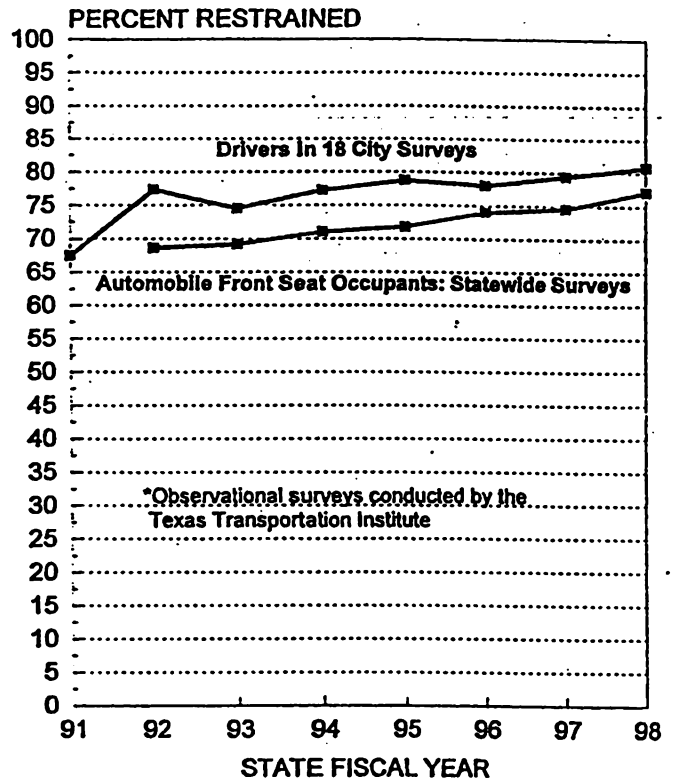
INJURY CRASHES BY SEVERITY ALCOHOL/DRUGS AS CONTRIBUTING FACTOR NO. OF CRASHES (Thousands)



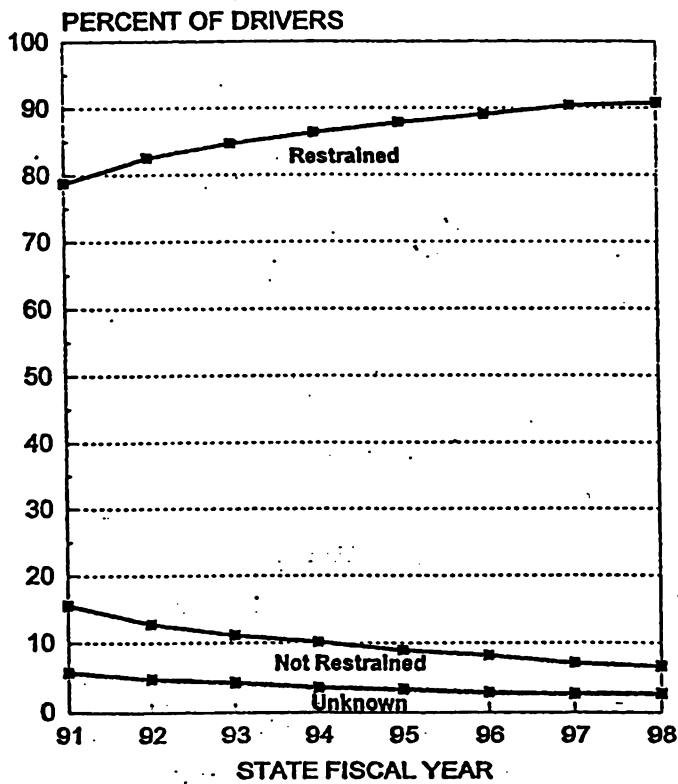
TEXAS CRASH EXPERIENCE

RESTRAINT USE BY CRASH INVOLVED DRIVERS

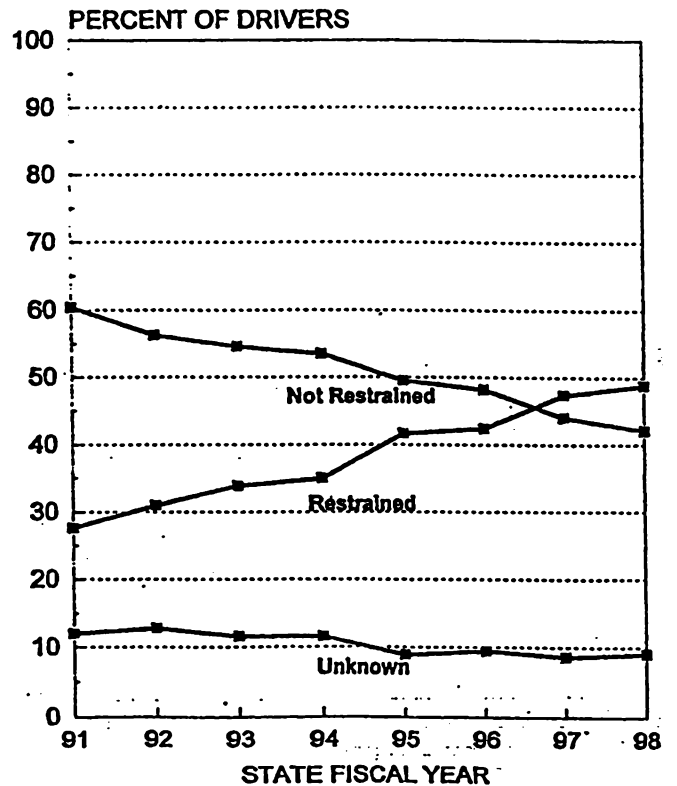
OBSERVED* RESTRAINT USE IN TEXAS



REPORTED RESTRAINT USE BY INJURED DRIVERS (Excluding Fatalities)



REPORTED RESTRAINT USE BY KILLED DRIVERS

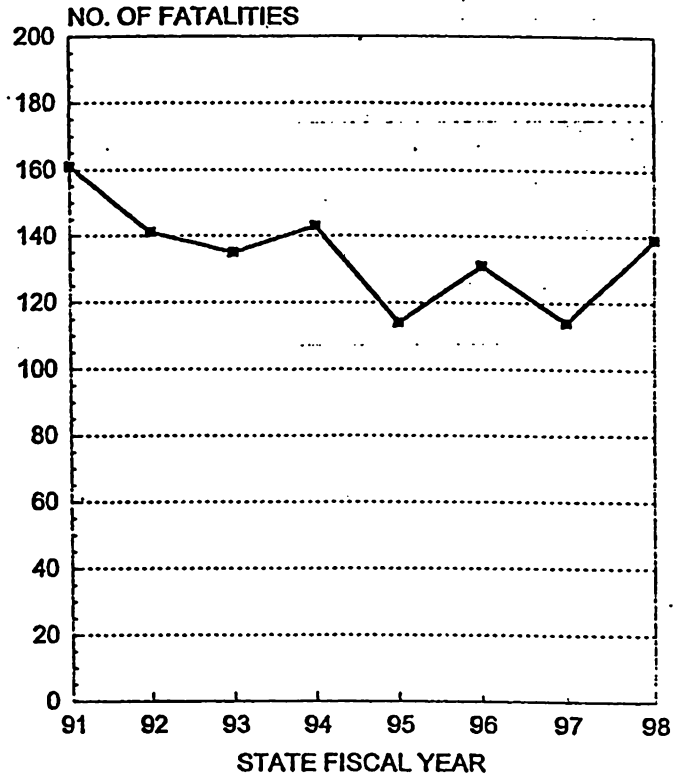


TEXAS CRASH EXPERIENCE

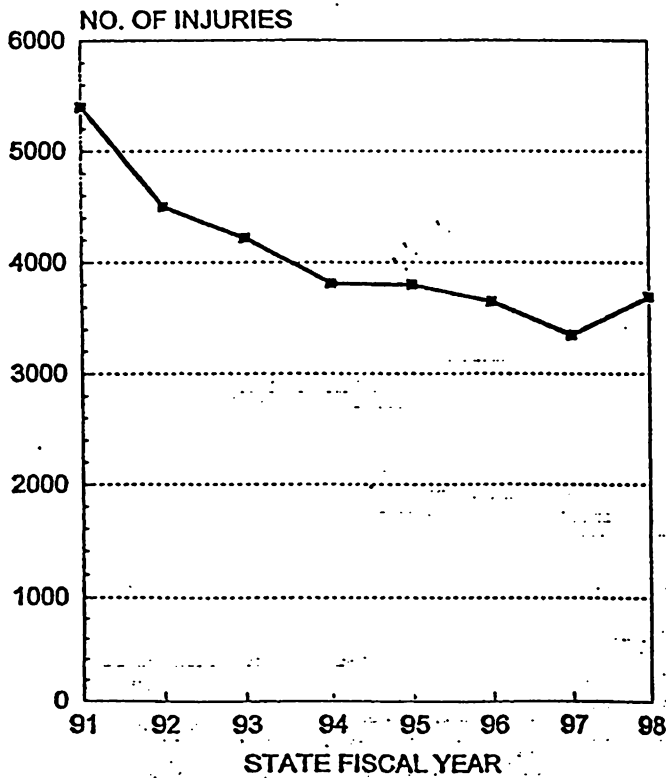
**MOTORCYCLIST CASUALTIES,
INCLUDING MOPEDS & SCOOTERS**

Note: Includes both motorcycle operators and passengers.

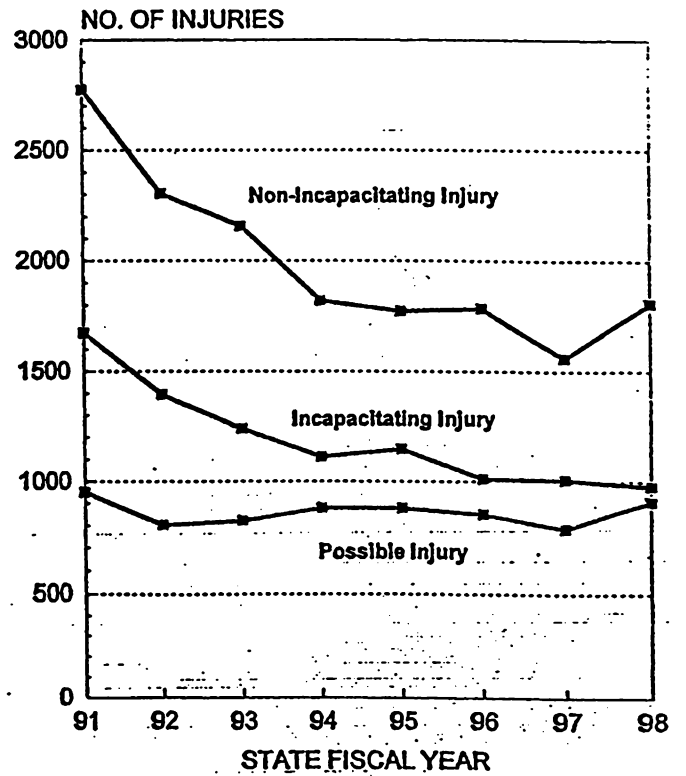
MOTORCYCLIST FATALITIES



**MOTORCYCLIST INJURIES
(Excluding Fatal Injuries)**



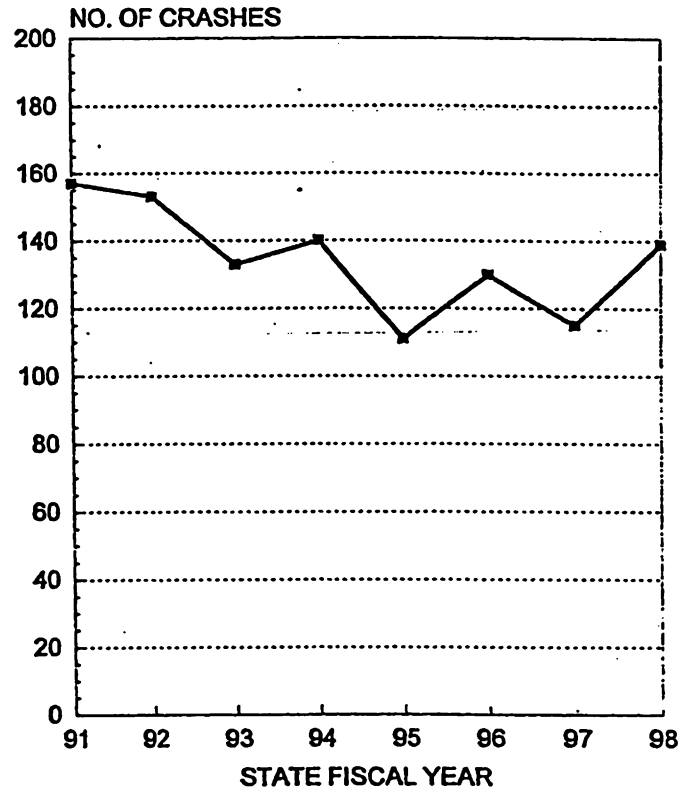
MOTORCYCLIST INJURIES BY SEVERITY



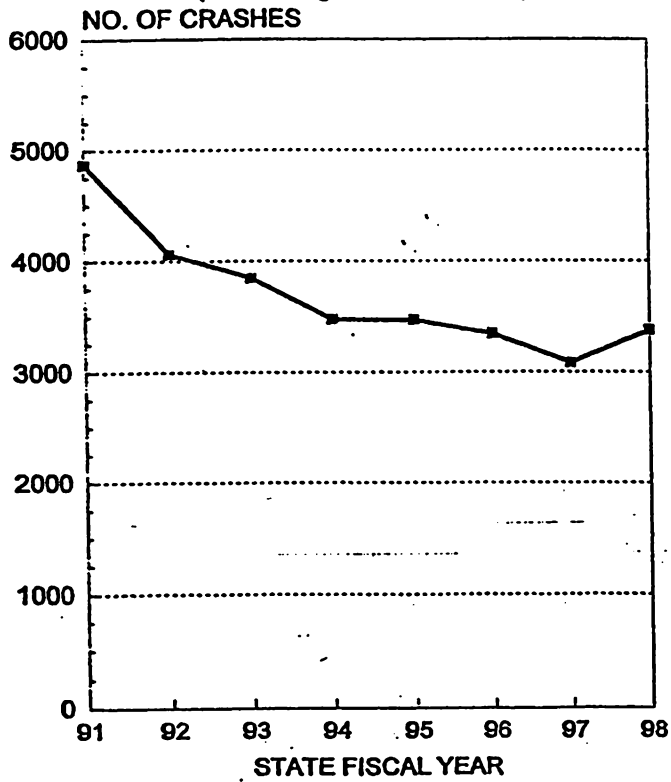
TEXAS CRASH EXPERIENCE

CRASHES INVOLVING MOTORCYCLES, INCLUDING MOPEDS & SCOOTERS

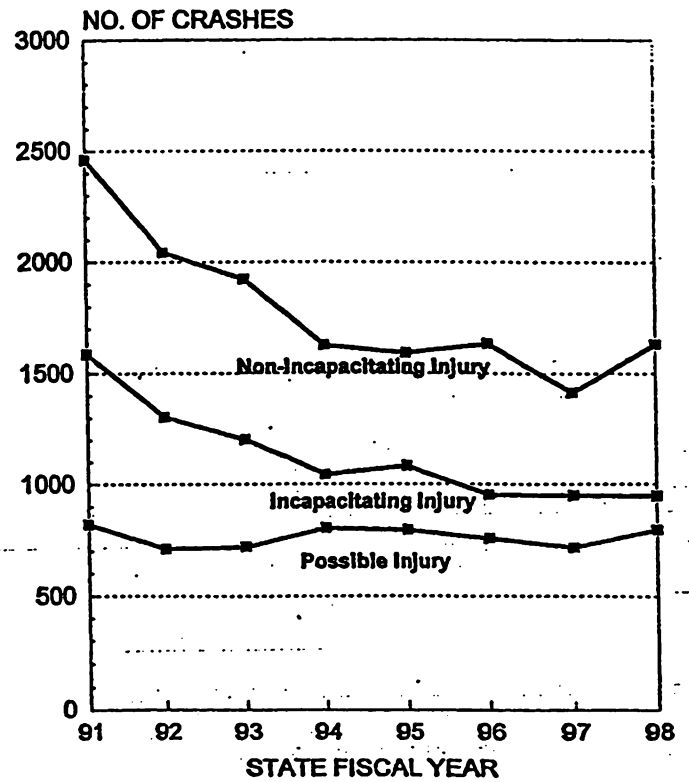
FATAL MOTORCYCLE CRASHES



INJURY MOTORCYCLE CRASHES (Excluding Fatal Crashes)



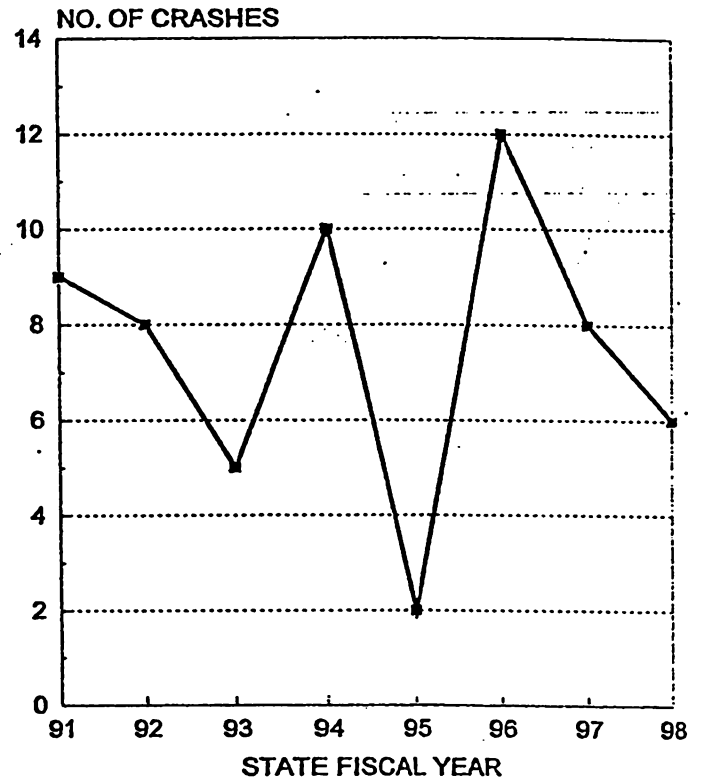
INJURY MOTORCYCLE CRASHES BY SEVERITY



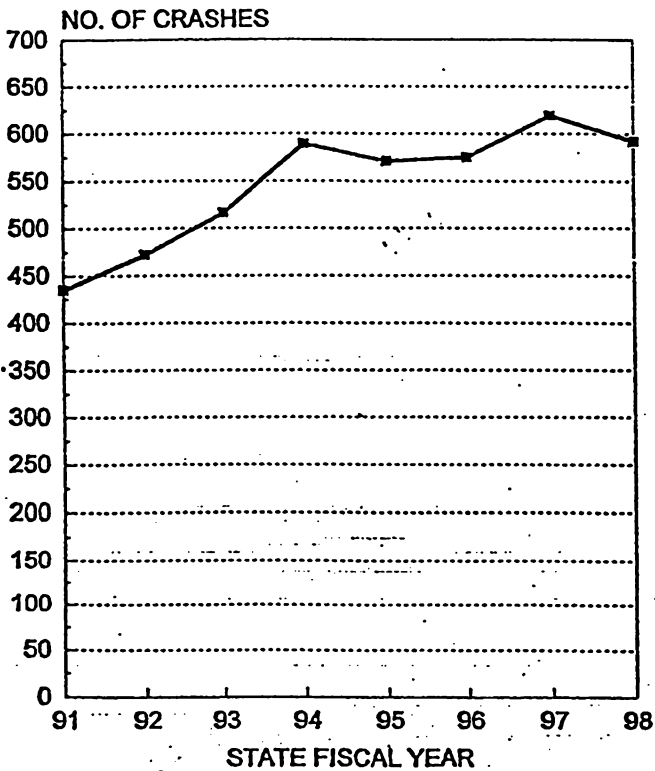
TEXAS CRASH EXPERIENCE

CRASHES INVOLVING SCHOOL BUSES

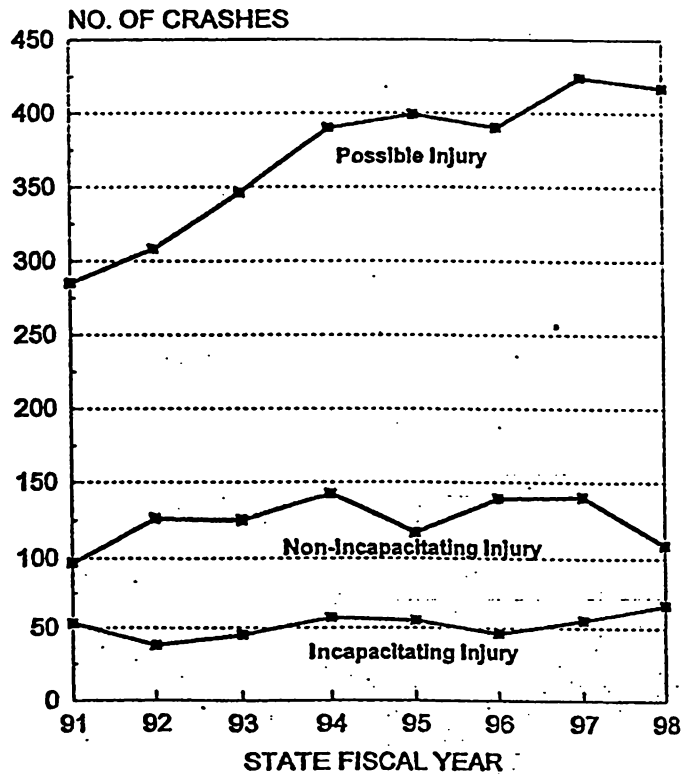
FATAL SCHOOL BUS CRASHES



INJURY SCHOOL BUS CRASHES (Excluding Fatal Crashes)

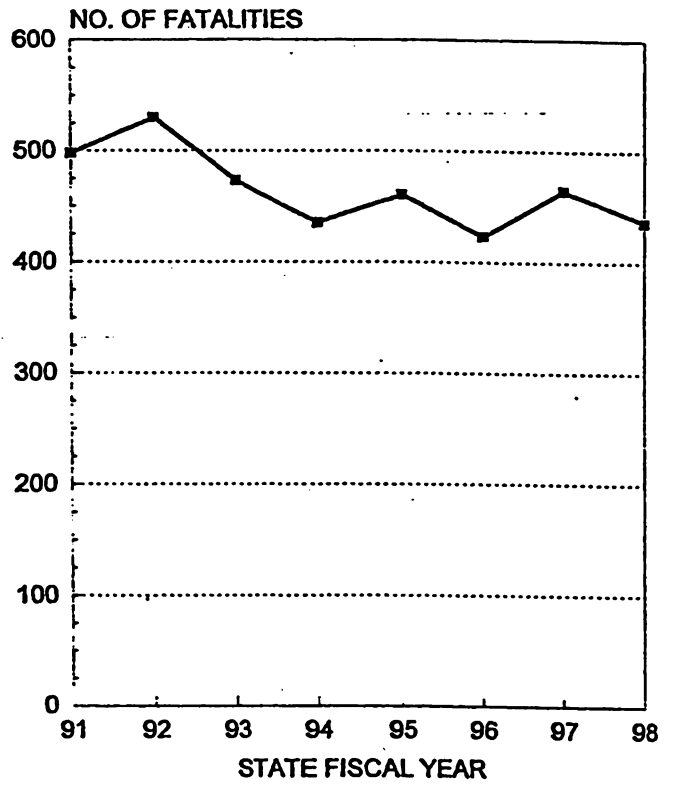


INJURY SCHOOL BUS CRASHES BY SEVERITY

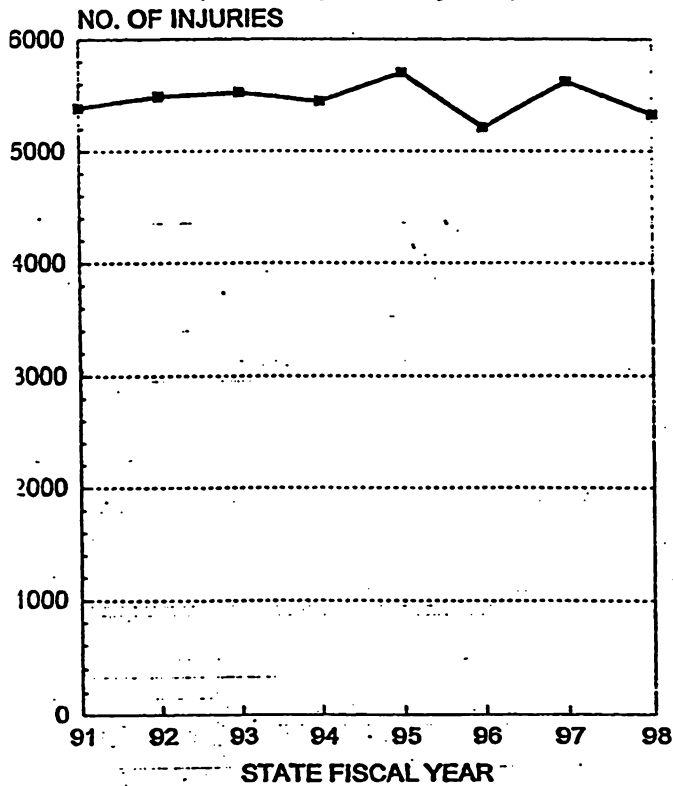


**TEXAS CRASH EXPERIENCE
PEDESTRIAN CASUALTIES**

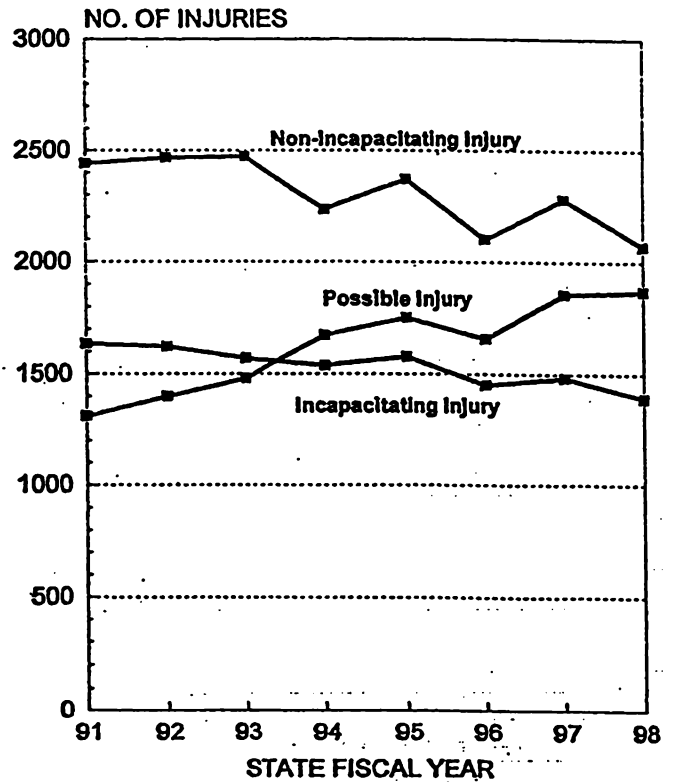
PEDESTRIAN FATALITIES



**PEDESTRIAN INJURIES
(Excluding Fatal Injuries)**



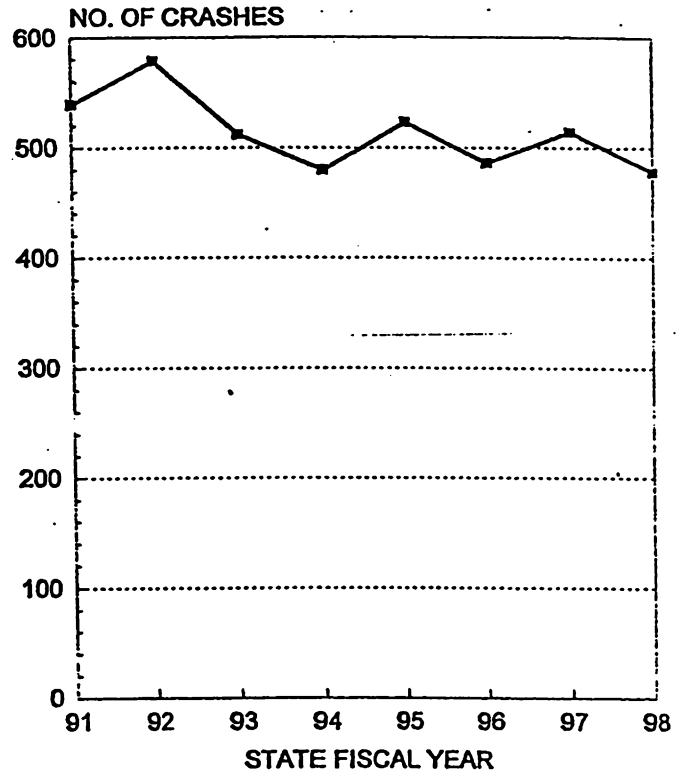
PEDESTRIAN INJURIES BY SEVERITY



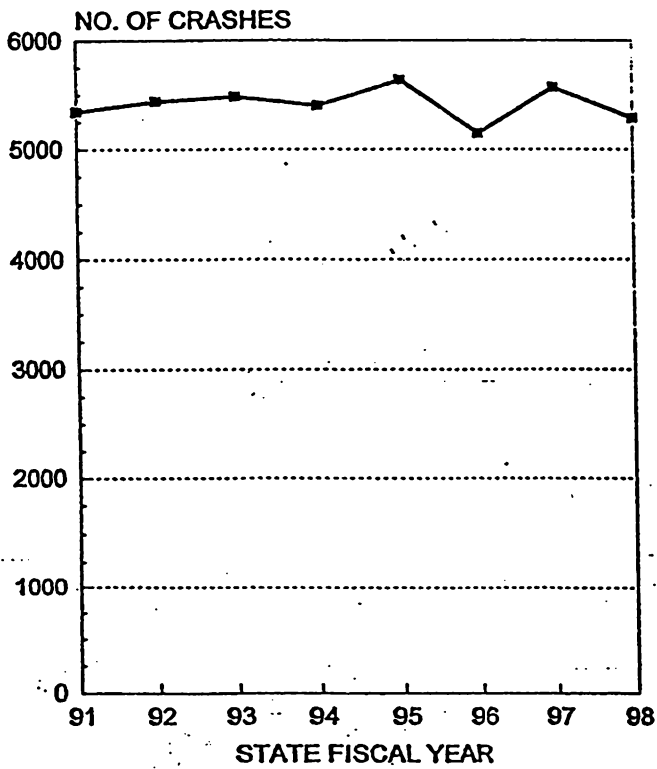
TEXAS CRASH EXPERIENCE

CRASHES INVOLVING PEDESTRIANS

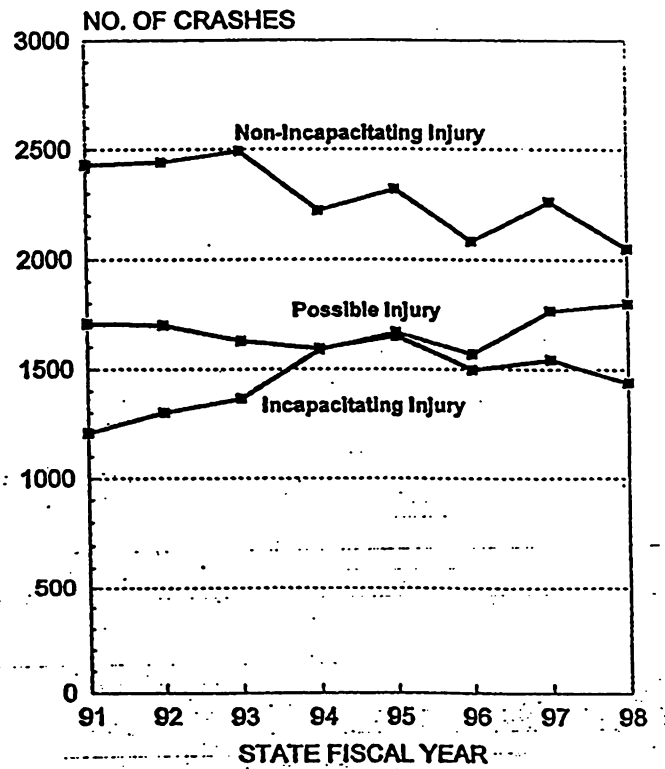
FATAL PEDESTRIAN CRASHES



INJURY PEDESTRIAN CRASHES (Excluding Fatal Crashes)

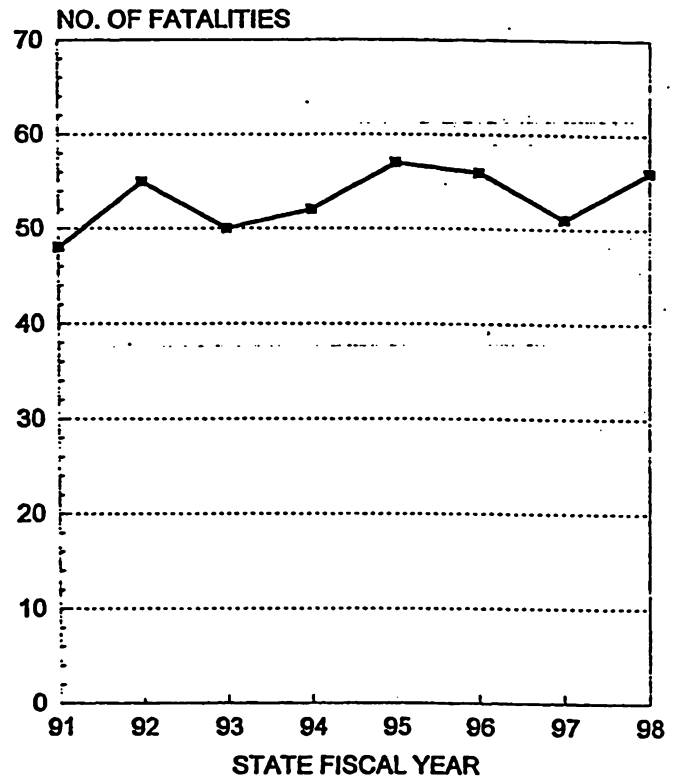


INJURY PEDESTRIAN CRASHES BY SEVERITY

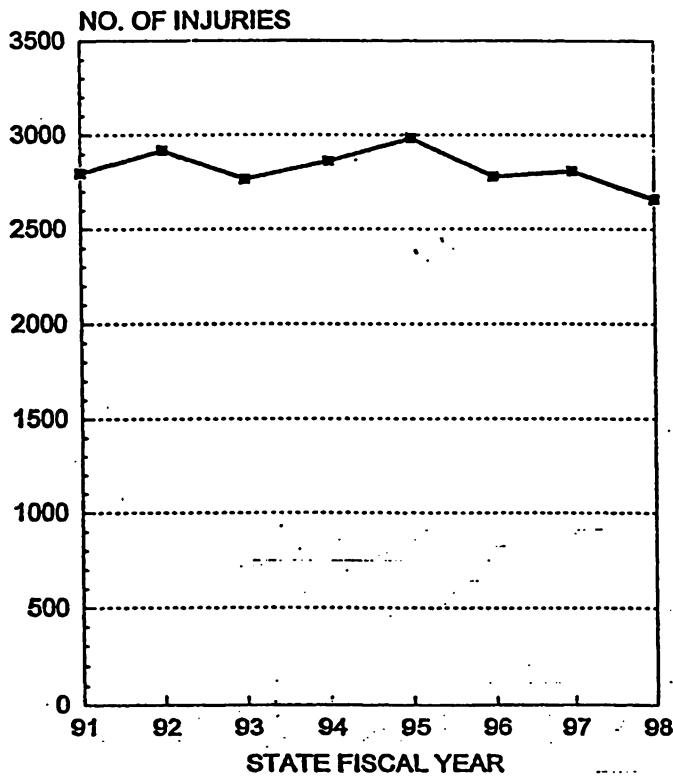


TEXAS CRASH EXPERIENCE
PEDALCYCLIST CASUALTIES

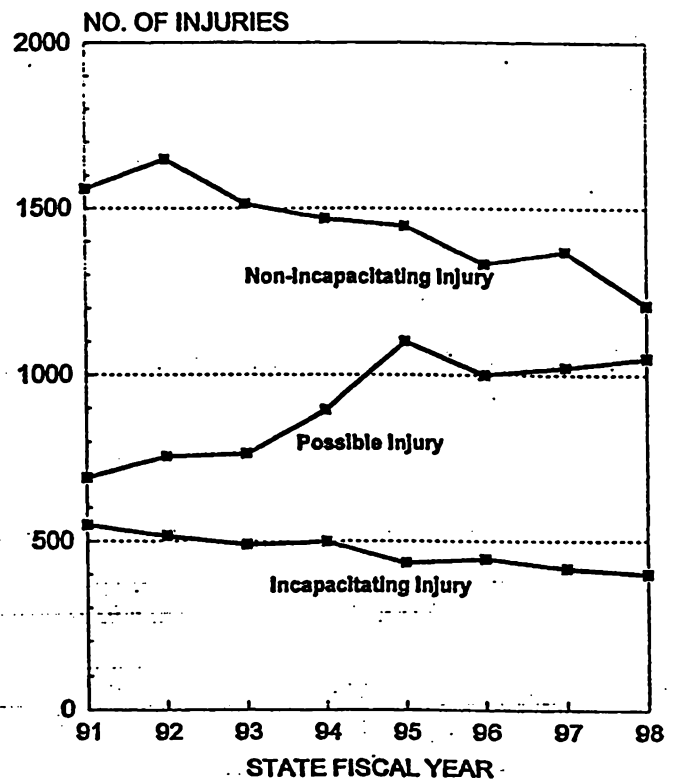
PEDALCYCLIST FATALITIES



PEDALCYCLIST INJURIES
(Excluding Fatal Injuries)



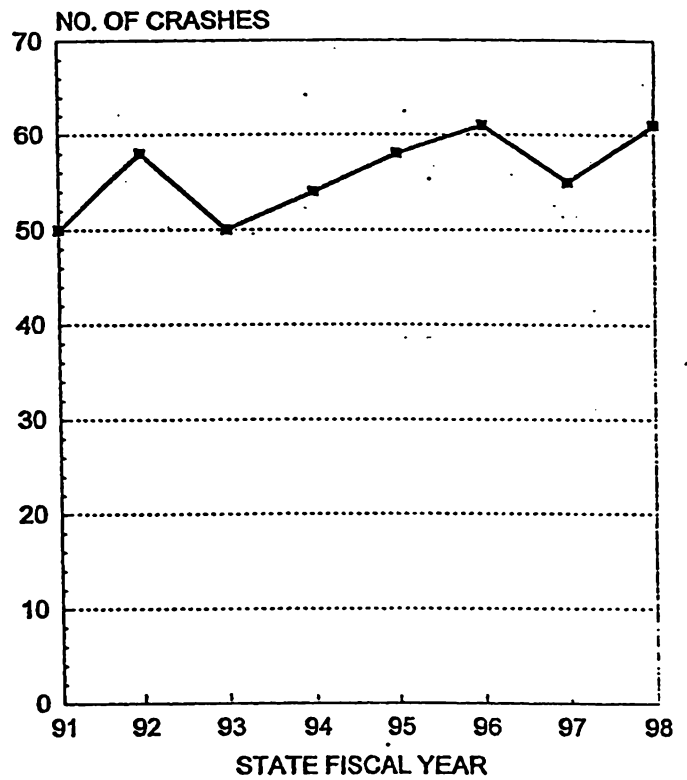
PEDALCYCLIST INJURIES BY SEVERITY



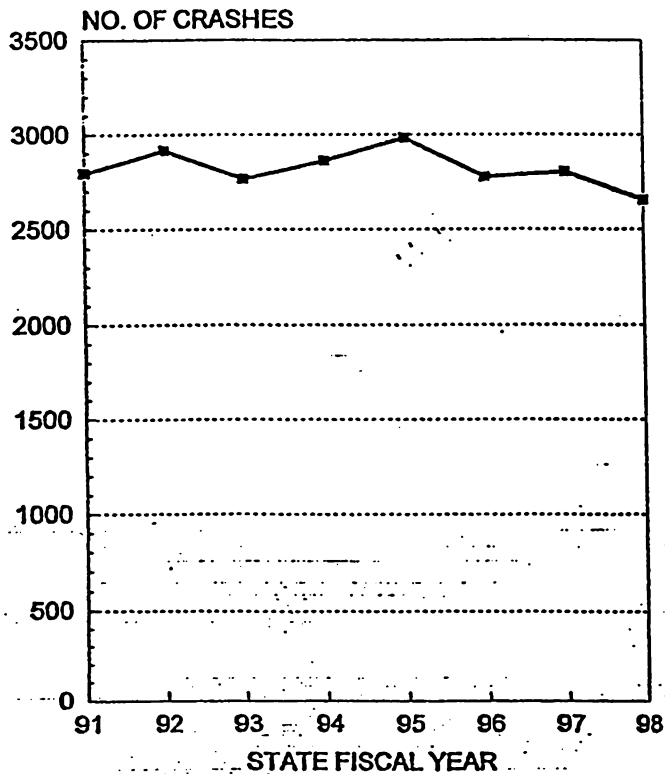
TEXAS CRASH EXPERIENCE

CRASHES INVOLVING PEDALCYCLES

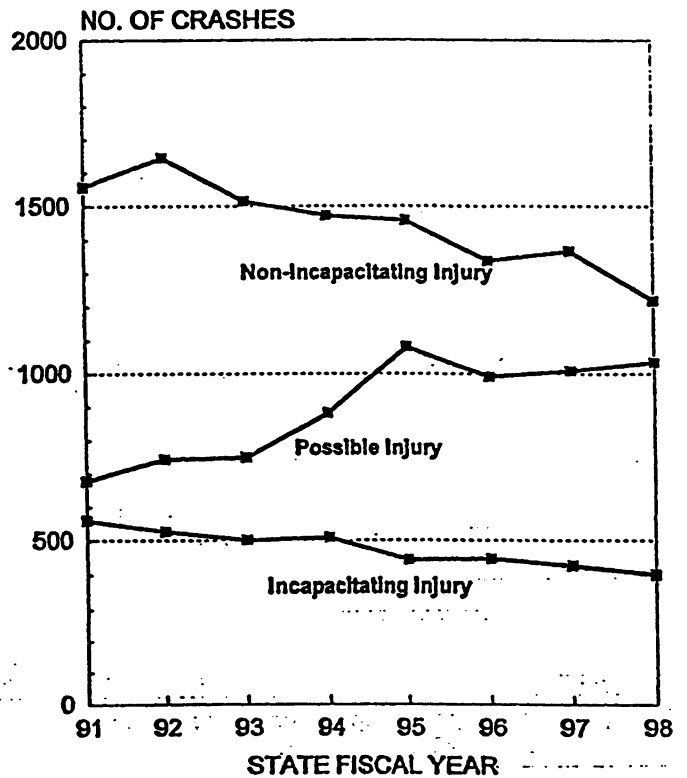
FATAL PEDALCYCLE CRASHES



INJURY PEDALCYCLE CRASHES (Excluding Fatal Crashes)



INJURY PEDALCYCLE CRASHES BY SEVERITY



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. Also included (at page F-3) is a matrix of various combinations of cost categories common to the types of budgets in specific grants. These Budget Type Codes will be found adjacent to the appropriate sub-task in the Program Area Cost Summary pages.

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, 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.
-

**Typical Budget
Types**

On the next page is a matrix of most of the common groupings of budget categories that are found in grant agreements or contracts. Each Task and Sub-Task listed in the Program Module pages will have the appropriate alpha character indicating which budget type it will most likely have.

TYPICAL BUDGET TYPES OF ELIGIBLE COST CATEGORIES

COST CATEGORY	BUD. CODE	BUDGET TYPE												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Salary / Wages	100	Yes	Yes	Yes			Yes	Yes		Yes				
Fringe Benefits	200	Yes	Yes	Yes			Yes							
Travel	300	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
Equipment	400	Yes			Yes									
Supplies	500	Yes	Yes	Yes	Yes	Yes		Yes			Yes			
Contract Services	600	Yes	Yes		Yes	Yes				Yes		Yes	Yes	
Other Direct (1)	700	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes			Yes
Indirect Cost	800	Yes	Yes	Yes		Yes								

May include such items as, postage, telephone, materials, registration fees, etc.

APPENDIX G

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	The following federal accounting codes are those assigned to highway safety projects. (* denotes federally-designated priority areas) <u>Program Areas:</u> 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 & Commercial Vehicle Safety SC Speed Control * RS Roadway Safety Traffic Engineering * <u>Incentive Funds:</u> HB 153 Helmets & Belts J2 Occupant Protection Incentive Grant-Section 405a J3 Child Passenger Protection Education Grant-Section 2003b

- J7 Alcohol Incentive Funds 1997- Section 410
- J8 Alcohol Incentive Funds 1998- Section 410

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 weighting form 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	Means a motor vehicle, other than a motorcycle, designed or used primarily to transport property. The term includes a passenger car reconstructed and used primarily for delivery purposes.
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 (usually alcohol but, could include other drugs either alone or in combination with alcohol.)
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 vehicle mile traveled (VMT).
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	§ 402 Grant Program. A partnership program created by the Highway Safety Act of 1966. Administered by NHTSA, this 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.
TRASER	An acronym for <u>T</u> raffic <u>S</u> ervices and used as the name of a software program developed by the Texas Transportation Institute for microcomputer traffic crash and citation data. The

program is designed for use by law enforcement and traffic engineering agencies in order to isolate traffic problem areas in a jurisdiction.

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

Signed into law by the President on Nov. 28, 1995, this National Highway System bill requires that states adopt a "zero tolerance" legislation of 0.02 BAC or lower by 1998 or risk the loss of 5 percent of certain highway construction funds beginning in fiscal year 1999 and 10 percent each year thereafter. Texas passed zero tolerance legislation in June, 1999.

