

Save a Life™

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**TEXAS
TRAFFIC SAFETY
ANNUAL REPORT**

TEXAS DEPARTMENT OF TRANSPORTATION

125 E. 11TH STREET

AUSTIN, TEXAS 78701

www.dot.state.tx.us/trafficsafety

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TABLE OF CONTENTS

INTRODUCTION	5
TRAFFIC SAFETY PROGRAM	7
CRASH SUMMARY	7
CHALLENGES	7
MISSION	8
STRATEGIC PLANNING	8
PROBLEM IDENTIFICATION	9
FY 05 FEDERAL FUNDING	9
PERFORMANCE MEASUREMENT GOALS	9
SIGNIFICANT LEGISLATIVE ACCOMPLISHMENTS	19
FINANCIAL SUMMARY	23
PROGRAM INCOME	23
NOTEWORTHY ACCOMPLISHMENTS	23
PROGRAM AREA SUMMARIES	25
PROGRAM AREA 05-01: POLICE TRAFFIC SERVICES	27
PROGRAM AREA 05-02: ALCOHOL AND OTHER DRUG COUNTERMEASURES	29
PROGRAM AREA 05-03: EMERGENCY MEDICAL SERVICES	33
PROGRAM AREA 05-04: OCCUPANT PROTECTION	35
PROGRAM AREA 05-05: TRAFFIC RECORDS	37
PROGRAM AREA 05-06: ROADWAY SAFETY	39
PROGRAM AREA 05-07: MOTORCYCLE SAFETY	41
PROGRAM AREA 05-08: PLANNING AND ADMINISTRATION	43
PROGRAM AREA 05-09: SAFE COMMUNITIES PROGRAMS	45
PROGRAM AREA 05-10: DRIVER EDUCATION AND BEHAVIOR (INCLUDING PAID MEDIA)	47
PROGRAM AREA 05-11: SCHOOL BUS SAFETY	55
PROGRAM AREA 05-12: PEDESTRIAN/BICYCLE SAFETY	57
PROGRAM AREA 05-13: COMMERCIAL VEHICLE SAFETY	59
APPENDIX A: FINANCIAL DATA.....	61
APPENDIX B: CRASH DATA	71
APPENDIX C: NOTEWORTHY PRACTICES.....	85
CITY OF AUSTIN SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) COMPREHENSIVE	87
CITY OF GRAND PRAIRIE SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) – IMPAIRED DRIVING MOBILIZATION (LABOR DAY CRACKDOWN)	89
CITY OF HOUSTON SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) – HOLIDAY DWI	91
CITY OF LOCKHART – SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - SPEED AND OCCUPANT PROTECTION	93
TEXAS DEPARTMENT OF PUBLIC SAFETY (TxDPS) SELECTIVE TRAFFIC ENFORCEMENT PROGRAM – SAFE AND SOBER	95
THE DEPARTMENT OF STATE HEALTH SERVICES (DSHS) CHILD PASSENGER SAFETY EDUCATION PROGRAM	97
TEXAS DWI RESOURCE PROSECUTOR	101
TRAVIS COUNTY - UNDERAGE DRINKING PREVENTION PROGRAM	103

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INTRODUCTION

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TRAFFIC SAFETY PROGRAM

Texas planned an extensive and diverse traffic safety program in FY 2005, with projects in these program areas:

- Police Traffic Services
- Alcohol & Other Drug Countermeasures
- Emergency Medical Services
- Occupant Protection
- Traffic Records
- Roadway Safety
- Motorcycle Safety
- Planning and Administration
- Safe Communities
- Driver Education and Behavior
- Pedestrian/Bicycle Safety
- Commercial Motor Vehicle Safety

CRASH SUMMARY

Texas is approximately 48 months behind in crash data assimilation and analysis, so the most recent year for which complete data is available is calendar year 2001. The number of fatalities per hundred million vehicle miles driven has remained fairly constant despite the rapid increases in population and miles driven from 1995 to 2001.

	<u>1995</u>	<u>2001</u>
Population	18,378,185	21,175,281 (est.)
Miles Driven	1831.0	2115.7
<i>(Hundred million vehicle miles traveled)</i>		

Mileage Death Rate	1.70	1.70
<i>(Number of people killed per hundred million miles traveled)</i>		

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

CHALLENGES

Crashes, injuries and fatalities caused by drunk drivers continue to be the major traffic safety problem in Texas. Fatalities related to alcohol are decreasing and Texas again

experienced a decrease in alcohol-related fatalities this year. Alcohol-related fatalities reported by the Fatality Analysis Reporting System (FARS) decreased in Texas to 1,771 in 2003 versus 1810 in 2002, or 2.2 percent.

Texans are using their safety belts at an all-time high: 89.9 percent in FY 2005 versus 83.2 in FY 2004. As a result, 185 fewer people will die in Texas each year in traffic crashes and 3,000 fewer will be injured. Economic savings to Texas will exceed \$600 million. The significant improvement in safety belt use is attributed to increased enforcement, a large public information and education campaign, statewide increase in local community involvement, as well as strong campaign participation and support from the National Highway Traffic Safety Administration (NHTSA) South Central Regional office.

MISSION

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

STRATEGIC PLANNING

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

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

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

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

Texas last held a Strategic Planning Update meeting in Austin in June 2003. The results of that meeting are included in the fiscal year 2005 Performance Plan, including

the new goals, strategies, performance measures, objectives, and targets. The next Strategic Planning Update meeting will be held in Austin in June 2006.

PROBLEM IDENTIFICATION

The Texas Department of Transportation, Traffic Operations Division, coordinates the development and implementation of highway safety performance goals and strategies for each program area using a strategic planning process. Multiple goals and strategies are identified through a comprehensive problem identification process. Based on this problem identification information, state and local agencies as well as public and private organizations then develop and submit project proposals designed to support those multiple goals and strategies.

FY 05 FEDERAL FUNDING

On June 26, 2004, the Texas Transportation Commission approved the *FY 2005 Texas Highway Safety Plan*, which described how federal highway safety funds would be programmed consistent with the guidelines, priority areas, and other Section 402 requirements. In addition to the Section 402 program, the FY 05 Texas Traffic Safety Program included funding from special use grant funds created by the passage of the Transportation Equity Act for the 21st Century. These included:

- Section 157(a) - Seat Belt Incentive Funds
- Section 157(b) - Seat Belt Innovative Funds
- Section 163 - .08 BAC Incentive Funds
- Section 164 - Repeat Intoxicated Driver Transfer Program
- Section 405a - Occupant Protection Incentive Funds
- Section 2003(b) - Child Passenger Safety Protection Grants

PERFORMANCE MEASUREMENT GOALS

Overall State Goals

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

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

Traffic Safety Goals, Strategies, Performance Measures, and Objectives

As an outgrowth of the strategic planning process, Texas developed 17 specific goals for the traffic safety program, 55 specific strategies, and 25 specific performance measures. Objectives have been established for all 25 performance measures for years 2005 through 2010. The goals, strategies, performance measures and objectives for 2005 and the most recent status are outlined in Table 1.

Table 1. FY 2005 Traffic Safety Goals, Strategies, Performance Measures, and Objectives

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2005 Objective
Overall State Goal					
Reduce the number of motor vehicle crashes, injuries and fatalities		Mileage Death Rate	1.70 fatalities per 100 mvmt	1.75 fatalities per 100 mvmt (2003 FARS)	1.62 fatalities per 100 mvmt
		A & B Injury Rate	49.4 A&B injuries per 100 mvmt	49.4 A&B Injuries per 100 mvmt	45.57 A&B injuries per 100 mvmt
PT: Police Traffic Services					
To reduce the number of speed-related fatal and serious injury crashes	Increase enforcement of traffic safety-related laws	Number of KAB crashes per 100 mvmt	35.61 KAB Crashes/100mvmt	35.61 KAB Crashes/100mvmt	32.85 KAB Crashes/100mvmt
		Number of speed-related KAB crashes	11.49 speed related KAB crashes/100mvmt	11.49 speed related KAB crashes/100mvmt	10.1 speed related KAB crashes/100mvmt
		Number of intersection and intersection related KAB crashes	15.1 intersection and intersection related KAB crashes/100mvmt	15.1 intersection and intersection related KAB crashes/100mvmt	11.2 intersection and intersection related KAB crashes/100mvmt
To increase effective enforcement and adjudication of traffic safety related laws to reduce fatal and serious injury crashes	Identify best practices for speed deterrence when law enforcement is not present	Increase traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals			
AL: Alcohol and Other Drug Countermeasures					
To reduce the number of DWI-related crashes, injuries, and fatalities	Increase enforcement of DWI laws	Number of DWI related KAB crashes	4.6 DWI related crashes/100mvmt	4.6 DWI related crashes/100mvmt	3.6 DWI related KAB crashes/100mvmt
		Number of 20 year old and under DWI drivers involved in KAB crashes per 100,000 population	85.86 DWI-related KAB crashes per 100,000 population for drivers 16-20 years of age	85.86 DWI-related KAB crashes per 100,000 population for drivers 16-20 years of age	67.06 DWI-related KAB injury crashes per 100,000 population for drivers 16-20 years of age
To reduce the number of DWI-related crashes where the driver is under age 21	Improve BAC testing and reporting to the State's crash records information system	Improve anti-DWI public information and education			

Texas Highway Safety Annual Report – FY 2005

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2005 Objective
	<p>campaigns</p> <p>Increase the number of law enforcement task forces and coordinated enforcement campaigns</p> <p>Increase training for anti-DWI advocates</p> <p>Improve and increase training for law enforcement officers</p> <p>Improve DWI processing procedures</p> <p>Develop a DWI and minor in possession tracking system</p> <p>Improve adjudication of DWI cases through improved training for judges, administrative license revocation judges, and prosecutors, and improved support materials for judges and prosecutors</p> <p>Improve education programs on alcohol and driving for youth</p> <p>Increase enforcement of driving under the influence by minors laws</p> <p>Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving</p> <p>Develop innovative ways and programs to combat underage drinking and driving</p> <p>Expand "EI Protector" and keep concentration on alcohol</p>	<p>Number of DWI-related fatalities per 100 mvmt</p>	<p>0.558 DWI-related fatalities per 100 mvmt</p>	<p>0.558 DWI-related fatalities per 100 mvmt</p>	<p>.51 DWI-related fatalities per 100 mvmt</p>
		<p>Number of DWI-related injuries per 100 mvmt</p>	<p>6.43 DWI-related injuries per 100mvmt</p>	<p>6.43 DWI-related injuries per 100mvmt</p>	<p>4.98 DWI-related injuries per 100mvmt</p>

Texas Highway Safety Annual Report – FY 2005

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2005 Objective
EM: Emergency Medical Services					
To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas	To increase the availability of EMS training in rural and frontier areas Increase EMS involvement in local community safety efforts	EMS response time in rural areas	EMS dispatch time to motor vehicle trauma calls reduced to 12.3 minutes (1999)	EMS dispatch time to motor vehicle trauma calls reduced to 13.7 minutes (2003) (Increased state data collection more clearly represents the actual dispatch time)	Maintain EMS dispatch time to motor vehicle trauma calls at 10.5 minutes
		EMS response time in frontier areas	Average EMS dispatch time to motor vehicle crashes in frontier areas less than 13.6 minutes	Average EMS dispatch time to motor vehicle crashes in frontier areas less than 20.9 minutes (2003) (Increased state data collection more clearly represents the actual dispatch time)	Maintain EMS dispatch time to motor vehicle trauma calls at 13 minutes in frontier areas
OP: Occupant Protection					
To increase occupant restraint use in all passenger vehicles and trucks	Increase enforcement of occupant protection laws Increase public information and education campaigns Increase intervention efforts by healthcare professionals, teachers, and all safety advocates Concentrate efforts on historically low use populations Increase judges' and prosecutors' awareness of safety belt misuse Increase retention of child	Driver and front seat passenger restraint use	83.15 percent (2004)	89.90 percent (2005)	86.03 percent
		Safety belt use rate by children age 5-16	47 percent (2003)	44.6 percent (2005)	55.0 percent

Texas Highway Safety Annual Report – FY 2005

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2005 Objective
	<p>passenger safety (CPS) instructors</p> <p>Increase training opportunities for CPS instructors</p> <p>Increase EMS/fire department involvement in CPS fitting stations</p> <p>Increase occupant protection education and training for law enforcement and judges</p>	<p>Child passenger restraint use rate for children ages 0-4</p>	<p>73.4 percent (2003)</p>	<p>79.9 percent (2005)</p>	<p>75.0 percent</p>
TR: Traffic Records					
<p>To improve the timeliness of, quality of, availability of, and linkages of records between crash data bases</p>	<p>Link Texas Department of Health, Transportation, and Public Safety databases</p> <p>Improve local databases and their ability to electronically transmit crash data to the Department of Health and Public Safety</p>	<p>Days for Crash Records Information System (CRIS) to report crash data after occurrence</p>	<p>Crash data available electronically to TxDOT in excess of 26 months</p>	<p>Crash data available electronically to TxDOT in excess of 48 months (2005)</p>	<p>Crash data available electronically within 60 days of the event</p>
		<p>Days to report local crash data electronically to CRIS after occurrence</p>	<p>Local crash data reported electronically to CRIS no later than 60 days after occurrence</p>	<p>The CRIS project did not become operational in FY05</p>	<p>Local crash data reported electronically to CRIS no later than 10 days after occurrence</p>
RS: Roadway Safety					
<p>Reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled</p>	<p>Increase enforcement of traffic safety related laws in work zones</p> <p>Increase public education and information on traffic safety in work zones</p> <p>Evaluate best practices for reducing work zone crashes, injuries, and fatalities, including training</p>	<p>Number of KAB crashes, injuries, and fatalities in work zones</p>	<p>1.32 KAB crashes in work zones per 100 mvmt</p>	<p>1.32 KAB crashes in work zones per 100 mvmt</p>	<p>Achieve 1.22 KAB crashes in work zones per 100 mvmt</p>
			<p>Number of communities provided assistance in improving safety through engineering</p>	<p>.072 fatalities in work zones per 100 mvmt</p>	<p>.072 fatalities in work zones per 100 mvmt</p>
<p>Increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level</p>	<p>Improve highway design and engineering through training</p> <p>Provide traffic safety problem identification to local jurisdictions</p>	<p>Number of persons trained in roadway safety classes</p>	<p>25 communities assisted (2003)</p>	<p>25 communities assisted (2005)</p>	<p>25 communities assisted</p>
		<p>Number of communities assisted in improving safety through engineering</p>	<p>2,944 students in roadway safety classes (2003)</p>	<p>2,653 students in roadway safety classes (2005)</p>	<p>2,300 students in roadway safety classes</p>

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2005 Objective
MC: Motorcycle Safety					
To reduce the number of motorcyclist fatalities	Increase enforcement of existing motorcycle helmet law for riders and passengers under 21 Improve public information and education on the value of wearing a helmet	Number of motorcyclist fatalities	Motorcyclist fatalities 244	Motorcyclist fatalities 277 (preliminary 2004 FARS)	Reduce motorcyclist fatalities to no more than 232
SA: Safe Communities					
To establish integrated community traffic safety programs to prevent traffic related fatalities and injuries	Provide training programs on how to initiate and conduct community based programs Support the Safe Communities process Provide management support to implement community traffic safety programs	Number of Safe Communities coalitions	40 coalitions	39 coalitions (2005)	Maintain a minimum of 50 coalitions
DE: Drivers Education and Behavior					
To increase public knowledge, perception and understanding of traffic safety	Develop and implement public information and education efforts on traffic safety issues Provide assistance to update the drivers' education curriculum Conduct and assist local, state and national traffic safety campaigns	Number of people reached with traffic safety messages	7.2 million people reached with traffic safety messages (2003)	20 million people reached with traffic safety messages (2005)	12.8 million people reached with traffic safety messages
SB: School Bus					
Reduce School bus related crashes, injuries and fatalities	Provide safe school bus operation training for school bus drivers in both English and Spanish Provide public information and education campaigns to promote safe motor vehicle operations around school	Number of school bus passenger fatalities per year on a five year average	2.2 fatalities per year on a 5 year average (1997-2001)	.40 school bus related fatalities - five year moving average	Maintain school bus related fatalities to no more than 5 per year on a five year average

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2005 Objective
	<p>buses</p> <p>Provide increased enforcement of state traffic laws around school buses</p>				
PS: Pedestrian and Bicyclist Safety					
<p>To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities</p>	<p>Increase enforcement of traffic laws about bicycle right of way</p> <p>Increase motorist awareness for sharing the road with bicyclists</p> <p>Improve bicycle crash data</p> <p>Increase public information and education efforts on the use of safety equipment</p> <p>Improve pedestrian "walkability" of roads and streets</p> <p>Improve data collection on pedestrian injuries and fatalities</p> <p>Improve public education and information on pedestrians and "safe walking"</p>	<p>Number of motor vehicle-related pedestrian and bicyclist fatalities</p>	<p>2.00 motor vehicle related pedestrian and .173 bicyclist fatalities per 100,000 population</p>	<p>2.00 motor vehicle related pedestrian and .173 bicyclist fatalities per 100,000 population</p>	<p>No more than 1.816 motor vehicle related pedestrian and .145 bicyclist fatalities per 100,000 population</p>
CV: Commercial Vehicle					
<p>Reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles weighing more than 10,000 pounds</p>	<p>Increase public information and education on sharing the road with commercial motor vehicles (CMV)</p> <p>Develop partnerships with CMV industry and trade associations to increase education and training of the</p>	<p>Number of CMV-involved crashes and fatalities</p>	<p>.21 fatalities per 100 mvmt for motor vehicles weighing more than 10,000 pounds</p>	<p>.21 fatalities per 100 mvmt for motor vehicles weighing more than 10,000 pounds</p>	<p>No more than .203 fatalities per 100 mvmt for motor vehicles weighing more than 10,000 pounds</p>

Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise noted)	Current Status (2001 unless otherwise noted)	2005 Objective
	<p>general public and drivers</p> <p>Increase enforcement of commercial motor vehicle speed limits</p>		.237 fatal crashes per 100 mvmt for motor vehicles weighing more than 10,000 pounds	.237 fatal crashes per 100 mvmt for motor vehicles weighing more than 10,000 pounds	No more than .187 fatal crashes per 100 mvmt for motor vehicles weighing more than 10,000 pounds

Texas law enforcement, emergency response, and hospital personnel do not check or fully report all blood alcohol concentrations of drivers or passengers in motor vehicle crashes. This under reporting provides inaccurate data on the number of driving while intoxicated (DWI) involved motor vehicle crashes, injuries and fatalities in Texas. The National Center for Statistics and Analysis (NCSA) has developed an imputation process to provide what is considered a more accurate estimate of the number of DWI fatalities in Texas. The process estimates the number of crashes with certain characteristics that while not reported as DWI-related actually did involve a DWI-driver. Using the NCSA estimates, the performance measure for the number of DWI-related fatalities in Texas is as follows:

Alcohol and Other Drug Countermeasures					
Goals	Strategies	Performance Measures	Baseline (2001 unless otherwise stated)	Current Status	2005 Objective
To reduce the number of DWI-related crashes, injuries, and fatalities	See pages 13-14	Number of DWI-related fatalities per 100mvmt	.824 DWI-related fatalities per 100 mvmt (Based on 2003 FARS estimates)	.824 DWI-related fatalities per 100 mvmt (Based on 2003 FARS estimates)	.77 DWI-related fatalities per 100 mvmt (Based on FARS estimates)

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SIGNIFICANT LEGISLATIVE ACCOMPLISHMENTS

The 79th Texas Legislature met in FY2005. All traffic safety related laws in the Transportation Code passed by the 79th Legislature and signed by the Governor became effective September 1, 2005.

Below is a summary of the changes to the codes and statutes to the Transportation Code by the legislature in its regular session. This is not a verbatim recital of the laws but a summary designed to alert a reader that certain laws have changed.

§201.907. CONTRACT FOR ENFORCEMENT (ON TOLL WAYS)

HB 2702 creates this section to allow a public or private entity contracted to operate a toll project to contract for the services of peace officers to enforce traffic laws, including payment of the proper toll.

§228.504. FAILURE OR REFUSAL TO PAY TOLL; OFFENSE

§228.505. ADMINISTRATIVE FEE; NOTICE; OFFENSE

§228.506. PRESUMPTIONS; PRIMA FACIE EVIDENCE; DEFENSES

§228.507. ELECTRONIC TOLL COLLECTION

HB 2702 moves these provisions here from Chapter 362 without any substantive change.

§228.058. AUTOMATED ENFORCEMENT TECHNOLOGY

HB 2702 renumbers former §361.256 to this new statute and amends it to permit automated toll enforcement evidence (i.e., video surveillance, “toll pass” transponder data, etc.) for use in capital murder prosecutions. This evidence is still prohibited in all other non-toll-related offenses.

§370.355. CRIMINAL PENALTIES (FOR FAILURE TO PROVIDE EVIDENCE OF FARE)

HB 2702 authorizes transportation authorities to create a Class C misdemeanor for failure to provide evidence of having paid a required fare for travel on local mass transit systems. Citations may be issued for these offenses, and the offense is not a crime of moral turpitude. The penalty is limited to \$100 unless the offender fails to pay that penalty after statutory notice. (Note that prosecution under this section is needlessly complex, whereas theft of service should be far simpler.)

§472.022. OBEYING WARNING SIGNS AND BARRICADES

HB 1481 adds barricades to the list of items that a driver must obey. That list already includes warning signs and officer direction. Driving around a barricade is now a Class C

offense, or a Class B if the driver ignores a warning sign or barricade erected because “water is over any portion of a road, street, or highway.” The new law’s intent is to deter people from driving around high-water barriers and placing themselves—and rescue crews—in harm’s way.

§521.351. PURCHASE OF ALCOHOL FOR MINOR OR FURNISHING ALCOHOL TO MINOR: AUTOMATIC SUSPENSION; LICENSE DENIAL

HB 1357 creates this new section to authorize a driver’s license suspension or denial for persons convicted for a first offense of Providing Alcohol to a Minor under §106.06, Alcoholic Beverage Code. Repeat offenders already face suspension or denial under current law.

§521.451. GENERAL VIOLATION (FOR FICTITIOUS OR ALTERED DL)

HB 699 amends §521.451 (the general offense for driver’s license violations) to increase the punishment from a Class B to a Class A misdemeanor, making it equivalent in punishment to the offense of Tampering with Governmental Record (Penal Code §37.10). The bill further specifies that if the defendant’s conduct can also be prosecuted under Alcoholic Beverage Code §106.07 (Misrepresentation of Age by a Minor), then the defendant must be prosecuted under that provision, which is a Class C misdemeanor. This is similar to a provision passed last session as penal Code §38.02(3) (Failure to Identify), reminding us once again that legislators do, indeed, have teenagers back home.

§544.0055. TRAFFIC-CONTROL SIGNAL PREEMPTION DEVICE; OFFENSE

HB 364 creates a new Class C misdemeanor if a person “uses, sells, offers for sale, purchases, or possesses for use” a traffic-control signal preemption device. These electronic devices—which are customarily used only by emergency service personnel working in urban, high-traffic areas that require their use to reduce response times—have become increasingly popular on the black market. The bill also provides that possession of a device creates a presumption of possession for unauthorized use. Exceptions are made for appropriate government services or a manufacturer, wholesaler, or retailer.

§545.353. AUTHORITY OF TEXAS TRANSPORTATION COMMISSION TO ALTER SPEED LIMITS

HB 2257 potentially liberalizes speed limits in several sparsely-populated West Texas counties by increasing the maximum population density for the 75 mile-per-hour limit from 10 persons per square mile to 15 persons per square mile. The bill also permits the commission to raise speed limits to 80 miles per hour during the day along stretches of I-10 and I-20 that pass through Crockett, Culberson, Hudspeth, Jeff Davis, Kerr, Kimble, Reeves, Sutton, Pecos and Ward Counties.

§545.356. AUTHORITY OF MUNICIPALITY TO ALTER SPEED LIMITS

HB 87 amends this section to give municipalities the ability to lower speed limits on some smaller urban roads from 30 miles per hour to 25 miles per hour without a traffic study.

§545.412. CHILD PASSENGER SAFETY SEAT SYSTEMS; OFFENSE

HB 183 amends §545.412 to resolve an earlier conflict on the age requirements for child passenger safety seats systems, more commonly known as car seats. Conflicting bills passed in the same legislative session set the relevant age for requiring car seats for all children at different ages; one set the limit at those under 4 or under 36 inches tall, while another bill set the relevant age at those under 5 or under 36 inches. Now, children under 5 and under 36 inches tall must be in a car seat. The bill also amends §545.413 to make corresponding changes and to clarify that all passengers under the age of 17 who do not fall under the mandatory car seat provision must nevertheless be secured by a seat belt at all times, regardless of their location within a vehicle.

§545.4121. DEFENSE; POSSESSION OF CHILD PASSENGER SAFETY SEAT SYSTEM

HB 183 creates this section to provide a defense to car seat violations under §545.412 for any person who “provides to the court evidence satisfactory to the court that the defendant possesses an appropriate child passenger safety seat system for each child required to be secured in a child passenger safety seat system under §545.412(a).” Note that the defense is in the present tense and not the past tense, implying that the legislature intends the defense for the benefit of those who obtain proper car seats even after the offense was committed. The bill also does not clarify what will constitute “evidence satisfactory to the court.”

§545.424. OPERATION OF VEHICLE BY PERSON UNDER 18 YEARS OF AGE

SB 1257 adds driving “while using a wireless communications device” to the list of prohibited activities for drivers under 18. Drivers of mopeds and motorcycles under 17 have a similar prohibition. Note that this section still prohibits officers from stopping a vehicle for the sole purpose of determining if the driver has violated this section.

§545.425. USE OF WIRELESS COMMUNICATION DEVICE BY CERTAIN MOTORISTS

SB 1257 creates an offense to prohibit the operator of a “passenger bus with a minor passenger on the bus” from using a wireless communication device. The statute includes exceptions “in case of emergency or if the passenger bus is not in motion,” but how that will be determined in court is unclear. Left unanswered is whether these are exceptions or defenses, and who bears the burden of presentation and proof?

§547.615. RECORDING DEVICES

HB 160 adds this new section, which requires law enforcement to obtain an owner’s consent or a court order to retrieve information recorded on or transmitted to a “black box” recording device. A court order for information that would reveal the location of a vehicle

may be granted only after a showing that such data is necessary to protect public safety or is evidence of an offense or that a particular person committed an offense. Those special findings are not required to obtain court orders for other purposes (such as determining a vehicle's speed and direction at the time of an accident), but that information may be inextricably linked to the location data, making the application of this new rule unclear in practice. Similarly, whether a grand jury subpoena or subpoena duces tecum will qualify a valid "court order" is unclear, especially if these additional findings must be made. Note also that the requirements of this section do not apply if the data was used as part of subscription service (such as On-Star) and that these requirements are for retrieving the data, not retrieving or securing the device itself—seizure of the black box is governed by existing search and seizure law.

§550.022. DESIGNATED ACCIDENT INVESTIGATION SITES

HB 1484 clears up the punishment range for failure to clear the highway after an accident. Subsection (b) requires operators on metropolitan freeways to move operable vehicles to safer locations with it can be done safely. This amendment now clarifies that a violation of subsection (b) is a Class C misdemeanor.

§551.301. DEFINITION OF POCKET BIKES AND MINIMOTORBIKES

HB 2702 amends the definition of motor-assisted scooters to exclude pocket bikes and mini-motorbikes, which are defined as motor bikes with motors under 50 cubic centimeters not designed for highway use.

§551.304. LIMITS ON POCKET BIKES AND MINIMOTORBIKES

HB 2702 adds this section, which states that nothing in Subchapter D (Neighborhood Electric Vehicles and Motor-Assisted Scooters) may be construed by local officials to authorize the operation of pocket bikes and mini-motorbikes (as defined in §551.301) on roads, streets, highways, sidewalks, or bike lanes. This provision may effectively ban most uses of those vehicles under Chapter 551 (Operation of Bicycles, Mopeds, and Play Vehicles) or other provisions of the Transportation Code. If so, a violation involving one of these vehicles should be punishable under the general provisions of §542.401 with a fine of \$1—\$200. However, the interpretation and effect of these changes are far from certain.

CHAPTER 601. MOTOR VEHICLE SAFETY RESPONSIBILITY ACT

SB 1670 amends various sections of this chapter and adds new §§601.451—601.454 to create the Financial Responsibility Verification Program to help determine whether owners of motor vehicles carry valid insurance. The program will be implemented by the Department of Insurance no later than December 31, 2006.

§708.105. NOTICE OF POTENTIAL SURCHARGE

HB 2470 creates a new statute that requires the following surcharge warning to be printed on traffic citations for no insurance. The warning must be in the largest type on the citation.

“A conviction of an offense under a traffic law of this state or a political subdivision of this state may result in the assessment on your driver’s license of a surcharge under the Driver Responsibility Program.”

Despite this change, there is still not required plea admonition for general driver’s license surcharges, which should be considered “collateral consequences” of any criminal conviction.

§725.003. OFFENSE (TRANSPORTING LOOSE MATERIALS); PENALTY

HB 754 changes the elements and punishment range for this offense. Violations for “loading” are eliminated. The prohibition now specifically includes transporting “aggregates” and “refuse.” The punishment ranges is raised from \$25—\$200 to a higher \$25—\$500 range, but enhanced offenses are eliminated.

FINANCIAL SUMMARY

Traffic safety programs in Texas expended \$29,683,916 in federal funds in FY 2005 on projects supporting twelve program areas and hazard elimination. The hazard elimination funds were used for roadway safety. Funding came from seven different funding programs. A breakout of financial data can be found in Appendix A.

PROGRAM INCOME

Program income generated from traffic safety projects must be used to further the project's objectives. Program income does not include in-kind contributions or other donations. In FY 05, no projects generated program income.

NOTEWORTHY ACCOMPLISHMENTS

Among the 847 projects completed in FY2005, several stand out because of the exceptional results or actions involved. These projects are highlighted in Appendix C.

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PROGRAM AREA SUMMARIES

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PROGRAM AREA 05-01: POLICE TRAFFIC SERVICES



PROGRAM AREA RESULTS

In 2005 various Selective Traffic Enforcement Programs (STEP), officers generated over **475,374** extra hours of enforcement, with:

- 14,236 Driving While Intoxicated (DWI) arrests
- 43,396 Intersection Traffic Control (ITC) citations
- 377,097 Speed citations
- 137,803 Occupant Protection (OP) citations
- 12,354 Commercial Motor Vehicle hazardous moving citations
- 176,981 other citations, and
- 112,693 other arrests

Breakdown of STEPs by Type:

<u>STEP Type</u>	<u># of Projects</u>
Speed STEP	11
Comprehensive STEP	27
Safe and Sober STEP	13
Intersection Traffic Control STEP	2
Driving While Intoxicated STEP	5
Impaired Driving Mobilization STEP	27
Occupant Protection STEP	1
Occupant Protection Mobilization STEP (Wave)	60
Click It or Ticket (CIOT) STEP	55
Commercial Vehicle Safety STEP	1

STATUS OF PROGRAM COMPONENTS

In addition to law enforcement grants, TxDOT utilizes a Law Enforcement Coordinator Team (LECT) to promote and support all of the traffic safety projects. LECs working for the Texas Municipal Police Association assisted local law enforcement agencies in exploring various traffic enforcement strategies to promote program success and encouraged law enforcement agencies to participate in various TxDOT Traffic Safety campaigns. In addition, LECs delivered training to law enforcement agencies regarding STEP grant administration and TxDOT policy and procedures. The LECs also participated in various traffic safety events like child safety seat checks, community briefings, and traffic safety conferences. In FY 2005, the LECs contacted over 770 of the 1,500 law enforcement agencies in Texas, averaging 64 visits per month.

Texas continued to place enforcement at the top of our “to do” list, increased state funds for local enforcement, and increased the use of public information and education efforts to improve STEP impact.

PROGRAM AREA 05-02: ALCOHOL AND OTHER DRUG COUNTERMEASURES



PROGRAM AREA RESULTS

For the sixteenth year, the Project Celebration program was provided \$170,000 in state funds and \$50,000 for materials from federal funds. These funds are used as seed money for schools to host alcohol free functions during the prom and graduation season. A total of 585 high schools participated reaching 105,095 students.

Youth Alcohol:

The counties of Travis and Brazos and the Texas Alcoholic Beverage Commission conducted youth education projects that provided information on the dangers of drinking and driving to over 265,909 K-12 and college students.

TABC also conducted the Shattered Dreams program which provided a mechanism for bringing diverse segments of 38 communities together for a common effort targeting underage drinking and drunk driving. Teenage participants learned leadership, organizing and coalition building skills, and the entire community gained greater understanding of the problem of underage drinking, its scope, and its consequences.

Adult Alcohol

The Texas District & County Attorneys Association hired an experienced attorney to serve as the Texas DWI Resource Prosecutor who trained 1,112 prosecutors and police officers at regional workshops on DWI related issues, 2,464 copies of the DWI Investigation & Prosecution manuals were distributed to all Texas prosecutors, four articles were prepared for the TDCAA's bi-monthly magazine, The Prosecutor. Case notes and analysis on recent significant DWI-related judicial opinions were prepared and published in the TDCAA's bi-monthly periodical. A total of 470 prosecutors and police officers were trained at the 2005 TDCAA Intoxication Manslaughter School and Prosecutor Trial Skills Courses. The TDCAA Train-the-Trainer program recruited and trained 27 prosecutors for DWI related programs.

Effective January 1, 2005, the Standardized Field Sobriety Testing (SFST) program achieved self sufficiency when it was restructured and incorporated into the Basic Peace Officer Curriculum. The restructuring ensures that all new Texas peace officers will

systematically have the tools necessary to detect impaired drivers on Texas roads and highways. Texas Law Enforcement Academies provided instruction for in-service training, which was taught under the umbrella of one of the 101 academies. All SFST classes used SFST instructors, and SFST instructors followed the NHTSA approved instructor manual. In support of this self sufficiency, TxDOT printed 5,000 Standardized Field Sobriety Testing (SFST) practitioner and 202 instructor manuals were printed and distributed to all of the 101 Texas peace officer academies.

The Drug Evaluation and Classification Program (DECP) trained 60 Texas Peace Officers as Drug Recognition Experts (DRE) enabling them to recognize drivers impaired by drugs other than alcohol, 93 peace officers received DRE recertification training and 262 Texas Prosecutors were provided DRE methods and materials.

Two hundred and twenty two Texas peace officers were trained as instructors in the use of mobile video equipment.

In order to establish a baseline for determining the effectiveness of impaired driving countermeasures, the Texas Transportation Institute (TTI) developed a database to utilize for alcohol and drug results from FARS and Medical Examiners officers for fatally injured drivers and pedestrians in Texas for 2002 and 2003.

In July, 2005 the Texas Municipal Courts Education Center (TMCEC) entered into an early start FY06 grant that developed six traffic safety courses and trained 10 faculty members as trainers.

The Texas Municipal Police Association (TMPA) Improving DWI Processing project reconvened coalitions of law enforcement officers, prosecutors and defense attorneys to determine how well phase one of the web based on line DWI reporting System worked and used this information to make modifications to the reporting system and data base.

Funded with state dollars, the Texas Center for the Judiciary coordinated the 1st of the 10 NHTSA pilot training states for the DWI Court Curriculum developed by the National Drug Court Institute. Five judicial teams for a total of 40 judges and their staff attended the four day training.

Five year long DWI STEPs, and 27 impaired driving mobilizations (IDM) STEPs were conducted in the cities and counties with the highest number of alcohol involved crashes, injuries and fatalities. Of the 27 IDMs, 16 were 163 funded and 11 were 402 funded. All of the five year long DWI STEPs were 402 funded. The IDM STEPs conducted either sustained or crackdown enforcement. Crackdown enforcement was conducted between August 19 and September 5, 2005, sustained enforcement was conducted 2 to 4 days per month during the year.

STATUS OF PROGRAM COMPONENTS

Texas continued the mix of education and enforcement efforts to reduce the number of alcohol-related motor vehicle crashes involving one or more drivers. The education component included paid media, face to face training for the driving public, and classroom training for law enforcement officers. The education components responded to the need for

early emphasis on the dangers of drinking and driving to reduce alcohol-related crashes, fatalities and injuries.

During the winter holidays, TxDOT conducted a DWI-prevention paid-media campaign. The “Don’t Drink and Drive” campaign targeted adult drinkers between the ages of 25 and 54.

The annual Spring Break “Don’t Drink and Drive” campaign March 7 through March 20 was conducted in ten markets with high concentrations of college-aged Texans. This campaign consisted of radio, billboards and print advertising.

Project Celebration mini-grants used promotional and educational materials support that was provided to communities across the state.

Labor Day “Drink. Drive. Go to Jail” campaign consisted of a strong enforcement message and included a television PSA called “60,000 Reasons” featuring law enforcement officers from around the state. Media was purchased in all major markets in Texas and included new radio, new billboards and pumptoppers to launch the effort. In addition to the paid media and public service announcements, outreach was made to the convenience store, restaurant and bar trade associations.

Along with the Drug Evaluation and Classification (DEC) peace officer training, Sam Houston State University (SHSU) partnered with the Texas Transportation Institute’s Center for Transportation Safety to develop an evaluation methodology. The evaluation highlighted some of the strengths, weaknesses, and opportunities for improvement related to the overall training program based on the areas observed as part of the analysis. The evaluation report, along with subsequent documentation related to survey results, is the first step towards a systematic program evaluation for the Texas DEC Program with the intent ultimately to institutionalize an evaluation process that is cost effective and provides useful data that can help improve the program and demonstrate responsible financial stewardship.

SHSU also developed a comprehensive standardized operating procedures (SOP) manual and that is currently being pilot tested. The SOP contains detailed information on such things as how to market the program and where to find training materials, equipment and what needs to be done and when. The SOP will be a document that is updated as needed.



For the second straight year SHSU has analyzed the demographic locations of the DRE trained peace officers using the DPS regions. This information is given to prosecutors and other law enforcement agencies.

The regional training programs developed by the Texas DWI Resource Prosecutor were presented jointly to police officer/prosecutor training and has worked very effectively. One of the most successful training curriculums was Blood Search Warrants to combat Texas' continuing high rate of breath/blood test refusals by intoxicated drivers. This particular training has received statewide media attention. As a result of this curriculum, numerous prosecutors have taken the training received under this grant and have begun to develop both formal and informal training in their own jurisdictions. The Texas DWI Resource Prosecutor has also provided invaluable technical assistance to Texas prosecutors, law enforcement and other traffic safety program partners. Several of the published articles have been reprinted both in Texas and other states and the training materials developed have been shared and used by others in Texas and across the country.

There were a total of 69 enforcement grants that had a DWI component (DWI, IDMs, Comprehensive, Safe and Sober, Holiday DWI STEPS), resulting in over 10,000 DWI arrests. These STEPS were conducted in the cities and counties with the highest incidence of DWI, crashes, injuries and fatalities. The very successful DWI Paperwork Processing Reduction project was piloted in several law enforcement agencies in these cities and counties.

The DWI mobilizations were accompanied by paid media messages and public service announcements using the Texas motto, "Drink, Drive, Go to Jail". In addition to the paid media and public service announcements, outreach was made to the convenience store, restaurant and bar trade associations. As a key component to the mobilizations, Texas law enforcement agencies were contacted and were requested to utilize their resources to support the mobilizations.

PROGRAM AREA 05-03: EMERGENCY MEDICAL SERVICES

PROGRAM AREA RESULTS

The time it takes for an ambulance to reach a traffic crash continues to climb in rural areas and frontier areas of the state in 2005. Especially in rural and frontier portions of Texas, volunteer EMS units continue to depend on traffic safety funded training to maintain EMS skills, EMS certification, and to train new volunteers.

STATUS OF PROGRAM COMPONENTS

Training for Emergency Medical Service personnel in the large rural portions of the state continues to be a priority for traffic safety in Texas. Fifty-three percent of traffic fatalities occur in rural areas of the state. A majority of Texas' 254 counties qualify as rural, and a great portion of the counties listed as Metropolitan or Urban by the U.S. Census Bureau have large rural portions. The availability of trained emergency medical personnel is a key factor in the time it takes to respond to the crashes in rural areas of the state.

TxDOT funding helped train emergency medical services personnel in the following courses:

<u>Type Course</u>	<u>Students</u>
EMS Certification Training	541
EMS Specialty Training	110
EMS Continuing Education	599
Bystander Care for the Injured	160
EMS Trained in Trauma Life Support	241
Individuals Trained in medical dispatch	25
Instructors trained in medical dispatch	12
Individuals Trained as EMS instructors	15

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PROGRAM AREA 05-04: OCCUPANT PROTECTION



PROGRAM AREA RESULTS

The Safe Riders program with the Texas Department of State Health Services (DSHS) managed all traffic safety funded child safety seat distribution in Texas, which included providing 10,972 seats to local programs. Safe Riders checked over 837 seats at 25 checkup events, checked 453 seats at a local fitting station, conducted six NHTSA Standardized Child Passenger Safety (CPS) Technician classes and trained 130 technicians, distributed 409,620 pieces of literature as well as maintained the Child Passenger Safety (CPS) website and toll-free response line, which received 10,509 calls. In previous years, each child passenger safety seat project funded under the HSP individually purchased safety seats. Safe Riders continues to purchase safety seats at a state rate for its statewide distribution program and other Texas Department of Transportation subgrantees. The statewide CPS Advisory Committee was instituted and is chaired by the Texas CPS training coordinator. Quarterly Advisory Committee meetings are conducted with statewide partners, such as SAFE KIDS, National Latino Children's Institute, and Texas Department of Transportation, Texas Department of State Health Services, Texas Cooperative Extension, and Texas Municipal Police Association and hospitals.

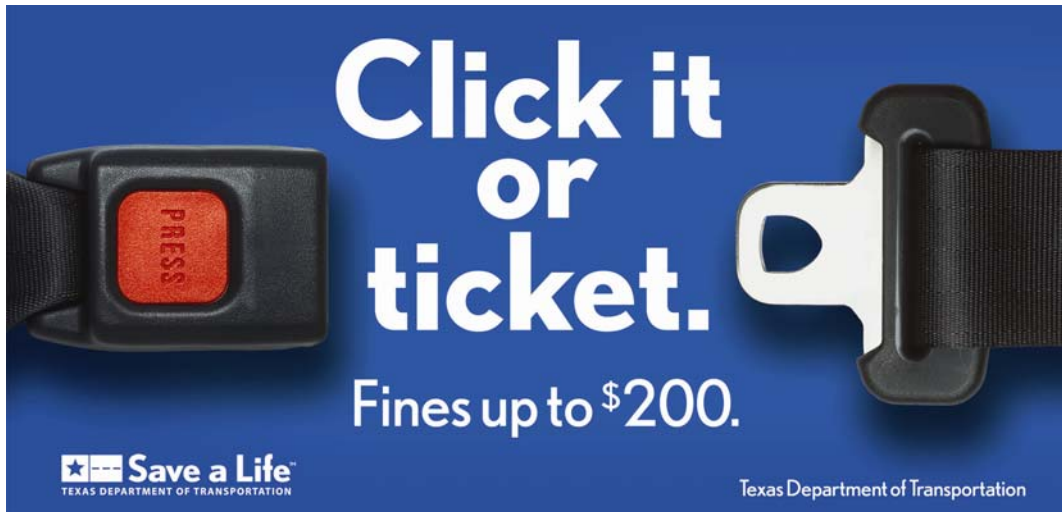
The Passenger Safety program of the Texas Cooperative Extension (TCE) conducted two four-day NHTSA Standardized Child Passenger Safety Technician courses and trained 37 technicians; one 8 hour renewal course was conducted with 6 technicians completing the 8 hour renewal course and two additional technicians audited the class; conducted 15 checkup events and checked 1,071 seats, and conducted fitting stations at 5 sites and checked 262 seats. In addition, TCE distributed 75,360 pieces of public information and education material during each event conducted or supported.

STATUS OF PROGRAM COMPONENTS

As the most diverse program area in the Texas Traffic Safety program, Occupant Protection includes 104 specific programs incorporating both education and enforcement and relying on four separate federal fund sources. The education component included OP training for specific target audiences including rural communities with projects provided by DPS and TCE, local projects in the Fort Worth Metroplex, Waco and Plano, and the statewide Safe Riders Program administered by the Texas Department of State Health Services.

Through year long Occupant Protection STEP projects, Occupant Protection Mobilizations, and Click or Ticket STEP grants, Texas has increased police involvement in safety belt use. Many enforcement agencies in communities without grant funds have stated that their departments' safety belt policy has changed to no longer issue warnings for those occupants not wearing a safety belt. There has been significant progress in increasing safety belt use in the State of Texas, reaching a record high of 89.9% usage.

Texas plans to continue STEP grants with OP components, including STEP Waves, and a strong media presence to maintain safety belt use and move the observed use rate over 90 percent by next year.



PROGRAM AREA 05-05: TRAFFIC RECORDS

PROGRAM AREA RESULTS

The statewide EMS/Trauma reporting database system (TRAC-IT) continued to expand in FY 2005. Since deploying this new system the Registry processes over 1.25 million records each year. Almost 80% of acute care hospitals in Texas and 70% of EMS providers are sending data to the Registry. Unfortunately, privacy concerns are increasingly causing problems in accumulating motor vehicle crash related injury data. Hospitals and the State Department of Health Services are greatly restricting the release of the data to third parties, except in highly sanitized form.

The Crash Records Information System (CRIS) has terminated the contract held by IBM during FY 2005. A new vendor will be hired and TxDOT expects to have the system up and running in the summer of FY 2006.

STATUS OF PROGRAM COMPONENTS


The new TRAC-IT database system continues to be deployed. A new vendor was selected to enhance the performance of the TRAC – IT system allowing the system to test and make changes without interruptions to the normal operations. During FY 2005, the Bureau of Epidemiology has worked to delete duplicated records from 2003, maintain and optimize the database warehouse, update EMS/hospital database and train and insure adequate knowledge and expertise for ongoing system maintenance.

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PROGRAM AREA 05-06: ROADWAY SAFETY

PROGRAM AREA RESULTS

Texas traffic safety funded training for 2,653 students in courses to remove some of the non-behavioral roadway safety problems:

<u>Course Title</u>		<u>Number of Students</u>
Work Zone Traffic Control		1,367
Flagging in Work Zones		252
Work Zone Traffic Control Refresher		588
Basic Electronics		55
Trouble Shooting Traffic Control Systems		66
Design, Installation and Maintenance of Detection Loop Systems		36
Traffic Engineering Basics		34
Sign Installation and Maintenance		120
Pavement Markings Installation and Maintenance		135
Conduct Safety review and field evaluations		25
Number of city/county people trained		286

Through FY 2005, TxDOT has spent approximately \$31.3 million of the \$33 million transferred to the Hazard Elimination program (HES) from construction accounts in FY 2001 as a result of Section 164 transfer penalties. The remaining \$1.7 million is obligated to projects and is awaiting letting and construction. The Texas legislature passed repeat offender and open container laws in 2001, so there will be no additional transfers.

Improving roadway design, signing, and marking are also vitally important to traffic safety. Seven counties and eighteen cities took advantage of an onsite general orientation and discussion on roadway and roadside safety features, plus a field exercise and review of selected sites on local roadways provided under a traffic safety contract by the Texas Engineering Extension Service. Provided at no cost to the community, this service has a long waiting list.

STATUS OF PROGRAM COMPONENTS

Sponsoring basic training courses to local maintenance, construction, and design engineering personnel continues to be an important component of the Roadway Safety

Program Area. The safe and effective flow of traffic through work zones is a major concern to individual workers, private contractors, transportation officials, the public, businesses, and other roadway users.

In 2001, the most recent data available, 140 people were killed in work zone related crashes in Texas. The same constrictions that increase the motor vehicle danger in work zones make enforcement of appropriate behaviors difficult.

Twenty five safety reviews, field evaluations and follow-up visits were completed and the program was well reviewed by the city and county participants.

PROGRAM AREA 05-07: MOTORCYCLE SAFETY

PROGRAM AREA RESULTS

Through the Texas Transportation Institute, a survey was conducted on Factors Affecting Motorcycle Helmet Use in Texas. The analysis which took place surveyed 5,000 motorcyclists. There were 1,047 motorcyclists who completed the questionnaire. The data provided a source of information regarding helmet wearing behavior and attitudes toward motorcycle safety. The summary report on motorcycle crash trends in Texas provides a recent and useful picture of the motorcycle safety problem in the state.

STATUS OF PROGRAM COMPONENTS

Fatality Analysis Reporting System (FARS) preliminary results indicate there were 277 fatalities in 2004. The Texas Department of Public Safety (DPS) offers Basic and Advanced Motorcycle Operator Training Courses. The DPS training information below is for FY 2005 unless indicated otherwise.

- 23,231 persons trained (2004)
- 765,159 licensed motorcyclists representing 4% of population
- 73 permanent training locations
- 9 mobile training locations
- 600,000 pieces of motorcycle safety promotional materials distributed

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PROGRAM AREA 05-08: PLANNING AND ADMINISTRATION

PROGRAM AREA RESULTS

The Traffic Safety Management Training Project, managed by Texas Engineering Extension Service, assisted with the Project Management Course (PMC). The Project Management Course was conducted in Corpus Christi, Texas, and 36 participants were trained in grant management. This course is for subgrantees and TxDOT traffic safety staff.

The Technical Assistance for Data Compilation, Analyses, and Graphics Project, managed by Texas Transportation Institute, prepared the *Compilation of FY04 Administrative Evaluation Reports*, developed crash data graphics and related materials in support of required TxDOT Traffic Safety planning documents, including the FY 2006 Highway Safety Performance Plan. This project assisted with many requests for technical support with data, graphics and other technical efforts. Delays of the Texas Crash Record Information System (CRIS) precluded conversion of accident data for cities and counties.

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

Extensive meetings of the E-Grants project team have resulted in the defining of business requirements and the gathering of information concerning potential solutions. The Request for Information (RFI) was posted, followed by the Request for Offer (RFO).

STATUS OF PROGRAM COMPONENTS

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

The Technical Assistance for Data Compilations project will continue to provide technical assistance with data compilations, analysis and graphics in addition to providing data for the strategic planning meeting in FY 2006 and assistance with the FY 2007 Performance Plan. TxDOT will continue to provide state funding to support oversight of the Traffic Safety Program.

The purpose of the E-Grants Project is to procure and implement a Web-based solution that will improve the efficiency of the processing and management for the Traffic Safety Grant Program. The E-Grants Project Team is currently in contract negotiations with a grant software vendor to implement this solution. The development of the system will begin in FY 2006.

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PROGRAM AREA 05-09: SAFE COMMUNITIES PROGRAMS

PROGRAM AREA RESULTS

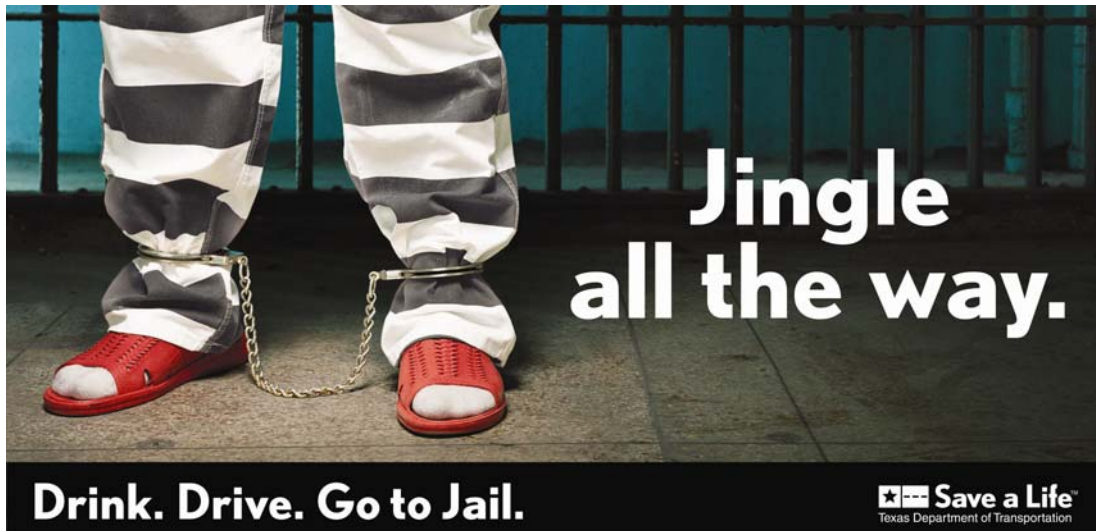
Three additional coalitions were established and nine more were recruited bringing the Texas total to nineteen coalitions actively working with the Safe Communities statewide coordinator. The Safe Communities statewide coordinator with the Texas Cooperative Extension (TCE), supports the Texas Safe Communities Programs. This support includes supporting the Safe Community coalitions' statewide monthly coalition meetings and performance measures. Forming new Safe Community partners resulted in numerous diverse organizations addressing Texas injury prevention goals.

STATUS OF PROGRAM COMPONENTS

Texas, through the statewide Safe Communities coordinator, continued utilizing the Assessing Community Traffic Safety (ACTS) website database. Enhanced traffic safety surveys, evaluations, and technical toolboxes assisted local coalitions in gathering data, determining local strategies, and evaluating best practices. New items added to the Texas Town Safety website <<http://txtownsafety.tamu.edu>> to support local coalitions include a web-based resource library and a Safe Community guide. The Texas Town Safety website was built to better serve and showcase the Texas Safe Community coalitions. Over 700 visits were made to the Texas ACTS community information.

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PROGRAM AREA 05-10: DRIVER EDUCATION AND BEHAVIOR (INCLUDING PAID MEDIA)



PROGRAM AREA RESULTS

Whether it is driving at unsafe speeds, driving under the influence of alcohol or other drugs, driver distraction, or failure to buckle up, driver behavior leads to most traffic crashes, fatalities, and injuries.

Changing behavior requires a change in attitude, and this starts with education. Effective traffic safety efforts call for extensive public outreach and traffic safety messaging to heighten awareness of ongoing traffic safety issues.

TxDOT's Traffic Safety Section works closely with Sherry Matthews Advocacy Marketing to develop media campaigns throughout the year. State funds are used to develop, produce, and place public service announcements (PSAs) and to develop the public information and educational materials that are distributed throughout Texas at community events. In addition, federal funds were used for special campaigns to extend the reach and frequency of our traffic safety messages.

The state-funded multi-modal-multi-issue (Save a Life™) program is the foundation for supporting overall traffic safety objectives with media events and accompanying video and print news releases, TV and radio public service announcements (PSAs), billboards, pumptoppers, printed materials, educational and promotional items, and placement costs for paid media in English and Spanish. The program also supports driver surveys and focus groups to help plan effective campaigns.

The Save a Life™ tagline used in all traffic safety PSAs, brochures, posters, and on promotional items given to the public, is recognized as a traffic safety slogan by more than 34 percent of the surveyed public.



STATUS OF PROGRAM COMPONENTS

Thanksgiving and Memorial Day “Click It or Ticket”

Two *Click It or Ticket* media campaigns were conducted to coincide with national law enforcement efforts to increase safety belt use during the Thanksgiving period, November 14 through November 28, 2004, and during the Memorial Day holiday, May 23 through June 5, 2005. These two efforts targeted adults ages 18 to 34 through television, radio, billboards, pumptoppers, sports marketing (May only), and theatre slides, plus media tours and other media relations activities. Paid media ran November 8 through November 30 and May 2 through May 29, respectively. Using 157 Innovative Occupant Protection funds and 405 Incentive funds, Texas purchased \$2.19 million in media time for the Thanksgiving 2004 *Buckle Up in Your Truck/Click It or Ticket* mobilization and Memorial Day 2005 *Buckle Up in Your Truck/Click It or Ticket* mobilization. Prior to the May campaign, focus groups were conducted in four cities with men who don't use safety belts, to determine what might motivate them to do so. New radio and billboard creative was developed in response to the findings.

In November 2004, media was purchased in the 17 major markets in Texas, with approximately 51 percent being used for television, 44 percent for radio, and 5 percent on outdoor in five markets. In May 2005, approximately 49 percent was used for television, 31 percent for radio, 16 percent on billboards, pumptoppers, and theatre slides, and the rest on traffic and sports marketing. Between May 30 and June 19, TxDOT purchased an additional \$325,000 in television and radio paid media in thirteen media markets using state funds.

The November campaign generated nearly a half million dollars in added value, and the May campaign generated nearly \$1.2 million in added value—both in the form of bonus spot rotations, sponsorships, interviews, logos on websites and onscreen, and live remote sponsorships. The June media buy generated \$343,000 in added value, which exceeded the cost of the buy by \$16,000. Greater display periods for billboards and press conferences and video news releases (VNR) also provided additional coverage and reach, as well as earned media in the print and broadcast news segments.

A local press event was held in Amarillo during November, and a statewide event was held in Austin during May. In an effort to grab motorists' and media attention for the statewide event, The Austin Police Department was wrapped with a giant banner resembling the new outdoor creative. Resulting television news stories that aired in Amarillo reached more than a quarter-million viewers in November, and stories that aired statewide in May and June reached an estimated 8.4 million viewers. Stories that ran in daily, weekly and monthly newspapers reached an estimated 1.8 million Texans in November and more than 8.5 million Texans in May 2005. In addition to the statewide media event in Austin in May, eleven local press events were held throughout the state.

Holiday “Don’t Drink and Drive” Campaign

In an effort to curb drunk drivers during winter holidays, TxDOT conducted a DWI-prevention paid-media campaign. The 2004 “Don’t Drink and Drive” public education campaign targeted adult drivers between the ages of 25 and 54. Paid media totaling \$415,520 aired between December 13 and January 1. Radio made up 45 percent of the buy, television made up 34 percent, and billboards and pumptoppers were 21 percent of the buy. The value of bonus spot rotations, on-air interviews featuring TxDOT spokespeople, web advertising and live liners exceeded \$385,000.

A statewide news conference was conducted at a restaurant on the world famous River Walk in San Antonio. Resulting news stories reached nearly 2.6 million television viewers. A companion news release and photo featuring three Santa Claus characters and law enforcement officers reached more than a half million readers. The earned media activities were valued at \$352,000.

Valero Corporation, Texas Petroleum Marketers and Convenience Store Association, and the Texas Restaurant Association were invited to participate in our point-of-sale advertising program. These partners distributed colorful, campaign-themed coasters and decals reminding consumers not to drink and drive. The added value of this retail effort totaled an estimated \$488,450.

“Buckle Up Your Child” Child Passenger Safety

The annual Child Passenger Safety campaign in 2005 was supplemented with a half-million dollar paid media campaign in conjunction with National Child Passenger Safety Week February 13–19. Existing TV and new radio spots targeting adults 18 to 44 and starring children extolling the virtues of being buckled up, aired statewide between February 14 and 27 in 18 major markets. TxDOT used existing outdoor creative with the headline, “Even super heroes need safety seats” featuring a cape-clad youngster properly secured in a

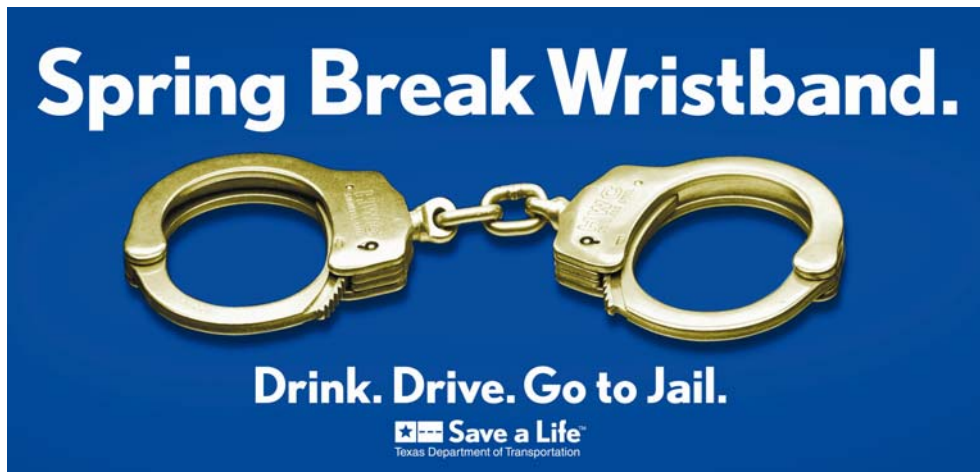
booster seat. Radio and television added value totaled \$532,208, exceeding the cost of the media by nearly \$24,000.

TxDOT held a press event at an Austin elementary school, and the Department of State Health Services (formerly Department of Health) conducted child safety seat checkups with parents and their children immediately following the event and again that afternoon. Resulting print and television news stories about the Child Passenger Safety campaign reached an estimated 1.5 million Texans and was valued at nearly \$200,000.

To coincide with the campaign and in an effort to inform Texans about age- and weight-appropriate child safety restraints, TxDOT developed new public information and education materials branded with colorful illustrations, in English and Spanish. Materials included new, occupant-protection-themed coloring books in a “tumble” format (English one side, Spanish one side) and crayons for children, plus die-cut brochures and a height chart, all with useful information for parents and caregivers.

Zero Tolerance during Spring Break

The annual Spring Break “Don’t Drink and Drive” media campaign was conducted March 7 through March 20 in ten markets with high concentrations of college-aged Texans. The campaign targeted adults 18 to 24 and consisted of radio, billboards, and print advertising at a cost of approximately \$200,000 in paid media. Radio added value was estimated at nearly \$250,000 and included morning drive-time headlines, bonus spot rotations, web advertising, beach patrol promotions, live liners, materials distribution, and traffic sponsorships.



Zero Tolerance: Before and After

In the youth alcohol area, one of our most successful public outreach efforts features Jacqueline Saburido. Jacqui, badly burned and disfigured after being hit by a drunk driver, continues to act as spokesperson for the problem of impaired driving. To supplement this

highly successful educational campaign, new interviews were taped and subsequently developed “Aftermath,” an updated video about the lives of Jacqui and Reggie Stephey, the young man responsible for her injuries. Also developed were new posters, an updated 20-page newspaper supplement, new bookmarks and a new discussion guide, all to go in the updated and comprehensive educational package for high school students. Through mailings to all public and private high schools in Texas, and our partnerships with municipal court judges and Mothers Against Drunk Driving, the 2005–2006 winter mailing is expected to reach approximately 150,000 students next year.

Zero Tolerance During Project Celebration

Project Celebration mini-grants and promotional and educational material support was provided to communities across the state. Public information and education materials included brightly colored highlighters and radios with Zero Tolerance messaging.

Summer “Buckle Up” Campaign

TxDOT purchased a summer media campaign with emphasis on buckling up during summer trips with Section 405 funds. The 12-week campaign consisted of \$1.2 million in paid media, 48 percent of which was spent on television advertising, 20 percent on radio, and 32 percent on sports marketing packages. The requirement was to provide a 3:1 match, which was met during the summer/early fall buy. Match came in the form of bonus rotations, interview opportunities, web banners, live liners, first pitch opportunities at ballgames, print ads in sports programs, and a half-hour occupant protection infomercial developed by a television station in Houston. The station aired the show immediately following a Houston Texans football game and sports wrap-up—all at no additional cost to TxDOT. Four percent (76,112 households) of the total Designated Market Area households in the Houston area (1,902,810) watched the Buckle Up show—a remarkable rating for an infomercial.

Labor Day “Drink. Drive. Go to Jail.”

In conjunction with the Impaired Driving Mobilization August 19 through September 5, 2005, paid media support was provided to law enforcement with the “Drink. Drive. Go to Jail” campaign. The campaign consisted of a strong enforcement message and included a television PSA called “60,000 Reasons” featuring law enforcement officers from around the state. In addition to radio, new billboards and pumptopper creative was launched for the effort. Media was purchased in all major markets in Texas, and the total paid media for this mobilization exceeded \$750,000. Radio and television added value for the campaign exceeded \$646,000.

On the Road in Texas Radio Features

On the Road in Texas, is a unique radio news feature series designed to keep the public informed about an extensive variety of traffic safety issues. The development and distribution of this series was continued. These 60-second traffic safety radio PSAs were distributed to a network of radio stations throughout Texas dubbed the Lone Star Radio Network. Texas DPS troopers respond to questions from an affable host about a broad

range of traffic safety topics. The *On the Road in Texas* features aired at no charge on more than 200 stations statewide. To date, the value of free airtime provided by *On the Road in Texas* radio partners has reached nearly \$26 million. More than 72 million listeners hear the spots each year. There are 309 English spots and 89 Spanish spots.

Texas Driver's Quiz Television Features

Texas Driver's Quiz project was continued, and now we have 90 English features that can be aired. The quiz is a weekly 60-second television news feature that poses true or false or multiple-choice questions about driving situations and conditions. To reinforce the information, DPS troopers answer the questions and provide a pearl of additional information. Compelling footage, fast-paced editing techniques, graphics, trustworthy talent, and a friendly narrator form each segment. The Texas Driver's Quizzes are distributed to a dozen top-ranked stations in Texas, and their value this year exceeded \$750,000. While most features are broadcast at no charge during morning, evening, or weekend newscasts, \$114,000 of airtime in select stations in four highly competitive markets was purchased. By targeting at least one widely watched TV station in most of Texas' 17 television markets, 11.7 million viewers are exposed to these unique safe driving messages each year.

Additional Efforts

More than 6,680,000 pieces of printed material and promotional items to support occupant protection, DWI prevention, roadway safety, and other traffic safety efforts were produced. Traffic safety was promoted through events such as the Texas Round-Up, a statewide effort to encourage Texans to incorporate daily physical activity and healthy choices into their lives, and the 2005 Lifesavers Conference, the national conference on highway safety priorities in Charlotte, N.C. A press event, feature video, and accompanying news releases featuring Governor Rick Perry for the Texas Safety Bond Project was also facilitated. Print materials were prepared for the 2005 Save a Life Summit conference, hosting 300 law enforcement officers and safety advocates from around the state. An internal TxDOT campaign was developed that included putting TxDOT traffic safety messaging on TxDOT passenger vehicles and producing a poster on safe cell phone use. Traffic Safety Specialists (TSSs) from the 25 TxDOT districts were provided assistance in the promotion of traffic safety throughout the year with the local events that they coordinate for their communities. Traffic Safety Specialists set up traffic safety booths and distributed thousands of educational and promotional pieces. Texas Traffic Safety reached more than 20 million people with its traffic safety messages in FY05.

Recognition

TxDOT traffic safety campaigns won the following awards during FY 2005:

Advertising Federation Addy Awards:

- Best Regional Campaign: "He Knows When You're .08"
- Best Radio Public Service Announcement: "Tango Tejano"

**American Association of Motor Vehicle Administration (AAMVA)
Public Affairs and Consumer Education (PACE) International Competition:**

- Best Radio Public Service Announcement: “Big Trucks, Little Trucks”
- Best TV Public Service Announcement: “Heights”
- Best Billboard: “Pickups Rock. They Also Roll.”
- Best Video: “Roadside Warning in the Making”

International Summit Creative Awards:

- Best Public Service TV: “Heights”
- Best Public Service Television Campaign: “Work Zone Safety” series
- Best Public Service Television PSA: “Bowling Pins”

Telly Awards:

- Best TV Public Service Announcement: “Heights”
- Best TV Public Service Announcement: “Bowling Pins”

**American Association of State Highway and Transportation Officials (AASHTO)
National Transportation Public Affairs Workshop (NTPAW) Awards:**

- Best Public Service Announcement: “Bowling Pins”
- Best Video News Release: “Texas Safety Bond Project”

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PROGRAM AREA 05-11: SCHOOL BUS SAFETY

PROGRAM AREA RESULTS

No projects were funded in FY 2005

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PROGRAM AREA 05-12: PEDESTRIAN/BICYCLE SAFETY

PROGRAM AREA RESULTS

The Texas SuperCollege Curriculum project, a bicycle safety program managed by the Texas Bicycle Coalition, was taught at 12 universities in FY2005. The project trained professors from six universities in FY2005. The project exceeded its goal and trained more than 400 future physical education and health teachers in how to teach the Texas SuperCyclist Curriculum. In addition to training future physical education and health teachers, the project trained more than 312 certified physical education and health teachers throughout the state of Texas. One hundred and thirty of those teachers were trained as part of the comprehensive BikeTexas Safe Routes to School program in North Texas. Based upon the estimate that teachers have classes of 80 to 100 students, the program impacted more than 25,000 Texas school children.

During FY2005, through a program promoted by the Texas Bicycle Coalition, more than 2,300 helmets were purchased through a discount program and made available to bicycle rodeo participants and other bicycle give-away programs throughout the state. Presentations were made to more than 5,000 people in an effort to increase bicycle safety awareness among elementary students and adults in Texas.

The Pedestrian Safety Roadshow/Partnership for a Walkable Texas project, managed by the Trans Texas Alliance (TTA), identified 50 communities where crashes were over-represented, identified 45 groups interested in pedestrian safety, conducted five Pedestrian Safety Roadshows with 49 individuals attending, conducted two community hosted pedestrian safety audits, and identified eight pedestrian problem locations in the two communities that were audited.

The Pedestrian Safety project, managed by the Dallas County Hospital District, Injury Prevention Center for Greater Dallas (IPCGD), created the Dallas Area Pedestrian Safety Coalition in 2005. The coalition conducted a Walkability Check at Burnet Elementary in Dallas. The check resulted in changes around the school including the addition of a four-way stop sign, repainting of crosswalk strips, replacing of three faded stop signs, and replacing of a dangerous manhole cover. Data collection by Children's Medical Center (CMC) was halted, resulting in data on only 23 pedestrian injuries in Dallas County versus the 100 records planned.

STATUS OF PROGRAM COMPONENTS

Through the Texas Super College Curriculum project, teachers and university faculty are provided with the curriculum guide and reference materials and are trained to teach the revised curriculum. The fifteen-lesson curriculum is designed to provide students with a solid foundation of knowledge about the cycling laws of the road and how to cycle safely on the state's roadways, while it prepares them physically for the challenges of safely operating a bicycle. Additionally, portions of the Texas SuperCyclist Curriculum are available in Spanish for use in bilingual education programs and after-school activities.

The Partnership for a Walkable Texas/Pedestrian Safety Roadshow project promotes increasing pedestrian safety knowledge and awareness, livable communities, safe routes to school, connectivity and accessibility, and a balanced transportation system. The partnership conducts pedestrian audits to identify problem locations and potential countermeasures in those communities. The project identified school districts, main street projects and church communities as groups interested in pedestrian safety workshops.

One component of the Pedestrian Safety project was data collection on pedestrian injuries. This data was provided by Children's Medical Center for Dallas County Hospital District. Media exposures were another component of the program. Research on Pedestrian deaths in Dallas County was presented at the Center for Disease Controls (CDC) conference May, 2005.

PROGRAM AREA 05-13: COMMERCIAL VEHICLE SAFETY

PROGRAM AREA RESULTS

For calendar year 2001, there were 6,479 KAB crashes involving large motor vehicles in Texas. The Trucking Safety Mobile Classroom continued its efforts in teaching all drivers to be better prepared to share the road. Thousands of members of the general public received personalized experience in what it is like to drive an 18-wheel commercial vehicle while 4,100 commercial drivers were trained on handling driving situations they could encounter on the road. A total of 39 presentations were also conducted resulting in more than 57,000 general public visitors learning about commercial vehicle safety issues.

STATUS OF PROGRAM COMPONENTS

The Texas Department of Public Safety no longer segregates data on commercial vehicles. Texas is in the process of determining the best alternative to a commercial motor vehicle designation when compiling crash data for future reports.

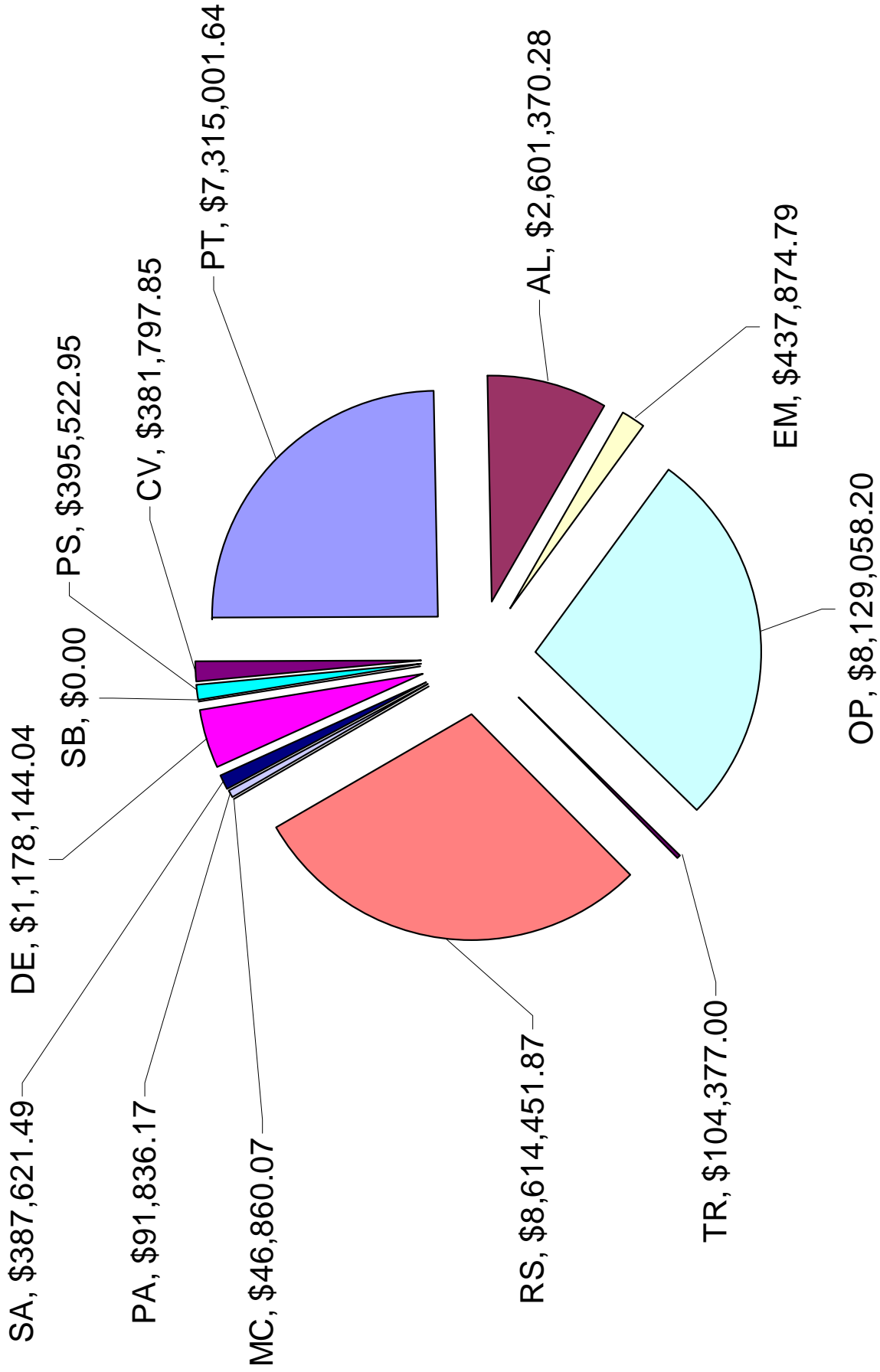
The amount of large truck traffic on Texas roadways has increased significantly since the passage of the North America Free Trade Act in 1994. One community, the City of Houston, participated in a special selective traffic enforcement project (STEP) concentrating on large truck hazardous moving violations, safety belt violations, and violating truck route rules. STEP officers could not use grant funded time to cite truckers for violations covered under the Motor Carrier Safety Assistance Program. The CMV STEP issued 12,354 citations for excessive speed, not wearing safety belts or other hazardous moving violations during FY 2005. Failure to comply with speed limits and wearing safety belts continues to be a major problem with commercial drivers in Texas.

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APPENDIX A: FINANCIAL DATA

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PROGRAM AREA FEDERAL EXPENDITURES - FY 2005



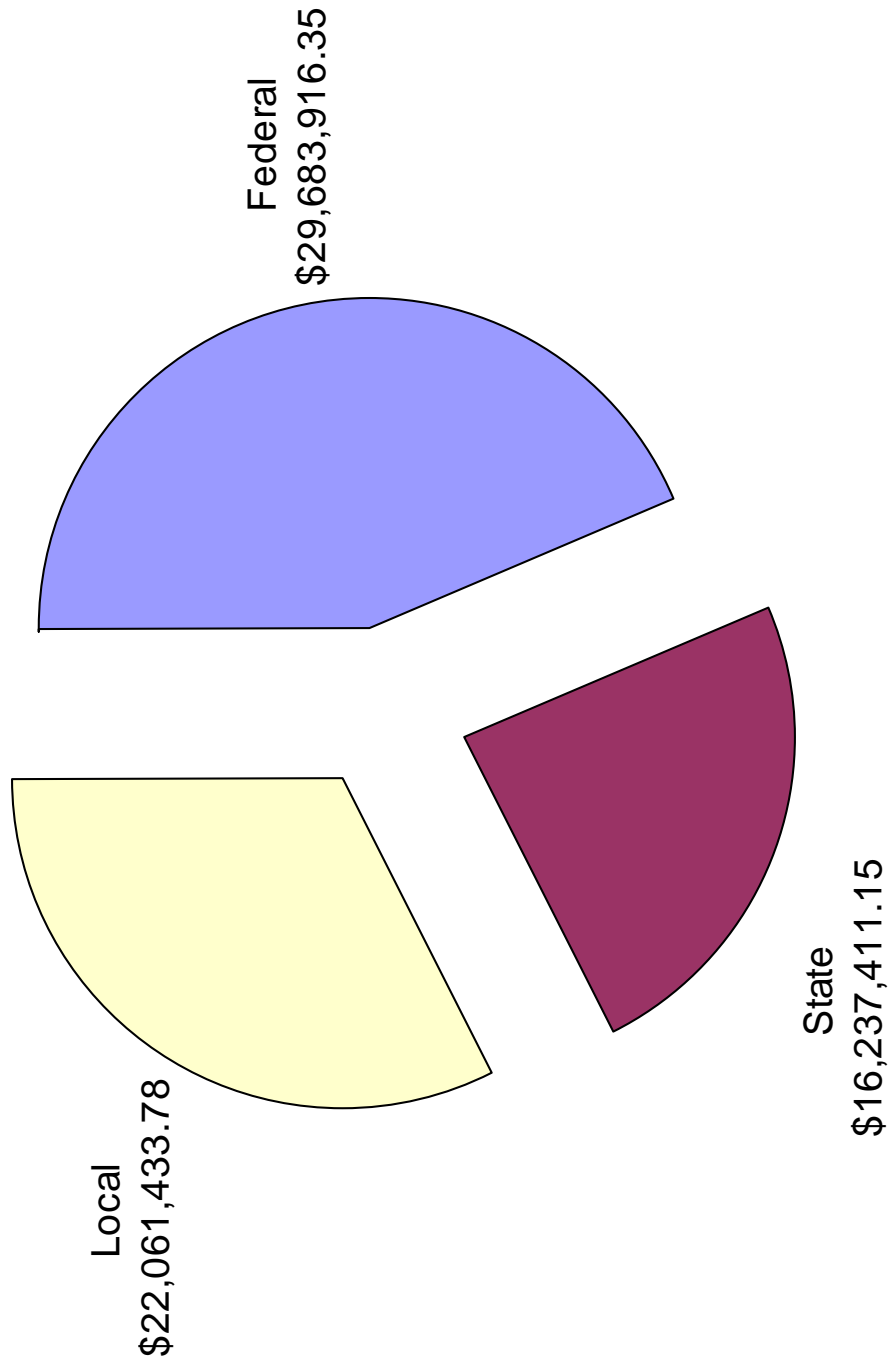
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Federal Expenditures

	402	405	164	157INC	157INV - FY04	157INV - FY05	163	2003b	Total	% of Total
01 PT Police Traffic Service	\$4,086,764.88								\$7,315,001.64	24.6%
02 AL Alcohol & Other Drug Countermeasures	\$1,543,400.57			\$3,228,236.76		\$180,345.77			\$2,601,370.28	8.8%
03 EM EMS	\$437,874.79								\$437,874.79	1.5%
04 OP Occupant Protection	\$2,430,012.11	\$2,251,211.94			\$1,015,520.25	\$2,182,313.90		\$250,000.00	\$8,129,058.20	27.4%
05 TR Traffic Records	\$104,377.00								\$104,377.00	0.4%
06 RS Roadway Safety	\$695,838.57		\$7,918,613.30						\$8,614,451.87	29.0%
07 MC Motorcycle Safety	\$46,860.07								\$46,860.07	0.2%
08 PA Plan &Admin	\$91,836.17								\$91,836.17	0.3%
09 SA Safe Communities	\$387,621.49								\$387,621.49	1.3%
10 DE Driver Education	\$681,091.69			\$197,052.35	\$300,000.00				\$1,178,144.04	4.0%
11 SB School Bus Safety	\$0.00								\$0.00	
12 PS Pedestrian/Bicycle	\$395,522.95								\$395,522.95	1.3%
13 CV CMV Safety	\$0.00			\$381,797.85					\$381,797.85	1.3%
TOTALS	\$10,901,200.29	\$2,251,211.94	\$7,918,613.30	\$4,684,710.90	\$1,315,520.25	\$2,182,313.90	\$180,345.77	\$250,000.00	\$29,683,916.35	100.0%

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TOTAL TRAFFIC SAFETY EXPENDITURES FY 2005



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SECTION 163 FUNDS

FISCAL YEAR 2004

NHTSA Program Areas	Planned	Obligated	Amount Expended	To Local
Impaired Driving Mobilization	\$ 833,355.00	\$ 833,355.00	\$ 180,345.77	\$ 180,345.77

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APPENDIX B: CRASH DATA

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Table 2. Crash Data/Trends: Performance Measures

	Progress Report Data 1996-2005										
	Baseline Data 1995										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Crash Data Trends for Ten Performance Measures Reported by All States											
1. Fatalities	3,172	3,738	3,508	3,576	3,519	3,775	3,739	3,823	3,821		
2. Fatality Rate (100M VMT) [TX1]	1.75	1.97	1.79	1.76	1.69	1.76	1.77	1.77	1.75		
3. Serious (A+B) Injuries	103,310	110,751	109,351	106,578	107,996	108,282	105,520				
4. Fatality and Serious Injury Rate (100M VMT)	58.77	60.36	57.50	54.10	53.64	52.17	51.64				
5. Fatality Rate (100K Population)	16.94	19.54	18.05	18.10	17.56	18.10	17.65	17.76	17.48		
6. Fatal and Serious Injury Rate (100K Population)	568.69	598.53	580.57	557.47	556.35	537.40	515.77				
7. Alcohol-Related Fatalities - FARS	1,739	1,967	1,710	1,745	1,700	1,841	1,807	1,810	1,771		
8. Proportion of Alcohol-Related Fatalities - FARS	0.55	0.53	0.49	0.49	0.48	0.49	0.48	0.47	0.46		
9. Alcohol-Related Fatality Rate - FARS (100M VMT) [TX3]	0.96	1.04	0.87	0.86	0.82	0.86	0.85	0.84	0.81		
10. Safety Belt Use (Percent of Population) [TX11]	71.8%	74.0%	74.6%	77.1%	73.9%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%

Notes:

The performance measures shown here and illustrated in Figures 1-10 constitute the ten national performance measures reported by all states. National performance measures 2, 9, and 10 above are identical to Texas highway safety performance measures numbers 1, 3, and 11, respectively.

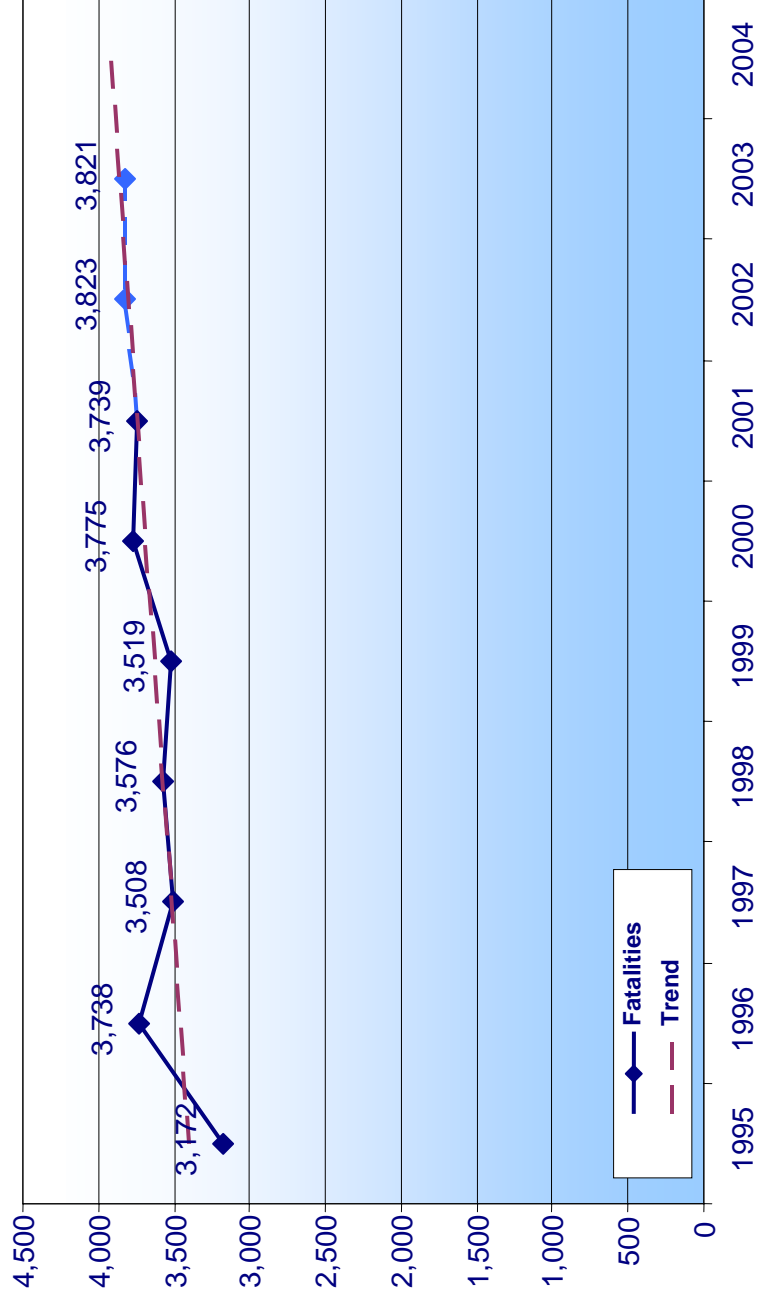
The most current certified statewide crash data available are for calendar year 2001. In order to provide more current crash information, the Texas crash data tabled here and the trend information provided in Figures 1-10 have, where comparable data are available, been supplemented with data from FARS for 2002 and 2003. Due to minor differences in coding rules and data certification, FARS data and data from the Texas Accident File may not always be in complete agreement. However, any differences between the two data sources should be minimal. Figures 1-10, based on the data in Table 2, each include a footnote identifying the sources of the data used for that figure.

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Goal: Fatalities

No numeric goal established

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



Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2003: FARS

Goal: Fatality Rate per 100M VMT

Reduce the fatality rate to 1.62 per 100M VMT by 2005

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

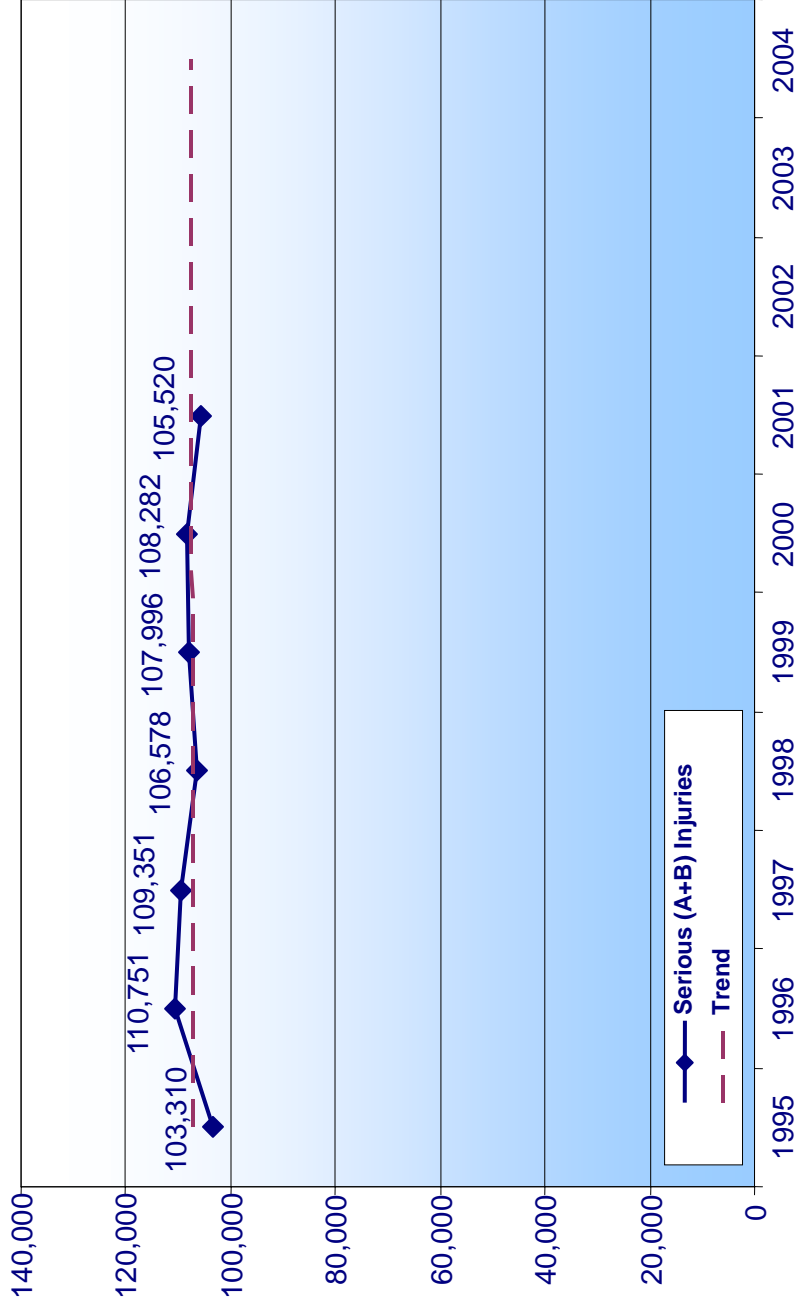


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2003: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Serious Injuries

No numeric goal established

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

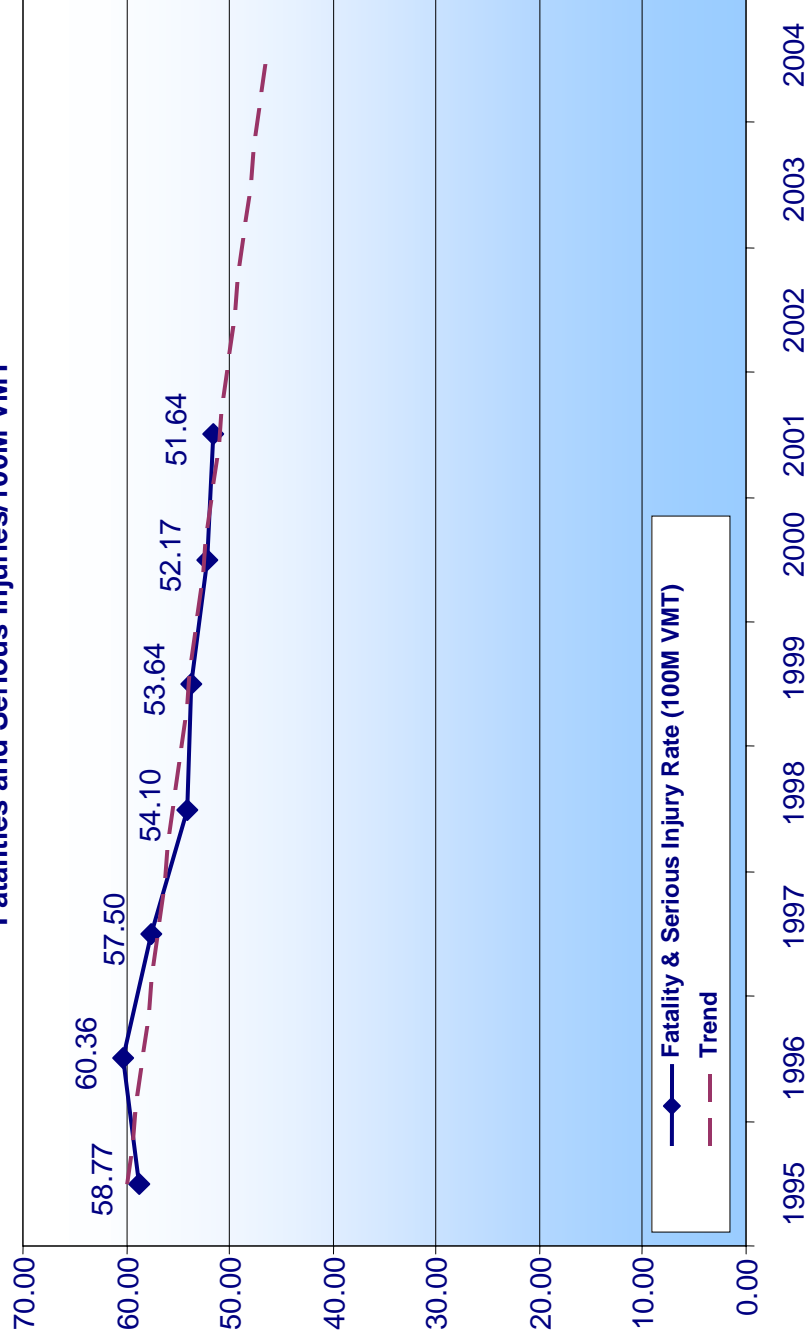


Data Sources A&B Injuries 1995-2001: Texas Accident File.

Goal: Fatality and Serious Injury Rate per 100M VMT

No numeric goal established

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

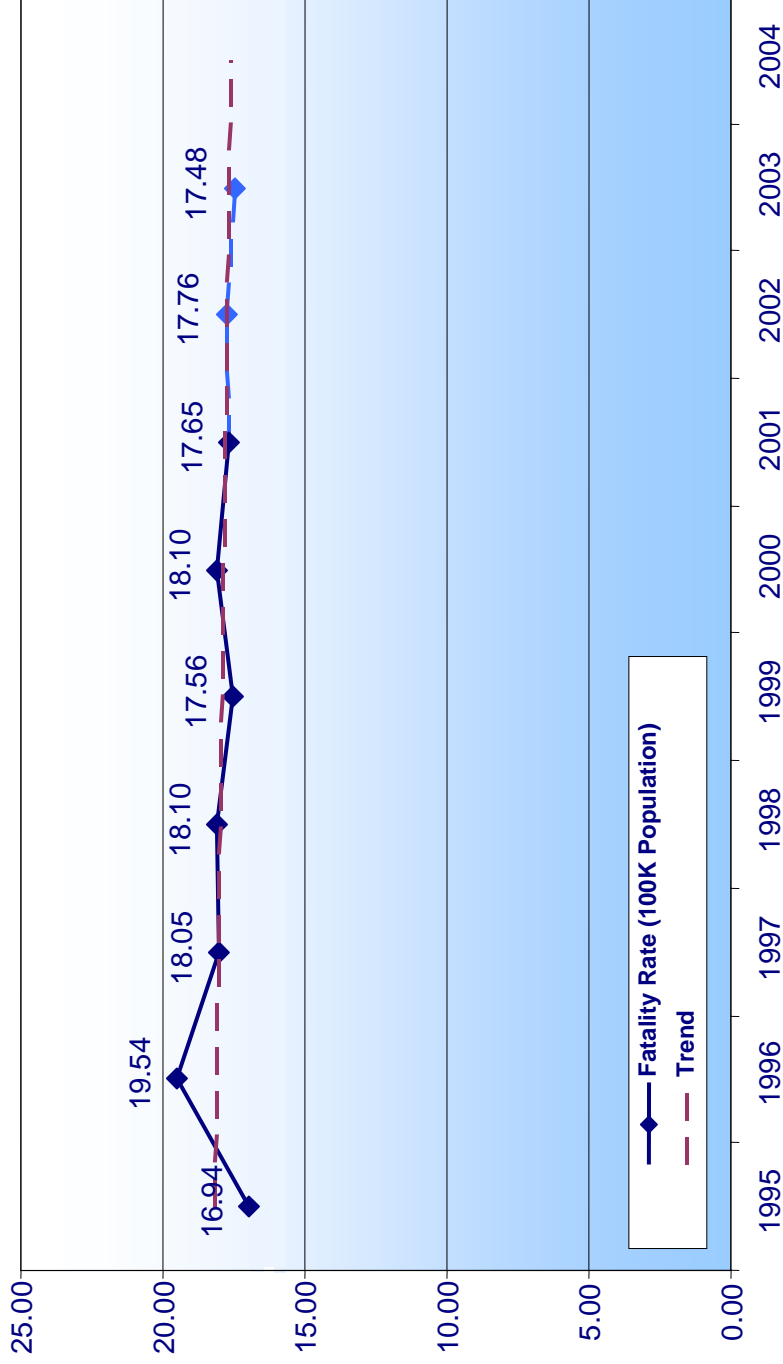


Data Sources Fatalities & injuries 1995-2001: Texas Accident File
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Fatality Rate per 100K Population

No numeric goal established

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

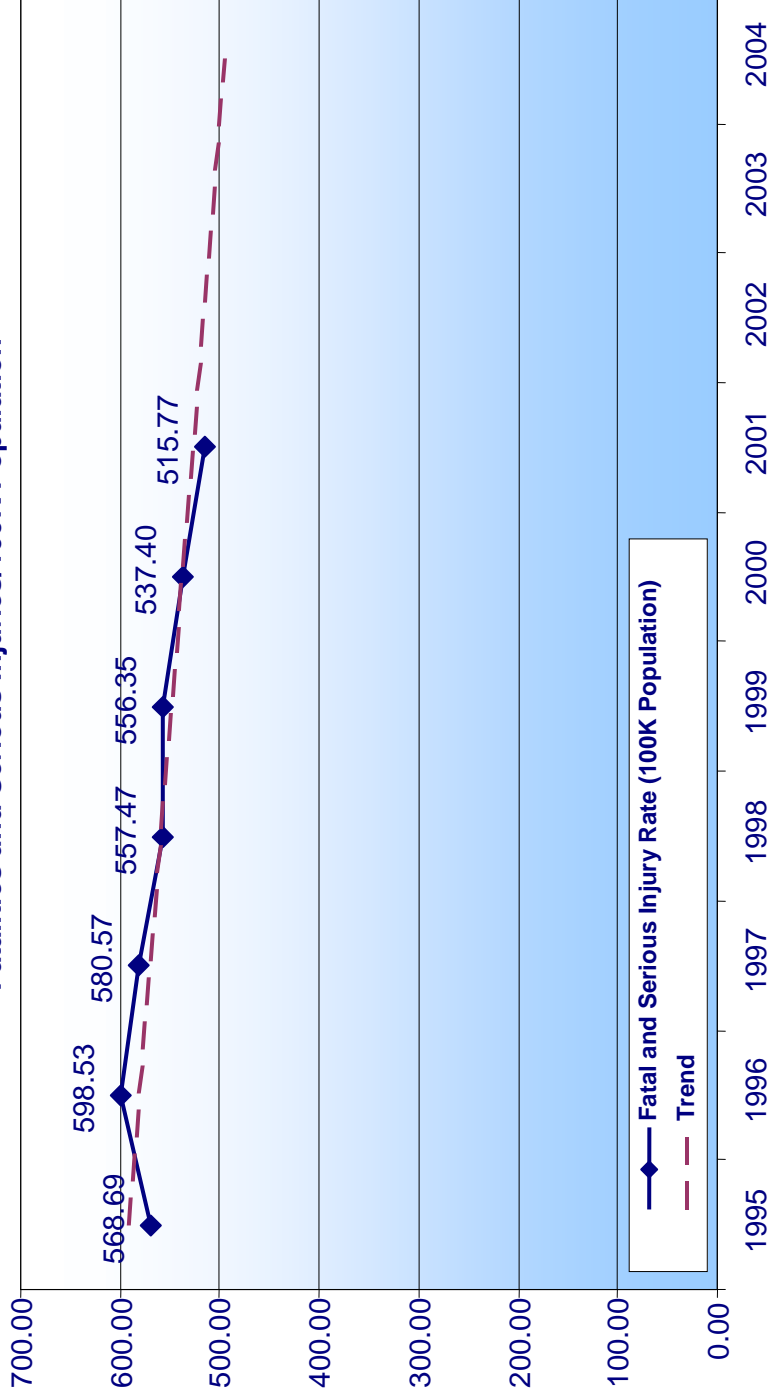


Data Sources Fatalities 1995-2001: Texas Accident File. Fatalities 2002-2003: FARS
Population: Texas State Data Center and Office of the State Demographer. Texas Population Estimates Program

Goal: Fatal and Serious Injury Rate per 100K Population

No numeric goal established

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



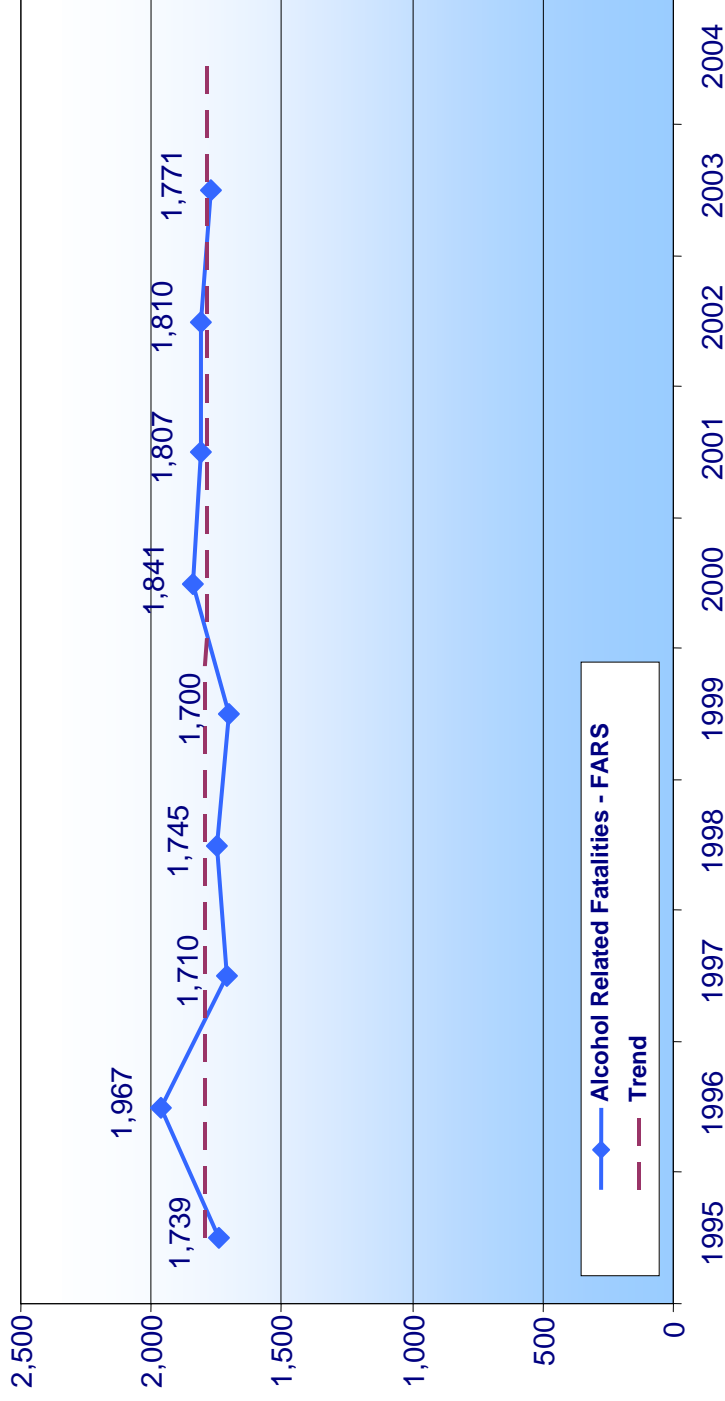
Data Sources: Fatalities & injuries 1995-2001: Texas Accident File

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

Goal: Alcohol-Related Fatalities

No numeric goal established

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

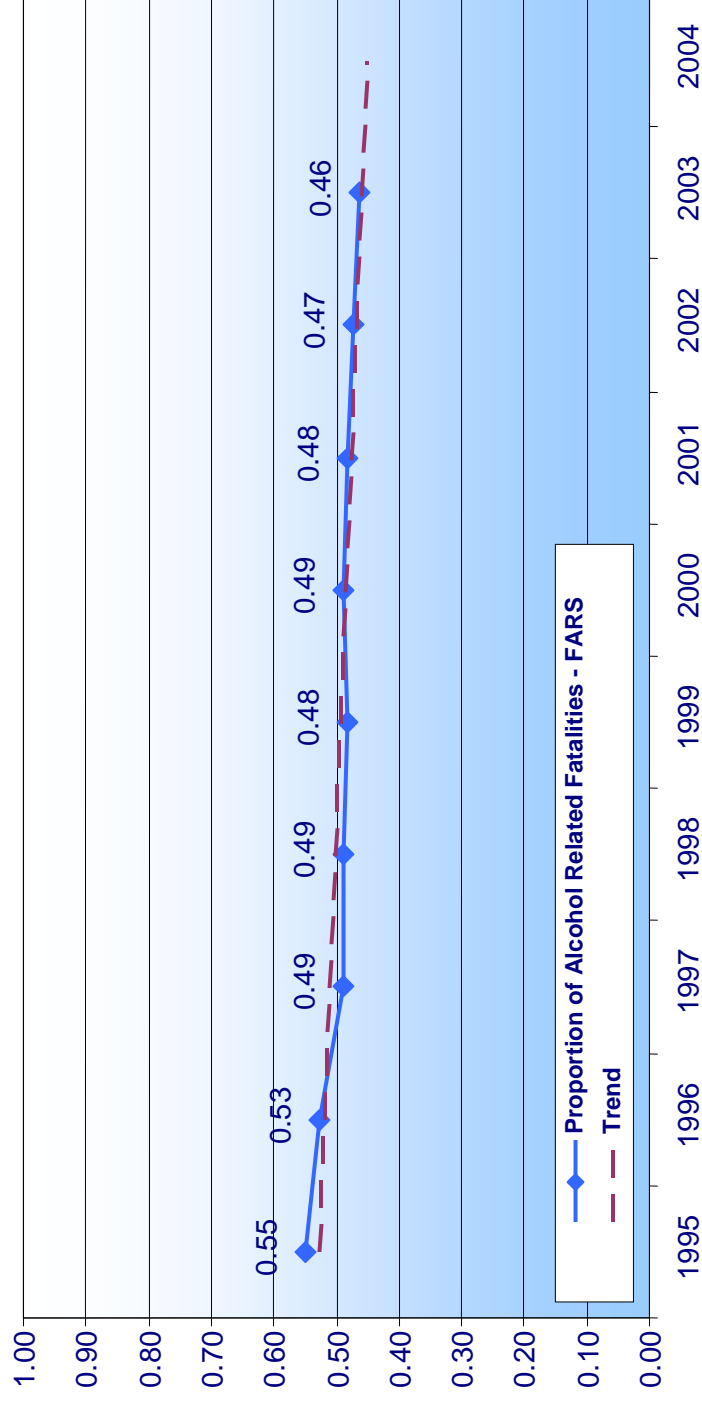


Data Sources Alcohol-related fatalities 1995-2003: FARS

Goal: Proportion of All Fatalities that are Alcohol-Related

No numeric goal established

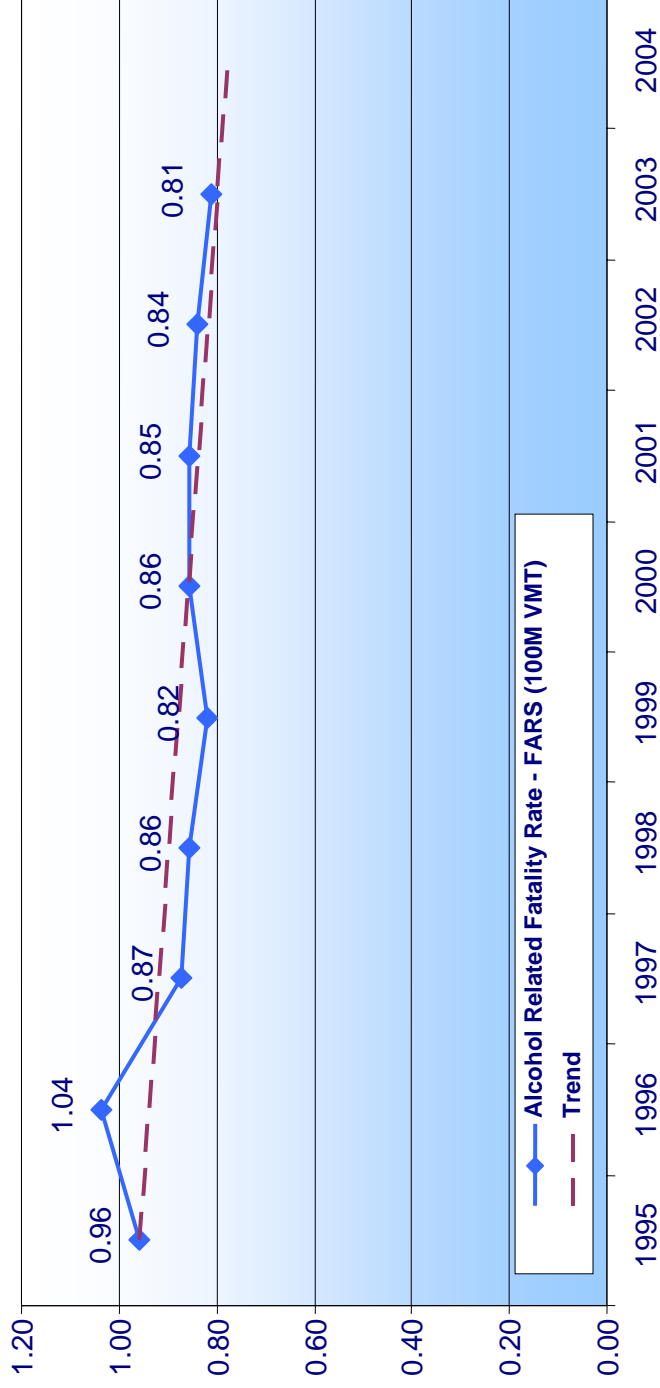
**Figure 8. Performance Measure 8:
Proportion of Alcohol Related Fatalities**



Data Sources All Fatalities 1995-2001: Texas Accident File. All Fatalities 2002-2003: FARS
Alcohol-related fatalities 1995-2003: FARS

Goal: Alcohol-Related Fatality Rate per 100M VMT Reduce alcohol-related fatalities to 0.77 per 100M VMT by 2005

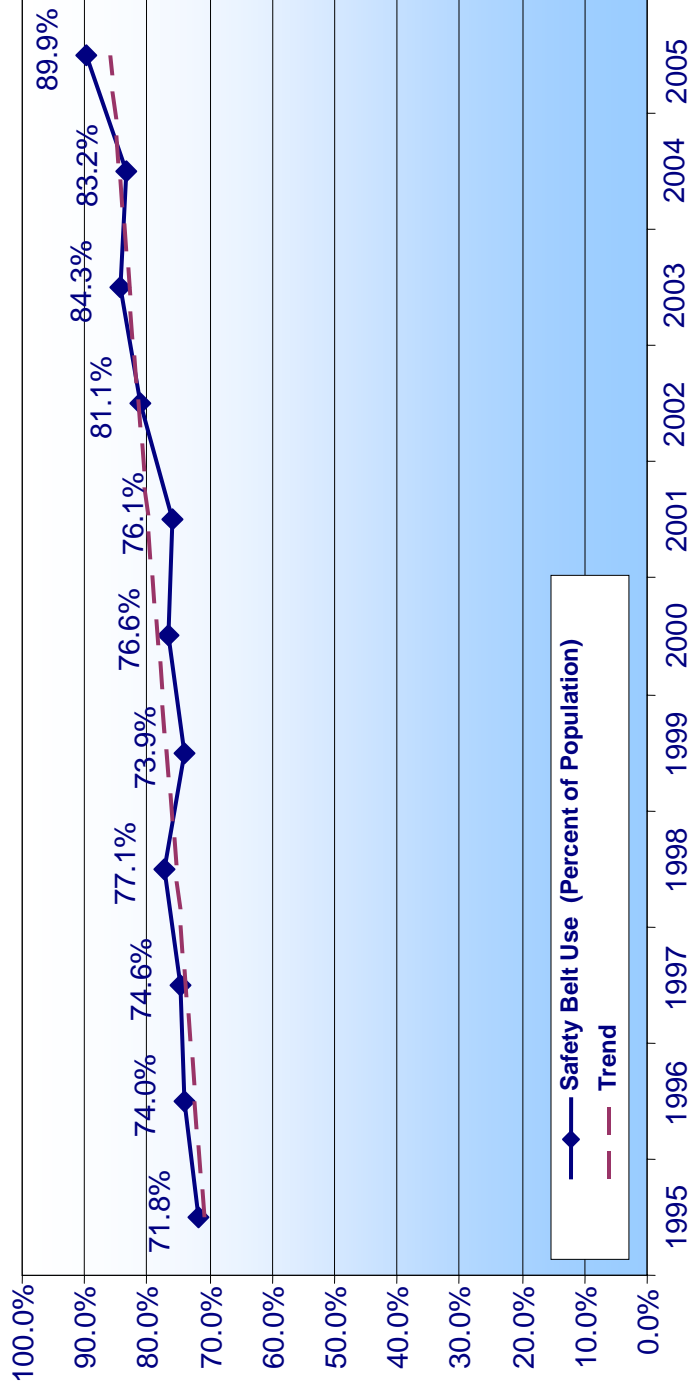
**Figure 9. Performance Measure 9:
Alcohol Related Fatalities/100M VMT**



Data Sources Alcohol-related fatalities 1995-2003: FARS
VMT: TxDOT Transportation Planning & Programming Div.

Goal: Safety Belt Use (% of Population) Increase driver and front seat passenger safety belt use to 86.03% by 2005

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



Data Sources Texas Transportation Institute observational safety belt surveys

APPENDIX C: NOTEWORTHY PRACTICES

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CITY OF AUSTIN SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) COMPREHENSIVE

Target

Increase DWI, Speed, Occupant Protection and Intersection Traffic Control (ITC) enforcement in the City of Austin.

Program Area

Police Traffic Services

Problem Statement

The City of Austin is the Capitol of Texas and the population is 671,877. In 2001, the City of Austin experienced 24 alcohol-related fatalities and ranked #3 among Texas cities in fatalities. Austin is located in Travis County and the county ranks #3 in alcohol-related fatalities, with 33 fatalities in 2001.

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

Objectives

Increase DWI, Speed, Occupant Protection and Intersection Traffic Control enforcement in the City of Austin in order to reduce traffic crash injuries and fatalities.

Strategies

Increased high visibility patrols focusing on DWI, Speed, Occupant Protection and Intersection Traffic Control violations. Initiated a public information and education campaign to supplement the enforcement effort. Media exposures, presentations and community events were conducted emphasizing the hazards of DWI, speeding, riding unrestrained in motor vehicles and committing intersection traffic control violations.

Results

	<u>Total</u>	<u>Goal</u>
Speeding Citations	21,095	21,000
DWI Arrests	84	70
ITC Citations	1,400	1,000
Media Exposures	44	4

The City of Austin increased their safety belt usage rate by 1% to 92%. This usage rate is one of the highest in the state. Speed compliance also increased

to 28%. In addition to this project, the City of Austin also participated in an Impaired Driving Mobilization and Click It or Ticket mobilization.

Cost

Grant: \$412,500.00

Match: \$195,097.94

Funding Sources

157

Contact

Officer Patrick Spradlin

Austin Police Department

512-974-6898

CITY OF GRAND PRAIRIE SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) – IMPAIRED DRIVING MOBILIZATION (LABOR DAY CRACKDOWN)

Target

Increase DWI enforcement in local community

Program Area

Alcohol and Other Drug Countermeasures / Police Traffic Services

Problem Statement

The City of Grand Prairie is a suburban community in the Dallas Fort Worth Metroplex. The population is 127,427. In 2001, the City of Grand Prairie experienced seven (7) alcohol-related fatalities and ranked #10 among Texas cities in fatalities.

Objectives

Increase DWI enforcement within the City of Grand Prairie.

Strategies

Increased holiday DWI enforcement and strong community public information and education efforts. Enforcement was focused in high alcohol-related fatality areas within the city and areas associated with numerous DWI arrests. The agency used the TxDOT funded “Law Enforcement Advance DUI/DWI Reporting System (LEADRS) to minimize the time expended by officers processing the DWI suspects. In addition, officers not working on the enforcement project were located in the jail in order to complete the processing for the arresting officers. Media exposures were a key element in notifying the public of the Labor Day Crackdown and the efforts of the police department. Sixty different media exposures were conducted resulting in a well-informed community of the hazards of DWI.

Results

DWI Arrests	47
Enforcement Hours Worked	106

TxDOT estimates that it takes on the average of 6 hours to arrest and then process a DWI suspect. The Grand Prairie Police Department average 2.66 hours per DWI arrest. This was a very effective and efficient project resulting in the majority of the performance measures being met even though only 36% of the planned enforcement hours were worked resulting in only one-third of the funds were used.

Cost

Grant: \$12,158.97

Match: None Required

Funding Sources

402

Contact information

Joe Dionisi, Police Planner

City of Grand Prairie Police Department

972-237-8721

CITY OF HOUSTON SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)– HOLIDAY DWI

Target

This is a project to decrease impaired driving and alcohol related crashes.

Program Area

Police Traffic Services

Problem Statement

The city of Houston is the largest city in Texas and had a 2001 population of 1,972,083 and is located in Harris County. Houston and Harris County rank #1 in the number of alcohol-related fatalities, with 101 fatalities in Houston and 150 in Harris County during 2001. DWI statistical data compiled and analyzed from the Houston Police Department, review of crash and fatality reports, noted an alarming number of driving factors contributing to crashes, injuries and fatalities are DWI related.

Objectives

Decrease impaired driving and alcohol-related crashes.

Strategies

The program focused on all drivers and passengers, enforcement of all DWI laws and indicators, and implementation of visible public information and education efforts. The project included identification and evaluation of DWI related crash & injury locations, compilation and analysis of city-wide data, presentations at local media exposures, presentations by sergeants and officers at local high schools, local universities, and participation in community events.

Results

DWI arrests	YTD Total - 586	Goal - 480
Enforcement Hours	YTD Total - 3096	Goal - 3,450

The Houston Police Department's DWI Unit surpassed it's proposed goals and decreased the number of traffic fatalities from the previous year without even utilizing all of the allotted enforcement hours (as result of the hurricanes). Also, Sgt. Thomas and Officer Lassalle did an analysis of the first 100 DWI Arrest/Case Disposition as detailed on the Final Performance Report and AER. In addition to the STEP activity, the Houston Police Department wrote 251,498 other citations and made 72,434 other arrests.

Cost

Grant \$75,000

Local \$226,559

Funding Sources

402

Contact information

Sergeant David J. Thomas

City of Houston Police Department

713-247-5914

CITY OF LOCKHART – SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - SPEED AND OCCUPANT PROTECTION

Target

Increase Speed and Occupant Protection enforcement in local community

Program Area

Police Traffic Services

Problem Statement

The City of Lockhart, population 11,650, is located in rural Caldwell County and has six major state highways within its corporate limits. The traffic volume increased from a total of 70,100 vehicles in 1999 to 73,700 in 2000. A September 2003 speed survey showed an average 34% compliance rate with the lowest compliance rate as 24%. The lowest compliance rate was found on US 183 South. Speed citations increased from 1481 total in 2001 to 3861 through September 2003. In 2001 the occupant protection compliance rate was 36% for drivers and 52% for children under four. With increased enforcement in September 2003, the compliance rate increased to 78% for drivers and 93% for children. OP citations increased from 169 issued in 2001 to 601 through September 2003.

Objectives

Increase Speed and Occupant Protection enforcement in the City of Lockhart in order to increase the speed and safety belt compliance rates.

Strategies

Increased Speed and Occupant Protection enforcement. Speed enforcement was focused in low speed compliance areas. Occupant Protection enforcement was conducted on a jurisdiction wide basis. In addition, officers conducted public information and education activities focusing on the hazards of speeding and not being properly restrained in motor vehicles.

Results

	<u>Total</u>	<u>Goal</u>
Speeding Citations	2,618	2,322
Media Exposures	6	4
Community Events	16	2

The City of Lockhart Increased the speed compliance rate by 7% and reduced the number of speed-related crashes from 67 down to 25, a 37% reduction and maintained a safety belt usage rate of 89%. The City of Lockhart also created a poster and billboard using matching funds that focused on Occupant Protection.

Cost

Grant: \$39,263.00

Match: \$9,758.60

Funding Sources

402

Contact information

Sgt. Larry Simmons Jr.

City of Lockhart

512-398-4401

TEXAS DEPARTMENT OF PUBLIC SAFETY (TXDPS) SELECTIVE TRAFFIC ENFORCEMENT PROGRAM – SAFE AND SOBER

Target

Increase DWI, Speed and Occupant Protection enforcement in the southern DPS Regions in the state.

Program Area

Police Traffic Services

Problem Statement

The State of Texas continues to rank high nationally in traffic crash injuries and fatalities. Speeding and DWI related crashes continue to be major contributing factors.

Objectives

Increase DWI, Speed and Occupant Protection enforcement in the southern DPS Regions in the state.

Strategies

Increased high visibility patrols in Regions 3A and 8A in southern Texas in order to improve the safety belt usage rate, increase the speed compliance rate and lower the number of alcohol-related crashes. A strong public information and education campaign was conducted to supplement the enforcement effort. Media exposures, presentations and community events were conducted in large numbers emphasizing the hazards of DWI, speeding and riding unrestrained in motor vehicles.

Results

	<u>Totals</u>	<u>Goals</u>
Speeding Citations	25,925	24,148
DWI Arrests	2,181	1,570
Safety Belt Citations	14,137	14,653
Child Safety Seat Citations	1,819	1,628
Enforcement Hours Worked	26,961	27,173
Safety Presentations	325	11
Media Exposures	152	6
Community Events	24	2

Homeland security issues as well as hurricane relief efforts resulted in TxDPS not working the planned number of enforcement hours; however, TxDPS far exceeded the majority of their performance measures.

Cost

Grant: \$1,311,108

Match: \$1,396,425

Funding Sources

402

Contact information

Luis Gonzalez, Major

Texas Department of Public Safety

512-424-2119

THE DEPARTMENT OF STATE HEALTH SERVICES (DSHS) CHILD PASSENGER SAFETY EDUCATION PROGRAM

Target

To reduce the number of motor vehicle crashes involving children using incorrect restraints in the vehicles preventing injuries and fatalities.

Program Area

Occupant Protection

Problem Statement

Unintentional injury continues to be the number one killer of children. Motor vehicle crashes are the leading cause of death for children 2-14 years old.

Objectives

To conduct child safety seat check-up events and to conduct a monthly fitting station to provide a scheduled site for parents to have their child's seat checked. To establish new child safety seat distribution programs to serve low income parents and maintain existing programs. To provide training and materials to distribution programs providing child safety seats. To provide child passenger safety technical update classes and to conduct NHTSA standardized child passenger safety technician courses.

Strategies

A comprehensive approach is needed to increase the use/correct use of safety seats due to the complexity of reasons why child restraints are not used or are not used correctly.

Results

Performance Measure	YTD	GOAL
Conduct at least 25 child safety seat check-up events	25	25
Number of safety seats checked	837	375
Conduct a monthly fitting station in order to provide a scheduled site for parents to have their seats checked	18	12
Number of safety seats checked at fitting stations	453	144
Establish new safety seat distribution programs for low-income parents	33	50
Maintain existing safety seat distribution programs for low-income parents	41	50
Train distribution programs	74	100

Performance Measure	YTD	GOAL
Train distribution program staff	199	120
Order and distribute safety seats for distribution programs	10,972	9,520
Order and distribute safety seats for subgrantee programs	3,064	4,000
Conduct Child Passenger Safety (CPS) technical update classes	5	4
Train technicians attending technical update classes	49	40
Conduct NHTSA Standardized 32-hour CPS technician courses	6	6
Number of persons trained to become CPS Technicians	130	120
Conduct presentations focusing on safety belts/safety seats	51	50
Number of persons attending presentations	1,374	500
Update and maintain CPS website monthly	12	12
Provide traffic safety education materials	409,620	400,000
Provide technical assistance via toll-free telephone information line	10,509	5,000
Coordinate state CPS activities, including coordinating the CPS Task Force, via quarterly meetings or telephone conference calls	4	4
Conduct site visits to assist and evaluate NHTSA 32-hour CPS training classes	4	4
Implement a plan to retain state CPS technicians by contacting CPS technicians prior to lapse of their certification and offering recertification assistance	435	100
Enroll Texans in the Saved by the Belt Club	20	20

Safe Riders has continued to excel at serving as the lead injury prevention office for children in child passenger safety. Safe Riders conducted a total of 43 check-up and fitting station events that resulted in the correct installation of 1,290 safety seats.

Education plays a large role in Safe Riders effort in communities across Texas. There were 51 educations presented to parents, children and community workers that made up a total of 1,374 persons. These educations may have

been in the form of presentations to school aged children or interventions with local physicians at community hospitals.

Hurricane's Katrina and Rita occurred in the 4th Quarter. Safe Riders quickly initiated a plan to share additional safety seats with distribution programs in the larger cities of Houston, San Antonio, Austin and Dallas. These safety seats were shared with evacuees from all areas of the gulf coast affected by the hurricanes. The number of safety seats shared was 300. Safe Riders worked with many organizations that assisted with the hurricane relief.

The Safe Riders Program also certified 130 individuals from Texas to become child passenger safety technicians. Six 32-hour NHTSA workshops were conducted which also allowed many instructors a venue to teach and keep their technician status. Many people request this status to keep children safe and to educate the public in their community. Safe Riders accomplished these objectives with limited staff.

Cost

Grant: \$ 1,449,000

Match: \$1,074,000

Funding Sources

402

Contact information

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Texas Department of State Health Services

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TEXAS DWI RESOURCE PROSECUTOR

Target

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

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

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

Strategies

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

Results

The Texas District & County Attorneys Association (TDCAA) hired an experienced attorney to serve as the Texas DWI Resource Prosecutor who trained 1,112 prosecutors and police officers at regional workshops on DWI related issues, 2,464 copies of the DWI Investigation & Prosecution manuals were distributed to all Texas prosecutors, four articles were prepared for the TDCAA's bi-monthly magazine, The Prosecutor and case notes and analysis on recent significant DWI-related judicial opinions were prepared and published in

the TDCAA's bi-monthly periodical. A total of 470 prosecutors and police officers were trained at the 2005 TDCAA Intoxication Manslaughter School and Prosecutor Trial Skills Courses. The TDCAA Train the Trainer program recruited and trained 27 prosecutors for DWI related programs.

The regional training programs developed by the Texas DWI Resource Prosecutor were presented jointly to police officer/prosecutor training and has worked very effectively. One of the most successful training curriculum was Blood Search Warrants to combat Texas' continuing high rate of breath/blood test refusals by intoxicated drivers. This particular training has received statewide media attention. As a result of this curriculum, numerous prosecutors have taken the training received under this grant and have begun to develop both formal and informal training in their own jurisdictions. The Texas DWI Resource Prosecutor has also provided invaluable technical assistance to Texas prosecutors, law enforcement and other traffic safety program partners. Several of the published articles have been reprinted both in Texas and other states and the training materials developed have been shared and used by others in Texas and across the country.

Cost

Grant: \$279,114.00

Match \$34,073.00

Funding Source

402

Contact information

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TRAVIS COUNTY - UNDERAGE DRINKING PREVENTION PROGRAM

Target

To decrease the number of drivers under age 21 in DWI-related crashes; to reduce DWI-involved crashes, injuries and fatalities; coordinate and conduct public information and education efforts. This youth education program focused on Travis, Williamson and Hays Counties.

Program Area

Alcohol and Other Drug Countermeasures

Problem Statement

Travis County students reported first use of alcohol at an average age of 12.3 or younger, with beer consumed first, and by age 13.3, hard liquor. In some areas alcohol use is starting as early as the 4th grade. The 1990-2001 Texas Commission on Alcohol and Drug Abuse “Texas Elementary Student Report” notes that alcohol continues to be more widely used among elementary students. Considering the early age at which many students begin experimenting with substances, prevention efforts must start early, definitely before age 12. DPS data used for this project showed that Travis county ranked 3rd in the state (out of 254 counties) for under age 21 DWI-related fatalities.

Objectives

To conduct a comprehensive underage drinking prevention program in Travis County; to educate adults and students; and to reduce the incidence of under age 21 DWI-related crashes, injuries and fatalities.

Strategies

To collect and report on monthly statistics for youth under 21 on the Zero Tolerance Laws, MIP, youth arrests, offenses, injuries and fatalities; to conduct the “Why Risk It:” presentation to high school youth and the “Busted” presentation to 6th, 7th and 8th grade youth; to conduct outreach efforts, task force meetings and work with community based agencies; to participate in community and school events; to develop or distribute public education and information materials in the Austin-Travis County Area.

Results

	<u>Baseline</u>	<u>YTD</u>
Statistics collected	36	95
Task force meetings	5	7
Contacts made	50	135
Community events attended	35	83
“Why Risk It” presentations	160	175
“Busted” presentations	255	308
Other presentations	15	23
Campaign participation	5	17
Media exposures	25	70
Meetings attended	30	60
PI&E distributed (number)	70,000	98,287

This project not only met its performance measures, but exceeded all performance measures. A total of 506 presentations were conducted in middle, high school and youth agencies with 430 as the target. Presentations conducted include the SAFE Homes program, Austin Area Urban League, Travis County Law Related Education, GENaustin, Teen Parenting Network, Boys & Girls Club, City of Austin Parks and Recreation Department, and Camp Transitions as well as independent school districts and private schools in Travis, Hays and Williamson Counties.

Additional activities included participation in MADD Red Ribbon Week, Christmas/New Year’s, and the holiday emphasis patrol supported by Travis County Sheriff’s office, Safe & Sober Spring Break and prom campaigns. UDPP participated in Sober Rider, Safe Kids Family Extravaganza, River City Youth Foundations “End of School” Jam, many church fairs, African American Family Conference, Community Action Network, and continues to host the Underage Drinking Prevention Task Force and produces “Focus on Youth and Alcohol”. Awards received by the program include the National Safety Council award and the Lake Travis Independent School District’s Safe Home Hero Award. With more requests for presentations and programs than the grant staff could handle, local law enforcement, DPS, deputies and TABC agents contributed 235 volunteer hours to UDPP.

Cost

Grant \$154,532
 Local \$67,837

Funding Sources

AL – 157a

Contact information

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