1. Approval of January 26, 2018 Meeting Summary – Rich Larkin, RSAC Chair

2. SH 161 Safety Shoulder Implementation Study/Findings – Jason Crawford, P.E., TTI


4. Highway Safety Improvement Program Funding – Heather Lott, P.E., TxDOT – Austin

5. Texas Highway Safety Plan Funding Call – Jessica Son, TxDOT – Austin

6. NCTCOG 2017 Safety Performance Report Highlights

7. Update Items
   a) Commercial Vehicle Enforcement Portable Scales RFP Update – Kevin Kroll
   b) Takata Airbag Recall Mailout Assistance – Kevin Kroll
   c) Updated TIM Attendance Tracking – Camille Fountain
   d) TIM Equipment Purchase Call for Projects Schedule – Camille Fountain
   e) Update on STBG Safety Funding – Sonya Landrum
   f) 2018-2019 RSAC Membership Appointments and Vice Chair Opportunity – Sonya Landrum

8. Upcoming Safety-Related Events and Training Announcements
   a) Traffic Incident Management Executive Level Course, May 3, 2018, NCTCOG
   b) Texas Strategic Highway Safety Plan Workshop, May 15, 2018, NCTCOG
   c) NCTCOG Photogrammetry Training Workshop
      - May 7 – 11, 2018, NCTCOG
      - May 14 – 15, 2018, NCTCOG
   d) Traffic Incident Management First Responder and Manager Course:
      - May 30 – 31, 2018, NCTCOG
      - July 18 – 19, 2018, NCTCOG
      - September 12 – 13, 2018, NCTCOG
      - October 17 – 18, 2018, NCTCOG
   e) Texas Traffic Safety Conference, August 8-10, 2018, Sugarland, TX

9. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group

10. Next RSAC Meeting: July 27, 2018 at 10 am
STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

Darren McDaniel, P.E.
# Table of contents

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tr>
<td>1</td>
<td>Texas SHSP</td>
<td>3-7</td>
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<tr>
<td>2</td>
<td>Emphasis Areas and Action Plans</td>
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<td>3</td>
<td>Marketing</td>
<td>36-37</td>
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<td>Regional Workshops</td>
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<td>Traffic Safety Conference</td>
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<td>6</td>
<td>SHSP Website</td>
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<td>7</td>
<td>Questions</td>
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</table>
Texas Strategic Highway Safety Plan

- History and accomplishments
- SHSP structure and development process
- Target setting strategy
- SHSP plan coordination
- Emphasis areas
- Implementation
- SHSP team members
- Data sources
- References
Texas Strategic Highway Safety Plan

Management team
Stakeholder group

Executive committee

Emphasis area teams

Data Analysis and Facilitation
Recommended Emphasis Areas
Targets

Emphasis Areas
Strategies and Countermeasures
SHSP Targets, Strategies and Countermeasures

7 Emphasis Area Teams
Texas Strategic Highway Safety Plan

- Leadership
  - Emphasis area action plans
  - Integrating into other transportation plans
  - Marketing
  - Monitoring, evaluation, and feedback

- Collaboration
  - Data collection & analysis
Emphasis areas and action plans – Distracted Driving
Emphasis areas and action plans — Distracted Driving

- Age-specific messages
- Personal stories/tragedies
- Selective Traffic Enforcement Program (STEP)
- Systemically implement engineering countermeasures
  - Edge-line rumble strips
  - Center-line rumble strips
  - Transverse rumble strips
- Apps to encourage distraction-free driving
Emphasis areas and action plans – Impaired Driving
Emphasis areas and action plans — Impaired Driving

- Identify correlations
  - Citations
  - Road type
  - Region
  - TABC licensing
- Compare with other causes of death
  - Murder rate
- Educate on role of regular traffic stops
- Optimize areas and times for enforcement
- Identify training gaps for enforcement
  - Breaking up/preventing underage drinking parties
Emphasis areas and action plans — Impaired Driving

- Effectiveness of sobriety checkpoints
  - Results in other states
  - Surveys to assess public support
  - Develop report and share with lawmakers and public

- Education for identifying mobility options

- Promote trip planning

- Increase training for law enforcement
  - Standardized field sobriety testing (SFST)
  - Advanced roadside impaired driving enforcement (ARIDE)
  - Drug recognition evaluator (DRE)

- Improve ID of drugged driving as contributing factor
Emphasis areas and action plans – Intersection Safety
Emphasis areas and action plans – Intersection Safety

- Intersection roadway element database

- Roundabouts
  - Outreach
  - Construction

- Intersection control evaluation (ICE)

- Pedestrian intersection elements
  - Bulb-outs
  - Lighting
  - Pedestrian signals and detection
Emphasis areas and action plans – Intersection Safety

- Intersection safety implementation plan
  - Advance warning
  - Signal heads
  - Remove on-street parking to improve sight distance

- Publicize high crash locations

- Red-light indicators for law enforcement

- Traffic signal timing
Emphasis areas and action plans – Older Users
Emphasis areas and action plans – Older Users

- Wrong-way driver
  - Signs
  - Markings
  - Technology
- Handbook for designing roadways for the aging population
- FHWA and NHI training courses
- Periodic driver licensing tests
- Improve older person mobility
- Education on vehicle safety technologies
  - Car fit
Emphasis Areas and Action Plans – Pedestrian Safety
Strategic Highway Safety Plan

Emphasis areas and action plans – Pedestrian Safety

- Education and policies for stranded motorists
  - Steer It and clear it
  - Expansion of Move Over or Slow Down saw

- Driver awareness of pedestrian campaigns
  - Look right and yield to pedestrians
  - Square your turns
  - Rock and roll in the seat to see pedestrians and bicyclists

- Pedestrian issues in driver testing/defensive driving

- Research safe distance between pedestrian crossings

- Pedestrian-oriented treatments
  - Raised crosswalks
  - Refuge island
  - Pedestrian hybrid beacon (PHB)
Emphasis areas and action plans – Pedestrian Safety

- Program to assist agencies developing policies
  - Complete sidewalk networks
  - Enhanced crossing devices

- Improve Nighttime Visibility
  - Reflective clothing by pedestrians
  - Smart lighting

- Deploy treatments
  - Advance yield bars
  - Z-crossings
  - Parking restrictions

- Incorporate pedestrians into transportation planning
Emphasis areas and action plans – Pedestrian Safety

- Additional crash report fields for pedestrians
- Encourage Use of target speeds
- Develop pedestrian safety action plans (PSAPs)
Emphasis Areas and Action Plans – Roadway and Lane Departure
Emphasis areas and action plans – Roadway and Lane Departure

- Data systems for targeting locations
- Road diets
- Positive guidance
  - Rumble strips
  - Edge lines
  - Raised pavement markers (RPMs)
  - Chevrons
- Forgiving roadside objects
  - Safety-treat fixed objects
  - Median treatments
  - Remove trees
Emphasis areas and action plans – Roadway and Lane Departure

- **Nighttime crashes**
  - Screen
  - Provide lighting and delineation

- **Wet weather crashes**
  - Screen
  - Provide improved friction

- **Consistent curve treatments**

- **Effectiveness of automated speed enforcement**
  - Results in other states
  - Surveys to assess public support
  - Develop report and share with law makers and public

- **Faster crash notification for emergency response**
Emphasis Areas and Action Plans - Speeding
Emphasis areas and action plans — Speeding

- Encourage target speeds
  - Arterial, collector and local roads
  - Roads with pedestrians
- Design roadways for appropriate environment
  - National Association of City Transportation Officials guidelines
  - ITE urban thoroughfares
- Crash reporting education for law enforcement
- Resource center for data mapping
- Effective use of data
  - Enforcement planning
  - During patrol
Emphasis areas and action plans — Speeding

- Best practices guide for speed enforcement
- Effectiveness of automated speed enforcement
  - Results in other states
  - Surveys to assess public support
  - Develop report and share with law makers and public
- Driver’s education courses including parent taught
- Educate the public on speed
  - Posted speed
  - Design speed
  - Safe driving speed
Marketing

TExAS TOGETHER
on the Road to Zero
Regional Workshops

HOUSTON

May 1st, 1-4 PM

Houston-Galveston Area Council
3555 Timmons Lane
2nd Floor Conference Room B
Houston, TX 77027
SAN ANTONIO

May 3rd, 9AM-NOON
Northeast Lakeview College
1201 Kitty Hawk Rd.
Library Room #211, 2nd Floor
Universal City, TX 78148
Regional Workshops

DFW

May 15th, 9AM-NOON

NCTCOG
616 Six Flags Dr.
Transportation Council Room
Arlington, TX 76011
Regional Workshops

MIDLAND/ ODESSA

May 17th, 9AM-NOON

Atmos Energy Corp.
2304 Loop 40
Robert Earl & Sally Fischer
Community Room
Midland, TX 79706
Traffic Safety Conference

SAVE the DATE
Aug. 8 – 10, 2018

Sugar Land Marriott Town Square
16090 City Walk
Aug. 8 – 10, 2018
Sponsored by TxDOT

Never believe that a few caring people can’t change the world. For, indeed, that’s all who ever have. — Margaret Mead

RSVP for Regional Workshops

At least one person dies on Texas roadways every day and the numbers are increasing at an alarming rate. Motor vehicle fatalities are the number one cause of death for children under the age of 14 — a human and economic tragedy for our state. The Texas Department of Transportation, Department of Public Safety, and a host of other agencies seek your help in developing a strategic highway safety plan (SHSP) to drive down the numbers.

The Texas SHSP will focus on selected issues with the greatest promise of success in the least amount of time. Please join one of the emphasis area teams and help us identify the most effective and efficient strategies and actions to reduce fatalities and injuries on Texas roads.

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www.texasshsp.com
Questions?
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Heather Lott, P.E.
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1. 2017 Program Summary 3-7
2. 2018 Program 7-11
3. Future HSIP Enhancements 12
4. Contact 13
2017 Program Summary

- 1,685 projects submitted at an estimated construction cost of $2,334,363,453
- Of these, 1,550 projects totaling $2,055,738,148 had a Safety Improvement Index (SII) of 1.00 or greater
- A total of 785 projects at a cost of $298,594,640 have been approved for funding
2017 Program Summary

- Median Submitted Project: $290,552
- Median Funded Project: $150,800
- Median SII: 58.26
## 2017 Program Summary

### 2017 HSIP District Totals

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<th>%</th>
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<td><strong>Total</strong></td>
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<td><strong>$2,334,363,453</strong></td>
<td><strong>100%</strong></td>
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<td><strong>$298,594,640</strong></td>
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## 2017 Program Summary

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2017 Program Summary - Off-System

- 62 Off-System Projects Submitted with an estimated construction cost of $48,072,331
- 27 projects selected with an estimated construction cost of $8,769,532
- The SII cut-off for Off-System Projects is 24.82
2018 Program Highlights

- **Program Timeline**
  - Shifted in response to District comments
  - Conflicted with other District deadlines
  - Complete data available

- **Removing Project Prioritization (A, B, C options)**
  - Submit only the highest priority

- **Work codes**
  - Currently reviewing
  - Removal of certain codes
  - Reviewing the list of combinations

- **Second Review**
  - District’s second chance to review projects and any changes
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<th>May</th>
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<th>July</th>
<th>Aug</th>
<th>Sept</th>
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2018 Program Types of Projects

**Off-System Projects** - Any safety improvement which addresses an emphasis area in the SHSP. Examples include:

- Widening
- Milled centerline rumble strips
- Intersection improvements
- Roundabouts
- Pedestrian Treatments
- Curve improvements
- Safety Lighting
- Barriers and guardrail
2018 Program Reminders

- **Planning**
  - Ensure work isn’t already scheduled

- **Submit a complete application**

- **Perform Field Evaluations**
  - Ensure work need and scope for complete and accurate estimates

- **Preferred Letting Date**
  - Ensure the FY chosen is deliverable

- **Estimates**
  - Account for all work as it will be used to compare to PS&E
  - Only work types programmed can be part of safety project
  - The local government is required to provide 10% of the total project cost in matching funds and will also be responsible for any additional cost after the federal funding has reached its maximum obligated amount.
Future HSIP Enhancements

- Creation of the HSIP Steering Committee coming later this summer
- Ongoing FHWA Assessments and Gap Analysis will provide items TxDOT will need to address
- HSIP Project and Program Evaluations
Contact

Heather Lott, P.E.
Traffic Engineering Section Director
Traffic Operations Division

Heather.lott@txdot.gov
512-416-3344
TRAFFIC SAFETY FUNDING

Jessica Son, MPA, CTCM
Traffic Safety Program Planner

April 27, 2018
Texas Traffic Safety Program

GOAL

Identify traffic safety problem areas and programs to reduce the number and severity of traffic-related crashes, injuries, and fatalities.

The Texas Traffic Safety Program is managed by TRF-TS (Traffic Operations Division – Traffic Safety Section), which is located at TxDOT headquarters in Austin, Texas. The TS Section is comprised of the Traffic Safety Director, two Supervisors, two Lead Workers, a Planner, a Policies and Procedures Coordinator, an eGrants Project Manager, and eGrants Business Analyst, and 8 Program Managers. Also, there are 30 Traffic Safety Specialists (TSS) located at the 25 TxDOT districts throughout Texas.
Texas Strategies and Highway Safety Improvement Program

Texas Strategic Highway Safety Plan 2017-2022

Texas Highway Safety Plan FY 2018

Highway Safety Improvement Program 2017

SHSP  HSP  HSIP
Highway Safety Plan
FY 2018

Prepared By:
Traffic Safety Section
TxDOT Traffic Operations Division
125 East 11th Street
Austin, Texas 78701-2483
http://www.txdot.gov

7/01/2017

Save a Life™
Texas Department of Transportation
FY 2018 Program Summary Funding 325 projects with Approx. $106.3 million

FY 2018 Highway Safety Plan (funding in millions)

- Federal Funds: $49.6 M
- Local Match Funding: $45.2 M
- State Funds: $11.5 M
Texas Traffic Safety Funding – 14 Program Areas

- Planning / Stakeholder Outreach
- Alcohol and Other Drug Countermeasures
- Emergency Medical
- Motorcycle
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Speed Control
- Traffic Records
- Driver Education and Behavior
- Railroad Grade Crossing
- Roadway Safety
- Safe Communities
- School Bus Safety
Texas Traffic Safety Funding – FY 2019 Schedule

Schedule

The proposal process schedule includes major milestones and target due dates culminating in an executed grant agreement. The proposal submission due date is set; all others are subject to change. Any updates will be posted at: [https://www.bdot.gov/apps/eGrants/eGrantsHelp/rfp.html](https://www.bdot.gov/apps/eGrants/eGrantsHelp/rfp.html).

The following table outlines the proposal schedule:

<table>
<thead>
<tr>
<th>Activity / Milestone</th>
<th>Target Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Submission</strong></td>
<td></td>
</tr>
<tr>
<td>Request for Proposals (RFP) Posted</td>
<td>11/10/2017</td>
</tr>
<tr>
<td>Proposal Submission Training for General Grants</td>
<td>11/17/2017</td>
</tr>
<tr>
<td>Deadline for Proposal Questions</td>
<td>12/01/2017</td>
</tr>
<tr>
<td>Proposal Q&amp;A Posted</td>
<td>12/08/2017</td>
</tr>
<tr>
<td>Deadline for Proposal Submission</td>
<td>01/11/2018</td>
</tr>
<tr>
<td><strong>Scoring and Negotiations</strong></td>
<td></td>
</tr>
<tr>
<td>Proposals Scored</td>
<td>02/21/2018</td>
</tr>
<tr>
<td>Proposal Negotiations Completed</td>
<td>04/13/2018</td>
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<tr>
<td><strong>Funding Approval</strong></td>
<td></td>
</tr>
<tr>
<td>Funding List and Minute Order Developed</td>
<td>05/01/2018</td>
</tr>
<tr>
<td>Funding Approved By Transportation Commission</td>
<td>05/31/2018</td>
</tr>
<tr>
<td><strong>HSP Development</strong></td>
<td></td>
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<tr>
<td>HSP Drafted and Reviewed</td>
<td>06/01/2018</td>
</tr>
<tr>
<td>HSP Submitted to NHTSA</td>
<td>07/02/2018</td>
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<tr>
<td>HSP Approved and Published</td>
<td>08/15/2018</td>
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<tr>
<td><strong>Award Grants</strong></td>
<td></td>
</tr>
<tr>
<td>Grants Awarded, Executed and Activated in eGrants</td>
<td>10/01/2018</td>
</tr>
</tbody>
</table>
Texas Traffic Safety Funding – FY 2019 Request for Proposals

TRAFFIC SAFETY PROGRAM
REQUEST FOR PROPOSALS
FY 2019

Prepared and Developed by:
The Staff of the Traffic Safety Section

Traffic Operations Division
125 E. 11th Street
Austin, Texas 78701-2933
(512) 416-3200

http://www.txdot.gov/inside-txdot/division/traffic.html

November 10th, 2017
Texas Traffic Safety Funding – 14 Program Areas

- Planning / Stakeholder Outreach
- Alcohol and Other Drug Countermeasures
- Emergency Medical
- Motorcycle
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Speed Control
- Traffic Records
- Driver Education and Behavior
- Railroad Grade Crossing
- Roadway Safety
- Safe Communities
- School Bus Safety
Texas Traffic Safety Funding – FY 2019 Funding Estimates

Federal Funding

The amount of Federal funds to be awarded during this RFP is estimated and therefore is subject to change. The following table outlines the program area, estimated funding levels, and Federal fund source:

<table>
<thead>
<tr>
<th>Program Area</th>
<th>Total Federal Funding</th>
<th>Section 402</th>
<th>Section 405 Occupant Protection</th>
<th>Section 405 Traffic Records</th>
<th>Section 405 Impaired Driving</th>
<th>Section 405 Distracted Driving</th>
<th>Section 405 Motorcycle Safety</th>
<th>Section 405 Pedestrian and Bicyclist</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 – Planning &amp; Administration (PA)</td>
<td>$615,646</td>
<td>$615,646</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>02 – Alcohol &amp; Other Drug Countermeasures (AL)</td>
<td>$15,388,780</td>
<td>$2,830,541</td>
<td></td>
<td></td>
<td></td>
<td>$12,558,239</td>
<td></td>
<td></td>
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<tr>
<td>03 – Emergency Medical Services (EM)</td>
<td>$454,673</td>
<td>$454,673</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04 – Motorcycle Safety (MC)</td>
<td>$942,268</td>
<td>$553,074</td>
<td></td>
<td></td>
<td></td>
<td>$389,194</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05 – Occupant Protection (OP)</td>
<td>$5,575,020</td>
<td>$2,142,368</td>
<td>$3,432,652</td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>06 – Pedestrian &amp; Bicyclist Safety (PS)</td>
<td>$7,417,108</td>
<td>$1,029,608</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,387,500</td>
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<tr>
<td>07 – Police Traffic Services (PT)</td>
<td>$12,430,000</td>
<td>$12,430,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>08 – Speed Control (SC)</td>
<td>$150,000</td>
<td>$150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>09 – Traffic Records (TR)</td>
<td>$6,084,447</td>
<td>$658,858</td>
<td></td>
<td></td>
<td>$5,375,589</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 – Driver Education &amp; Behavior (DE)</td>
<td>$5,102,914</td>
<td>$3,302,194</td>
<td></td>
<td></td>
<td></td>
<td>$1,200,000</td>
<td></td>
<td></td>
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<tr>
<td>11 – Railroad / Highway Crossing (RH)</td>
<td>$77,108</td>
<td>$77,108</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 – Roadway Safety (RS)</td>
<td>$475,234</td>
<td>$475,234</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 – Safe Communities (SA)</td>
<td>$175,699</td>
<td>$175,699</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 – School Bus (SB)</td>
<td>$110,000</td>
<td>$110,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$49,948,897</strong></td>
<td><strong>$25,605,723</strong></td>
<td><strong>$3,432,652</strong></td>
<td><strong>$5,375,589</strong></td>
<td><strong>$12,558,239</strong></td>
<td><strong>$1,200,000</strong></td>
<td><strong>$389,194</strong></td>
<td><strong>$1,387,500</strong></td>
</tr>
</tbody>
</table>
Texas Traffic Safety Funding – High Priority Needs

High Priority Needs – FY2019 RFP

Alcohol and Other Drug Countermeasures
• Proposals that reduce the number of alcohol-related fatal crashes and fatalities occurring in Texas cities and counties with the highest number of alcohol-related crashes and fatalities
• Standardized Field Sobriety Testing (SFST) – training courses for Texas peace officers
• DUI/DWI tracking system database
• Community based coalitions to address impaired driving prevention strategies

Distracted Driving – Projects to raise awareness of the dangers of distracted driving.

Motorcyclist Safety - Projects to raise awareness of rider education, rider awareness, and motorist awareness

Occupant Protection - Statewide Child Passenger Safety conference

Pedestrian & Bicycle Safety
• Training law enforcement on state laws applicable to pedestrian and bicycle safety
• Enforcement mobilizations and campaigns designed to enforce state laws applicable to pedestrian and bicycle safety.
• Public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of state laws applicable to pedestrian and bicyclist safety.

Driver Education and Behavior
• To conduct a driver education program assessment

Traffic Safety Conference
• To execute a statewide conference to raise awareness of traffic safety issues and programs.

Surveys, Studies, or Analysis – To assess occupant restraint use; statewide nighttime occupant restraint use; statewide mobile communication use; statewide driver attitude and awareness of traffic safety programs; and safety belt use before, during, and after the Click It or Ticket campaign.
### Table 2.6: Occupant Protection - 05 (Core)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To increase occupant restraint use, including child safety seats, in all passenger vehicles and trucks</td>
<td>Sustain high visibility enforcement of occupant protection laws.</td>
<td>17. Number of seat belt citations issued during grant-funded enforcement activities (eGrants) [NHTSA A-1]</td>
</tr>
<tr>
<td></td>
<td>Increase public information and education campaigns.</td>
<td>18. Driver and outboard front seat passenger restraint use [NHTSA B-1]</td>
</tr>
<tr>
<td></td>
<td>Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.</td>
<td>19. Safety belt use rate by children age 5-16</td>
</tr>
<tr>
<td></td>
<td>Concentrate efforts on historically low use populations.</td>
<td>20. Child passenger restraint use rate for children ages 0-4</td>
</tr>
<tr>
<td></td>
<td>Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors.</td>
<td>21. Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) [NHTSA C-4]</td>
</tr>
<tr>
<td></td>
<td>Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increase EMS/fire department involvement in CPS fitting stations.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maintain CPS seat distribution programs for low income families.</td>
<td></td>
</tr>
</tbody>
</table>
Welcome to eGrants

Welcome to the Texas Department of Transportation’s Traffic Safety Grants Management System. With eGrants you can create and submit grant proposals, manage grant projects, and submit performance reports and requests for reimbursement. For questions regarding eGrants, e-mail egrants.help@txdot.gov.

This login page is for TXDOT Traffic Safety eGrants. If you are a user or need access to any following divisions or grants, then click on https://apps2.dot.state.tx.us/apps/egrants2 or contact them by below email addresses:

a. TxDOT Aviation (avn-egrants.help@txdot.gov)
b. TxDOT Public Transportation Division (ptn-egrants.help@txdot.gov)

Additional Traffic Safety Information:

FY 2018 HSP Approved Project List
eGrants Help
System Requirements
Texas Traffic Safety Funding – Proposal Elements

PROJECT PLAN:
• Problem ID
• Problem Solution
• Project Evaluation

OBJECTIVES AND PERFORMANCE MEASURES
• Objectives
• Activities

BUDGET
• TxDOT
• Project Match or Program Income
Texas Traffic Safety Funding – Other Considerations

ELIGIBILITY

- Eligible organizations include state and local governments, educational institutions, and non-profit organizations.

MATCH

- 20% Minimum

PROPOSAL DEVELOPMENT

- Any conversation on prospective projects should be conducted outside of the active RFP period. During the period when the RFP is open, TxDOT TRF-TS staff may not discuss any aspect of proposal development.
Questions?

Jessica Son
TxDOT Traffic Safety Planner
Jessica.Son@txdot.gov
512-416-3261
2017 Safety Performance Measures

- NCTCOG Crash & Fatality Statistics
- Contributing Factors
- Crash Rates by County
- HazMat Stats
- MAPP Stats
# 2017 Crash and Fatality Stats

## 2013-2017 Crashes

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>10,419</td>
<td>11,845</td>
<td>12,893</td>
<td>13,865</td>
<td>13,073</td>
<td>-5.71%</td>
</tr>
<tr>
<td>Dallas</td>
<td>40,330</td>
<td>42,895</td>
<td>48,811</td>
<td>55,642</td>
<td>50,535</td>
<td>-9.16%</td>
</tr>
<tr>
<td>Denton</td>
<td>8,975</td>
<td>9,886</td>
<td>11,655</td>
<td>12,182</td>
<td>11,931</td>
<td>-2.06%</td>
</tr>
<tr>
<td>Ellis</td>
<td>1,858</td>
<td>2,173</td>
<td>2,401</td>
<td>2,595</td>
<td>2,724</td>
<td>4.97%</td>
</tr>
<tr>
<td>Erath</td>
<td>500</td>
<td>624</td>
<td>674</td>
<td>714</td>
<td>680</td>
<td>-4.76%</td>
</tr>
<tr>
<td>Hood</td>
<td>638</td>
<td>752</td>
<td>749</td>
<td>795</td>
<td>820</td>
<td>3.14%</td>
</tr>
<tr>
<td>Hunt</td>
<td>949</td>
<td>1,110</td>
<td>1,317</td>
<td>1,396</td>
<td>1,297</td>
<td>-7.09%</td>
</tr>
<tr>
<td>Johnson</td>
<td>2,010</td>
<td>1,998</td>
<td>1,983</td>
<td>2,269</td>
<td>2,346</td>
<td>3.39%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>1,388</td>
<td>1,480</td>
<td>1,752</td>
<td>2,011</td>
<td>1,911</td>
<td>-4.97%</td>
</tr>
<tr>
<td>Navarro</td>
<td>968</td>
<td>1,073</td>
<td>1,253</td>
<td>1,356</td>
<td>1,396</td>
<td>2.95%</td>
</tr>
<tr>
<td>Palo Pinto</td>
<td>535</td>
<td>534</td>
<td>548</td>
<td>557</td>
<td>541</td>
<td>-2.87%</td>
</tr>
<tr>
<td>Parker</td>
<td>1,804</td>
<td>1,999</td>
<td>1,981</td>
<td>2,175</td>
<td>2,306</td>
<td>6.14%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>1,026</td>
<td>1,019</td>
<td>1,285</td>
<td>1,362</td>
<td>1,359</td>
<td>-0.22%</td>
</tr>
<tr>
<td>Somervell</td>
<td>141</td>
<td>135</td>
<td>135</td>
<td>169</td>
<td>178</td>
<td>5.33%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>27,595</td>
<td>28,222</td>
<td>30,714</td>
<td>34,596</td>
<td>34,226</td>
<td>-1.07%</td>
</tr>
<tr>
<td>Wise</td>
<td>903</td>
<td>910</td>
<td>791</td>
<td>915</td>
<td>953</td>
<td>4.15%</td>
</tr>
<tr>
<td>Total</td>
<td>100,039</td>
<td>106,655</td>
<td>118,942</td>
<td>132,599</td>
<td>126,276</td>
<td>-4.77%</td>
</tr>
</tbody>
</table>

## 2013-2017 Fatalities

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>41</td>
<td>41</td>
<td>36</td>
<td>50</td>
<td>68</td>
<td>36.00%</td>
</tr>
<tr>
<td>Dallas</td>
<td>218</td>
<td>235</td>
<td>256</td>
<td>317</td>
<td>282</td>
<td>-11.04%</td>
</tr>
<tr>
<td>Denton</td>
<td>40</td>
<td>36</td>
<td>49</td>
<td>49</td>
<td>49</td>
<td>0.00%</td>
</tr>
<tr>
<td>Ellis</td>
<td>19</td>
<td>23</td>
<td>28</td>
<td>34</td>
<td>34</td>
<td>21.43%</td>
</tr>
<tr>
<td>Erath</td>
<td>10</td>
<td>16</td>
<td>13</td>
<td>10</td>
<td>10</td>
<td>-23.08%</td>
</tr>
<tr>
<td>Hood</td>
<td>5</td>
<td>8</td>
<td>15</td>
<td>11</td>
<td>11</td>
<td>0.00%</td>
</tr>
<tr>
<td>Hunt</td>
<td>15</td>
<td>18</td>
<td>29</td>
<td>26</td>
<td>26</td>
<td>-10.34%</td>
</tr>
<tr>
<td>Johnson</td>
<td>18</td>
<td>23</td>
<td>23</td>
<td>21</td>
<td>21</td>
<td>-8.70%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>12</td>
<td>24</td>
<td>28</td>
<td>31</td>
<td>31</td>
<td>10.71%</td>
</tr>
<tr>
<td>Navarro</td>
<td>13</td>
<td>10</td>
<td>11</td>
<td>6</td>
<td>14</td>
<td>133.33%</td>
</tr>
<tr>
<td>Palo Pinto</td>
<td>11</td>
<td>10</td>
<td>10</td>
<td>8</td>
<td>8</td>
<td>0.00%</td>
</tr>
<tr>
<td>Parker</td>
<td>18</td>
<td>15</td>
<td>19</td>
<td>20</td>
<td>20</td>
<td>-4.76%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>8</td>
<td>3</td>
<td>4</td>
<td>11</td>
<td>13</td>
<td>18.18%</td>
</tr>
<tr>
<td>Somervell</td>
<td>6</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>10</td>
<td>100.00%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>139</td>
<td>142</td>
<td>155</td>
<td>159</td>
<td>180</td>
<td>13.21%</td>
</tr>
<tr>
<td>Wise</td>
<td>10</td>
<td>14</td>
<td>19</td>
<td>21</td>
<td>21</td>
<td>10.53%</td>
</tr>
<tr>
<td>Total</td>
<td>583</td>
<td>619</td>
<td>651</td>
<td>778</td>
<td>798</td>
<td>2.57%</td>
</tr>
</tbody>
</table>
2017 Contributing Factors
Serious Injury and Fatal Crashes

<table>
<thead>
<tr>
<th>Top Ten Contributing Factors</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)</td>
<td>33.15%</td>
</tr>
<tr>
<td>2 Failed to Drive in Single Lane</td>
<td>10.44%</td>
</tr>
<tr>
<td>3 Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown) [0.07%])</td>
<td>10.24%</td>
</tr>
<tr>
<td>4 Under Influence - (Had Been Drinking / Alcohol / Drug)</td>
<td>9.10%</td>
</tr>
<tr>
<td>5 Faulty Evasive Action</td>
<td>7.88%</td>
</tr>
<tr>
<td>6 Changed Lane When Unsafe</td>
<td>6.81%</td>
</tr>
<tr>
<td>7 Followed Too Closely</td>
<td>3.98%</td>
</tr>
<tr>
<td>8 Pedestrian - Failed to Yield Right of Way to Vehicle</td>
<td>3.71%</td>
</tr>
<tr>
<td>9 Disabled in Traffic Lane</td>
<td>2.36%</td>
</tr>
<tr>
<td>10 Fatigued or Asleep</td>
<td>2.09%</td>
</tr>
</tbody>
</table>
2017 Crash Rates By County

Note:
- 2017 Regional Crash Rate = 70.21
- Crash Rates per 100 million vehicle miles traveled
- Hood County is N/A as it does not have a limited access facility

Source:
- Crash Data - TxDOT Crash Records Information System (CRIS)
- VMT Data - NCTCOG Trans Model Performance Reports
## 2017 HazMat Stats

<table>
<thead>
<tr>
<th>County</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Dallas</td>
<td>10</td>
<td>9</td>
<td>4</td>
<td>10</td>
<td>33</td>
</tr>
<tr>
<td>Denton</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>1</td>
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Source: National Response Center
Data current as of February 12, 2016
Mobility Assistance Patrol Program

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<th>Agency</th>
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Note: Operational Routes as of April 17, 2018
In 2017, Dallas and Tarrant County
Mobility Assistance Patrols provided:

- 38,031 Driver Assistance / Stalled Vehicle
- 3,559 Crash Assistance
- 8,314 Protection to First Responders
- 28,170 Courtesy Check / Directions
- 5,578 Debris Removal
- 6,130 Abandoned Vehicle Check

Total Combined Assists: 92,853
Combined Highway Miles Patrolled: 464
Contacts

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  (817) 695-9273