

BETTER ROADS SAFER ROADS



SAFE DRIVING
FOR SAFER ROADS

BETTER ROADS SAFER ROADS

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CONSISTENTLY IMPROVING NIGHTTIME VISIBILITY OF PAVEMENT MARKINGS

by Cate Satterfield, P.E., FHWA Office of Safety

Have you ever had a difficult time seeing where your lane is while driving at night? If so, you aren't alone. Markings are usually easy to see at night when they are first installed. However, over time, the elements embedded in the markings that make them redirect light from your headlights back to your eyes get dirty or dislodged. Inadequate pavement marking retroreflectivity is one reason that traffic fatalities are three times more likely to occur at nighttime compared to daytime.



Roadway at night. (Source: FHWA)

By refreshing pavement markings before they become inadequate for nighttime driving, transportation officials can assist drivers in safely navigating. The [*Manual on Uniform Traffic Control Devices*](#)

now includes minimum maintained levels of retroreflectivity for longitudinal markings such as center lines, edge lines, and lane lines. The new provisions provide flexibility for agencies in how they achieve these maintained levels of retroreflectivity, with five different methods that have been described in the supplemental guidance document, [*Methods for Maintaining Pavement Marking Retroreflectivity*](#). The methods include options to measure, visually inspect, or use service life information.

The document also includes an appendix with step-by-step examples of how to develop each method. The goal is to assist smaller agencies, or those with less retroreflectivity experience, in developing a method appropriate for their specific agency. FHWA hosted a [webinar](#) on this topic in September (use passcode V=nj*f0 to access the recording). FHWA is also developing video resources to assist agencies.

Agencies will need to use the method they've developed by September 6, 2026. FHWA provided this long compliance period due to concerns raised by agencies about the time needed to develop their processes, purchase equipment, and obtain additional resources (such as staffing, funding, and training) before they begin using their method.

For additional information, please visit FHWA's [nighttime visibility website](#) or contact Cate Satterfield at cathy.satterfield@dot.gov.



**DO NOT ENTER!
YOU'RE DRIVING THE
WRONG WAY!**

Few scenarios are more terrifying for a motorist than encountering someone driving the wrong way on a freeway. When a crash occurs because of wrong-way driving (WWD), the results are often catastrophic.

Such was the case on March 15, 2011, when San Antonio Police Department (SAPD) Officer Stephanie Brown was killed by an intoxicated WWD driver while responding to a 911 call. The tragedy prompted local agencies to band together to create a task force to initiate and lead WWD countermeasure efforts in the region.



The project showed that flashing LED Wrong Way signs reduced the number of wrong-way driving incidents.

“Officer Brown’s death really brought the issue of WWD to the forefront,” says Texas A&M Transportation Institute (TTI) Research Engineer Steven Venglar. “San Antonio knew that it had a drinking and WWD problem, but this was certainly the point that facilitated everything coming together. What it did was essentially bring the agencies together in a task force, which was managed by the Texas Department of Transportation [TxDOT].”

The task force included TxDOT, SAPD, the Bexar County Sheriff’s Office, the City of San Antonio Public Works, the Federal Highway Administration and TTI.

The goal of the task force was to:

- Investigate prior WWD-related research
- Identify high-risk locations
- Investigate WWD countermeasures for a San Antonio testbed
- Improve agency actions to speed response to WWD events

“The high-risk locations were determined using crash data from various sources including TransGuide logs and SAPD 911 call data,” says Venglar. “This resulted in us selecting the US 281 corridor as a WWD testbed by installing LED border-illuminated WWD red signs and WWD radar detection on all exit ramps.”

The improved agency response for WWD incidents for TxDOT included the development of TransGuide operator WWD logs, consistent dynamic message sign alerts, and WWD countermeasures for most future freeway construction projects.

Additional actions resulting from task force recommendations included:

- Added red reflective tape on Wrong Way and Do Not Enter signs (for WWD drivers),
- Increased the size of One-Way signs,

- Investigated but did not implement lowered Wrong Way and Do Not Enter signs, and
- Performed a field study of all exit ramps in the San Antonio area.



As a countermeasure, red reflective tape can be seen running down the entire length of the Wrong Way sign.

“Past TTI research revealed a very strong link to impaired drivers,” says Venglar. “WWD crashes also occur mainly at nighttime and are severe. This project recommended pavement arrows at all exit ramps and suggested considering lowering Wrong Way and Do Not Enter signs; these were things that were checked during field reviews by TTI and TxDOT staff.”

The work on the San Antonio task force led to multiple projects sponsored by TxDOT with the goal of examining WWD crash analysis and countermeasures. A recent TxDOT WWD project performed closed-course testing with alcohol-impaired drivers. This research showed that impaired drivers tended to look down and not search the forward driving scene as much, and that they also took longer to “find” roadway signage. Another project is currently examining technologies used to detect WWDs on freeway exit ramps.

Similar WWD efforts have led to countermeasure deployments in major urban areas throughout the state, including Fort Worth, Houston, El Paso and Dallas.

“TTI has been with TxDOT from day one of our WWD program,” says John Gianotti, TxDOT’s manager of the TransGuide traffic management center in San Antonio. “They have helped us analyze the data and provided proof that what we are doing is working. Their two-year study of the US 281 corridor proved that the flashing LED Wrong Way signs we installed reduced the reports of WWD activity by 30 percent — a huge first success for our WWD program. TTI continues to evaluate all aspects of our WWD program including its current research project that is evaluating WWD detection systems from numerous manufacturers for TxDOT to develop a WWD detection spec that can be used throughout the state. TTI has been one of our most valuable partners for the past 11 years and is a big reason for the success of the WWD program.”

For more information, please contact Steven Venglar at s-venglar@tti.tamu.edu.

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EVALUATING ROAD TYPES IMPROVES SAFETY, MOBILITY IN RURAL AREAS

The Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) recently signed a Voluntary Resolution Agreement (VRA) resolving the FHWA Title VI investigation of the I-45 North Houston Highway Improvement Project (NHHIP) and lifting FHWA's pause on the project. This VRA takes significant steps to address project impacts to the community and provides clear enforceable timelines that will be monitored by FHWA as TxDOT proceeds with the NHHIP, including detailed design, stakeholder engagement, affordable housing initiatives, right-of-way acquisition, flood mitigation and construction activities. The review of TxDOT's responsibilities under the National Environmental Policy Act is also concluded with no findings.

The actions in the VRA will be performed in addition to and/or in compliance with the mitigation actions already committed to by TxDOT, as contained within the Record of Decision (ROD), including:

- Twice Annual Public Meetings through Design and Construction.
- Mitigating Displacements, Relocations, Housing, and Other Community Impacts.
- Drainage Improvements to Reduce Flooding.
- Parks, Open Space, Trails, Pedestrian and Bicycle Facilities.
- Community Access During Construction.
- Highway "Footprint" Reduction.
- Structural Highway Caps.
- Air Quality Mitigation.
- Meaningful Access for Persons with Limited English Proficiency (LEP).

"This agreement moves forward an important project, responds to community concerns, and improves the North Houston Highway Improvement Project in ways that will make a real difference in people's lives. Through this agreement the community will have a greater voice in the design and throughout the project's life cycle," said Federal Highway Administrator Shailen Bhatt. "We have lifted the pause, and with FHWA oversight, TxDOT may proceed with design and construction."

The \$9 billion NHHIP will ultimately reconstruct I-45 North between Houston's downtown and the North Sam Houston Tollway to bring the roadway up to federal safety standards and enhance mobility. Improvements also include increased modal options through four non-tolled managed lanes, bicycle and pedestrian features along frontage roads and cross streets, and trails parallel to bayous within the right of way. Detention ponds, pump stations and other flood mitigation tools are also included in the project. Air quality will also benefit from less congested traffic and idling cars along with various project mitigations.

"This portion of I-45 was built in stages in the 1950s and 1960s and the design remained essentially the same while the area population has doubled," stated Marc Williams, TxDOT executive director. "The reconstruction of I-45 will address mobility needs for people and freight, while also improving safety and a number of environmental mitigations that include critical measures to improve storm water drainage. Considering the recently executed agreements with Houston Mayor Sylvester Turner, Harris County, and now the FHWA, we are excited to get this critical infrastructure project moving with our partnering agencies."

For more information, contact TxDOT Public Information Office at (713) 802-5077 or by email hon-piowebmail@txdot.gov or contact FHWA Press Office at (202) 366-0660 or by email to FHWA.PressOffice@dot.gov.

MORE ABOUT THE I-45 PROJECT (NHHIP)

The NHHIP will address critical needs including updating three highways to current design and safety standards, relieving traffic congestion, improving storm water drainage, and improving the evacuation routes. The NHHIP will add four managed express lanes on I-45 from Downtown Houston to Beltway 8 North; reroute I-45 to be parallel with I-10 on the north side of Downtown Houston and parallel to US 59/I-69 on the east side of Downtown Houston; realign sections of I-10 and I-69 in the downtown area to eliminate the current roadway reverse curves that limit capacity; and lower I-69 between I-10 and Spur 527 south of Downtown to improve safety by eliminating unsafe weaving.

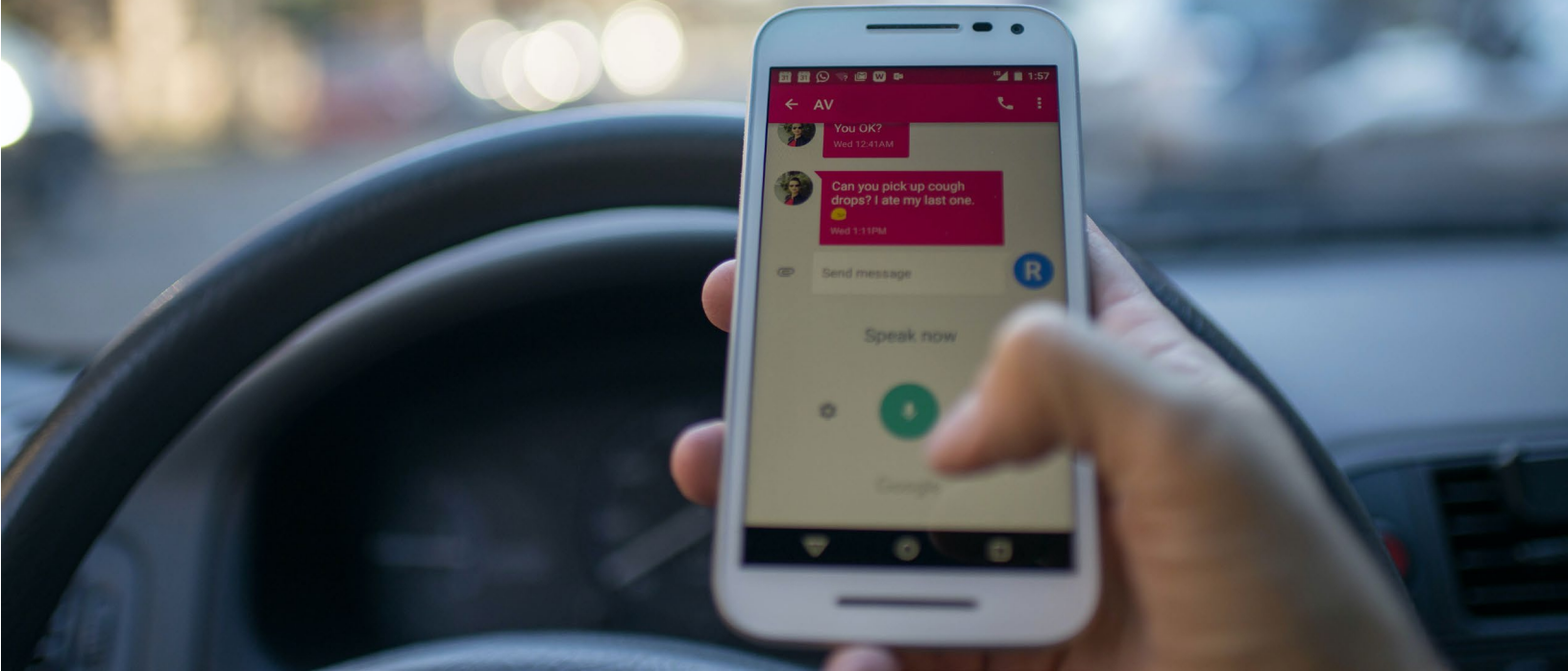
The purpose of the NHHIP is to implement an integrated system of transportation improvements that would:

- Bring I-45, I-10, and US 59/I-69 up to current design standards to improve safety and operations.
- Manage I-45 traffic congestion in the NHHIP area through added capacity, MaX lanes, options for single-occupancy vehicle (SOV) lanes, and improved operations.
- Improve mobility on I-45 between US 59/I-69 and Beltway 8 North by accommodating projected population growth and latent demand in the project area.
- Provide expanded transit and carpool opportunities.
- Improve the capabilities of I-45 as an emergency evacuation route.
- Improve storm water drainage on I-45.
- Support the projected significant increase in travel on the regional highways in the Houston-Galveston area.

For NHHIP project facts and highlights, visit <https://www.txdot.gov/nhhip>.

TXDOT URGES TEXANS TO GIVE DRIVING THEIR FULL ATTENTION

DISTRACTED DRIVING DEATHS INCREASED 10% IN 2022



Distracted driving is on the rise in Texas, and TxDOT is urging all Texans to pay attention on the road.

Emily had her whole life ahead of her, but one driver's decision to text and drive cut her life short.

In an instant, Karin Zaltsman lost her teenaged daughter when a driver made the decision to take their eyes off the road to text while driving. In recognition of National Distracted Driving Awareness Month, TxDOT shared the Zaltsman's story of losing 13-year-old Emily, to remind Texans to keep their eyes up and phones down while driving. Described as kind, funny, smart and driven, Emily had her whole life ahead of her, but one driver's decision to text and drive cut her life short.

"Emily didn't die in an accident," said Karin Zaltsman of her late daughter. "Emily died in a crash that could have been prevented."

Emily is one of more than 2,000 people killed due to distracted drivers since 2017. Disturbingly, distracted driving deaths increased by 10% in 2022. Approximately one of every six crashes on Texas roadways last year was attributed to distracted driving.

"Distracted driving is a choice, and it has devastating consequences for communities," said TxDOT Executive Director Marc Williams. "Texting, adjusting audio or navigation systems, or scrolling on a social media site can wait until you're safely parked.

We're urging Texans to make the right choice and put the phone away."

Texting while driving is not only incredibly dangerous, it's a crime. Since Sept. 1, 2017, it has been illegal to read, write or send a text while driving in Texas, and violators can face a fine of up to \$200.

Distracted driving crashes are 100% preventable. TxDOT offers these tips to help drivers steer clear of a potentially deadly situation:

- Always give driving your full attention—any distraction is dangerous.
- Put your phone away, turn it off or use an app or phone settings to block texts and calls while driving.
- Pull off the road entirely and come to a complete stop before you use your phone.
- Tell friends, family and coworkers you won't respond to texts or calls while driving.
- Avoid eating or drinking until you are parked.

TxDOT's "Talk. Text. Crash." distracted driving awareness campaign is a key component of #EndTheStreakTX, a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel to help end the streak of daily deaths. Nov. 7, 2000, was the last deathless day on Texas roadways. For media inquiries, contact TxDOT Media Relations at MediaRelations@TxDOT.gov or 512-463-8700.



FIRST-EVER PROGRAM TO IMPROVE SAFETY ON AMERICA'S ROADWAYS BY PREVENTING WILDLIFE- VEHICLE COLLISIONS

U.S. Department of Transportation (DOT) Secretary Pete Buttigieg recently announced details for the first-of-its-kind pilot program to make roads safer, prevent wildlife-vehicle collisions, and improve habitat connectivity. The program, which was created through the Bipartisan Infrastructure Law, previewed at the White House Conservation in Action Summit in March, and will be administered by the Federal Highway Administration, makes grant funding available to states and communities to construct wildlife crossings over or below busy roads, add warning signs for drivers, acquire mapping and tracking tools, and more.

“Every year, Americans are injured and killed in crashes involving cars and wildlife,” said **U.S. Transportation Secretary Pete Buttigieg**. “By launching the Wildlife Crossings Pilot Program, we are taking an important step to prevent deadly crashes in communities across the country and make America’s roadways safer for everyone who uses them.”

Wildlife vehicle collisions are a clear safety issue, especially in rural areas. Each year in the United States, roughly 200 people are killed – and many more are injured – in more than one million collisions involving wildlife and vehicles. Through the Wildlife Crossings Pilot Program, DOT is taking the unprecedented step of dedicating funding for wildlife crossing projects that will make our roads safer – making a total of \$350 million available over five years, including more than \$111 million in grants through its first round of awards funding this year.

“There are proven practices to prevent crashes between vehicles and wildlife, and with this investment, we’re going to take commonsense steps to reduce collisions and make roads safer for rural and urban communities alike,” **Federal Highway Administrator Shailen Bhatt** said. “Thanks to the Bipartisan Infrastructure Law, communities that may not previously have had access to funding for these critical projects can finally make roads safer while protecting wildlife and their movement corridors.”

The grant funding will promote activities that reduce wildlife vehicle collisions, including warning signs for drivers and construction of wildlife crossings both over and under roadways where habitats exist on either side of a busy road. Grants are available for all project activities, including but not limited to research, planning, design, and construction. The FHWA seeks to award non-construction and construction projects under the Wildlife Crossings Program, including research on safety innovations, mapping and tracking tools, and the design and construction of overpasses and underpasses.

The program supports the Department of Transportation’s [National Roadway Safety Strategy \(NRSS\)](#), issued January 27, 2022. The strategy sets a goal of achieving zero roadway deaths and serious injuries through a Safe System Approach, which includes multiple approaches to prevent crashes from happening in the first place. The projects funded by the Wildlife Crossings pilot program will improve the overall safety of the traveling public and reduce the economic drain caused by wildlife crashes (such as loss of income, medical costs, property damage, and decline in productivity and quality of life), while simultaneously supporting species survival.

Eligible applicants include state departments of transportation, metropolitan planning organizations (MPOs), local governments, regional transportation authorities, special purpose districts, public authorities with a transportation function, Indian tribes, and Federal land management agencies (FLMAs) that are proposing projects to reduce wildlife vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.

The call for applications for the [FHWA Wildlife Crossings Pilot Program](#) is now open. Applications must be submitted electronically through [Grants.gov](#) no later than 10:59 p.m., Central Time, on August 1, 2023. Please see here for [Notice of Funding Opportunity](#) and for more information on the [Wildlife Crossings Pilot Program](#).

TEXAS PUTS HIGHLY MODIFIED ASPHALT TO THE TEST

A population and traffic surge in Austin, Texas, has transportation engineers looking at ways to extend the life and durability of traditional stone matrix asphalt (SMA) mixtures, especially along interstate highway 35 (I-35), the tenth most congested highway in the nation. The Texas Department of Transportation (TxDOT) is exploring how highly modified asphalt (HiMA) binder could enhance SMA performance as one possible solution.

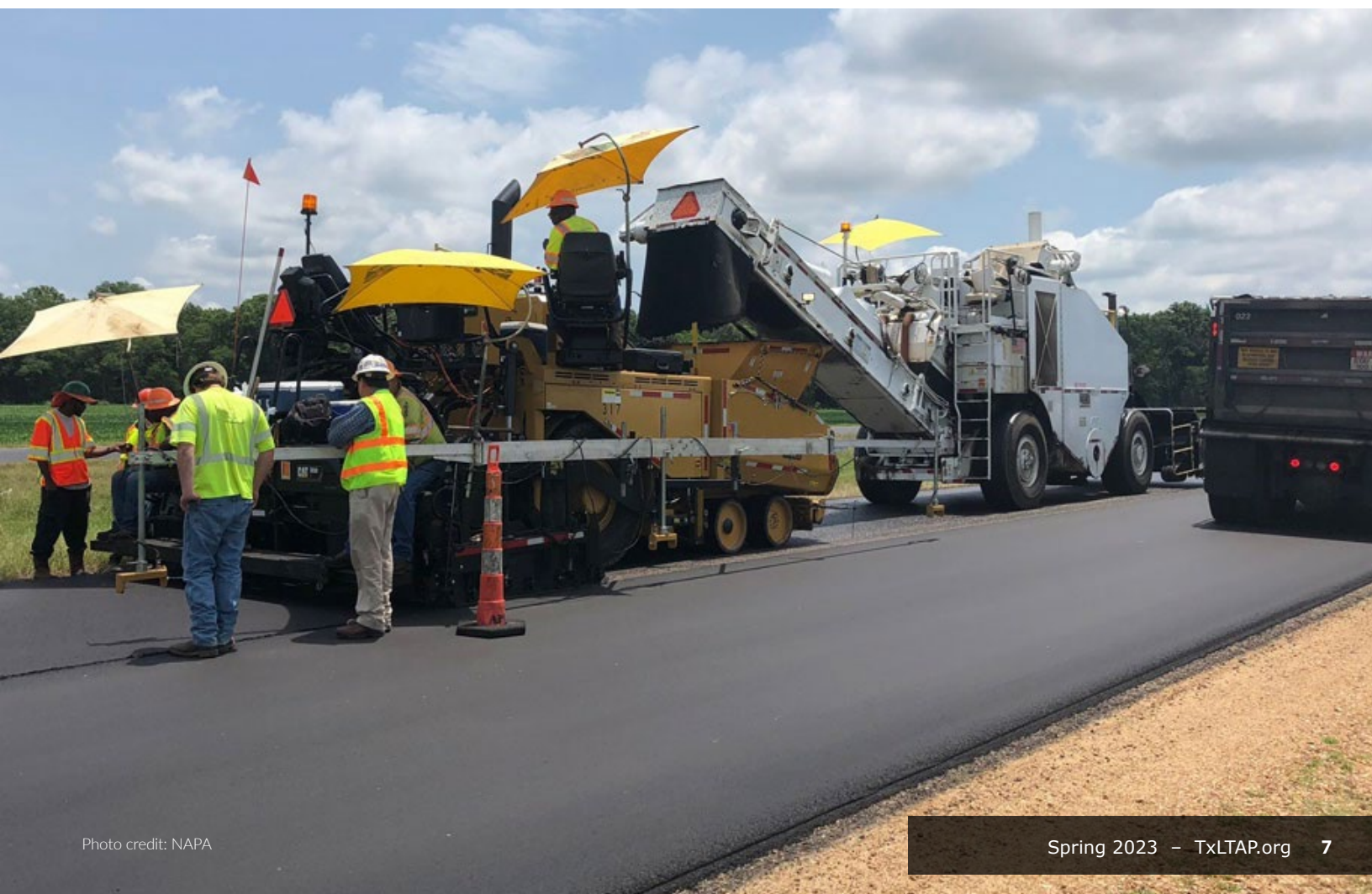
HiMA and SMA are two asphalt products promoted as part of the [Targeted Overlay Pavement Solutions \(TOPS\)](#) Every Day Counts initiative. TxDOT believes that HiMA could help the roadway adapt to the loading and frequency measured on major freight corridors and provide added reliability. The Department has awarded a project to evaluate constructability and performance and is working with the University of Texas Center for Transportation Research to help design, test, and place HiMA test sections.

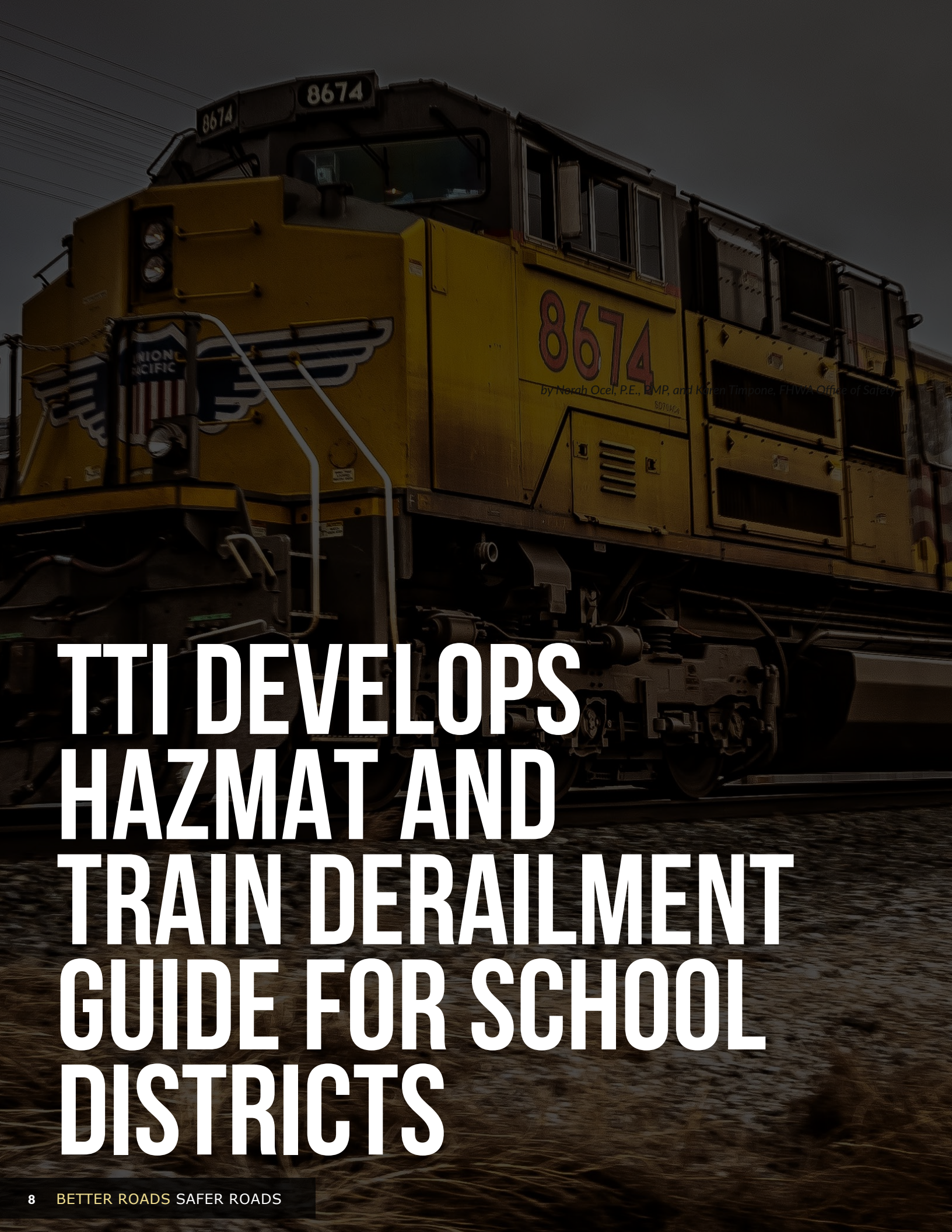
If the test sections perform successfully, hundreds of thousands of tons of SMA with HiMA are expected to be placed on projects

along I-35 in the Austin area over the next four to five years, an interstate that has not been reconstructed significantly since 1973.

TxDOT is also working with industry to ensure contractors are ready for the addition of HiMA to their menu of solutions. The Texas Asphalt Pavement Association recently hosted contractors from other States so Austin contractors could hear suggestions for storing HiMA and learn about other considerations.

To learn more about TOPS, please contact [Tim Aschenbrener](#), FHWA Office of Preconstruction, Construction, and Pavements, or [Robert Conway](#), FHWA Resource Center.





by Norah Ocel, P.E., BMP, and Karen Timpone, FHWA Office of Safety

TTI DEVELOPS HAZMAT AND TRAIN DERAILMENT GUIDE FOR SCHOOL DISTRICTS

Hazmat transportation corridors such as railroads, highways and pipelines can be a significant hazard source for communities and schools that are nearby.

TTI recently developed a Hazardous Materials and Train Derailment Emergency Planning Guide for School Districts and Community Colleges to help school district administrators, emergency managers, and safety officers plan for hazmat incident and train derailment emergencies. Hazardous materials are transported through almost every Texas community every day—by road, rail, pipeline, waterways, or air. Places where hazardous materials are used, stored, or made include warehouses, fuel stations and terminals, agricultural cooperatives, refineries and chemical plants, and many other types of facilities (including school district properties). Many facilities and transport carriers operate safely. But when things go wrong, hazmat incidents such as train derailments can quickly have severe consequences.

Texas Education Code (TEC) Section 37.108 requires that district emergency operations plans (EOPs) include a policy for train derailments if any district facility is within 1,000 yards of a railroad track. The TEC also requires that school districts adopt multi-hazard EOPs that include prevention, protection, response, recovery, and mitigation for emergencies and disasters. Along with natural hazards such as tornadoes and hurricanes, and man-made threats such as terrorist and mass shooting attacks, hazmat incidents can have significant impacts on life safety, property, and the environment. (In fact, many Texas fire department leaders rate hazmat transportation or facility incidents among the top risks in their communities.) This means that Texas school districts should evaluate whether and how their district EOPs address hazmat incidents, including train derailments.

The guide incorporates a “3-3-3 model” of three potential hazmat threats and hazards, three potential impacts, and three potential responses. It contains information that can apply to the wide range of school districts, from rural to urban, small to large, public, charter and private, as well as community colleges. “A major hazmat incident can result in toxic release, fire, and explosion, and the response is not always shelter-in-place. Conditions could require rapid evacuation, on-foot to an off-site location, to save lives. It might be very different than evacuations for building fire alarms or active shooter drills. For example, you can’t evacuate to the football field or the parking lot if those locations are near the incident or downwind of it. The guide covers these and other important topics, and gives districts tools to plan for external and internal hazmat emergencies,” explains TTI Associate Transportation Researcher Brad Trefz.

The guide was developed with funding through the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration Hazardous Materials Emergency Preparedness Grant, administered by the Texas Division of Emergency Management. It incorporates input from officials at more than a dozen Texas school districts, hazmat responders, and emergency management experts, as well as research data and literature on the state-of-the-practice in disaster management, and is a comprehensive resource that supplements emergency planning standards and protocols published by the Texas School Safety

School District HAZMAT 3-3-3

Identify, assess, and plan for potential hazmat emergencies in your district.

Identify Potential Sources



Assess Potential Impacts



Plan for Potential Responses



Center. District administrators, emergency managers and safety officers can select information that applies to their schools and communities from the following documents (PDFs):

- A [Summary for Planning Leaders](#) provides an overview of the guide and why planning for hazmat and train derailment incidents is important for school districts.
- [Volume 1](#) introduces the emergency management and planning framework.
- [Volume 2](#) covers ways districts can address hazmat incident prevention, mitigation, preparedness, response and recovery in their emergency plans.
- [Volume 3](#) lists step-by-step procedures for hazmat threat and hazard assessments.
- [Volume 4](#) contains emergency plan templates that will align with community EOPs.

For more information about emergency planning and hazardous materials transportation please contact [Dr. David Bierling](#), TTI research scientist and director for Transportation Research with the Texas A&M Hazard Reduction & Recovery Center.



DISTRACTED DRIVING: DEADLY AND DANGEROUS FOR ALL ROAD USERS

Whether walking, biking, scooting or driving to work, school or the grocery store, people living in the United States are constantly on the move while simultaneously staying connected to the digital world via smartphones. The problem: These distractions—phone calls, social media, texts, games, video-chats and more—are dangerous, particularly while driving, and can be deadly. The National Safety Council (NSC) analysis of [National Highway Traffic Safety Administration](#) data finds that [more than 3,000 people died in distraction-affected crashes in 2020](#); that is an average of nearly nine people dying in a distracted driving-related crash every single day on American roads.

April was Distracted Driving Awareness Month, an observance dedicated to preventing distracted driving, which is anything that takes one's attention away from the task of driving. Distracted driving includes everything from smartphone activity to using a navigation system or eating while driving, and there are three types of distraction: visual (taking one's eyes off the road), manual (taking one's hands off the wheel) and cognitive (taking one's mind off the road). Mobile device use involves all three at once.

"Using a mobile device while driving is the ultimate form of distraction, but distraction comes in many forms," said Mark Chung, Executive Vice President of Roadway Practice at NSC.

"You need to just drive when you're behind the wheel; it doesn't matter if you're talking on speaker phone, mentally preoccupied, or eating breakfast on your way to work, it's distracting and puts you and others in danger while you're driving. It's unnecessary and not worth the risk."

To combat the misconception that doing something else while driving is acceptable, the U.S. Department of Transportation, as part of its [National Roadway Safety Strategy](#), included support for vehicle technology that detects and deters distracted driving; safer vehicles is a pillar of the [Safe System approach](#) supported by NSC, USDOT and other road safety organizations. It is also imperative that drivers stop trying to multitask while operating a motor vehicle and instead, focus on the task of driving for the safety of all road users, including themselves.

To learn more about how to be safe on the roads, visit nsc.org/saferoads.

NEW ROUND OF FUNDING ANNOUNCED FOR SAFE STREETS

The U.S. Department of Transportation (USDOT) announced that the fiscal year (FY) [2023 Notice of Funding Opportunity \(NOFO\)](#) for Safe Streets and Roads for All (SS4A) grants is live and open for applications. The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

USDOT also has \$177,213,000 in FY 2022 carryover funds set aside for Planning and Demonstration Grants as well as certain eligible safety planning and demonstrative activities that may be included under an Implementation Grant request. Therefore, this Notice makes available up to \$1,177,213,000 for FY 2023 grants under the SS4A program.

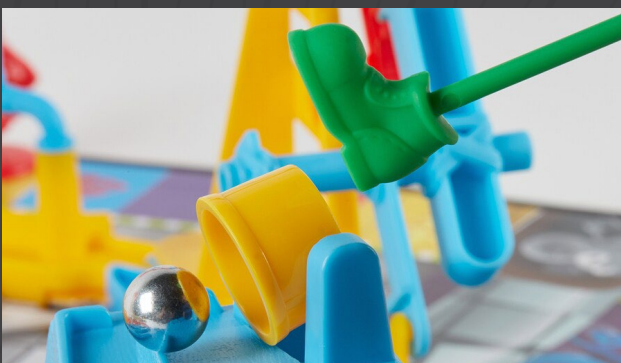
The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding. Page 4 of the NOFO lists some of the substantive differences from last year. To learn more about these specific changes, [click here](#).



FHWA IS TAKING NOMINATIONS FOR 2023 BUILD A BETTER MOUSETRAP NATIONAL RECOGNITION PROGRAM HIGHLIGHTING TRANSPORTATION INNOVATIONS

Build a Better Mousetrap recognizes state, local and Tribal government agencies who use homegrown innovation to improve safety in their transportation programs. Many of these ideas come from the front-line workers who are looking for better ways to get the job done while saving money, time and improving efficiency. Last year's Build a Better Mousetrap highlighted 67 innovations that can be found in the [2022 booklet](#).

Have you or any member of your team created an innovative design, gadget, or idea to improve your workflow or processes? Innovations can range from tool development, technological advancements, or process streamlining. If so, we want to know! TxLTAP is currently accepting any new or existing innovative ideas meeting the criteria listed below. Email txltap@uta.edu with your innovative ideas.





**Driving
Innovation**
Creating Inventions
**Implementing
Improvements**

**Innovative Ideas must fall into
one of the four categories :**

- **Innovative Project**
- **Bold Steps**
- **Smart Transformation**
- **Pioneer**



**Submit your ideas to the TxLTAP Center, txltap@uta.edu
www.txltap.org**



2022 WINNER – BOLD STEPS AWARD

Walsh County Highway Department (ND) for the Guardrail Maintainer, a truck attachment tool that helps clear away debris from around the guardrails, keeping the roads safe.



2022 WINNER – INNOVATIVE PROJECT AWARD

South Manheim Township, Schuylkill County (PA) for the 'Sidewinder', a truck attachment tool to improve the maintenance of water flow along the roadways.

For more information, visit TxLTAP.org

Call 817-272-2581 or email txltap@uta.edu to request training, technical assistance or equipment.

WORKFORCE DEVELOPMENT

Contact TxLTAP to schedule training or request assistance with developing a no-cost training program tailored to the unique needs of your organization. TxLTAP serves all Texas cities and counties, and instructors deliver training in accordance with all local safety guidelines.

GRAVEL ROADS ACADEMY

Improve upon current knowledge related to gravel road maintenance best practices. Learn how to get more mileage out of your gravel roads budget with the latest tools, techniques, and know-how from road maintenance experts.

EQUIPMENT LENDING LIBRARY

Equipment, such as traffic counters, a portable radar speed sign, handheld retroreflector, digital ball bank indicator, fall protection gear, dynamic cone penetrometer and more, is available for loan at no-cost to local government agencies throughout Texas.

HEAVY EQUIPMENT RODEO

Heavy equipment operators will learn and practice new skills while stressing safety and excellence. Operators will use maintainers, backhoes, dump trucks, loaders, and more to steer through a series of exercises designed to test their abilities.



TXLTAP TRAINING & SERVICES

TAKE ADVANTAGE OF

TECHNICAL
ASSISTANCE

TXLTAP TRAINING AND SERVICES ARE
DELIVERED BY SEASONED INDUSTRY
PROFESSIONALS WITH EXTENSIVE
TRANSPORTATION KNOWLEDGE

TxLTAP instructors, subject matter experts, and staff include former maintenance managers, heavy equipment operators, road crew chiefs, civil and transportation engineers, inspectors, and public works directors who have all worked on Texas' roads and have the unique experience and knowledge to support local safety, maintenance, and innovation efforts.

In addition to delivering training classes, publishing Better Roads, Safer Roads, and providing information exchange opportunities at conferences, TxLTAP provides local roadway agencies an opportunity to consult directly with carefully selected subject matter experts to specifically address organizations' unique issues and offer meaningful solutions. Like all resources TxLTAP offers, there is no charge to receive technical assistance.

Do you need information on proper methods for repairing your lingering road problem? Would it help if someone came out to watch your road crew perform a repair and offer suggestions on how to save time and money in the future? Could you use the help of a traffic engineer who could assess a problematic intersection? Would it be a benefit to you if a subject matter expert came to ride and evaluate local roads or develop a no-cost training model specific to the needs of your workforce?

Take advantage of technical assistance services!

Call 817-272-2581 or email txltap@uta.edu to request assistance.



UTA
Division for Enterprise Development

- TxLTAP -

SAFETY:
Making Roads Safer
for Workers & Drivers

**WORKFORCE
DEVELOPMENT:**
Training that Makes
an Impact

**ORGANIZATIONAL
EXCELLENCE:**
Striving for Overall Quality

**INFRASTRUCTURE
MANAGEMENT:** Building
Smart & Using Resources
Effectively

TRAINING • TECHNICAL ASSISTANCE • RESOURCES

TxLTAP serves local government roadway agencies by providing no cost training, technical assistance, equipment lending & more. Learn more at TxLTAP.org.

Request training & services today!

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