

## INTERLOCAL COOPERATION CONTRACT

**THE STATE OF TEXAS \*\***

**THE COUNTY OF BRAZOS \*\***

THIS CONTRACT is entered into by and between a local government and the State agency as shown below Contracting Parties, pursuant to the authority granted and in compliance with the provisions of "The Interlocal Cooperation Act, TEX. GOVT. CODE ANN." § 791.001, et. Seq.

### **I. CONTRACTING PARTIES:**

Performing Party: Texas Transportation Institute

The Texas A&M University System - VID # 37277277275000

Receiving Party: City of Austin Police Department

### **II. STATEMENT OF SERVICES TO BE PERFORMED:**

See Schedule A.

### **III. BASIS FOR CALCULATING REIMBURSABLE COSTS:**

Fixed Price

### **IV. CONTRACT AMOUNT:**

The total amount of this contract shall not exceed: Twenty thousand dollars and no cents (\$20,000.00)

The maximum amount payable under this contract is contingent upon availability of funds.

### **V. PAYMENT FOR SERVICES:**

Receiving Agency shall pay for services received from appropriation items or accounts of the Receiving Agency from which like expenditures would normally be paid, based upon vouchers drawn by the Receiving Agency payable to Performing Agency.

Payments shall be billed: Semi-annual

Payments received by the Performing Agency shall be credited to its current appropriation items(s) or account(s) from which the expenditures of that character were originally made.

**VI. DISPUTES:**

The dispute resolution process provided in Chapter 2260, Texas Government Code, and the related rules adopted by the Texas Attorney General pursuant to Chapter 2260, shall be used by the Performing Agency and the Receiving Agency to attempt to resolve any claim for breach of contract made by the Receiving Agency that cannot be resolved in the ordinary course of business. The Receiving Agency shall submit written notice of a claim of breach of contract under this Chapter to the Executive Associate Director of the Performing Agency, who shall examine Receiving Agency's claim and any counterclaim and negotiate with Receiving Agency in an effort to resolve the claim.

**VII. TERM OF CONTRACT:**

Payment under this contract beyond the end of the current fiscal biennium is subject to availability of appropriated funds. If funds are not appropriated, this contract shall be terminated immediately with no liability to Receiving Agency. This contract begins October 1, 2010 and terminates on September 30, 2011.

**VIII. THE AGREEING PARTIES certify that:**

1. The services specified above are necessary and essential for activities that are properly within the statutory functions and programs of the affected agencies of State Government.
2. The proposed arrangements serve the interest of efficient and economical administration of the State Government.
3. The services or resources agreed upon are not required by Article XVI, Section 21 of the Constitution of Texas to be supplied under contract given to the lowest responsible bidder.

**RECEIVING AGENCY** further certifies that it has the authority to request for the above services by authority granted in TEX. GOVT. CODE ANN." § 791.

**PERFORMING AGENCY** further certifies that it has the authority to perform the services agreed upon above by authority granted in Chapter 85, Texas Education Code.

The undersigned parties bind themselves to the faithful performance of this contract.

**PERFORMING AGENCY**

**RECEIVING AGENCY**

Texas Transportation Institute  
Name of Agency

City of Austin Police Department  
Name of Agency

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Authorized Signature

Dennis L. Christiansen, PhD, P.E.  
Agency Director  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**City of Austin Police Department**  
**TRANSPORTATION CORRIDOR SAFETY PROJECT EVALUATION**  
**SCOPE OF WORK**

Major transportation corridors serving Austin, TX—including Interstate Highway 35 (IH-35), Loop 1 (MOPAC), and U.S. Highways 183, 290 East, and 290 West (Ben White Blvd.)—are challenged to provide adequate levels of safety and mobility to and through the region. The Austin urban area is consistently ranked highest (worst) in terms of traffic congestion and delay among comparably-sized urban areas.<sup>1</sup> Traffic incidents add significantly to this delay, with more than 5,000 collisions reported along these five corridors annually. Approximately 10 percent of these collisions involve commercial motor vehicles (CMVs). With IH-35 serving as the most heavily traveled north-south freight corridor, Austin will continue to see a significant number of these vehicles. Many of these incidents are also severe; Texas ranks second in the nation in the number of fatalities attributable to traffic incidents. Incidents occurring within construction zones are also of particular concern; several significant construction projects are planned for these corridors in a long-term effort to alleviate congestion.

In an effort to improve the safety and mobility to and through the Austin region, the City of Austin Police Department (APD) first applied for and received High Priority grant funding in 2007 from the USDOT Federal Motor Carrier Safety Administration (FMCSA), under the Motor Carrier Safety Assistance Program (MCSAP) to support enforcement, education, and program evaluation activities. The most recent FY 2010-2011 grant award will allow APD to continue the highly visible Ticketing Aggressive Cars and Trucks (TACT) and MCSAP's CMV safety inspection programs throughout the five-corridor area.

Program evaluation activities were previously conducted internally by APD staff in FY 2007-2009 and by an external evaluator in FY 2009-2010 to ensure continuous improvement and ongoing effectiveness. Program evaluation activities for the FY 2010-2011 grant award will be conducted by the Texas Transportation Institute (TTI), The Texas A&M University System. Following a brief description of the broader Transportation Corridor Safety Project, this document outlines the intended evaluation project goals and objectives, work tasks, and schedule and deliverables.

**TRANSPORTATION CORRIDOR SAFETY PROJECT BACKGROUND AND DESCRIPTION**

The Transportation Corridor Safety Project includes a comprehensive set of activities related to both enforcement and education/outreach in an effort to enhance safety and mobility to and through the Austin region. Enforcement activities will generally involve: (1) general duty officers conducting targeted enforcement of CMV and passenger vehicle violations throughout the five corridors and (2) specialized officers with APD's License and Weights Unit conducting Level 1, Level 2, and some Level 3 CMV inspections. Education/outreach activities are more varied but will generally include: (1) distribution of bilingual (English and Spanish) educational brochures by officers during every grant-related CMV and passenger vehicle stop and inspection; (2) distribution of information to targeted audiences including public transit drivers and defensive driving institutions; (3) presentations to students in primary/secondary schools and universities/colleges; (4) presentations in various traffic safety forums; (5) public service announcements (PSAs) and press events; (6) mobile ads/bus billboards placed on select Capital Metro transit vehicles; (7) a dedicated APD TACT/MCSAP website; (8) email list serves targeting local service clubs, neighborhood associations, colleges/universities, and businesses; and (9) the use of various social media outlets including Twitter and CitizenObserver.com.

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<sup>1</sup> Schrank, D. and T. Lomax. *2007 Urban Mobility Report*. Texas Transportation Institute, Texas A&M University System. September 2007.

The Austin Police Department has defined several ambitious safety-related goals for the program that include reducing the number of:

- fatal collisions on the five corridors,
- injury (serious and minor) collisions on the five corridors,
- collisions in construction zones, and
- CMV-involved collisions

each by 10 percent as compared to the 2006 base-year total.

Associated project objectives—categorized in terms of activities or outcomes and attainable through various enforcement activities, education/outreach activities, or a combination of both—include the following:

<b>PROJECT OBJECTIVES</b>		<b>Enforcement</b>	<b>Education/ Outreach</b>
Activities	To deploy project-funded officers along high visibility routes to enforce traffic violations with an emphasis on aggressive driving violations.	✓	
	To update operations plans for each corridor as needed, establishing the method of operation including CMV inspection zones.	✓	
	To conduct an on-going evaluation of progress by tracking and monitoring citations issued for hazardous/non-hazardous driving violations, as well as the number and outcomes of CMV inspections.	✓	
	To identify factors that influence driving behaviors of those who receive hazardous/non-hazardous driving violations and to update education and outreach activities as-needed.		✓
	To conduct strategic planning meetings to discuss goals, objectives, and APD Highway Enforcement Division operations for each corridor.	✓	✓
	To send APD officers, the traffic education coordinator, and the planner to TACT and FMCSA training in best practices.	✓	✓
	To participate in the national highway construction safety work week and to time the press release in conjunction with national efforts.	✓	✓
	To independently evaluate the program to determine if goals are met, to recommend program enhancements, to identify opportunity for geographic or partnership expansion, and other.	✓	✓
Outcomes	To reduce instances of unsafe, illegal driving behavior with regard to proximity by CMV and passenger vehicle drivers	✓	✓
	To raise public awareness and enforce state driving laws related to risky driving behavior.	✓	✓
	To increase passenger vehicle driver knowledge of CMV operational limitations.	✓	✓

## EVALUATION PROJECT GOALS AND OBJECTIVES

The overall goal of this evaluation effort is to assess whether the broader Transportation Safety Corridor Project's stated goals and objectives are met. Specific evaluation objectives in support of this goal will be to:

- assess the nature and extent of activities related to:
  - enforcement and
  - education/outreachperformed during FY 2010-2011, compared to previous years and levels of effort;
- assess the outcomes resulting from:
  - enforcement activities and
  - education/outreach activitiesperformed during FY 2010-2011, compared to previous years and levels of effort, and outcomes from the 2006 base-year;
- provide recommendations for program improvement in terms of enforcement and education/outreach activities, data collection methods, program evaluation procedures, longer-term program expansion/development strategies, and other.

## SCOPE OF WORK

To support attainment of the evaluation project goals and objectives, the scope of work for this effort includes six general tasks:

- Task 1–Review Prior Program Evaluations and Activities
- Task 2–Participate in Meetings/Program Events
- Task 3–Assess Activity-based Program Performance
- Task 4–Assess Outcomes-based Program Performance
- Task 5–Develop Recommendations for Program Improvement
- Task 6–Produce Final Report

Each of these tasks is described more fully below.

### *Task 1–Review Prior Program Evaluations and Activities*

As first step in this evaluation, TTI researchers will review each of the prior enforcement and education/outreach evaluations. Evaluations were conducted internally by APD staff in FY 2007-2008 and FY 2008-2009 and by an external evaluator in FY 2009-2010.

The purpose of this review will be to provide researchers with an overview of the nature and extent of data available to support evaluation; an indication of prior performance measures used; and necessary activity, outcome, and level of effort results for comparison to the current FY 2010-2011 activities, outcomes, and levels of effort.

### *Task 2–Participate in Meetings/Program Activities*

Throughout the duration of this evaluation project, TTI researchers will participate in related meetings or other program activities as deemed necessary to support evaluation efforts. At a minimum, researchers will: (1) interview project staff as specific informational needs arise; (2) join APD's Highway Enforcement Command officers in attending the bimonthly Austin-area Incident Management for Highways (AIMHigh) team meetings which provide a forum for traffic safety discussions in the region; and (3) attend the proposed "all-sites" meeting planned for October 2010. Attendees at the "all sites" meeting will likely include resource-constrained county and municipal law enforcement agencies along

high-risk transportation corridors, such as the IH-35 corridor from San Antonio to Dallas/Ft. Worth. Topics of discussion will likely include MCSAP High Priority program benefits, recommended enforcement and education/outreach activities, and best practices for performance measurement.

Researchers may also attend additional conferences seminars, presentations, press events/news conferences, or other community events as appropriate throughout the duration of the project.

Participation in related meetings or other program activities by TTI researchers will be limited to local events that have no associated travel costs for attendance.

### *Task 3–Assess Activity-based Program Performance*

This evaluation effort will consider both activity-based and outcomes-based performance, as compared to previous years and levels of effort.

Through the conduct of prior internal and external program evaluations, APD has identified a number of associated activity-based performance measures. Performance measures to document enforcement and education/outreach activities may include but not be limited to the following:

<b>ENFORCEMENT</b>	
Activities	Number of team (officers working a MCSAP overtime shift) special initiatives
	Number of Level 1, Level 2 and Level 3 CMV inspections conducted for: <ul style="list-style-type: none"> <li>trucks/freight vehicles</li> <li>passenger vehicles (focusing on Interstate, 24+ passenger capacity vehicles)</li> </ul>
<b>EDUCATION/OUTREACH</b>	
Activities	Number of educational brochures distributed to: <ul style="list-style-type: none"> <li>CMV and passenger vehicle drivers who are lawfully detained for hazardous driving violations</li> <li>CMV drivers during Level 1, 2 or 3 inspections</li> </ul>
	Number of mobile ads on display in the corridor enforcement area
	Number of individuals who: <ul style="list-style-type: none"> <li>attend TACT training presentations and events</li> <li>receive messages via electronic media</li> </ul>
	Integration of the work zone safety campaign into State/national programs
	Provision of: <ul style="list-style-type: none"> <li>safety and compliance industry training through CMV inspection and outreach programs</li> <li>industry informational brochures on CMV inspection processes and work zone safety issues</li> <li>bilingual (English and Spanish) industry education programs</li> </ul>

Data to support the activities-based aspect of program evaluation will be provided by APD staff (Highway Enforcement Supervisors, Research and Planning Division staff, and Communications Division staff); TTI researchers will not collect any new data as part of this evaluation.

Activity-based data will originate from a variety sources including but not limited to the following:

- one-page enforcement activity logs completed for every CMV and passenger vehicle stopped and documenting the time, location, reason for the stop, citations/warnings issued, and any other pertinent information;

- inspection reports completed by APD License and Weight Unit officers for every Level 1, Level 2, and Level 3 CMV inspection and documenting the time, location, reason for the stop, citations/warnings issued, and any other pertinent information; and
- education/outreach activity logs completed for each presentation/event.

All data to support activity-based performance measures will be collected/compiled by APD on a monthly basis in preparation for the federal quarterly reporting requirements.

#### *Task 4—Assess Outcomes-based Program Performance*

Complementing the activity-based aspect of the evaluation, TTI researchers will concurrently consider associated outcomes-based performance measures. Performance measures to document enforcement and education/outreach outcomes, as identified by APD through the conduct of prior internal and external program evaluations, may include the following:

<b>ENFORCEMENT</b>	
Outcomes	Number of collisions (injury and fatality) involving aggressive driving
	Number of citations issued for: <ul style="list-style-type: none"> <li>• aggressive/hazardous driving activities (inattention, failing to yield, tailgating, and failing to use turn signal)</li> <li>• violations within a corridor/highway work zone</li> </ul>
	Number of observed moving violations by CMV and passenger vehicle drivers
	Number of CMV violations related to: <ul style="list-style-type: none"> <li>• out-of-service</li> <li>• safety belt use</li> <li>• hazardous materials</li> </ul>
<b>EDUCATION/OUTREACH</b>	
Outcomes	Number of collisions (injury and fatality) involving aggressive driving
	Number of work zone violations prior to/following educational/outreach campaign
	Self-reported awareness levels (from surveys) regarding: <ul style="list-style-type: none"> <li>• APD enforcement/education programs</li> <li>• appropriate driving behavior</li> </ul>

Similar to the activities-based aspect of this evaluation, data to support the outcomes-based aspect of program evaluation will be provided by APD staff; TTI researchers will not collect any new data as part of this evaluation.

Outcome-based data will originate from a variety sources including but not limited to the following:

- crash (CR3) reports and associated citations/narratives that indicate the frequency of fatalities and injuries, collisions involving CMV involvement, collisions in construction zones, and other incident characteristics and contributing factors;
- inspection reports completed by APD License and Weight Unit officers for every Level 1, Level 2 and Level 3 CMV inspection that indicate out-of-service driver, out-of-service vehicle, and other violations.;
- surveys of education/outreach presentation attendees that gauge knowledge of related topics discussed; and



- community surveys that gauge awareness of APD enforcement/education programs and appropriate driving behavior.

#### *Task 5–Develop Recommendations for Program Improvement*

Throughout the duration of the evaluation project, TTI researchers will identify potential opportunities for program improvement. Such improvements may relate to specific enforcement and education/outreach activities, data collection methods, program evaluation procedures, longer-term program expansion/development strategies or other.

Researchers will fully document these potential program improvement opportunities for inclusion in the Final Report (described below).

#### *Task 6–Produce Final Report*

As a final task in this evaluation project, TTI researchers will document results in a Final Report that will include but not be limited to the following:

- introductory information that describes the broader Transportation Corridor Safety Project and this evaluation project’s goals and objectives;
- results related to:
  - the nature and extent of enforcement activities,
  - the nature and extent of education/outreach activities,
  - the outcomes resulting from enforcement activities, and
  - the outcomes resulting from education/outreach activities

performed during FY 2010-2011, compared to previous years and levels of effort, and outcomes from the 2006 base-year; and

- recommendations for program improvement in terms of enforcement and education/outreach activities, data collection methods, program evaluation procedures, longer-term program expansion/development strategies, and other.

Evaluation findings will be presented to APD staff in July 2011.

### **SCHEDULE AND DELIVERABLES**

The anticipated period of performance for this evaluation effort is October 1, 2010 to September 30, 2011. An interim report summarizing activities and findings to date will be submitted to APD staff in January/February 2011 (approximately half way through the project duration); APD will remit partial payment to TTI for this deliverable. The final evaluation report will be submitted to APD staff in July 2011, allowing time for comment and revisions prior to the end of the contract period. The work tasks and associated deliverables described in this Scope of Work will be performed/provided by TTI for a fixed cost of \$20,000.

WORK TASKS	2010			2011								
	O	N	D	J	F	M	A	M	J	J	A	S
Task 1–Review Prior Program Evaluations and Activities												
Task 2–Participate in Meetings/Program Events												
Task 3–Assess Activity-based Program Performance												
Task 4–Assess Outcomes-based Program Performance												
Task 5–Develop Recommendations for Program Improvement												
Task 6–Produce Final Report												