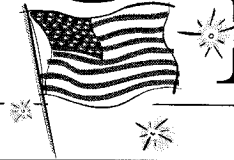




Quarterly Report



VOLUME 25, NUMBER 2

April 2017

Road dangers with farm equipment

Operating farm equipment can be a high risk scenario.

With agriculture ranked as one of the most dangerous occupations in the U.S., safety on farms and ranches is of the utmost concern. And even more important on Texas roadways.

Data from the Texas Department of Transportation (TxDOT) shows crashes involving farm equipment on rural and urban roads has shown slight increases since 2011 — up from 197 crashes in 2011 to 233 in 2015.

In 2011, 146 crashes happened on rural roads, while 51 took place on urban roads. In 2015, there were 170 crashes on rural roadways and 63 on urban roads.

“The numbers from TxDOT include only farm equipment — combines, tractors, shredders, etc.,” said Mike Pacheco, Texas Farm Bureau associate Legislative director. Crashes are more routinely found on rural roads, because farm equipment is more common in those areas.”

The numbers for the nation are staggering. The U.S. Department of Transportation estimates 15,000 collisions involving farm vehicles occur on U.S. roadways each year.

If you haven't attended retrain this period, see remaining dates on page 3

According to the U.S. Department of Transportation, only 19 percent of Americans live in rural areas, but about 55 percent of highway deaths occur on roads that are considered rural.

By Julie Tomascik

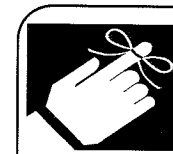
Few Texas low-ground railroad crossings appear in federal data

AUSTIN (KXAN) — Federal transportation safety investigators the train and bus collision in Biloxi, Mississippi are concentrating part of their work on the elevation of a railway crossing that allowed a tour bus filled with Austin seniors to get hung up a moment before a freight train struck it.

The approach to the track has signs that warn long vehicles like tour buses to avoid the route.

In Texas, TxDOT has designed similar signs, but a search of federal railway safety records shows no listing of locations in Central Texas where they're in use. A Federal Railway Administration spokesperson says that's up to the road owner, in many cases the Department of Transportation, to report.

Among nearly 27,000 railway crossings in Texas, including hun-

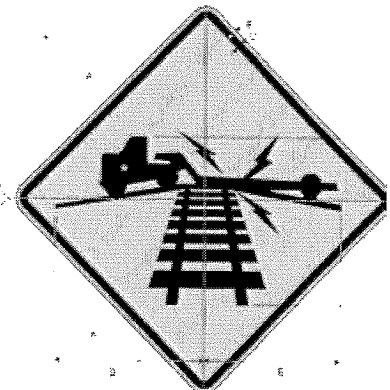


REMINDER

The TDLR no longer sends copies of licenses to USA. When you receive your INSTRUCTOR and/or SCHOOL license, please send a copy to USA by mail, fax (512-346-0431) or email to sjacobs@usatraining.com.

dreds in Central Texas, analysis of the low-ground clearance crossings with accompanying signage shows only 36 statewide.

As for a safer fix for so-called “hump” railway crossings, the director of UT’s Center for Transportation Research says road builders can’t always engineer a better solution given limitations in physical space and cost.



Requiring treatment for interlock violators reduces re-arrest rates

Alcohol-impaired driving offenders in interlock programs are less likely to reoffend after their interlocks are removed if they have been referred for treatment, a study funded by the Centers for Disease Control and Prevention concludes.

Interlocks are breath-testing units attached to a vehicle's ignition. They prevent a vehicle from starting until a driver blows into the unit and gets a negative reading for alcohol. Requiring offenders to install interlocks before they regain full driving privileges has been shown to reduce recidivism (see "Alcohol ignition interlocks: Study shows devices reduce DUI recidivism," March 6, 2012). State laws that mandate interlocks for everyone convicted of drinking and driving have been estimated to reduce alcohol-involved crash deaths by 15 percent (see "Interlocks cut alcohol-related crash deaths," May 24, 2016).

Currently, 28 states, the District of Columbia and four California counties require interlocks for all offenders.

The authors of the latest study

wanted to see if enrolling people in treatment programs could extend the benefit beyond the interlock period.

The study compared 640 drivers with multiple DUI offenses who were referred to treatment with 806 similar drivers with multiple offenses who experienced one or two interlock vio-

lations. The authors looked at the likelihood that the drivers were again arrested for alcohol-impaired driving within one to four years after interlock removal.

The re-arrest rate among the treatment group was 32 percent lower than among the comparison group.

HERO Highway Emergency Response Operator

The Central Texas Regional Mobility Authority, in partnership with the Texas Department of Transportation (TxDOT), operates the Highway Emergency Response Operator (HERO) Program.

This free roadside assistance service provides aid to stranded motorists, minimizes traffic delays, and improves highway safety along a 55-mile section of I-35 from the City of Kyle (Yarrington Road) to the City of Georgetown (SH 130 North) and a 12-mile stretch of US 183 between I-35 and Lakeline Boulevard from 6 a.m. to 10 p.m. Monday through Friday. Just dial (512) 974-HERO.

HERO services include:

- ◆ Providing traffic control and assistance to other emergency response personnel during emergency incidents
- ◆ Clearing damaged and disabled vehicles from roadway lanes and shoulders
- ◆ Removing debris from travel lanes and shoulders
- ◆ Providing free assistance to motorists, including:
 - Changing flat tires
 - Giving air to low tires
 - Adding gasoline and water
 - Jump starting batteries
 - Performing minor vehicle repairs
 - Relocating disabled vehicles to safety
 - Calling towing or emergency services
 - Transporting stranded motorists to a safe location
 - Providing cell phone service
 - Providing drinking water to stranded motorists

2017 HOLIDAY SCHEDULE USA TRAINING

USA Training Company will be closed on the following dates:

- April 14 - Good Friday
- April 21 - San Jacinto Day
- May 29 - Memorial Day
- June 19 - Emancipation Day
- July 4 - July 4th Holiday
- September 4 - Labor Day
- October 9 - Columbus Day
- Nov. 10 - Veterans Day Observed
- November 23 & 24 - Thanksgiving
- December 25 & 26 - Christmas

Ignition interlock laws work

Introduction: Alcohol-involved motor vehicle crashes are a major cause of preventable mortality in the U.S., leading to more than 10,000 fatalities per year. Ignition interlocks, or alcohol-sensing devices connected to a vehicle's ignition to prevent it from starting if a driver has a predetermined blood alcohol content (BAC) level, are a promising avenue for preventing alcohol-involved driving. This study sought to assess the effects of laws requiring ignition interlocks for some or all drunk driving offenders on alcohol-involved fatal crashes.

Methods: A multilevel modeling approach assessed the effects of state interlock laws on alcohol-involved fatal crashes in the U.S. Monthly data on alcohol-involved crashes in each of the 50 states was collected in 2014 from the National Highway Traffic Safety Administration Fatality Analysis Reporting System. Random-intercept models accounted for between-state variation in alcohol-involved fatal crash rates and autocorrelation of within-state crash rates over time.

Results: State laws requiring interlocks for all drunk driving offenders were associated with a 7% decrease in the rate of BAC > 0.08 fatal crashes and an 8% decrease in the rate of BAC = 0.15 fatal crashes, translating into an estimated 1,250 prevented BAC > 0.08 fatal crashes. Laws requiring interlocks for segments of high-risk drunk driving offenders, such as repeat offenders, may reduce alcohol-involved fatal crashes after 2 years of implementation.

Conclusions: Ignition interlock laws reduce alcohol-involved fatal crashes. Increasing the spread of interlock laws that are mandatory for all offenders would have significant public health benefit.

Drivers who drift from lane and crash often dozing or ill

Drivers who crash as a result of drifting out of their lanes often are asleep, suffering a medical emergency, or blacked out due to drug or alcohol use, IIHS researchers have found. Among the lane-drift crashes studied, incapacitation reportedly played a role in 34 percent of collisions and 42 percent of crashes resulting in fatal or serious injuries.

If lane-drift crashes are a result of incapacitation, lane-keeping assist systems will need to do more to prevent crashes than simply nudge vehicles back into their lane.

Single-vehicle crashes in which vehicles left the roadway accounted for 40 percent of fatal crashes and 21

percent of nonfatal injury crashes in 2014. Head-on collisions and side-swipes, which also can be caused by lane departures, accounted for another 12 percent of fatal crashes and 10 percent of injury crashes.

Drunk woman leaves car at restaurant, comes back to note on her windshield

Dear Original Joe's Sherwood Park guest,

Just wanted to thank you for leaving your car parked overnight. I'm not sure if you had consumed alcohol at our restaurant or not, but we wanted to thank you for not drinking and driving. Enclosed is a voucher good for 1 lb. of our delicious chicken wings. Please accept this as a thank you for being responsible. Life is valuable, have a great weekend.

Retrain

The retrain class agenda changes every September 1st. Classes are scheduled within the 12-month period beginning September each year. Every licensed instructor **must attend ONE class during the 12-month period beginning September 1, 2016 and ending August 31, 2017.**

AUSTIN

USA HQ, 8871 Tallwood Dr.
All classes are 10am - 12noon
Apr. 7, 2017 (Fri.)
June 9, 2017 (Fri.)

HOUSTON

Golden Corral Restaurant
16308 FM 529
Apr. 22, 2017 (Sat.), 8:30 am - 10:30 am

Cost is \$10 if you pre-register with a reservation form. If you do not have a reservation form, contact USA HQ. We will mail, fax or email the form to you.

2017

IDC SCHEDULE

(Instructor Development Course)

*Friday, Saturday and Sunday
9 a.m. - 6 p.m. all three days*

\$110 Pre-Registration; \$150 At the Door

**All classes will be held at
USA Headquarters,
8871 Tallwood Drive, Austin
2017**

May 19, 20, 21
July 28, 29, 30
September 22, 23, 24
November 17, 18, 19

License Renewals (Fee: \$25)

IMPORTANT INSTRUCTOR RENEWAL UPDATE

As of September 1, 2016 the Texas Department of Licensing and Regulation (TDLR) began mailing a REVISED Instructor Renewal form directly to USA instructors. Previously, USA mailed renewals to instructors, so some of you may have already received a renewal form from USA. If you received one from USA, it can be discarded.

STEPS FOR USA DSC INSTRUCTOR RENEWAL

1) Complete the 1-page Instructor Renewal form received from TDLR. TDLR will mail to the address they have on file for you, so it is important to contact USA with any address, phone or email changes.

2) Instructors will receive verification of RETRAIN/Mandatory Continuing Education at the end of the RETRAIN class. Attach the Verification of CE (pink certificate) to your completed Instructor Renewal. TDLR will only process Instructor Renewals with CE Verification attached.

3) Attach fee (\$25) payable to TDLR if postmarked before or by expiration date. If after expiration date, refer to fee scale on your renewal form or contact USA if you have questions. You cannot teach if your license is expired.

4) Mail to USA, 8871 Tallwood Drive, Austin, TX 78759. (do NOT mail directly to TDLR).

- ◆ **Check the expiration date of your USA DSC Instructor license. IMPORTANT: TDLR should mail Instructor Renewal directly to you sixty (60) days prior to your expiration date. If you do not receive a renewal from TDLR, contact USA immediately.**
- ◆ **Submit your Instructor Renewal form with Verification of Continuing Education to USA postmarked NO LATER than license expiration date, preferably 30-45 days prior to expiration. You can not teach if your license expires -- so plan ahead.**
- ◆ **Keep a copy of your renewal form, check to TDLR and Verification of CE.**

Please call USA at 512-346-2132 with any questions.

Instructor	Expires	Instructor	Expires	Instructor	Expires	Instructor	Expires
Ali, Trang	26-Apr	Gauthier, Alana	23-Jun	Ogbonmwan, Matthew	29-May	Thomas, Cynthia	9-Apr
Ally, Mohammed	26-Jun	Germain, Pierre	7-Jun	Olatayo, Asimiyu	19-Apr	Tran, Peter	10-Apr
Almazan, Shirley	26-Apr	Glady, Angela	9-May	Orr, Willie	1-Apr	Vogelsang, Penney	16-May
Almazan, Pilar	10-May	Gonzalez, Francisca	11-May	Orr, Brenda	1-Apr	Walker, Kevin	21-May
Anderson, William	8-May	Gugudan, Franklin	15-Apr	Parsard, Sonia	30-May	Walters, Larry	6-May
Bontrager, Gerry	26-Apr	Howell, Heather	25-Apr	Perron, Ed	7-Jun		
Broussard, Erica	5-Jun	Jackson, Charles	21-May	Preciado, Gilberto	28-Apr		
Cleland, Vicki	4-May	Knotts, Sandra	5-Apr	Ragusa, Carolyn	5-May		
Collins, Keith	19-Apr	Kpadobi, Anthony	28-Jun	Reyna, Anthony	14-Jun		
Dao, Jimmy	16-Apr	McCoy, Diana	2-May	Robnett, Ray	30-Jun		
DeSoto, Dean	20-Apr	McDaniel, Barbara	18-Jun	Ruiz, Hector	26-Apr		
Dumas, Nelda	5-Jun	McKinley, Keith	3-Jun	Russell, Joe	31-May		
Falls, William	22-May	Momin, Aziz	9-Apr	Steptoe, Charles	16-May		
Franklin, Glynn	10-May	Naqvi, Syed N.	24-May	Talley, Jess	8-May		
Garcia, Roy	6-May	Nieto, Arturo	21-Jun	Talley, Melva	8-May		
Garza, Charlotte	19-Apr	Nieto, Bertha	21-Jun	Tang, Suong	14-Jun		

DEFINITIONS
(not in the dictionary)

COMMITTEE: A body that keeps minutes and wastes hours.

DUST: Mud with the juice squeezed out.

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8871 Tallwood Dr.

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Janis Helm Cartwright



President
Phil H. Ward

Staff

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Phone: 512-346-2132 ◆ Fax: 512-346-0431

EMERGENCY CONTACT

In the event USA is experiencing trouble with our phone network, scan your requests and email to

lbagwell@usatraining.com