



**Llano County - Highway 29**

# **FY 2023 Highway Safety Plan**



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## Highway Safety Planning Process

### Data Sources

The State of Texas has various data sources that contribute to forming problem identifications; establishing performance targets; developing evidence-based countermeasure strategies; project selection; and project and/or program evaluation. Most of the data originates from the Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS), which includes individual Texas Peace Officers Crash Reports (Form CR-3).

Additional roadway inventory data from TxDOT's Transportation Planning and Programming Division (TPP) are merged with crash and injury-related information. As a result, vehicle miles traveled and roadway-specific characteristics analysis is accomplished. Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected by TxDOT.

Specific local crash data is collected at city and county levels. Local problem crash data typically consists of over-representation of crash causation factors on a specific segment of roadway, driver age groups, injuries per capita, alcohol, speed, etc. Safety belt and child passenger safety seat use data derives from local and statewide observational surveys. Health, injury, and emergency response data is derived from Texas Department of State Health Services (DSHS).

CRIS data supports problem identification at statewide and local levels. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. It must be recognized that because of minor differences in coding rules and data certification, Fatality Analysis Reporting System (FARS) data and those data fields reported directly from the Texas Crash File are not always in sync.

### Problem Identification

The Texas highway safety planning process consists of multiple steps covered by three general topics. TxDOT's Traffic Safety Division's (TRF) Behavioral Traffic Safety Section (BTS) uses a planning cycle that consists of ongoing 1) Review, 2) Assessment, and 3) Modifications. These steps are coordinated by the TRF-BTS Program Planner (Planner), and this is an ongoing process of updates and adjustments based on available data and input.

*Conduct Strategic Planning* – The Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of long- and short-term strategies. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from TRF-BTS Project and Program Managers and other program partners.

The Planner coordinates the following:

- Review of past and current data and trends.
- Review of past performance with program area managers.
- Meetings with and input from traffic safety partners.
- Review of crash data analysis compiled by TxDOT and others.
- Validating of draft strategies and targets.

Partner/stakeholder input is gathered through various means including regular Traffic Records Coordinating Committee (TRCC) meetings, data analysis from traffic records (TxDOT and other state and local agencies), meetings of the Impaired Driving Task Force, and the Motorcycle Safety Coalition, grant monitoring sessions, coalition meetings with local law enforcement and partners, meetings and information sharing with federal partners such as the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), studies and research projects from universities and institutions of higher learning, and survey results from media campaigns and learning institutions.

It is through the analysis and synthesis of these data and the stringent requirements placed on potential subgrantees and contractors that the State's traffic safety problems are identified and prioritized for inclusion in the annual HSP. The Planner is responsible for compiling available information and data analysis to document a data-driven problem identification, identification of emphasis program areas, and identification of other topics that need to be addressed with the overall goal of the reduction of crashes, injuries, and deaths on Texas' roadways.

*Develop Performance Plan* – The Planner coordinates the performance planning process for the Traffic Safety Program. This involves an Annual Performance Plan that details the priority traffic safety performance goals for the coming year. This plan is created through the strategic planning process that includes input from Traffic Safety Program and Project Managers.

Using information gained from the strategic planning process, the Planner analyzes, compiles, and generates the HSP for the coming fiscal year, including:

- Comprehensive Statewide problem identification to pinpoint and prioritize program areas to be addressed.
- Review and selection of appropriate, evidence-based *performance measures*.

- Review and selection of appropriate, data-driven *targets* for selected performance measures.
- Selection of emphasis *areas for priority funding* consideration.
- Analysis of available resources including federal, state, and local *funding* sources.
- A *performance report* consisting of the previous year's activities and performance measures.

*Update Policies and Procedures* – The TRF-BTS Policy and Procedures Coordinator manages development, modification, and distribution of policies, procedures, and program training materials for the Traffic Safety Program. The Planner and the Policy and Procedures Coordinator meet as needed to review and update the *Traffic Safety Program Manual*.

### **Performance Measures and Targets**

TRF-BTS coordinates development of priority traffic safety performance measures and targets for each program area using a strategic planning process. These performance measures and targets are carefully identified during the problem identification process. State and local agencies, as well as public and private organizations, then develop projects to support and implement the program's strategies.

Fifteen core performance measures developed by NHTSA, in collaboration with the Governors Highway Safety Association (GHSA) and others, as described in the *Traffic Safety Performance Measures for States and Federal Agencies* (DOT HS 811 025), are required to be included as a minimum when developing the State's strategies. These 15 core performance measures include 11 outcome measures, 1 behavior measure, and 3 activity measures. All performance measures are reported annually.

Performance measures and targets are developed for all program areas that receive funding. For those program areas that fall outside of the NHTSA-GHSA core performance measures, justification for addressing them is established during the problem identification process.

Performance measures contain:

- Documentation of current safety levels,
- Quantifiable annual performance targets, and
- Justification for each performance target that explains why the target is appropriate and data-driven.

FY 2023 performance measures, targets, and projects for each of the program areas are listed in this HSP. The fatality targets are aspirational and outside of the data driven process.

### **Traffic Safety Planning Participants and Data**

It is essential that TRF-BTS continue to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows the TRF-BTS to take appropriate action to address any identified problems.

Externally, TRF-BTS staff regularly brief groups and/or they participate in meetings through community coalitions, highway safety advocacy groups, and others. The TRF-BTS utilizes the various Strategic Highway Safety Plan (SHSP) meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions. The TRF-BTS considers the results of “Rate-the-State” reviews by national organizations such as the Centers for Disease Control (CDC), NHTSA research and analysis, and others as appropriate.

Internally, TRF-BTS is staffed with program managers and traffic safety specialists who are continually engaging with partners, subgrantees, and other subject matter experts. The TRF-BTS has Law Enforcement Liaisons (LELs) under contract and available to meet with law enforcement partners throughout the year. TRF-BTS works closely with the TRF Crash Data and Analysis Section (CDA), TRF Engineering Section (TE), and other partners within TxDOT.

TRF-BTS hosts an annual statewide Traffic Safety Conference that provides and solicits input regarding various traffic safety topics as identified from year to year. The concerns of TRF-BTS traffic safety partners are solicited, heard, and discussed at conferences, workshops, and meetings throughout the year. At numerous statewide forums, summits, meetings, workshops, coalition/task force meetings, and other events, state agencies and organizations are continually consulting with us and offering input.

These Texas traffic safety stakeholders include organizations such as:

AAA – American Automobile Association

Abilene MPO

Alamo MPO

Alliance Transportation Group (ATG)

Austin-Travis County EMS

Border Regional Advisory Council

Central Texas Families for Safe Streets

Central Texas Regional Advisory Council  
City of Austin  
City of Cleburne Police Department  
City of Dallas  
City of Frisco  
City of Houston Planning and Development Department  
City of McKinney  
Cleburne Fire Department  
Corpus Christi MPO  
Dallas Police Department  
Dallas Sheriff's Office  
Denton Police Department  
Driscoll Children's Hospital  
DRSR Texas Municipal Courts  
Education Service Center, Region VI  
El Paso MPO  
Farm & City  
Federal Highway Administration  
Grand Prairie Police Department  
Harris County Precinct 5  
High Friction Surface Treatment Assoc.  
Houston Police Department  
Kailee Mills Foundation  
Kimley-Horn  
Lee Engineering  
LINK Houston  
Memorial Hermann  
Mobisoft  
National Highway Traffic Safety Administration  
National Safety Council  
North Central TX Council of Governments

North Texas Tollway Authority  
Permian Basin MPO  
Professional Pavement Products  
Responder Safety  
Safety City of Abilene  
SafeWay Driving  
San Angelo MPO  
San Antonio PD  
Southside Wrecker  
SUB Consulting Services, LLC.  
TACERA  
TEA/Driver Education  
Texans for Safe and Drug-Free Youth  
Texas A&M AgriLife  
Texas A&M Transportation Institute  
Texas Children's Hospital  
Texas Department of Motor Vehicles  
Texas Department of Public Safety  
Texas Department of State Health Services  
Texas Heatstroke Task Force  
Texas Highway Patrol  
Texas Municipal Police Association  
Texas Municipal Courts Education Center  
The Foundations for Safe Driving  
Tyler Texas MPO  
Union Pacific Railroad Public Safety  
Victoria MPO  
Vision Zero Austin  
Walter P. Moore  
Women & Infants Specialty Health

Law enforcement subgrantees are providing input through their LELs, as well as through the grant proposal and monitoring process. Currently, TRF-BTS has access to more than 150 state, county, and local law enforcement agencies that can be utilized to provide feedback and information.

The TRF-BTS receives guidance, feedback, and direction from our federal partners including the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), and the Federal Highway Administration (FHWA).

Another component of the planning process is the TRF-BTS active membership in the Traffic Records Coordinating Committee (TRCC), a group of individuals dedicated to improving the state's traffic records systems. The TRCC includes representatives from TxDOT, the Texas Department of Public Safety (DPS), the Texas Department of Motor Vehicles (DMV), the Office of Court Administration (OCA), the Texas Department of State Health Services (DSHS), and the Texas Center for the Judiciary (COJ). The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information.

## Performance Plan

### Overview

Texas, the largest state in the contiguous United States, is bound by Oklahoma (N), Arkansas (NE), Louisiana (E), the Gulf of Mexico (SE), Mexico (SW), and New Mexico (W). From North to South Texas stretches 801 miles, and the longest East-West distance is 773 miles. The State encompasses 261,797 square miles of land and 6,784 square miles of water.

*US Census Quick Facts* indicate, in 2021 approximately 41 percent of Texas population are Anglo, 40 percent Hispanic, 13 percent Black, and six percent 'other' racial/ethnic. About 26 percent of the population is less than 18 years old, while 13 percent are 65 or older. It also indicates that in 2021 Texas population is approximately 29,527,941 (an increase of 1.3 percent from 2020)[1].

Texans live in 254 counties that range from 57 people (Loving) to 4,728,030 people (Harris)[2], and approximately 1,804 incorporated cities ranging from three people (Santa Anna) to 2,313,238 people (Houston)[3].

There are more than 22 million registered vehicles in Texas[4]. In 2022, Texas had 18,392,892 licensed drivers, a decrease from 18,452,179 in 2021[5].

There are approximately 80,720 centerline miles of state-owned roadways, including 3,463 miles of Interstate highways, 11,860 miles of U.S. highways, and 16,420 miles of Texas highways. Another 40,857 miles on the state system are designated as Farm or Ranch to Market roads.

The average daily VMT on state-owned highways is 508.7 million miles. The average daily VMT on all roadways in the state is 712.0 million miles. The average annual VMT on state-owned highways is 185.8 billion miles; 260.0 billion miles on all state roadways in the state. While only 25 percent of roadways in Texas are state-owned, 71 percent of all VMT occurs on state-owned highways[6].

TxDOT provides statewide crash trends for the previous five years in the HSP and the Annual Report to NHTSA. These documents provide a crash and casualty report encompassing absolute numbers and mileage-based rates for both crashes and casualties by severity. Texas tracks fatalities based on location in either a rural or urban setting. According to the form CR-3, Texas defines “urban” as an incorporated city that has a population of 5,000 or greater. The definition of “rural” is any other area or incorporated city with a population of less than 5,000 people.

### Emphasis Areas

The areas of emphasis include problems identified by Texas as needing extra attention to improve traffic safety and reduce fatalities. Additional Texas data can be found in the problem identification and data provided in each program area.

- **Fatalities /Injuries** - In 2020, there were 3,874 traffic fatalities (FARS) and 14,659 serious injuries (TxDOT).
- **Impaired Driving** - There were 1,495 alcohol-impaired driving fatalities (FARS) in Texas in 2020. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for FY 2020 (the most current year for which data is available). Texas is classified as a mid-range alcohol fatality state (0.52 fatality rate) which makes it eligible for Fast Act Section 405(D) funding.
- **Motorcyclists** – There were 483 motorcyclist fatalities in 2020 (FARS), of which 233 (48.2 percent) were not wearing a helmet.
- **Safety Belts** – Texas recorded 1,227 unrestrained passenger fatalities in 2021, up from 1,077 in 2020[7]. Texas’ safety belt usage rate for 2021 is 89.81 percent[8] using the approved survey methodology in TTI’s statewide survey for front seat drivers and passengers.
- **Speed** – In 2020, of the 3,874 crash fatalities 1,446 (37.3 percent) were speed-related fatalities (FARS).

The issue of distracted driving is in the news on a state, local, and national level. Communication device misuse includes all forms of mobile phones and digital devices. Texting, talking, emailing, and internet use has become more prevalent.

Contributing factors for these crashes are described in this HSP, and Texas will continue to work on this emerging issue.

### **Determining Performance Measures and Target Selection**

Performance measures and targets have been developed to improve safety on Texas roadways and reduce the number of crashes, injuries and fatalities. The *Traffic Safety Performance Measures for States and Federal Agencies*, defined by NHTSA and the GHSA, have also been included. Core outcome measures are used to set national and state targets, allocate resources, and measure overall progress. Behavioral Measures provide a link between specific activities and outcomes by assessing whether the activities have influenced behavior. Activity measures document program implementation and measure specific actions taken to reduce crashes, injuries and fatalities (a variety of actions taken by law enforcement, courts, media, education, and others). Surveys are used to track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues.

Targets were established for the program areas in this HSP as described below:

In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly.

The calculations for the new targets were developed by dividing FY 2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left 2050. This afforded TxDOT to achieve 50 percent reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050.

TRF-BTS will attempt to reach these targets using a combination of grants and programs that are evidence-based, and cover programming such as high-visibility enforcement, paid media, training, and public information & education outreach to modify behaviors that have been proven to lead to crashes. For grant proposals to be selected, proposals must show strategies and objectives that are evidence-based and can be shown to impact the program area.

The “Countermeasures That Work” document is consulted often, and those projects that are selected are required to list objectives and strategies that complement those set in the HSP, SHSP, and the HSIP.

### Core Performance Measures & Data Source

Objectives and performance measures are developed to improve traffic safety by setting targets with a goal of reducing the overall number of crashes, injuries and fatalities on Texas roadways. Charting of these targets is completed at the end of the process when data analysis, traffic safety partner input, and TRF-BTS input are complete. Below are the Traffic Safety Performance Measures as defined by NHTSA and GHSA. Please see HSP Program Area sections for details.

Performance Measure	Data Type	Data Source
A-1	Seat Belt Citations Issued During Grant Funded Enforcement	TRF-BTS eGrants
A-2	Impaired Driving Arrests Made During Grant Funded Enforcement Activities	TRF-BTS eGrants
A-3	Speeding Citations Issued During Grant Funded Enforcement Activities	TRF-BTS eGrants
B-1	Observed Seat Belt Use (Texas Statewide Survey of Seat Belt Use)	TTI
C-1	Traffic Fatalities	FARS
C-2	Serious Injuries	CRIS
C-3	Fatality Rate (Fatalities Per 100 Million Vehicle Miles Driven)	FARS
C-4	Unrestrained Passenger Fatalities	FARS
C-5/C-10/ C-11	Non-Motorized Fatalities and Serious Injuries	FARS & CRIS
C-6	Speed-Related Fatalities	FARS
C-7	Motorcyclist Fatalities	FARS
C-8	Unhelmeted Motorcyclist Fatalities	FARS
C-9	Drivers Involved in Fatal Crashes Aged Under 21	FARS
C-10	Pedestrian Fatalities	FARS
C-11	Bicycle Fatalities	FARS

- [1] United States Census Bureau, Quick Facts 2021  
<https://www.census.gov/quickfacts/fact/dashboard/TX,US/PST045221>
- [2] Wikipedia [https://en.wikipedia.org/wiki/List\\_of\\_counties\\_in\\_Texas](https://en.wikipedia.org/wiki/List_of_counties_in_Texas)
- [3] Texas Demographics [https://www.texas-demographics.com/cities\\_by\\_population](https://www.texas-demographics.com/cities_by_population)
- [4] Texas Department of Motor Vehicles Website <https://www.txdmv.gov/about-us#:~:text=Currently%2C%20there%20are%20more%20than,%20highways%2C%20roads%20and%20bridges.>
- [5] Texas Department of Public Safety, DLD email dated 05/31/2022
- [6] Texas Department of Transportation Pocket Facts FY 2021 // CY 2020-2021  
[http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket\\_facts.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf)
- [7] CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of March 22, 2022.
- [8] *2021 Texas Statewide Survey of Seat Belt Use*. Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. 09/2021.

## Methods for Project Selection

### Evidence-Based Strategy & Project Selection

#### *Traffic Safety Partners Input*

Evidence-based strategy selection and project selection are limited to TRF-BTS program staff. Scoring teams, reviewers, and other staff involved in the selection process are comprised of traffic safety supervisors, lead workers, program managers, and traffic safety specialists.

#### *Data Sources*

During the Proposal Scoring process, of proposals submitted during the Request for Proposals (RFP) period, the only data that can be considered by the scoring team is data contained in the problem identification and the proposed solution.

Research online, or other research/data outside the proposal or program is not allowed by TRF-BTS policy. Proposal scorers must score and make determination based solely on the submitted proposal, without any outside influence.

#### *Proposal Review, Scoring, and Selection*

Eligible organizations interested in traffic safety issues submit project proposals when requested by TRF-BTS. These project proposals constitute the organizations' traffic safety intentions and can be submitted for any program area, depending on the interests of the particular organization.

To be eligible for a traffic safety grant, interested parties must be a Texas state or local government, an educational institution, a non-profit, or an advertising agency. Grants are awarded based on score, merit/performance rating, project relevancy, significance of identified traffic safety problem and solution, and available funding.

TRF-BTS uses these traffic safety project proposals during development of the HSP. Proposals must be submitted through the TxDOT Traffic Safety Electronic Grants Management System (TRF-BTS eGrants) by the announced deadline.

Proposals must include the most current data available to identify the traffic safety problem, a workable solution linked to the identified problem, and detailed action plans and budgets that demonstrate an understanding of the various issues to be resolved, and a reasonable approach to resolving the identified problem. Proposers must also select program areas and performance measures from those derived from the strategic planning process that will be impacted by their proposal. This ensures continuity between the identified needs of the traffic safety program and submitted proposals.

A submitted project proposal must contain a current, relevant, data-driven problem identification and solution, a list of reasonable and attainable targets, and a plan to meet the project objectives.

Once the RFP period is over, a list is generated of proposals that meet minimum qualifications for funding. These proposals are sorted by program area and assigned to scoring teams. Scoring teams are comprised of TRF-BTS Program Managers (PMs), Traffic Safety Specialists (TSSs), and other TRF-BTS staff. Individuals on a scoring team serve one of two functions:

- **Reviewer** - Reviewers assigned to a scoring team are responsible for scoring assigned proposals within a designated timeframe. Proposals are scored via a computer with internet access. Scoring consists of:
  - ❖ Adding internal comments, if needed, to affected proposal pages. Reviewers do not combine comments on a single page, but post comments on each page in question,
  - ❖ Selecting appropriate response to score each question/saving the score sheet, and
  - ❖ Completing scoring by notifying the appropriate team leader upon completion of their scoring prior to final submission of their scores. A pre-scoring conference call is held with each scoring team.
  
- **Team Leader** - The team leaders do not score proposals, instead are responsible for overseeing the review/scoring activities of their assigned scoring team. A team leader's duties consist of:
  - ❖ Serving as point of contact for questions from the team and coordinating responses,
  - ❖ Checking the progress of the team during the scoring period, and
  - ❖ Reviewing proposals' internal comments submitted by reviewers.

Scoring teams review and evaluate General (non-STEP) traffic grant proposals for applicability to Texas and to community traffic safety problems. Each qualifying General proposal is scored based on the following criteria:

- ❖ Strength of problem identification, supported with appropriate, current, verifiable documentation of the state or local traffic safety problem,
- ❖ Quality of the proposed solution,
- ❖ Realistic objectives, performance measures, targets, and activities,
- ❖ Cost eligibility,
- ❖ Percent of matching funding proposed, and
- ❖ Reasonable and necessary budget.

TRF-BTS staff will review each STEP proposal to ensure that all information on the required proposal pages is complete and meets TRF-BTS standards, project target numbers appear reasonable based on the baseline numbers supplied in the proposal, any required attachments have been submitted with the proposal, all budgeted items are necessary and reasonable for the project, and the TxDOT budget amount does not exceed the maximum amount allowable.

After proposal grading is complete, the TRF-BTS Planner develops a preliminary project list, ranked by score and program area. Projects will then be selected from this list based on factors such as program area, potential impact on traffic safety problem, score, grade, and available funding/resources.

Once a project has been preliminarily selected for funding, the proposal will be assigned to a project manager to negotiate and finalize the project for execution. Negotiation allows the project manager and the potential subgrantee to arrive at specific details of the project such as budget detail amounts, Selective Traffic Enforcement Program (STEP) enforcement zones, and other details so the agreement preparation can proceed. Negotiating involves discussion, clarification, and/or modifications to the proposed project.

Items to be discussed during the negotiation phase include, but are not limited to performance measures, targets, and objectives, grant period, maximum amount eligible for reimbursement, and budget.

After the negotiation period, the project is listed on the final funding list and added to this HSP in preparation for approval by the Texas Transportation Commission (TTC) and then submission to NHTSA for final approval.

### **List of Information and Data Sources**

As described above, the State of Texas has various data sources that contribute to forming problem identifications establishing performance targets; developing evidence-based countermeasure strategies; project selection; and project and/or program evaluation. Most of the data originates from TxDOT's Crash Records Information System (CRIS), and additional roadway inventory data from TxDOT's Transportation Planning and Programming Division (TPP) are merged with crash and injury-related information. This allows TxDOT to perform analysis of vehicle miles traveled and roadway-specific characteristics analysis. Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected by TxDOT.

Data sources may include any of the following:

- TxDOT Crash Records Information System (CRIS)
- TxDPS and local police departments' data (crashes, arrests, and citations)
- DSHS, regional and/or local health agencies
- Emergency Medical Service Providers (EMS-run data)
- Evaluations and Assessment Surveys
- National or statewide studies (such as FARS, etc.)
- Local court system (disposition and sentencing data)
- TxDOT district traffic engineering and roadway analyses
- Other sources such as interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.

### **Data Glossary:**

All crash and casualty data in this document originate from Texas police crash reports as coded in two record systems: the federal Fatality Analysis and Reporting System (FARS), and the TxDOT Crash Records Information System (CRIS). Differences in coding, variables coded, and definitions of these variables render problematic the direct comparisons among the data in the systems. Although in most cases differences among the data in the systems are negligible and practically insignificant, for several variables, the differences are notable. This is especially true for crashes (and the casualties sustained in these crashes) that involve alcohol and/or other drugs and to a lesser extent for crashes involving specific vehicle types.

The definitions offered in this data glossary are provided both to assist in clarifying these differences and to improve the precision of statements about the crash and casualty experience in Texas:

*Alcohol-Related Crashes (or Casualties):* based on the highest BAC of involved drivers and motorcycle riders (operators) only: crashes (or fatalities) in which at least one driver or motorcycle operator had a BAC  $\geq$  .08 g/dL (also referred to as "alcohol-impaired driving crashes/casualties").

*DUI-Related Crashes (or Casualties) Alcohol or Other Drugs - CRIS:* A BAC result  $>$  0.00 g/dL, or a positive substance test result was indicated for at least one driver, or "had been drinking," "under the influence of alcohol," "under the influence – drug," or "taking medication" was identified as a contributing factor.

*Intersection and Intersection-Related Crashes - CRIS:* A crash in which the first harmful event occurred on an approach to or exit from an intersection and resulted from an activity, behavior, or control related to the movement of traffic units through the intersection.

*Large Truck-Involved Crashes (or Fatalities) - CRIS:* All crashes involving at least one vehicle with a vehicle body type of "Semi-Trailer," or "Truck-Tractor."

*Motor Vehicle-Related Bicycle Fatalities - CRIS:* A death of a pedalcyclist resulting from a crash involving a motor vehicle. Bicyclist deaths and injuries unrelated to motor vehicle crashes are not included.

*Motor Vehicle-Related Pedestrian Fatalities - FARS:* All deaths of pedestrians resulting from a crash involving a motor vehicle.

*Motorcyclist Fatalities - FARS:* Data categorized as motorcyclist fatalities include fatalities to operators and passengers of vehicles identified in FARS as a motorcycle, moped (motorized bicycle), three-wheel motorcycle or moped - not all-terrain vehicle, off-road motorcycle (2-wheels), other motored cycle type (minibikes, motor scooters), or unknown motored cycle type.

*Railroad Grade Crossing Crashes - CRIS:* Crashes at an at-grade railroad grade crossing, whether a train was involved - not limited to collisions with trains.

*School Bus Passenger Fatalities - FARS:* All fatalities to passengers of school buses. Included are vehicles identified in FARS as "School Buses" and other vehicles used as school buses (e.g., vans).

*Severity of Crash/Severity of Injury:* All with crash or casualty severity classifications FARS and CRIS: Crashes are coded in accordance with the highest degree of injury suffered in the crash. "Serious" crashes or injuries are all crashes (casualties) in which the highest level of injury sustained was at least one serious injury (A), plus all crashes in which the highest level of injury sustained was at least one non-serious injury (B).

1. Serious injury (A) - not able to walk, drive, etc.
2. Non-serious injury (B) - bump on head, abrasions, minor lacerations
3. Possible injury (C) - e.g., limping, complaint of pain
4. Fatal injury (K) - a death that occurs within 30 days of the crash
5. Speeding-related crashes - FARS: Crashes in which at least one driver was driving too fast for conditions, or more than the posted maximum limit.

*Texas Population - FARS:* Population-based crashes and casualty rates use Texas population estimates derived from FHWA's Highway Statistics and/or U.S. Census Estimates for the relevant year. *CRIS:* Texas population data is used for calculating population-based crash and casualty rates obtained from the Texas State Data Center and Office of the State Demographer.

*Vehicle Miles Traveled (VMT) - FARS:* All annual VMT-based crash and casualty rates, expressed in 100MVMT (100 million vehicles miles traveled, using FARS crash and casualty data are derived

from FHWA's Highway Statistics for the relevant year. *CRIS*: All annual VMT estimates used in this document are derived from TXDOT's Transportation Planning and Programming Division's (TPP) estimates of daily vehicle miles traveled. These estimates include all vehicle miles on all roadways in Texas. Total VMT includes VMT on state, city, and county-maintained roads. All mileage-based crash and casualty rates based on CRIS data use TPP VMT estimates as the denominator.

*Work Zone Injuries and Fatalities - CRIS*: Fatalities and serious injuries in crashes occurring in a Work Zone whether or not its construction related.

### **Description of Outcomes (Coordination with SHSP and HSIP)**

The SHSP is a major component and requirement of the HSIP (23 U.S.C. § 148). The SHSP is a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on public roads. The SHSP identifies the State's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries.

The SHSP is a data-driven, multi-year comprehensive plan that establishes statewide targets, objectives, and key emphasis areas and integrates the three Es of highway safety: Engineering, Education and Enforcement. The SHSP allows highway safety programs and partners in the State to work together in an effort to align goals, leverage resources and collectively address the State's safety challenges.

TxDOT is responsible for leading the effort of preparing, maintaining, and striving to reach goals of the Five Core Performance Measures: Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate, And Non-Motorized Fatalities & Serious Injuries in the HSP, the SHSP, and the HSIP. The SHSP process is maintained through Texas A&M University's Texas Transportation Institute (TTI).

The HSP targets are also set using the same methodology in effort to maintain consistency across the respective plans. As a result, the three coordinated plans have synced methodologies and strive to ensure a common vision and direction.

In addition, both the Behavioral Traffic Safety Section and the Traffic Engineering Section, of the TxDOT Traffic Safety Division, have collaborated on coordinating the generation of the SHSP and the HSP. Meetings, exchange of ideas, coordination of projects, data analysis, and a constant flow of communication ensures that these projects work together towards common targets and objectives.

In May of 2019, TTC adopted MO 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

Under this new direction, TxDOT has updated the Fatality and Fatality Rate Performance Measure Targets for FY 2023 for the HSP.

**Evidence-based Traffic Safety Enforcement Program (TSEP)**

**Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
98156	2023-MCDAO-G-1YG-0091
97983	2023-TDPS-G-1YG-0003
98196	2023-HarrisDA-G-1YG-0098
98758	2023-TABC-G-1YG-0119
101684	2023-TxDOT-G-1YG-0181
97992	2023-DentonPD-G-1YG-0010
98178	2023-BexarCoD-G-1YG-0095
99482	2023-FortBend-G-1YG-0161
98277	2023-HarrisDA-G-1YG-0113
101685	2023-TxDOT-G-1YG-0182
101686	2023-TxDOT-G-1YG-0183
101687	2023-TxDOT-G-1YG-0214
101688	2023-TxDOT-G-1YG-0213

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA
HOUSTON	216	179	98	553	43	1500
DALLAS	150	209	189	424	41	1107
OUTSIDE CITY LIMITS Harris County	124	162	85	264	28	780
SAN ANTONIO	121	81	91	209	21	651
AUSTIN	76	47	45	220	11	519
FORT WORTH	46	67	40	144	20	486
EL PASO	42	29	14	90	10	225
OUTSIDE CITY LIMITS Montgomery Co.	47	39	37	58	9	207
ARLINGTON	40	31	13	69	5	185
AMARILLO	23	20	10	65	7	149
CORPUS CHRISTI	32	21	14	46	2	147
OUTSIDE CITY LIMITS Travis County	30	28	25	37	8	146
OUTSIDE CITY LIMITS Smith County	25	30	24	25	8	123
OUTSIDE CITY LIMITS Bexar County	18	16	14	40	6	116
OUTSIDE CITY LIMITS Johnson County	26	23	24	25	4	115
OUTSIDE CITY LIMITS Hidalgo County	31	33	22	36	7	113
BEAUMONT	11	13	7	29	7	111
GARLAND	12	16	12	47	6	110
OUTSIDE CITY LIMITS Fort Bend County	19	25	7	44	5	109
OUTSIDE CITY LIMITS Brazoria County	29	24	17	28	6	101
LUBBOCK	24	30	22	37	3	98
WACO	17	10	8	49	5	94
IRVING	18	23	20	23	4	86
GRAND PRAIRIE	12	20	14	31	4	84
PLANO	17	15	11	31	2	82

Deployment of Resources

Using a three-year rolling weighted average of KA crashes by jurisdiction, TxDOT assigns maximum enforcement budget amounts to each jurisdiction in the state in advance of opening the non-competitive STEP Request for Proposal (RFP) process. In determining the maximum budget amounts, KA crashes involving DWI are weighted heaviest, followed by OP, ITC, SP and CMV. Once the analysis is complete, TxDOT identifies the “Top 25 Most Wanted” jurisdictions by total KA crash activity (chart above) and encourages its Traffic Safety Specialists to solicit the participation of those agencies, or agencies within those jurisdictions. Should TxDOT be unable to fund all agencies wishing to participate, priority will be given to the Top 25 agencies, and then to agencies in descending order as they appear on the table above until the funds are exhausted.

Any jurisdiction marked “Outside City Limits” indicates the jurisdiction of county-level enforcement agencies such as Sheriffs, Constables and the State Police, and budget amounts for those

jurisdictions can be divided between the agencies wishing to participate in STEP enforcement projects. Agencies that qualify for \$12,000 or less can be approved for up to \$12,000 as an incentive to participate in STEP.

Additionally, some agencies that were participating prior to FY 2018 when the data-driven budgeting began were receiving more funding than what they qualified for under the new data-driven formula. In this case, those agencies had their previous year’s allocation reduced by 10 percent - or more, according to the needs of the department - and those reductions will continue until those agencies are receiving amounts supported by the data.

Agencies develop their Operational Plans and identify their Enforcement Zones using crash heat maps provided by the Texas Department of Public Safety’s Highway Safety Operations Center. Agencies may identify any area within their jurisdiction that has at least one KA crash indicated in the previous three years. The number of Enforcement Zones an agency is allowed depends on the total number of enforcement hours provided in the grant and the rate of at least 40 hours per zone per month or mobilization period, with a minimum of two Enforcement Zones per grant per agency.

### Effective Monitoring

The KA crash numbers provided in the table above are used for developing budgets as described but are also used as a benchmark for crash activity in the coming grant year. If agencies show an overall reduction in actual KA crash activity or “break even” when compared with the benchmark, the project will be considered effective. Agencies seeing increases in the actual vs. the benchmark may be asked to provide a narrative assessment of why crashes continued to increase. This could be attributable to increasing population, for example.

Agencies may add or remove enforcement zones from their grant with approval from TxDOT, but any changes to the Operational Plan are generally discouraged. Any changes should be based on crash data alone.

### High-visibility enforcement (HVE) strategies

#### Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Impaired Driving Enforcement
Occupant Protection Enforcement
Police Traffic Services Enforcement

**HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

Unique Identifier	Planned Activity Name
101684	2023-TxDOT-G-1YG-0181
101685	2023-TxDOT-G-1YG-0182
101686	2023-TxDOT-G-1YG-0183
101687	2023-TxDOT-G-1YG-0214
101688	2023-TxDOT-G-1YG-0213

## Performance Report (FY 2022)

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

Performance Measure: C-1) Traffic fatalities (FARS) - 5 year average

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state. The Texas Traffic Safety Program executed 339 grants for projects that are currently being implemented in each one of our program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

FARS	2020	3,734
CRIS	2021	3,877
Target	2022	3,563

Performance Measure: C-2) Serious injuries in traffic crashes (CRIS) - 5 year average

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address serious injuries in traffic crashes in the state. The Texas Traffic Safety Program executed 339 grants for projects that are currently being implemented in each one of our program areas, all of which are working toward reducing the number of serious injuries in the state. These include law enforcement and general grants.

CRIS	2020	16,136
CRIS	2021	16,499
Target	2022	16,485

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA) - 5 year average

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state, including fatalities per 100M VMT. The Texas Traffic Safety Program executed 339 grants for projects that are currently being implemented in each one of our program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

FARS	2020	1.36
CRIS	2021	1.42
Target	2002	1.40

Performance Measure: C-4) Unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2022, Texas executed grants for 209 projects that aim to reduce the number of unrestrained passenger vehicle fatalities. These include general and law enforcement (STEP) grants.

FARS	2020	1,018
CRIS	2020	1,227
Target	2022	1,185

Performance Measure: C-5) Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2022, Texas executed grants for 220 projects that aim to reduce the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher. These include general and law enforcement (STEP) grants.

FARS	2020	1,495
CRIS	2021	652
Target	2022	1,620

Performance Measure: C-6) Speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2022, Texas executed grants for 153 projects that aim to reduce the number of speeding-related fatalities. These include general and law enforcement (STEP) grants.

FARS	2020	1,446
CRIS	2021	1,529
Target	2022	1,481

Performance Measure: C-7) Motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2022, Texas executed grants for five projects that aim to reduce the number of motorcyclist fatalities.

FARS	2020	483
CRIS	2021	519
Target	2022	503

Performance Measure: C-8) Unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2021, Texas executed grants for five projects that aim to reduce the number of unhelmeted motorcyclist fatalities.

FARS	2020	233
CRIS	2021	236
Target	2022	228

Performance Measure: C-9) Drivers < 21 involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state, including fatalities per 100M VMT. The Texas Traffic Safety Program has executed 339 grants for projects that are currently being implemented in each one of our program areas. These efforts include the goal of reducing the number of drivers aged 20 or younger involved in fatal crashes in the state. These include general and law enforcement (STEP) grants.

FARS	2020	518
CRIS	2021	503
Target	2022	486

Performance Measure: C-10) Pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2022, Texas executed grants for 19 projects that aim to reduce the number of pedestrian fatalities.

FARS	2020	687
CRIS	2021	823
Target	2022	793

Performance Measure: C-11) Bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2022, Texas executed grants for 19 projects that aim to reduce the number of bicyclist fatalities.

FARS	2020	79
CRIS	2021	91
Target	2022	88

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

In FY 2022, Texas executed grants for four projects that aim to increase the observed seat belt use for passenger vehicles, front seat outboard occupants.

FARS	2020	90.90%
TTI Survey	2021	89.81%
Target	2022	89.90%

## Performance Plan

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
1	C-1	Traffic Fatalities (FARS)	5 Year	2019	2023	3,682
2	C-2	Serious Injuries (CRIS)	5 Year	2019	2023	17,062
3	C-3	Fatality Rate [per 100 Million VMT] (FARS, FHWA)	5 Year	2019	2023	1.38
4	C-4	Unrestrained Passenger Fatalities (FARS)	Annual	2023	2023	1,142
5	C-5	Alcohol-Impaired Driving Fatalities [BAC of $\geq$ .08] (FARS)	Annual	2023	2023	1,562
6	C-6	Speeding Related Fatalities (FARS)	Annual	2023	2023	1,428
7	C-7	Motorcyclist Fatalities (FARS)	Annual	2023	2023	485
8	C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	2023	2023	220
9	C-9	Drivers Aged under 21 Involved in Fatal Crashes (FARS)	Annual	2023	2023	468
10	C-10	Pedestrian Fatalities (FARS)	Annual	2023	2023	764
11	C-11	Bicyclist Fatalities (FARS)	Annual	2023	2023	85
12	B-1	Observed Seat Belt Usage Rate (Survey)	Annual	2023	2023	90.00%
13	A-1	Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Annual	2023	2023	
14	A-2	Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	Annual	2023	2023	
15	A-3	Number of Speeding Citations Issued During Grant Funded Enforcement Activities	Annual	2023	2023	
16	PA	Serious Injury Rate (per 100 Million VMT)	5 Year	2019	2023	6.39
17	PS	Non-Motorized Fatalities and Serious Injuries	5 Year	2019	2023	2,357

Sort Order	Prgm. Area	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
1	EM	Students Certified as initial EMS Providers	Annual	2023	2023	75
2	OP	Child Passenger Restraint Usage	Annual	2023	2023	84.60%
3	PT	Distracted Driving - Fatal Crashes	Annual	2023	2023	401
4	RH	Fatalities in Railroad Crossing Crashes	Annual	2023	2023	20
5	RS	Work Zone Fatalities	Annual	2023	2023	227
6	RS	Large Truck Fatalities	Annual	2023	2023	496
7	SA	Number of Community Coalitions	Annual	2023	2023	20
8	SB	School Bus Passenger Fatalities	5 Year	2019	2023	0.72
9	TR	Percent of Crash Reports Entered into the Database within 30 Days after the Crash	Annual	2023	2023	97.29%

**Overall Performance Target Justifications:**

The HSP performance targets were established based on our Road to Zero methodology as explained in section 2C Determining Performance Measures and Targets.

**Performance Measure: C-1) Traffic Fatalities (FARS)**

**Performance Target details**

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-1	Traffic Fatalities (FARS)	Numeric	5 Year	2019	2023	3,682

**Performance Target Justification**

This is a required performance measure.

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-2) Serious Injuries (CRIS)

Performance Target details

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-2	Serious Injuries (CRIS)	Numeric	5 Year	2019	2023	17,062

**Performance Target Justification** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-3) Fatality Rate [per 100MVMT] (FARS, FHWA)

Performance Target details

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-3	Fatality Rate [per 100 Million VMT] (FARS, FHWA)	Numeric	5 Year	2019	2023	1.38

**Performance Target Justification** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-4) Unrestrained Passenger Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target End Year	Target Value
C-4	Unrestrained Passenger Fatalities (FARS)	Numeric	Annual	2023	1,142

**Performance Target Justification**  
This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-5) Alcohol Impaired Driving Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-5	Alcohol-Impaired Driving Fatalities [BAC≥.08] (FARS)	Numeric	Annual	2023	1,562

**Performance Target Justification**  
This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-6) Speeding Related Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-6	Speeding Related Fatalities (FARS)	Numeric	Annual	2023	1,428

**Performance Target Justification** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-7) Motorcyclist Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-7	Motorcyclist Fatalities (FARS)	Numeric	Annual	2023	485

**Performance Target Justification.** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Numeric	Annual	2023	220

**Performance Target Justification** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-9) Drivers Aged under 21 Involved in Fatal Crashes (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-9	Drivers < 21 Involved in Fatal Crashes (FARS)	Numeric	Annual	2023	468

**Performance Target Justification** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

**Performance Measure: C-10) Pedestrian Fatalities (FARS)**

**Performance Target details**

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-10	Pedestrian Fatalities (FARS)	Numeric	Annual	2023	764

**Performance Target Justification** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

**Performance Measure: C-11) Bicyclists Fatalities (FARS)**

**Performance Target details**

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-11	Bicyclist Fatalities (FARS)	Numeric	Annual	2023	85

**Performance Target Justification** This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

**Performance Measure: B-1) Observed Seat Belt Usage Rate (Survey)**

**Performance Target details**

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
B-1	Observed Seat Belt Usage Rate (Survey)	Percentage	Annual	2023	90.00%

**Performance Target Justification**

The performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry- related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

**Perf. Measure: A-1 Seat Belt Citations Issued During Grant Funded Enforcement Activities**  
**Performance Target details**

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
A-1	Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Numeric	Annual	2023	

**Performance Target Justification** This performance measure does not have an established target

**Perf. Measure: A-2) Impaired Driving Arrests Made During Grant Funded Enforcement Act.**  
**Performance Target details**

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
A-2	Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	Numeric	Annual	2023	

**Performance Target Justification** This performance measure does not have an established target

**Perf. Measure: A-3) Speeding Citations Issued During Grant Funded Enforcement Act.**  
**Performance Target details**

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
A-3	Number of Speeding Citations Issued During Grant Funded Enforcement Activities	Numeric	Annual	2023	

**Performance Target Justification** This performance measure has no established target.

**Performance Measure: Serious Injury Rate (per 100 Million VMT)**

**Performance Target details**

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target Start Year	Target End Year	Target Value
PA	Serious Injury Rate (per 100 Million VMT)	Numeric	5 Year	2018	2023	6.39

**Performance Target Justification**

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Non-Motorized Fatalities and Serious Injuries

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target Start Year	Target End Year	Target Value
PS	Non-Motorized Fatalities & Serious Injuries	Numeric	5 Year	2018	2023	2,357

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Students Certified as initial EMS Providers

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
EM	Students Certified as initial EMS Providers	Numeric	Annual	2023	75

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Child Passenger Restraint Usage

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
OP	Child Passenger Restraint Usage	Percentage	Annual	2023	84.60%

Performance Target Justification

The performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry- related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

Performance Measure: Distracted Driving Related Fatal Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
PT	Distracted Driving - Fatal Crashes	Numeric	Annual	2023	401

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Fatalities in Railroad Crossing Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RH	Fatalities in Railroad Crossing Crashes	Numeric	Annual	2023	20

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Work Zone Fatalities

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RS	Work Zone Fatalities	Numeric	Annual	2023	227

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Large Truck Fatalities

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RS	Large Truck Fatalities	Numeric	Annual	2023	496

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Number of Community Coalitions

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
SA	Number of Community Coalitions	Numeric	Annual	2023	20

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: School Bus Passenger Fatalities

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target Start Year	Target End Year	Target Value
SB	School Bus Passenger Fatalities	Numeric	5 Year	2019	2023	0.72

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Percent of Crash Reports Entered into Database within 30 Days of Crash

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
TR	Percent of Crash Reports Entered into the Database within 30 Days after the Crash	Percentage	Annual	2023	97.29%

Performance Target Justification

The performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry- related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

I certify: **Yes**

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations: **14,078**

Fiscal Year: **2021**

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests: **1,003**

Fiscal Year: **2021**

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: **128,294**

Fiscal Year: **2021**

## Program Areas

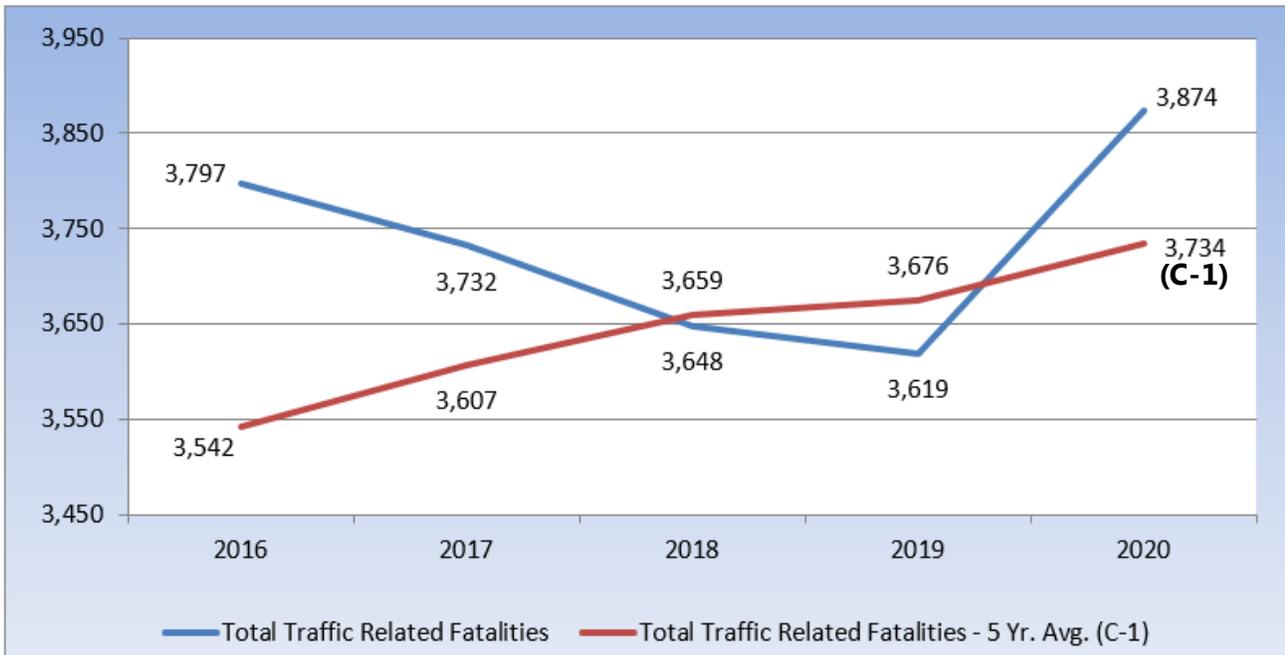
### Planning & Administration

#### Description of Highway Safety Problems

### Planning- P&A

**Problem ID** - The State of Texas has had 3,734 annual fatalities on average, from 2016 to 2020. FARS data shows that there was a decreasing trend from 2016 with 3,797 fatalities to 2019 with 3,619 fatalities. Unfortunately, in 2020 we experienced a substantial increase in fatalities due to the riskier behaviors people took due to the pandemic and social unrest observed around the country among others.

### Traffic Fatalities (C-1)



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

Single vehicle, run-off the road crashes resulted in 1,354 fatalities in 2020. This was 34.75 percent of all motor vehicle traffic fatalities in 2020. Sunday, June 21st, Friday, August 14th and Monday, December 28th were the deadliest days in 2020 with twenty-two (22) persons killed in traffic crashes in each one of those days. October was the deadliest month with 382 persons killed. [1].

[1] Texas Motor Vehicle Traffic Crash Statistics - Calendar Year 2020  
[https://ftp.txdot.gov/pub/txdot-info/trf/crash\\_statistics/2020/01.pdf](https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2020/01.pdf)



## Fatal Crashes by Hour and Day of Week

**2020**

Crash Hour	SUN	MON	TUE	WED	THU	FRI	SAT	Total
00:00 - 02:59 AM	121	51	37	41	42	66	96	454
03:00 - 05:59 AM	82	48	37	37	39	53	56	352
06:00 - 08:59 AM	39	60	43	55	62	55	40	354
09:00 - 11:59 AM	34	35	32	51	38	52	52	294
Noon - 02:59 PM	60	51	55	41	43	51	59	360
03:00 - 05:59 PM	78	82	65	65	63	73	57	483
06:00 - 08:59 PM	107	69	81	86	76	102	109	630
09:00 - 11:59 PM	93	63	73	78	84	94	130	615
<b>Total</b>	<b>614</b>	<b>459</b>	<b>423</b>	<b>454</b>	<b>447</b>	<b>546</b>	<b>599</b>	<b>3,542</b>

*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2022*

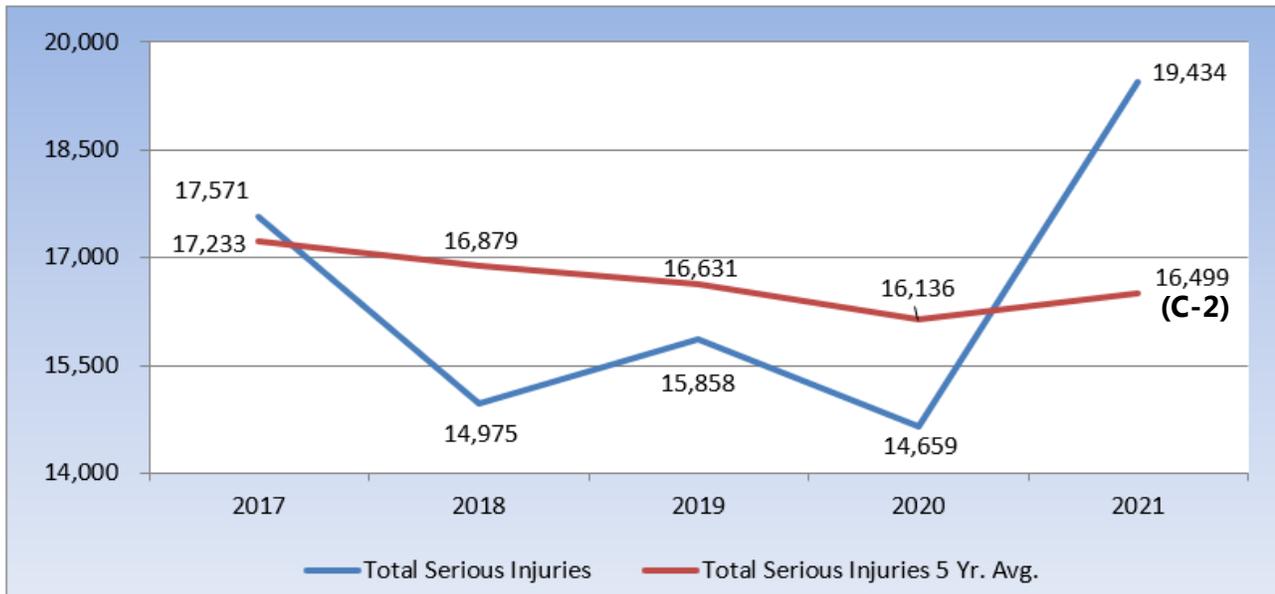
In 2020, fatal crashes in Texas were most likely to occur on Sundays with 17.3 percent of all fatal crashes closely followed with 16.9 percent of all fatal crashes occurring on Saturdays. The hours of 6:00 to 9:00 p.m. were the deadliest, with 17.8 percent of all fatal crashes occurring during this time frame. However, the combined time frame between 6:00 p.m. until 3:00 a.m. accounted for 48 percent of all fatal crashes indicating the need for increased nighttime enforcement. It is worth noting that there is a significant volume of fatal crashes during all timeframes.[2]

According to FARS data, 20.4 percent of persons killed in Texas were between the ages of 25 and 34 years of age in 2020. Persons aged 35 to 44 years old accounted for 14.9 percent and 45 to 54 years old account for an additional 11.8 percent. Persons between the age of 25 and 54 years old accounted for 47.1 percent of all persons killed.[3]

[2] Texas Motor Vehicle Traffic Crash Statistics - Calendar Year 2020  
[https://ftp.txdot.gov/pub/txdot-info/trf/crash\\_statistics/2020/17.pdf](https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2020/17.pdf)

[3] Fatality Analysis Reporting System (FARS May 28th, 2022)  
<https://www-fars.nhtsa.dot.gov/people/peopleoccupants.aspx>

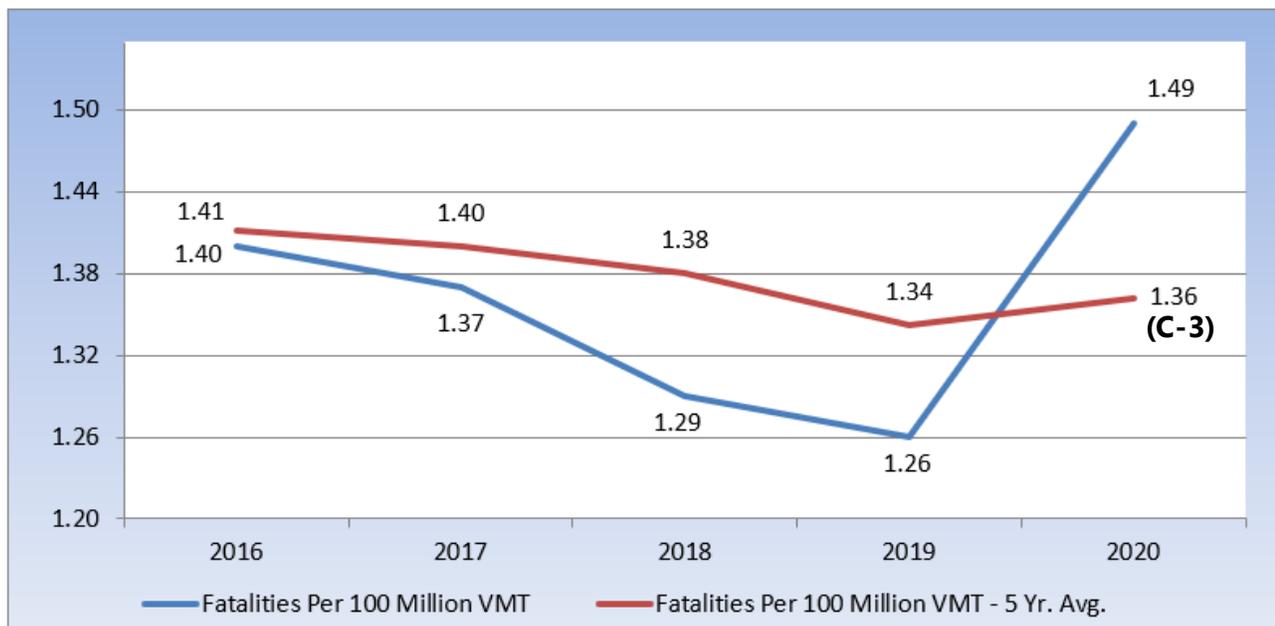
### Serious Injuries (C-2)



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2022

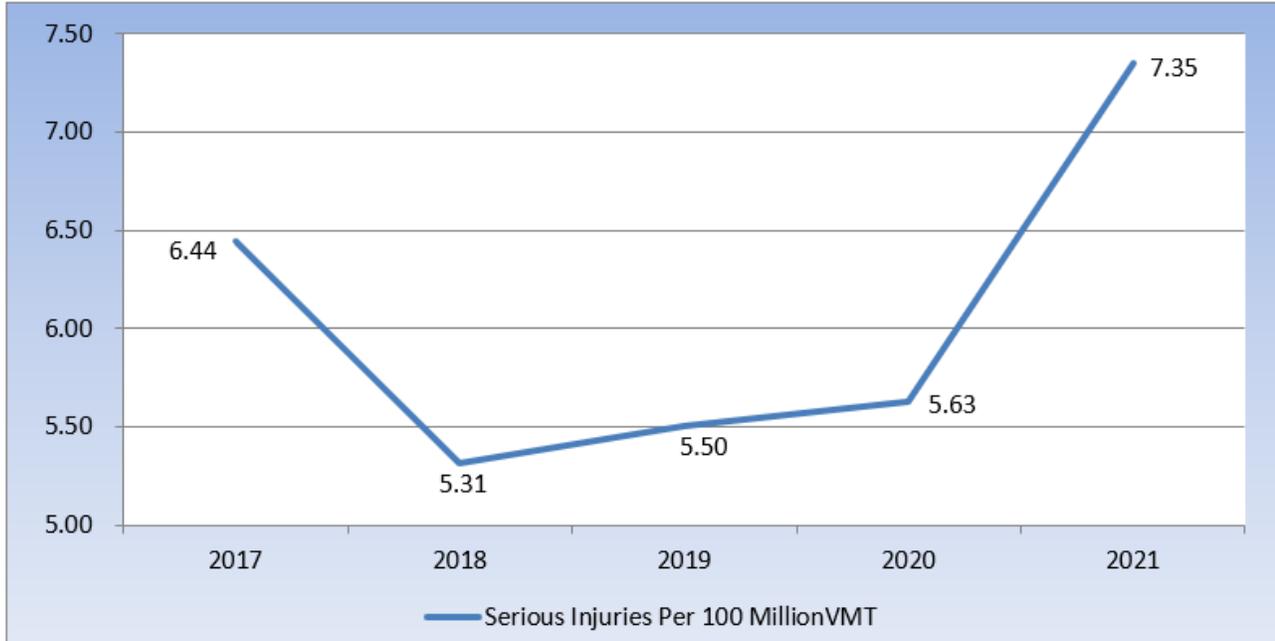
Texas had seen a decrease in the number of reportable serious injuries from 2017 to 2020, unfortunately in 2021 there was an increase of 32.6 percent compared to 2020. Regrettably, a similar increase was also noted in the fatality rate from 2020 to 2021.

### Fatality Rate (C-3)



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

### Serious Injury Rate



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2022

**P&A Performance Measures and Target Setting** - In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-1) Traffic Fatalities</b>	2022	2023	2024	2025	2026	2027
	Target	3,563	3,682	3,567	3,379	3,046

<b>(C-2) Serious Injuries</b>	2022	2023	2024	2025	2026	2027
	Target	16,485	17,062	17,509	18,252	18,093

<b>(C-3) Fatality Rate</b>	2022	2023	2024	2025	2026	2027
	Target	1.40	1.38	1.36	1.28	1.14

<b>Serious Injury Rate</b>	2022	2023	2024	2025	2026	2027
	Target	6.11	6.39	6.64	6.88	6.78

## **P&A Performance Targets:**

### **Target: Traffic Fatalities (C-1)**

2023 Target: To decrease the fatalities to not more than a five-year average of 3,682 fatalities. The calendar year target for 2023 would be 3,159 fatalities.

### **Target: Serious Injuries (C-2)**

2023 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries. The calendar year target for 2023 would be 17,819 serious injuries.

### **Target: Fatality Rate (Fatalities Per 100 Million Vehicle Miles Driven) (C-3)**

2023 Target: To decrease the fatalities per 100 MVMT to not more than a five-year average of 1.38 fatalities per 100 MVMT. The calendar year target for 2023 would be 1.20 fatalities per 100 MVMT.

### **Target: Serious Injury Rate**

2023 Target: To decrease the expected rise of the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT. The calendar year target for 2023 would be 6.77 serious injuries per 100 MVMT.

# Planning and Administration

PA - 01

## Project Descriptions

Task: **Program Management**

Planning and Administration PA - 01

Planned Activity Name: 2023-TxDOT-G-1YG-0175      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

Title / Desc. **TRF-TS Program Operations**

Conduct and manage the Traffic Safety Program in order to identify traffic safety problem areas & implement programs to reduce the number & severity of traffic related crashes, injuries, fatalities

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$4,414,000.00	\$0.00	\$0.00	<b>\$4,414,000.00</b>

Planned Activity Name: 2023-TxDOT-G-1YG-0176      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

Title / Desc. **eGrants BA**

Provide business analysis services for the continued enhancement and support of the TxDOT Traffic Safety Electronic Grants Management System (eGrants)

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$575,000.00	\$0.00	\$0.00	\$0.00	<b>\$575,000.00</b>

Planned Activity Name: 2023-TxDOT-G-1YG-0179      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

Title / Desc. **eGrants Software Support Svcs**

Provide software services for the maintenance support of the TxDOT Traffic Safety Electronic Grants Management System (eGrants) using Agate's IntelliGrants COTS product

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$55,000.00	\$0.00	\$0.00	<b>\$55,000.00</b>

Task: **Program Management** Planning and Administration PA - 01

Planned Activity Name: 2023-TxDOT-G-1YG-0180      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

Title / Desc. **eGrants Software Enhancement Services**

Provide software development services for the continued enhancement of the TxDOT Traffic Safety Electronic Grants Management System (eGrants) using Agate's IntelliGrants COTS product

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$25,000.00	\$0.00	\$0.00	\$0.00	<b>\$25,000.00</b>

**Planning and Administration**

**Budget Module: PA - 01**

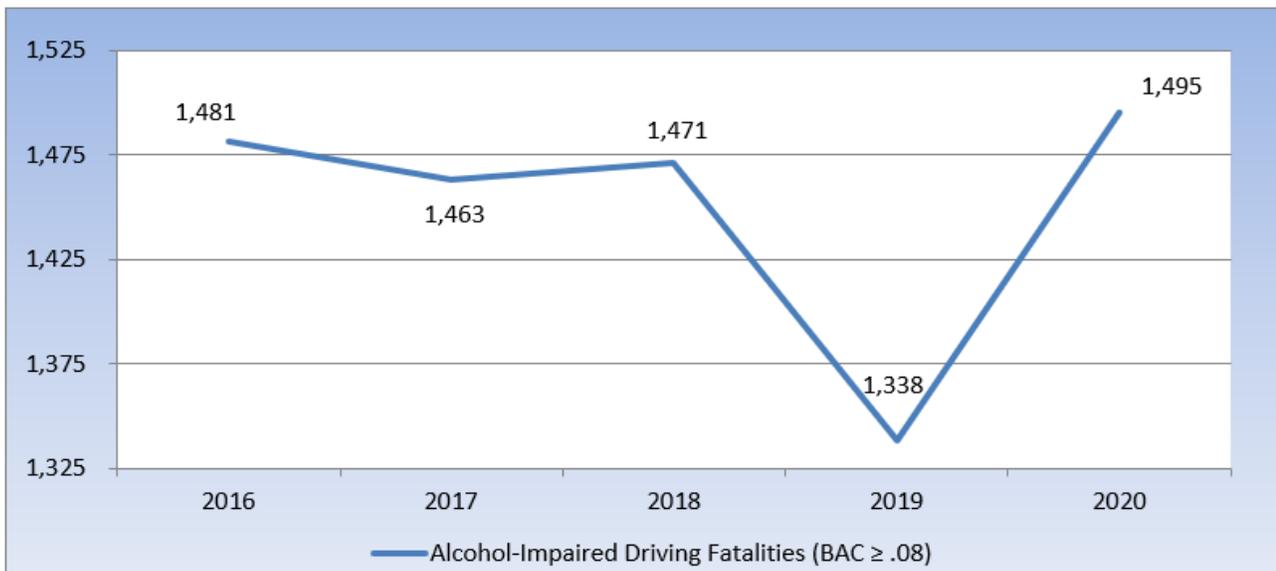
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	4	\$5,069,000.00	\$600,000.00					\$4,469,000.00			
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	0										
<b>TOTALS:</b>	<b>4</b>	<b>\$5,069,000.00</b>	<b>\$600,000.00</b>					<b>\$4,469,000.00</b>			

Program Area: Alcohol and Other Drug Countermeasures (AL)  
 Description of Highway Safety Problems

**Alcohol and Other Drug Countermeasures (AL)**

**Problem ID:** In 2020, there were 1,495 alcohol-impaired fatalities in Texas. Texas ranks in the Top 10 states nationally for the ninth consecutive year for alcohol-impaired fatalities per 100 million vehicle miles traveled and is classified as a mid-range fatality state eligible for FAST Act Section 405(D) funding.

**Alcohol-Impaired Driving Fatalities - BAC ≥ .08 (C-5)**



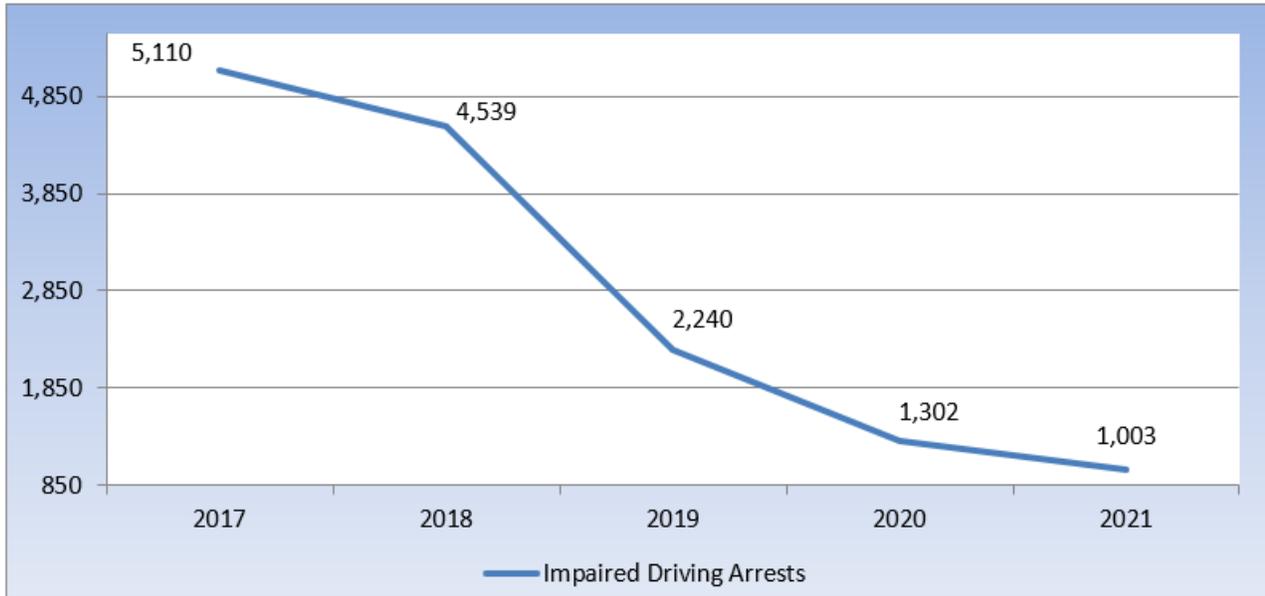
Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

Alcohol-impaired is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 0.08 percent by volume or above, which is the legal limit to drive within the State of Texas.

All current data suggests that both fatalities and serious injuries are continuing to increase. There may be several factors for this, many of which are addressed within projects of this HSP. These include EMS training to prevent serious injuries from becoming fatalities due to low training or lack of medical facilities in the area of the crash, to increased enforcement, and additional or improved reporting of BAC results in crash reports and enhancing our campaigns to reach more people.

Texas will attempt to reverse this trend by continuing to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities and educating the public on the hazards of drinking and driving.

### Impaired Driving Arrests/Funded Enforcement Activities (A-2)



Source: Department of Transportation TRF-BTS eGrants, June 5th, 2022

#### AL Performance Measures and Target Setting -

TxDOT plans to continue to include elements in high-visibility enforcement, training, education, analysis, and media in the Transportation Safety Program. In addition to traditional enforcement and other associated impaired driving programs, TxDOT will continue to actively participate in and provide administrative support to Texas’s Impaired Driving Task Force. TxDOT will work in conjunction with the TX Impaired Driving Task Force in executing the statewide strategic plan to reduce the incidence of impaired driving and associated traffic crashes and improve the impaired driving situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving, and Countermeasures That Work as outlined in the strategies and enforcement sections.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

(C-5) Alcohol-Impaired Driving Fatalities [BAC of ≥ .08]	2022	2023	2024	2025	2026	2027
Target	1,620	1,562	1,504	1,446	1,389	1,331

**AL Impacts of Proposed Strategies**- All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of alcohol/impaired driving.

Enforcement, media, outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, with emphasis on the identified high risk population groups and high-risk areas/communities in the State. DWI Judicial Education, a DWI Judicial Liaison and a Traffic Safety Resource Prosecutor are also planned in FY 2023 to assist the Texas with reducing DWI recidivism.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. The State has incorporated areas of focus with the projects selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. The State is conducting an Impaired Driving Program Assessment for its impaired driving program in FY 2022.

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities and focus on alcohol-impaired fatalities which continue to be a statewide problem. Funding for Enforcement as well as funding for impaired driving and drugged driving training for law enforcement officers are planned for FY 2023. Those courses include Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Recognition Enforcement (DRE) program among others. Alcohol and Other Drug Countermeasures Program activities will continue to assist the State in achieving its targets for the number of alcohol/impaired driving fatalities. The State will continue to work towards the achievement of the performance targets.

#### **AL Performance Targets:**

##### **Target: Alcohol-Impaired Driving Fatalities (C-5)**

2023 Target: To decrease the number of alcohol-impaired fatalities to 1,562

##### **Target: Impaired Driving Arrests Made During Grant Funded Enforcement Activities (A-2)**

2023 Target: NHTSA activity measure - no target set

## Alcohol and Other Drug Counter Measures

**AL - 02**

### Goals

- To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, injuries and fatalities.
- To reduce the number of DUI-related crashes where the driver is underage 21

### Strategies

- Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders.
- Improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers.
- Improve and increase training for law enforcement officers.
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.
- Improve BAC testing and reporting to the State's crash records information system.
- Improve DWI processing procedures.
- Improve education programs on alcohol and driving for youth.
- Increase and sustain high visibility enforcement of DWI laws.
- Increase enforcement of driving under the influence by minors laws.
- Increase intervention efforts.
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving.
- Increase the number of law enforcement task forces and coordinated enforcement campaigns.
- Increase the use of warrants for mandatory blood draws.
- Increase training for anti-DWI advocates.

### Project Descriptions

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2023-BexarCoD-G-1YG-0095 District SAT Organization Name Bexar County District Attorney's Office

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **Bexar County No-Refusal Initiative**

Continuation of the Bexar County District Attorney's Office No-Refusal Initiative on misdemeanor DWI related charges by providing blood draw supplies.

Objectives

- Develop 1 a Strategic Opt. Plan that helps reduce the # of alcohol related crashes, injuries and fatalities by 11/30/2022
- Obtain 1475 convictions on cases of those individuals charged with misdemeanor DWI by 9/30/2023
- Produce 12 press releases for local media on a monthly basis with data related to the No Refusal program by 9/30/2023
- Obtain 1450 pleas on misd DWI cases, reducing the number of hours police officers are required to testify by 9/30/2023
- Obtain 2000 voluntary breathalyzer tests from those arrested for misdemeanor DWI offenses by 9/30/2023
- Manage 4500 cases of individuals arrested and charged with misdemeanor DWI related offenses by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$18,841.00	\$0.00	\$0.00	\$21,884.10	<b>\$40,725.10</b>

Planned Activity Name 2023-DentonPD-G-1YG-0010 District DAL Organization Name City of Denton Police Department

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **Denton PD DWI Phlebotomy Program**

Grant application to reimburse costs associated with running a phlebotomy program in our city jail for DWI arrests.

Objectives

- Create 1 Will create a strategic plan during the FY 23 grant year by 9/30/2023
- Arrest 55 DWI's per month between hours of 8pm and 6am to have blood draws done in-house to save time by 9/30/2023
- Implement 1 in-house (jail) blood draw program for Denton PD by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$125,000.00	\$0.00	\$0.00	\$64,250.00	<b>\$189,250.00</b>

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name District Organization Name  
 2023-FortBend-G-1YG-0161 HOU Fort Bend County District Attorney's Office

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **Stop Impaired Drivers: Fort Bend County District Attorney's Office No Refusal Program**

*To educate citizens of the dangers of impaired driving and to reduce the numbers of impaired drivers by continuing a No Refusal program for major holidays.*

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Train 100 Local law enforcement officers with intoxicated driving training events by 9/30/2023
- Distribute 7 Press releases/events about the No Refusal program by 9/30/2023
- Coordinate 23 Nights of No Refusal operations by 9/30/2023
- Collect 12 Data sets obtained pursuant to blood search warrants executed monthly by 9/30/2023
- Utilize 100 Blood search warrants or consensual blood draws after refusal by DWI suspects by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$49,261.25	\$0.00	\$0.00	\$12,315.33	<b>\$61,576.58</b>

Planned Activity Name District Organization Name  
 2023-HarrisDA-G-1YG-0098 HOU Harris County District Attorney

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program**

*Utilizing prosecutors and administrative assistants from the DA's Office for the sole purpose of expediting the blood search warrant process for officers who are investigating impaired drivers.*

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Coordinate 250 Shifts of No Refusal by 9/30/2023
- Conduct 30 Press Release/Media Events About the No Refusal Program by 9/30/2023
- Provide 2300 Blood Search Warrants to Arresting DWI Officers by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$299,889.35	\$0.00	\$0.00	\$74,972.34	<b>\$374,861.69</b>

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name District Organization Name  
 2023-HarrisDA-G-1YG-0113 HOU Harris County District Attorney

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **Intoxication Source and Prevention**

*I.D. locations engaging in over service and sale of alcohol to minors along with police investigation; facilitating proper charges. Using civil law to augment law enforcement at problematic locations.*

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Conduct 15 Training Sessions to Local law Enforcement and Retailers by 9/30/2023
- Distribute 10 Press Release/Media Events about the Intoxication Source Investigation & Prevention Program by 9/30/2023
- Participate in 25 Criminal Complaints Filed Against Alcohol Source Establishments and/or Individuals by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$250,000.00	\$0.00	\$0.00	\$83,451.61	<b>\$333,451.61</b>

Planned Activity Name District Organization Name  
 2023-MCDAO-G-1YG-0091 HOU Montgomery County District Attorney's Office

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **Search Warrants Stop Impaired Drivers: MCDAO No Refusal Program**

*To provide prosecutors, nurses, support staff, and equipment in either a central or mobile location to draft search warrants and obtain blood samples from DWI suspects who refuse a scientific test.*

Objectives

- Develop 1 Strategic Plan by 11/30/2022
- Conduct 48 outreach activities to educate the public on No Refusal and Driving While Intoxicated (DWI) by 9/30/2023
- Conduct 120 No Refusal Enforcement Operations during the fiscal year by 9/30/2023
- Evaluate 150 No Refusal blood search warrant cases to determine the samples effect on the case's disposition by 9/30/2023
- Train 12 groups of law enforcement officers or agencies on Driving While Intoxicated (DWI) and No Refusal by 9/30/2023
- Evaluate 1000 Driving While Intoxicated (DWI) arrests for the suitability of getting a blood warrant by 9/30/2023
- Acquire 300 Blood Samples from Driving While Intoxicated (DWI) refusal suspects during No Refusal Operations by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$140,024.00	\$0.00	\$0.00	\$98,958.89	<b>\$238,982.89</b>

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name Division Organization Name  
 2023-TABC-G-1YG-0119 TRF-TS Texas Alcoholic Beverage Commission

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **TABC DUI and DWI Traffic Safety Project**

*TABC seeks to increase traffic safety by reducing DUIs, DWIs, over service and minors drinking. The focus will be on enforcement, compliance, and education of law enforcement, retailers and the public.*

Objectives

- Create 1 strategic plan that provides a data driven approach to achieving grant objectives by 11/30/2022
- Create 2 master toolkits to be distributed by 9/30/2023
- Conduct 10000 inspections at licensed alcoholic beverage locations by 9/30/2023
- Produce 1 video series to increase TABC education efforts to reduce underage drinking and drinking and driving by 9/30/2023
- Produce 1 video course series to train the public and retail staff by 9/30/2023
- Train 4000 commissioned peace officers on alcoholic beverage enforcement operations/laws by 9/30/2023
- Educate 3000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$499,997.64	\$0.00	\$0.00	\$386,231.09	<b>\$886,228.73</b>

Planned Activity Name Division Organization Name  
 2023-TDPS-G-1YG-0003 TRF-TS Texas Department of Public Safety

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **Evidential Drug, Blood and Breath Alcohol Toxicology Testing**

*Improving toxicology (BAC) testing by utilizing the most current technology and methods available to analyze blood and breath samples in driving while intoxicated cases.*

Objectives

- Achieve 20% decrease in average turnaround time for drug toxicology cases after receipt by 9/30/2023
- Develop 1 strategic plan that address the implementation of overtime, Intoxilyzers and operator classes by 11/30/2022
- Complete 95% blood alcohol cases submitted to the crime laboratory within 30 days of receipt by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$599,546.78	\$0.00	\$0.00	\$612,000.00	<b>\$1,211,546.78</b>

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2023-TxDOT-G-1YG-0181 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Enforcement

Title / Desc. **STEP Impaired Driving Mobilization**

Coordinate and conduct quarterly mobilizations consisting of increased DWI enforcement and earned media activities.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
40	405D	M5HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2023-TTI-G-1YG-0067 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Evaluation

Title / Desc. **Statewide Assessment of the Texas SFST, ARIDE & DECP/DRE Programs**

Assess the Texas Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Evaluation (ARIDE) & Drug Evaluation & Classification (DEC)/Drug Recognition Expert (DRE) Programs.

Objectives

- Complete 1 hybrid State SFST, ARIDE & DEC/DRE Program Assessment according to NHTSA guidelines by 9/30/2023
- Develop 1 plan with detailed tasks for preparation, logistics, and execution of the assessment by 9/30/2023
- Manage 1 activities associated with NHTSA Assessment team members prior to, during and after the assessment by 9/30/2023
- Complete 1 strategic plan with activities prescribed by NHTSA's State Program Hybrid Assessment Guidelines by 12/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$124,988.25	\$0.00	\$0.00	\$31,261.46	<b>\$156,249.71</b>

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

*Planned Activity Name* 2023-TTI-G-1YG-0070 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID* : Alcohol and Other Drug Counter Measures Evaluation

*Title / Desc.* **Texas Impaired Driving Task Force (TxIDTF)**

*Oversee coordination of the Texas Impaired Driving Task Force, the Texas Impaired Driving Plan, the Texas Impaired Driving Forum, and provide other technical assistance.*

*Objectives*

- Develop 1 Texas Impaired Driving Task Force Project Strategic Plan by 12/31/2022
- Revise 1 Texas Impaired Driving Plan by 9/30/2023
- Plan 1 Texas Impaired Driving Forum by 5/31/2023
- Support 4 TxIDTF Meetings by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$300,000.00	\$0.00	\$0.00	\$75,043.33	<b>\$375,043.33</b>

*Planned Activity Name* 2023-TTI-G-1YG-0071 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID* : Alcohol and Other Drug Counter Measures Evaluation

*Title / Desc.* **Blood Alcohol Concentration (BAC) Reporting in Texas: Improving ME Office and County Performance**

*Identify issues, address problems, as well as assist medical examiners and justices of the peace to report missing driver BAC toxicology results to TxDOT Crash Records.*

*Objectives*

- Complete 1 final report on ways to improve the reporting of BAC and toxicology testing data in Texas by 9/30/2023
- Support 15 Death Investigators with missing toxicology reports by 9/30/2023
- Complete 1 crash analysis to improve BAC reporting for TxDOT traffic by 9/30/2023
- Create 1 strategic plan document for the grant by 1/31/2023
- Distribute 1 educational material to 254 Death Investigator offices to improve BAC reporting rates by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5BAC	\$83,999.47	\$0.00	\$0.00	\$21,012.66	<b>\$105,012.13</b>

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-UTMBG-G-1YG-0156	TRF-TS	The University of Texas Medical Branch at Galveston

*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Evaluation

*Title / Desc.* **Is It Worth It?: Speaking up about drinking and drugged driving**

*An education series to reduce the number of alcohol/drug impaired driving related crashes, injuries, and fatalities*

*Objectives*

- Develop 1 Strategic Operation Plan by 11/30/2022
- Distribute 2500 public information and education pieces to youth and adults at school and community-based events by 9/30/2023
- Conduct 1 pilot program utilizing presentation, simulators, and VR equipment at a UTMB Galveston event by 11/20/2022
- Conduct 12 Is It Worth It? youth programs at middle and high school events by 9/30/2023
- Coordinate 5 Is It Worth It? programs on college campuses by 9/30/2023
- Collect 75 participant satisfaction survey from parents by 9/30/2023
- Collect 75 Is It Worth It? Participant alcohol and drug knowledge assessments from participants age 15 and up by 9/30/2023
- Develop 3 Impaired driving motor vehicle scenarios to be implemented by UTMB students at HEC by 9/30/2023
- Coordinate 3 Guest speakers who can speak about impaired driving and the effect it has had on their lives by 11/16/2022
- Develop 2500 age appropriate educational materials on alcohol and drugs for distribution to students and parents by 12/9/2022

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$97,005.35	\$0.00	\$0.00	\$30,391.78	<b>\$127,397.13</b>

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name: 2023-EIPasoDA-G-1YG-0085  
 District: ELP  
 Organization Name: El Paso District Attorney's Office

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns

Title / Desc. **El Paso District Attorney's Office Get a Lyft Home**

Implement a year-round, free ride-sharing initiative to reduce the number of drunk drivers and traffic fatalities caused by drunk drivers.

Objectives

- Purchase 2520 ride share credits for patrons who have consumed alcohol and intend to drive by 9/30/2023
- Collect 1 time per month utilization data from driving agency by 8/31/2023
- Achieve 75% utilization of ride share credits for a minimum of 1,890 by 7/31/2023
- Evaluate 1 Lyft driver per month for feedback on the ride share program by 6/30/2023
- Conduct 1 visit per month to establishments where informational posters placed and update by 5/31/2023
- Identify 10 of the most popular bars frequented and post ride-share information by 1/16/2023
- Educate 2 law enforcement agencies regarding the ride share program by 3/31/2023
- Send 5 informational packets to 5 social media outlets. by 2/28/2023
- Provide 3000 informational posters and flyers to restaurant/bars with ride-sharing information by 9/1/2023
- Plan 3 visits per week to local restaurants/bars to increase knowledge of ride share program by 1/9/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$52,000.00	\$0.00	\$0.00	\$13,304.40	<b>\$65,304.40</b>

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i> 2023-TXSDY-G-1YG-0111	<i>Division</i> TRF-TS	<i>Organization Name</i> Texans for Safe and Drug Free Youth
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Public Information Campaigns

*Title / Desc.* **Zero Alcohol for Youth Academies and Statewide Youth Leadership Council to Reduce Impaired Driving**

*Youth-led Zero Alcohol for Youth Academies and the Statewide Youth Leadership Council reduce underage drinking and impaired driving while increasing awareness of Zero Tolerance for Alcohol Laws.*

*Objectives*

- Create 1 a Strategic Plan by 12/1/2022
- Evaluate 0 Statewide Youth Mini-Conference by 9/30/2023
- Conduct 0 Statewide Youth Mini-Conference to support Texas youth in preventing underage drinking and DUI/DWI by 9/30/2023
- Evaluate 1 Zero Alcohol for Youth (ZAY) Academy by 9/30/2023
- Provide 1 Zero Alcohol for Youth Academy to Reduce Underage Drinking and Impaired Driving by 9/30/2023
- Support 1 Youth Leadership Council (YLC) by promoting it to broader communities by 9/30/2023
- Evaluate 3 Youth Leadership Council (YLC) trainings provided by TxSDY by 9/30/2023
- Coordinate 6 opportunities for Youth Leadership Council (YLC) education and development by 9/30/2023
- Provide 3 trainings for Youth Leadership Council (YLC) by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$375,000.00	\$0.00	\$0.00	\$124,992.21	<b>\$499,992.21</b>

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-Texas Ag-G-1YG-0032	TRF-TS	Texas A&M Agrilife Extension Service

*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Public Information Campaigns

*Title / Desc.* **Texas A&M AgriLife Extension Service Watch UR BAC Alcohol and other Drug Awareness Program**

*Education and awareness program on the dangers of impaired driving to reduce alcohol and other drug related crashes and fatalities. Emphasis is on youth, especially in rural counties.*

*Objectives*

- Develop 1 Strategic Operation Plan that outlines the program by 9/30/2023
- Provide 6 toolkits that offer resources to increase intervention efforts to reduce impaired driving by 8/31/2023
- Create 60 social media posts for program outreach and information dissemination by 9/30/2023
- Participate in 225 programs to educate the public about the dangers of impaired driving and underage drinking by 9/30/2023
- Conduct 6 programs to educate law enforcement/security officers on current alcohol and drug trends by 9/30/2023
- Support 5 programs on the dangers of impaired motorcycle riding by 8/31/2023
- Conduct 10 parent/adult education programs to increase the awareness of alcohol and drug trends by 8/31/2023
- Conduct 4 Driving While Intoxicated (DWI) Law Enforcement Advisory Group (LEAG) meetings by 9/15/2023
- Conduct 6 demonstrations on the use of ignition interlock and/or other alcohol monitoring technology by 9/15/2023
- Assist 5 counties or cities with an initiative to reduce impaired driving by minors or adults by 7/31/2023
- Support 2 Anti-DWI public information and education campaigns to reduce impaired driving by 7/31/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$674,997.79	\$0.00	\$0.00	\$235,758.88	<b>\$910,756.67</b>

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2023-TTI-G-1YG-0036 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns

Title / Desc. **Deterring Impaired Driving & Underage Drinking Amongst Youth Through Statewide Peer-to-Peer Programs**

Deploy peer-to-peer traffic safety programming that addresses impaired driving and underage drinking at junior high/middle schools, high schools & colleges in Texas.

Objectives

- Develop 1 strategic plan for delivery to TxDOT by 11/30/2022
- Develop 1 guide for collaboration with community partners to address impaired driving on college campuses by 6/30/2023
- Maintain 2 award programs for top YTS program schools by 8/31/2023
- Implement 10 impaired driving social media messages using a traffic safety culture approach for education by 9/15/2023
- Coordinate 3 virtual leadership trainings to CAB and TAB to enhance leadership and impaired driving prevention by 9/15/2023
- Complete 8 teen leadership meetings of the Teen Advisory Board (TAB) and Collegiate Advisory Board (CAB) by 8/31/2023
- Provide 195 (digital or print) other drug kits to address drugged driving for three age groups by 9/15/2023
- Provide 195 (digital or print) Zero Tolerance resources to address impaired driving to all three age groups by 9/30/2023
- Provide 4 Drug impairment education presentations focused on issues for youth and young adults by 9/30/2023
- Participate in 20 impaired driving prevention outreach activities (online or in-person) by 9/15/2023
- Maintain 9 established social media platforms' presences and continued to increase outreach on all platforms by 9/15/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$389,912.22	\$0.00	\$0.00	\$97,644.91	<b>\$487,557.13</b>

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name *District* *Organization Name*  
 2023-Travis C-G-1YG-0089 AUS Travis County Attorney's UDPP

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns

Title / Desc. **Comprehensive Underage Drinking Prevention Program (UDPP)**

*Provide underage drinking prevention/anti-DWI presentations and information booths to youth and their guardians in Travis, Hays and Williamson Counties in order to reduce under 21 DUI related crashes.*

Objectives

- Create 1 strategic plan by 9/30/2023
- Conduct 1 year round public information and education (P&E) campaign in the tri-county area by 9/30/2023
- Conduct 4 Underage Drinking Prevention Task Force Meetings by 9/30/2023
- Create 12 partnerships with agencies that can collaborate with UDPP on underage drinking prevention by 9/30/2023
- Collect 12 months of underage drinking/DWI/crash statistics in Travis, Hays and Williamson Counties and US by 9/30/2023
- Participate in 30 community events in Travis, Hays and Williamson Counties by 9/30/2023
- Conduct 300 classes of underage drinking prevention/anti-DWI presentations to youth and adults by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$142,699.98	\$0.00	\$0.00	\$174,945.71	<b>\$317,645.69</b>

Planned Activity Name *Division* *Organization Name*  
 2023-TxDOT-G-1YG-0177 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns

Title / Desc. **Project Celebrations**

*Project Celebration Mini-Grants are state funded grants to approximately 300 high schools to assist in sponsoring alcohol free events around prom and graduation time.*

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$250,000.00	\$0.00	\$0.00	<b>\$250,000.00</b>

Planned Activity Name *Division* *Organization Name*  
 2023-TxDOT-G-1YG-0185 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns

Title / Desc. **SWID**

*Statewide Impaired Driving Campaign that focuses on a seasonal media campaign during football season, Christmas/New Years Holiday, Spring Break, Spring Holidays, July 4th and Labor Day.*

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$3,265,000.00	\$0.00	\$0.00	\$3,265,000.00	<b>\$6,530,000.00</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name Division Organization Name  
 2023-ESCVI-G-1YG-0015 TRF-TS Education Service Center, Region VI

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Alcohol Drug And Safety Training Education Program "AD-A-STEP" for Life**

*An Alcohol Drug & Safety Training Education course for adults identified as under educated by federal guidelines, PreK-12 students & their parents, college freshman & after-school program youth.*

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Provide 12 education, outreach & public information posts to the public on social media by 9/30/2023
- Update 1 Teacher/staff resource binder consisting of Program lessons, supplementals, games & activities by 9/30/2023
- Teach 500 participants in the AD-A-STEP Program by 9/30/2023
- Analyze 355 participant evaluations to determine overall effectiveness of Alcohol Drug & Safety Training Program by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$86,901.66	\$0.00	\$0.00	\$28,982.50	<b>\$115,884.16</b>

Planned Activity Name District Organization Name  
 2023-LSCAD-G-1YG-0122 AUS LifeSteps Council on Alcohol & Drugs

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Be Sober on Wheels – The Williamson County (WilCo) DWI Taskforce to Reduce Impaired Driving.**

*The WilCo Driving While Intoxicated (DWI) Taskforce will increase knowledge and awareness of laws, to improve public safety and reduce impaired driving and traffic fatalities in Williamson County.*

Objectives

- Create 1 strategic plan during the FY23 grant year by 9/30/2023
- Conduct 1 training for Law Enforcement on reducing underage drinking parties and impaired driving by 9/30/2023
- Evaluate 1 Be Sober on Wheels Initiative and activities by 9/30/2023
- Conduct 1 DWI community forum on the dangers of overserving and impaired driving in Williamson County by 9/30/2023
- Educate 150 establishments in WilCo on the dangers of impaired driving and drinking laws by 9/30/2023
- Conduct 36 unique opportunities to educate WilCo community members on the dangers of impaired driving by 9/30/2023
- Coordinate 1 sticker shock campaign to raise awareness to reduce underage drinking, impaired driving, and serving by 9/30/2023
- Maintain 1 Williamson County DWI TaskForce and supporting implementation strategies by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$148,581.08	\$0.00	\$0.00	\$39,485.33	<b>\$188,066.41</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2023-LSCAD-G-1YG-0123	AUS	LifeSteps Council on Alcohol & Drugs

*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Training

*Title / Desc.* **Safe Homes Project: reducing underage drinking and impaired driving to create a safer Williamson CO.**

*LifeSteps will empower adults to create a Safe Homes network and implement an evidence-based curriculum enhancing youth resiliency to reduce underage drinking & impaired driving in Williamson County.*

*Objectives*

- Create 1 strategic plan during the FY23 grant year by 9/30/2023
- Establish 1 Safe Homes Youth All Star Council to educate peers and the community on impaired driving by 9/30/2023
- Maintain 1 Safe Homes Workgroup to establish relationships, and educate the community on traffic safety and im by 9/30/2023
- Evaluate 1 Williamson County Safe Homes Project by 9/30/2023
- Educate 215 parents/adults in Williamson County on how to create safer homes to reduce UAD and impaired driving by 9/30/2023
- Educate 65 youth on the dangers of Underage Drinking and other substances and impaired driving by 9/30/2023
- Improve 1 Safe Home Network to reduce impaired driving and underage drinking in Williamson County by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$163,755.00	\$0.00	\$0.00	\$47,615.14	<b>\$211,370.14</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-MADD-G-1YG-0009	TRF-TS	Mothers Against Drunk Driving

*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Training

*Title / Desc.* **Mothers Against Drunk Driving, Texas 'Take the Wheel Initiative'**

*A multi-dimensional awareness initiative that focuses on key segments of law enforcement, community stakeholders, and at-risk populations in high impaired driving threat areas.*

**Objectives**

- Create 1 Strategic Plan by 9/30/2023
- Implement 18 Program Area DWI/DUI Underage Drinking Prevention awareness/PR/Communication initiatives by 9/30/2023
- Conduct 1 Statewide MADD 'Texas Town Hall Virtual Meeting' by 9/30/2023
- Educate 15300 Teens, Youth, and Young Adults in Power of Youth by 9/30/2023
- Educate 1125 Parents and Other Adults on the Power of Parents Program by 9/30/2023
- Conduct 9 Law Enforcement Recognition and Award Activities by 9/30/2023
- Conduct 350 Law Enforcement Outreach (LEO) activities statewide by 9/30/2023
- Conduct 7 Virtual Learning Series for Power of Youth and Power of Parents Workshops by 9/30/2023
- Coordinate 7 Impaired Driving Roundtable for Law Enforcement and Community Stakeholders by 9/30/2023
- Conduct 90 Community Outreach Activities informing members of the public on the dangers of DWI/DUI by 9/30/2023
- Participate in 180 Community Coalition/Taskforce meetings/partnership activities in support of DWI/DUI prevention. by 9/30/2023

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$746,235.25	\$0.00	\$0.00	\$316,005.00	<b>\$1,062,240.25</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i> 2023-NSC-G-1YG-0108	<i>Division</i> TRF-TS	<i>Organization Name</i> National Safety Council
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Training

*Title / Desc.* **Drug Impairment Training for Texas Employers (DITTE)**

*To educate Texas Employers on traffic safety issues, specifically related to impaired driving, to change driver behavior and to reduce the number of fatalities & injuries on Texas roadways.*

*Objectives*

- Maintain 1 webpages/website with impaired driving resources for employers. (alcohol and other drugs) by 9/30/2023
- Provide 9 professional development trainings, webinars and presentations on Impairment/impaired driving by 9/30/2023
- Develop 8 Impairment articles for inclusion in the Our Driving Concern monthly newsletters by 9/30/2023
- Train 300 employers, employees, organizations, etc. on impairment through training, webinars & presentations by 9/30/2023
- Develop 4 educational materials for outreach (posters, safety talks, etc.) for Texas employers by 9/30/2023
- Conduct 2 Drug Impaired Training for Texas Employers Advisory meetings by 9/30/2023
- Develop 2 DITTE micro-learning/training units from the core DITTE training curriculum by 9/30/2023
- Maintain 12 consecutive months of providing impaired driving support to Texas employers & others by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$172,417.52	\$0.00	\$0.00	\$50,110.67	<b>\$222,528.19</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2023-TXSDY-G-1YG-0087 Division TRF-TS Organization Name Texans for Safe and Drug Free Youth

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Screening and Brief Intervention to Reduce Risky Alcohol Use and DUI/DWI Among College Students**

Screening & Brief Intervention is an evidence-based strategy that identifies risky alcohol use and its consequences (such as DUI) among college students and motivates them to change their behavior.

Objectives

- Create 1 a Strategic Plan by 12/1/2022
- Support 4 campuses in reducing binge drinking and associated DUI/DWI by 9/30/2023
- Create 1 online resource to help address impaired driving among Texas college students by 9/30/2023
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting it to broader communities by 9/30/2023
- Evaluate 5 SBI trainings and events by 9/30/2023
- Support 4 campuses in implementing SBI by 9/30/2023
- Train 4 campuses in implementing SBI by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$410,000.00	\$0.00	\$0.00	\$136,639.40	<b>\$546,639.40</b>

Planned Activity Name 2023-TXSDY-G-1YG-0107 Division TRF-TS Organization Name Texans for Safe and Drug Free Youth

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Enhanced Visibility Enforcement Campaign to Reduce Underage Access to Alcohol and DWI/DUI.**

To reduce DWI/DUI, this campaign focuses on using community and police training 1) to hold adults accountable for providing youth access to alcohol and 2) increase awareness of underage drinking laws.

Objectives

- Create 1 a Strategic Plan by 12/1/2022
- Create 0 resource that educates the public on the relationship between youth access to alcohol and DUI/DWI by 9/30/2023
- Evaluate 7 trainings provided by Texans for Safe and Drug-Free Youth by 9/30/2023
- Provide 5 trainings to educate communities on their role in increasing enforcement of underage drinking laws by 9/30/2023
- Support 1 Enhanced Visibility Campaign by promoting it to broader communities by 9/30/2023
- Coordinate 2 Controlled Party Dispersal (CPD) Trainings for local law enforcement by 9/30/2023
- Support 5 communities in increasing community understanding of and support for underage drinking laws by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$215,000.00	\$0.00	\$0.00	\$71,662.48	<b>\$286,662.48</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name Division Organization Name  
 2023-TTI-G-1YG-0072 TRF-TS Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Texas Ignition Interlock Training, Outreach, and Evaluation Program**

*The project will provide trainings and educational materials to criminal justice and traffic safety professionals to increase use of ignition interlocks in Texas.*

Objectives

- Participate in 3 outreach events to educate target audience about ignition interlock devices by 9/30/2023
- Produce 3 outreach information sheets for distribution to criminal justice system stakeholders by 8/15/2023
- Update 1 self-directed online probation officer ignition interlock training by 5/31/2023
- Create 1 strategic plan by 12/31/2022
- Complete 21 ignition interlock trainings for criminal justice system personnel by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5II	\$199,999.02	\$0.00	\$0.00	\$50,326.30	<b>\$250,325.32</b>

Planned Activity Name Division Organization Name  
 2023-TTI-G-1YG-0073 TRF-TS Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Essential Education: Marijuana and Driving**

*Considered a high-priority need, this project addresses the education of the general public regarding the effects of marijuana impairment related to driving.*

Objectives

- Create 1 a strategic plan for the grant year by 12/31/2022
- Produce 1 final report summarizing all activities by 9/30/2023
- Attend 1 national marijuana conference by 9/30/2023
- Teach 1 dangers/consequences of marijuana impaired driving at a regional, state, or national conference by 9/15/2023
- Complete 4 focus groups, each with 4-10 stakeholders by 9/30/2023
- Distribute 1 updated online training materials for individuals/stakeholders to educate the public on marijuana by 8/31/2023
- Complete 4 train the trainer trainings with safety coalitions or other appropriate organizations by 9/30/2023
- Revise 1 curriculum based on new materials about marijuana and driving for the general public by 6/30/2023
- Complete 1 literature review on updated or new marijuana and driving resources to improve training efforts by 7/15/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$82,998.90	\$0.00	\$0.00	\$20,762.28	<b>\$103,761.18</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name Division Organization Name  
 2023-TTI-G-1YG-0078 TRF-TS Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Training and Assistance for Criminal Justice Professionals on DWI Treatment Interventions**

*Provide training & technical assistance to criminal justice professionals on how to reduce the risk of DWI recidivism by sharing intervention plan practices & facilitating operations of DWI caseloads.*

**Objectives**

- Complete 1 Final Technical Memorandum Detailing Project Efforts by 9/30/2023
- Complete 1 Focus Group to Determine Best DWI Referrals at the Pre-trial Stage by 9/30/2023
- Conduct 5 trainings for Traffic Safety Stakeholders, Educators, Community on DWI Offenses and Mental Health by 9/30/2023
- Create 1 strategic plan document for the grant by 1/31/2023
- Conduct 5 trainings for Judges, Community Corrections, jailers, Defense Attorneys by 9/30/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$89,990.67	\$0.00	\$0.00	\$22,509.51	<b>\$112,500.18</b>

Planned Activity Name Division Organization Name  
 2023-TAC-G-1YG-0080 TRF-TS Texas Association of Counties

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **County Judges Impaired Driving Liaison Project**

*Educate county judges on the effective use of evidence-based principles to reduce impaired driving, including use of alcohol-monitoring technology.*

**Objectives**

- Maintain 1 telephone hotline/helpdesk by 9/30/2023
- Develop 1 Strategic plan for FY23 by 8/31/2023
- Maintain 1 Impaired driving website by 9/30/2023
- Develop 1 Impaired driving curriculum for use throughout the grant year by 9/30/2023
- Educate 400 Constitutional County Judges by 9/30/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$194,921.83	\$0.00	\$0.00	\$50,810.28	<b>\$245,732.11</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2023-TCJ-G-1YG-0099 Division TRF-TS Organization Name Texas Center for the Judiciary

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Texas Judicial Resource Liaison and Impaired Driving Judicial Education**

*This project improves adjudication of impaired driving cases through education, technical assistance and support materials for judges and DWI Court teams.*

Objectives

- Create 1 strategic plan that provides a data driven approach to achieving grant objectives by 11/30/2022
- Manage 1 Texas Judges' DWI Resource website by 9/30/2023
- Conduct 1 Impaired Driving Symposium by 8/15/2023
- Conduct 2 DWI Summit meetings by 7/31/2023
- Conduct 2 DWI Court Team Conferences by 4/30/2023
- Conduct 10 impaired driving education breakout sessions at TCJ conferences by 9/30/2023
- Maintain 1 Texas Judicial Resource Liaison by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$763,372.84	\$0.00	\$0.00	\$591,812.31	<b>\$1,355,185.15</b>

Planned Activity Name 2023-TDCAA-G-1YG-0025 Division TRF-TS Organization Name Texas District and County Attorneys Association

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **DWI Resource Prosecutor**

*TDCAA will maintain a qualified DWI Resource Prosecutor as trainer and liaison; provide regional prosecutor/officer courses, publications, articles, case notes, technical assistance, and a web site.*

Objectives

- Develop 1 Strategic Plan by 11/30/2022
- Conduct 2 week-long Prosecutor Trial Skills programs and provide students with publications by 7/31/2023
- Conduct 1 statewide Task Force meeting of DWI prosecutors by 8/1/2023
- Provide 4 publications to all Texas Prosecutors or all Texas prosecutor offices by 9/30/2023
- Conduct 1 Train the Trainer program for prosecutors and prosecutor support staff by 4/1/2023
- Conduct 26 regional DWI programs for prosecutors and police officers by 9/30/2023
- Provide 1 publication to all new investigators at TDCAA's Annual Investigator School by 3/4/2023
- Provide 1 DWI Resource Prosecutor to provide technical assistance to Prosecutors and Traffic Safety Partners by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$698,649.70	\$0.00	\$0.00	\$332,709.15	<b>\$1,031,358.85</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TJCTC-G-1YG-0013	TRF-TS	Texas Justice Court Training Center

*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Training

*Title / Desc.* **Texas Justice Court Traffic Safety Initiative**

*The Texas Justice Court Traffic Safety Initiative's goal is to reduce DWI offenses by providing judicial education and support to Texas justices of the peace and court personnel.*

*Objectives*

- Develop 1 strategic plan based on a data driven approach by 11/30/2022
- Participate in 1 seminar focusing on DWI law and impaired driving issues impacting all levels of the judiciary by 9/30/2023
- Provide 6 hours of education to at least 150 judges at new judge seminars in three stages by 9/30/2023
- Distribute 10 multi-media articles related to project areas to all clientele by 9/30/2023
- Conduct 12 hours of instruction to judges and court personnel through in-person or virtual and online programs by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$124,957.46	\$0.00	\$0.00	\$31,232.66	<b>\$156,190.12</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2023-TMCEC-G-1YG-0124 Division TRF-TS Organization Name Texas Municipal Courts Education Center

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Municipal Traffic Safety Initiatives**

To provide education on traffic safety issues to municipal judges and court support personnel while encouraging them to participate in traffic safety outreach.

Objectives

- Conduct 1 workshop to educate municipal courts on using a teen court program to promote traffic safety by 9/30/2023
- Conduct 1 statewide conference on traffic safety issues by 9/30/2023
- Train 150 prosecutors on traffic safety issues through in-person courses and webinars by 9/30/2023
- Produce 12 pages related to traffic safety issues for publication in TMCEC's quarterly legal journal by 9/30/2023
- Train 1250 municipal judges on traffic safety issues through in-person courses and webinars by 9/30/2023
- Select 9 municipal courts as MTSI Award winners by 9/30/2023
- Train 850 municipal court personnel on traffic safety issues through in-person courses and webinars by 9/30/2023
- Conduct 0 Removed by 9/30/2023
- Conduct 1 joint impaired driving symposium for judges with other judicial education centers by 9/30/2023
- Coordinate 25 traffic safety exhibits at TMCEC conferences and other events by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$350,000.00	\$0.00	\$8,225.00	\$79,337.14	<b>\$437,562.14</b>

Planned Activity Name 2023-TMPA-G-1YG-0004 Division TRF-TS Organization Name Texas Municipal Police Association

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **SFST Refresher, Practitioner, Instructor, Adv.DWI Investigation & Enforcement, DITEP,FRIDAY Training**

Provide DWI and drug detection, assessment training, and arresting skills to produce cases for successful case prosecution to Texas peace officers, prosecutors, judges, and education professionals

Objectives

- Update 1 set of training materials for students attending training by 9/30/2023
- Conduct 1504 hours of impaired driving and/or drug impairment training by 9/30/2023
- Develop 1 Strategic Plan by 12/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$1,000,000.00	\$0.00	\$0.00	\$284,400.00	<b>\$1,284,400.00</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TMPA-G-1YG-0008	TRF-TS	Texas Municipal Police Association

*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Training

*Title / Desc.* **Drug Recognition Expert (DRE), ARIDE, and Regional DWI Training Conference**

*Provide Drug Recognition Expert (DRE) support in Texas by maintaining certifications TX DREs and training new DREs. Provide ARIDE training, and regional DWI training conferences.*

*Objectives*

- Conduct 3 regional impaired driving enforcement training conferences for law enforcement by 9/30/2023
- Conduct 30 Advanced Roadside Impaired Driving Enforcement (ARIDE) courses for Texas peace officers by 9/30/2023
- Complete 1 Strategic training plan by 12/31/2022
- Revise 1 Texas enhanced IACP DECP standards by 1/31/2023
- Conduct 12 DRE Recertification training courses by 9/30/2023
- Conduct 5 DRE Certification Schools by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$999,999.87	\$0.00	\$0.00	\$266,371.50	<b>\$1,266,371.37</b>

**Alcohol and Other Drug Counter Measures**      **Budget Module: AL - 02**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	48	<b>\$3,936,623.38</b>	\$140,024.00			\$2,342,536.02				\$1,454,063.36	\$140,024.00
Evaluation	4	<b>\$763,702.30</b>	\$521,993.60			\$83,999.47				\$157,709.23	
Public Information & Education	7	<b>\$9,061,256.10</b>	\$1,207,609.99			\$3,692,000.00		\$250,000.00		\$3,911,646.11	\$142,699.98
Training	17	<b>\$8,876,777.45</b>	\$564,948.13			\$5,882,832.67			\$8,225.00	\$2,420,771.65	
<b>TOTALS:</b>	<b>76</b>	<b>\$22,638,359.23</b>	<b>\$2,434,575.72</b>			<b>\$12,001,368.16</b>		<b>\$250,000.00</b>	<b>\$8,225.00</b>	<b>\$7,944,190.35</b>	<b>\$282,723.98</b>

Program Area: Emergency Medical Services  
Description of Highway Safety Problems

### **Emergency Medical Services (EM)**

**Problem ID** - Texas had 4,485 fatalities in 2021. Most of the fatalities still occur in the non-metropolitan areas of the state. While in 2020 only 10.3 percent of the population lives in rural areas[2], those areas account for 38.8 percent of the fatalities for the state (2020 FARS).

Rural EMS providers face specific challenges that increase their need for appropriate training. Patient survivability is directly linked to speed of arrival at a definitive care facility, as well as availability of trained emergency medical personnel available to respond to crashes in rural areas of the state. Call times in rural areas exceed those in an urban setting because of increased travel distances and personnel distribution across wider response areas. Not only is the specific injury or illness an important factor when discussing mortality and morbidity, but time required for the arrival of care and miles traveled by EMS crews to reach an event are also critical determinants in patient outcome. In short, rural crash victims have a longer trip to the hospital, and responders must be prepared to do more for them during that time.

Rural EMS providers lack sufficient resources to acquire the necessary training on their own. EMS organizations in rural counties across the United States have always had a great need for additional financial assistance, especially with regard to meeting the ever-increasing educational demands required by a combination of regulatory agencies and changes in clinical care within the profession.

TRF-BTS continually works to improve pre-hospital care response and availability throughout rural and frontier areas through improved accessibility of training and improved EMS involvement in local communities by increasing the availability of training in the rural and frontier areas of Texas. TRF-BTS will also assist by providing resources for the conducting of training in the initial certification course for EMT's and Paramedics, as well as training updates and refresher courses and certifications to become initial EMS Providers. Hopefully this will increase the chances that these professionals will be able to save more lives.

[1] The History of EMS at NHTSA. Retrieved from <https://www.ems.gov/OEMShistory.html> on June 2017

[2] USDA Economic Research Service

<https://data.ers.usda.gov/reports.aspx?StateFIPS=48&StateName=Texas&ID=17854>

TxDOT plans to implement a new objective focused on providing student certification as initial EMS providers and continue the EMS training program to ensure rural and frontier EMS personnel are trained and capable of life saving measures.

TxDOT will work in conjunction with EMS providers via the Texas Engineering Extension Service to provide this training to reduce the incidence of mortality of injured persons involved in traffic crashes and improve the survivability of these crashes in the rural and frontier areas in Texas.

Texas established its performance targets based on data projections using CRIS data through our TxSTORM to pinpoint the problem areas and calculate the needs for the areas in question.

<b>Students Certified as Initial EMS Providers</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>Target</b>	75	75	75	75	75

**EM Impacts of Proposed Strategies** – All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the number of EMS students trained.

This training, outreach and prevention-focused project is conducted at the local and statewide levels to impact the overall driving public, with emphasis on the identified high-risk population group in the rural and frontier areas/communities in the State.

Funding for EMS provider training planned for FY 2023 is designed to achieve the most effective impact on increasing the training of EMS providers and providing additional EMT professionals in rural and frontier areas of the State.

**EM Performance Targets:**

**Target: Students Certified as Initial EMS Providers**

2023 Target: To certify 75 students as initial EMS providers

# Emergency Medical Services

EM - 03

## Goals

- To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.

## Strategies

- Increase EMS involvement in local community safety efforts.
- To increase the availability of EMS training in rural and frontier areas.

## Project Descriptions

Task: **Training**

Emergency Medical Services EM - 03

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TEEXESTI-G-1YG-0143	TRF-TS	Texas Engineering Extension Service ESTI

*Primary Countermeasure Strategy ID :* Emergency Medical Services Training

*Title / Desc.* **Rural / Frontier EMS Education Grant**

*Provide funding for initial and continuing education training to the rural / frontier response departments in Texas to enhance the training of EMS first responders in the state of Texas.*

### Objectives

- Update 36 times, the Rural / Frontier EMS Education website with current information and forms by 9/30/2023
- Train 300 students in initial EMS classes by 8/31/2023
- Train 275 hours of continuing education (CE) training by 8/31/2023
- Certify 75 Students as initial EMS Providers by 9/30/2023
- Attend 5 meetings and/or conferences focusing on schools and school districts by 8/31/2023
- Attend 12 Conference / Meetings to promote and distribute information about the grant by 8/31/2023

### Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	EM	\$321,672.24	\$0.00	\$0.00	\$83,281.82	<b>\$404,954.06</b>

**Emergency Medical Services**

**Budget Module: EM - 03**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	1	\$404,954.06	\$321,672.24							\$83,281.82	
<b>TOTALS:</b>	<b>1</b>	<b>\$404,954.06</b>	<b>\$321,672.24</b>							<b>\$83,281.82</b>	

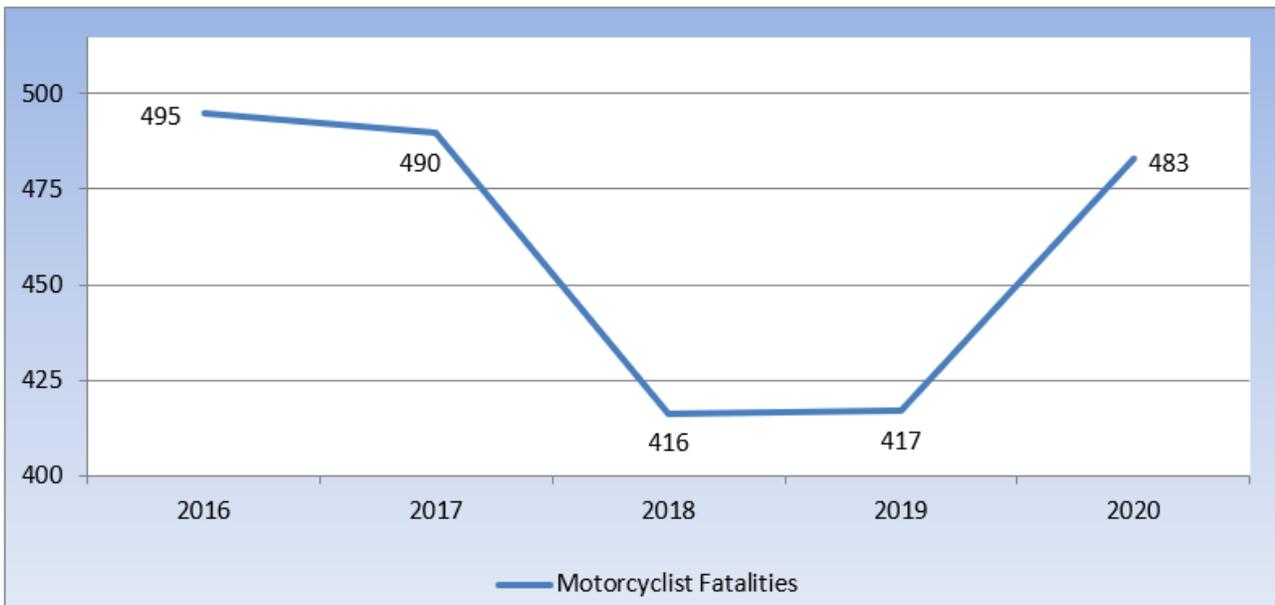
Program Area: Motorcycle Safety  
 Description of Highway Safety Problems

**Motorcycle Safety (MC)**

**Problem ID** - The State of Texas had been experiencing a steady decrease in the number of motorcyclist fatalities since 2016; however, the FARS data indicates an increase of nearly 16 percent in 2020 increasing to 483 the number of motorcyclist fatalities. Of those 483 motorcyclist fatalities, 48.2 percent were not wearing helmets.

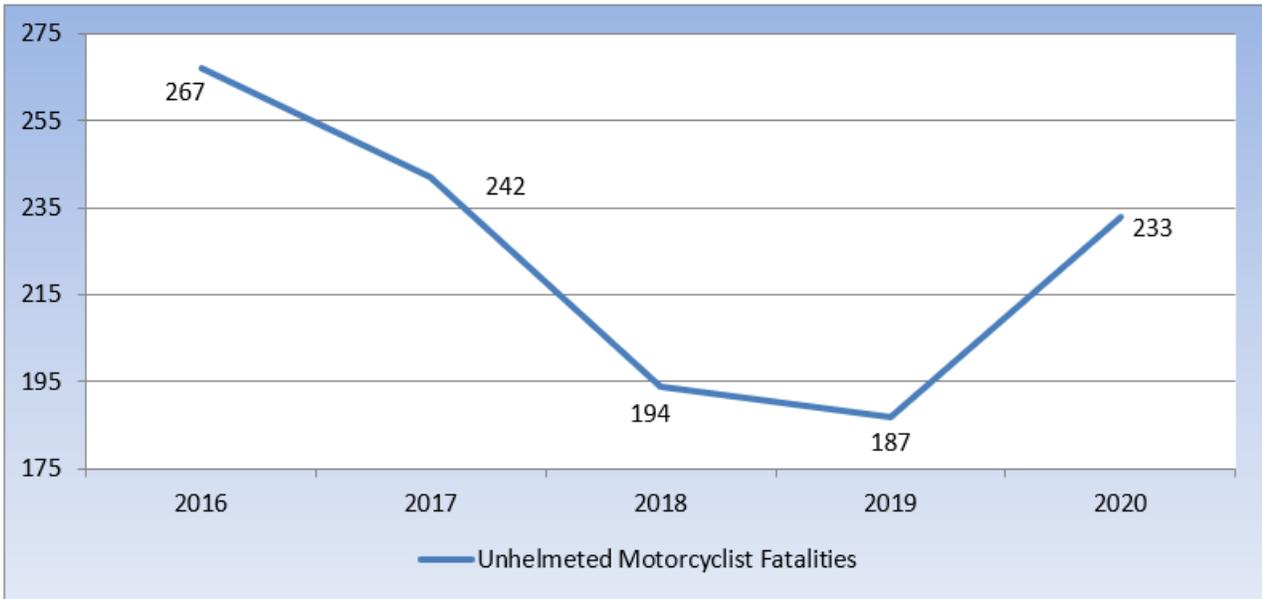
Motorcycle crashes continue to be heavily overrepresented in the total number of motor vehicle crashes. In 2020, motorcycle registrations comprise approximately less than 2 percent of the vehicle mix in Texas, yet they account for approximately 12.5 percent of all traffic fatalities.

**Motorcyclist Fatalities (C-7)**



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

### Unhelmeted Motorcyclist Fatalities (C-8)



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

While Texas, in 2016, had the highest voluntary helmet usage rate for a state without a universal helmet law (72.1 percent), fatal crashes involving unhelmeted riders continue to be an aggravating factor and we seem to continue to be moving in the wrong direction. The trend shows 44.8 percent of motorcyclists killed in 2019 were not wearing a helmet, compared to 48.2 percent in 2020. The 30-to-39-year-old age range shows the most fatalities overall of all age groups, followed by 20-to-29-year-olds.

Although Texas has witnessed a significant population expansion, the number of registered motorcycles has decreased. The Texas Department of Motor Vehicles reports 341,507 registered motorcycles in the state in May 2022, down from 336,523 in May 2021. However, there has been an increase in the number of licensed motorcycle operators in Texas. Currently within the State of Texas, there are 1,131,483 licensed motorcycle operators[1].

**MC Performance Measures and Target Setting** – TxDOT will continue to actively participate in and provide administrative support to the Texas Motorcycle Safety Coalition and work in conjunction with them in executing the statewide strategic plan to reduce the incidence of the associated traffic crashes and fatalities of motorcycle operators in Texas.

[1] Report provided by Texas Department of Public Safety, Driver’s License Division, May 2022

This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 3 – Motorcycle Safety, and Countermeasures That Work as outlined in the strategies section.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-7) Motorcyclist Fatalities Target</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
	503	485	467	449	431	413

<b>(C-8) Unhelmeted Motorcyclist Fatalities Target</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
	228	220	212	203	195	187

**MC Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures to positively impact the issue of motorcycle safety and awareness.

Media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall motorcycle operator and passenger fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Texas is providing \$330,000 in state funds in FY 2023 to help enhance program efforts to address this problem. Funding for public education and outreach and rider safety and awareness are planned for FY 2023 to assist Texas with reducing motorcycle operator and passenger fatalities and injuries.

Texas will continue to focus on motorcyclist fatalities which continue to be a statewide problem. TxDOT Motorcycle Safety Program activities will continue to assist the State in achieving its targets.

**MC Performance Targets:**

**Target: Motorcyclist Fatalities (C-7)**

2023 Target: To decrease the number of motorcyclist fatalities to 485 fatalities.

**Target: Unhelmeted Motorcyclist Fatalities (C-8)**

2023 Target: To decrease the number of unhelmeted fatalities to 220 fatalities.

# Motorcycle Safety

MC - 04

## Goals

- To reduce the number of motorcyclist fatalities

## Strategies

- Improve education and awareness of motorcycle safety among law enforcement and EMS personnel, educators and state & local traffic engineers.
- Improve public information and education on motorcycle safety, including the value of wearing a helmet.
- Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.
- Increase public information and education on motorists' responsibility pertaining to motorcycle safety.
- Increase rider education and training.

## Project Descriptions

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TTI-G-1YG-0045	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Motorcycle Safety Public Information Campaigns

*Title / Desc.* **Statewide Motorist Awareness and Motorcyclist Safety Outreach and Support**

*Public education and outreach employing riders and related safety groups to raise motorists' and riders' knowledge of safely sharing the road and of rider safety awareness.*

### Objectives

- Develop 1 Safety Initiatives Technical Brief by 9/8/2023
- Conduct 3 Texas Motorcycle Safety Coalition Task Force by 9/15/2023
- Develop 25 Traffic Safety Specialist Rider Outreach Materials by 8/4/2023
- Assist 1 Texas Motorcycle Safety Program Assessment by 8/18/2023
- Attend 3 Statewide Motorist Awareness and Motorcyclist Safety Events to Distribute Educational Materials by 9/15/2023
- Provide 1 Texas Motorcycle Safety Forum by 8/14/2023
- Complete 240 Website and Social Media Content Updates, and Perform Website Support as Needed by 9/22/2023
- Conduct 4 Motorcycle Safety Coalition Activities by 9/22/2023
- Evaluate 1 Campaign Outreach Activity by 9/23/2023
- Develop 1 Outreach Plan and Campaign Promotional Items List by 12/9/2022

### Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MC	\$329,999.75	\$0.00	\$0.00	\$82,545.10	<b>\$412,544.85</b>

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

Planned Activity Name Division Organization Name  
 2023-TTI-G-1YG-0075 TRF-TS Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

Title / Desc. **Unlicensed to Ride: Encouraging Motorcyclists to Complete Training and Licensing**

*A data linkage and outreach project that investigates trained vs. untrained rider crashes, continues a mailing campaign to encourage riders to complete training, and subsidizes motorcycle training.*

Objectives

- Participate in 1 national traffic safety, motorcycle safety, or traffic records conference by 9/30/2023
- Provide 2 presentations to Texas traffic safety stakeholders by 9/30/2023
- Complete 1 mass mailing to untrained riders in the State by 8/31/2023
- Evaluate 1 FY 2022 mailing campaign by 9/30/2023
- Develop 1 centralized location for training and licensing information by 8/31/2023
- Survey 1 set of riders as they complete motorcycle safety training by 9/30/2023
- Support 1 set of motorcycle riders through motorcycle safety training by 8/15/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405F	M11X	\$99,999.04	\$0.00	\$0.00	\$25,013.95	<b>\$125,012.99</b>

Planned Activity Name Division Organization Name  
 2023-TxDOT-G-1YG-0192 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

Title / Desc. **Motorcycle Safety Campaign (State)**

*A Statewide paid media campaign and public information education reminding motorists to look twice for motorcycles and share the road.*

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$330,000.00	\$0.00	\$330,000.00	<b>\$660,000.00</b>

Planned Activity Name Division Organization Name  
 2023-TxDOT-G-1YG-0195 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

Title / Desc. **Motorcycle Safety Campaign (Fed)**

*A Statewide paid media campaign and public information education reminding motorists to look twice for motorcycles and share the road.*

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405F	M11X	\$320,000.00	\$0.00	\$0.00	\$320,000.00	<b>\$640,000.00</b>

Task: **Training**

Motorcycle Safety MC - 04

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TTI-G-1YG-0040	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Motorcycle Safety Training

*Title / Desc.* **Reducing Drinking and Riding through Motorcycle Stakeholder Engagement**

*Develop impaired-riding resources for motorcycle-related businesses and organizations to reduce alcohol-related crashes and injuries among motorcyclists in Texas.*

*Objectives*

- Evaluate 1 impaired riding outreach campaign by 9/15/2023
- Complete 52 social media posts by 9/22/2023
- Develop 4 outreach videos by 6/16/2023
- Develop 3 print or online outreach materials by 5/26/2023
- Conduct 5 meetings with motorcycle stakeholders by 3/31/2023
- Develop 1 outreach plan by 11/18/2022

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MC	\$95,862.26	\$0.00	\$0.00	\$23,979.27	<b>\$119,841.53</b>

**Motorcycle Safety**

**Budget Module: MC - 04**

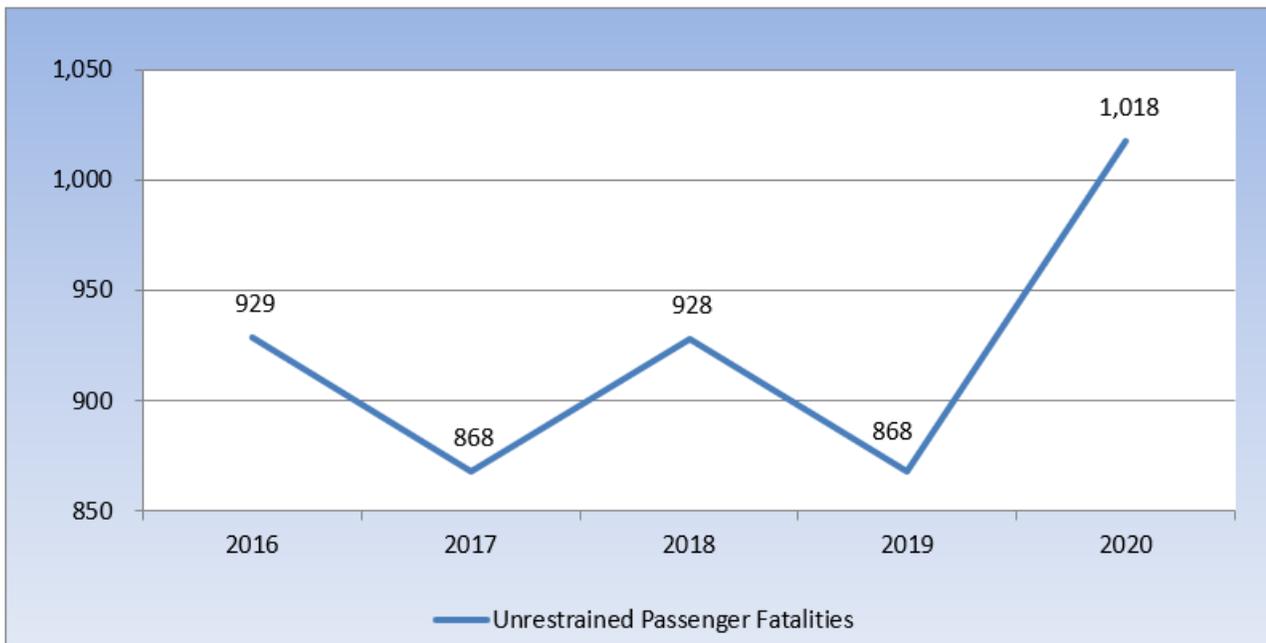
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	4	<b>\$1,837,557.84</b>	\$329,999.75				\$419,999.04	\$330,000.00		\$757,559.05	
Training	1	<b>\$119,841.53</b>	\$95,862.26							\$23,979.27	
<b>TOTALS:</b>	<b>5</b>	<b>\$1,957,399.37</b>	<b>\$425,862.01</b>				<b>\$419,999.04</b>	<b>\$330,000.00</b>		<b>\$781,538.32</b>	

Program Area: Occupant Protection (Adult and Child Passenger Safety)  
 Description of Highway Safety Problems

**Occupant Protection (OP)**

**Problem ID** – There were 1,018 fatalities involving unrestrained occupants in Texas in 2020, which is an increase from the 868 that occurred in 2019. Those 1,018 unrestrained fatalities, represent 27.0 percent of the fatalities where restraint usage was applicable and known.

**Unrestrained Passenger Fatalities (C-4)**

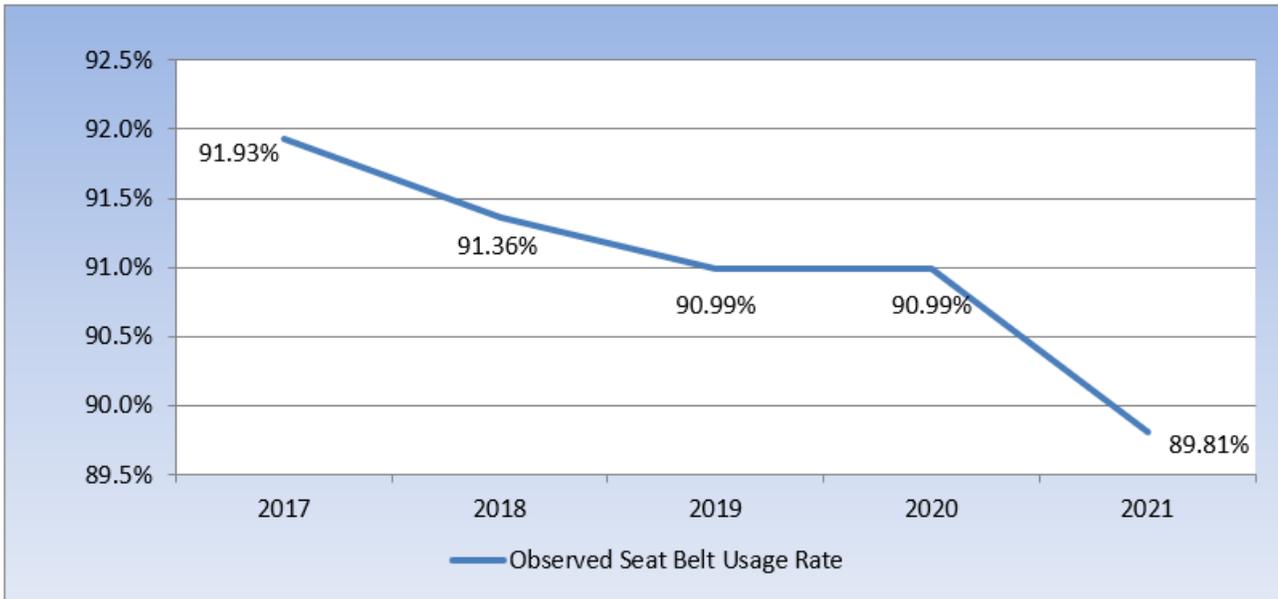


Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

TTI uses a methodology to measure seat belt usage that provides a true comparison to usage rates measured in previous years, thus effectively establishing a new baseline for future trend comparisons. For 2021, Texas had a seat belt usage rate of 89.81 percent[1].

[1] 2021 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, September 2021

### Observed Seat Belt Use in Texas



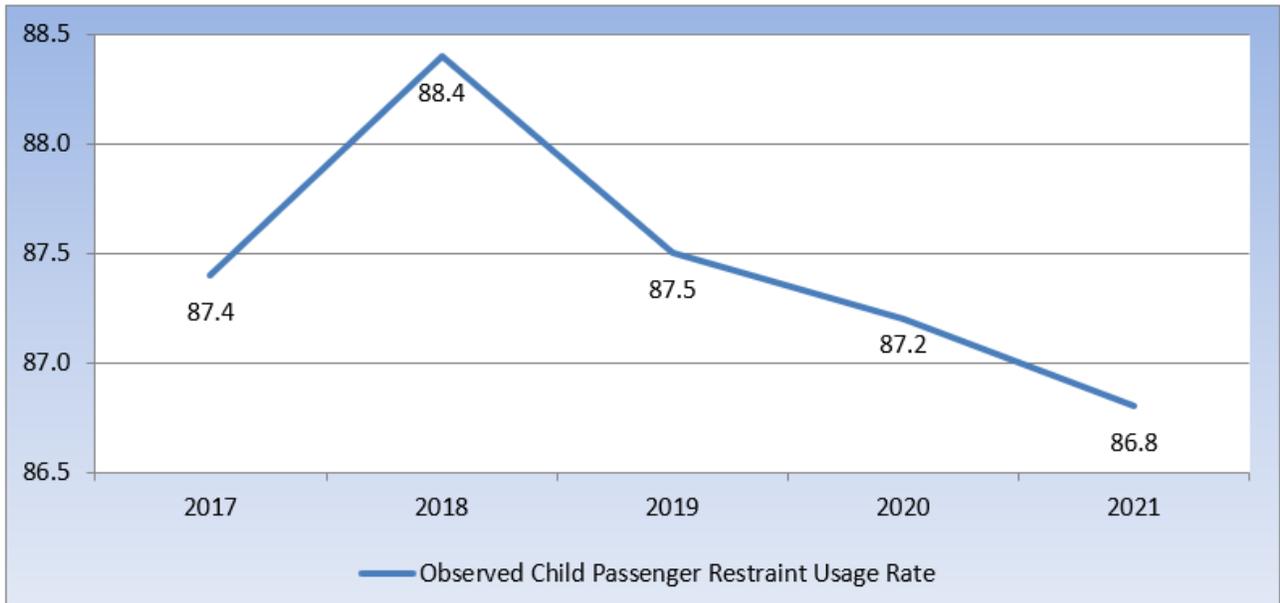
Source: Texas A&M University Transportation Institute (TTI), Statewide Survey, September 2021

Overall, female drivers and passengers had higher safety belt usage rates than males. Passengers were more likely to be buckled up when the driver was buckled up. The age group with the highest driver seat belt use was seniors while the lowest while belt use was among drivers estimated as between 20-60 years old. The highest driver seat belt use rate was observed among senior female drivers and the lowest among teen males. This year both male and female senior passengers had the highest passenger belt use rate.

Driver and passenger seat belt use was observed to be higher for car drivers and passengers than for pickup truck occupants. Driver and passenger belt use in cars was 90.3 percent and 90.0 percent, respectively, while in pickups the driver and passenger use percentages were 88.8 percent and 87.3 percent, respectively. The difference for all occupants by vehicle type was 1.5 percentage points, with car occupants belted more often than pickup occupants[1].

[1] 2021 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, Sept. 2021

### Observed Child Passenger Restraint Usage Rate



Source: Texas A&M University Transportation Institute (TTI), Child Restraint Use Survey, September 2021

The 2021 survey of child restraint usage revealed that 86.8 percent of children were restrained in a child safety seat or seat belt in some manner. This is a slight decrease from the rate of 87.2 percent observed in 2020. When observed to be in the front seat, infants and small children who could belong in a child safety seat were least likely to be buckled-in as passengers. The State of Texas has multiple programs that will increase the child restraint usage percentages. Federal dollars, as well as state and local funds, will provide technician training, car seat checkup events and seat distribution, as well as media campaigns and other outreach to increase this rate[1].

Texas will continue to fund and support law enforcement with the goal to increase the number of seat belt citations issued during grant funded activities, and these projects, along with occupant protection media campaign efforts, have a special focus on increasing nighttime seat belt use. Texas’ Click It or Ticket campaign uses the slogan, “Click It or Ticket Day and Night,” and all public information and education materials convey that message. Enforcement projects have the flexibility of working both day and night. TV PSAs, radio, billboards, digital messaging, fact sheets, and information cards include the “Click It or Ticket Day and Night” message.

[1] 2020 Survey of Child Restraint Use, Texas A&M University Transportation Institute, September 2021

**OP Performance Measures and Target Setting** - In addition to traditional enforcement and other associated occupant protection programs, TxDOT will work in conjunction with stakeholders and regional coalitions to increase the usage rates of seat belts and child restraints to reduce the incidence of unrestrained driving and associated injuries from these traffic crashes and improve the unrestrained driving situation in Texas.

This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 20 - Occupant Protection, and Countermeasures That Work as outlined in the strategies and enforcement sections.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-4) Unrestrained Passenger Fatalities</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
	1,185	1,142	1,100	1,058	1,015	973

**Target**

<b>Observed Seat Belt Usage Rate</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
	89.90%	90.00%	90.10%	90.20%	90.30%	90.40%

**Target**

<b>Child Passenger Restraint Usage</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
	84.50%	84.60%	84.70%	84.80%	84.90%	85.00%

**Target**

**OP Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of unrestrained driving.

Enforcement, media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall unrestrained fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, installation and distribution of child passenger safety are planned for FY 2023 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates.

Texas will continue to fund and support law enforcement to increase awareness of the dangers of unrestrained vehicle occupants. Texas will continue to focus on unrestrained fatalities which continue to be a statewide problem. TxDOT Occupant Protection Program activities will continue to assist the State in achieving its targets for unrestrained driving fatalities.

**OP Performance Targets:**

**Target: Unrestrained Passenger Fatalities (C-4)**

2023 Target: To decrease the number of unrestrained fatalities to 1,142 fatalities.

**Observed Seat Belt Usage for the State of Texas (B-1)**

2023 Target: To increase the observed seat belt usage rate to 90.00 percent.

**Child Passenger Restraint Usage for the state of Texas**

2023 Target: To increase the observed child passenger usage to 84.60 percent.

**Number of seat belt citations issued during grant funded enforcement activities (A-1)**

2023 Target: NHTSA activity measure - no objective set

# Occupant Protection

OP - 05

## Goals

- To increase occupant restraint use, including child-safety seats, in all passenger vehicles and trucks

## Strategies

- Concentrate efforts on historically low use populations.
- Increase EMS/fire department involvement in CPS fitting stations.
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.
- Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors.
- Increase public information and education campaigns.
- Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.
- Maintain CPS seat distribution programs for low income families.
- Sustain high visibility enforcement of occupant protection laws

## Project Descriptions

Task: **Enforcement**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TxDOT-G-1YG-0182	TRF-TS	TxDOT - Traffic Safety

*Primary Countermeasure Strategy ID:* Occupant Protection Enforcement

*Title / Desc.* **STEP Click It Or Ticket**

*Coordinate and conduct yearly CIOT mobilization consisting of increased safety belt enforcement and earned media activities.*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
40	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>

Task: **Evaluation**

Occupant Protection OP - 05

Planned Activity Name 2023-TTI-G-1YG-0052 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Occupant Restraint Use Observational Surveys**

This project is to conduct a statewide survey of seat belt use, urban seat belt use survey, and child restraint use survey.

Objectives

- Submit 3 final reports of survey results by 9/30/2023
- Conduct 1 statewide survey of seat belt use adhering to NHTSA guidelines by 8/31/2023
- Conduct 1 seat belt use survey of front seat occupants in 18 Texas cities by 6/30/2023
- Conduct 1 child restraint use survey in 14 Texas cities by 5/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$325,000.00	\$0.00	\$0.00	\$81,294.14	<b>\$406,294.14</b>

Planned Activity Name 2023-TTI-G-1YG-0054 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Click It or Ticket Evaluation Surveys**

Observational surveys of seat belt use before, during, and after the Click It or Ticket mobilization will be conducted to measure the impact on seat belt use in 10 of Texas' largest cities.

Objectives

- Utilize 1 Strategic Operation Plan that outlines the program by 12/31/2022
- Submit 4 summary memos reporting survey results by 8/31/2023
- Conduct 3 observational survey waves in 10 Click It or Ticket Cities by 6/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$50,500.00	\$0.00	\$0.00	\$12,629.47	<b>\$63,129.47</b>

Planned Activity Name 2023-TTI-G-1YG-0057 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Nighttime Observational Survey of Seat Belt and Cell Phone Use**

This project will conduct observational surveys of seat belt and cell phone use during nighttime hours in 18 Texas cities.

Objectives

- Develop 1 Strategic Plan that outlines the program by 12/31/2022
- Conduct 18 city surveys of nighttime seat belt and cell phone use by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$81,500.00	\$0.00	\$0.00	\$20,392.80	<b>\$101,892.80</b>

Task: **Evaluation**

Occupant Protection OP - 05

Planned Activity Name 2023-TTI-G-1YG-0058 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Driver Use of Wireless Communication Devices in Urban Areas**

This grant is to conduct an observational survey of driver use of wireless communication devices in 18 Texas cities.

Objectives

- Analyze 18 city survey data sets and report results to TxDOT by 9/30/2023
- Train 4 staff members to conduct 2023 wireless communication urban survey by 11/15/2022
- Conduct 18 city surveys of wireless communication device use by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$32,110.00	\$0.00	\$0.00	\$8,034.29	<b>\$40,144.29</b>

Planned Activity Name 2023-TTI-G-1YG-0059 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Tapping Into and Addressing Reasons for Child Safety Seat Non-Use**

Outreach specific to non-users of child safety seats or seat belts with children. Project uses an intercept survey approach to assess reasons for non-use & distribute applicable resource material.

Objectives

- Develop 1 Strategic Plan that outlines the program by 6/30/2023
- Produce 1 report documenting results of survey and outreach material distribution efforts by 9/30/2023
- Update 4 sets of materials aimed at reasons for non-use of child restraint systems by 12/31/2022
- Conduct 200 intercept surveys of child restraint non-users in 4 locations by 8/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$41,400.00	\$0.00	\$0.00	\$10,356.26	<b>\$51,756.26</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Planned Activity Name 2023-AustinEM-G-1YG-0136 District AUS Organization Name City of Austin EMS

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Austin-Travis County EMS (ATCEMS) Child Passenger Safety Program**

Providing families within Travis County, Texas free education and child safety seats to ensure safe travel.

Objectives

- Conduct 1 National CPST Renewal Course and re-certify 30 CPS Technicians within Travis County by 9/30/2023
- Conduct 2 National CPST Certification Courses and certfiy 30 new CPST Technicians within Travis County by 9/30/2023
- Conduct 1 Child Passenger Safety CEU Update class within Travis County by 9/30/2023
- Conduct 24 Safe Baby Academy classes and distribute 512 convertible child safety seats within Travis County by 9/30/2023
- Conduct 4 booster seat focused events and distribute 400 booster seats within Travis County by 9/30/2023
- Conduct 36 child safety seat check-up events and distribute 592 child safety seats within Travis County by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$97,760.00	\$0.00	\$0.00	\$30,350.00	<b>\$128,110.00</b>

Planned Activity Name 2023-DCMCCT-G-1YG-0029 District AUS Organization Name Dell Children's Medical Center of Central Texas

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Dell Children's Medical Center (DCMC) Kids in Cars Program**

Child passenger safety caregiver education and check-up services in Bastrop, Caldwell, Hays, Travis, and Williamson Counties as well as technician certification training and capacity building.

Objectives

- Produce 60 social media posts or other web-based content to promote KIC services by 9/30/2023
- Distribute 30000 printed CSS information cards to organizations in the 5-county service area by 9/30/2023
- Conduct 1 NHTSA approved CPST course by 9/30/2023
- Provide 110 hours of virtual child safety seat check-up availability at DCMC by 9/30/2023
- Distribute 560 child safety seats at inspection events in the 5-county service area by 9/30/2023
- Conduct 600 child safety seat inspections at events in the 5-county service area by 9/30/2023
- Teach 6 CEU credit hours for CPSTs to maintain certification by 9/30/2023
- Obtain 1700 appointment inquiries through the DCMC 512-324-TOTS appointment line by 9/30/2023
- Participate in 16 community events to share child safety seat information to caregivers by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$200,000.00	\$0.00	\$0.00	\$140,843.32	<b>\$340,843.32</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2023-DrisHosp-G-1YG-0100	CRP	Driscoll Children's Hospital

*Primary Countermeasure Strategy ID* : Occupant Protection Public Information Campaigns

*Title / Desc.* **Keep Families Safe in Traffic**

*This program educates families and community members and professionals on traffic safety topics. Topics include pedestrians, bicyclists and responsible motor vehicle operators.*

*Objectives*

- Develop 1 Strategic Operation Plan by 11/30/2022
- Educate 2500 Parents and guardians on the proper use and installation of car seats by 9/30/2023
- Participate in 3 National safety campaigns by 9/30/2023
- Conduct 2 National Child Passenger Safety Certification courses by 9/30/2023
- Conduct 30 family education outreach opportunities that address pedestrian and vulnerable road users by 9/30/2023
- Conduct 13 distracted/impaired driving, DWIPod simulator events (12) and Shattered Dreams (1) by 9/30/2023
- Conduct 125 child passenger safety check up events and/or education classes by 9/30/2023
- Distribute 900 car seats for children by 9/30/2023
- Distribute 450 bicycle helmets by 9/30/2023
- Provide 300 professionals and community agencies/business with traffic safety program resources by 9/30/2023
- Provide 1 child passenger mentor program. by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$261,516.60	\$0.00	\$0.00	\$158,491.55	<b>\$420,008.15</b>

Task: **Public Information Campaigns** Occupant Protection OP - 05

Planned Activity Name: 2023-DrisHosp-G-1YG-0101      District: PAR      Organization Name: Driscoll Children's Hospital

Primary Countermeasure Strategy ID: Occupant Protection Public Information Campaigns

Title / Desc. **RGV Safe On All Roads (SOAR)**

*This program educates families and community members on traffic safety topics to be safe roadway users as pedestrians, bicyclists and responsible motor vehicle/passengers.*

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Conduct 2 National Child Passenger Safety Certification courses by 9/30/2023
- Provide 300 professionals and community agencies/business with traffic safety program resources by 9/30/2023
- Educate 2500 Parents and guardians on the proper use and installation of car seats by 9/30/2023
- Establish 1 child passenger safety technician mentorship program by 9/30/2023
- Support 3 National safety campaigns by 9/30/2023
- Conduct 30 family education outreach opportunities that address pedestrian and vulnerable road users by 9/30/2023
- Conduct 12 distracted/impaired driving events by 9/30/2023
- Conduct 130 child passenger safety check up events and/or education classes by 9/30/2023
- Distribute 1000 car seats for children by 9/30/2023
- Distribute 100 bicycle helmets by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$249,927.34	\$0.00	\$0.00	\$170,314.63	<b>\$420,241.97</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-Texas Ag-G-1YG-0031	TRF-TS	Texas A&M Agrilife Extension Service

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Passenger Safety and KidSafe Initiatives**

A program to increase child restraint and seat belt usage among low use populations and promote safe driving practices statewide through educational programs, checkup events and trainings.

Objectives

- Develop 1 Strategic Operation Plan that outlines the program by 9/30/2023
- Implement 6 activities to promote new CPS technician mentoring and retention of current technicians by 9/30/2023
- Participate in 150 activities promoting public information and education resources to support grant objectives by 9/30/2023
- Maintain 3 online transportation safety courses for childcare providers by 8/31/2023
- Collect 2 databases of information to evaluate child passenger safety needs and program effectiveness by 9/30/2023
- Conduct 6 Operation Kids classes targeting officers to support enforcement of child safety seat laws by 8/30/2023
- Conduct 6 National Child Passenger Safety Technician Certification Trainings by 9/15/2023
- Distribute 1800 child safety seats to families in need through checkups, fitting stations and booster campaigns by 9/30/2023
- Coordinate 2015 child safety seat in-person/virtual inspections at checkups, fitting stations & booster campaigns by 9/30/2023
- Participate in 46 child safety seat checkup events in historically low-use and/or high need communities by 9/30/2023
- Participate in 400 educational programs on occupant protection, distracted driving and speeding by 9/30/2023

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$1,049,993.41	\$0.00	\$0.00	\$365,889.31	<b>\$1,415,882.72</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i> 2023-TCH-G-1YG-0093	<i>District</i> HOU	<i>Organization Name</i> Texas Children's Hospital
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*Primary Countermeasure Strategy ID :* Occupant Protection Public Information Campaigns

*Title / Desc.* **Increasing Child Restraint Usage in Greater Houston**

*To increase occupant restraint usage, including child safety seats, in all passenger vehicles and trucks.*

*Objectives*

- Conduct 150 Surveys of parents and caregivers who attend a local inspection station by 9/30/2023
- Conduct 50 Media exposures related to child passenger safety by 9/30/2023
- Educate 100 Law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2023
- Distribute 30000 Educational materials on child passenger safety to the community by 9/30/2023
- Conduct 2000 Child safety seat inspections at community events and inspection stations by 9/30/2023
- Distribute 800 Child restraint systems to low-income and at risk families at inspection stations and events by 9/30/2023
- Conduct 2 Child Passenger Safety Technician training courses by 9/30/2023
- Conduct 20 Child Passenger Safety Events by 9/30/2023
- Teach 5 CEU and specialized training classes for CPS technicians about new products and technology by 9/30/2023
- Teach 50 Car seat safety classes for parents and caregivers by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$275,000.00	\$0.00	\$0.00	\$261,885.83	<b>\$536,885.83</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TDSHS-G-1YG-0021	TRF-TS	Texas Department of State Health Services

*Primary Countermeasure Strategy ID* : Occupant Protection Public Information Campaigns

*Title / Desc.* **DSHS' Safe Riders Child Passenger Safety Program**

*Statewide child passenger safety education program targeting low-income families for seat education/distribution and certified technicians/instructors for training, retention, and sustainability.*

*Objectives*

- Develop 1 strategic plan that outlines the Safe Riders operations by 12/30/2022
- Participate in 6 regional car seat check-up events in collaboration with regional partners by 9/30/2023
- Produce 1 education toolkit for seat distribution partners and safety advocates/stakeholders by 9/30/2023
- Conduct 1 retention strategy for child passenger safety technicians in Texas by 9/30/2023
- Coordinate 4 regional meetings with advocates to build CPS capacity and support initiatives in Texas by 9/30/2023
- Support 1 national child passenger safety awareness week activities by 9/30/2023
- Conduct 4 statewide child passenger safety certification trainings for technicians by 9/30/2023
- Conduct 4 distribution partner program meetings and/or trainings by 9/30/2023
- Distribute 1264 child passenger safety car seats to DSHS' Safe Riders distribution partners by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$524,993.78	\$0.00	\$0.00	\$145,000.00	<b>\$669,993.78</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Planned Activity Name 2023-TxHSTF-G-1YG-0116 Division TRF-TS Organization Name Texas Heatstroke Task Force

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Texas Heatstroke Task Force**

A Texas-wide, community-based, information and education network to create public awareness and promote prevention of child heatstroke deaths and injuries in vehicles.

Objectives

- Develop 1 a strategic plan that outlines the program by 8/31/2023
- Conduct 1 virtual meeting for THTF members by 8/31/2023
- Participate in 1 Texas Child Passenger Safety Conference by 8/31/2023
- Maintain 450 volunteer members in the THTF by 8/31/2023
- Conduct 5 temperature comparison demonstrations at public venues by 8/31/2023
- Produce 20 social media postings (Facebook, Instagram) by 8/31/2023
- Produce 2 rapid response kits to send to THTF members following a PVH death by 8/31/2023
- Conduct 4 child heatstroke prevention presentations to groups and conferences by 8/31/2023
- Conduct 3 news media stories by 8/31/2023
- Distribute 10 activity logs to THTF members by 8/31/2023
- Distribute 10 email updates to THTF members by 8/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$30,563.36	\$0.00	\$8,125.54	<b>\$38,688.90</b>

Planned Activity Name 2023-UTSA-G-1YG-0172 Division TRF-TS Organization Name The University of Texas at San Antonio

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **SIT! Seated Infants and Toddlers**

The University of Texas at San Antonio proposes a program to provide restraint training and car and booster seats to families in need within the City of San Antonio.

Objectives

- Conduct 5 Child passenger safety events by 9/30/2023
- Develop 1 Strategic Operation Plan that demonstrates a data-driven project by 11/30/2022
- Complete 2 A certified Child Passenger Safety Technician course by 12/22/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$69,984.50	\$0.00	\$0.00	\$17,657.35	<b>\$87,641.85</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Planned Activity Name 2023-TxDOT-G-1YG-0188 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Occupant Protection (CIOT)**

TxDOT is seeking to execute a statewide Click It or Ticket (CIOT) project for paid media/public education outreach to coincide with the national NHTSA Memorial Day campaign.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$1,600,000.00	\$0.00	\$0.00	\$1,600,000.00	<b>\$3,200,000.00</b>

Planned Activity Name 2023-TxDOT-G-1YG-0191 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Occupant Protection (Youth, TEENS, CPS)**

To increase seat belt use among teen drivers and passengers, ages 15-20 and a Public awareness and education campaign to increase the proper selection and use of child safety seats

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$700,000.00	\$0.00	\$0.00	\$700,000.00	<b>\$1,400,000.00</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Planned Activity Name: 2023-WISH-G-1YG-0140  
 District: DAL  
 Organization Name: Women & Infants Specialty Health

Primary Countermeasure Strategy ID: Occupant Protection Public Information Campaigns

Title / Desc. **North Texas Child Passenger Safety Training, Distribution, and Mentoring Program**

A child passenger safety (CPS) initiative to certify and mentor CPS technicians, educate community stakeholders and caregivers, and distribute child restraints to Dallas County families in need.

Objectives

- Conduct 2 National Child Passenger Safety (CPS) Certification Training Courses by 9/28/2023
- Implement 1 Mentoring program for North Texas Child Passenger Safety (CPS) technicians by 9/30/2023
- Coordinate 3 Meetings with local CPS coalitions or other local traffic safety partners to support CPS initiative by 9/25/2023
- Educate 10000 Families with children 0-8 years of age at PHHS or through other community partners by 9/30/2023
- Create 2 Child Passenger Safety (CPS) update newsletters and distribute them to CPS technicians by 9/25/2023
- Conduct 6 Community car seat/booster seat check-up events by 9/30/2023
- Conduct 2 Child Passenger Safety Advocate (CPSA) presentations for Parkland staff or other community advocates by 9/23/2023
- Conduct 1 Child Passenger Safety Continuing Education (CEU) session/class for re-certifying technicians by 9/23/2023
- Conduct 200 Child occupant restraint use observations of newborns discharged at Parkland Hospital by 9/25/2023
- Conduct 200 Child occupant restraint use observations of children 0-8 years of age at Parkland COPCs by 9/25/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$73,450.05	\$0.00	\$0.00	\$32,770.69	<b>\$106,220.74</b>

Task: **Training**

Occupant Protection OP - 05

Planned Activity Name 2023-ESCVI-G-1YG-0018 Division TRF-TS Organization Name Education Service Center, Region VI

Primary Countermeasure Strategy ID : Occupant Protection Training

Title / Desc. **Student Training in Occupant Protection "STOP" Program**

*This program is designed to implement occupant protection workshops to teach students, adults, and educators the proper use and importance of seat belts and child passenger safety seat systems.*

**Objectives**

- Develop 1 Strategic Operation Plan by 11/30/2022
- Provide 12 education, outreach & public information posts to the public on social media by 9/30/2023
- Revise 1 set of content material and hands-on activities to use as training aids for Classroom Trainings by 11/30/2022
- Educate 1000 participants in the STOP Program by 9/30/2023
- Collect 800 participant evaluations to determine the overall effectiveness of the STOP Program by 9/30/2023
- Conduct 4 Child Safety Seat Check-Up Events for the targeted audience by 9/30/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$112,034.83	\$0.00	\$0.00	\$37,383.20	<b>\$149,418.03</b>

Planned Activity Name 2023-SafetyCi-G-1YG-0129 District ABL Organization Name Safety City Abilene

Primary Countermeasure Strategy ID : Occupant Protection Training

Title / Desc. **Safety City-Building Safer Communities**

*Safety City's goal is to reduce the number of vehicle-related pedestrian and bicyclist fatalities and serious injuries.*

**Objectives**

- Develop 1 A Strategic Operation Plan that outlines the program by 11/30/2022
- Educate 500 School age children through a variety of after school, summer, or other outreach programs by 9/30/2023
- Educate 6000 School age children in pedestrian, bicycle, railroad, bus, seat belt, and traffic safety by 9/30/2023
- Distribute 6000 Educational material to enhance pedestrian, bicycle, railroad, bus, seat belt, and traffic safety by 9/30/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$13,271.00	\$0.00	\$0.00	\$5,550.30	<b>\$18,821.30</b>

Occupant Protection

Budget Module: OP - 05

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	40	\$600,000.00		\$500,000.00						\$100,000.00	
Evaluation	5	\$663,216.96	\$530,510.00							\$132,706.96	
Public Information & Education	12	\$8,764,517.26	\$2,732,641.18	\$2,369,984.50				\$30,563.36		\$3,631,328.22	\$334,966.65
Training	2	\$168,239.33	\$125,305.83							\$42,933.50	\$13,271.00
<b>TOTALS:</b>	<b>59</b>	<b>\$10,195,973.55</b>	<b>\$3,388,457.01</b>	<b>\$2,869,984.50</b>				<b>\$30,563.36</b>		<b>\$3,906,968.68</b>	<b>\$348,237.65</b>

Program Area: Non-motorized (Pedestrians and Bicyclist)  
 Description of Highway Safety Problems

**Pedestrian and Bicycle Safety (PS)**

**Problem ID** - In recent years, the number of pedestrian fatalities in the United States has grown sharply. During the 10-year period from 2011 to 2020, the biggest change is in pedestrian and bicyclist fatalities as a proportion of overall traffic fatalities, increasing by 63.0 percent. In 2020, pedestrian fatalities accounted for 17.7 percent of all traffic fatalities[1].

Texas recorded 425 pedestrian fatalities in 2011. In 2020, Texas recorded 687 pedestrian fatalities, which is a significant increase of 61.6 percent since 2011. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and San Antonio.

**Pedestrian Fatalities (C-10)**



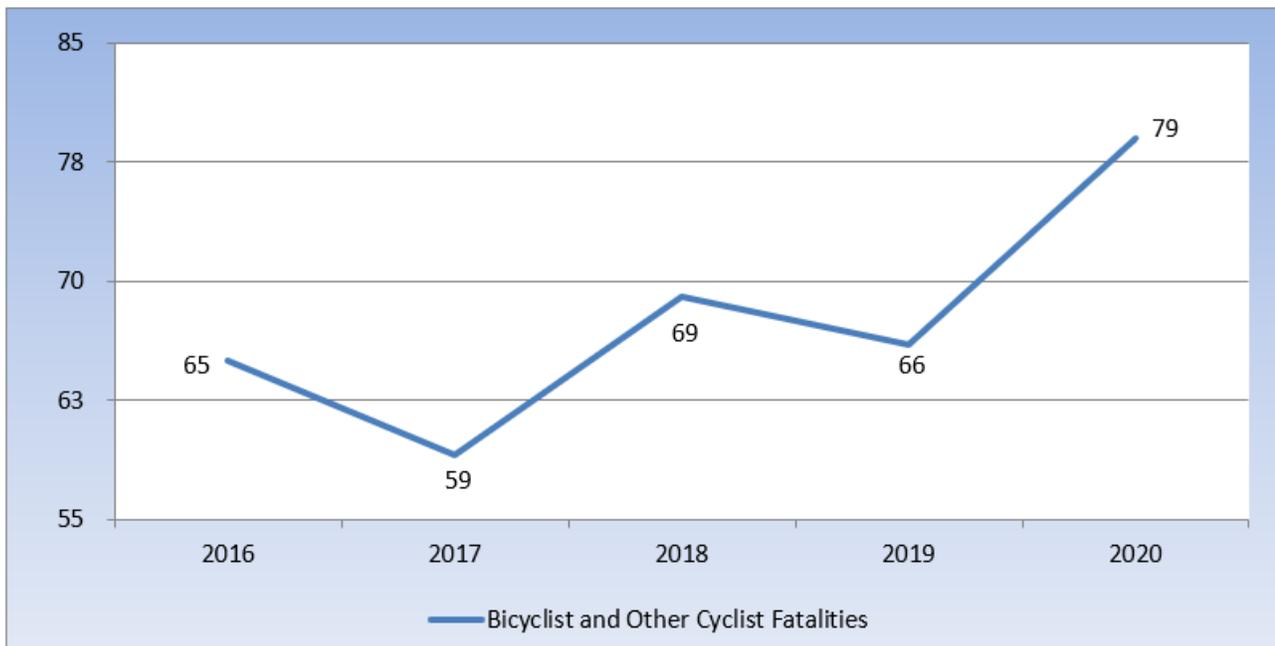
Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

[1] [Fatality Analysis Reporting System \(FARS\)](#)

In the United States, there were 932 bicyclists killed in traffic crashes in the United States in 2020. This is a 9 percent increase from the 856 bicycle fatalities in 2019. Although bicyclist deaths have decreased 7 percent since 1975, they have increased 50 percent since reaching their lowest point in 2010. Most bicyclist deaths in 2020 (88 percent) were those ages 20 and older. Deaths among bicyclists younger than 20 have declined 88 percent since 1975, while deaths among bicyclists 20 and older have almost quadrupled. In every year since 1975, many more male than female bicyclists were killed in crashes with motor vehicles. The decline since 1975 was far greater for females than for males (36 percent vs. 2 percent, respectively)[1].

Bicyclists accounted for about 2.0 percent of all Texas fatalities in 2020. There were 79 bicyclist fatalities in Texas in 2020, an increase of 13 fatalities from 2019, when 66 bicyclists were killed in Texas.

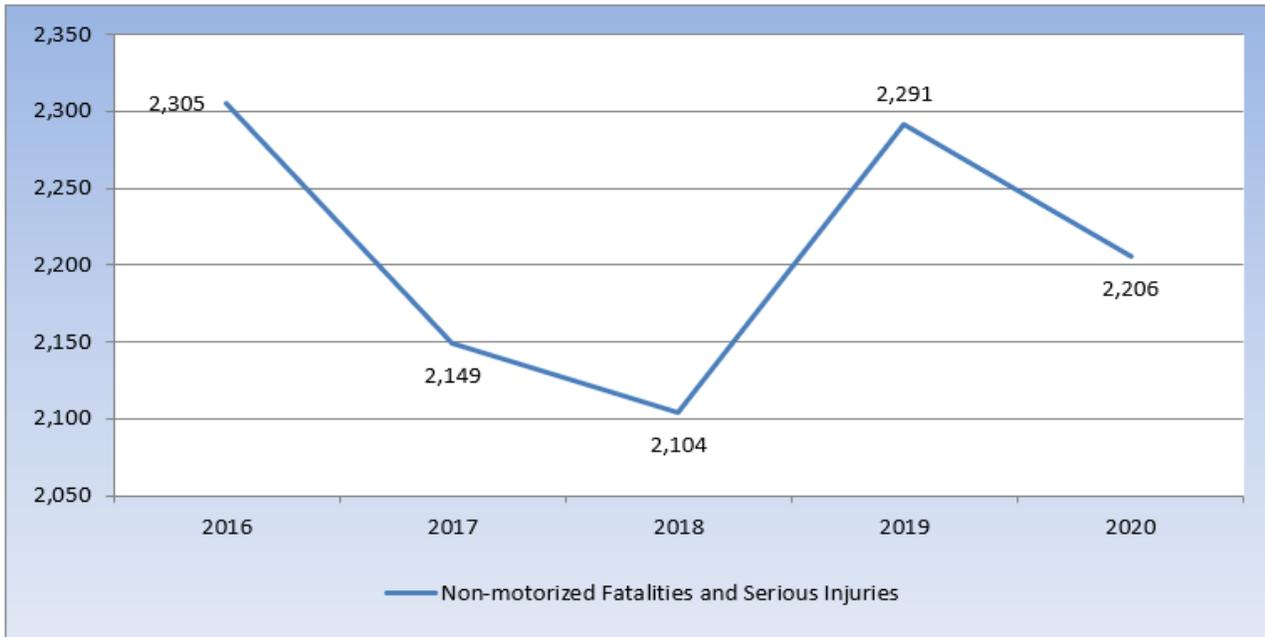
### Bicyclist Fatalities (C-11)



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

[1] IIHS [Bicycle Facts 2020](#)

### Non-Motorized Fatalities and Serious Injuries



Source: Fatality Analysis Reporting System (FARS April 9th, 2022) and CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports CR-3) received and processed by the Department of Transportation as of March 22, 2022

**PS Performance Measures and Target Setting** - TxDOT will work in conjunction with stakeholders and regional coalitions to reduce the incidence of pedestrian and bicycle fatalities and the associated traffic crashes to improve the pedestrian and bicycle crash situation in Texas.

This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 14 - Pedestrian and Bicycle Safety, and Countermeasures That Work as outlined in the strategies section.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-10) Pedestrian Fatalities</b>	2022	2023	2024	2025	2026	2027
	Target	793	764	736	708	679

<b>(C-11) Bicyclist Fatalities</b>	2022	2023	2024	2025	2026	2027
	Target	88	85	82	78	75

Non-motorized Fatalities and Serious Injuries Target	2022	2023	2024	2025	2026	2027
	2,310	2,357	2,371	2,405	2,359	2,378

**PS Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of pedestrian and bicycle safety.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving and non-motorized traveling public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall pedestrian and bicycle fatalities and injuries.

Funding and activity levels for the proposed strategies have increased over the past few years. Funding for outreach, training and safety education, and distribution of child bicycle helmets are planned for FY 2023 to assist Texas with reducing pedestrian and bicycle fatalities and injuries.

Texas will continue to focus on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will continue to assist the State in achieving its targets for pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

**PS Performance Targets:**

**Target: Pedestrian Fatalities (C-10)**

2023 Target: To decrease the number of pedestrian fatalities to 764.

**Target: Bicycle Fatalities (C-11)**

2023 Target: To decrease the number of bicycle fatalities to 85.

**Target: Non-Motorized Fatalities and Serious Injuries**

2023 Target: To decrease the non-motorized fatalities to not more than a five-year average of 2,357 fatalities. The calendar year target for 2023 would be 2,340 fatalities.

# Pedestrian and Bicyclist Safety

PS - 06

## Goals

- To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities and serious injuries

## Strategies

- Improve "walkability. and "bikeability. of roads and streets.
- Improve data collection on pedestrian injuries and fatalities.
- Improve identification of problem areas for pedestrians
- Increase public information and education efforts on pedestrian and bicyclist safety.
- Increase public information and education on motorists' responsibilities pertaining to pedestrian and bicyclist safety.

## Project Descriptions

Task: **Evaluation** Pedestrian and Bicyclist Safety PS - 06

<i>Planned Activity Name</i> 2023-TTI-G-1YG-0063	<i>District</i> SAT	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Evaluation

*Title / Desc.* **Improving Pedestrian Safety near Bus Stops in Austin**

*To educate bus riders, bus drivers, and motorists about right-of-way laws to improve pedestrian safety near bus stops. This project will identify bus stops that are high risk for pedestrian crashes.*

*Objectives*

- Create 1 strategic plan by 9/30/2023
- Evaluate 1 information and education outreach program for pedestrians near bus stops by 9/30/2023
- Distribute 3 outreach materials by 8/31/2023
- Develop 3 outreach materials (e.g., pedestrian fact sheet, driver fact sheet, bus poster) by 6/30/2023
- Develop 1 listing of 75 high risk bus stop locations by 4/30/2023
- Obtain 1 geometric, environment, land use and traffic variables at bus stops by 3/31/2023
- Identify 2 sets of bus stops in Austin with high and low pedestrian crash frequency by 12/31/2022

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$125,181.61	\$0.00	\$0.00	\$31,306.99	<b>\$156,488.60</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name: 2023-CFRS-G-1YG-0147      District: HOU      Organization Name: Citizens for Road Safety

Primary Countermeasure Strategy ID: Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Stop and Yield: Making Texas Roads Safer for Pedestrians and other Vulnerable Road Users**

The Stop & Yield initiative will improve areas dangerous to pedestrians in Fort Bend County Texas and will raise awareness of pedestrian safety and new Texas pedestrian law, the Lisa Torry Smith Act.

Objectives

- Train 600 Law Enforcement on State Laws Applicable to Pedestrian Safety by 9/30/2023
- Improve 500 Public Information and Education Concerning Speed-Related Issues by 9/30/2023
- Improve 200500 Public Information & Education on Pedestrian Safety & Texas Law, including Motorists' Responsibility by 9/30/2023
- Collect 50 Data Collection on Pedestrian Injuries and Incidents by 9/30/2023
- Improve 50 Identification of Problem Areas for Pedestrians and Walkability of Roads and Streets by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$350,000.00	\$0.00	\$0.00	\$135,992.80	<b>\$485,992.80</b>

Planned Activity Name: 2023-LubbockP-G-1YG-0150      District: LBB      Organization Name: City of Lubbock Parks & Recreation

Primary Countermeasure Strategy ID: Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Providing Education Today for a Safer Tomorrow**

Safety City provides pedestrian, bicycle, railroad education, speeding education, occupant protection, and proper restraint protocols, and general traffic safety to at-risk populations.

Objectives

- Educate 7500 student/group participants on motor vehicle safety by 6/30/2023
- Educate 7500 students from elementary to middle school proper bicycle safety and riding techniques by 9/30/2023
- Complete 3 professional training seminars or conferences by 9/30/2023
- Educate 7500 elementary to middle school students in safe pedestrian behavior while participating at Safety City by 9/30/2023
- Develop 2 one alliance with an outside organization and one partnership with other businesses for safer street by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$25,730.00	\$0.00	\$5,600.00	\$11,678.78	<b>\$43,008.78</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2023-ESCVI-G-1YG-0017 Division TRF-TS Organization Name Education Service Center, Region VI

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Everyone S.H.A.R.E. the Road Program**

*This program is designed to increase public information and education efforts pertaining to pedestrian and bicyclist safety by educating all roadway users.*

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Identify 2 sets of content material and activities to be used as training aids for training sessions by 9/30/2023
- Educate 385 participants in the S.H.A.R.E. Program by 9/30/2023
- Analyze 195 participant evaluations to determine the overall effectiveness of the S.H.A.R.E. Program by 9/30/2023
- Conduct 1 Bicycle Rodeo Event by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$54,366.08	\$0.00	\$0.00	\$18,177.20	<b>\$72,543.28</b>

Planned Activity Name 2023-FarmCity-G-1YG-0167 Division TRF-TS Organization Name Farm & City

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Safe Streets for Texans**

*To coordinate with MPOs and other regional planning bodies to provide training to cities and counties to aid in developing Vision Zero action plans to take advantage of expected federal funding.*

Objectives

- Create 1 Will create a strategic plan during the FY23 grant year by 1/31/2023
- Evaluate 23 Evaluate Safe Streets For Texans Trainings by 9/30/2023
- Teach 23 Host Safe Streets For Texans trainings by 9/30/2023
- Develop 1 Develop Safe Streets For Texans training program by 1/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$74,965.35	\$0.00	\$0.00	\$27,923.28	<b>\$102,888.63</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2023-Ghisallo-G-1YG-0096	AUS	Ghisallo Foundation

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information Campaigns

*Title / Desc.* **AUS: All Ages and Abilities Bicycle and Pedestrian Education and Safety Instruction**

*Bicycle education programs utilizing classes, clinics, presentations, and event-based instruction for youth and adults as well as pedestrian safety instruction.*

*Objectives*

- Educate 100 adult participants about bike safety and Texas State Law via clinics and presentations by 9/30/2023
- Obtain 5 earned media segment airings covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2023
- Distribute 6000 PI&E materials covering relevant Texas State laws, rights and responsibilities for pedestrian and pe by 9/30/2023
- Develop 1 Strategic Operation Plan that demonstrates a data-driven project by 11/30/2022
- Produce 1 transit-based PI&E to promote safe driver, cyclist, and pedestrian behaviors and relevant Texas laws by 9/30/2023
- Educate 600 youth participants on in--depth bicycle safety skills and Texas State Laws via Bike Clubs by 9/30/2023
- Educate 2000 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2023
- Distribute 40 reflective tape packs during community engagement to individuals at risk of crashes at night by 9/30/2023
- Distribute 150 bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2023
- Distribute 40 helmets to youth and adults without safe helmets by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$198,000.00	\$0.00	\$0.00	\$66,212.95	<b>\$264,212.95</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name: 2023-Ghisallo-G-1YG-0097      District: SAT      Organization Name: Ghisallo Foundation

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **SAN: All Ages and Abilities Bicycle and Pedestrian Education and Safety Instruction**

*Bicycle education programs utilizing classes, clinics, presentations, and event-based instruction for youth and adults as well as pedestrian safety instruction.*

Objectives

- Develop 1 Strategic Operation Plan that demonstrates a data-driven project by 11/30/2022
- Distribute 100 bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2023
- Distribute 50 reflective tape packs during community engagement to individuals at risk of crashes at night by 9/30/2023
- Distribute 30 helmets to youth and adults without safe helmets by 9/30/2023
- Obtain 300 earned media segment airings covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2023
- Distribute 4000 PI&E materials covering relevant Texas State laws and rights and responsibilities by 9/30/2023
- Participate in 10 community events to provide PI&E related to driver, cyclist, and pedestrian safety by 9/30/2023
- Educate 200 adult participants about bike safety and Texas State Law via clinics and presentation by 9/30/2023
- Educate 2200 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2023
- Educate 100 youth participants on in--depth bicycle safety skills and TX State Laws via Bike Clubs by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$125,000.00	\$0.00	\$0.00	\$31,264.67	<b>\$156,264.67</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2023-HaCoCMP1-G-1YG-0132 District HOU Organization Name Harris County Commissioner Pct 1

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **RideONE Program**

*RideONE's goals are to reduce biking fatalities/serious injuries; bring biking to underserved communities; & provide opportunity to learn bicycle safety and maintenance.*

Objectives

- Implement 4 Bike Rodeos for youth ages 5 to 15 on skills/precautions to ride safely by 9/30/2023
- Pilot 2 new community center courses related to bike safety (Bike Maintenance & Learn to Bike) by 9/30/2023
- Educate 200 motor vehicle drivers on road rules that apply to both cyclists and motorists by 9/30/2023
- Educate 400 community members on bike safety principles by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$59,851.20	\$0.00	\$0.00	\$85,602.00	<b>\$145,453.20</b>

Planned Activity Name 2023-HCEC-G-1YG-0173 District HOU Organization Name Harris County Emergency Corps

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Safe Walk**

*Harris County Emergency Corps (HCEC) Safe Walk program provides pedestrian safety education to the residents of Emergency Service District 1 (ESD 1).*

Objectives

- Participate in 1 National Walk to School Day activities by 10/31/2022
- Attend 4 community events by 9/28/2023
- Educate 20000 children in 35 Aldine ISD elementary schools by 9/26/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$21,990.00	\$0.00	\$0.00	\$10,258.78	<b>\$32,248.78</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TTI-G-1YG-0035	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information Campaigns

*Title / Desc.* **Statewide Pedestrian and Bicycle Safety Education for High School Aged Youth**

*To raise awareness of the dangers young pedestrians, bicyclists, and drivers face by facilitating and supporting related outreach on state laws and the respect for all road users.*

*Objectives*

- Develop 1 strategic plan by 8/31/2023
- Develop 1 student outreach guide for the role of a peer leader in advancing safer access to school by 9/15/2023
- Maintain 3 social media channels for education and awareness on state laws applicable to pedestrian/bike safety by 9/15/2023
- Revise 2 resources provided in the pedestrian and bicycle safety educational toolkit by 9/15/2023
- Administer 4 pedestrian and bike safety presentations (in-person/virtual) to educate stakeholders on state laws by 9/15/2023
- Administer 130 walkability activity collection templates to program schools by 9/15/2023
- Attend 3 collaborative partnership outreach events (in-person/virtual) to focus on pedestrian and bicyclists by 9/15/2023
- Administer 7 activities that demonstrate motorists, pedestrian and bicyclists responsibilities and state laws by 9/15/2023
- Provide 130 digital or print educational toolkits to high school student teams in Texas by 9/15/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$199,995.58	\$0.00	\$0.00	\$50,037.49	<b>\$250,033.07</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2023-TTI-G-1YG-0042 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Walk. Bike. Safe. Texas.**

*This project provides a data-driven approach to addressing pedestrian and bicyclist safety through an outreach and education program to adult Texans.*

Objectives

- Create 1 strategic plan during the FY23 grant year by 6/30/2023
- Produce 2 short safety videos on pedestrian and bicycle safety by 9/30/2023
- Achieve 3000 social media engagements by 8/31/2023
- Complete 1 summary memorandum by 9/30/2023
- Distribute 400 safety messages to adult pedestrians, cyclists and motorists via social media by 9/15/2023
- Conduct 5 bicycle/pedestrian educational presentations to adult Texans by 9/30/2023
- Produce 1 project push card to promote the project resources and materials by 3/31/2023
- Educate 1 demographic group or region identified in the FY22 pedestrian and bicycle crash analysis by 8/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$119,999.65	\$0.00	\$0.00	\$30,026.74	<b>\$150,026.39</b>

Planned Activity Name 2023-TTI-G-1YG-0043 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws**

*This project aims to identify barriers to understanding pedestrian and bicycle safety laws in Texas, as well as educate the public on these laws.*

Objectives

- Develop 1 strategic plan during the FY23 grant year by 7/31/2023
- Produce 1 final report summarizing project objectives and activities by 9/15/2023
- Attend 5 community coalition meetings to promote the resources and materials developed under the grant by 9/15/2023
- Develop 1 supplemental curriculum that covers missing content and/or revised approaches to material by 5/31/2023
- Produce 1 video covering missing pedestrian and bicycle law information or revised approaches to material by 8/31/2023
- Complete 10 reviews of driver's education curriculum for information on pedestrians and bicyclists by 4/30/2023
- Survey 300 Texans on pedestrian and bicycle state laws by 6/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHPE	\$118,107.01	\$0.00	\$0.00	\$29,542.77	<b>\$147,649.78</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2023-TTI-G-1YG-0044 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Statewide Pedestrian and Motorist Outreach and Support to Address Pedestrian Safety Behaviors**

Public education and information outreach employing pedestrian safety groups and pedestrians to raise both pedestrian and motorists' knowledge of pedestrian safety and associated laws.

Objectives

- Develop 1 Strategic Plan for FY23 Grant Yea by 9/30/2023
- Evaluate 1 Pedestrian Campaign Outreach Grant Activities by 9/26/2023
- Develop 1 Safety Initiatives Technical Brief by 9/8/2023
- Conduct 3 Pedestrian Safety Task Force (PSTF) Meetings by 9/15/2023
- Conduct 3 Pedestrian Safety Webinars by 9/15/2023
- Conduct 1 Texas Statewide Pedestrian Forum by 9/15/2023
- Conduct 3 Statewide Pedestrian Safety Coalition Meetings by 9/22/2023
- Develop 1 Pedestrian Support and Outreach Plan by 11/11/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$189,998.55	\$0.00	\$0.00	\$47,539.21	<b>\$237,537.76</b>

Planned Activity Name 2023-TCH-G-1YG-0094 District HOU Organization Name Texas Children's Hospital

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Pedestrian and Bicycle Safety Education and Outreach**

To reduce the number of motor-vehicle related pedestrian and bicyclist fatalities and serious injuries.

Objectives

- Distribute 30000 Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2023
- Coordinate 10 Pedestrian safety events by 9/30/2023
- Coordinate 25 Media exposures about pedestrian and/or bicycle safety by 9/30/2023
- Distribute 850 Helmets to children with bicycles, that are in need of appropriately fitted helmets by 9/30/2023
- Conduct 100 Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2023
- Educate 15000 Children about safe pedestrian and/or bicyclist skills by 9/30/2023
- Coordinate 10 Bicycle safety events and/or bicycle rodeos by 9/30/2023
- Conduct 100 Surveys focused on the walking or biking behaviors of children and adults by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$110,000.00	\$0.00	\$0.00	\$68,617.19	<b>\$178,617.19</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2023-TxDOT-G-1YG-0186 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **Tired Faces**

Tired Faces

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$2,900,000.00	\$0.00	\$0.00	\$2,900,000.00	<b>\$5,800,000.00</b>

Planned Activity Name 2023-TxDOT-G-1YG-0189 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Public Information Campaigns

Title / Desc. **PS Campaign**

*This public outreach campaign is aimed at educating drivers, pedestrians, and bicyclists on state laws applicable to pedestrian and bicycle safety and encouraging safe and smart traffic behaviors.*

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHPE	\$1,500,000.00	\$0.00	\$0.00	\$1,500,000.00	<b>\$3,000,000.00</b>

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2023-NSC-G-1YG-0102 Division TRF-TS Organization Name National Safety Council

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

Title / Desc. **Safe Texas for Every Pedestrian (STEP)**

Safe Texas for Every Pedestrian (STEP) is a TX employer initiative to educate & equip employers to address pedestrian safety in the workplace.

Objectives

- Create 1 a strategic plan during the FY23 grant year by 9/29/2023
- Provide 400 Texas employers with pedestrian safety education resources in digital &/or print format(s) by 9/30/2023
- Support 20 professional development events with pedestrian safety resources. by 9/30/2023
- Develop 8 pieces of educational content (on-line learning, push cards, posters, safety talks, etc.) by 9/30/2023
- Conduct 1 Pedestrian Safety Texas Employer Advisory meeting in conjunction with TXODC Advisory. by 9/30/2023
- Distribute 8 pedestrian safety articles and blog posts (publications) by 9/30/2023
- Distribute 25000 digital/print resources and/or links with outreach, collaboration, e-distribution, events, etc by 9/30/2023
- Maintain 1 A webpage on an existing website with pedestrian safety resources for employers by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$119,366.91	\$0.00	\$0.00	\$32,398.91	<b>\$151,765.82</b>

Planned Activity Name 2023-TTI-G-1YG-0041 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

Title / Desc. **Law Enforcement Training on Pedestrian and Bicyclist Laws**

To provide education to law enforcement on laws related to pedestrian and bicycle safety.

Objectives

- Create 1 strategic plan during the FY23 grant year by 5/31/2023
- Conduct 1 crash analysis of pedestrian and bicyclist crashes by 11/30/2022
- Produce 1 final report by 9/30/2023
- Attend 3 community coalitions to share available resources by 8/31/2023
- Complete 1 Spanish translation of the enforcement brochure developed in FY20 by 8/31/2023
- Teach 75 law enforcement officers on state pedestrian and bicyclist laws by 9/15/2023
- Update 1 roll call video covering pedestrian and bicycle state laws by 6/30/2023
- Update 1 curriculum for workshops on state pedestrian and bicyclist laws by 1/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHTR	\$126,341.09	\$0.00	\$0.00	\$31,598.43	<b>\$157,939.52</b>

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2023-TTI-G-1YG-0047 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

Title / Desc. **Pedestrian Safety Improvement of Older Vulnerable Users in Texas**

This project targets improving transportation safety for older pedestrians aged 65 years or older through a safety assessment, educational kit development, and educational outreach.

Objectives

- Complete 5 educational sessions at the top 5 communities experiencing high volume of crashes by 9/30/2023
- Develop 1 website to disseminate an electronic copy of educational kit by 7/31/2023
- Develop 1 brochure and educational kit by 6/30/2023
- Complete 1 safety assessment by 3/15/2023
- Provide 1 summary of Literature Review and strategic plan on Safety of Older Pedestrians by 2/15/2023
- Acquire 1 Institutional Review Board (IRB) Approval by 12/15/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$109,899.87	\$0.00	\$0.00	\$27,500.17	<b>\$137,400.04</b>

Planned Activity Name 2023-TTI-G-1YG-0051 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

Title / Desc. **Adolescent Child Safety Education Focusing on Pedestrians/Bicyclists Aged 11-14 Years Old**

This project will provide educational curriculum and technology supplement (virtual reality video) targeting adolescent pedestrians and bicyclists regarding critical safety concepts.

Objectives

- Distribute 1 developed e-curriculum and one video on the web-page by 9/15/2023
- Develop 2 curriculum for target lessons by 7/31/2023
- Develop 1 educational virtual reality adapted video by 8/20/2023
- Develop 1 scenario including identified risk situations and safe behaviors to the situations by 3/22/2023
- Complete 1 list of high-risk situations and young pedestrian/bicyclists-involved crashes by 2/15/2023
- Acquire 1 Institutional Review Board Approval by 11/10/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$119,980.54	\$0.00	\$0.00	\$30,005.50	<b>\$149,986.04</b>

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TTI-G-1YG-0068	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Training

*Title / Desc.* **Street Coaching for Pedestrians & Cyclists Putting Laws Into Practice on University Campuses**

*This project will change behaviors related to pedestrian and bicycle safety by engaging students, staff and law enforcement on a large University campus regarding existing pedestrian and bicycle laws.*

*Objectives*

- Revise 1 law enforcement mobilization plan that addresses pedestrian and bicycle traffic law enforcement by 7/31/2023
- Conduct 10 pedestrian and bicycle traffic law trainings to university-based organizations by 8/31/2023
- Develop 1 Street Coaching for Pedestrian & Cyclists Project Strategic Plan by 12/30/2022
- Create 3 pedestrian/bicycle law pocket guide for distribution to students, staff and campus safety stakeholde by 9/15/2023
- Update 1 curriculum package highlighting laws related to pedestrian and bicycle safety by 9/15/2023
- Establish 1 group of local traffic safety stakeholders to serve in an advisory capacity by 3/31/2023
- Conduct 2 focus group meetings with stakeholders who use proximate university roadway systems by 3/31/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405H	FHTR	\$199,999.04	\$0.00	\$0.00	\$50,016.32	<b>\$250,015.36</b>

**Pedestrian and Bicyclist Safety**

**Budget Module: PS - 06**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	1	\$156,488.60	\$125,181.61							\$31,306.99	\$125,181.61
Public Information & Eduction	15	\$11,066,477.28	\$4,429,896.41				\$1,618,107.01		\$5,600.00	\$5,012,873.86	\$506,806.55
Training	5	\$847,106.78	\$349,247.32				\$326,340.13			\$171,519.33	
<b>TOTALS:</b>	<b>21</b>	<b>\$12,070,072.66</b>	<b>\$4,904,325.34</b>				<b>\$1,944,447.14</b>		<b>\$5,600.00</b>	<b>\$5,215,700.18</b>	<b>\$631,988.16</b>

Program Area: Police Traffic Services  
 Description of Highway Safety Problems

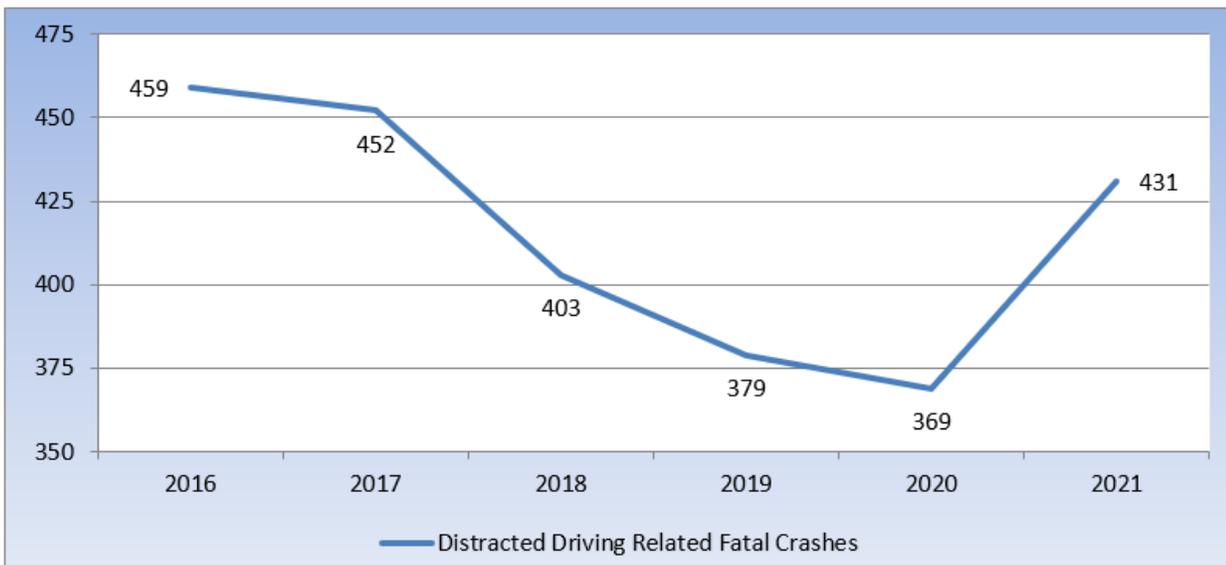
**Police Traffic Services (PT)**

**Problem ID - High-Visibility Enforcement (HVE)** is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements to educate the public and promote compliance with the laws.

STEPS are conducted throughout the year to maintain positive behavior, public awareness, and law enforcement engagement. A strong partnership between traffic safety and law enforcement professionals forms the foundation of the STEP model. Our STEP projects are comprised of data driven, evidence-based enforcement practices. High-visibility enforcement supported by media advertising campaigns are the backbone of the Texas Traffic Safety Program. The STEP program is also contained in the Alcohol Countermeasures section, the Occupant Protection section, and the Speed Control section. In addition to the projections and targets that address alcohol, restraint use and speed in other sections, intersection crashes and distracted driving are included as elements of the STEP program.

The issue of distracted driving is in the news on a state, local, and national level. Communication device misuse includes all forms of mobile phones and digital devices. Texting, talking, emailing, and internet use has become more prevalent. TxDOT will continue to work on this emerging issue.

**Fatalities in Distracted Driving Crashes**



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2022

**PT Performance Measures and Target Setting** - In addition to traditional enforcement and other associated enforcement programs, TxDOT will continue to actively participate in and provide administrative support to the Texas’s Impaired Driving Task Force and other regional coalitions that involve high-visibility enforcement as a countermeasure.

TxDOT will work in conjunction with these stakeholders to reduce the incidence of fatalities associated with traffic crashes and improve the driving situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 15 – Traffic Enforcement Service, and Countermeasures That Work as outlined in the strategies and enforcement sections.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

Fatalities in Distracted Driving Crashes Target	2022	2023	2024	2025	2026	2027
	416	401	386	372	357	342

**PT Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting fatalities, injuries, and crashes overall.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. Funding for outreach, training, and enforcement are planned for FY 2023 to assist the Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of occupant protection, DWI/DUI, speed, intersection, and distracted driving citations during grant funded activities. Texas will attempt to reverse this trend creating an increase in arrests and citations.

Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Police Traffic Services Program activities will continue to assist the State in achieving its targets.

**PT Performance Targets:**

**Target: Fatalities in Distracted Driving Crashes**

2023 Target: To decrease the number of distracted driving fatal crashes to 401.

## Police Traffic Services

**PT - 07**

### Goals

- To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes
- To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a vehicle body type of "Semi-Trailer" or "Truck-Tractor".

### Strategies

- Increase and sustain enforcement of traffic safety-related laws.
- Increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws.
- Increase and sustain high visibility enforcement of state and local ordinances on cellular and texting devices.
- Increase enforcement of commercial motor vehicle speed limits.
- Increase public education and information campaigns regarding enforcement activities.
- Increase public information and education on distracted driving related traffic issues
- Increase public information and education on intersection related traffic issues.
- Increase public information and education on sharing the road with large trucks
- Provide technical and managerial support to local law enforcement agencies and highway safety professionals.

### Project Descriptions

Task: **Enforcement**

Police Traffic Services PT - 07

Planned Activity Name: 2023-TxDOT-G-1YG-0213  
 Division: TRF-TS  
 Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Provide enhanced sustained enforcement covering multiple offenses, focusing on Speed, DWI, Intersection Traffic Control (ITC), Occupant Protection (OP) or Distracted Driving (DD) violations.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2023-Abilene-S-1YG-00052		402	PT	\$49,994.88	\$12,528.83	<b>\$62,523.71</b>
2023-AltonPD-S-1YG-00063		402	PT	\$11,997.25	\$4,170.13	<b>\$16,167.38</b>
2023-AlvinPD-S-1YG-00072		402	PT	\$11,980.00	\$3,799.31	<b>\$15,779.31</b>
2023-AmarilloPD-S-1YG-00009		402	PT	\$160,999.00	\$41,397.73	<b>\$202,396.73</b>
2023-AngletonPD-S-1YG-00114		402	PT	\$12,000.00	\$3,028.37	<b>\$15,028.37</b>
2023-Arlington-S-1YG-00003		402	PT	\$215,000.00	\$53,750.00	<b>\$268,750.00</b>
2023-AustinPD-S-1YG-00088		402	PT	\$656,000.00	\$167,403.78	<b>\$823,403.78</b>
2023-AzlePD-S-1YG-00070		402	PT	\$11,959.62	\$3,012.41	<b>\$14,972.03</b>
2023-Baytown-S-1YG-00101		402	PT	\$37,548.36	\$10,314.53	<b>\$47,862.89</b>
2023-Beaumont-S-1YG-00055		402	PT	\$84,640.00	\$25,933.70	<b>\$110,573.70</b>
2023-BeeCoSO-S-1YG-00107		402	PT	\$11,988.00	\$3,311.19	<b>\$15,299.19</b>
2023-BertramPD-S-1YG-00142		402	PT	\$11,792.00	\$3,038.61	<b>\$14,830.61</b>
2023-BexarCoSO-S-1YG-00121		402	PT	\$323,977.71	\$88,809.43	<b>\$412,787.14</b>
2023-BishopPD-S-1YG-00148		402	PT	\$11,960.57	\$3,034.17	<b>\$14,994.74</b>
2023-BordenCoSO-S-1YG-00085		402	PT	\$11,988.80	\$3,131.09	<b>\$15,119.89</b>
2023-BrazosCoSO-S-1YG-00083		402	PT	\$11,877.72	\$3,027.13	<b>\$14,904.85</b>
2023-Brenham-S-1YG-00099		402	PT	\$11,998.66	\$3,078.31	<b>\$15,076.97</b>
2023-BrownsPD-S-1YG-00077		402	PT	\$67,970.60	\$19,006.97	<b>\$86,977.57</b>
2023-BullardPD-S-1YG-00074		402	PT	\$11,996.64	\$6,239.33	<b>\$18,235.97</b>
2023-BurnetPD-S-1YG-00149		402	PT	\$11,993.67	\$3,097.06	<b>\$15,090.73</b>
2023-CameronCo-S-1YG-00032		402	PT	\$45,978.00	\$12,579.51	<b>\$58,557.51</b>
2023-CdrPrkPD-S-1YG-00144		402	PT	\$12,015.54	\$3,276.67	<b>\$15,292.21</b>
2023-CedarPD-S-1YG-00059		402	PT	\$11,997.00	\$6,176.38	<b>\$18,173.38</b>
2023-Chambers-S-1YG-00082		402	PT	\$44,965.55	\$14,469.92	<b>\$59,435.47</b>
2023-ClydePD-S-1YG-00068		402	PT	\$11,982.00	\$3,225.45	<b>\$15,207.45</b>
2023-CoffePD-S-1YG-00139		402	PT	\$11,965.50	\$3,124.88	<b>\$15,090.38</b>
2023-ColemnPD-S-1YG-00124		402	PT	\$11,986.75	\$3,013.47	<b>\$15,000.22</b>
2023-CollinSO-S-1YG-00025		402	PT	\$21,997.01	\$5,972.19	<b>\$27,969.20</b>
2023-ColStaPD-S-1YG-00048		402	PT	\$32,964.32	\$8,287.56	<b>\$41,251.88</b>
2023-ComancheCOSO-S-1YG-00095		402	PT	\$11,982.75	\$3,197.57	<b>\$15,180.32</b>
2023-CorpusPD-S-1YG-00062		402	PT	\$184,929.55	\$46,247.50	<b>\$231,177.05</b>
2023-CrockettPD-S-1YG-00123		402	PT	\$11,981.59	\$3,015.10	<b>\$14,996.69</b>
2023-Dallas-S-1YG-00029		402	PT	\$778,891.00	\$208,048.22	<b>\$986,939.22</b>
2023-DecaturPD-S-1YG-00030		402	PT	\$12,000.00	\$4,679.85	<b>\$16,679.85</b>
2023-DeerPark-S-1YG-00024		402	PT	\$48,929.54	\$19,380.97	<b>\$68,310.51</b>

Task: <b>Enforcement</b>			Police Traffic Services PT - 07		
2023-DeLeonPD-S-1YG-00130	402	PT	\$11,980.80	\$3,155.21	<b>\$15,136.01</b>
2023-DentonPD-S-1YG-00026	402	PT	\$70,033.39	\$19,407.51	<b>\$89,440.90</b>
2023-Dickinson-S-1YG-00033	402	PT	\$11,901.15	\$3,565.59	<b>\$15,466.74</b>
2023-DriscollPD-S-1YG-00108	402	PT	\$11,952.00	\$3,008.78	<b>\$14,960.78</b>
2023-EagleLkPD-S-1YG-00075	402	PT	\$11,997.32	\$3,002.93	<b>\$15,000.25</b>
2023-EarlyPD-S-1YG-00100	402	PT	\$11,960.00	\$3,288.76	<b>\$15,248.76</b>
2023-EastlaPD-S-1YG-00115	402	PT	\$11,989.11	\$3,266.25	<b>\$15,255.36</b>
2023-EdinbuPD-S-1YG-00081	402	PT	\$36,000.00	\$9,626.40	<b>\$45,626.40</b>
2023-EICampPD-S-1YG-00126	402	PT	\$12,015.83	\$3,082.49	<b>\$15,098.32</b>
2023-EIPasoCO-S-1YG-00136	402	PT	\$46,145.00	\$11,815.68	<b>\$57,960.68</b>
2023-EIPasoIISD-S-1YG-00049	402	PT	\$11,910.31	\$3,042.45	<b>\$14,952.76</b>
2023-EIPasoPD-S-1YG-00036	402	PT	\$200,294.00	\$50,300.37	<b>\$250,594.37</b>
2023-Eules-S-1YG-00080	402	PT	\$40,988.00	\$11,929.56	<b>\$52,917.56</b>
2023-FalfurriasPD-S-1YG-00043	402	PT	\$11,997.50	\$3,042.59	<b>\$15,040.09</b>
2023-FBCoCP4-S-1YG-00128	402	PT	\$19,705.00	\$5,167.38	<b>\$24,872.38</b>
2023-FBCoSO-S-1YG-00104	402	PT	\$49,984.00	\$12,510.96	<b>\$62,494.96</b>
2023-FortBendPct1-S-1YG-00140	402	PT	\$19,532.25	\$5,315.04	<b>\$24,847.29</b>
2023-Fortworth-S-1YG-00017	402	PT	\$244,997.97	\$61,250.00	<b>\$306,247.97</b>
2023-FranklinCOSO-S-1YG-00084	402	PT	\$11,914.62	\$3,094.03	<b>\$15,008.65</b>
2023-FriscoPD-S-1YG-00039	402	PT	\$58,963.10	\$15,912.15	<b>\$74,875.25</b>
2023-FSCoSO-S-1YG-00090	402	PT	\$11,995.04	\$3,023.43	<b>\$15,018.47</b>
2023-GalCOSO-S-1YG-00018	402	PT	\$21,935.04	\$7,038.95	<b>\$28,973.99</b>
2023-Galveston-S-1YG-00113	402	PT	\$38,031.32	\$9,755.03	<b>\$47,786.35</b>
2023-GarlandPD-S-1YG-00006	402	PT	\$111,994.92	\$27,999.48	<b>\$139,994.40</b>
2023-GCoCP3-S-1YG-00103	402	PT	\$11,785.00	\$2,984.89	<b>\$14,769.89</b>
2023-GCoCP4-S-1YG-00133	402	PT	\$11,987.76	\$3,408.69	<b>\$15,396.45</b>
2023-GrandPra-S-1YG-00106	402	PT	\$111,957.35	\$167,929.78	<b>\$279,887.13</b>
2023-GrapevinePD-S-1YG-00058	402	PT	\$29,956.26	\$7,496.51	<b>\$37,452.77</b>
2023-HamlinPD-S-1YG-00119	402	PT	\$11,981.13	\$3,192.92	<b>\$15,174.05</b>
2023-HarkerHPD-S-1YG-00034	402	PT	\$11,996.10	\$2,999.03	<b>\$14,995.13</b>
2023-Harlingen-S-1YG-00073	402	PT	\$36,000.00	\$9,022.13	<b>\$45,022.13</b>
2023-Harris4-S-1YG-00141	402	PT	\$49,868.36	\$12,659.96	<b>\$62,528.32</b>
2023-HarrisCo-S-1YG-00087	402	PT	\$367,559.09	\$91,891.46	<b>\$459,450.55</b>
2023-HarrisP1-S-1YG-00078	402	PT	\$67,944.55	\$16,986.14	<b>\$84,930.69</b>
2023-HarrisP5-S-1YG-00028	402	PT	\$49,830.88	\$12,484.12	<b>\$62,315.00</b>
2023-HaskellCoSO-S-1YG-00118	402	PT	\$11,992.50	\$3,010.21	<b>\$15,002.71</b>
2023-HawleyPD-S-1YG-00098	402	PT	\$11,991.42	\$3,125.07	<b>\$15,116.49</b>
2023-HearnePD-S-1YG-00021	402	PT	\$11,923.68	\$3,015.50	<b>\$14,939.18</b>
2023-HoustonPD-S-1YG-00014	402	PT	\$999,999.00	\$264,623.15	<b>\$1,264,622.15</b>
2023-InglesidePD-S-1YG-00112	402	PT	\$11,990.00	\$3,478.00	<b>\$15,468.00</b>
2023-Irving-S-1YG-00004	402	PT	\$133,797.08	\$35,942.43	<b>\$169,739.51</b>
2023-JacintPD-S-1YG-00110	402	PT	\$11,978.21	\$3,013.72	<b>\$14,991.93</b>

Task: <b>Enforcement</b>			Police Traffic Services PT - 07		
2023-JacksonviPD-S-1YG-00005	402	PT	\$11,989.25	\$3,023.73	<b>\$15,012.98</b>
2023-JeffersonCoSO-S-1YG-00091	402	PT	\$21,957.40	\$6,126.11	<b>\$28,083.51</b>
2023-KemahPD-S-1YG-00065	402	PT	\$11,976.40	\$3,433.03	<b>\$15,409.43</b>
2023-KilleenPD-S-1YG-00117	402	PT	\$59,923.20	\$15,034.77	<b>\$74,957.97</b>
2023-KylePD-S-1YG-00040	402	PT	\$11,993.00	\$3,162.29	<b>\$15,155.29</b>
2023-LakeWorthPD-S-1YG-00132	402	PT	\$11,960.29	\$3,945.09	<b>\$15,905.38</b>
2023-LaPorte-S-1YG-00012	402	PT	\$29,783.17	\$8,422.68	<b>\$38,205.85</b>
2023-LaredoPD-S-1YG-00023	402	PT	\$88,999.02	\$27,589.70	<b>\$116,588.72</b>
2023-LewisvPD-S-1YG-00093	402	PT	\$52,991.64	\$13,248.67	<b>\$66,240.31</b>
2023-LittleElmPD-S-1YG-00076	402	PT	\$11,939.79	\$3,044.11	<b>\$14,983.90</b>
2023-LongviPD-S-1YG-00079	402	PT	\$35,965.25	\$9,039.19	<b>\$45,004.44</b>
2023-ManorPD-S-1YG-00042	402	PT	\$11,990.00	\$3,077.45	<b>\$15,067.45</b>
2023-McAllenPD-S-1YG-00010	402	PT	\$71,000.00	\$17,750.00	<b>\$88,750.00</b>
2023-McKinney-S-1YG-00053	402	PT	\$50,000.00	\$13,050.00	<b>\$63,050.00</b>
2023-Mesquite-S-1YG-00067	402	PT	\$40,581.49	\$10,178.47	<b>\$50,759.95</b>
2023-MilCoSO-S-1YG-00069	402	PT	\$11,903.20	\$3,060.30	<b>\$14,963.50</b>
2023-Mission-S-1YG-00071	402	PT	\$37,000.00	\$9,464.00	<b>\$46,464.00</b>
2023-MissouriPD-S-1YG-00031	402	PT	\$24,920.00	\$6,717.60	<b>\$31,637.60</b>
2023-MoCoP1Co-S-1YG-00047	402	PT	\$11,998.45	\$3,220.18	<b>\$15,218.63</b>
2023-MoCoP2Co-S-1YG-00046	402	PT	\$11,877.20	\$3,188.82	<b>\$15,066.02</b>
2023-MontgoSO-S-1YG-00045	402	PT	\$98,966.80	\$32,282.97	<b>\$131,249.77</b>
2023-MtVernonPD-S-1YG-00038	402	PT	\$11,985.80	\$3,077.30	<b>\$15,063.10</b>
2023-Nacogdoches-S-1YG-00143	402	PT	\$11,919.89	\$3,032.94	<b>\$14,952.83</b>
2023-NewBraun-S-1YG-00011	402	PT	\$41,226.00	\$11,011.46	<b>\$52,237.46</b>
2023-NRichland-S-1YG-00037	402	PT	\$24,954.90	\$6,959.56	<b>\$31,914.46</b>
2023-Odessa-S-1YG-00015	402	PT	\$23,976.13	\$6,090.33	<b>\$30,066.46</b>
2023-PalaciosPD-S-1YG-00016	402	PT	\$12,000.00	\$4,109.76	<b>\$16,109.76</b>
2023-PasadePD-S-1YG-00007	402	PT	\$72,985.40	\$72,985.40	<b>\$145,970.80</b>
2023-pearlaPD-S-1YG-00109	402	PT	\$11,965.00	\$4,129.03	<b>\$16,094.03</b>
2023-PharrPD-S-1YG-00137	402	PT	\$11,982.50	\$3,794.61	<b>\$15,777.11</b>
2023-PlanoPD-S-1YG-00092	402	PT	\$112,991.02	\$28,250.35	<b>\$141,241.37</b>
2023-PleasantonPD-S-1YG-00135	402	PT	\$11,986.68	\$2,999.93	<b>\$14,986.61</b>
2023-PortArthur-S-1YG-00066	402	PT	\$22,767.90	\$7,529.34	<b>\$30,297.24</b>
2023-ProgresoPD-S-1YG-00146	402	PT	\$11,988.57	\$3,069.59	<b>\$15,058.16</b>
2023-ProsperPD-S-1YG-00105	402	PT	\$11,978.40	\$3,042.51	<b>\$15,020.91</b>
2023-RichlandHillsPD-S-1YG-00125	402	PT	\$11,999.80	\$4,175.17	<b>\$16,174.97</b>
2023-RobinsonPD-S-1YG-00096	402	PT	\$11,978.50	\$3,025.68	<b>\$15,004.18</b>
2023-RosenbPD-S-1YG-00089	402	PT	\$12,000.00	\$3,556.74	<b>\$15,556.74</b>
2023-SanAntPD-S-1YG-00013	402	PT	\$843,000.00	\$254,725.00	<b>\$1,097,725.00</b>
2023-SanJuanPD-S-1YG-00120	402	PT	\$9,448.00	\$2,378.46	<b>\$11,826.46</b>
2023-SanSabaPD-S-1YG-00061	402	PT	\$11,989.39	\$3,407.81	<b>\$15,397.20</b>

Task: <b>Enforcement</b>			Police Traffic Services PT - 07			
2023-SantaFe-S-1YG-00022	402	PT	\$11,926.14	\$3,427.57	<b>\$15,353.71</b>	
2023-SouthlakePD-S-1YG-00086	402	PT	\$24,789.85	\$9,075.44	<b>\$33,865.29</b>	
2023-SouthSPPD-S-1YG-00035	402	PT	\$12,000.00	\$3,215.85	<b>\$15,215.85</b>	
2023-SplendorPD-S-1YG-00122	402	PT	\$11,814.54	\$3,345.17	<b>\$15,159.71</b>	
2023-Sugarland-S-1YG-00060	402	PT	\$35,995.52	\$10,024.21	<b>\$46,019.73</b>	
2023-TDPS-S-1YG-00002	402	PT	\$549,994.62	\$137,498.65	<b>\$687,493.27</b>	
2023-TexarkPD-S-1YG-00027	402	PT	\$11,954.52	\$3,891.08	<b>\$15,845.60</b>	
2023-TexasCityPD-S-1YG-00041	402	PT	\$16,965.56	\$16,965.56	<b>\$33,931.12</b>	
2023-Tomgreen-S-1YG-00111	402	PT	\$34,000.00	\$8,919.35	<b>\$42,919.35</b>	
2023-Travis County SO-S-1YG-00131	402	PT	\$71,205.34	\$19,772.47	<b>\$90,977.81</b>	
2023-TyePD-S-1YG-00147	402	PT	\$11,998.48	\$3,141.86	<b>\$15,140.34</b>	
2023-Tyler PD-S-1YG-00097	402	PT	\$61,997.40	\$20,994.62	<b>\$82,992.02</b>	
2023-Universal City PD-S-1YG-00134	402	PT	\$10,944.00	\$4,389.48	<b>\$15,333.48</b>	
2023-VictoriaPD-S-1YG-00138	402	PT	\$11,803.60	\$3,053.30	<b>\$14,856.90</b>	
2023-WacoPD-S-1YG-00020	402	PT	\$105,991.58	\$26,500.00	<b>\$132,491.58</b>	
2023-WallerCOSO-S-1YG-00094	402	PT	\$21,977.60	\$6,931.76	<b>\$28,909.36</b>	
2023-WeatherfordPD-S-1YG-00051	402	PT	\$11,956.00	\$2,989.00	<b>\$14,945.00</b>	
2023-WhartonPD-S-1YG-00116	402	PT	\$11,994.48	\$3,232.09	<b>\$15,226.57</b>	
2023-WichitaPD-S-1YG-00008	402	PT	\$46,978.82	\$11,748.65	<b>\$58,727.47</b>	
2023-WilliamsonCo-S-1YG-00019	402	PT	\$49,858.42	\$12,528.08	<b>\$62,386.50</b>	
2023-WWorthVPD-S-1YG-00044	402	PT	\$11,944.74	\$3,217.78	<b>\$15,162.52</b>	
2023-Wylie-S-1YG-00129	402	PT	\$11,966.93	\$2,991.73	<b>\$14,958.66</b>	

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
140	402	PT	\$9,203,883.16	\$0.00	\$0.00	\$2,682,935.89	<b>\$11,886,819.05</b>

Task: **Enforcement**

Police Traffic Services PT - 07

Planned Activity Name 2023-TxDOT-G-1YG-0214 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Provide enhanced enforcement covering multiple offenses, focusing on the following: Speed, Occupant Protection (OP), and Hazardous Moving Violations (HMV) related to commercial motor vehicles.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2023-AmarilloPD-S-CMV-00003		402	PT	\$54,965.00	\$14,099.19	<b>\$69,064.19</b>
2023-AnsonPD-S-CMV-00032		402	PT	\$11,430.04	\$2,997.47	<b>\$14,427.51</b>
2023-Arlington-S-CMV-00002		402	PT	\$67,000.00	\$16,747.82	<b>\$83,747.82</b>
2023-AustinPD-S-CMV-00041		402	PT	\$67,000.00	\$18,974.73	<b>\$85,974.73</b>
2023-AzlePD-S-CMV-00020		402	PT	\$11,959.62	\$3,012.41	<b>\$14,972.03</b>
2023-Baytown-S-CMV-00031		402	PT	\$29,732.10	\$8,167.41	<b>\$37,899.51</b>
2023-BertramPD-S-CMV-00049		402	PT	\$11,792.00	\$3,038.61	<b>\$14,830.61</b>
2023-BurnetPD-S-CMV-00055		402	PT	\$11,993.67	\$3,097.06	<b>\$15,090.73</b>
2023-CameronPD-S-CMV-00023		402	PT	\$11,997.00	\$3,028.41	<b>\$15,025.41</b>
2023-Chambers-S-CMV-00025		402	PT	\$11,987.17	\$3,857.47	<b>\$15,844.64</b>
2023-DeerPark-S-CMV-00004		402	PT	\$11,961.89	\$3,217.69	<b>\$15,179.58</b>
2023-DriscollPD-S-CMV-00034		402	PT	\$11,952.00	\$2,987.64	<b>\$14,939.64</b>
2023-FalfurriasPD-S-CMV-00014		402	PT	\$11,995.52	\$3,042.59	<b>\$15,038.11</b>
2023-FBCoSO-S-CMV-00021		402	PT	\$49,984.00	\$12,510.96	<b>\$62,494.96</b>
2023-FortBendPct1-S-CMV-00048		402	PT	\$11,959.40	\$3,539.94	<b>\$15,499.34</b>
2023-Fortworth-S-CMV-00009		402	PT	\$72,978.97	\$18,246.29	<b>\$91,225.26</b>
2023-GCoCP3-S-CMV-00026		402	PT	\$11,762.00	\$3,128.63	<b>\$14,890.63</b>
2023-GCoCP4-S-CMV-00053		402	PT	\$11,986.11	\$3,408.31	<b>\$15,394.42</b>
2023-GrandPra-S-CMV-00037		402	PT	\$40,955.52	\$10,239.51	<b>\$51,195.03</b>
2023-GrapevinePD-S-CMV-00018		402	PT	\$11,951.31	\$2,990.08	<b>\$14,941.39</b>
2023-Harlingen-S-CMV-00030		402	PT	\$12,000.00	\$3,037.90	<b>\$15,037.90</b>
2023-HarrisCo-S-CMV-00027		402	PT	\$98,846.94	\$24,762.72	<b>\$123,609.66</b>
2023-HarrisP1-S-CMV-00022		402	PT	\$11,977.70	\$3,136.39	<b>\$15,114.09</b>
2023-HarrisP5-S-CMV-00011		402	PT	\$49,830.88	\$12,484.12	<b>\$62,315.00</b>
2023-HoustonPD-S-CMV-00012		402	PT	\$349,997.48	\$89,067.01	<b>\$439,064.49</b>
2023-KemahPD-S-CMV-00045		402	PT	\$11,976.40	\$3,083.93	<b>\$15,060.33</b>
2023-KylePD-S-CMV-00015		402	PT	\$11,993.00	\$3,162.29	<b>\$15,155.29</b>
2023-LaPorte-S-CMV-00008		402	PT	\$11,975.25	\$3,386.60	<b>\$15,361.85</b>
2023-LaredoPD-S-CMV-00010		402	PT	\$84,999.60	\$26,349.88	<b>\$111,349.48</b>
2023-McAllenPD-S-CMV-00006		402	PT	\$52,000.00	\$13,000.00	<b>\$65,000.00</b>
2023-MilCoSO-S-CMV-00028		402	PT	\$10,917.37	\$2,806.16	<b>\$13,723.53</b>
2023-MissouriPD-S-CMV-00013		402	PT	\$11,620.00	\$3,114.80	<b>\$14,734.80</b>
2023-Nacogdoches-S-CMV-00054		402	PT	\$11,919.88	\$3,032.95	<b>\$14,952.83</b>
2023-NewBraun-S-CMV-00007		402	PT	\$34,728.00	\$9,275.85	<b>\$44,003.85</b>

Task: <b>Enforcement</b>			Police Traffic Services PT - 07			
2023-PasadePD-S-CMV-00005	402	PT	\$11,991.62	\$11,991.62	<b>\$23,983.24</b>	
2023-pearlaPD-S-CMV-00035	402	PT	\$11,965.00	\$4,129.03	<b>\$16,094.03</b>	
2023-PharrPD-S-CMV-00043	402	PT	\$11,982.50	\$3,794.61	<b>\$15,777.11</b>	
2023-PleasantonPD-S-CMV-00047	402	PT	\$11,986.68	\$2,999.93	<b>\$14,986.61</b>	
2023-ProgresoPD-S-CMV-00050	402	PT	\$11,988.57	\$3,069.59	<b>\$15,058.16</b>	
2023-RefugioPD-S-CMV-00040	402	PT	\$11,924.42	\$2,983.27	<b>\$14,907.69</b>	
2023-Sugarland-S-CMV-00019	402	PT	\$11,964.42	\$3,355.51	<b>\$15,319.93</b>	
2023-TexarkPD-S-CMV-00036	402	PT	\$11,954.52	\$3,891.08	<b>\$15,845.60</b>	
2023-Tomgreen-S-CMV-00038	402	PT	\$12,000.00	\$3,094.32	<b>\$15,094.32</b>	
2023-Universal City PD-S-CMV-00046	402	PT	\$10,944.00	\$4,197.48	<b>\$15,141.48</b>	
2023-WallerCOSO-S-CMV-00029	402	PT	\$45,797.60	\$14,250.94	<b>\$60,048.54</b>	
2023-Wylie-S-CMV-00042	402	PT	\$11,966.93	\$2,991.73	<b>\$14,958.66</b>	

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
46	402	PT	\$1,478,592.07	\$0.00	\$0.00	\$400,781.93	<b>\$1,879,374.00</b>

Task: <b>Training</b>			Police Traffic Services PT - 07			
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Planned Activity Name	Division	Organization Name
2023-IADLEST-G-1YG-0153	TRF-TS	International Association of Directors of Law Enforcement Standards and Training

Primary Countermeasure Strategy ID : Police Traffic Services Training

Title / Desc. **Reducing Large Commercial Motor Vehicle Crashes Through a Data Driven Approach and Officer Training**

*The project seeks to increase motorist safety by reducing the frequency of large vehicle and bus crashes through a focused approach, grounded in accurate and timely crash data and officer training*

**Objectives**

- Evaluate 1 the level of change in officer activity post-training by 8/31/2023
- Teach 30 Large Truck and Bus Traffic Enforcement Training (T&BTET) workshops by 9/30/2023
- Develop 1 Strategic Operation Plan that outlines the program by 11/30/2022

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$116,156.53	\$0.00	\$0.00	\$29,150.00	<b>\$145,306.53</b>

Task: **Training**

Police Traffic Services PT - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TMPA-G-1YG-0002	TRF-TS	Texas Municipal Police Association

*Primary Countermeasure Strategy ID :* Police Traffic Services Training

*Title / Desc.* **Texas Law Enforcement Liaison STEP Support and Training**

*We provide full support to TxDOT Traffic Safety Specialists on STEP grants and traffic safety events. We also instruct courses on a variety of traffic safety topics.*

*Objectives*

- Teach 540 Training hours to law enforcement officers and civilians by 9/30/2023
- Attend 12 Traffic Safety Specialist events or partner organization events by 9/30/2023
- Assist 12 Child Passenger Safety events and trainings upon request by 9/30/2023
- Develop 1 Strategic Plan for deploying personnel and resources by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PT	\$1,198,649.70	\$0.00	\$0.00	\$300,097.50	<b>\$1,498,747.20</b>

**Police Traffic Services**

**Budget Module: PT - 07**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	186	\$13,766,193.05	\$10,682,475.23							\$3,083,717.82	\$10,682,475.23
Evaluation	0										
Public Information & Eduction	0										
Training	2	\$1,644,053.73	\$1,314,806.23							\$329,247.50	
<b>TOTALS:</b>	<b>188</b>	<b>\$15,410,246.78</b>	<b>\$11,997,281.46</b>							<b>\$3,412,965.32</b>	<b>\$10,682,475.23</b>

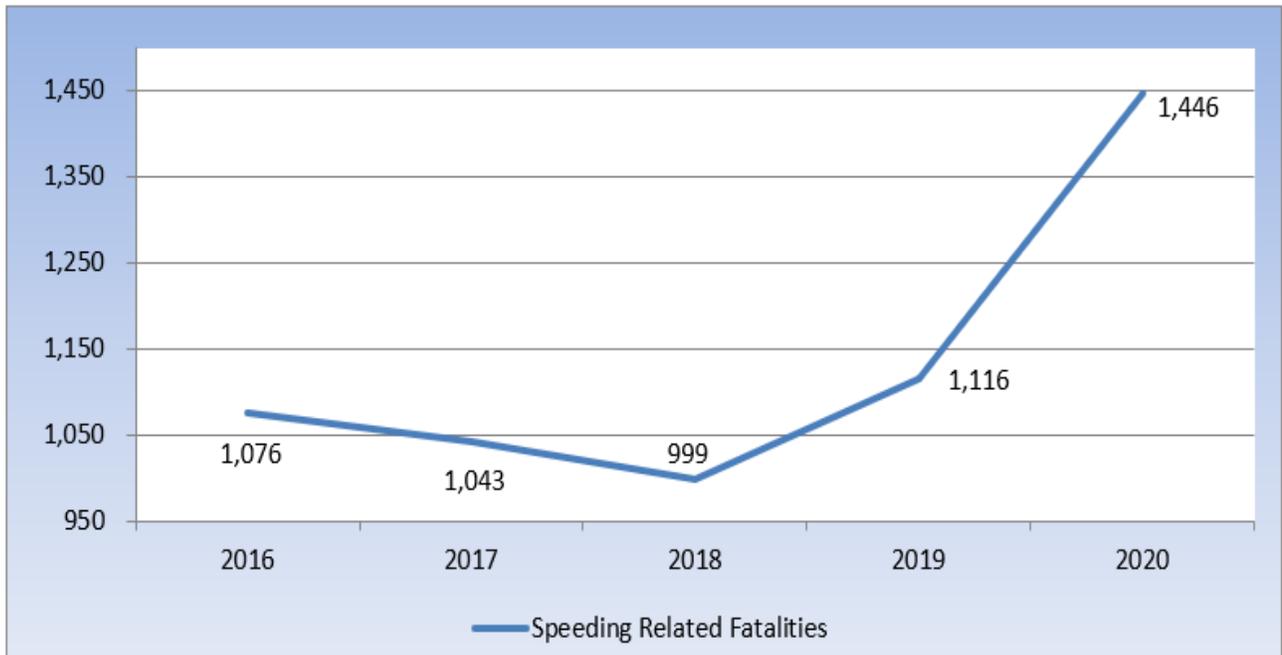
Program Area: Speed Management  
 Description of Highway Safety Problems

**Speed Control (SC)**

**Problem ID** - Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. In 2021, more than 4,400 people died on Texas roadways. What is especially alarming is that speed is now the #1 contributing factor when it comes to crashes in Texas, and in 2021, speeding drivers were responsible for one third of all traffic fatalities in our state.

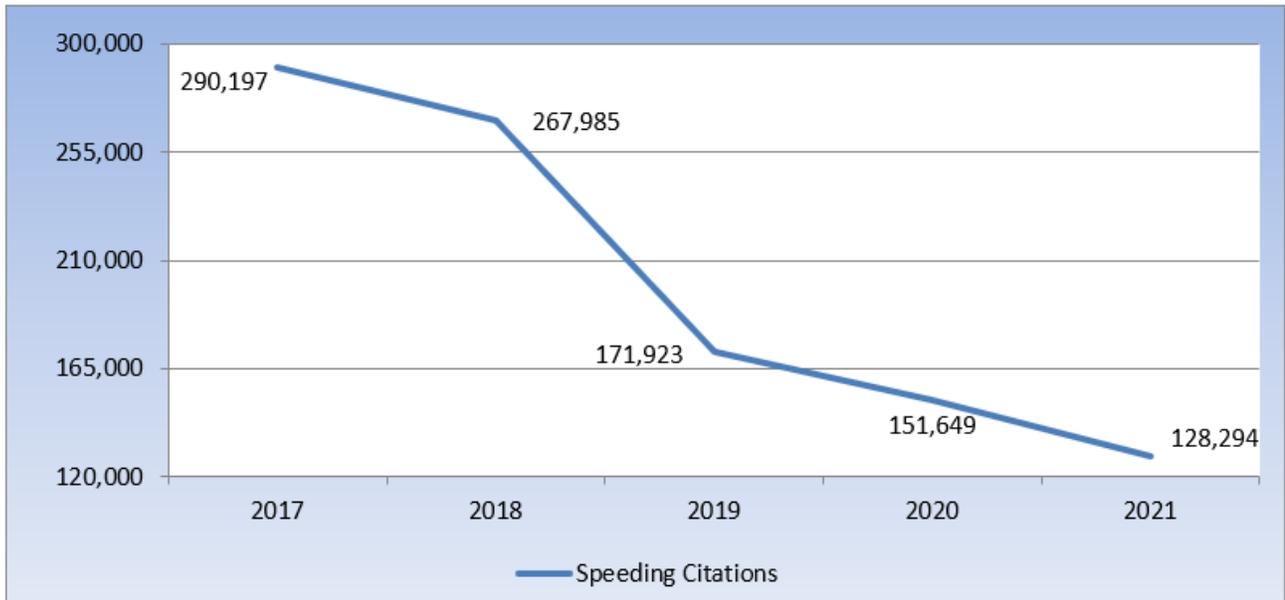
Texas averages more than 1,500 traffic crashes every single day – that’s a crash roughly every minute. And an average of 450 of these crashes every day in Texas are caused by motorists driving too fast.

**Speeding Related Fatalities (C-6)**



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

### Speeding Citations Issued/Funded Enforcement (A-3)



Source: Department of Transportation TRF-BTS eGrants, June 5th, 2022

Speeding can be very dangerous – for all the traveling public. Motorists need to ease up on the gas and not take chances with their lives or someone else’s. In Texas our campaign asks people to Be safe and drive smart so everyone can get where they’re going safely.

**SC Performance Measures and Target Setting** - TxDOT is partnering with law enforcement agencies across Texas on a Program we call – Operation Slow Down. Law enforcement will be stepping up their efforts especially in the month of June to enforce speed limits on city streets and the state’s highways. In addition to enforcing speed laws, Operation Slow Down means law enforcement across the state will be joining everyone out on the roads, reminding drivers what a safe speed looks like. It’s not five miles per hour over the speed limit. It’s not ten miles per hour over the speed limit, and it’s definitely not any faster than that. Sometimes it’s less than the speed limit, depending on conditions.

This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 19 – Speed Management, and Countermeasures That Work as outlined in the strategies and enforcement sections.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-6) Speeding Related Fatalities</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>Target</b>	1,481	1,428	1,375	1,322	1,270	1,217

**SC Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of speeding-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. Funding for enforcement is planned for FY 2023 to assist Texas with fatalities and injuries.

**SC Performance Targets:**

**Target: Speeding-Related Fatalities (C-6)**

2023 Target: To decrease speeding fatalities to 1,428.

**Target: Speeding Citations Issued During Grant Funded Enforcement Activities**

2023 Target: NHTSA activity measure - no objective set.

# Speed Control

SC - 08

## Goals

- To reduce the number of speed-related fatal and serious injuries

## Strategies

- Increase and sustain high visibility enforcement of speed-related laws.
- Increase public information and education concerning speed-related issues.
- Provide community training on speed-related issues.

## Project Descriptions

**Task: Enforcement** Speed Control SC - 08

<i>Planned Activity Name</i> 2023-TxDOT-G-1YG-0183	<i>Division</i> TRF-TS	<i>Organization Name</i> TxDOT - Traffic Safety
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*Primary Countermeasure Strategy ID:* Speed Control Enforcement

*Title / Desc.* **STEP Speed**

*Coordinate and conduct yearly Operational Slowdown mobilization consisting of increased speed enforcement and earned media activities.*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
40	402	SC	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>

**Task: Public Information Campaigns** Speed Control SC - 08

<i>Planned Activity Name</i> 2023-TxDOT-G-1YG-0184	<i>Division</i> TRF-TS	<i>Organization Name</i> TxDOT - Traffic Safety
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*Primary Countermeasure Strategy ID:* Speed Control Public Information Campaigns

*Title / Desc.* **Speed Campaign**

*Speed Campaign*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	SC	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	<b>\$8,000,000.00</b>

**Speed Control**

**Budget Module: SC - 08**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	40	\$600,000.00	\$500,000.00							\$100,000.00	\$500,000.00
Evaluation	0										
Public Information & Education	1	\$8,000,000.00	\$4,000,000.00							\$4,000,000.00	
Training	0										
<b>TOTALS:</b>	<b>41</b>	<b>\$8,600,000.00</b>	<b>\$4,500,000.00</b>							<b>\$4,100,000.00</b>	<b>\$500,000.00</b>

## Program Area: Traffic Records

### Description of Highway Safety Problems

#### Traffic Records (TR)

**Problem ID** - The Crash Record Information System is a web-based, online system designed to capture, process and analyze crash data for the State of Texas. Crash Reporting and Analysis for Safer Highways (CRASH) is one of the many components of the Crash Records Information System (CRIS) which enables law enforcement officers to submit crash reports directly into this State system.

CRIS also provides 24/7 Help Desk assistance to law enforcement officers and the general public CRIS/CRASH-related questions.

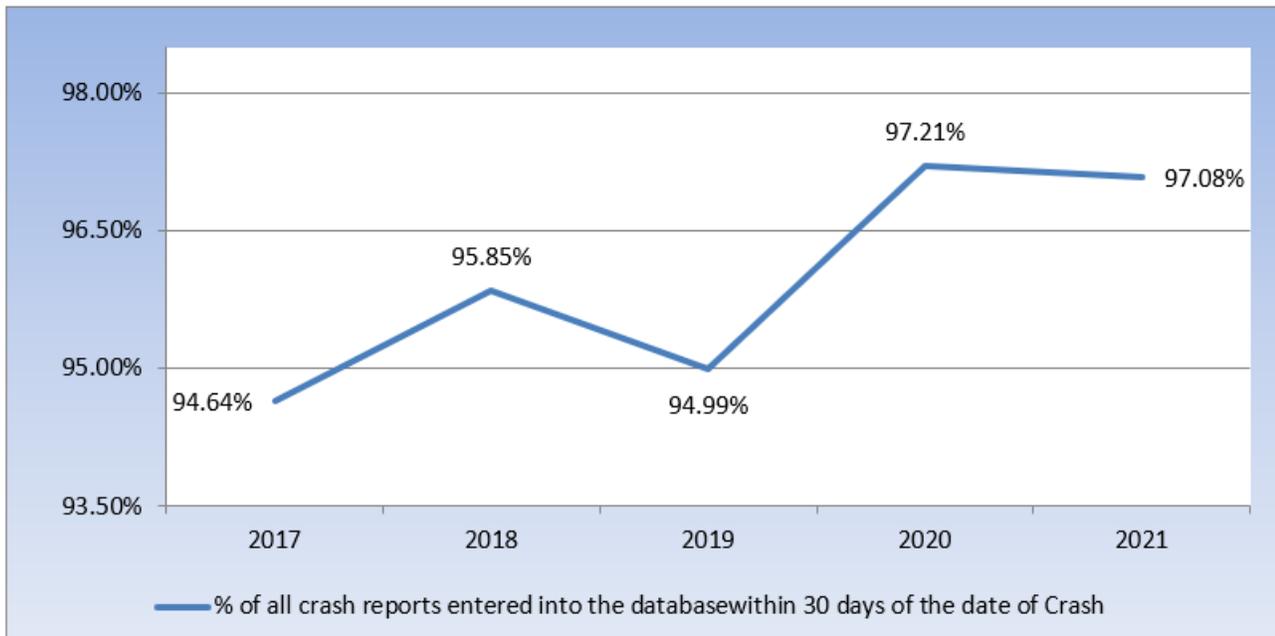
In addition to CRASH, law enforcement agencies can connect to CRIS through third-party vendors, called submission services, to submit records electronically. CRIS also has Crash Report Online Purchase System (CROPS) which allows eligible individuals to purchase crash reports directly from CRIS.

The State's most recent assessment of the highway safety data and traffic records system was completed in May of 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March of 2013.

The Texas Traffic Records Coordination Committee, an interagency committee composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), Texas Department of Motor Vehicles (TxDMV) and the Office of Court Administration (TxOCA) is tasked with providing executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS), and the Traffic Safety Information Systems Improvement Program. The recently updated Texas Traffic Safety Information System Strategic Plan is attached to this HSP as Attachment TX\_FY23\_405c\_Approved\_TRCC\_Strategic\_Plan.

The percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash has increased from 94.64 percent in 2016, to 97.08 percent in 2021.

**% Crash Reports entered into Database within 30 days of Crash**



Source: FY 2022 Texas Traffic Records Information System (TSIS) Strategic Plan

In addition to projects that increase timeliness of crash reporting, the State of Texas also strives to increase accessibility of the crash data for system end-users. This increased accessibility provides a faster and more accurate data set to these end-users such as the TRF-BTS and Data-Driven Approaches to Crime and Traffic Safety (DDACTS) users at local police agencies. DDACTS has the additional benefit of improving accessibility to the crash data in several areas.

For DDACTS to be successful, officers and agencies use the electronic crash data for analysis. Many agencies will be submitting crash reports in a more timely fashion, paying more attention to the accuracy of that data, and accessing it more and more as the concepts of DDACTS show results in those areas. Agencies that are not currently submitting crash records electronically will be required to do so once they enter the DDACTS program, and this will improve accessibility for all the users of the data.

System upgrades and project planning require inventory resources. Integration of all data sources, system custodians, data elements and attributes, and linkage variables ultimately create the seamless linkages useful for improving data accessibility. This bridge-building rests on six core traffic records data systems: Crash, Vehicle, Driver, Roadway, Citation / Adjudication, and EMS/Injury Surveillance. They use six performance attributes: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility.

The State of Texas has long-term plans to fully integrate the individual crash records systems, databases, and data across the program into a linked system. Integration of the crash records,

trauma registry, citation data base, DUI tracking system, and other systems is the ultimate goal for TxDOT, including encouraging highway safety partners to pursue traffic records system linkages to help reduce traffic crashes and social harm and increasing the sharing of linked information to support a data-driven approach to traffic safety.

**TR Performance Measures and Target Setting** - TxDOT will continue to actively participate in and provide administrative support to the Traffic Records Coordinating Committee (TRCC). TxDOT will work in conjunction with TRCC in executing the statewide strategic plan to increase the accuracy and timeliness of traffic records as well as improve the analyzation of that data to improve the capabilities of our systems in Texas. This plan contains elements in compliance with the NHTSA *Uniform Guidelines for Highway Safety Programs No. 10 – Traffic Records, and Countermeasures That Work* as outlined in the strategies section.

Current trend projections using CRIS data indicate that for 2023, the State of Texas can expect to report the percentage of all crash reports entered into the database within 30 days after the crash to increase to 97.49 percent. Targets are as follows:

<b>Percentage of all crash reports entered into the database within 30 days after the crash</b>	2022	2023	2024	2025	2026	2027
	97.19%	97.29%	97.39%	97.49%	97.59%	97.69%

**TR Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the ability to receive, compile, analyze and review data related to the issue of fatalities, injuries, and crashes.

Funding for projects that increase the timeliness and accuracy of the data are planned for FY 2023 to assist Texas with data analysis to reduce fatalities and injuries more effectively. TxDOT Traffic Records Program activities will continue to assist the State in achieving its targets.

**TR Performance Target:**

**Target: Percentage of all crash reports entered into the database within 30 days after the crash**

2023 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash to 97.29 percent.

# Traffic Records

TR - 09

## Goals

- To improve the timeliness, accuracy, completeness, uniformity, integration, and/or accessibility of traffic records in Texas.

## Strategies

- Develop, Implement, Maintain, and Provide one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the "Model Performance Measures for State Traffic Records Systems..
- Improve the intake, tracking, analysis and reporting of crash data.
- Improve the integration of traffic records between state agencies and local entities.

## Project Descriptions

Task: <b>Evaluation</b>	Traffic Records TR - 09
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Planned Activity Name	Division	Organization Name
2023-TTI-G-1YG-0046	TRF-TS	Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)**

To provide technical assistance to the Texas TRCC by coordinating the FY2023 Traffic Records Program Assessment and providing technical assistance to TxDOT including maintaining data dashboards.

### Objectives

- Produce 1 Final Report by 9/30/2023
- Develop 1 TRCC Strategic Plan by 9/30/2023
- Complete 1 State Traffic Records Assessment Program (STRAP) by 9/30/2023
- Produce 1 Updated Texas Traffic Safety Information System (TSIS) Strategic Plan with Data Quality Program by 5/31/2023

### Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$139,231.87	\$0.00	\$0.00	\$34,824.16	<b>\$174,056.03</b>

Task: **Evaluation**

Traffic Records TR - 09

Planned Activity Name 2023-TDPS-G-1YG-0014 Division TRF-TS Organization Name Texas Department of Public Safety

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **State Traffic Records System Improvement and Expansion of Crash Data Analysis**

HSOC will continue to identify trends and develop statistical findings related to traffic citations, crashes, and proactive enforcement by providing employee salaries and equipment for data analysis.

Objectives

- Develop 1 strategic plan for HSOC Standard Operations by 11/30/2022
- Maintain 98% citation data with no inaccurate critical data elements by 9/30/2023
- Provide 90% of analytical deliverables generated by the established deadline by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$966,451.29	\$0.00	\$0.00	\$322,150.43	<b>\$1,288,601.72</b>

Planned Activity Name 2023-TDSHS-G-1YG-0022 Division TRF-TS Organization Name Texas Department of State Health Services

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System**

Statewide data registry system collecting emergency medical service data and trauma center data; used for analysis of health outcomes related to motor vehicle crashes as well as other related uses.

Objectives

- Maintain 2 national data standards by 9/30/2023
- Produce 3 motor vehicle crash (MVC) annual trend data reports by 9/30/2023
- Develop 1 strategic plan for EMSTR operations by 11/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,142,640.51	\$0.00	\$0.00	\$363,997.64	<b>\$1,506,638.15</b>

Task: **Evaluation** Traffic Records TR - 09

Planned Activity Name: 2023-TMPA-G-1YG-0027      Division: TRF-TS      Organization Name: Texas Municipal Police Association

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **Law Enforcement Advanced Data Reporting System (LEADRS)**

Law Enforcement Advanced Data Reporting System to include creating an analytical data module for analyzing data from DWI arrest through court adjudication.

Objectives

- Maintain 1 statewide DWI Tracking database by 9/30/2023
- Conduct 125 LEADRS trainings or presentations to law enforcement, prosecutors, judges, and other stake holders by 9/30/2023
- Develop 1 LEADRS Program Strategic Plan by 11/30/2022
- Develop 1 LEADRS Program needs assessment by 10/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,199,950.89	\$0.00	\$0.00	\$303,716.00	<b>\$1,503,666.89</b>

Task: **Program Management** Traffic Records TR - 09

Planned Activity Name: 2023-CRIS-G-1YG-0193      Division: TRF-TS      Organization Name: CRIS

Primary Countermeasure Strategy ID : Traffic Records Program Management

Title / Desc. **Crash Records Information System Program Operations**

Support and enhance the statewide data system CRIS (Crash Record Information System) which provides timely and effective data analysis to support allocation of highway safety resources

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	<b>\$2,800,000.00</b>

Planned Activity Name: 2023-CRIS-G-1YG-0194      Division: TRF-TS      Organization Name: CRIS

Primary Countermeasure Strategy ID : Traffic Records Program Management

Title / Desc. **Crash Records Information System Help Desk**

Agency support provided by the TxDOT technical team has increased adoption through assistance the team provides with installing and configuring the agency identity provider (IDP) and the development

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,375,000.00	\$0.00	\$0.00	\$0.00	<b>\$1,375,000.00</b>

Task: **Training** Traffic Records TR - 09

<i>Planned Activity Name</i> 2023-IADLEST-G-1YG-0154	<i>Division</i> TRF-TS	<i>Organization Name</i> International Association of Directors of Law Enforcement Standards and Training
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*Primary Countermeasure Strategy ID :* Traffic Records Training

*Title / Desc.* **Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms**

*The project will increase the quality of data submitted by law enforcement agencies and its analytical capacity allowing a focused data driven strategy to reduce crashes and social harm to be utilized*

*Objectives*

- Provide 11 individualized law enforcement agencies with DDACTS training and support by 9/30/2023
- Conduct 3 evaluations to determine the impact of the DDACTS model by 9/30/2023
- Provide 328 hours of onsite and remote analytical assistance to agencies in support of the DDACTS Model by 9/30/2023
- Conduct 8 in-person and virtual analytical training workshops by 9/30/2023
- Develop 1 Strategic Operation Plan that outlines the program by 11/30/2022

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	TR	\$422,495.68	\$0.00	\$0.00	\$105,720.00	<b>\$528,215.68</b>

Traffic Records

Budget Module: TR - 09

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	2	\$4,175,000.00			\$1,375,000.00			\$2,800,000.00			
Enforcement	0										
Evaluation	4	\$4,472,962.79			\$3,448,274.56					\$1,024,688.23	
Public Information & Eduction	0										
Training	1	\$528,215.68	\$422,495.68							\$105,720.00	
<b>TOTALS:</b>	<b>7</b>	<b>\$9,176,178.47</b>			<b>\$4,823,274.56</b>			<b>\$2,800,000.00</b>		<b>\$1,130,408.23</b>	

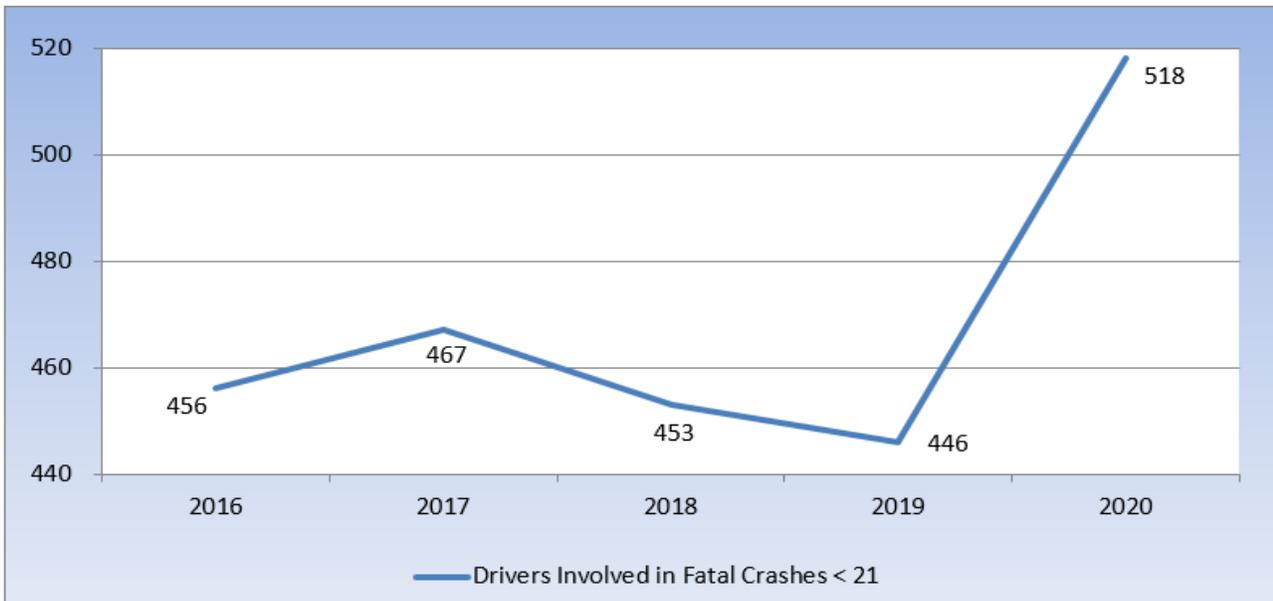
Program Area: Driver Education and Behavior  
 Description of Highway Safety Problems

**Driver Education and Behavior (DE)**

**Problem ID** - Motor vehicle crashes are the second leading cause of death for U.S. teens. Teen motor vehicle crashes are preventable, and proven strategies can improve the safety of young drivers on the road. In 2019, almost 2,400 teens in the United States aged 13–19 were killed, and about 258,000 were treated in emergency departments for injuries suffered in motor vehicle crashes. That means that every day, about seven teens die due to motor vehicle crashes, and hundreds more were injured. In addition, motor vehicle crash deaths among teens 15–19 years of age resulted in about \$4.8 billion in medical and work loss costs for crashes that occurred in 2018[1].

The risk of motor vehicle crashes is higher among teens aged 16–19 than among any other age group. In fact, per mile driven, teen drivers in this age group are nearly three times as likely as drivers aged 20 or older to be in a fatal crash[2].

**Drivers Involved in Fatal Crashes - Under 21 (C-9)**



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

[1] Centers for Disease Control and Prevention (CDC), National Center for Injury Prevention and Control (NCIPC). WISQARS (Web-based Injury Statistics Query and Reporting System). U.S. Department of Health and Human Services; July 2020. Available at: [www.cdc.gov/injury/wisqars/index.html](http://www.cdc.gov/injury/wisqars/index.html).

[2] Insurance Institute for Highway Safety (IIHS). Fatality Facts 2019: Teenagers. Highway Loss Data Institute; March 2021. Available at: <https://www.iihs.org/topics/fatality-statistics/detail/teenagers>

FARS data for 2020 indicates that the number of drivers under 21 involved in fatal crashes decreased from 446 in 2019 to 518 in 2020. Younger drivers are overrepresented in fatality and serious injury data at the state and national level. In Texas, the 16-to-20-Year-Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population) has been on the decline beginning in 2014 with a rate of 16.07 to a rate of 12.00 in 2021.

**DE Performance Measures and Target Setting**- TxDOT will work in conjunction with stakeholders, regional task forces, and coalitions to reduce the incidence of distracted drivers and young driver fatalities and associated traffic crashes to improve the young driver situation in Texas.

This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 4 - Driver Education, and Countermeasures That Work as outlined in the strategies section.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-9) Drivers Involved in Fatal Crashes Target</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
	486	468	451	434	416	399

**DE Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of young driver and distracted-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries.

Funding for media, training, education, and outreach is planned for FY 2023 to assist Texas with young driver and distracted driving-related fatalities and injuries. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving its targets.

**DE Performance Measures and Targets:**

**Target: Drivers Involved in Fatal Crashes Aged Under 21 (C-9)**

2023 Target: To decrease fatal crashes involving drivers aged under 21 to 468 in 2023.

# Driver Education and Behavior

DE - 10

## Goals

- To increase public knowledge, perception and understanding of driver education and traffic safety for all road users
- To reduce the number of crashes and injuries related to distracted driving.

## Strategies

- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Implement and evaluate countermeasures to reduce the incidence of distracted driving.
- Improve the recording of distracted driving as a contributing factor on crash reports.
- Provide assistance to update the drivers' education curriculum and administrative standards.

## Project Descriptions

Task: **Evaluation**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i> 2023-TTI-G-1YG-0053	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID:* Driver Education and Behavior Evaluation

*Title / Desc.* **Survey of Attitudes and Awareness of Traffic Safety in Texas**

*Conduct a survey to assess statewide driver attitude and awareness of traffic safety programs in Texas, and to measure self-reported traffic safety related behaviors.*

### Objectives

- Conduct 1 survey of Texans measuring attitudes and awareness of traffic safety issues and initiatives by 9/30/2023

### Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$40,499.99	\$0.00	\$0.00	\$10,133.00	<b>\$50,632.99</b>

Task: **Evaluation**

Driver Education and Behavior DE - 10

Planned Activity Name 2023-TTI-G-1YG-0056 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Driver Education and Behavior Evaluation

Title / Desc. **Statewide Survey of Mobile Communication Device Use in Texas**

This is an observational survey to estimate statewide mobile communication device use (cell phone and texting) by Texas drivers.

Objectives

- Submit 2 survey report summary and presentation documents by 9/30/2023
- Conduct 1 statewide survey of mobile communication device use in Texas by 5/31/2023
- Provide 4 types of training for surveyors and staff conducting mobile communication device use survey by 3/31/2023
- Plan 1 observational survey of statewide driver mobile communication device use in Texas by 2/3/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$75,000.00	\$0.00	\$0.00	\$18,761.13	<b>\$93,761.13</b>

Task: **Program Management**

Driver Education and Behavior DE - 10

Planned Activity Name 2023-TxDOT-G-1YG-0178 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Driver Education and Behavior Program Management

Title / Desc. **Beehive PI&E Management**

Beehive Specialty will store and manage TxDOT Traffic Safety Program PI&E inventory for statewide distribution.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$160,000.00	\$0.00	\$0.00	\$0.00	<b>\$160,000.00</b>

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2023-TTI-G-1YG-0037	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Public Information Campaigns

*Title / Desc.* **Statewide Peer-to-Peer Traffic Safety Program for Youth ages 11 to 25**

*Statewide peer-to-peer program to address driving risks for youth through assemblies, workshops, educational resource kits, peer messaging, and a smartphone app to motivate safe driving behavior.*

*Objectives*

- Develop 1 Strategic Plan for delivery to TxDOT by 9/30/2023
- Conduct 1 analysis of teen driver crash data and behavior to identify TDS program areas for improvement by 9/30/2023
- Revise 1 Teens in the Driver Seat Junior High Program based on FY22 evaluation by 9/30/2023
- Maintain 1 smartphone app that focuses on safe driving among young drivers by 9/30/2023
- Implement 2 safety messages focused on risks of excessive speed to 50 YTS high school or college program schools by 9/30/2023
- Conduct 25 virtual or in-person interactive safe driving leadership presentations, delivered by speaker(s), by 9/30/2023
- Administer 3 program evaluation/measurements (distracted driving, seat belt use, driver behavior) at YTS schools by 9/30/2023
- Provide 195 student teams in Texas with age-appropriate resource kits and educational best practice instructions by 9/30/2023
- Implement 2 virtual or in-person health education-based workshops focused on distractions and speeding by 6/30/2023
- Coordinate 3 opportunities in Peer Leadership and message development for YTS Program Schools in Texas by 9/30/2023
- Conduct 1 virtual or in-person traffic safety summit with theme of reducing all risks among TDS students by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$849,995.70	\$0.00	\$0.00	\$284,144.74	<b>\$1,134,140.44</b>

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

Planned Activity Name 2023-TTI-G-1YG-0048 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Driver Education and Behavior Public Information Campaigns

Title / Desc. **Traffic Safety Improvement of Senior Drivers in Texas**

*This project targets improving transportation safety for senior drivers aged 80 years old and older through a safety assessment and educational outreach focused on pedestrian involved crashes.*

Objectives

- Complete 8 educational sessions at the top 5 communities experiencing high volume of crashes by 9/30/2023
- Develop 1 brochure of traffic safety facts, recommendations and tips for senior drivers by 6/30/2023
- Complete 1 safety assessment using the dataset prepared by 5/10/2023
- Provide 1 summary of literature review on safety of senior drivers by 1/5/2023
- Acquire 1 IRB approval by 12/15/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$114,363.42	\$0.00	\$0.00	\$28,601.45	<b>\$142,964.87</b>

Planned Activity Name 2023-TMCEC-G-1YG-0125 Division TRF-TS Organization Name Texas Municipal Courts Education Center

Primary Countermeasure Strategy ID : Driver Education and Behavior Public Information Campaigns

Title / Desc. **Driving on the Right Side of the Road (DRSR)**

*DRSR was created to teach responsible decision-making, adherence to traffic laws, and how to follow safe practices on Texas roads. DRSR has created curriculum and children's books for this purpose.*

Objectives

- Update 3 units of DRSR curriculum, children's literature, online games or other DRSR resources and materials by 9/30/2023
- Conduct 1 teacher traffic safety workshop by 8/31/2023
- Produce 5 pages of traffic safety content and DRSR resources for The Recorder by 9/30/2023
- Distribute 24 packets of DRSR materials to community groups (e.g., youth groups and safety organizations) by 9/30/2023
- Train 800 judges, court personnel, prosecutors and lawyers on traffic safety and/or DRSR resources by 9/30/2023
- Provide 24 exhibits for schools, courts and community groups by 9/30/2023
- Train 500 educators on the DRSR project and materials through workshops and webinars by 9/30/2023
- Develop 1 educational resource for teaching traffic safety in the classroom by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$300,000.00	\$0.00	\$0.00	\$74,997.64	<b>\$374,997.64</b>

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

Planned Activity Name 2023-TxDOT-G-1YG-0190 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Driver Education and Behavior Public Information Campaigns

Title / Desc. **Distracted Driving Campaign**

Media campaign to raise awareness of distracted driving with the goal to reduce the number of crashes and injuries related to distracted driving.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	<b>\$2,400,000.00</b>

Task: **Training**

Driver Education and Behavior DE - 10

Planned Activity Name 2023-ESCVI-G-1YG-0019 Division TRF-TS Organization Name Education Service Center, Region VI

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Texas Traffic SAFETY Education Staff Improvement Program. Safety Alliance For Educating Texas Youth**

Program will provide 9 Teen Driver Education staff development workshops to 300 instructors. Training will be presented by instructor trainers using a variety of current topics & marketed statewide.

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Revise 1 Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2023
- Analyze 150 participant evaluations to determine overall effectiveness of Staff Improvement Program by 9/30/2023
- Train 300 Driver Education Instructors in the Staff Improvement Program by 9/30/2023
- Conduct 9 Continuing Education Trainings for Driver Education Instructors by 9/30/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$98,430.09	\$0.00	\$0.00	\$33,376.00	<b>\$131,806.09</b>

Task: **Training**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i> 2023-NSC-G-1YG-0109	<i>Division</i> TRF-TS	<i>Organization Name</i> National Safety Council
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*Primary Countermeasure Strategy ID :* Driver Education and Behavior Training

*Title / Desc.* **Our Driving Concern: Texas Employer Transportation Safety**

*Continuous and expanded traffic safety outreach to Texas employers encouraging the use of best practice programs that promote safe driving behaviors among employees and their families.*

*Objectives*

- Manage 1 Texas Employer Traffic Safety Awards Program by 8/31/2023
- Develop 36 Tailgate Talks & Our Driving Concern Newsletters to send to TX employers, safety managers & others by 9/30/2023
- Produce 5 new/updated program pieces (i.e.; Spanish, app, games, learning units, posters, fact sheets) by 9/30/2023
- Develop 12 monthly ODC Traffic Tabloids traffic safety pages by 9/30/2023
- Participate in 15 exhibits (electronic and in-person) with Traffic Safety outreach by 9/30/2023
- Support 375 employees, employers, associations, and or partners with traffic safety resources by 9/30/2023
- Educate 525 Employees on traffic safety through training, webinars & other educational opportunities by 9/30/2023
- Maintain 12 Consecutive months of establishing and supporting traffic safety outreach with Texas employers by 9/30/2023
- Create 1 12-month calendar of safety events/ weeks for Texas employers to use as a resource by 9/29/2023
- Conduct 2 Advisory Committee Meetings by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$366,144.02	\$0.00	\$0.00	\$108,840.55	<b>\$474,984.57</b>

Task: **Training**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i> 2023-TCINC-G-1YG-0138	<i>District</i> LKF	<i>Organization Name</i> The Coalition, Inc.
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*Primary Countermeasure Strategy ID :* Driver Education and Behavior Training

*Title / Desc.* **Drug-Free All Star (DFAS) for Angelina County**

*The DFAS program will use environmental strategies to reduce underage drinking, reduce DUI/DWI citations & lower the number of alcohol-related car crashes in Angelina County.*

*Objectives*

- Implement 2 new Drug-Free Council (DFC) student groups as an expansion of the Drug-Free All Star program by 6/2/2023
- Educate 300 adults and parents on the dangers of underage alcohol use by 9/29/2023
- Provide 1250 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/29/2023
- Educate 500 youth on the dangers of alcohol use through presentations by 9/29/2023
- Complete 2 Project Sticker Shock campaigns (educational campaigns to warn adults of alcohol consequences) by 9/29/2023
- Develop 1 Strategic Operation Plan for program activities by 11/25/2022
- Coordinate 60 alcohol compliance checks in conjunction with the Angelina County Sheriff's Department by 9/29/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$94,999.64	\$0.00	\$0.00	\$67,810.18	<b>\$162,809.82</b>

**Driver Education and Behavior**

**Budget Module: DE - 10**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	1	\$160,000.00	\$160,000.00								
Enforcement	0										
Evaluation	2	\$144,394.12	\$115,499.99							\$28,894.13	
Public Information & Eduction	4	\$4,052,102.95	\$2,464,359.12							\$1,587,743.83	
Training	3	\$769,600.48	\$559,573.75							\$210,026.73	
<b>TOTALS:</b>	<b>10</b>	<b>\$5,126,097.55</b>	<b>\$3,299,432.86</b>							<b>\$1,826,664.69</b>	

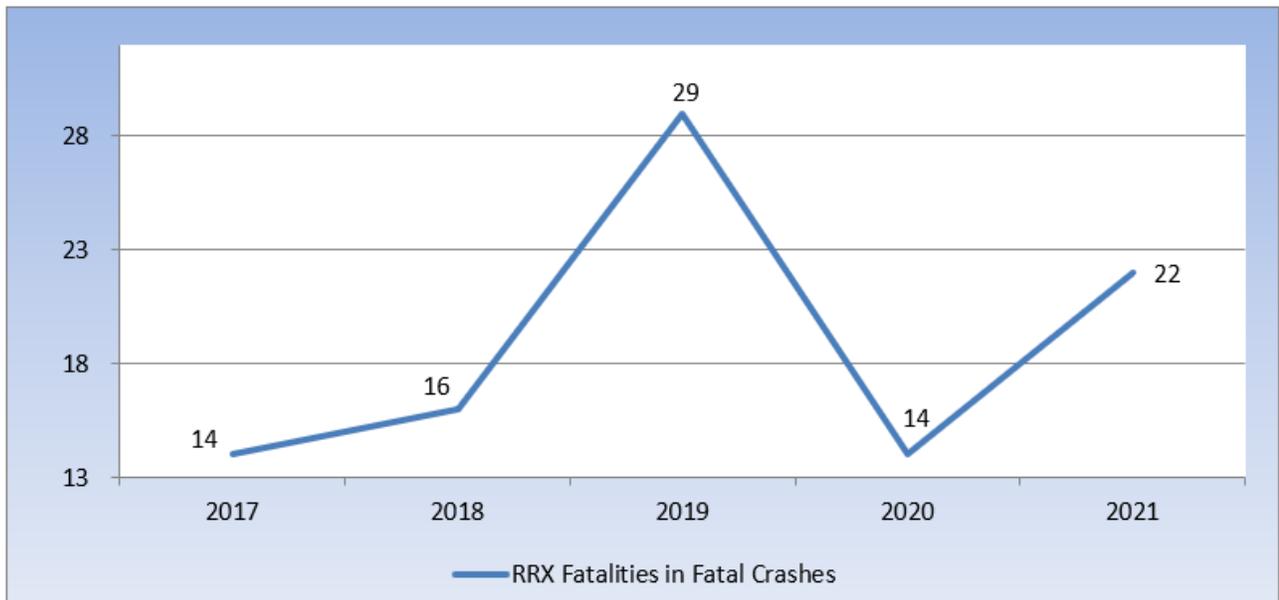
Program Area: Railroad Safety  
 Description of Highway Safety Problems

**Railroad Safety (RH)**

**Problem ID** – The Federal Railroad Administration (FRA) is the national and only recognized source for data on vehicle-train crashes and incidents involving fatalities on railroad property. According to FRA statistics, 1,151 pedestrian rail trespass casualties (fatalities + injuries) occurred in 2021. There were 625 trespass-related fatalities and 526 trespass injuries across the U.S. in 2021. Approximately 69% of all 2021 trespass casualties occurred in 15 states.

Texas is second in the nation in fatalities according to the FRA. Texas also had 55 pedestrian fatalities involving trespassing on railroad property and 62 injuries involving pedestrians; this places Texas second in the nation according to FRA. These numbers may seem low when compared to Driving While Intoxicated crashes, however, the dynamic differences between a vehicle-train and vehicle-vehicle crash result in a 20 times greater likelihood of not surviving a crash with a train[1].

**Railroad Fatalities in Railroad Crossing Fatal Crashes**



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2022*

[1] [Operation LifeSaver – Trespassing Casualties by State](#)

Per the American Association of Railroads (AAR), there are currently 10,460 miles of freight railroad track in Texas. Texas has the most public grade crossings of any other state at 11,646. The state of Texas ranks first for the number of railroad tracks and public railroad crossings. Texas has 15 percent more railroad crossings than the second highest state which is Illinois with 7,825 followed by California, Kansas and Ohio is fourth[1]. Operating railroads in Texas reported the second highest number of fatalities at public crossings. Railroads operating in California reported the most pedestrian fatalities, while Texas has 36 percent more railroad crossings than the state of California.

Due to a train's size and angle of approach to a crossing, it is impossible to judge the speed of an approaching train. An approaching train creates an optical illusion because of its size, making it appear as if it is traveling much more slowly than it really is.

Most vehicle drivers do not realize a railroad crossing is considered an intersection. Consequently, traffic laws regarding "no passing zones", and "not stopping on the track" are ignored. In fact, railroad warning signage is barely addressed in Driver Education classes in Texas.

**RH Performance Measures and Target Setting** - In addition to traditional training and education, TxDOT will work on executing programming to reduce the incidence of railroad grade crossing fatalities and the associated traffic crashes to improve the railroad grade crossing crash situation in Texas.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>Railroad Crossing Fatalities</b>	2022	2023	2024	2025	2026	2027
<b>Target</b>	21	20	20	19	18	17

**Performance Measures and Targets:**

**Target: Railroad Crossing Fatal Crashes**

2023 Target: To decrease railroad grade crossing fatalities to 20.

[1] [Railroad Crossing Facts](#).

# Railroad / Highway Crossing

RH - 11

## Goals

- To reduce KAB crashes at railroad/highway crossings

## Strategies

- Increase education of law enforcement concerning laws governing railroad/highway crossings.
- Increase public education and information on railroad/highway crossing safety.

## Project Descriptions

Task: **Public Information Campaigns** Railroad / Highway Crossing RH - 11

<i>Planned Activity Name</i> 2023-TxOpLife-G-1YG-0110	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Operation Lifesaver
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*Primary Countermeasure Strategy ID :* Railroad / Highway Crossing Public Information Campaigns

*Title / Desc.* **Highway-Railroad Safety Awareness**

*Provide highway-railroad crossing safety training to Law Enforcement personnel and rail safety education presentations to the public. Administer the statewide rail safety program.*

*Objectives*

- Develop 1 Strategic Plan for reducing KAB crashes at highway-rail grade crossings by 11/30/2022
- Manage 1 Statewide group of volunteer presenters by 9/30/2023
- Coordinate 2000 Requests from media and the general public for information on rail safety by 9/30/2023
- Conduct 4 Rail Safety Awareness Training classes for Law Enforcement by 9/30/2023
- Manage 1 Public Information and Education Inventory by 9/30/2023
- Educate 10000 People by providing Rail safety presentations by 9/30/2023
- Manage 1 Operation Lifesaver Authorized Volunteer (OLAV) Incentive Program by 9/30/2023
- Conduct 15 Information/safety booths at health fairs, conferences, etc by 9/30/2023
- Attend 12 Coalition meetings, general meetings, and meetings with general public representing TXOL by 9/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	RH	\$73,293.00	\$0.00	\$0.00	\$18,432.99	<b>\$91,725.99</b>

**Railroad / Highway Crossing**

**Budget Module: RH - 11**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	1	\$91,725.99	\$73,293.00							\$18,432.99	
Training	0										
<b>TOTALS:</b>	<b>1</b>	<b>\$91,725.99</b>	<b>\$73,293.00</b>							<b>\$18,432.99</b>	

Program Area: Roadway Safety/Traffic Engineering  
 Description of Highway Safety Problems

**Roadway Safety (RS)**

**Problem ID** - In recent years, the number of active TxDOT work zones has been as high as 3,100 active road construction and maintenance work zones. In 2021, more than 26,000 traffic crashes occurred in work zones in Texas, resulting in 244 deaths, a 33 percent increase in traffic fatalities over the previous year. Another 856 people were seriously injured.

Drivers and their passengers accounted for the majority of those who died in Texas work zone crashes in 2021. 195 motorists and vehicle passengers were killed, along with 38 pedestrians, four bicyclists, and three roadside construction workers. Speeding and driver inattention were among the leading causes of work zone crashes[1].

**Work Zone Fatalities**



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2022*

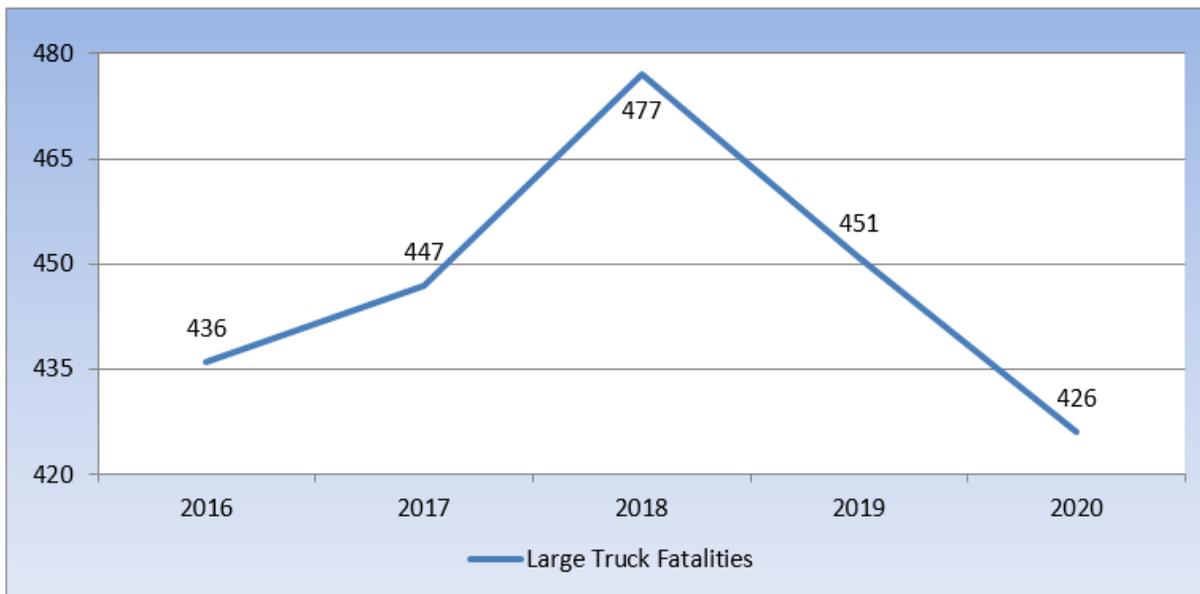
As roadway maintenance and construction efforts continue to address a state population that grows by about 1,200 people per day, drivers should expect to encounter a work zone at any time.

[1] [TxDOT Work Zones](#)

Work zone safety and awareness is critical, both for drivers and the men and women who work on our highways. TxDOT continues to work on increased safety measures and public outreach efforts to educate motorists about driving in work zones.

As part of National Work Zone Awareness Week, TxDOT urges drivers to slow down, pay attention and be extra cautious to save not only the lives of workers, but their own lives as well. Everyone needs to take responsibility for work zone safety, from engineers and planners to drivers and pedestrians. TxDOT is working to educate the public and raise awareness of safety precautions for workers and motorists in work zones.

### State of Texas: Large Truck Related Fatalities



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021*

**RS Performance Measures and Target Setting** - TxDOT will work on executing programming to reduce the incidence of large truck fatalities, work zone-related fatalities, and the associated traffic crashes to improve the large truck and work zone situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 21 - Roadway Safety, and Countermeasures That Work as outlined in the strategies section.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>Work Zone Fatalities</b>	2022	2023	2024	2025	2026	2027
<b>Target</b>	236	227	219	210	202	194

<b>Large Truck Fatalities</b>	2022	2023	2024	2025	2026	2027
<b>Target</b>	515	496	478	459	441	423

**RS Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of work zone-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing large truck and work zone fatalities and injuries.

Funding for media, education and outreach, and training is planned for FY 2023 to assist Texas with large truck and work zone fatalities and injuries. Texas will continue to focus on large truck and work zone fatalities which continue to be a statewide problem. TxDOT Roadway Safety Program activities will continue to assist the State in achieving its targets.

**Performance Measures and Targets:**

**Target: Work Zone Fatalities**

2023 Target: To decrease work zone-related fatalities to no more than 227.

**Target: Large Truck Fatalities**

2023 Target: To decrease large truck fatalities to no more than 496.

# Roadway Safety

RS - 12

## Goals

- To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level
- To reduce the number of traffic crashes, injuries, and fatalities in work zones.
- To reduce large truck (“Semi- Trailer” or “Truck-Tractor”) crashes, injuries and fatalities.

## Strategies

- Improve highway design and engineering through training.
- Increase public education and information on roadway safety.
- Provide traffic safety problem identification to local jurisdictions.
- Provide training on roadway safety issues.

## Project Descriptions

**Task: Public Information Campaigns** Roadway Safety RS - 12

Planned Activity Name: 2023-TxDOT-G-1YG-0187      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Roadway Safety Public Information Campaigns

Title / Desc. **Be Safe Drive Smart**

*Safe Driving Media Campaign conducted in the various energy sector areas in Texas, as well as the Street Smarts public service announcement series, and a work zone media campaign*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,671,000.00	\$0.00	\$2,671,000.00	<b>\$5,342,000.00</b>

**Task: Training** Roadway Safety RS - 12

Planned Activity Name: 2023-UTatArl-G-1YG-0137      Division: TRF-TS      Organization Name: The University of Texas at Arlington

Primary Countermeasure Strategy ID: Roadway Safety Training

Title / Desc. **UTA / Division for Enterprise Development Public Works Division 2023 Work Zone Safety Training**

*In 2023 the University of Texas at Arlington (UTA) proposes to pursue the successful Texas City/County Work Zone Training Program to effectively reduce the number of traffic collisions and injuries.*

**Objectives**

- Teach 127 classes comprised of eight traffic safety topics by 9/30/2023
- Educate 1732 City/County/Municipal employees on Work Zone Safety topics by 9/30/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	\$354,714.94	\$0.00	\$0.00	\$97,048.03	<b>\$451,762.97</b>

Roadway Safety

Budget Module: RS - 12

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	1	\$5,342,000.00						\$2,671,000.00		\$2,671,000.00	
Training	1	\$451,762.97	\$354,714.94							\$97,048.03	
<b>TOTALS:</b>	<b>2</b>	<b>\$5,793,762.97</b>	<b>\$354,714.94</b>					<b>\$2,671,000.00</b>		<b>\$2,768,048.03</b>	

Program Area: Community Traffic Safety Program  
 Description of Highway Safety Problems

**Safe Communities (SA)**

**Problem ID** - The Safe Communities Model (Community Coalitions) is a long-standing approach to reducing injuries and deaths. It works through engaging local partners who care about safety, using data to identify leading causes of injury, making a plan to address the issues using proven methods, and measuring success.

Unintentional injuries are the third leading cause of death in the United States[1]. When a community takes ownership of its traffic safety problems, its members are in the best position to make a difference. *Traffic Safety Community Coalition* members share a vision of saving lives and preventing injuries caused by traffic -related issues and associated costs to the community and the nation. Coalition make-up is as varied and unique as the community it represents, but at a minimum includes injury prevention professionals, educational institutions, businesses, hospital and emergency medical systems, law enforcement agencies, engineers, planners, and other community stakeholders working together and in partnership with the Texas Highway Safety Office.

Community coalitions are the support system for a nationwide network of traffic safety coalitions, partners and communities. Resources provided by these coalitions include helping to build and bolster local effort at the community level, find research material to build community buy-in, access marketing material and customized templates with local information, as well as being the one-stop-shop for traffic safety in the community. There are various community coalitions throughout Texas, including one Safe Communities project--The Brazos Valley Injury Prevention Coalition--that is federally- funded through the Texas Traffic Safety Program, and 21 TxDOT-led traffic safety coalitions that are not federally funded.

<b>Traffic Safety Coalitions</b>	2022	2023	2024	2025	2026	2027
<b>Target</b>	20	21	22	23	24	25

[1] Centers for Disease Control and Prevention. <https://www.cdc.gov/nchs/fastats/accidental-injury.htm>

**SA Performance Measures and Target Setting** - TxDOT will continue to work with and support these coalitions on executing programming to increase safety awareness within these local communities and reduce the incidence of injuries, fatalities, and the associated traffic crashes to show improvement overall in the crash situation in Texas.

TxDOT will increase the number of coalitions by one per year, until there is a coalition for each of the 25 TxDOT districts.

**SA Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of overall fatalities, injuries, and crashes. Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries.

Texas will continue to focus on overall fatalities which continue to be a problem in Texas. TxDOT Safe Communities Program activities will continue to assist the State in achieving its targets.

**SA Performance Targets:**

**Target: TxDOT-Sponsored Community Coalitions**

2023 Target: To maintain the number of TxDOT led community coalitions to 22.

# Safe Communities

# SA - 13

## Goals

- To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries

## Strategies

- Support statewide the Texas Safe Community efforts by providing education, training, and coordination on how to initiate and conduct community based traffic safety programs and how communities can become designated as a Texas Safe community Coalition.
- Support the establishment and growth Safe Communities Coalitions.

## Project Descriptions

Task: **Public Information Campaigns** Safe Communities SA - 13

<i>Planned Activity Name</i> 2023-Texas Ag-G-1YG-0033	<i>District</i> BRY	<i>Organization Name</i> Texas A&M Agrilife Extension Service
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*Primary Countermeasure Strategy ID :* Safe Communities Public Information Campaigns

*Title / Desc.* **Brazos Valley Injury Prevention Coalition and Statewide Initiatives**

*A Safe Communities Coalition to reduce traffic-related injuries and deaths as well as conduct the Reality Education for Drivers (RED) for ages 15-25 and Mature Driving Programs statewide.*

### Objectives

- Develop 1 Strategic Operation Plan that outlines the program by 9/30/2023
- Conduct 35 Reality Education for Drivers (RED) Programs with 700 participants by 9/30/2023
- Participate in 56 programs to raise awareness on the dangers of alcohol and drug-impaired driving to 900 participants by 8/31/2023
- Participate in 8 programs on importance of restraint use focus on youth and pickup truck drivers to 200 participants by 9/30/2023
- Participate in 16 programs for students &/or adults to build awareness on dangers of distraction with 300 participant by 8/31/2023
- Participate in 12 programs to increase public education for speed-related issues for drivers 15 years up to 200 people by 8/31/2023
- Participate in 10 educational programs to raise awareness for safety of vulnerable road users for 2700 participants by 8/31/2023
- Conduct 42 educational presentations for mature drivers on traffic safety to 400 participants by 8/31/2023
- Participate in 42 CarFit events to assist mature drivers in optimal safety while driving. Total-300 participants by 9/30/2023
- Conduct 6 bimonthly meetings of the Brazos Valley Injury Prevention Coalition & Statewide Initiatives by 9/15/2023

### Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SA	\$799,996.92	\$0.00	\$0.00	\$280,348.80	<b>\$1,080,345.72</b>

Safe Communities

Budget Module: SA - 13

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	1	\$1,080,345.72	\$799,996.92							\$280,348.80	\$799,996.92
Training	0										
<b>TOTALS:</b>	<b>1</b>	<b>\$1,080,345.72</b>	<b>\$799,996.92</b>							<b>\$280,348.80</b>	<b>\$799,996.92</b>

Program Area: School Bus Safety  
 Description of Highway Safety Problems

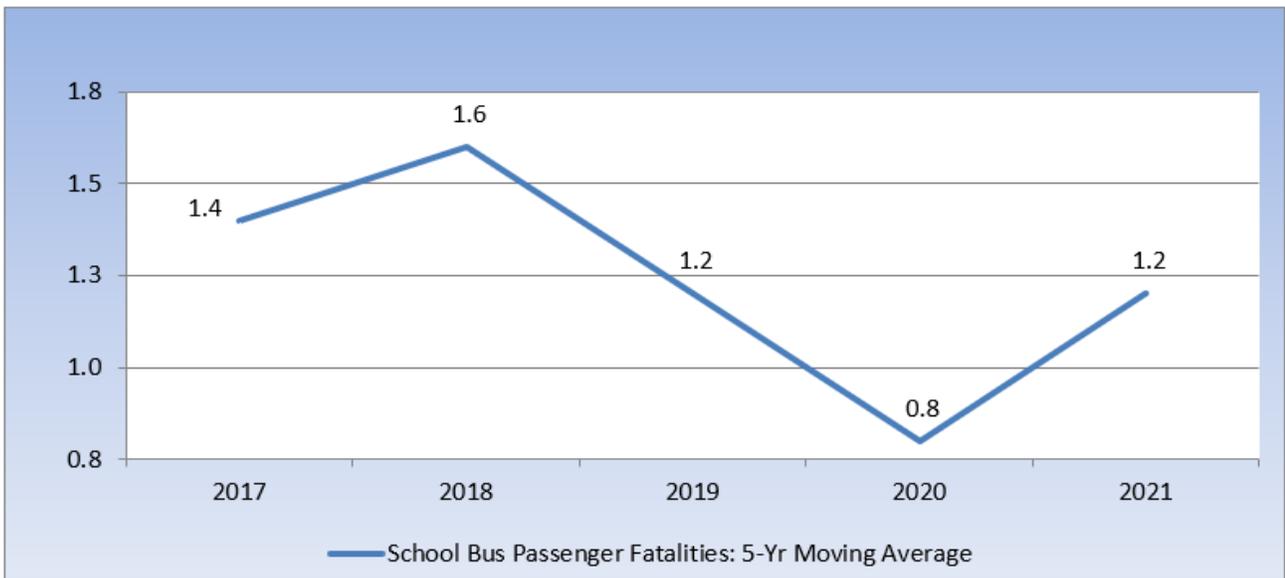
**School Bus Safety (SB)**

**Problem ID** - Nationwide, an estimated 480,000 school buses provide transportation services daily. Approximately 22.6 million school children ride school buses each day in the U.S., at least twice a day, with an average of 57 percent of students transported[1].

Over half (52 percent) of the school age pedestrians killed in school transportation-related crashes from 2009 to 2018 were 5 to 10 years old. Nearly half (48 percent) of the school-age pedestrians fatally injured in school transportation-related crashes were struck by school buses or vehicles functioning as school buses. More school-age pedestrians were killed from 6 a.m. to 7:59 a.m. and from 3 p.m. to 3:59 p.m. than any other hours of the day[2]. During 2020 in Texas, there were no school bus passenger fatalities.

School Bus Safety starts with the bus driver, and school bus drivers will need continual education on the relevant safe-driving procedures. Their attitude predicts how the students will behave. The school bus driver sets the stage for how things will go on the school bus and throughout the students' day. Drivers need to be equipped with the skills necessary to handle their interactions with students and other drivers appropriately.

**School Bus Passenger Fatalities**



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2022*

[1] School Bus 2021 Fact Book. School Bus Fleet <http://digital.schoolbusfleet.com/publication/?i=696373>

[2] NHTSA Traffic Safety Facts 2009-2018 Data: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812944>

**SB Performance Measures and Target Setting** - TxDOT will work on executing programming to reduce the incidence of fatalities of passengers on school buses, and the associated traffic crashes to improve the school bus passenger situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 17 - Pupil Transportation Safety, and Countermeasures That Work as outlined in the strategies section.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>School Bus Passenger Fatalities</b>	2022	2023	2024	2025	2026	2027
<b>Target</b>	0.75	0.72	0.69	0.67	0.64	0.61

**SB Impacts of Proposed Strategies** - All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of school bus passenger-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing school bus passenger fatalities and injuries.

Funding for training is planned for FY 2023 to assist Texas with school bus passenger fatalities and injuries. Texas will continue to focus on school bus passenger fatalities which continue to be a statewide concern. TxDOT School Bus Safety Program activities will continue to assist the State in achieving its targets.

**SB Performance Targets:**

**School Bus Passenger Fatalities**

2023 Target: To decrease the school bus fatalities to no more than a five-year average of 0.72

# School Bus

# SB - 14

## Goals

- To reduce School bus-related crashes, injuries and fatalities

## Strategies

- Provide public information and education campaigns to promote safe motor vehicle operations around school buses.
- Provide safe school bus operation training for school bus drivers.

## Project Descriptions

Task: <b>Training</b>	School Bus SB - 14
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<i>Planned Activity Name</i> 2023-ESCVI-G-1YG-0016	<i>Division</i> TRF-TS	<i>Organization Name</i> Education Service Center, Region VI
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*Primary Countermeasure Strategy ID :* School Bus Training

*Title / Desc.* **School Bus Safety Training 101 Program**

*This program is designed to identify and implement several school bus safety units that will be utilized in training sessions to educate school bus transportation personnel and students.*

### Objectives

- Develop 1 Strategic Operation Plan by 11/30/2022
- Identify 2 sets of content material to be utilized in the Bus Safety Training 101 Program by 9/30/2023
- Teach 500 School Bus Transportation personnel in the Bus Safety Training 101 Program by 9/30/2023
- Teach 1000 PreK-5th grade students in Bus Safety Training 101 Program by 9/30/2023
- Analyze 600 participant evaluations to determine the overall effectiveness of Bus Safety Training 101 Program by 9/30/2023

### Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SB	\$106,953.05	\$0.00	\$0.00	\$35,670.00	<b>\$142,623.05</b>

School Bus

Budget Module: SB - 14

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	0										
Training	1	\$142,623.05	\$106,953.05							\$35,670.00	
<b>TOTALS:</b>	<b>1</b>	<b>\$142,623.05</b>	<b>\$106,953.05</b>							<b>\$35,670.00</b>	

## Available Funding Resources

The State of Texas draws from all available resources to fund and operate a comprehensive Highway Safety Plan. Multiple sources of funding are identified and used to allow TRF-TS to establish, maintain, and improve upon highway safety programming.

Available funding resources include:

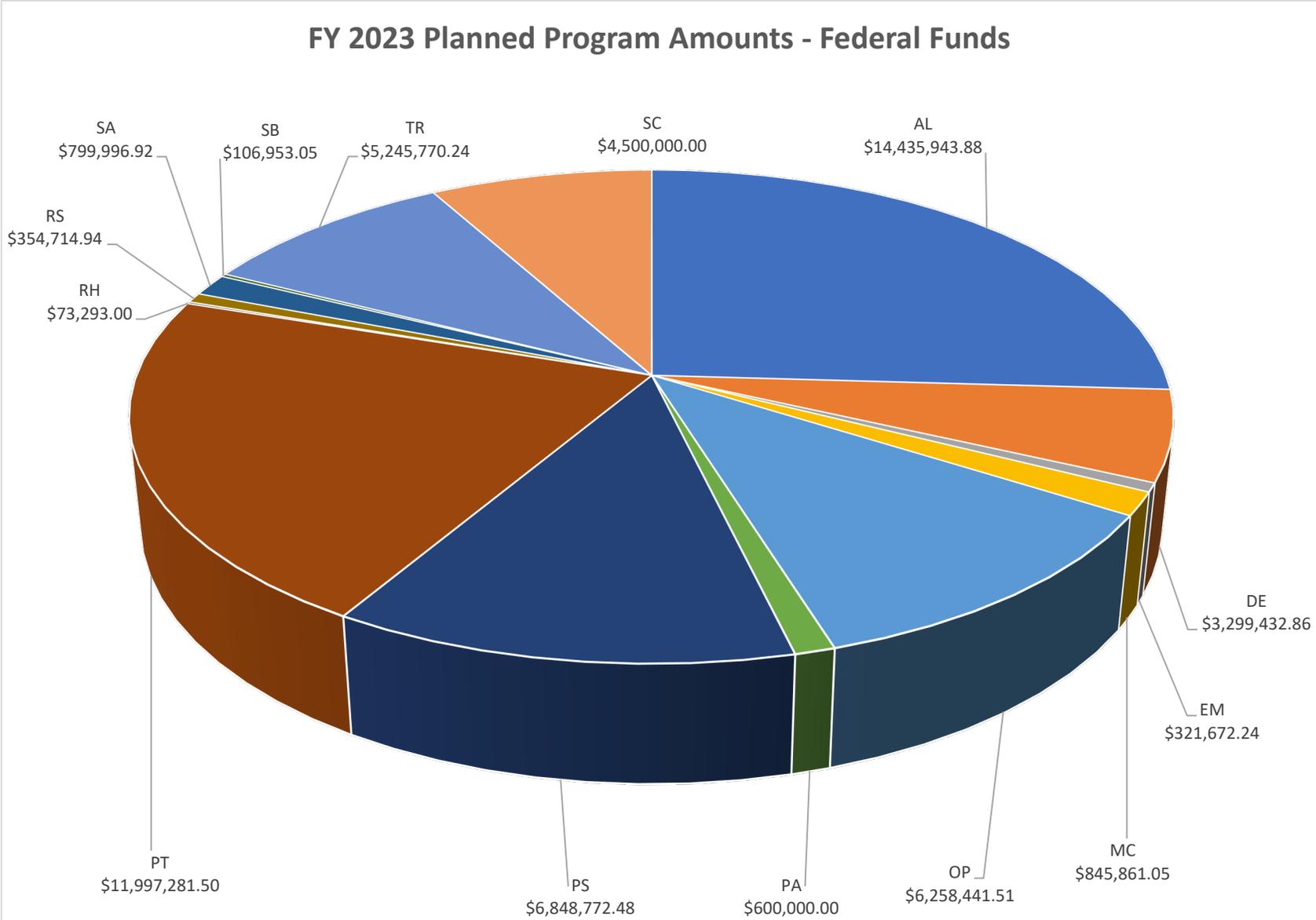
1. Federal funds awarded under Fast Act Sections 402 and 405
2. State dollars from the TxDOT budget and other state sources
3. State dollars from dedicated funding mechanisms based on program area
4. Local match provided by subgrantees, as condition of receiving federal awards
5. Program income/match generated by subgrantees, if any
6. In-kind match from other State agencies

### SUMMARY OF PLANNED FUNDING

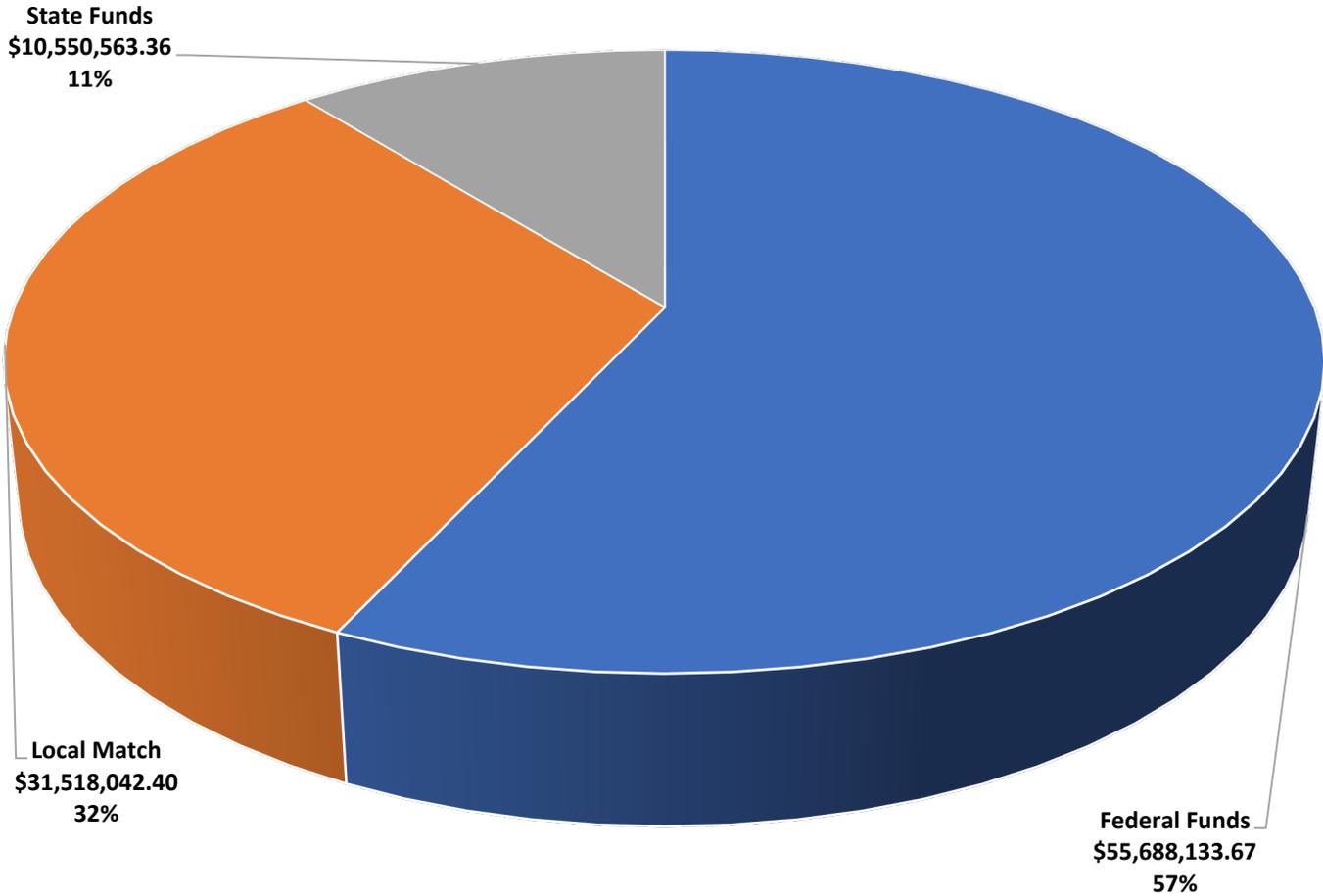
Program Area	# Proj	Total	FEDERAL					MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F* / 405H**	STATE	INCOME	LOCAL	
Planning and Administration	4	\$5,069,000.00	\$600,000.00					\$4,469,000.00	\$0.00	\$0.00	
Alcohol and Other Drug Counter Measures	76	\$22,638,359.23	\$2,434,575.72			\$12,001,368.16		\$250,000.00	\$8,225.00	\$7,944,190.35	\$282,723.98
Emergency Medical Services	1	\$404,954.06	\$321,672.24					\$0.00	\$0.00	\$83,281.82	
Motorcycle Safety	5	\$1,957,399.37	\$425,862.01				\$419,999.04	\$330,000.00	\$0.00	\$781,538.32	
Occupant Protection	59	\$10,195,973.55	\$3,388,457.01	\$2,869,984.50				\$30,563.36	\$0.00	\$3,906,968.68	\$348,237.65
Pedestrian and Bicyclist Safety	21	\$12,070,072.66	\$4,904,325.34				\$1,944,447.14	\$0.00	\$5,600.00	\$5,215,700.18	\$631,988.16
Police Traffic Services	188	\$15,410,246.78	\$11,997,281.46					\$0.00	\$0.00	\$3,412,965.32	\$10,682,475.23
Speed Control	41	\$8,600,000.00	\$4,500,000.00					\$0.00	\$0.00	\$4,100,000.00	\$500,000.00
Traffic Records	7	\$9,176,178.47	\$422,495.68		\$4,823,274.56			\$2,800,000.00	\$0.00	\$1,130,408.23	
Driver Education and Behavior	10	\$5,126,097.55	\$3,299,432.86					\$0.00	\$0.00	\$1,826,664.69	
Railroad / Highway Crossing	1	\$91,725.99	\$73,293.00					\$0.00	\$0.00	\$18,432.99	
Roadway Safety	2	\$5,793,762.97	\$354,714.94					\$2,671,000.00	\$0.00	\$2,768,048.03	
Safe Communities	1	\$1,080,345.72	\$799,996.92					\$0.00	\$0.00	\$280,348.80	\$799,996.92
School Bus	1	\$142,623.05	\$106,953.05					\$0.00	\$0.00	\$35,670.00	
<b>TOTALS:</b>	<b>417</b>	<b>\$97,756,739.40</b>	<b>\$33,629,060.23</b>	<b>\$2,869,984.50</b>	<b>\$4,823,274.56</b>	<b>\$12,001,368.16</b>	<b>\$2,364,446.18</b>	<b>\$10,550,563.36</b>	<b>\$13,825.00</b>	<b>\$31,504,217.41</b>	<b>\$13,245,421.94</b>

\* Fast Act 405F Motorcycle Projects

\*\* Fast Act 405H Nonmotorized Safety Projects



### FY 2023 Planned Program Funds



Highway Safety Plan - Project Cross Reference

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-BexarCoD-G-1YG-0095			AL	405D	M5BAC	\$18,841.00	\$0.00	\$0.00	\$21,884.10	<b>\$40,725.10</b>
2023-DentonPD-G-1YG-0010			AL	405D	M5BAC	\$125,000.00	\$0.00	\$0.00	\$64,250.00	<b>\$189,250.00</b>
2023-FortBend-G-1YG-0161			AL	405D	M5BAC	\$49,261.25	\$0.00	\$0.00	\$12,315.33	<b>\$61,576.58</b>
2023-HarrisDA-G-1YG-0098			AL	405D	M5HVE	\$299,889.35	\$0.00	\$0.00	\$74,972.34	<b>\$374,861.69</b>
2023-HarrisDA-G-1YG-0113			AL	405D	M5OT	\$250,000.00	\$0.00	\$0.00	\$83,451.61	<b>\$333,451.61</b>
2023-MCDAO-G-1YG-0091			AL	402	AL	\$140,024.00	\$0.00	\$0.00	\$98,958.89	<b>\$238,982.89</b>
2023-TABC-G-1YG-0119			AL	405D	M5HVE	\$499,997.64	\$0.00	\$0.00	\$386,231.09	<b>\$886,228.73</b>
2023-TDPS-G-1YG-0003			AL	405D	M5HVE	\$599,546.78	\$0.00	\$0.00	\$612,000.00	<b>\$1,211,546.78</b>
2023-TxDOT-G-1YG-0181			AL	405D	M5HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>
2023-TxDOT-G-1YG-0182			OP	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>
2023-TxDOT-G-1YG-0183			SC	402	SC	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>
<b>CMV STEP</b>										
2023-AmarilloPD-S-CMV-00003			PT	402	PT	\$54,965.00	\$0.00	\$0.00	\$14,099.19	<b>\$69,064.19</b>
2023-AnsonPD-S-CMV-00032			PT	402	PT	\$11,430.04	\$0.00	\$0.00	\$2,997.47	<b>\$14,427.51</b>
2023-Arlington-S-CMV-00002			PT	402	PT	\$67,000.00	\$0.00	\$0.00	\$16,747.82	<b>\$83,747.82</b>
2023-AustinPD-S-CMV-00041			PT	402	PT	\$67,000.00	\$0.00	\$0.00	\$18,974.73	<b>\$85,974.73</b>
2023-AzlePD-S-CMV-00020			PT	402	PT	\$11,959.62	\$0.00	\$0.00	\$3,012.41	<b>\$14,972.03</b>
2023-Baytown-S-CMV-00031			PT	402	PT	\$29,732.10	\$0.00	\$0.00	\$8,167.41	<b>\$37,899.51</b>
2023-BertramPD-S-CMV-00049			PT	402	PT	\$11,792.00	\$0.00	\$0.00	\$3,038.61	<b>\$14,830.61</b>
2023-BurnetPD-S-CMV-00055			PT	402	PT	\$11,993.67	\$0.00	\$0.00	\$3,097.06	<b>\$15,090.73</b>
2023-CameronPD-S-CMV-00023			PT	402	PT	\$11,997.00	\$0.00	\$0.00	\$3,028.41	<b>\$15,025.41</b>
2023-Chambers-S-CMV-00025			PT	402	PT	\$11,987.17	\$0.00	\$0.00	\$3,857.47	<b>\$15,844.64</b>
2023-DeerPark-S-CMV-00004			PT	402	PT	\$11,961.89	\$0.00	\$0.00	\$3,217.69	<b>\$15,179.58</b>
2023-DriscollPD-S-CMV-00034			PT	402	PT	\$11,952.00	\$0.00	\$0.00	\$2,987.64	<b>\$14,939.64</b>
2023-FalfurriasPD-S-CMV-00014			PT	402	PT	\$11,995.52	\$0.00	\$0.00	\$3,042.59	<b>\$15,038.11</b>
2023-FBCoSO-S-CMV-00021			PT	402	PT	\$49,984.00	\$0.00	\$0.00	\$12,510.96	<b>\$62,494.96</b>
2023-FortBendPct1-S-CMV-00048			PT	402	PT	\$11,959.40	\$0.00	\$0.00	\$3,539.94	<b>\$15,499.34</b>
2023-Fortworth-S-CMV-00009			PT	402	PT	\$72,978.97	\$0.00	\$0.00	\$18,246.29	<b>\$91,225.26</b>
2023-GCoCP3-S-CMV-00026			PT	402	PT	\$11,762.00	\$0.00	\$0.00	\$3,128.63	<b>\$14,890.63</b>
2023-GCoCP4-S-CMV-00053			PT	402	PT	\$11,986.11	\$0.00	\$0.00	\$3,408.31	<b>\$15,394.42</b>

Highway Safety Plan - Project Cross Reference

<b>Enforcement Projects</b>											
<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>	
2023-GrandPra-S-CMV-00037			PT	402	PT	\$40,955.52	\$0.00	\$0.00	\$10,239.51	<b>\$51,195.03</b>	
2023-GrapevinePD-S-CMV-00018			PT	402	PT	\$11,951.31	\$0.00	\$0.00	\$2,990.08	<b>\$14,941.39</b>	
2023-Harlingen-S-CMV-00030			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,037.90	<b>\$15,037.90</b>	
2023-HarrisCo-S-CMV-00027			PT	402	PT	\$98,846.94	\$0.00	\$0.00	\$24,762.72	<b>\$123,609.66</b>	
2023-HarrisP1-S-CMV-00022			PT	402	PT	\$11,977.70	\$0.00	\$0.00	\$3,136.39	<b>\$15,114.09</b>	
2023-HarrisP5-S-CMV-00011			PT	402	PT	\$49,830.88	\$0.00	\$0.00	\$12,484.12	<b>\$62,315.00</b>	
2023-HoustonPD-S-CMV-00012			PT	402	PT	\$349,997.48	\$0.00	\$0.00	\$89,067.01	<b>\$439,064.49</b>	
2023-KemahPD-S-CMV-00045			PT	402	PT	\$11,976.40	\$0.00	\$0.00	\$3,083.93	<b>\$15,060.33</b>	
2023-KylePD-S-CMV-00015			PT	402	PT	\$11,993.00	\$0.00	\$0.00	\$3,162.29	<b>\$15,155.29</b>	
2023-LaPorte-S-CMV-00008			PT	402	PT	\$11,975.25	\$0.00	\$0.00	\$3,386.60	<b>\$15,361.85</b>	
2023-LaredoPD-S-CMV-00010			PT	402	PT	\$84,999.60	\$0.00	\$0.00	\$26,349.88	<b>\$111,349.48</b>	
2023-McAllenPD-S-CMV-00006			PT	402	PT	\$52,000.00	\$0.00	\$0.00	\$13,000.00	<b>\$65,000.00</b>	
2023-MilCoSO-S-CMV-00028			PT	402	PT	\$10,917.37	\$0.00	\$0.00	\$2,806.16	<b>\$13,723.53</b>	
2023-MissouriPD-S-CMV-00013			PT	402	PT	\$11,620.00	\$0.00	\$0.00	\$3,114.80	<b>\$14,734.80</b>	
2023-Nacogdoches-S-CMV-00054			PT	402	PT	\$11,919.88	\$0.00	\$0.00	\$3,032.95	<b>\$14,952.83</b>	
2023-NewBraun-S-CMV-00007			PT	402	PT	\$34,728.00	\$0.00	\$0.00	\$9,275.85	<b>\$44,003.85</b>	
2023-PasadePD-S-CMV-00005			PT	402	PT	\$11,991.62	\$0.00	\$0.00	\$11,991.62	<b>\$23,983.24</b>	
2023-pearlaPD-S-CMV-00035			PT	402	PT	\$11,965.00	\$0.00	\$0.00	\$4,129.03	<b>\$16,094.03</b>	
2023-PharrPD-S-CMV-00043			PT	402	PT	\$11,982.50	\$0.00	\$0.00	\$3,794.61	<b>\$15,777.11</b>	
2023-PleasantonPD-S-CMV-00047			PT	402	PT	\$11,986.68	\$0.00	\$0.00	\$2,999.93	<b>\$14,986.61</b>	
2023-ProgresoPD-S-CMV-00050			PT	402	PT	\$11,988.57	\$0.00	\$0.00	\$3,069.59	<b>\$15,058.16</b>	
2023-RefugioPD-S-CMV-00040			PT	402	PT	\$11,924.42	\$0.00	\$0.00	\$2,983.27	<b>\$14,907.69</b>	
2023-Sugarland-S-CMV-00019			PT	402	PT	\$11,964.42	\$0.00	\$0.00	\$3,355.51	<b>\$15,319.93</b>	
2023-TexarkPD-S-CMV-00036			PT	402	PT	\$11,954.52	\$0.00	\$0.00	\$3,891.08	<b>\$15,845.60</b>	
2023-Tomgreen-S-CMV-00038			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,094.32	<b>\$15,094.32</b>	
2023-Universal City PD-S-CMV-00046			PT	402	PT	\$10,944.00	\$0.00	\$0.00	\$4,197.48	<b>\$15,141.48</b>	
2023-WallerCOSO-S-CMV-00029			PT	402	PT	\$45,797.60	\$0.00	\$0.00	\$14,250.94	<b>\$60,048.54</b>	
2023-Wylie-S-CMV-00042			PT	402	PT	\$11,966.93	\$0.00	\$0.00	\$2,991.73	<b>\$14,958.66</b>	
		<b>Subtotals</b>			# of Projects: 46	\$1,478,592.07	\$0.00	\$0.00	\$400,781.93	<b>\$1,879,374.00</b>	

Comprehensive STEP

Highway Safety Plan - Project Cross Reference

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-Abilene-S-1YG-00052			PT	402	PT	\$49,994.88	\$0.00	\$0.00	\$12,528.83	<b>\$62,523.71</b>
2023-AltonPD-S-1YG-00063			PT	402	PT	\$11,997.25	\$0.00	\$0.00	\$4,170.13	<b>\$16,167.38</b>
2023-AlvinPD-S-1YG-00072			PT	402	PT	\$11,980.00	\$0.00	\$0.00	\$3,799.31	<b>\$15,779.31</b>
2023-AmarilloPD-S-1YG-00009			PT	402	PT	\$160,999.00	\$0.00	\$0.00	\$41,397.73	<b>\$202,396.73</b>
2023-AngletonPD-S-1YG-00114			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,028.37	<b>\$15,028.37</b>
2023-Arlington-S-1YG-00003			PT	402	PT	\$215,000.00	\$0.00	\$0.00	\$53,750.00	<b>\$268,750.00</b>
2023-AustinPD-S-1YG-00088			PT	402	PT	\$656,000.00	\$0.00	\$0.00	\$167,403.78	<b>\$823,403.78</b>
2023-AzlePD-S-1YG-00070			PT	402	PT	\$11,959.62	\$0.00	\$0.00	\$3,012.41	<b>\$14,972.03</b>
2023-Baytown-S-1YG-00101			PT	402	PT	\$37,548.36	\$0.00	\$0.00	\$10,314.53	<b>\$47,862.89</b>
2023-Beaumont-S-1YG-00055			PT	402	PT	\$84,640.00	\$0.00	\$0.00	\$25,933.70	<b>\$110,573.70</b>
2023-BeeCoSO-S-1YG-00107			PT	402	PT	\$11,988.00	\$0.00	\$0.00	\$3,311.19	<b>\$15,299.19</b>
2023-BertramPD-S-1YG-00142			PT	402	PT	\$11,792.00	\$0.00	\$0.00	\$3,038.61	<b>\$14,830.61</b>
2023-BexarCoSO-S-1YG-00121			PT	402	PT	\$323,977.71	\$0.00	\$0.00	\$88,809.43	<b>\$412,787.14</b>
2023-BishopPD-S-1YG-00148			PT	402	PT	\$11,960.57	\$0.00	\$0.00	\$3,034.17	<b>\$14,994.74</b>
2023-BordenCoSO-S-1YG-00085			PT	402	PT	\$11,988.80	\$0.00	\$0.00	\$3,131.09	<b>\$15,119.89</b>
2023-BrazosCoSO-S-1YG-00083			PT	402	PT	\$11,877.72	\$0.00	\$0.00	\$3,027.13	<b>\$14,904.85</b>
2023-Brenham-S-1YG-00099			PT	402	PT	\$11,998.66	\$0.00	\$0.00	\$3,078.31	<b>\$15,076.97</b>
2023-BrownsPD-S-1YG-00077			PT	402	PT	\$67,970.60	\$0.00	\$0.00	\$19,006.97	<b>\$86,977.57</b>
2023-BullardPD-S-1YG-00074			PT	402	PT	\$11,996.64	\$0.00	\$0.00	\$6,239.33	<b>\$18,235.97</b>
2023-BurnetPD-S-1YG-00149			PT	402	PT	\$11,993.67	\$0.00	\$0.00	\$3,097.06	<b>\$15,090.73</b>
2023-CameronCo-S-1YG-00032			PT	402	PT	\$45,978.00	\$0.00	\$0.00	\$12,579.51	<b>\$58,557.51</b>
2023-CdrPrkPD-S-1YG-00144			PT	402	PT	\$12,015.54	\$0.00	\$0.00	\$3,276.67	<b>\$15,292.21</b>
2023-CedarPD-S-1YG-00059			PT	402	PT	\$11,997.00	\$0.00	\$0.00	\$6,176.38	<b>\$18,173.38</b>
2023-Chambers-S-1YG-00082			PT	402	PT	\$44,965.55	\$0.00	\$0.00	\$14,469.92	<b>\$59,435.47</b>
2023-ClydePD-S-1YG-00068			PT	402	PT	\$11,982.00	\$0.00	\$0.00	\$3,225.45	<b>\$15,207.45</b>
2023-CoffePD-S-1YG-00139			PT	402	PT	\$11,965.50	\$0.00	\$0.00	\$3,124.88	<b>\$15,090.38</b>
2023-ColemnPD-S-1YG-00124			PT	402	PT	\$11,986.75	\$0.00	\$0.00	\$3,013.47	<b>\$15,000.22</b>
2023-CollinSO-S-1YG-00025			PT	402	PT	\$21,997.01	\$0.00	\$0.00	\$5,972.19	<b>\$27,969.20</b>
2023-ColStaPD-S-1YG-00048			PT	402	PT	\$32,964.32	\$0.00	\$0.00	\$8,287.56	<b>\$41,251.88</b>
2023-ComancheCOSO-S-1YG-00095			PT	402	PT	\$11,982.75	\$0.00	\$0.00	\$3,197.57	<b>\$15,180.32</b>

Highway Safety Plan - Project Cross Reference

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-CorpusPD-S-1YG-00062			PT	402	PT	\$184,929.55	\$0.00	\$0.00	\$46,247.50	<b>\$231,177.05</b>
2023-CrockettPD-S-1YG-00123			PT	402	PT	\$11,981.59	\$0.00	\$0.00	\$3,015.10	<b>\$14,996.69</b>
2023-Dallas-S-1YG-00029			PT	402	PT	\$778,891.00	\$0.00	\$0.00	\$208,048.22	<b>\$986,939.22</b>
2023-DecaturPD-S-1YG-00030			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$4,679.85	<b>\$16,679.85</b>
2023-DeerPark-S-1YG-00024			PT	402	PT	\$48,929.54	\$0.00	\$0.00	\$19,380.97	<b>\$68,310.51</b>
2023-DeLeonPD-S-1YG-00130			PT	402	PT	\$11,980.80	\$0.00	\$0.00	\$3,155.21	<b>\$15,136.01</b>
2023-DentonPD-S-1YG-00026			PT	402	PT	\$70,033.39	\$0.00	\$0.00	\$19,407.51	<b>\$89,440.90</b>
2023-Dickinson-S-1YG-00033			PT	402	PT	\$11,901.15	\$0.00	\$0.00	\$3,565.59	<b>\$15,466.74</b>
2023-DriscollPD-S-1YG-00108			PT	402	PT	\$11,952.00	\$0.00	\$0.00	\$3,008.78	<b>\$14,960.78</b>
2023-EagleLkPD-S-1YG-00075			PT	402	PT	\$11,997.32	\$0.00	\$0.00	\$3,002.93	<b>\$15,000.25</b>
2023-EarlyPD-S-1YG-00100			PT	402	PT	\$11,960.00	\$0.00	\$0.00	\$3,288.76	<b>\$15,248.76</b>
2023-EastlaPD-S-1YG-00115			PT	402	PT	\$11,989.11	\$0.00	\$0.00	\$3,266.25	<b>\$15,255.36</b>
2023-EdinbuPD-S-1YG-00081			PT	402	PT	\$36,000.00	\$0.00	\$0.00	\$9,626.40	<b>\$45,626.40</b>
2023-EICampPD-S-1YG-00126			PT	402	PT	\$12,015.83	\$0.00	\$0.00	\$3,082.49	<b>\$15,098.32</b>
2023-EIPasoCO-S-1YG-00136			PT	402	PT	\$46,145.00	\$0.00	\$0.00	\$11,815.68	<b>\$57,960.68</b>
2023-EIPasoISD-S-1YG-00049			PT	402	PT	\$11,910.31	\$0.00	\$0.00	\$3,042.45	<b>\$14,952.76</b>
2023-EIPasoPD-S-1YG-00036			PT	402	PT	\$200,294.00	\$0.00	\$0.00	\$50,300.37	<b>\$250,594.37</b>
2023-EulesS-S-1YG-00080			PT	402	PT	\$40,988.00	\$0.00	\$0.00	\$11,929.56	<b>\$52,917.56</b>
2023-FalfurriasPD-S-1YG-00043			PT	402	PT	\$11,997.50	\$0.00	\$0.00	\$3,042.59	<b>\$15,040.09</b>
2023-FBCoCP4-S-1YG-00128			PT	402	PT	\$19,705.00	\$0.00	\$0.00	\$5,167.38	<b>\$24,872.38</b>
2023-FBCoSO-S-1YG-00104			PT	402	PT	\$49,984.00	\$0.00	\$0.00	\$12,510.96	<b>\$62,494.96</b>
2023-FortBendPct1-S-1YG-00140			PT	402	PT	\$19,532.25	\$0.00	\$0.00	\$5,315.04	<b>\$24,847.29</b>
2023-Fortworth-S-1YG-00017			PT	402	PT	\$244,997.97	\$0.00	\$0.00	\$61,250.00	<b>\$306,247.97</b>
2023-FranklinCOSO-S-1YG-00084			PT	402	PT	\$11,914.62	\$0.00	\$0.00	\$3,094.03	<b>\$15,008.65</b>
2023-FriscoPD-S-1YG-00039			PT	402	PT	\$58,963.10	\$0.00	\$0.00	\$15,912.15	<b>\$74,875.25</b>
2023-FSCoSO-S-1YG-00090			PT	402	PT	\$11,995.04	\$0.00	\$0.00	\$3,023.43	<b>\$15,018.47</b>
2023-GalCOSO-S-1YG-00018			PT	402	PT	\$21,935.04	\$0.00	\$0.00	\$7,038.95	<b>\$28,973.99</b>
2023-Galveston-S-1YG-00113			PT	402	PT	\$38,031.32	\$0.00	\$0.00	\$9,755.03	<b>\$47,786.35</b>
2023-GarlandPD-S-1YG-00006			PT	402	PT	\$111,994.92	\$0.00	\$0.00	\$27,999.48	<b>\$139,994.40</b>
2023-GCoCP3-S-1YG-00103			PT	402	PT	\$11,785.00	\$0.00	\$0.00	\$2,984.89	<b>\$14,769.89</b>

Highway Safety Plan - Project Cross Reference

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-GCoCP4-S-1YG-00133			PT	402	PT	\$11,987.76	\$0.00	\$0.00	\$3,408.69	<b>\$15,396.45</b>
2023-GrandPra-S-1YG-00106			PT	402	PT	\$111,957.35	\$0.00	\$0.00	\$167,929.78	<b>\$279,887.13</b>
2023-GrapevinePD-S-1YG-00058			PT	402	PT	\$29,956.26	\$0.00	\$0.00	\$7,496.51	<b>\$37,452.77</b>
2023-HamlinPD-S-1YG-00119			PT	402	PT	\$11,981.13	\$0.00	\$0.00	\$3,192.92	<b>\$15,174.05</b>
2023-HarkerHPD-S-1YG-00034			PT	402	PT	\$11,996.10	\$0.00	\$0.00	\$2,999.03	<b>\$14,995.13</b>
2023-Harlingen-S-1YG-00073			PT	402	PT	\$36,000.00	\$0.00	\$0.00	\$9,022.13	<b>\$45,022.13</b>
2023-Harris4-S-1YG-00141			PT	402	PT	\$49,868.36	\$0.00	\$0.00	\$12,659.96	<b>\$62,528.32</b>
2023-HarrisCo-S-1YG-00087			PT	402	PT	\$367,559.09	\$0.00	\$0.00	\$91,891.46	<b>\$459,450.55</b>
2023-HarrisP1-S-1YG-00078			PT	402	PT	\$67,944.55	\$0.00	\$0.00	\$16,986.14	<b>\$84,930.69</b>
2023-HarrisP5-S-1YG-00028			PT	402	PT	\$49,830.88	\$0.00	\$0.00	\$12,484.12	<b>\$62,315.00</b>
2023-HaskellCoSO-S-1YG-00118			PT	402	PT	\$11,992.50	\$0.00	\$0.00	\$3,010.21	<b>\$15,002.71</b>
2023-HawleyPD-S-1YG-00098			PT	402	PT	\$11,991.42	\$0.00	\$0.00	\$3,125.07	<b>\$15,116.49</b>
2023-HearnePD-S-1YG-00021			PT	402	PT	\$11,923.68	\$0.00	\$0.00	\$3,015.50	<b>\$14,939.18</b>
2023-HoustonPD-S-1YG-00014			PT	402	PT	\$999,999.00	\$0.00	\$0.00	\$264,623.15	<b>\$1,264,622.15</b>
2023-InglesidePD-S-1YG-00112			PT	402	PT	\$11,990.00	\$0.00	\$0.00	\$3,478.00	<b>\$15,468.00</b>
2023-Irving-S-1YG-00004			PT	402	PT	\$133,797.08	\$0.00	\$0.00	\$35,942.43	<b>\$169,739.51</b>
2023-JacintPD-S-1YG-00110			PT	402	PT	\$11,978.21	\$0.00	\$0.00	\$3,013.72	<b>\$14,991.93</b>
2023-JacksonvIPD-S-1YG-00005			PT	402	PT	\$11,989.25	\$0.00	\$0.00	\$3,023.73	<b>\$15,012.98</b>
2023-JeffersonCoSO-S-1YG-00091			PT	402	PT	\$21,957.40	\$0.00	\$0.00	\$6,126.11	<b>\$28,083.51</b>
2023-KemahPD-S-1YG-00065			PT	402	PT	\$11,976.40	\$0.00	\$0.00	\$3,433.03	<b>\$15,409.43</b>
2023-KilleenPD-S-1YG-00117			PT	402	PT	\$59,923.20	\$0.00	\$0.00	\$15,034.77	<b>\$74,957.97</b>
2023-KylePD-S-1YG-00040			PT	402	PT	\$11,993.00	\$0.00	\$0.00	\$3,162.29	<b>\$15,155.29</b>
2023-LakeWorthPD-S-1YG-00132			PT	402	PT	\$11,960.29	\$0.00	\$0.00	\$3,945.09	<b>\$15,905.38</b>
2023-LaPorte-S-1YG-00012			PT	402	PT	\$29,783.17	\$0.00	\$0.00	\$8,422.68	<b>\$38,205.85</b>
2023-LaredoPD-S-1YG-00023			PT	402	PT	\$88,999.02	\$0.00	\$0.00	\$27,589.70	<b>\$116,588.72</b>
2023-LewisvPD-S-1YG-00093			PT	402	PT	\$52,991.64	\$0.00	\$0.00	\$13,248.67	<b>\$66,240.31</b>
2023-LittleElmPD-S-1YG-00076			PT	402	PT	\$11,939.79	\$0.00	\$0.00	\$3,044.11	<b>\$14,983.90</b>
2023-LongviPD-S-1YG-00079			PT	402	PT	\$35,965.25	\$0.00	\$0.00	\$9,039.19	<b>\$45,004.44</b>
2023-ManorPD-S-1YG-00042			PT	402	PT	\$11,990.00	\$0.00	\$0.00	\$3,077.45	<b>\$15,067.45</b>
2023-McAllenPD-S-1YG-00010			PT	402	PT	\$71,000.00	\$0.00	\$0.00	\$17,750.00	<b>\$88,750.00</b>

Highway Safety Plan - Project Cross Reference

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-McKinney-S-1YG-00053			PT	402	PT	\$50,000.00	\$0.00	\$0.00	\$13,050.00	<b>\$63,050.00</b>
2023-Mesquite-S-1YG-00067			PT	402	PT	\$40,581.49	\$0.00	\$0.00	\$10,178.47	<b>\$50,759.95</b>
2023-MilCoSO-S-1YG-00069			PT	402	PT	\$11,903.20	\$0.00	\$0.00	\$3,060.30	<b>\$14,963.50</b>
2023-Mission-S-1YG-00071			PT	402	PT	\$37,000.00	\$0.00	\$0.00	\$9,464.00	<b>\$46,464.00</b>
2023-MissouriPD-S-1YG-00031			PT	402	PT	\$24,920.00	\$0.00	\$0.00	\$6,717.60	<b>\$31,637.60</b>
2023-MoCoP1Co-S-1YG-00047			PT	402	PT	\$11,998.45	\$0.00	\$0.00	\$3,220.18	<b>\$15,218.63</b>
2023-MoCoP2Co-S-1YG-00046			PT	402	PT	\$11,877.20	\$0.00	\$0.00	\$3,188.82	<b>\$15,066.02</b>
2023-MontgoSO-S-1YG-00045			PT	402	PT	\$98,966.80	\$0.00	\$0.00	\$32,282.97	<b>\$131,249.77</b>
2023-MtVernonPD-S-1YG-00038			PT	402	PT	\$11,985.80	\$0.00	\$0.00	\$3,077.30	<b>\$15,063.10</b>
2023-Nacogdoches-S-1YG-00143			PT	402	PT	\$11,919.89	\$0.00	\$0.00	\$3,032.94	<b>\$14,952.83</b>
2023-NewBrau-S-1YG-00011			PT	402	PT	\$41,226.00	\$0.00	\$0.00	\$11,011.46	<b>\$52,237.46</b>
2023-NRichland-S-1YG-00037			PT	402	PT	\$24,954.90	\$0.00	\$0.00	\$6,959.56	<b>\$31,914.46</b>
2023-Odessa-S-1YG-00015			PT	402	PT	\$23,976.13	\$0.00	\$0.00	\$6,090.33	<b>\$30,066.46</b>
2023-PalaciosPD-S-1YG-00016			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$4,109.76	<b>\$16,109.76</b>
2023-PasadePD-S-1YG-00007			PT	402	PT	\$72,985.40	\$0.00	\$0.00	\$72,985.40	<b>\$145,970.80</b>
2023-pearlaPD-S-1YG-00109			PT	402	PT	\$11,965.00	\$0.00	\$0.00	\$4,129.03	<b>\$16,094.03</b>
2023-PharrPD-S-1YG-00137			PT	402	PT	\$11,982.50	\$0.00	\$0.00	\$3,794.61	<b>\$15,777.11</b>
2023-PlanoPD-S-1YG-00092			PT	402	PT	\$112,991.02	\$0.00	\$0.00	\$28,250.35	<b>\$141,241.37</b>
2023-PleasantonPD-S-1YG-00135			PT	402	PT	\$11,986.68	\$0.00	\$0.00	\$2,999.93	<b>\$14,986.61</b>
2023-PortArthur-S-1YG-00066			PT	402	PT	\$22,767.90	\$0.00	\$0.00	\$7,529.34	<b>\$30,297.24</b>
2023-ProgresoPD-S-1YG-00146			PT	402	PT	\$11,988.57	\$0.00	\$0.00	\$3,069.59	<b>\$15,058.16</b>
2023-ProsperPD-S-1YG-00105			PT	402	PT	\$11,978.40	\$0.00	\$0.00	\$3,042.51	<b>\$15,020.91</b>
2023-RichlandHillsPD-S-1YG-00125			PT	402	PT	\$11,999.80	\$0.00	\$0.00	\$4,175.17	<b>\$16,174.97</b>
2023-RobinsonPD-S-1YG-00096			PT	402	PT	\$11,978.50	\$0.00	\$0.00	\$3,025.68	<b>\$15,004.18</b>
2023-RosenbPD-S-1YG-00089			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,556.74	<b>\$15,556.74</b>
2023-SanAntPD-S-1YG-00013			PT	402	PT	\$843,000.00	\$0.00	\$0.00	\$254,725.00	<b>\$1,097,725.00</b>
2023-SanJuanPD-S-1YG-00120			PT	402	PT	\$9,448.00	\$0.00	\$0.00	\$2,378.46	<b>\$11,826.46</b>
2023-SanSabaPD-S-1YG-00061			PT	402	PT	\$11,989.39	\$0.00	\$0.00	\$3,407.81	<b>\$15,397.20</b>
2023-SantaFe-S-1YG-00022			PT	402	PT	\$11,926.14	\$0.00	\$0.00	\$3,427.57	<b>\$15,353.71</b>
2023-SouthlakePD-S-1YG-00086			PT	402	PT	\$24,789.85	\$0.00	\$0.00	\$9,075.44	<b>\$33,865.29</b>

Highway Safety Plan - Project Cross Reference

<b>Enforcement Projects</b>											
<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>	
2023-SouthSPPD-S-1YG-00035			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,215.85	<b>\$15,215.85</b>	
2023-Splendorapd-S-1YG-00122			PT	402	PT	\$11,814.54	\$0.00	\$0.00	\$3,345.17	<b>\$15,159.71</b>	
2023-Sugarland-S-1YG-00060			PT	402	PT	\$35,995.52	\$0.00	\$0.00	\$10,024.21	<b>\$46,019.73</b>	
2023-TDPS-S-1YG-00002			PT	402	PT	\$549,994.62	\$0.00	\$0.00	\$137,498.65	<b>\$687,493.27</b>	
2023-TexarkPD-S-1YG-00027			PT	402	PT	\$11,954.52	\$0.00	\$0.00	\$3,891.08	<b>\$15,845.60</b>	
2023-TexasCityPD-S-1YG-00041			PT	402	PT	\$16,965.56	\$0.00	\$0.00	\$16,965.56	<b>\$33,931.12</b>	
2023-Tomgreen-S-1YG-00111			PT	402	PT	\$34,000.00	\$0.00	\$0.00	\$8,919.35	<b>\$42,919.35</b>	
2023-Travis County SO-S-1YG-00131			PT	402	PT	\$71,205.34	\$0.00	\$0.00	\$19,772.47	<b>\$90,977.81</b>	
2023-TyePD-S-1YG-00147			PT	402	PT	\$11,998.48	\$0.00	\$0.00	\$3,141.86	<b>\$15,140.34</b>	
2023-Tyler PD-S-1YG-00097			PT	402	PT	\$61,997.40	\$0.00	\$0.00	\$20,994.62	<b>\$82,992.02</b>	
2023-Universal City PD-S-1YG-00134			PT	402	PT	\$10,944.00	\$0.00	\$0.00	\$4,389.48	<b>\$15,333.48</b>	
2023-VictoriaPD-S-1YG-00138			PT	402	PT	\$11,803.60	\$0.00	\$0.00	\$3,053.30	<b>\$14,856.90</b>	
2023-WacoPD-S-1YG-00020			PT	402	PT	\$105,991.58	\$0.00	\$0.00	\$26,500.00	<b>\$132,491.58</b>	
2023-WallerCOSO-S-1YG-00094			PT	402	PT	\$21,977.60	\$0.00	\$0.00	\$6,931.76	<b>\$28,909.36</b>	
2023-WeatherfordPD-S-1YG-00051			PT	402	PT	\$11,956.00	\$0.00	\$0.00	\$2,989.00	<b>\$14,945.00</b>	
2023-WhartonPD-S-1YG-00116			PT	402	PT	\$11,994.48	\$0.00	\$0.00	\$3,232.09	<b>\$15,226.57</b>	
2023-WichitaPD-S-1YG-00008			PT	402	PT	\$46,978.82	\$0.00	\$0.00	\$11,748.65	<b>\$58,727.47</b>	
2023-WilliamsonCo-S-1YG-00019			PT	402	PT	\$49,858.42	\$0.00	\$0.00	\$12,528.08	<b>\$62,386.50</b>	
2023-WWorthVPD-S-1YG-00044			PT	402	PT	\$11,944.74	\$0.00	\$0.00	\$3,217.78	<b>\$15,162.52</b>	
2023-Wylie-S-1YG-00129			PT	402	PT	\$11,966.93	\$0.00	\$0.00	\$2,991.73	<b>\$14,958.66</b>	
		<b>Subtotals</b>		# of Projects:	140	\$9,203,883.16	\$0.00	\$0.00	\$2,682,935.89	<b>\$11,886,819.05</b>	

<b>Enforcement Task Summary</b>		<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
		314	\$14,165,035.25	\$0.00	\$0.00	\$4,737,781.18	<b>\$18,902,816.43</b>

**Highway Safety Plan - Project Cross Reference**

**Evaluation Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-TDPS-G-1YG-0014			TR	405C	M3DA	\$966,451.29	\$0.00	\$0.00	\$322,150.43	<b>\$1,288,601.72</b>
2023-TDSHS-G-1YG-0022			TR	405C	M3DA	\$1,142,640.51	\$0.00	\$0.00	\$363,997.64	<b>\$1,506,638.15</b>
2023-TMPA-G-1YG-0027			TR	405C	M3DA	\$1,199,950.89	\$0.00	\$0.00	\$303,716.00	<b>\$1,503,666.89</b>
2023-TTI-G-1YG-0046			TR	405C	M3DA	\$139,231.87	\$0.00	\$0.00	\$34,824.16	<b>\$174,056.03</b>
2023-TTI-G-1YG-0052			OP	402	OP	\$325,000.00	\$0.00	\$0.00	\$81,294.14	<b>\$406,294.14</b>
2023-TTI-G-1YG-0053			DE	402	DE	\$40,499.99	\$0.00	\$0.00	\$10,133.00	<b>\$50,632.99</b>
2023-TTI-G-1YG-0054			OP	402	OP	\$50,500.00	\$0.00	\$0.00	\$12,629.47	<b>\$63,129.47</b>
2023-TTI-G-1YG-0056			DE	402	DE	\$75,000.00	\$0.00	\$0.00	\$18,761.13	<b>\$93,761.13</b>
2023-TTI-G-1YG-0057			OP	402	OP	\$81,500.00	\$0.00	\$0.00	\$20,392.80	<b>\$101,892.80</b>
2023-TTI-G-1YG-0058			OP	402	OP	\$32,110.00	\$0.00	\$0.00	\$8,034.29	<b>\$40,144.29</b>
2023-TTI-G-1YG-0059			OP	402	OP	\$41,400.00	\$0.00	\$0.00	\$10,356.26	<b>\$51,756.26</b>
2023-TTI-G-1YG-0063			PS	402	PS	\$125,181.61	\$0.00	\$0.00	\$31,306.99	<b>\$156,488.60</b>
2023-TTI-G-1YG-0067			AL	402	AL	\$124,988.25	\$0.00	\$0.00	\$31,261.46	<b>\$156,249.71</b>
2023-TTI-G-1YG-0070			AL	402	AL	\$300,000.00	\$0.00	\$0.00	\$75,043.33	<b>\$375,043.33</b>
2023-TTI-G-1YG-0071			AL	405D	M5BAC	\$83,999.47	\$0.00	\$0.00	\$21,012.66	<b>\$105,012.13</b>
2023-UTMBG-G-1YG-0156			AL	402	AL	\$97,005.35	\$0.00	\$0.00	\$30,391.78	<b>\$127,397.13</b>

<b>Evaluation Task Summary</b>	<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
	16	\$4,825,459.23	\$0.00	\$0.00	\$1,375,305.54	<b>\$6,200,764.77</b>

**Highway Safety Plan - Project Cross Reference**

**Program Management Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-CRIS-G-1YG-0193			TR	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	<b>\$2,800,000.00</b>
2023-CRIS-G-1YG-0194			TR	405C	M3DA	\$1,375,000.00	\$0.00	\$0.00	\$0.00	<b>\$1,375,000.00</b>
2023-TxDOT-G-1YG-0175			PA	State	State	\$0.00	\$4,414,000.00	\$0.00	\$0.00	<b>\$4,414,000.00</b>
2023-TxDOT-G-1YG-0176			PA	402	PA	\$575,000.00	\$0.00	\$0.00	\$0.00	<b>\$575,000.00</b>
2023-TxDOT-G-1YG-0178			DE	402	DE	\$160,000.00	\$0.00	\$0.00	\$0.00	<b>\$160,000.00</b>
2023-TxDOT-G-1YG-0179			PA	State	State	\$0.00	\$55,000.00	\$0.00	\$0.00	<b>\$55,000.00</b>
2023-TxDOT-G-1YG-0180			PA	402	PA	\$25,000.00	\$0.00	\$0.00	\$0.00	<b>\$25,000.00</b>

<b>Program Management Task Summary</b>		<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
		7	\$2,135,000.00	\$7,269,000.00	\$0.00	\$0.00	<b>\$9,404,000.00</b>

Highway Safety Plan - Project Cross Reference

**Public Information Campaigns Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-AustinEM-G-1YG-0136			OP	402	OP	\$97,760.00	\$0.00	\$0.00	\$30,350.00	<b>\$128,110.00</b>
2023-CFRS-G-1YG-0147			PS	402	PS	\$350,000.00	\$0.00	\$0.00	\$135,992.80	<b>\$485,992.80</b>
2023-DCMCCT-G-1YG-0029			OP	402	OP	\$200,000.00	\$0.00	\$0.00	\$140,843.32	<b>\$340,843.32</b>
2023-DrisHosp-G-1YG-0100			OP	402	OP	\$261,516.60	\$0.00	\$0.00	\$158,491.55	<b>\$420,008.15</b>
2023-DrisHosp-G-1YG-0101			OP	402	OP	\$249,927.34	\$0.00	\$0.00	\$170,314.63	<b>\$420,241.97</b>
2023-EIPasoDA-G-1YG-0085			AL	405D	M5OT	\$52,000.00	\$0.00	\$0.00	\$13,304.40	<b>\$65,304.40</b>
2023-ESCVI-G-1YG-0017			PS	402	PS	\$54,366.08	\$0.00	\$0.00	\$18,177.20	<b>\$72,543.28</b>
2023-FarmCity-G-1YG-0167			PS	402	PS	\$74,965.35	\$0.00	\$0.00	\$27,923.28	<b>\$102,888.63</b>
2023-Ghisallo-G-1YG-0096			PS	402	PS	\$198,000.00	\$0.00	\$0.00	\$66,212.95	<b>\$264,212.95</b>
2023-Ghisallo-G-1YG-0097			PS	402	PS	\$125,000.00	\$0.00	\$0.00	\$31,264.67	<b>\$156,264.67</b>
2023-HaCoCMP1-G-1YG-0132			PS	402	PS	\$59,851.20	\$0.00	\$0.00	\$85,602.00	<b>\$145,453.20</b>
2023-HCEC-G-1YG-0173			PS	402	PS	\$21,990.00	\$0.00	\$0.00	\$10,258.78	<b>\$32,248.78</b>
2023-LubbockP-G-1YG-0150			PS	402	PS	\$25,730.00	\$0.00	\$5,600.00	\$11,678.78	<b>\$43,008.78</b>
2023-TCH-G-1YG-0093			OP	402	OP	\$275,000.00	\$0.00	\$0.00	\$261,885.83	<b>\$536,885.83</b>
2023-TCH-G-1YG-0094			PS	402	PS	\$110,000.00	\$0.00	\$0.00	\$68,617.19	<b>\$178,617.19</b>
2023-TDSHS-G-1YG-0021			OP	402	OP	\$524,993.78	\$0.00	\$0.00	\$145,000.00	<b>\$669,993.78</b>
2023-Texas Ag-G-1YG-0031			OP	402	OP	\$1,049,993.41	\$0.00	\$0.00	\$365,889.31	<b>\$1,415,882.72</b>
2023-Texas Ag-G-1YG-0032			AL	402	AL	\$674,997.79	\$0.00	\$0.00	\$235,758.88	<b>\$910,756.67</b>
2023-Texas Ag-G-1YG-0033			SA	402	SA	\$799,996.92	\$0.00	\$0.00	\$280,348.80	<b>\$1,080,345.72</b>
2023-TMCEC-G-1YG-0125			DE	402	DE	\$300,000.00	\$0.00	\$0.00	\$74,997.64	<b>\$374,997.64</b>
2023-Travis C-G-1YG-0089			AL	402	AL	\$142,699.98	\$0.00	\$0.00	\$174,945.71	<b>\$317,645.69</b>
2023-TTI-G-1YG-0035			PS	402	PS	\$199,995.58	\$0.00	\$0.00	\$50,037.49	<b>\$250,033.07</b>
2023-TTI-G-1YG-0036			AL	402	AL	\$389,912.22	\$0.00	\$0.00	\$97,644.91	<b>\$487,557.13</b>
2023-TTI-G-1YG-0037			DE	402	DE	\$849,995.70	\$0.00	\$0.00	\$284,144.74	<b>\$1,134,140.44</b>
2023-TTI-G-1YG-0042			PS	402	PS	\$119,999.65	\$0.00	\$0.00	\$30,026.74	<b>\$150,026.39</b>
2023-TTI-G-1YG-0043			PS	405H	FHPE	\$118,107.01	\$0.00	\$0.00	\$29,542.77	<b>\$147,649.78</b>
2023-TTI-G-1YG-0044			PS	402	PS	\$189,998.55	\$0.00	\$0.00	\$47,539.21	<b>\$237,537.76</b>
2023-TTI-G-1YG-0045			MC	402	MC	\$329,999.75	\$0.00	\$0.00	\$82,545.10	<b>\$412,544.85</b>
2023-TTI-G-1YG-0048			DE	402	DE	\$114,363.42	\$0.00	\$0.00	\$28,601.45	<b>\$142,964.87</b>
2023-TTI-G-1YG-0075			MC	405F	M11X	\$99,999.04	\$0.00	\$0.00	\$25,013.95	<b>\$125,012.99</b>

Highway Safety Plan - Project Cross Reference

**Public Information Campaigns Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-TxDOT-G-1YG-0177			AL	State	State	\$0.00	\$250,000.00	\$0.00	\$0.00	<b>\$250,000.00</b>
2023-TxDOT-G-1YG-0184			SC	402	SC	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	<b>\$8,000,000.00</b>
2023-TxDOT-G-1YG-0185			AL	405D	M5PEM	\$3,265,000.00	\$0.00	\$0.00	\$3,265,000.00	<b>\$6,530,000.00</b>
2023-TxDOT-G-1YG-0186			PS	402	PS	\$2,900,000.00	\$0.00	\$0.00	\$2,900,000.00	<b>\$5,800,000.00</b>
2023-TxDOT-G-1YG-0187			RS	State	State	\$0.00	\$2,671,000.00	\$0.00	\$2,671,000.00	<b>\$5,342,000.00</b>
2023-TxDOT-G-1YG-0188			OP	405B	M1PE	\$1,600,000.00	\$0.00	\$0.00	\$1,600,000.00	<b>\$3,200,000.00</b>
2023-TxDOT-G-1YG-0189			PS	405H	FHPE	\$1,500,000.00	\$0.00	\$0.00	\$1,500,000.00	<b>\$3,000,000.00</b>
2023-TxDOT-G-1YG-0190			DE	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	<b>\$2,400,000.00</b>
2023-TxDOT-G-1YG-0191			OP	405B	M1PE	\$700,000.00	\$0.00	\$0.00	\$700,000.00	<b>\$1,400,000.00</b>
2023-TxDOT-G-1YG-0192			MC	State	State	\$0.00	\$330,000.00	\$0.00	\$330,000.00	<b>\$660,000.00</b>
2023-TxDOT-G-1YG-0195			MC	405F	M11X	\$320,000.00	\$0.00	\$0.00	\$320,000.00	<b>\$640,000.00</b>
2023-TxHSTF-G-1YG-0116			OP	State	State	\$0.00	\$30,563.36	\$0.00	\$8,125.54	<b>\$38,688.90</b>
2023-TxOpLife-G-1YG-0110			RH	402	RH	\$73,293.00	\$0.00	\$0.00	\$18,432.99	<b>\$91,725.99</b>
2023-TXSDY-G-1YG-0111			AL	405D	M5OT	\$375,000.00	\$0.00	\$0.00	\$124,992.21	<b>\$499,992.21</b>
2023-UTSA-G-1YG-0172			OP	405B	M1PE	\$69,984.50	\$0.00	\$0.00	\$17,657.35	<b>\$87,641.85</b>
2023-WISH-G-1YG-0140			OP	402	OP	\$73,450.05	\$0.00	\$0.00	\$32,770.69	<b>\$106,220.74</b>

<b>Public Information Campaigns Task Summary</b>		<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
		46	\$24,137,886.92	\$3,281,563.36	\$5,600.00	\$21,870,932.86	<b>\$49,295,983.14</b>

Highway Safety Plan - Project Cross Reference

**Training Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-ESCVI-G-1YG-0015			AL	405D	M5TR	\$86,901.66	\$0.00	\$0.00	\$28,982.50	<b>\$115,884.16</b>
2023-ESCVI-G-1YG-0016			SB	402	SB	\$106,953.05	\$0.00	\$0.00	\$35,670.00	<b>\$142,623.05</b>
2023-ESCVI-G-1YG-0018			OP	402	OP	\$112,034.83	\$0.00	\$0.00	\$37,383.20	<b>\$149,418.03</b>
2023-ESCVI-G-1YG-0019			DE	402	DE	\$98,430.09	\$0.00	\$0.00	\$33,376.00	<b>\$131,806.09</b>
2023-IADLEST-G-1YG-0153			PT	402	PT	\$116,156.53	\$0.00	\$0.00	\$29,150.00	<b>\$145,306.53</b>
2023-IADLEST-G-1YG-0154			TR	402	TR	\$422,495.68	\$0.00	\$0.00	\$105,720.00	<b>\$528,215.68</b>
2023-LSCAD-G-1YG-0122			AL	405D	M5TR	\$148,581.08	\$0.00	\$0.00	\$39,485.33	<b>\$188,066.41</b>
2023-LSCAD-G-1YG-0123			AL	405D	M5TR	\$163,755.00	\$0.00	\$0.00	\$47,615.14	<b>\$211,370.14</b>
2023-MADD-G-1YG-0009			AL	405D	M5OT	\$746,235.25	\$0.00	\$0.00	\$316,005.00	<b>\$1,062,240.25</b>
2023-NSC-G-1YG-0102			PS	402	PS	\$119,366.91	\$0.00	\$0.00	\$32,398.91	<b>\$151,765.82</b>
2023-NSC-G-1YG-0108			AL	405D	M5TR	\$172,417.52	\$0.00	\$0.00	\$50,110.67	<b>\$222,528.19</b>
2023-NSC-G-1YG-0109			DE	402	DE	\$366,144.02	\$0.00	\$0.00	\$108,840.55	<b>\$474,984.57</b>
2023-SafetyCi-G-1YG-0129			OP	402	OP	\$13,271.00	\$0.00	\$0.00	\$5,550.30	<b>\$18,821.30</b>
2023-TAC-G-1YG-0080			AL	405D	M5CS	\$194,921.83	\$0.00	\$0.00	\$50,810.28	<b>\$245,732.11</b>
2023-TCINC-G-1YG-0138			DE	402	DE	\$94,999.64	\$0.00	\$0.00	\$67,810.18	<b>\$162,809.82</b>
2023-TCJ-G-1YG-0099			AL	405D	M5CS	\$763,372.84	\$0.00	\$0.00	\$591,812.31	<b>\$1,355,185.15</b>
2023-TDCAA-G-1YG-0025			AL	405D	M5CS	\$698,649.70	\$0.00	\$0.00	\$332,709.15	<b>\$1,031,358.85</b>
2023-TEEXESTI-G-1YG-0143			EM	402	EM	\$321,672.24	\$0.00	\$0.00	\$83,281.82	<b>\$404,954.06</b>
2023-TJCTC-G-1YG-0013			AL	402	AL	\$124,957.46	\$0.00	\$0.00	\$31,232.66	<b>\$156,190.12</b>
2023-TMCEC-G-1YG-0124			AL	402	AL	\$350,000.00	\$0.00	\$8,225.00	\$79,337.14	<b>\$437,562.14</b>
2023-TMPA-G-1YG-0002			PT	402	PT	\$1,198,649.70	\$0.00	\$0.00	\$300,097.50	<b>\$1,498,747.20</b>
2023-TMPA-G-1YG-0004			AL	405D	M5CS	\$1,000,000.00	\$0.00	\$0.00	\$284,400.00	<b>\$1,284,400.00</b>
2023-TMPA-G-1YG-0008			AL	405D	M5TR	\$999,999.87	\$0.00	\$0.00	\$266,371.50	<b>\$1,266,371.37</b>
2023-TTI-G-1YG-0040			MC	402	MC	\$95,862.26	\$0.00	\$0.00	\$23,979.27	<b>\$119,841.53</b>
2023-TTI-G-1YG-0041			PS	405H	FHTR	\$126,341.09	\$0.00	\$0.00	\$31,598.43	<b>\$157,939.52</b>
2023-TTI-G-1YG-0047			PS	402	PS	\$109,899.87	\$0.00	\$0.00	\$27,500.17	<b>\$137,400.04</b>
2023-TTI-G-1YG-0051			PS	402	PS	\$119,980.54	\$0.00	\$0.00	\$30,005.50	<b>\$149,986.04</b>
2023-TTI-G-1YG-0068			PS	405H	FHTR	\$199,999.04	\$0.00	\$0.00	\$50,016.32	<b>\$250,015.36</b>
2023-TTI-G-1YG-0072			AL	405D	M5II	\$199,999.02	\$0.00	\$0.00	\$50,326.30	<b>\$250,325.32</b>
2023-TTI-G-1YG-0073			AL	405D	M5TR	\$82,998.90	\$0.00	\$0.00	\$20,762.28	<b>\$103,761.18</b>

**Highway Safety Plan - Project Cross Reference**

**Training Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2023-TTI-G-1YG-0078			AL	402	AL	\$89,990.67	\$0.00	\$0.00	\$22,509.51	<b>\$112,500.18</b>
2023-TXSDY-G-1YG-0087			AL	405D	M5TR	\$410,000.00	\$0.00	\$0.00	\$136,639.40	<b>\$546,639.40</b>
2023-TXSDY-G-1YG-0107			AL	405D	M5CS	\$215,000.00	\$0.00	\$0.00	\$71,662.48	<b>\$286,662.48</b>
2023-UTatArli-G-1YG-0137			RS	402	RS	\$354,714.94	\$0.00	\$0.00	\$97,048.03	<b>\$451,762.97</b>

<b>Training Task Summary</b>	<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
	34	\$10,424,752.23	\$0.00	\$8,225.00	\$3,520,197.83	<b>\$13,953,175.06</b>

## Summary of 405 Application

### NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS -

The State applied for the following incentive grants:

- 405(b) Occupant Protection: **Yes**
- 405(c) State Traffic Safety Information System Improvements: **Yes**
- 405(d) Impaired Driving Countermeasures: (Mid-Range State) **Yes**
- 405(d) Alcohol-Ignition Interlock Law: **No**
- 405(d) 24-7 Sobriety Programs: **No**
- 405(e) Distracted Driving: **No**
- 405(f) Motorcyclist Safety Grants: **Yes**
- 405(g) State Graduated Driver Licensing Incentive: **No**
- 405(h) Nonmotorized Safety: **Yes**
- 1906 Racial Profiling Data Collection: **No**

**Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)**

*[Each fiscal year, the Governor’s Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

Texas  
State: \_\_\_\_\_

Fiscal Year: 2023

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A Unique Entity identifier;
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
  - 1. Taking appropriate personnel action against such an employee, up to and including termination;
  - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**  
**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**  
**(applies to subrecipients as well as States)**

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**BUY AMERICA ACT****(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE****(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State’s application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

DocuSigned by:  
  
0E1B36AE181748E...

6/17/22

Signature Governor’s Representative for Highway Safety

Date

Marc D. Williams, P.E.

Printed name of Governor’s Representative for Highway Safety

## Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Texas

Fiscal Year: 2023

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.***

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### PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above **only** if applying for this grant.]*

#### All States:

*[Fill in **all** blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Section 5 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at Section 5 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at Appendix C and D of the 405 Application (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.



TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

- The State's **comprehensive occupant protection program** is provided as follows:
    - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date \_\_\_\_\_ (date);
    - Multi-year strategic plan: HSP at \_\_\_\_\_ (location);
    - The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
    - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at \_\_\_\_\_ (location).
  
  - The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date);
-

**☒ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above **only** if applying for this grant.]*

**All States:**

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **all** blank for each bullet below.]*

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Appendix C of the 405C Application (location).
- The name and title of the State's Traffic Records Coordinator is \_\_\_\_\_
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at Appendix C of the 405C Application (location).
- The State Strategic Plan is provided as follows:
  - Description of specific, quantifiable and measurable improvements at Appendix C of the 405C Application (location);
  - List of all recommendations from most recent assessment at: Appendix C of the 405C Application (location);
  - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Appendix C of the 405C Application (location);
  - Recommendations not to be addressed, including reasons for not implementing: HSP at Appendix C of the 405C Application (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at Appendix C of the 405C Application (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on May 15, 2018 (date).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES  
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

**All States:**

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**Mid-Range State Only:**

*[Check **one box** below and fill in **all blanks** under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on 06/15/2022 (date).

Specifically –

- HSP at Appendix D of the 405C Application (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at Appendix D of the 405C Application (location) contains the list of names, titles and organizations of all task force members;
- HSP at Appendix D of the 405C Application (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

**High-Range State Only:**

*[Check **one box** below and fill in **all blanks** under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically, –

- HSP at \_\_\_\_\_ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at \_\_\_\_\_ (location) contains the list of names, titles and organizations of all task force members;
- HSP at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at \_\_\_\_\_ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the HSP at \_\_\_\_\_ (location).

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**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

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**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*[Check **at least one of the boxes** below and fill in **all** blanks under that checked box.]*

*Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at \_\_\_\_\_ (location).

□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above **only** if applying for this grant and fill in **all** blanks.]*

**Comprehensive Distracted Driving Grant**

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at \_\_\_\_\_ (location).

- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on texting while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on youth cell phone use while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

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☒ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[Check the box above **only** if applying for this grant.]*

*[Check **at least 2 boxes** below and fill in **all** blanks under those checked boxes **only**.]*

☒ **Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Keith Rovell, Presiding Officer - Motorcycle Safety Advisory Board, TDLR
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: *[Check at least one of the following boxes below and fill in any blanks.]*
  - ☒ Motorcycle Safety Foundation Basic Rider Course;
  - TEAM OREGON Basic Rider Training;
  - Idaho STAR Basic I;
  - California Motorcyclist Safety Program Motorcyclist Training Course;
  - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at Section 12 D (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☒ **Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Michael Chacon, P.E., TxDOT.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at Section 5C (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at Appendix C of the 405F Application (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**□ Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at \_\_\_\_\_ (location).

**□ Impaired driving program:**

- In the HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at \_\_\_\_\_ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**□ Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at \_\_\_\_\_ (location).

**Use of fees collected from motorcyclists for motorcycle programs:**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State’s law appropriating funds for FY \_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

**Legal citation(s):** \_\_\_\_\_  
\_\_\_\_\_.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at \_\_\_\_\_ (location).

**PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)**

[Check the box above **only** if applying for this grant.]

[Fill in **all** applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage –**

**Legal citations:**

- \_\_\_\_\_ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- \_\_\_\_\_ Applicant must pass vision test and knowledge assessment;
- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 16 years of age;
- \_\_\_\_\_ Must be accompanied and supervised at all times;
- \_\_\_\_\_ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of learner's permit stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from learner's permit stage.

**Intermediate Stage –**

**Legal citations:**

- \_\_\_\_\_ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- \_\_\_\_\_ Applicant must pass behind-the-wheel driving skills assessment;

- \_\_\_\_\_ In effect for at least 6 months;
  - \_\_\_\_\_ In effect until driver is at least 17 years of age;
  - \_\_\_\_\_ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
  - \_\_\_\_\_ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
  - \_\_\_\_\_ Prohibits use of personal wireless communications device;
  - \_\_\_\_\_ Extension of intermediate stage if convicted of a driving-related offense;
  - \_\_\_\_\_ Exemptions from intermediate stage.
- 

**☒ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)**

[Check the box above **only** if applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

**PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)**

*[Check the box above **only** if applying for this grant.]*

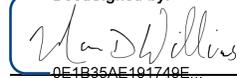
*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

- In the HSP at \_\_\_\_\_ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
  
  - In the HSP at \_\_\_\_\_ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
-

**In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following certifications and assurances –**

- I have reviewed the above information in support of the State’s application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State’s application may result in the denial of a grant award.

**I understand that my statements in support of the State’s application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

DocuSigned by:  
  
0E1B35AE101749E...

6/17/22

\_\_\_\_\_  
Signature Governor’s Representative for Highway Safety

\_\_\_\_\_  
Date

Marc D. Williams, P.E.

\_\_\_\_\_  
Printed name of Governor’s Representative for Highway Safety

## 405(b) Occupant Protection Grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Planned 40 participating law enforcement agencies. We will provide a list of the agencies once they have been selected.

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

Coordinate and conduct yearly CIOT mobilization consisting of increased safety belt enforcement and earned media activities; observational surveys of seat belt use before, during, and after the Click It or Ticket mobilization will be conducted to measure the impact on seat belt use in 10 of Texas' largest cities; TxDOT is seeking to execute a statewide Click It or Ticket (CIOT) project for paid media/public education outreach to coincide with the national NHTSA Memorial Day campaign.

List of Task for Participants & Organizations

Planned 40 participating law enforcement agencies. We will provide a list of the agencies once they have been selected.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Occupant Protection Training

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
98007	2023-TDSHS-G-1YG-0021
98030	2023-DCMCCT-G-1YG-0029
98044	2023-Texas Ag-G-1YG-0031
98875	2023-AustinEM-G-1YG-0136
98922	2023-WISH-G-1YG-0140
99524	2023-UTSA-G-1YG-0172

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 190

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 108

Populations served - rural: 82

Populations served - at risk: 70

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Occupant Protection Training

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
98007	2023-AustinEM-G-1YG-0136
98007	2023-TDSHS-G-1YG-0021
98030	2023-DCMCCT-G-1YG-0029
98044	2023-Texas Ag-G-1YG-0031
98175	2023-TCH-G-1YG-0093
98200	2023-DrisHosp-G-1YG-0100
98203	2023-DrisHosp-G-1YG-0101
98875	2023-AustinEM-G-1YG-0136
98922	2023-WISH-G-1YG-0140

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 22

Estimated total number of technicians: 269

## 405(c) State Traffic Safety Information System Improvements Grant Traffic records coordinating committee (TRCC)

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

Meeting Date
10/26/2021
01/25/2022
03/29/2022
05/10/2022

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: **Michael Chacon**

Title of State's Traffic Records Coordinator: **Director, TxDOT Traffic Safety Division**

**TRCC members by name, title, home organization and the core safety database represented:**

### List of TRCC members

#### Representation

Representing roadway and Governor’s Highway Safety Representative is Michael Chacon, Division Director of the Traffic Safety Division of TxDOT. The TRCC designated and appointed Mr. Chacon as the Traffic Records Coordinator and Chair.

Michael Chacon, P.E., Director

[Michael.Chacon@txdot.gov](mailto:Michael.Chacon@txdot.gov)

Traffic Safety Division, TxDOT

125 East 11th Street, Austin, TX 78701

(512) 416-3200

Representing Crash Records Information System (CRIS), crash data, and the Fatality Analysis Reporting System (FARS) is Mr. James Hollis. Mr. Hollis is the Director of the Crash Data and Analysis Section within the Traffic Safety Division of TxDOT. He oversees the development, implementation, and maintenance of CRIS and the training and support of law enforcement using CRIS. He is responsible for the integrity, accuracy, analysis, and dissemination of crash data.

James Hollis, Director

[James.Hollis@txdot.gov](mailto:James.Hollis@txdot.gov)

Crash Data and Analysis Section, Traffic Safety Division, TxDOT

125 East 11th Street, Austin, TX 78701

(512) 416-3168

Representing Geographical Roadway Inventory Data (GRID) and associated roadway systems that capture the roadway assets for Texas, is David Freidenfeld. Mr. Freidenfeld is the Director of Data Management and Traffic Analysis within the Transportation Planning and Programming Division of TxDOT. He oversees the development, implementation and maintenance of the GRID and other associated roadway asset systems and is part of the TxDOT Safety Data Collections and Analysis group within TxDOT.

David Freidenfeld, Director

[David.Freidenfeld@txdot.gov](mailto:David.Freidenfeld@txdot.gov)

Data Management and Traffic Analysis, TPP Division, TxDOT

125 East 11th Street, Austin, TX 78701

(512) 416-3137

Representing driver licensing and driver history is Angie Suarez. She works in the Enforcement and Compliance Service and is responsible for overseeing the Conviction Reporting office where all convictions and enforcement actions are applied to the driver record. These include accident data and crash suspension related enforcement actions.

Angie Suarez, Assistant Manager,

[Angie.Suarez@dps.texas.gov](mailto:Angie.Suarez@dps.texas.gov)

Enforcement & Compliance Services, Driver License Division, TxDPS

5805 North Lamar Boulevard, Austin, TX 78752

(512) 424-5793

Representing the Department of State Health Services' Injury Epidemiology & Surveillance Branch, which houses the EMS & Trauma Registries (MAVEN), is Dan Dao, MPH. Dan is the Branch Manager and works collaboratively with the registry's project manager on forwarding the important efforts in the linking process of EMS and Hospital data with crash records. Dan is a subject matter expert on the EMS & Trauma Registries and has expertise with the epidemiology of injuries associated with and factors related to motor vehicle crashes.

Michael Spencer, Director

[Michael.Spencer@dshs.gov](mailto:Michael.Spencer@dshs.gov)

Maternal and Child Health Unit, DSHS  
1100 West 49th Street, Austin, TX 78714  
(512) 776-6146

Representing State Law Enforcement is Capt. Jodie Tullos. He is a captain with the Texas Highway Patrol Division of the Texas DPS and the Director of the Highway Safety Operations Center. Captain Tullos provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

Capt. Jodie Tullos,

[Jodie.tullos@dps.texas.gov](mailto:Jodie.tullos@dps.texas.gov)

Texas Highway Patrol Division, TxDPS  
5805 North Lamar Boulevard, Austin, TX 78752  
(512) 424-2099

Representing the Department of Motor Vehicles, which oversees vehicle titling and registration, and motor carriers, is Deputy Director of the Vehicle Titles and Registration Division, Tim Thompson.

Clint Thompson, Deputy Director

[Clint.Thompson@txdmv.gov](mailto:Clint.Thompson@txdmv.gov)

Vehicle Titles and Registration Division, TxDMV  
4000 Jackson Ave., Austin, TX, 78731  
(512) 465-4023

This group of individuals serves as the executive-level committee, as many are the managers of the individual core systems with the authority to make decisions regarding the functionality and accessibility of the systems.

## Traffic Records System Assessment

### TRCC and Strategic Planning 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The TRCC section received a score of 64.7% and the Strategic Planning Section received a score of 55.6%.

Below is a summary of the STRAP TRCC and Strategic Planning recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
1-5, 29	Restructure the TRCC to more closely align with the Traffic Records Program Assessment Advisory. The current TRCC functions as both the executive and technical TRCC. Creating a two-tier structure could improve coordination and effectiveness of the TRCC.	TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. This subcommittee is actively advising on the development of a dashboard which will display layered traffic records data on a map by county and month.	Ongoing
6	Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would interact with a policy-focused executive tier would be in order.	This effort will be pursued at a later date following the completion of higher priority objectives.	None
10	Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21, TTI will provide technical assistance to expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure and plans to improve.	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
12	Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
12	Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data.	A basic flow chart was developed in FY19.	Complete
20-24	Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
1-5, 29	Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians, first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users.	TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. These subcommittees included engineers, law enforcement, researchers, and other stakeholders.	Ongoing
20-24	Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the readability of some Plan sections. The Plan should contain format changes that better highlight the relationships between State goals, identified deficiencies, the project action plan for the current year	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	plus two more, and progress over time. It should explain processes and methods used to arrive at program decisions, and it should expand performance measures.		
32	Texas should consider scheduling a special event lasting one to two days during which small and large group planning exercises are led by a professional strategic planning facilitator. Such an event should include stakeholders beyond the current TRCC makeup. It should be viewed as an opportunity for outreach, education, and inclusion. The results from such a facilitated meeting are not set in stone but offer TRCC planners a wealth of information to augment the assessment results and use them in developing the next strategic plan.	The TRCC created an advisory subcommittee which includes various stakeholders to provide input to the TRCC. Additionally, TRCC administration presented to multiple stakeholder organizations in FY19 to inform them of the TRCC and solicit their feedback and have regularly sought the feedback of traffic records stakeholders since then.	Ongoing

### TRCC and Strategic Planning Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve the Texas TRCC and Strategic Planning over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the next two years, the Texas TRCC Administration plans continue to promote subcommittees to provide technical guidance. This includes a technical advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC and an intersection database development subcommittee to guide the development of an intersection database. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC sub-committees	<ul style="list-style-type: none"> <li>• Create project development subcommittee that will include LEOs, LE analyst, researchers, engineers, and other stakeholders</li> <li>• Create an intersection subcommittee to assist with the development of an intersection database (6.2)</li> </ul>	Complete
1.2 Create a TRCC performance measure and quality control program	<ul style="list-style-type: none"> <li>• Create performance measures and data quality control programs for each database</li> <li>• Develop plan for the TRCC to periodically review the performance measures</li> </ul>	PM completed FY20. Data Quality prog to be completed in FY21.

Objective	Strategies/Action Steps	Timeline
1.3 Create a comprehensive Traffic Records Inventory	<ul style="list-style-type: none"> <li>• Collect data dictionaries from each database</li> <li>• Summarize into one document</li> </ul>	Complete
1.4 Create a Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Collect flow charts, inputs, and outputs from each database</li> <li>• Combine into one flow chart for the whole system</li> </ul>	Complete
1.41 Enhance Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Add additional information to the process flow chart such as how TxDMV and TxDPS receive vehicle and driver data from the counties</li> </ul>	TBD
1.5 Add additional members to the TRCC as needed	<ul style="list-style-type: none"> <li>• Identify additional members to add to the TRCC</li> </ul>	Annually
2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP.	<ul style="list-style-type: none"> <li>• Update the Strategic Plan based on the input of each TRCC member</li> </ul>	Complete
2.2 Annually update the objectives of the TRCC Strategic Plan	<ul style="list-style-type: none"> <li>• Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add</li> </ul>	Annually
2.3 Update the TRCC charter	<ul style="list-style-type: none"> <li>• Update the charter to include additional members/positions, member agencies, sub-committees, etc.</li> </ul>	TBD

## Performance Measures

The Texas TRCC has created numerous performance measures for its members and subgrantees. While not every performance measure meets NHTSA’s requirements, the Texas TRCC still feels in is important to include and monitor all created performance measures. Even if a performance measure does not meet NHTSA’s requirements, it can still provide valuable information to TRCC members. Therefore, the Texas TRCC chooses to track all of its performance measures in this document, but will specifically highlight performance measures that meet NHTSA’s requirements for continued fund.

### Summary of Performance Measures Meeting NHTSA’s Qualifications

Per [23 CFR § 1300.22 - State Traffic safety information system improvements grants](#) section (3) Quantitative improvement:

The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing -

- (i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to

demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated; and

(ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY23 application.

Performance Measure	Database	Performance Attribute	4/01/2020 3/31/2021	4/01/2021 3/31/2022	Summary of Improvement
Average number of days between date of crash and availability in warehouse	Crash Data	Timeliness	9.38	8.32	Crash data were available in the warehouse faster.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	Crash Data	Timeliness	97.08%	97.87%	A higher percentage of crash reports were entered into the data within 30 days of the crash.
Number of days to process salvage and nonrepairable title applications.	Vehicle	Timeliness	4	3	Salvage and nonrepairable title applications were processed faster.
Percentage of patient care records with no missing critical data elements.	Injury Surveillance	Completeness	98.84%	98.92%	A higher percentage of patient care records had no missing critical elements.
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Injury Surveillance	Timeliness	10 Days	7 Days	The mean number of days for an EMS patient care report to be received by the Texas EMS Registry decreased.
Percentage of records where the patient’s date of birth is less than 109 years old	Injury Surveillance	Accuracy	85.26%	86.03%	Accuracy of patient’s date of birth improved.

Performance Measure	Database	Performance Attribute	4/01/2020 3/31/2021	4/01/2021 3/31/2022	Summary of Improvement
The number of data requests from users and external stakeholders	Injury Surveillance	Accessibility	21	37	The number of requests from external stakeholders increased.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	9	10	The number of agencies receiving monthly data reports increased.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	9	11	The number of data fields reported in agency reports increased.
Percentage of cases with no missing critical defendant information.	LEADRS	Completeness	99.89%	99.97%	Percentage of cases with no missing critical defendant, offense, or warrant information increased
Percentage of cases with no missing critical offense information.	LEADRS	Completeness	96.46%	97.06%	
Percentage of cases with no missing critical warrant information	LEADRS	Completeness	78.86%	79.32%	

### State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

<b>Countermeasure Strategies</b>
Traffic Records Training
Traffic Records Evaluation

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
97997	2023-TDPS-G-1YG-0014
98008	2023-TDSHS-G-1YG-0022
98027	2023-TMPA-G-1YG-0027
98061	2023-TTI-G-1YG-0046
98987	2023-IADLEST-G-1YG-0154
101697	2023-CRIS-G-1YG-0194

**Quantitative and Measurable Improvement**

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Document
FY 2022 Texas Traffic Safety Information System Strategic Plan.pdf

**State Highway Safety Data and Traffic Records System Assessment**

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: May of 2018

## 405(d) Impaired Driving Countermeasures Grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

### Impaired Driving Program Assessment

**Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:**

Date of Assessment: August of 2015

### Authority to operate

**Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.**

### Authority and Basis of Operation

The Texas Impaired Driving Task Force (TIDTF) has developed and approved the Plan in preparation for submission through TxDOT to NHTSA in accordance with FAST Act. The Plan was developed in accordance with and reflects all elements set forth by the National Highway Traffic Safety Administration's (NHTSA) Uniform Guidelines for State Highway Safety Programs - No. 8. The plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category. Appendix D contains the Texas Impaired Driving Plan.

### Key Stakeholders

Last Name	First Name	Organization	Title
Abbott	Clay	Texas District and County Attorneys Association	DWI Resource Prosecutor
Anchondo	Robert	County Criminal Court at Law #2 El Paso	Judge
Brooks	Bobbi	Texas A&M AgriLife Extension Service Watch UR BAC	Program Manager
Busbee	Mark	Texas Municipal Police Association - ADAPT / FRIDAY	Lead Instructor
Coffey	Debra	Smart Start, Inc.	Vice President, Government Affairs

Last Name	First Name	Organization	Title
Cooley	Chad	Cedar Hill Police Department	Corporal
Doran	Holly	Texas Center for the Judiciary	Program Director
Grubbs	Brian	LEADRS	Program Manager
Harris	Kevin	College Station Police Department	Sergeant
Holt	Nicole	Texans for Safe and Drug-Free Youth	Chief Executive Officer
Hollis	Jim	Texas Department of Transportation	Interim Traffic Safety Director
Humphrey	Cynthia	Texas Association of Substance Abuse Programs	Executive Director
Ipina	Jackie	Mothers Against Drunk Driving	MADD Program Manager
Jackson	Jimmy	DPS Troopers Foundation	Chief Deputy (Smith County SO)
James	Andrew	Montgomery County District Attorney's Office	Chief, Vehicular Crimes
Jennings	Mike	Austin Police Department	Detective
Jons	Ashleigh	Texas Alcoholic Beverage Commission	Retailer Education and Compliance Analyst
Karns-Wright	Tara	UT Health Science Center San Antonio	Assistant Professor
Marable	Debra	Mothers Against Drunk Driving	State Program Director
Marquart	Cecil	Sam Houston State University	Director
Martinez	Sarah	Travis County Attorney's Office	Program Director

Last Name	First Name	Organization	Title
Mathias	Charles	UT Health San Antonio	Associate Professor, Division of Neurobehavioral Research
McDonald	Dottie	Smart Start, Inc.	Judicial Services Liaison
McGarah	David	Texas SFST	Program Manager
Minevitz	Ned	Texas Municipal Courts Education Center	Grant Administrator
Minjares-Kyle	Lisa	Texas A&M Transportation Institute	Assistant Transportation Scientist
Moser	Amy	Education Service Center - Region 6	Safety Education and Training Specialist
Mudd	Anna	Texas Department of Public Safety - Crime Lab	Toxicology Section Supervisor
Palmer	David	Texas Department of Public Safety	Major
Rounsavall	Allison	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Program Manager
Saint	Nina	SafeWay Driving Systems	Education Director
Sarosdy	Randy	Texas Justice Court Training Center	General Counsel
Scott	Marsha	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Youth Program Manager
Tedder	Jay	Texas Department of Public Safety	Deputy Scientific Director Breath Alcohol Testing
Thorp	Kara	AAA - Texas & New Mexico	Public Affairs Specialist
Walker	Becky	National Highway Traffic Safety Administration (NHTSA) - Region VI	Regional Program Manager
Weiser	Laura	Texas Center for the Judiciary	Judicial Resource Liaison

Last Name	First Name	Organization	Title
Woytek	Tramer	Texas Association of Counties	Judicial Resource Liaison and County Relation Officer
Adams	Christine	Texas A&M Transportation Institute	Assistant Research Scientist
Shields	Emmaline	Texas A&M Transportation Institute	Assistant Transportation Researcher
Trueblood	Amber	Texas A&M Transportation Institute	Assistant Research Scientist
Walden	Troy	Texas A&M Transportation Institute	Research Scientist, and Director of CADES

**Date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: **06/15/2022**

**Strategic plan details**

**State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Continue to use previously submitted plan: **No**

## 405(f) Motorcyclist Safety Grant

### Motorcyclist safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**  
 Motorcyclist awareness program: **Yes**  
 Reduction of fatalities and crashes: **No**  
 Impaired driving program: **No**  
 Reduction of impaired fatalities and accidents: **No**  
 Use of fees collected from motorcyclists: **No**

### Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Texas Department of Licensing and Regulations (TDLR)

State authority name/title: Michael Ford Strawn, Manager; Outreach, Audits and Policy, TDLR

Introductory rider curricula approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula: There is no longer a singular approved curriculum in Texas. Any course that meets National Highway Traffic Safety Administration (NHTSA) and TDLR standards is now approved for use as an entry-level course in Texas after they submit the curriculum for review and it is approved by TDLR. It's also notable that the Basic Riding Course is now called Entry Level Course.

**CERTIFICATION:** The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

Please see Appendix D "Motorcycle Registrations and Schools by County"

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **341,507**

### Motorcyclist awareness program

Name/organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: **Texas Department of Transportation**

State authority name/title: **Michael Chacon, P.E., Director of Traffic Safety Division**

**CERTIFICATION:** The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2023	Motorcyclist Fatalities	Annual	2023	2023	485	7
2023	Unhelmeted Motorcyclist Fatalities	Annual	2023	2023	220	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County	Total Crashes
Harris	812
Dallas	408
Tarrant	340
Bexar	333
Travis	212
El Paso	168
Denton	115
Montgomery	112
Collin	102
Hidalgo	95
Bell	89
Nueces	87
Galveston	79
Williamson	72
Lubbock	66
Smith	57
Jefferson	49
Fort Bend	46
Brazoria	42
Taylor	41
Hays	38
McLennan	38
Brazos	37
Johnson	35
Cameron	33
Potter	33

County	Total Crashes
Webb	33
Grayson	32
Gregg	31
Ector	30
Midland	30
Randall	30
Comal	28
Ellis	28
Wichita	28
Tom Green	27
Hunt	23
Guadalupe	22
Parker	22
Bastrop	18
Orange	18
Bowie	17
Henderson	17
Liberty	17
Angelina	16
Kaufman	16
Cherokee	15
Victoria	13
Brown	12
Polk	12
Coryell	11
Nacogdoches	11

County	Total Crashes
Rockwall	11
Wise	11
Anderson	10
Madison	9
Navarro	9
Waller	9
Chambers	8
Harrison	8
Lamar	8
Van Zandt	8
Burnet	7
Grimes	7
Hale	7
Medina	7
San Patricio	7
Upshur	7
Walker	7
Atascosa	6
Fannin	6
Howard	6
Kendall	6
Wood	6
Aransas	5
Hardin	5
Hill	5
Hood	5

County	Total Crashes	County	Total Crashes	County	Total Crashes
Kerr	5	Palo Pinto	3	Hutchinson	1
Maverick	5	Panola	3	Jeff Davis	1
Nolan	5	San Jacinto	3	Jim Wells	1
Tyler	5	Shelby	3	Kinney	1
Wilson	5	Andrews	2	Kleberg	1
Blanco	4	Brewster	2	Knox	1
Calhoun	4	Delta	2	Lavaca	1
Camp	4	Hartley	2	Lee	1
Dawson	4	Jackson	2	Live Oak	1
Gaines	4	Llano	2	Marion	1
Gillespie	4	Milam	2	Matagorda	1
Gray	4	Mills	2	Montague	1
Lampasas	4	Mitchell	2	Newton	1
Pecos	4	Morris	2	Ochiltree	1
Rusk	4	Rains	2	Oldham	1
Uvalde	4	Reeves	2	Presidio	1
Wharton	4	Somervell	2	Reagan	1
Austin	3	Stephens	2	Real	1
Bandera	3	Val Verde	2	Refugio	1
Burleson	3	Washington	2	Robertson	1
Caldwell	3	Wilbarger	2	Sabine	1
Cass	3	Archer	1	San Augustine	1
Colorado	3	Bee	1	San Saba	1
Cooke	3	Callahan	1	Scurry	1
Eastland	3	Castro	1	Starr	1
Erath	3	Coleman	1	Terry	1
Fayette	3	Comanche	1	Trinity	1
Hockley	3	Dewitt	1	Upton	1
Hopkins	3	Freestone	1	Wheeler	1
Houston	3	Frio	1	Winkler	1
Jasper	3	Goliad	1	Zapata	1
Leon	3	Gonzales	1	Zavala	1
McCulloch	3	Hudspeth	1		

Total # of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 4,497

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Motorcycle Public Information Campaigns

## 405(h) Nonmotorized safety grant

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

Texas Child Restraint Inspection Stations and Events – Total 190

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
1	TxDOT Abilene 111 N Avenue V Snyder, TX 79549 Contact: Rosalinda Sanchez 325-573-0143 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
2	TxDOT Abilene 400 E Wasson Ave Gail, TX 79738 Contact: Carrie Hart 806-756-4491 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
3	TxDOT Abilene 4250 N Clack St Abilene, TX 79601 Contact: Jill Collett 325-676-6808 Contact: Kristi Barron 325-676-6811 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
4	Texas Dept. of State Health Services -Big Springs 501 Birdwell Lane, Ste 28-B, Big Spring, TX 79720 Contact: Monica White 732-263-9775 <a href="#">Please call for an appointment</a>	Abilene	Rural	Yes
5	Dyess Air Force Base, Fire Emergency Services, 7th CES, Dyess AFB Texas 600 1st Street, Dyess AFB, TX 79606 Contact: Pete DeLillo 325-696-2486 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
6	Sweetwater Fire Department 900 E. Broadway Ave., Sweetwater, TX 79556 Contact: Grant Madden 325-235-4304 Contact: Bev Kellner 979-571-3825 (Virtual) <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
7	Northwest Texas Healthcare System 1501 S. Coulter, Amarillo, TX 79106 Contact: Julie Poindexter 806-351-4227 Spanish Speaking; Monday-Friday, <a href="#">By Appointment Only</a>	Amarillo	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
8	Texas Dept. of State Health Services/Region 1 - Community Health Services 3407 Pony Express Way, Amarillo, TX 79118 Contact: Lee Gibbons 806-477-1138 <a href="#">Please call for an appointment</a>	Amarillo	Rural	Unconfirmed
9	Texas Dept. of State Health Services/Region 1 - Community Health Services 300 Victory Drive, Canyon, TX 79016 Contact: Jolie Person 806-477-1138 <a href="#">Please call for an appointment</a>	Amarillo	Rural	Unconfirmed
10	Care Net of Dalhart 105 E. 3rd St., Dalhart, TX 79022 Contact: Tiera May 806-268-0448 <a href="#">By Appointment Only</a>	Amarillo	Rural	Unconfirmed
11	TxDOT Amarillo 5715 Canyon Dr., Amarillo, TX 79110 Contact: La Viza Matthews 806-356-3338 Wednesdays 9:00 AM to 12:00 PM & 1:00 PM to 5:00 PM English only; however can work with translators. <a href="#">By Appointment Only</a>	Amarillo	Rural	Yes
12	TXDOT Atlanta District 701 E. Main Street, Atlanta, TX 75551 Contact : Kristy Whisenhunt 903-799-1221 <a href="#">By Appointment Only</a>	Atlanta	Rural	Yes
13	Texas A&M AgriLife Extension Service -Bowie County 710 James Bowie Dr., New Boston, TX 75570-2328 Contact: Shannon Pritchard 903-628-6702 <a href="#">By Appointment Only</a>	Atlanta	Rural	Unconfirmed
14	Austin Safe Kids led by Dell Children's Medical Center 4900 Mueller, Austin, TX 78723 Bilingual CPS Technicians Available 512-324-TOTS (8687) <a href="#">Please call to schedule an appointment.</a>	Austin	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
15	Austin Public Health 15 Waller Street, Austin, TX 78702 Contact: Captain Amanda Baker 512-972-7233 <a href="#">By Appointment Only</a>	Austin	Urban	Unconfirmed
16	Texas A&M AgriLife Extension Service - Gillespie County 95 Federick Rd., Fredericksburg, TX 78624 Contact: Shea Nebgen 830-997-3452 <a href="#">By Appointment Only</a>	Austin	Urban	Unconfirmed
17	Texas Department of State Health Services - Safe Riders Varied locations in Austin, TX 78756 Travis, Williamson, Hays Contact: April Ramos 800-252-8255 / Spanish Speaking 3rd Wednesday of each Month <a href="#">By Appointment Only</a>	Austin	Urban	Yes
18	Texas Department of State Health Services - Bellville 602 E. Hacienda St., Belville, TX 77418 Contact: 979-865-5211 <a href="#">By Appointment Only</a>	Austin	Urban	Yes
19	Beaumont Public Health Dept 3040 College St., Beaumont, TX 77701 Contact: 409-654-3625 <a href="#">By Appointment only</a>	Beaumont	Rural	Unconfirmed
20	Liberty Co Constables Office 306 Campbell Street, Cleveland, TX 77327 Contact: Zach Harkness 310-619-1375 <a href="#">By Appointment Only</a>	Beaumont	Rural	Unconfirmed
21	Texas A&M AgriLife Extension Service - Chamber County 295 White Park Rd., Anahuac, TX 77514 Contact: Brittany Jones 409-374-2123 <a href="#">By Appointment Only</a>	Beaumont	Rural	Unconfirmed
22	Texas A&M AgriLife Extension Service - Orange County 11475 a FM1442, Orange, TX 77630 Contact: Fallon Foster 409-882-7010 <a href="#">By Appointment Only</a>	Beaumont	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
23	TXDOT Beaumont 8350 Eastex Fwy Beaumont, TX 77708 Contact: Bridgett Hlavinka 409-898-5719 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
24	TXDOT Beaumont District 209 Layl Dr., Liberty, TX 77575 Contact: Joann Cox 936-336-5669 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
25	TXDOT Beaumont District 6101 Twin City HWY, Port Arthur, TX 77642 Contact: Liz Barbosa 409-722-4694 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
26	TXDOT Beaumont District 3304 US HWY 190, Jasper, TX 75951 Contact: Krista Krone 409-384-5493 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
27	Texas Department of State Health Services - Cleveland 300 Campbell St., Cleveland, TX 77327 Contact: 281-592-6714 <a href="#">By Appointment Only</a>	Beaumont	Rural	Unconfirmed
28	City of Kempner 12288 US Hwy 190, Kempner, TX 76539 Contact: Paul Miceli 254-371-4252 <a href="#">By Appointment Only</a>	Brownwood	Rural	Unconfirmed
29	Coleman County Medicxal Center 310 S. Pecos St., Coleman, TX 76834 Contact: Sandra Ratliff email sandra.ratliff@colemancountymc.com <a href="#">By Appointment Only</a>	Brownwood	Rural	Unconfirmed
30	Lampasas WIC 1305 South Key Ave., Lampasas, TX 76550 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Brownwood	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
31	Texas Department of State Health Services 1004 S Bridge St., Brady, TX 76825 Contact: Gina Dicus 325-597-0550 <a href="#">Appointment required</a>	Brownwood	Rural	Unconfirmed
32	TxDOT Brownwood District 1502 N Austin St Comanche, TX 76442 Contact: Verna Bearden/Calvin Milburn 325-356-7507 <a href="#">By Appointment Only</a>	Brownwood	Rural	Yes
33	TxDOT Brownwood District 2493 US 183 N., Brownwood, TX 76801 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Brownwood	Rural	Yes
34	Centerville WIC 230 S. Commerce St., Centerville, TX 75833 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
35	Cameron WIC 211 S. Houston Ave., Cameron, TX 76520 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
36	Cameron Health Department 209 S. Houston Ave., Cameron, TX 76520 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
37	Fairfield WIC 742 W. Commerce St., Fairfield, TX 75840 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
38	Madison County WIC 813 S. State St. #103, Madisonville, TX 77864 Contact: Bev Kellner 979-571-3925 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
39	Place of Hope Rockdale 231 E. Cameron Ave., Rockdale, TX 76567 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
40	Region 6 Education Service Center 3332 Montgomery Rd., Huntsville, TX 77340 Contact Amy Moser 936-435-8343 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
41	Rockdale WIC 313 N. Main St., Rockdale, TX 76567 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
42	Texas A&M AgriLife Extension Service Brazo County 100 W Buck St. Ste 105, Caldwell, TX 77836 Contact: Tina Broesche 979-567-2308 Contact: Bev Kellner 979-571-3925 (Virtual) <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
43	TX Department of State Health Services - Huntsville 2507 Lake Rd, Huntsville, TX 77340 Contact: Jessica Twardeski 936-294-2170 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
44	Texas A&M AgriLife Extension Service - Passenger Safety 1470 William, D. Fitch Pkwy, College Station, TX 77845 Contact: Bev Kellner 979-571-3925 Spanish Speaker Available <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
45	Texas A&M AgriLife Extension Service - Grimes County 203 Veterans Memorial Dr., Navasota, TX 77868 Contact: Carla Hayes 936--825-0465 Contact: Bev Kellner 979-571-3925 (Virtual) <a href="#">By Appointment Only</a> 936-873-3907	Bryan	Rural	Yes
46	Texas A&M AgriLife Extension Service Brazos County 4153 County Park Court, Bryan, TX 77802 Contact: Flora Williams 979-823-0129 Contact: Bev Kellner 979-571-3925 (Virtual) <a href="#">By Appointment Only</a>	Bryan	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
47	Texas A&M Police Department 1111 Research Parkway, College Station, TX 77845 Contact: Officer Josh DeLeon 979-845-2345 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
48	TXDOT Bryan 2591 N Earl Rudder Fwy Bryan, TX 77803 Contact: Julia Davies 512-466-1829 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
49	TXDOT Childress 3268 US 287, Clarendon, TX 79226 Contact: Nathan Judd 806-277-9540 <a href="#">By Appointment Only</a>	Childress	Rural	Yes
50	TXDOT Childress 7599 US Highway 287 Childress, TX 79201 Contact: Nicole Tyler 940-937-7179 M-F <a href="#">By Appointment Only</a>	Childress	Rural	Yes
51	TXDOT Childress 200 US 70 E., Paducah, TX 79252 Contact: Chris Wiley 860-983-0398 <a href="#">By Appointment Only</a>	Childress	Rural	Unconfirmed
52	TXDOT Childress 405 Loop Road, Quanah, TX 79252 Contact: Brandon Powers 940-839-8196 <a href="#">By Appointment Only</a>	Childress	Rural	Unconfirmed
53	TXDOT Childress 16100 IH-40 East, Shamrock, TX 79079 Contact: Nathan Mason 806-256-3206 <a href="#">By Appointment Only</a>	Childress	Rural	Unconfirmed
54	Driscoll Children 3533 S Alameda St., Corpus Christi, TX 78411 Contact: Karen Beard 361- 694-6700 <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
55	Texas A&M AgriLife Extension Service - Karnes County 210 W. Calvert Ave. Ste.160, Karnes City, TX 78118 Contact: Meagen Dennison 830-780-3906 Contact: Bev Kellner 979-571-3925 (Virtual) <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Unconfirmed
56	TxDOT Courpus Christi District 1701 S. Padre Island Dr, Corpus Christi, TX 78416 Contact: Stephanie Crhistina 512-496-1532 <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Unconfirmed
57	TXDOT Corpus Christi District 802 Victoria Hwy, Refugio, TX 78377 Contact: Sarah Sawyer 361-526-4421 <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Yes
58	Baylor Scott/White Medical Center McKinney 5252 W. University D., McKinney, TX 75071 Contact: 469-764-5500 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
59	Children Health Medical Center- Safet Kids Greater Texas 2777 N. Stemmons, Dallas, TX 75007 Contact: Cinthis Ibarra 214-456-2059 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
60	Corsicana WIC 618 N. Main St., Corsicana, TX 75110 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
61	Dallas Police Department - Northeast Patrol 9915 East Northwest Hwy, Dallas, TX 75231 Contact: Gabe Ortiz, Irene Galvan 214-671-0155 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
62	Lewisville Police Department 1187 W Main St., Lewisville, TX 75067 Contact: Kellin McDermant 972-219-3668 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
63	Navarro Regional Hospital 3201 E. State Hwy 22, Corsicana, TX 75110 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
64	Parkland Health & Hospital System 6300 Harry Hines Blvd., Suite 240, Dallas, TX 75235 Contact: Isabel Colunga 214-590-5316 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
65	Presbyterian Hospital-Kaufman 850 Ed Hall Dr., Kaufman, TX 75142 Contact: Amanda 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
66	Presbyterian Hospital of Plano 6200 W. Parker Road Plano, TX 75093 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
67	Texas Health Presbyterian Hospital Allen 1105 North Central Expressway, Allen, TX 75013 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
68	Texas Health Presbyterian Hospital Prosper 1970 W. University Dr., Prosper, TX 75078 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
69	Texas Health Presbyterian Hospital Denton 3000 N I-35, Denton, TX 76201 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
70	Texas Health Presbyterian Hospital Denton 3000 N I-35, Denton, TX 76201 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
71	Texas AgriLife Extension Service 313 W 3rd Ave Corsicana, TX 75110 Contact: Lorie Stovall 903-654-3075 Contac: Bev Kellner 979-571-3925(Virtual) <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
72	TXDOT Dallas District 2205 S State Highway 5, McKinney, TX 75069 Contact: Cody Phillips 972-542-2345 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
73	TXDOT Dallas District 4777 US-80 E., Mesquite, TX 75150 Contact: Gregory Hunter 214-320-62350 Contact: Bernadine Moore 214-320-6220 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
74	University Park Fire Department 3800 University Blvd, Dallas, TX 75205 Contact: Phylliss Mahan (214) 987-5380 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
75	Texas Department of State Health Services - Alpine 205 N Cockrell St Alpine, TX 79830 Contact: 432-837-3877 <a href="#">By Appointment Only</a>	El Paso	Urban	Unconfirmed
76	Texas Dept. of State Health Services - Presidio 701 Bomar, One Main Center, Presidio, TX 79845 Contact: Monica Urias 432-229-1540 <a href="#">By Appointment Only</a>	El Paso	Urban	Unconfirmed
77	Texas Dept. State Health Services - Marfa 202 E. El Paso, Marfa, TX 79843 Contact: Joe Duran 432-729-5045 <a href="#">By Appointment Only</a>	El Paso	Urban	Unconfirmed
78	Texas Dept. State Health Services - El Paso 401 E Franklin Ave., El Paso, TX 79901 Contact: Daniel Grajeda 915-834-7760 <a href="#">By Appointment Only</a>	El Paso	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
79	Texas Dept State Health Services - Van Horn 704 W Broadway, Van Horn, TX 79855 Contact: Monica Urias 432-283-3090 <a href="#">By Appointment Only</a>	El Paso	Urban	Unconfirmed
80	TxDOT El Paso District 13301 Gateway Blvd W El Paso, TX 79928 Contact: Monica O'Kane 915-790-4384 Contact: Anna Red 512-921-7882 <a href="#">By Appointment Only</a>	El Paso	Urban	Yes
81	Arlington Memorial Hospital 1800 West Rando Mill, Arlington, TX 76012 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
82	Cleburne Pregnancy Center 100 S. Main St., Cleburne, TX 76033 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
83	Eules Police Department 1102 W. Eules Blvd., Eules, TX 76040 Contact: 817-685-1536 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
84	Harris Methodist Alliance 10864 Texas Helath Trail, Fort Worth, TX 76244 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
85	Harris Methodist St. Paul Lutheran Church 1800 W. Freeway, Ft. Worth, TX 76102 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
86	Harris Methodist St. Michael Catholic Church 3713 Harwood Road, Bedford, TX 76021 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
87	Harris Methodist HEB First United Methodist Church of Hurst 521 W Pipeline Rd., Hurst, TX 76053 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
88	Safe Kids Tarrant County - Cook Children 801 7th Ave., Fort Worth, TX 76104 Contact: 682-885-2634 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
89	Southlake Fire Department 600 State St., Southlake, TX 76092 Contact: Renni Burt 817-748- 8349 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
90	Southlake Fire Department 600 State St., Southlake, TX 76092 Contact: Valerie Snyder 817-748- 8349 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
91	Texas Health Arlington Memorial Hospital 800 W Randol Mill Rd., Arlington, TX 76012 Contact: Amanda English 877-847-9355 NW employee parking lot <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
92	TxDOT Ft. Worth 2501 SW Loop 820, Fort Worth, TX 76133 Contact: Sedrick Montgomery 817-370-6626 Contact: Jessica Wilkerson 817-370-6643 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
93	Avance Early Head Start North Houston Contact: Liliana Garcia 713-534-0350 Ext. 0 Spanish Speaking Technicians Available <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
94	Cypress Creek EMS 7111 Five Forks Dr Spring, TX 77379 Contact: 281-378-0800 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
95	Fort Bend County Sheriff's Office 1521 Eugene Heimann Circle, Richmond, 77469 Contact: 281-238-1536 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
96	Harris County Emergency Corps 2800 Aldine Bender Rd., Houston, TX 77032 Contact: 281-449-3131 Spanish Speaking Technicians Available <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
97	Harris County ESD#48 (Katy Area) Contact: 832-840-4806 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
98	Harris County Sheriff's Dept-Mission Bend Storefront 7043 Highway 6, S. Houston, TX 77083 Contact: 281-564-5988 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
99	Harris County Sheriff's Office 7614 Fallbrook Dr., Houston, TX 77086 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
100	La Porte EMS 10428 Spencer Hwy La Porte, TX 77571 Contact: Rachel Gomez 281-471-9244 Bi-weekly Hours 1630-2000 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
101	Lake Jackson EMS 10 Oak Dr., Lake Jackson, TX 77566 Contact: Jenni Jones 979-415-2715 2nd Friday of Every Month 11am-3pm <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
102	Montgomery County Hospital District Contact: 936-523-1146 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
103	Monument Chevrolet 3940 Pasadena Fwy Pasadena, TX 77503 Contact: Diana Suarez 832-824-3482 Spanish Speaking Technicians Available. <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
104	Missouri City Police Department Contact: 281-403-8700 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
105	Pearland Area Contact: 832-824-3488 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
106	Pro Salud Southwest Houston Area Contact: 832-824-3482 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
107	Rosenberg Municipal Court 2110 4th St., Rosenberg, TX 77471 Contact: Officer John Johnson 832-595-3450 Monday-Friday 9am-12pm <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
108	Sugarland Police Department Contact: 281-275-2580 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
109	Target Missouri City Contact: 832-824-3488 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
110	Texas Children's Hospital Center for Childhood Injury Prevention Contact: 832-822-2277 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
111	Texas A&M AgriLife Extension Service - Fort Bend County 1402 Band Rd Ste. 100, Rosenberg, TX 77471 Contact: Leticia Hardy 281-342-3034 <a href="#">Please call to schedule an appointment!</a>	Houston	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
112	TXDOT Houston 7600 Washington Ave Houston, TX 77007 Contact: Matt DeLeon 713-802-5177 Contact: Trey Salinas 713-802-5585 Spanish instruction available <a href="#">By Appointment Only</a>	Houston	Urban	Yes
113	Texas Department of State Health Services 173 Wildcat, Del Rio, TX 78840 Contact: Araceli Perez/Jose Guerrero 830-768-2800 <a href="#">By Appointment Only</a>	Laredo	Urban	Unconfirmed
114	TxDOT Laredo 1817 Bob Bullock Loop Laredo, TX 78043 Web Contact: Blanca Trevino-Castro 956-712-7428 Contact: Vanessa Garcia 956-712-7434 Contact: Karen Martinez 956-764-1214 Contact: Maria Rodgers 956-712-7453; English and Spanish. <a href="#">By Appointment Only</a>	Laredo	Urban	Yes
115	TxDOT Laredo - Eagle Pass Maintenance Office 2440 Main St., Eagle Pass, TX 78852 Contact: Luis Padilla 830-773-2617 <a href="#">By Appointment Only</a>	Laredo	Urban	Yes
116	TxDOT Laredo - Cotulla Maintenance Office 900 East FM468, Cotulla, TX 78014 Contact: Frank Canales 830-879-2428 <a href="#">By Appointment Only</a>	Laredo	Urban	Yes
117	Texas Dept of State Health Services 6302 Lola Ave., Lubbock, TX 79424 Hours: Monday thru Friday 8AM to 5 PM; Contact: Taya Jones -Castillo 806-783-6481 <a href="#">Appointment required</a>	Lubbock	Rural	Unconfirmed
118	TXDOT Lubbock 135 E Slaton Rd Lubbock, TX 79404 Contact: David Barrera/Karen Peoples 806-748-4478 M-F, 8:00 AM to 5:00 PM; Spanish instruction available. <a href="#">By Appointment Only</a>	Lubbock	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
119	Texas Dept of State Health Services - Crockett 111 SW Loop 304 Crockett, TX 75835 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment required</a>	Lufkin	Rural	Yes
120	TXDOT Lufkin District 1805 N Timberland Dr Lufkin, TX 75901 Contact: Melissa McKnight 936-633-4303 <a href="#">By Appointment Only</a>	Lufkin	Rural	Yes
121	Andrews Family Life Center 1412 NE Mustang Dr., Andrews, TX 79714 Contact: Patti Espinoza 432-523-2859 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
122	Midland Police Department 601 N Loraine St., Midland, TX 79701 Contact: Lida Pando 432-685-7128 or 432-685-7108 Spanish Speaking Available <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
123	Texas A&M AgriLife Extension Service - Ector Co 1010 E. 8th St., Odessa, TX 79761 Contact: Abigail Pritchard 432-498-4071 432-4112 Contact: Bev Kellner 979-571-3925 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
124	Texas A&M AgriLife Extension Serv - Midland Co 2445 E. Hwy 80, Midland, TX 79706 Contact: Abigail Pritchard 432-498-4071 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
125	TXDOT Odessa District 3901 E Highway 80 Odessa, TX 79761 Spanish instruction available. Contact: Gina Galindo 432-498-4748 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
126	TXDOT Paris District 3001 I30 East, Greenvilles, TX 75402 Contact: Larry Johnson 903-455-2303 Contact: Hayden Thompson 903-455-2303 <a href="#">By Appointment Only</a>	Paris	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
127	TXDOT Paris District 1365 N Main St Paris, TX 75460 Contact: Monica Yates 903-737-9292 Monday - Friday 8:00AM to 5:00PM	Paris	Rural	Yes
128	TXDOT Paris District Hopkins Office 1100 Hillcrest Dr., Sulphur Springs, TX 75482 Contact: Bryan Patterson 903-885-4031 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
129	TXDOT Paris District US 75, Sherman, TX 75090 Contact: Susan Robinson 903-868-9268 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
130	TXDOT Paris District SH24 West, Cooper, TX 75432 Contact: David Esobedo 903-395-2139 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
131	TXDOT Paris District 104 E. 130, Mt. Vernon, TX 75457 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
132	TXDOT Paris District 1520 W. US69, Emory, TX 75440 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
133	TXDOT Paris District US 82 West, Clarksville, TX 75426 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
134	TXDOT Paris District 2405 N. Center St., Bonham, TX 75418 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
135	Harlingen Police Department 1102 S. Commerce, Harlingen, TX 78550 Contact: Officer Salvador Carmona 956-216-5409 <a href="#">By Appointment Only</a>	Pharr	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
136	City of McAllen-Traffic Operations 210 N 20th St., McAllen, TX 78501 Contact: Sara Gonzalez 956-681-2700 M-F 7am-4pm <a href="#">Appointment Required</a>	Pharr	Urban	Unconfirmed
137	Mission Regional Medical Center 900 S Bryan Rd, Mission, TX 78572 Contact: Brenda Salinas 956-821-4354 <a href="#">By Appointment Only</a>	Pharr	Urban	Unconfirmed
138	South Texas Health System 1400 W Trenton Rd Edinburg, TX 78539 Contact: Judy Castillo 956-632-4484 8AM-5PM <a href="#">By Appointment</a> Spanish Speaking	Pharr	Urban	Unconfirmed
139	Texas A&M AgriLife Extension Service - Hidalgo County 410 N 13th Ave, Edinburg, TX 78541 Contact: Joanne Ureste 956-383-1026 <a href="#">By Appointment Only</a>	Pharr	Urban	Unconfirmed
140	Texas Department of State Health Services 1200 E Highway 285, Falfurrias, TX 78355 Contact: 361-325-1142 <a href="#">By Appointment Only</a>	Pharr	Urban	Unconfirmed
141	Texas Department of State Health Services 601 W. Sesame Dr., Harlingen, TX 78550 Contact: Patricia Huerta 956-421-5582 <a href="#">By Appointment Only</a>	Pharr	Urban	Unconfirmed
142	TXDOT Pharr District 600 W. Interstate 2, Pharr, TX 78577 Contact: Rodney Elizondo 956-702-6307 Contact: Teresa Muelberger-MdMillian 956-702-6000 Spanish instruction available <a href="#">By Appointment Only</a>	Pharr	Urban	Yes
143	Texas Department State Health Services - Sonora 103 E Main, Sonora, TX 76950 Contact: Smantha Wilson 325-387-2234 <a href="#">By Appointment Only</a>	San Angelo	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
144	TXDOT San Angelo District 4502 Knickerbocker Rd, San Angelo, TX 76904 Contact: MonaLisa Didelot-Page 325-947-9219 <a href="#">By Appointment Only</a>	San Angelo	Rural	Yes
145	Kerrville PD 429 Sidney Baker St Kerrville, TX 78028 Kerr Contact: Sergeant Scott Gaige 830-257-8181 8:00am - 5:00pm <a href="#">By Appointment Only</a>	San Antonio	Urban	Unconfirmed
146	Texas A&M AgriLife Extension Service - Atascosa County 25 E. Fifth St., Leming, TX 78050 Contact: Dru Benavides 830-569-0034 Contact: Bev Kellner 979-571-3925(Virtual) <a href="#">By Appointment Only</a>	San Antonio	Urban	Unconfirmed
147	Texas Department State Health Services- Kerrville 819 Water St E., Kerrville, TX 78028 Contact: Norma Cardona-Price 830-896-5515 M-F 8am-12noon and 1pm-5pm <a href="#">By Appointment Only</a>	San Antonio	Urban	Unconfirmed
148	Texas Department State Health Services 310 Paloma, Floresville, TX 78840 Contact: 830-393-5429 <a href="#">By Appointment Only</a>	San Antonio	Urban	Unconfirmed
149	TruLight Ministries 3925 Linne Road, Seguinm, TX 78155 Contact: Shannon Myers 210-318-9473 <a href="#">By Appointment Only</a>	San Antonio	Urban	Unconfirmed
150	TXDOT San Antonio District 3500 NW I-410-LOOP, San Antonio, TX 78201 Contact: Christine Tremblay 210-731-5230 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes
151	University Hospital/San Antonio Safe Kids 4502 Medical Dr, San Antonio, TX 78229 Contact: Fara Smith 210-358-4295 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
152	Athens WIC 1212 S. Palestine St., Athens, TX 75751 Contact: Crystal Bivins 903-880-3233 <a href="#">By Appointment Only</a>	Tyler	Rural	Unconfirmed
153	Canton WIC 301 TX-243 #107, Canton , TX 75103 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Tyler	Rural	Unconfirmed
154	Gunbarrel City WIC 1901 W. Main St., Gun Barrel City, TX 75156 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Tyler	Rural	Unconfirmed
155	Healthy Start Tyler Fitting Station 1012 Meadow Ln., Tyler, TX 75702 Contact: RDe'Jones Mosley 903-531-2115 Cell:903-787-9109 <a href="#">By Appointment Only</a>	Tyler	Rural	Unconfirmed
156	Kilgore Police Department 909 North Kilgore St., Kilgore, TX 75662 Contact:Jason Romine 903-983-1559 <a href="#">By Appointment Only</a>	Tyler	Rural	Unconfirmed
157	Texas A&M AgriLife Extension Service- Anderson County Fitting Station 101 East Oak Street, Corner of Oak & Sycamore St Palestine, TX 75801 Anderson <a href="#">By Appointment Only</a> 903-723-3735	Tyler	Rural	Yes
158	TXDOT Tyler District 15986 SH 155 W., Tyler, TX 75703 Contact: Rebecca Petty 903-561-2198 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
159	TXDOT Tyler District 2709 W. Front Street, Tyler TX 75702 Contact: Heather Singleton 903-510-9225 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
160	Tyler WIC 815 N. Broadway Ave., Tyler, TX 75702 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
161	Tyler WIC #2 225 E. Amherst Dr., #800, Tyler, 75701 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
162	Ashlee Conklin Gatesville, TX Contact: 254-223-0916 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
163	Belton Fire Department 420 Sparta Rd., Belton, TX 76513 Contact: Jeff Booker 254-338-2855 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
164	BSWH I35 100 Hillcrest Medical Blvd., Waco, TX 76712 Contact: Melissa James 254-202-5260 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
165	City of Kempner 12288 US hwy 190, Kempner, TX 76539 Contact: Paul Miceli 254-371-4252 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
166	Clifton WIC 113 N. Avenue D, Clifton, TX 76634 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
167	Copperas Cove Hope Pregnancy 601 S. Main ST., Copperas Cove, TX 76522 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
168	Family Abuse Center P.O. Box 20395, Waco, TX 76702 Contact: Liese Schulze 254-772-8999 ext. 2230 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
169	Hillsboro WIC 211 E. Franklin St., Hillsboro, TX 76645 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
170	Killeen Hope Pregnancy 1211 Florence Rd., Killeen, TX 76541 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
171	Marlin WIC 211-A Fortune St., Marlin, TX 76661 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
172	Mexia WIC 403 N. Bailey St., Mexia, TX 76667 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
173	Temple Hope Pregnancy 2010 W. Avenue H, Temple, TX 76504 Contact: Heide Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Unconfirmed
174	Texas A&M AgriLife KidSafe Initiatives-McLennan County 4224 Cobbs Dr., Waco, TX 76701 Contact: Rachel Walker 254-492-8010 Contact: Megan Hackworth 254-492-7012 Contact: Heidi Harper-Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
175	TXDOT Waco District 410 W Loop 121, Belton, TX 76513 Contact: Richar Rangel 254-939-3778 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
176	TXDOT Waco District 100 S Loop Dr., Waco, TX 76704 Contact: Jolie Person 254-867-2879 Monday-Friday <a href="#">By Appointment</a>	Waco	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
177	TXDOT Waco District 1301 E Main St Hamilton, TX 76531 Contact: Keslie Koether 254-386-5512 Tuesday-Thursday, <a href="#">By Appointment.</a>	Waco	Rural	Yes
178	TXDOT Waco District 1400 S Abbott Ave Hillsboro, TX 76645 Contact: Pam Hammonds 254-582-5411 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
179	TXDOT Waco District 3229 SH 14 North , Mexia, TX 76667 Contact: Brian Cickinson 254-562-2900 <a href="#">By Appointment Only.</a>	Waco	Rural	Yes
180	TXDOT Waco District 9167 State Highway 6 Meridian, TX 76665 Contact: Jennifer Page 254-435-2258 Tuesday-Thursday, <a href="#">By Appointment Only.</a>	Waco	Rural	Yes
181	Waco Fire Department - Station 8 4720 Cobbs Dr., Waco, TX 76710 Contact: Richard Tupy 254-623-4063 or 972-523-9434 <a href="#">By Appointment Only.</a>	Waco	Rural	Yes
182	Waco Police Department 3115 Pine Ave., Waco, TX 76708 Contact: Nora Alamanza 254-750-1761 Contact: Sgt. Mottley 254-750-1762 Contact: Candace Ortiz 254-750-1764 <a href="#">By Appointment Only.</a>	Waco	Rural	Yes
183	New Parent Support Program 149 Hart Street, Sheppard AFB Clinic (Bldg 1200) Sheppard AFB, TX 76311 Contact: Barbara Kernott RN 940-676-7239 Monthly car seat inspection station at Sheppard AFB, Texas Third Thursday of the month from 830 AM until 12PM; <a href="#">By Appointment Only</a>	Wichita Falls	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
184	Sheppard Air Force Base Family Advocacy Program 820MRS/SgXW, Sheppard AFB, TX 76301 Contact: Christina Call 940-676-6685 Contact: Bev Kellner 979-571-3925 (Virtual ) <a href="#">By Appointment Only.</a>	Wichita Falls	Rural	Unconfirmed
185	United Regional 1600 11th Street, Wichita Falls, TX 76301 Contact: RN Laura Presser 8AM - 4PM 940-764-2122	Wichita Falls	Rural	Unconfirmed
186	TXDOT Wichita Falls District 1601 Southwest Pkwy Wichita Falls, TX 76302 Contact: Tish Beaver 512-658-2471 <a href="#">By Appointment Only</a>	Wichita Falls	Rural	Yes
187	TX Department of State Health Services 1309 E Cemetery RD., Hallettsville, TX 77964 Contact: Sheila Jansky 361-798-9626 <a href="#">By Appointment Only</a>	Yoakum	Rural	Unconfirmed
188	Texas A&M AgriLife Extension 186 Henry Barber Way, Ste. 1, Port Lavaca, 77979 Contact: Karen Lyssy 361-552-9747 Contact: Stefanie Hamilton 361-553-4646 <a href="#">By Appointment Only</a>	Yoakum	Rural	Yes
189	Texas A&M AgriLife Extension Serv. Fayette Co 254 North Jefferson Street, La Grange, TX 78945 Contact: Sally Garrett or Jennifer Boening 979-968-5831 Contact: Bev Kellner 979-571-3925 (Virtual) <a href="#">By Appointment Only</a>	Yoakum	Rural	Yes
190	TXDOT Yoakum 403 Huck St Yoakum, TX 77995 Contact: Theresa Parma 361-293-4307 <a href="#">By Appointment Only</a>	Yoakum	Rural	Yes
TOTAL 190 Urban=82 Rural=108 At-Risk=70 Unconfirmed=120				

**DEFINITIONS:**

Rural/Urban Classification: Inspection stations/events were classified as urban or rural based on their location in TxDOT districts, which are classified as metro, urban, and rural. If an inspection station/event is conducted in a metro or urban TxDOT district, it is defined as urban; if conducted in a rural TxDOT district, it is defined as rural. TxDOT definitions for metro, urban, and rural districts are below.

Metro districts have populations over 1 million and have large metropolitan planning organizations (MPO) classified as transportation management areas (TMA).

Urban districts have populations over 200,000 but less than 1 million, and have standard, non-TMA MPOs.

Rural districts have populations of less than 200,000, and typically do not have an MPO.

At-Risk: TxDOT's Child Passenger Safety Seat Distribution Program seeks to reduce the number of children injured and killed in motor-vehicle crashes and to help low income and/or low-use families in Texas comply with State law requiring the use of child passenger safety seats by offering parental education on the installation and proper use of child passenger safety seats as well as safety seat inspections and free child passenger safety seats to qualified applicants. Therefore, all inspection stations and events conducted by TxDOT are listed as serving at-risk populations. Other traffic safety partners were contacted by these organizations are also included in the at-risk total.

# Texas Traffic Records Information System Strategic Plan

FY 2022

Texas Traffic Records Coordinating Committee

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## Acronyms

AAMVA – American Association of Motor Vehicle Administrators  
BAC – Blood Alcohol Concentration  
CDL – Commercial Driver License  
CDLIS – Commercial Driver’s License Information System  
CMS – Court Management System  
CRASH – Crash Reporting and Analysis for Safer Highways  
CRIS – Crash Records Information System  
DDACTS – Data Driven Approaches to Crime and Traffic Safety  
DRIR – Driver License Image Retrieval  
DSHS – Department of State Health Services  
DUSA – Data Sharing and Updates Application  
EMS – Emergency Medical Services  
FARS – Fatality Analysis Reporting System  
FDE – Fundamental Data Elements  
GRID – Geospatial Roadway Inventory Database  
HEAT – Helpdesk Expert Automation Tool  
HPMS – Highway Performance Monitoring System  
IADLEST – International Association of Directors of Law Enforcement Standards and Training  
LRS – Linear Referencing System  
MIRE – Model Inventory of Roadway Elements  
MMUCC – Model Minimum Uniform Crash Criteria  
NEMESIS – National Emergency Management Information System  
NIEM – National Information Exchange Model  
NMVTIS – National Motor Vehicle Title Information System  
OCA – Office of Court Administration  
PDPS – Problem Diver Pointer System  
PRISM – Performance and Registration Information System Management  
PSAPP – public safety answering points  
RMS – Records Management System  
RTS – Registration Title System  
SAVE – Systematic Alien Verification of Entitlements  
SPURS – State Police Unified Reporting System  
SSOLV – Social Security Online Verification  
THCIC – Texas health Care Information Collection  
TLETS – Texas Law Enforcement Telecommunication System  
TRCC – Traffic Records Coordinating Committee  
TTI – Texas A&M Transportation Institute  
TxDMV – Texas Department of Motor Vehicles  
TxEver – Texas Electronic Vital Events Registry  
TxDOT – Texas Department of Transportation  
TxDPS – Texas Department of Public Safety  
TxSTORM – Texas State Trend Over-Representation Model

STRAP – State Traffic Records Assessment Program  
VIN – Vehicle Identification Number

## Introduction

The FY 2022 update to the Texas Traffic Records Information System Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute (TTI) to advance the performance and quality of the State's traffic records data.

The Texas TRCC includes members representing the six core traffic records databases in Texas:

- Crash – TxDOT
- Citation/Adjudication - Texas Department of Public Safety (TxDPS)
- Driver – TxDPS
- Injury Surveillance – Texas Department of State Health Services (DSHS)
- Roadway – TxDOT
- Vehicle – Texas Department of Motor Vehicles (TxDMV)

The TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. Historically, the Texas Office of Court Administration also participated in the TRCC, but has not been active in recent years. This statewide group of stakeholders uses the TRCC as a forum for the planning, coordination and implementation of projects to improve the State's traffic records system. The TRCC uses Federal "State Traffic Safety Information System Improvement Grants (405c)" and other funds to promote projects to improve the accessibility, accuracy, completeness, consistency, timeliness, and uniformity of the traffic records systems in Texas. These projects include efforts to improve individual databases as well as to promote linkages between the core traffic records systems through the development of interfaces to improve direct business needs and integration to improve data analysis.

## TRCC Governance

As stated in the [February 2, 2006 Federal Register \(Vol. 71, No. 22\)](#), the Texas TRCC:

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;
- b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and

- f)       Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

### Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies.

#### A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Department of Motor Vehicles (TxDMV) whose purpose is to provide executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS) and the Traffic Safety Information Systems Improvement Program within the State.

#### B. TRCC Goals

To improve the timeliness, accuracy, completeness, uniformity, and accessibility of the data of the state that is needed to identify priorities for national, state and local highways and traffic safety programs.

To provide for the comprehensive collection, maintenance and dissemination of Texas traffic safety related data in order to set the direction for traffic safety improvement measures.

To ensure that all Traffic Safety Information Systems improvement projects move forward on schedule and within budget.

#### C. TRCC Authority

The TRCC operates under the authority of TxDOT and shall consist of voting members from TxDPS, TxDOT, DSHS, and TxDMV.

Each member shall serve at the discretion of their Department Director and shall have the authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement

Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation.

#### D. TRCC Purpose

To evaluate the effectiveness of the committee's efforts to make improvements as needed.

To provide oversight to link state data systems within the state, such as systems that contain medical, economic data and crash information.

To provide oversight and investigate linking crash data to other crash data systems within the state with information relevant to crashes.

To ensure that all Traffic Safety Information System improvement projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's Traffic Safety Information System Strategic Plan.

#### E. TRCC Duties and Responsibilities

The duties of the TRCC include but are not limited to:

The TRCC will provide executive direction and oversight for the current Traffic Safety Information Systems.

The TRCC will provide executive direction and oversight for the Traffic Safety Information System Improvement Program.

The TRCC will provide executive direction, oversight and formal approval of the Traffic Safety Information System Strategic Plan.

The TRCC will have the authority to review any of the State's highway safety data and traffic records systems and to review changes to the systems before the changes are implemented.

The TRCC will provide a forum for discussion and reporting of highway safety data and traffic records issues back to the agencies and organizations that created maintain and use highway safety data and traffic records.

The TRCC will consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

The TRCC will represent the interests of the agencies and organizations within the traffic records system to outside organizations.

The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

I, Michael Chacon, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed

DocuSigned by:  
*Michael A. Chacon, P.E.*  
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6/6/2022

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Michael A. Chacon, P.E.  
Director, Traffic Safety Division  
Texas Department of Transportation  
TRCC Coordinator and Chair

Date

## Executive Committee Members

TRCC members include administrative staff from TxDOT, representatives from the core traffic records databases, and the technical advisor. The table below identifies each member and their role/database they represent.

### TRCC Administrators

The following people help administer the TRCC by coordinating and leading meetings, overseeing the annual update to the TSIS, and coordinating efforts among the members when applicable.

Name	Title	Agency	TRCC Role
Michael Chacon	Director of the Traffic Safety Division	TxDOT	Chair
George Villarreal	Deputy Director of the Traffic Safety Division	TxDOT	Vice-Chair
Larry Krantz	Police Traffic Services Program Manager	TxDOT	Coordinator
Eva Shipp	Senior Research Scientist and Crash Analytics Program Manager	TTI	Technical Advisor

### TRCC Voting Members

The following individuals represent the needs of their respective databases and agencies and vote on all TRCC matters that require a vote.

Name	Title	Agency	TRCC Role
Capt. Jodie Tullos	Director of the Highway Safety Operations Center	TxDPS	Citation/Adjudication
Jim Hollis	Director of the Crash Data and Analysis Section	TxDOT	Crash
Angie Suarez	Assistant Manager of Driver License Division/Enforcement & Compliance Service	TxDPS	Driver
Jia Benno	Manager of Office of Injury Prevention	DSHS	Injury Surveillance
David Freidenfeld	Director of Data Management and Traffic Analysis	TxDOT	Roadway
Roland Luna	Director of Vehicle Titles and Registration Division	TxDMV	Vehicle

### TRCC Non-Voting Members

The following individuals actively participate in the TRCC by regularly attending meetings and completing TRCC related tasks. These individuals can serve as substitutes for their respective voting member when that member is unable to attend a meeting.

Name	Title	Agency	TRCC Role
Letty von Rossum	Director of the Behavioral Traffic Safety Section, Traffic Safety Division	TxDOT	Budget Advisor
Lt. James Taylor	Lieutenant at Highway Safety Operations Center	TxDPS	Citation/Adjudication

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Larbi Hanni	Branch Manager of Data Integrity and Analysis	TxDOT	Crash
Nadia Bekka	Epidemiologist at EMS/Trauma Registry Group, Office of Injury Prevention	DSHS	Injury Surveillance
Clint Thompson	Deputy Director of Vehicle Titles and Registration Division	TxDMV	Vehicle

## TRCC and Strategic Planning

Texas employs a single tier model for its Traffic Records Coordinating Committee (TRCC) commonly referred to as the TRCC Executive Committee. The committee meets quarterly and consists of member agencies who have custodial responsibility for the core traffic records systems. A basic charter signed by the TxDOT Traffic Safety Division Director formally establishes the TRCC and outlines its authority, purpose, and overarching goals. The committee primarily focuses its quarterly meetings on high level planning activities and the development of improvement projects each year for NHTSA Section 405(c) grants. Time is also allocated across meetings for updates on existing traffic records improvement projects. In addition to the Executive Committee and its quarterly meetings, the State also benefits from a designated program manager who oversees the work of qualifying for and monitoring traffic records grants.

The TRCC publishes its Texas Traffic Safety Information System Strategic Plan within the Texas Highway Safety Plan. The Plan contains useful information such as the TRCC Charter, voting members, performance measures, information on current improvement projects, and more.

### TRCC and Strategic Planning 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The TRCC section received a score of 64.7% and the Strategic Planning Section received a score of 55.6%.

Below is a summary of the STRAP TRCC and Strategic Planning recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
1-5, 29	Restructure the TRCC to more closely align with the Traffic Records Program Assessment Advisory. The current TRCC functions as both the executive and technical TRCC. Creating a two-tier structure could improve coordination and effectiveness of the TRCC.	TRCC created two subcommittees. One is to advise the development of an intersection inventory (i.e., intersection subcommittee). The other is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). This subcommittee is actively advising on the development of a dashboard which will display layered traffic records data on a map by county and month. In FY22, a third subcommittee was created to	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee).	
6	Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would interact with a policy-focused executive tier would be in order.	This effort will be pursued at a later date following the completion of higher priority objectives.	None
10	Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21 and beyond, TTI will provide technical assistance to maintain and expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure.	Ongoing
12	Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
12	Create a comprehensive Traffic Records Process Flow showing	A basic flow chart was developed in FY19.	Complete

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	inputs and outputs for all traffic records related data.		
20-24	Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
1-5, 29	Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians, first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users.	TRCC created two subcommittees. One is to advise the development of an intersection inventory (i.e., intersection subcommittee). The other is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). These subcommittees included engineers, law enforcement, researchers, and other stakeholders. In FY22, a third subcommittee was created to focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee).	Ongoing
20-24	Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the readability of some Plan sections. The Plan should contain format changes that better highlight the relationships between State goals, identified deficiencies, the project action plan for the current year plus two more, and progress over time. It should explain processes and methods used to arrive at program decisions, and it should expand performance measures.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
32	Texas should consider scheduling a special event lasting one to two days during which small and large group planning exercises are led by a professional strategic planning facilitator. Such an event should include stakeholders beyond the current TRCC makeup. It should be viewed as an opportunity for outreach, education, and inclusion. The results from such a facilitated meeting are not set in stone but offer TRCC planners a wealth of information to augment the assessment results and use them in developing the next strategic plan.	The TRCC created an advisory subcommittee which includes various stakeholders to provide input to the TRCC. Additionally, TRCC administration presented to multiple stakeholder organizations in FY19 to inform them of the TRCC and solicit their feedback and have regularly sought the feedback of traffic records stakeholders since then.	Ongoing

### TRCC and Planning Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve the Texas TRCC and Strategic Planning over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the next two years, the Texas TRCC Administration plans to continue to promote subcommittees to provide technical guidance. This includes an advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC, an intersection database development subcommittee (i.e., intersection subcommittee) to guide the development of an intersection database, and an EMS subcommittee that is focused on improving accessibility to EMS and trauma data. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC sub-committees	<ul style="list-style-type: none"> <li>• Create project development subcommittee (i.e., advisory subcommittee) that will include LEOs, LE analyst, researchers, engineers, and other stakeholders</li> <li>• Create an intersection subcommittee to assist with the development of an intersection database (6.2)</li> <li>• Create an EMS subcommittee that is focused on improving accessibility to EMS and trauma data</li> </ul>	Complete

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Objective	Strategies/Action Steps	Timeline
1.2 Create a TRCC performance measure and quality control program	<ul style="list-style-type: none"> <li>• Create performance measures and data quality control programs for each database</li> <li>• Develop plan for the TRCC to periodically review the performance measures</li> </ul>	Performance Measures completed FY20. Data Quality program completed FY21.
1.3 Create a comprehensive Traffic Records Inventory	<ul style="list-style-type: none"> <li>• Collect data dictionaries from each database</li> <li>• Summarize into one document</li> </ul>	Complete
1.4 Create a Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Collect flow charts, inputs, and outputs from each database</li> <li>• Combine into one flow chart for the whole system</li> </ul>	Complete
1.41 Enhance Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Add additional information to the process flow chart such as how TxDMV and TxDPS receive vehicle and driver data from the counties</li> </ul>	TBD
1.5 Add additional members to the TRCC as needed	<ul style="list-style-type: none"> <li>• Identify additional members to add to the TRCC</li> </ul>	Annually
2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP.	<ul style="list-style-type: none"> <li>• Update the Strategic Plan based on the input of each TRCC member</li> </ul>	Complete
2.2 Annually update the objectives of the TRCC Strategic Plan	<ul style="list-style-type: none"> <li>• Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add</li> </ul>	Annually
2.3 Update the TRCC charter	<ul style="list-style-type: none"> <li>• Update the charter to include additional members/positions, member agencies, sub-committees, etc.</li> </ul>	TBD

## Crash Data System

The Texas Department of Transportation (TxDOT) is the custodial agency for crash report processing in the State and law enforcement agencies are required to submit all investigated crashes to TxDOT within 10 business days. Crash records are stored in a central repository called the Crash Records Information System (CRIS).

Law enforcement can submit crash reports electronically to TxDOT via the Crash Reporting and Analysis for Safer Highways (CRASH) application, E-Submission, or the CRIS Mobile Application. CRASH is an application that allows law enforcement to enter crash data online and submit electronically to TxDOT. E-Submission allows law enforcement to have their records management system (RMS) submit electronically to TxDOT on their behalf. CRIS Mobile Application allows law enforcement to take a picture of a CR-3 crash report and submit electronically to TxDOT via the application. CRASH and E-Submission requires crash reports be validated by over 800 business rules prior to submission.

The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 5 definition for Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and Fatal Injury.

CRIS maintains the crash data in multiple relational datasets. The Crash Report Online Purchase System (CROPS) is a component of CRIS that enables the purchase of Texas crash reports using a credit, debit, or the state's Automated Clearing House (ACH), which allows for the processing of bank drafts electronically. Redacted crash reports can also be purchased through CROPS. CROPS is open and available to the public 24 hours, 7 days a week. The CRIS Query component is an externally facing application, open to the public, that allows users to pull publicly available crash data, summarize, visualize, export, and map Texas crashes statewide and for specific areas. Crash data is also available to all CRASH users and individuals associated with an agency of the United States, Texas, or a Texas local government that has use for the information for accident prevention purposes via MicroStrategy, a business intelligence tool used to create analytical reports.

Crash data is used by many traffic safety stakeholders to conduct problem identification, project prioritization, and resource allocation. Problem identification is conducted for the Highway Safety Plan and the Crash Analysis and Visualization (CAVS) tool is used to enhance the process of selecting safety projects and submitting them for HSIP funding consideration. Many law enforcement agencies are using Data-Driven Approaches to Crime and Traffic Safety (DDACTS) to make decisions on staffing and scheduling, which includes using crash data. TxDOT strives to make crash data available to law enforcement, engineers, analysts, researchers, and the public to promote improved traffic safety in Texas.

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

## Crash Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Crash data section received a score of 64.6%. Crash data is very strong in the “Description and Contents” and “Applicable Guidelines” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
96.4%	80.0%	70.0%	66.7%	33.3%	48.6%	64.6%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
48-51	Improve and expand the data dictionary to include all the data elements and their attributes, as well as the data edit checks and validation rules. The State could then also incorporate the business logic (documented separately) into the dictionary for ease of use.	The data dictionary, including the definitions and allowable values are documented in one document. Business rules are documented separately. This is more user friendly and a single combined document would be cumbersome due to frequent updates to the business rules.	None
66-73	Develop performance measures for all six attributes of the crash data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. There were already four crash performance measures included in the TSIS. After review, no additional performance measures were added in FY20.	Complete
74-79	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Planned
58-62	Develop interfaces/integrate with other core traffic records.	Efforts to integrate/interface with other core traffic records	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		will be pursued when appropriate.	
74	The procedures for returning rejected crash reports is well documented but there is no mechanism to track returned reports. In addition to developing such a tracking system, the State could also begin to track high frequency errors and omissions to address improved training and system enhancements.	The mobile app deployed in Aug. 2019 tracks reports that are returned to LEOs and will keep track of which reports have been returned and which have been re-submitted. This will include tracking L1 (main component) and L2 (business rule) returns.  TxDOT reviews business rules for potential changes and kicked off efforts to train law enforcement on the high frequency errors.	Ongoing
47	The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 4 definition for "suspected serious injury" but has chosen not to adopt the other injury severity definitions.	TxDOT aligned the label and definition for Suspected Minor Injury, Possible Injury, and Fatal Injury.	Complete

### Crash Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas crash data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
3.1 Develop performance measures for the crash data system	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20</li> <li>• TTI will research performance measures from other states to identify examples for Texas</li> <li>• TTI will work with each TRCC member to develop performance measures for their agency</li> </ul>	Complete

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Objective	Strategies/Action Steps	Timeline
3.2 Establish crash data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (3.1)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> </ul>	Complete
3.3 Develop interfaces/integrate with other core traffic records	<ul style="list-style-type: none"> <li>• Link crash vehicle damage data with TxDMV data to reduce salvage title fraud</li> <li>• Link NHTSA's VIN recall tool to the crash report purchasing system</li> <li>• Develop crash-roadway interface that allows officers to select the crash location on a map and then auto-populate the location information (street, roadway type, etc.) into the CR-3</li> </ul>	TBD 3 <sup>rd</sup> bullet-Planned 2023
3.4 Pursue MMUCC compliance of the crash report form and the CRIS database	<ul style="list-style-type: none"> <li>• Request NHTSA Go-Team MMUCC Assessment</li> <li>• Review MMUCC Assessment conducted by TTI</li> <li>• Develop an action plan detailing which recommendations will be pursued</li> </ul>	TBD
3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and consistency	<ul style="list-style-type: none"> <li>• An Automated Training Program is planned, which will assist in ongoing and updated training for CRASH users</li> <li>• TxDOT is in progress developing a curriculum for law enforcement to address timeliness, completeness, accuracy, and uniformity</li> </ul>	TBD
3.6 Work to include crash typing in the pedestrian crash reporting. Use the Pedestrian Crash Analysis Tool (PBCAT) for categories on crash typing	<ul style="list-style-type: none"> <li>• TxDOT implemented new interpreted fields to capture pedestrian and pedicyclist information</li> <li>• TxDOT tested in CY2020 and in production CY2021</li> </ul>	Complete
3.7 Achieve 100% electronic crash report submission through CRASH, Submission Services, or CRIS Mobile Application	<ul style="list-style-type: none"> <li>• HB 312 requires electronic crash report submission by 9/1/19 (Complete)</li> <li>• TxDOT developed an app to allow LEAs not using CRASH or Submission Services to submit electronically. App was deployed Aug. 2019 (Complete)</li> <li>• Continue to train LEAs on submitting crash reports through CRASH</li> </ul>	Complete
3.8 Modify pre-existing data dictionary to be NIEM compliant	<ul style="list-style-type: none"> <li>• Review NIEM standards to identify a list of necessary modifications</li> </ul>	TBD

## Vehicle Data System

The Texas Department of Motor Vehicles (TxDMV) has custodial responsibility for the State's vehicle data system that maintains all vehicle title and registration records in the Registration and Title System (RTS). Critical information related to ownership and identification of the State's vehicles (e.g., vehicle make, model, year of manufacture, body type, and title brands) is stored in RTS. The system allows for easy upgrades and enhancements to the application and provides an efficient way to maintain and operate the code, while ensuring data integrity and security.

Texas validates every Vehicle Identification Number (VIN) via the VINtelligence verification software. The State's vehicle registration sticker is barcoded using the 2D standard which allows law enforcement rapid and accurate collection of vehicle information. The State also includes a PDF-417 barcode on the registration renewal notice that can be scanned during the registration renewal processing.

The State provides title information for original Texas titles and salvage and nonrepairable titles to the National Motor Vehicle Title Information System (NMVTIS) through a nightly batch process. Texas queries and verifies all qualifying vehicle transactions through NMVTIS prior to issuance of a new title through a nightly batch process. NMVTIS queries and updates for Certified Copies of Texas Titles are performed real-time through an online process. In addition, the State participates in the Performance and Registration Information Systems Management (PRISM) program at the highest level of PRISM operations (level 8 – Gold Level).

The State's vehicle system data is not completely processed in real-time. Some update procedures are tied to batch processes and the time to update records through these procedures range from 24 to 48 hours. Texas has automated edit checks and validation procedures during various stages of the data entry process. Only specific staff at the State and County level have the State's permission to correct the vehicle system data. Further, the State maintains different error reports that are regularly reviewed by staff and used to evaluate needs for procedural or programming changes, updates to the State documentation, and/or training modifications. The Vehicle Data Management staff has principal responsibility for error corrections within the vehicle data system. In addition, Texas has well established protocols (e.g., information bulletins and webinars) to communicate error occurrences and updates with key users and to receive users' inputs about potential changes or updates. The State also uses a change management process to triage and assess inputs that are received from key users and to initiate and prioritize further actions.

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## Vehicle Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Vehicle data section received a score of 72.4%. Vehicle data was rated perfectly in the “Description and Contents”, “Applicable Guidelines”, and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
100%	100%	100%	80.3%	57.6%	45.3%	72.4%

Below is a summary of the STRAP vehicle data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
90-98	Create a process flow diagram for the entire vehicle data system.	The State maintains the print title flow diagram and numerous detailed use case diagrams that specify different processes and procedures within the vehicle data system. However, the State does not have a process flow diagram describing the whole vehicle data system due to the complexity of the system. Flow diagrams for specific processes can be developed on an as needed basis if necessary.	None
83-85	Efficiency could be improved by using real-time NMVTIS query process instead of currently used batch process.	TxDMV has written a white paper detailing their decision not to pursue real-time processing for original titles which include potential customer service issues if there are delays or problems with the real-time system.	None
102	Develop automated programs to use vehicle system data to verify and validate the vehicle information during initial creation of a citation or crash report.	The vehicle data system can be queried by law enforcement via the Texas Law Enforcement Telecommunications System, and the vehicle information can be used for validation purposes during the creation of citations and crash reports.	None

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		However, the State does not have established automated processes to validate vehicle information during the initial creation of a citation or crash report.	
107-113	Develop performance measures for all six attributes of the vehicle data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. Two vehicle data performance measures were identified.	Complete
114-118	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures. The effort includes assessing automation of the reporting process.	Planned
99-103	Develop interfaces/integrations with other core traffic records.	Efforts to integrate/interface with other core traffic records will be pursued when appropriate. Linking with driver license (DL) data can help validate DL at time of registration and titling.	Ongoing

### Vehicle Data Strategic Plan Objectives

TxDMV and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDMV. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
4.1 Develop performance measures for the vehicle data system	<ul style="list-style-type: none"> <li>• TRCC provided funding to TTI for technical assistance which includes developing performance measures in FY20</li> <li>• TTI researched performance measures from other states to identify examples for Texas</li> <li>• TTI worked with each TRCC member to develop performance measures for their agency</li> </ul>	Completed

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Objective	Strategies/Action Steps	Timeline
4.2 Establish vehicle data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (4.1)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> </ul>	TBD
4.3 Develop interfaces/integrations with other core traffic records	<ul style="list-style-type: none"> <li>• Link crash vehicle damage data with TxDMV data to reduce salvage title fraud</li> <li>• An effort is underway as of June 2020 that involved implementing enhancement integration to capture this information. This enhancement may satisfy the need.</li> </ul>	TBD
4.4 Collect odometer reading data to help enforce the Truth in Mileage Act	<ul style="list-style-type: none"> <li>• Identify sources of odometer reading data, such as from state vehicle inspections or law enforcement</li> <li>• Identify how to link odometer reading data to the vehicle record</li> </ul>	TBD

### Driver Data System

The Texas Department of Public Safety (TxDPS), Driver License Division has custodial responsibility of the Texas driver data system, which contains nearly 23 million records. The driver system maintains all critical information including driver's personal information, license type, endorsements, status, conviction history, crash involvement and driver training.

The State's driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the data dictionary are documented with each field defined and value depicted. The driver system also has edit checks and data collection guidelines. Updates to the data dictionary and edit checks are all documented and tracked.

Texas maintains accurate and up-to-date procedural manuals regarding the issuance of the driver credential and the reporting and recording of driver education training. These procedures are maintained electronically in a Resource Guide. TxDPS maintains documentation called Evaluate Enforcement Action for further action related to changes in driver license status, which includes an audit log for any changes made. The Cherwell Service Management documents errors and resolutions by tracking customer interactions. Documented procedures are also maintained for the recording of non-citations and convictions. A third-party vendor is responsible for the reporting of criminal convictions.

Texas has established model procedures to detect fraud pertaining to the driver data system. Facial recognition software is used for all photos captured each day, American Association of Motor Vehicle Administrators (AAMVA) fraudulent document recognition training is provided to all front-line staff and documents are validated through the Systematic Alien Verification of Entitlements (SAVE) program.

There is a Fraud Team that works with law enforcement to detect potential fraudulent activity. Internal fraud is monitored through weekly audits of issuance transactions and the iWatch Program, which allows employees and customers to anonymously report fraudulent activity. Texas has established

procedures to prevent Commercial Driver License (CDL) fraud and appropriately maintain system and information security.

Crash data is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendors.

Texas has an interface link between the driver system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), and the Social Security Online Verification (SSOLV). Access to the driver data is provided to law enforcement and photographs are shared with approved law enforcement agencies through the Driver License Image Retrieval (DLIR) system. The State does not grant access to information in the driver system to personnel from other States, except for information that is provided through PDPS and CDLIS.

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## Driver Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Driver data section received a score of 67.5%. Driver data was rated perfectly in the “Applicable Guidelines” and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
76.7%	100.0%	100.0%	82.4%	57.1%	45.3%	67.5%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
136	Explore the creation of policy for purging of obsolete data in driver system.	The record retention requirement in Texas is 125 years. There are no plans to create a purge policy.	None
134	Create a process flow diagram outlining the driver system’s key data process flow, including inputs from other components.	All process flows are documented in written use cases and specification documents. Diagrams are not part of these documents. There are no plans to create diagrams at this time.	None
143-149	Develop interfaces/integrate with other core traffic records	The State’s crash and citation data is not electronically linked to the driver system. However, crash occurrence is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendor. Improved links will be explored as part of ongoing TRCC efforts.	None
150-158	Develop performance measures for all six attributes of the driver data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. No driver data performance measures were identified in FY20, but efforts will continue.	Ongoing
159-163	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Planned

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
137, 145	Develop a DUI Tracking Database	DPS has transitioned to using SPURS to track DWIs internally and is working on providing data for external stakeholders.	In Progress

### Driver Data Strategic Plan Objectives

The TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP. The following table summarizes specific objectives to improve the Texas driver data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
5.1 Develop performance measures for the driver data system	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes developing performance measures</li> <li>• TTI will research performance measures from other states to identify examples for Texas</li> <li>• TTI will work with each TRCC member to develop performance measures for their agency</li> </ul>	TBD
5.2 Establish driver data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (5.1)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> </ul>	TBD
5.3 Develop interfaces/integrations with other core traffic records	<ul style="list-style-type: none"> <li>• Linkages will be explored as part of ongoing TRCC efforts</li> </ul>	TBD

## Roadway Data System

The Texas Department of Transportation (TxDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. According to Highway Statistics 2020 (Federal Highway Administration), TxDOT maintains 80,720 miles of state-owned highways. This mileage represents roughly 25% of the 316,568 miles of road in Texas. The remaining miles of road are maintained by the 254 counties, over 1,200 municipalities, a variety of federal agencies, and various toll road authorities.

Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS). Through this LRS, TxDOT maintains data on all 316,568 miles of public road and enables linkages between road, traffic data, bridge, and pavement condition databases in the Geospatial Roadway Inventory Database (GRID). As all the information contained within GRID is maintained by TxDOT, the data is collected according to a set of collection, management, and submission standards to ensure the similar information quality. Local data is submitted to TxDOT and manipulated to be included in the system.

TxDOT maintains a data dictionary for all data elements including many of the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). MIRE FDE elements required by the Highway Performance Monitoring System (HPMS) are included and documented.

### Roadway Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Roadway data section received a score of 61.7%. Roadway data received a strong score in the “Description and Contents” section but opportunities for improvement exist in the “Data Dictionary” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
93.3%	66.7%	46.7%	70.8%	72.2%	47.3%	61.7%

Below is a summary of the STRAP roadway data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
169-172	Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs).	TxDOT is working on collecting county level data through the Data Sharing and Updates Application (DUSA). In the long term TxDOT will work on obtaining municipal level data. TxDOT is developing an intersection inventory and has	Ongoing

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		purchased a third-party tool to manage the intersection data.	
168	TxDOT should further their safety analyses by interfacing the available data, such as crash data, via the LRS.	Roadway data is linked to crash data in the Crash Records Information System (CRIS) but crash data is not linked to roadway data in the roadway database. There are no plans to pursue this linkage at this time. Other stakeholders routinely link crash and roadway data for safety and other planning purposes.	None
190-201	Develop performance measures for all six attributes of the roadway data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
186-189	Establish audit procedures using the performance measures developed under the data quality control program.	Baselines for each performance measure were established using FY21 data and annual evaluation is beginning in FY22.	Ongoing

### Roadway Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas roadway data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the past few years, support for GRID has continued to be provided from TxDOT's IT vendor. TPP expects to continue to work with TxDOT's IT vendor to make a series of high-priority enhancements to the GRID application. Currently, a geometry editing module is in the user testing phase.

Objective	Strategies/Action Steps	Timeline
6.1 Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs)	<ul style="list-style-type: none"> <li>Participation by counties in submitting roadway inventory updates through TPP's online Data Sharing and Updates Application (DUSA) system decreased from 62 in 2020 to 50 in 2021 (with 33 participating in both years). However, the number of updates increased from 6,600 to 6,850.</li> <li>TPP conducted a focus project on adding local city streets to our inventory. It is</li> </ul>	Ongoing

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Objective	Strategies/Action Steps	Timeline
	estimated that 4,255 miles were added in 2021.	
6.2 Develop an intersection database	<ul style="list-style-type: none"> <li>• The intersection subcommittee is revising guidance on the development of an intersection database</li> </ul>	Ongoing
6.3 Develop performance measures for the roadway data system	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20</li> <li>• TTI will research performance measures from other states to identify examples for Texas</li> <li>• TTI will work with each TRCC member to develop performance measures for their agency</li> </ul>	Complete
6.4 Establish roadway data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (Completed in FY20) (6.3)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> <li>• Baselines for each performance measure were established in FY21 and will be evaluated annually beginning in FY22</li> </ul>	Ongoing
6.5 GRID Enhancements	<ul style="list-style-type: none"> <li>• Identify and prioritize enhancements (Complete)</li> <li>• TxDOT IT vendor continues to make enhancements to GRID</li> <li>• Work with TxDOT IT to identify long term support for remaining enhancements</li> </ul>	Ongoing
6.6 Upgrade to ArcGIS Pro	<ul style="list-style-type: none"> <li>• Convert custom ArcMap tools/toolbars used for editing roadway network to ArcPro</li> </ul>	Complete
6.7 Restart the city street inventory program	<ul style="list-style-type: none"> <li>• Expand outreach of DUSA application to cities</li> <li>• Coordinate with regional E911 entities to obtain local roadway linework</li> </ul>	December 31, 2022
6.8 Statewide review of important on-system roadway attributes	<ul style="list-style-type: none"> <li>• Review important roadway attributes including traffic volume, presence and type of medians, and number of lanes</li> </ul>	In Progress

## Citation and Adjudication Data System

Texas does not have a unified court system and lacks a statewide citation system. Instead, courts and law enforcement agencies are independent of one another regarding the management of citations. There are numerous court management systems (CMS) and records management systems (RMS) in use by courts and law enforcement agencies around the state. Consequently, there is no citation data uniformity across the state and records are created and stored by each individual agency instead of in a central reporting system and repository.

The Office of Court Administration (OCA), through TRCC funding, explored the development of a citation repository that would collect information on all citations issued in the state, but not the adjudication. The project was canceled in FY 2018 due to the costs of further development and projected post-development maintenance. Texas OCA has not been an active member of the TRCC since the project was canceled.

DPS has representatives on the TRCC to represent the needs and interests of law enforcement as the TRCC explores ways to improve citation reporting.

### Citation and Adjudication Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Citation and Adjudication data section received a score of 50.3%. Citation and Adjudication data has many opportunities for improvement in the “Applicable Guidelines”, “Data Dictionaries”, “Interfaces” and “Data Quality Control Program” sections. The many areas for improvement are primarily due to the lack of a statewide citation system.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
61.4%	43.9%	36.5%	69.1%	40.5%	43.6%	50.3%

Below is a summary of the STRAP citation and adjudication data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
244-249	Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system.	OCA has done some work to identify data elements that should be measured before and after the implementation of a statewide citation system.	Initiated but dormant following withdrawal of OCA from TRCC.
205	Establish a statewide citation tracking system.	The TRCC and OCA looked into creating a citation repository, but several issues exist, including that	None

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		funding for maintenance once the database was created could not be identified. There are no plans in the immediate future to pursue a statewide citation database.	
244-253	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
244-253	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following transition to new records management system.	Planned
229-230	Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism.	Data on BAC level, collection type (blood/breath), and test location (Hospital, PD, etc.) is collected in DPS' records management system. DPS has developed procedures to identify reports missing BACs and is posting that information for commanders to review monthly.	Ongoing
229-230	Develop a DUI Tracking Database.	DPS is transitioning to a more flexible system for tracking DWIs internally and is working on providing data for external stakeholders.	October 2022

### Citation and Adjudication Strategic Plan Objectives

TxDPS, OCA, and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of DPS, OCA, courts, and law enforcement around the state. The following table summarizes specific objectives to improve the Texas citation and adjudication data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
7.1 Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort	<ul style="list-style-type: none"> <li>Work with OCA and TxDPS to identify data elements that should be measured and tracked</li> </ul>	TBD

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Objective	Strategies/Action Steps	Timeline
to demonstrate data improvements that are attributable to the new system		
7.2 Develop performance measures for the citation data system for TxDPS	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes continuing to develop and refine performance measure</li> </ul>	DPS has created Completeness and Accuracy Performance Measures.
7.3 Establish citation data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Continue developing and refining performance measures (7.2)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to maintain a data quality control program</li> </ul>	DPS is monitoring its Completeness and Accuracy Performance Measures monthly.
7.4 Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism	<ul style="list-style-type: none"> <li>• TxDPS collects specific BACs for DUI arrests as of Sept. 2018</li> <li>• BAC data and associated charges is available for analysis if needed</li> </ul>	Complete
7.5 Develop a DUI Tracking Database	<ul style="list-style-type: none"> <li>• DPS is transitioning to a new management information system that is more flexible for inputting, linking, and analyzing crash, citation, and data containing DWI clues including BAC values and ticket numbers allowing for the updating of lab values.</li> </ul>	October 2022
7.6 Promote both correct and uniform charging language	<ul style="list-style-type: none"> <li>• OCA is working on a statewide database for case data including the use of standardized coding.</li> </ul>	On hold

## Injury Surveillance Data System

Texas has the five major components of a traffic records injury surveillance system (pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records) and most of that data is available and accessible to traffic safety partners, as well as the public through either aggregate summary tables or department approved data use agreements. The traffic safety community in Texas has used each of the available data sets collaboratively to identify problems and evaluate programs, such as pedestrian safety, which illustrates the strength and effect of having such data available. Related data sets, such as submersion, traumatic brain injury, and spinal cord injury, are also available for incorporation into analyses.

The pre-hospital EMS data collection system is managed by the Department of State Health Services' (DSHS) Office of Injury Prevention (OIP) in the EMS/Trauma Registries Group. All data is submitted electronically to the registry system. The data management system is NEMESIS-compliant (version 3.3.4) and incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters. There is formal documentation of a data dictionary and user manuals for providers.

The statewide emergency department and hospital discharge data systems are managed by the Texas Health Care Information Collection (THCIC) within the DSHS' Center for Health Statistics (CHS). DSHS' OIP and CHS have working agreements to share data. In addition, there are publicly available documents related to these systems, including data dictionaries.

There is a statewide trauma registry that is also managed within the DSHS Office of Injury Prevention, EMS/Trauma Registries Group. It is compliant with the National Trauma Data Standard (versions NTDS 2017 and ITDX 2020) and has a data dictionary.

The DSHS' Vital Statistics Section and the DSHS' CHS is responsible for managing all vital statistics data including death certificates. The Texas Electronic Vital Events Registry (TxEVER) is used to manage that data. As with most other States, Texas collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes.

### Injury Surveillance Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Injury Surveillance data section received a score of 64.5%. Injury Surveillance data received strong scores in the "Applicable Guidelines" and "Procedures/Process Flow" sections but opportunities for improvement exist in the "Interfaces" and "Data Quality Control Program" sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
70.6%	82.5%	66.7%	77.0%	33.3%	56.7%	64.5%

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

Below is a summary of the STRAP injury surveillance data recommendations and responses.

<b>STRAP Number</b>	<b>STRAP Recommendation</b>	<b>Texas Response</b>	<b>Implementation Status</b>
257	Pursue access to the emergency department data set.	DSHS has access to hospital discharge data and emergency department data but needs to obtain an ongoing IRB approval.	Complete
302-306, 333	Document processes for returning records to submitting agencies for correction and following through to ensure resubmission.	100% of Trauma and EMS records are submitted electronically. These records are automatically checked against the schema and web validation checks which were updated in 2021 to meet new standards. Rejected records are automatically returned to the sender along with a feedback report detailing the reason for the rejection. Currently less than .5% of records are returned due to various errors. DSHS is developing ways to monitor and reach out to customers who have rejected records.	Ongoing
318-324, 334-339, 350-356, 366-372	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY2020 technical assistance to the TRCC. DSHS was previously providing one Completeness performance measure to the TSIS. In FY2020 DSHS identified six additional performance measures in Timeliness, Accuracy, and Accessibility which will be included in the FY2021 TSIS.	Complete
325-330, 341-346, 357-362, 373-378	Establish audit procedures using the performance measures developed under the data quality control program.	In FY2020, DSHS developed additional performance measures. Beginning in FY2021, DSHS will begin providing the metrics for these performance measures to be included in the TSIS along with commentary as needed to describe past, current, or future efforts to improve the performance measures.	Complete

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STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
330, 346, 362, 378	Participate in and share data quality metrics with the Traffic Records Coordinating Committee.	DSHS provides data quality metrics requested by the TRCC.	Ongoing
	Expand (or create) a relationship between the Department of State Health Services Vital Statistics section and the Fatality Analysis Reporting System analyst.	DSHS will continue to develop methods to match EMS and death certificate data from Vital Statistics with FARS.	Ongoing
312-314	Develop interfaces/integrate with other core traffic records.	DSHS receives crash data from TxDOT that is linked with EMS data, which is then linked with Trauma data. Current issues center on ownership of the shared data and how best to use it.	Ongoing

### Injury Surveillance Data Strategic Plan Objectives

DSHS and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of DSHS. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

As the Emergency Medical Services (EMS) & Trauma Registry program (EMSTR) moves forward the program will focus on finding ways to collect data more efficiently and leveraging the use of valuable EMS and trauma data. The program will do a technical/systematic third-party review of the current vendor and determine if there are more efficient and appropriate ways for the state to collect data. EMSTR will also utilize new tools to access and analyze data faster and more efficiently. This multi-year data access project will result in sharing data with stakeholders, so they utilize the EMSTR data to inform their strategies and goals. Lastly the program will continue linking motor vehicle crashes and medical information to fully understand the health outcomes of crashes.

Objective	Strategies/Action Steps	Timeline
8.1 Pursue access to the emergency department data set	<ul style="list-style-type: none"> <li>Program has obtained emergency department data and is in the process of performing initial analysis</li> </ul>	Ongoing
8.2 Develop performance measures for the injury surveillance data system for DSHS	<ul style="list-style-type: none"> <li>TRCC has provided funding to TTI for technical assistance which includes continuing to develop and refine performance measures</li> </ul>	Completed
8.3 Establish injury surveillance data audit procedures using the	<ul style="list-style-type: none"> <li>Continue developing and refining performance measures (8.3)</li> <li>Work with TRCC Technical Advisor (i.e., TTI)</li> </ul>	Planned

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

Objective	Strategies/Action Steps	Timeline
performance measures developed under the data quality control program	to continue establishing a data quality control program	
8.4 Collaborate with TxDOT to improve FARS data completeness	<ul style="list-style-type: none"> <li>• Identify FARS variables that EMS Registry can help inform</li> <li>• Determine the feasibility of matching FARS records to EMS registry records</li> <li>• Develop data sharing procedures and policies to share data across both systems</li> <li>• Monitor data quality enhancement and integration of both FARS and EMS Registry</li> </ul>	Ongoing
8.5 Continue the many uses of the EMS/Trauma Registry, including injury prevention programs and trauma designation processes, and publicize these through involvement with the TRCC and through injury prevention and EMS conferences	<ul style="list-style-type: none"> <li>• Continue outreach efforts which have previously included DSHS staff holding stakeholder webinars presenting EMS and Hospital Summary Reports and making presentations at Texas Public Health Association, Texas Trauma Coordinator's Forum; and GETAC's Injury Prevention Committee, EMS Committee, and Trauma Systems Committee</li> <li>• Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at</li> <li>• Create a more formal communications plan or platform to better disseminate the data and analysis</li> </ul>	Ongoing
8.6 Seek funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system	<ul style="list-style-type: none"> <li>• Secured DSHS matching funding for TxDOT e-Grant for FY2022</li> <li>• Received approval from TxDOT for funding the FY2023 grant</li> </ul>	Complete
8.7 Use the hospital discharge dataset to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry	<ul style="list-style-type: none"> <li>• Program has obtained hospital discharge data in 2020</li> <li>• Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at</li> </ul>	Ongoing
8.8 Continue linkage project to match EMS runs to major trauma cases in the Registry for the dual benefit of improving EMS information on trauma cases and providing EMS agencies with outcome information	<ul style="list-style-type: none"> <li>• The Office of Injury Prevention has successfully linked EMS and trauma hospitalizations with crash data for 2010-2020</li> </ul>	Ongoing

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Objective	Strategies/Action Steps	Timeline
8.9 Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood	<ul style="list-style-type: none"> <li>• In progress: TxDOT provides a data extract file to DSHS to use in their EMS &amp; Trauma Registries system to link crash data with EMS and trauma hospitalizations. The EMS and Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2020</li> <li>• Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at</li> <li>• Create a more formal communications plan or platform to better disseminate the data and analysis</li> </ul>	Ongoing
8.10 Collaborate with all data-sharing partners in the developing protocols, memoranda of understanding, and data sharing agreements and methodologies that will enable the injury prevention and traffic safety community to conduct analytical and research activities as authorized users. This should be done under the guidance of the TRCC	<ul style="list-style-type: none"> <li>• Collaborating with Texas A&amp;M Transportation Institute, local hospitals, and local public health agencies to study factors on crashes</li> </ul>	Ongoing
8.11 Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System	<ul style="list-style-type: none"> <li>• Program has been able to obtain hospital discharge data and has linked to EMS and Trauma data. DSHS is in the process of evaluating linkages to crash data.</li> </ul>	Ongoing

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## Data Use and Integration 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Data Use and Integration Section received a score of 48.5%. Given legislative constraints in Texas, there are barriers for the TRCC to make considerable progress with respect to Data Use and Integration. Consequently, the TRCC is working towards building relationships and showing the value of integrated data sources.

Below is a summary of the STRAP Data Use and Integration recommendations and responses.

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
379, 383, 386, 388-391	Capitalize on the existing culture of willingness to share traffic records data sets.	The TRCC created the Data User Subcommittee to advise on the development and use of the TRCC Data Hub/TxSTORM.	Ongoing
385, 387	Ensure the findings from their FY 2018 TTI plan includes the means of establishing standardized data access and use policies across TRCC represented agencies.	The TRCC established data sharing processes and procedures across TxDOT and DSHS. The TRCC is assessing barriers to similar data sharing agreements across the other agencies.	Ongoing
384	Consider a TRCC goal of telling the story of what has been accomplished and highlight plans to enhance further accessibility and integration.	TTI developed a framework for a TRCC newsletter for communicating TRCC successes to a broader audience of traffic record users.	Ongoing
381-382	Establish TRCC goals around data accessibility and integration to reduce preventable death and injury based on data-driven decision making.	The TRCC established objectives 9.1-9.3 to begin addressing the issue of data accessibility and integration.	Ongoing

## Data Use and Integration Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve data use and integration.

Objective	Strategies/Action Steps	Timeline
9.1 Develop a data hub to house and layer aggregated data from the TRCC agencies.	<ul style="list-style-type: none"> <li>TRCC agencies agreed to share aggregate data to support the data hub/TxSTORM</li> <li>TTI developed an initial structure for the data hub/TxSTORM</li> </ul>	Ongoing

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Objective	Strategies/Action Steps	Timeline
	<ul style="list-style-type: none"> <li>• TTI is revising the data hub structure and content based on feedback from the TRCC agencies and other stakeholders</li> </ul>	
9.2 Demonstrate the value of layering data from the different TRCC agencies.	<ul style="list-style-type: none"> <li>• TTI created a beta version of the data hub/TxSTORM containing initial data sources.</li> <li>• TTI presented an updated version to the TRCC at the fourth quarterly meeting in 2022 and will present it to the traffic record user subcommittee and did/will receive feedback</li> </ul>	Ongoing
9.3 Assess barriers to data sharing at a granular level for each agency and identify strategies to reduce barriers.	<ul style="list-style-type: none"> <li>• Some preliminary discussions have occurred within TRCC Data User Subcommittee</li> <li>• TTI will merge DPS citation data with crash records to better understand the profile of drivers who repeatedly crash</li> </ul>	Ongoing
9.4 Document traffic safety projects in Texas that highlight the benefits of data integration and how it can accelerate progress in crash and injury prevention.	<ul style="list-style-type: none"> <li>• TRCC has a registered website, <a href="http://texastrcc.org">texastrcc.org</a>, and plans to use it to promote TRCC-based data projects and related articles about data use in Texas</li> </ul>	Ongoing

## Performance Measures

The Texas TRCC has created numerous performance measures for its members and subgrantees. While not every performance measure meets NHTSA's requirements, the Texas TRCC still feels it is important to include and monitor all created performance measures. Even if a performance measure does not meet NHTSA's requirements, it can still provide valuable information to TRCC members. Therefore, the Texas TRCC chooses to track all of its performance measures in this document, but will specifically highlight performance measures that meet NHTSA's requirements for continued funding.

### Summary of Performance Measures Meeting NHTSA's Qualifications

Per [23 CFR § 1300.22 - State Traffic safety information system improvements grants](#) section (3)

Quantitative improvement:

The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing -

(i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated; and

(ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY23 application.

Performance Measure	Database	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Summary of Improvement
Average number of days between date of crash and availability in warehouse	Crash Data	Timeliness	9.38	8.32	Crash data were available in the warehouse faster.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	Crash Data	Timeliness	97.08%	97.87%	A higher percentage of crash reports were entered into the data within 30 days of the crash.

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Number of days to process salvage and nonrepairable title applications.	Vehicle	Timeliness	4	3	Salvage and nonrepairable title applications were processed faster.
Percentage of patient care records with no missing critical data elements.	Injury Surveillance	Completeness	98.84%	98.92%	A higher percentage of patient care records had no missing critical elements.
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Injury Surveillance	Timeliness	10 Days	7 Days	The mean number of days for an EMS patient care report to be received by the Texas EMS Registry decreased.
Percentage of records where the patient's date of birth is less than 109 years old	Injury Surveillance	Accuracy	85.26%	86.03%	Accuracy of patient's date of birth improved.
The number of data requests from users and external stakeholders	Injury Surveillance	Accessibility	21	37	The number of requests from external stakeholders increased.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	9	10	The number of agencies receiving monthly data reports increased.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	9	11	The number of data fields reported in agency reports increased.
Percentage of cases with no missing critical defendant information.	LEADRS	Completeness	99.89%	99.97%	Percentage of cases with no missing critical defendant, offense, or warrant information increased.
Percentage of cases with no missing critical offense information.	LEADRS	Completeness	96.46%	97.06%	
Percentage of cases with no missing critical warrant information.	LEADRS	Completeness	78.86%	79.32%	

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

## Crash Data Current Performance Measures

TxDOT has established four performance measures.

<b>Performance Measure</b>	<b>Performance Attribute</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>Strategic Plan Objective(s) to which this performance measure relates</b>	<b>Goal</b>	<b>Plan to Improve</b>
Number of crash reports submitted	Completeness	535,315	646,469	3.5, 3.7	Pending	Pending
The number of crash reports available for reporting within 30 days of the date of the crash	Timeliness	519,672	632,667	3.5, 3.7	Pending	Pending
Average number of days between date of crash and availability in warehouse	Timeliness	9.38	8.32	3.5, 3.7	Pending	Pending
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	Timeliness	97.08%	97.87%	3.5, 3.7	Pending	Pending

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## Crash Data Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2013 – March 31, 2014</b>	<b>April 1, 2014 – March 31, 2015</b>	<b>April 1, 2015 – March 31, 2016</b>	<b>April 1, 2016 – March 31, 2017</b>	<b>April 1, 2017 – March 31, 2018</b>	<b>April 1, 2018 – March 31, 2019</b>	<b>April 1, 2019 – March 31, 2020</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>
Number of crash reports submitted	528,476	568,314	611,779	629,529	619,329	632,032	644,764	535,315	646,469
Number of crash records available for reporting within 30 days of the date of crash	463,101	525,189	557,683	595,815	593,645	600,398	626,754	519,672	632,667
Average number of days between date of crash and availability in warehouse	20.78	17.45	22.95	12.08	11.02	13.09	9.94	9.38	8.32
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash	87.63%	92.41%	91.16%	94.64%	95.85%	94.99%	97.21%	97.08%	97.87%

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

## Vehicle Performance Measures

TxDMV has established two performance measures based on transportation code requirements and is planning on using these performance measures to work with county tax assessor collector offices to increase timeliness.

Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of title application transactions not processed within 72 hours of receipt of application.	Timeliness	1,387,925	1,907,030	4.1, 4.2	72 hours or less. Per Transportation Code, §501.023, the assessor-collector shall enter the application into the department's titling system within 72 hours after receipt of the application.	The TxDMV does not have the authority to enforce the statutory timeframe on county tax assessor-collector offices. The TxDMV will begin to monitor the number of transactions that are processed outside the statutory 72 hours and inform the applicable counties, to encourage compliance. The TxDMV encourages compliance through use of this performance measure in our voluntary Performance Quality Recognition Program that a county tax

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Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
						assessor-collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	4	3	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate.	The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV met this benchmark in the first reporting period and exceeded the benchmark in the second reporting period. The TxDMV monitors this KPI on a monthly basis to ensure the benchmark is met or exceeded.

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## Roadway Performance Measures

TxDOT's Transportation Planning and Programming Division has worked hard to identify performance measures in all six of the performance areas along with goals and plans to improve for most of the performance measures. However, at the time this document was developed, they were still working on implementing/measuring some of their identified performance measures.

Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	Timeliness	No	No (April 13, 2021)	6.8	Dec. 31 of each year	Streamline editing process (editing in GRID directly, other ARs)
Number of line segments that need to be realigned annually based upon annual PMIS data collection	Accuracy	TBD	Not performed in 2021	6.8	0	Ongoing
Percentage of miles of road having consistent surface type with annual PMIS data collection	Accuracy	n/a	Not performed in 2021	6.8	99%	Update GRID per PMIS data, either through normal, manual update procedures or automated means

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Number of counties participating in annual call for updates	Completeness	62	50	6.1	254	Continually Improve communication and related tools
Number of MIRE elements that can be reported on	Uniformity	n/a	Not performed in 2021	6.1	TBD	Continue to work with IT to enhance GRID, and supplement with 'start-up projects' (e.g., Intersection Inventory)
Number of bridges in NBI not in Roadway Inventory	Integration	n/a	27,985	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published	Accessibility	10/28/2020	TBD	6.8	Current target annual by July 1	Streamline HPMS submittal and Annual Data Report generation processes

## Roadway Historical Performance Measures

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	No	No	No (April 13, 2021)
Number of line segments that need to be realigned annually based upon annual PMIS data collection	80	TBD	Not performed in 2021

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

Percentage of miles of road having consistent surface type with annual PMIS data collection	n/a	n/a	Not performed in 2021
Number of counties participating in annual call for updates	74	62	50
Number of MIRE elements that can be reported on	n/a	n/a	Not performed in 2021
Number of bridges in NBI not in Roadway Inventory	n/a	n/a	27,985
Date which roadway annual data is published	12/3/2019	10/28/2020	TBD

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## Citation and Adjudication Performance Measures

The Highway Safety Operations Center has identified a performance measure in the completeness category.

<b>Performance Measure</b>	<b>Performance Attribute</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>Strategic Plan Objective(s) to which this performance measure relates</b>	<b>Goal</b>	<b>Plan to Improve</b>
Percentage of DPS citation records with no missing critical data elements.	Completeness	98.51%	98.44%	7.2, 7.3	DPS' goal is to achieve/maintain at minimum 98% of citation records with no missing critical data elements.	DPS continues to achieve its goal for this performance measure and has no plans to improve at the moment.

## Citation and Adjudication Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2018 – March 31, 2019</b>	<b>April 1, 2019 – March 31, 2020</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>
Percentage of DPS citation records with no missing critical data elements.	98.68%	98.77%	98.51%	98.44%

## TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2023

## Injury Surveillance Performance Measures

DSHS has worked hard to identify performance measures in the performance areas of completeness, timeliness, accuracy and accessibility.

<b>Performance Measure</b>	<b>Performance Attribute</b>	<b>*EMS - April 1, 2020 – March 31, 2021</b>	<b>*EMS - April 1, 2021 – March 31, 2022</b>	<b>Strategic Plan Objective(s) to which this performance measure relates</b>	<b>Goal</b>	<b>Plan to Improve</b>
Percentage of patient care records with no missing critical data elements.	Completeness	98.84%	98.92%	8.5, 8.8, 8.9	98.5%	Timeframe adjustment complete.
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Timeliness	10 Days	7 Days	8.5, 8.8, 8.9	7 Days	Pending
Median number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Timeliness	1 Day	1 Day	8.5, 8.8, 8.9	1 Day	Pending
Percentage of records where the PSAP call date is after the date the record was created	Accuracy	0.11%	0.38%	8.5, 8.8, 8.9	0.25%	Pending
Percentage of records where the patient arriving at destination date is after the PSAP call date and the date the record was created	Accuracy	0.15%	0.48%	8.5, 8.8, 8.9	0.25%	Pending

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Performance Measure	Performance Attribute	*EMS - April 1, 2020 – March 31, 2021	*EMS - April 1, 2021 – March 31, 2022	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of records where the birth date is after the PSAP call date and after the date the record was created	Accuracy	0.00%	0.00%	8.5, 8.8, 8.9	0.00%	Pending
Percentage of records where the patient's date of birth is less than 109 years old	Accuracy	85.26%	86.03%	8.5, 8.8, 8.9	90.00%	Pending
The number of data requests from users and external stakeholders	Accessibility	21	37	8.10	10	DSHS will need to specify the data requests on which data sources, etc.

Note: 2021 and 2022 data are provisional and pulled on 05/03/2022.

### Injury Surveillance Historical Performance Measures

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020 / Jan. 1, 2019 – Dec. 31, 2020*	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022
Percentage of patient care records with no missing critical data elements.	89.8% (N=158,745 records)	94.2% (N=151,903 records)	98.84% (N=4,260,373 records)	98.92% (N=4,613,628 records)
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	n/a	10 Days*	10 Days	7 Days

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<b>Performance Measure</b>	<b>April 1, 2018 – March 31, 2019</b>	<b>April 1, 2019 – March 31, 2020 / Jan. 1, 2019 – Dec. 31, 2020*</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>
Median number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	n/a	1 Day*	1 Day	1 Day
Percentage of records where the PSAP call date is after the date the record was created	n/a	0.01%*	0.11%	0.38%
Percentage of records where the patient arriving at destination date is after the PSAP call date and the date the record was created	n/a	0.16%8	0.15%	0.48%
Percentage of records where the birth date is after the PSAP call date and after the date the record was created	n/a	0.00%*	0.00%	0.00%
Percentage of records where the patient's date of birth is less than 109 years old	n/a	99.9%*	85.26%	86.03%
The number of data requests from users and external stakeholders	n/a	n/a	21	37

Note: 2021 and 2022 data are provisional and pulled on 05/03/2022.

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## LEADRS Performance Measures

Law Enforcement Advanced Data Reporting System (LEADRS) is managed by the Texas Municipal Police Association (TMPA) and is a subgrantee of the TRCC. LEADRS has identified multiple performance measures and established goals and plans to improve for each of those measures. LEADRS was unable to go back in their system to measure from April 1, 2019 – March 31, 2020. Consequently, their April 1, 2020 – March 31, 2021 figures will serve as a baseline for future year's measurements.

Performance Measure	Performance Attribute	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	9	10	12	Send reports to new agencies to generate interest in using data as a way to combat the DWI problem in Texas.
Number of data fields reported in agency data reports.	Accessibility	9	11	11	Increase the number of data fields moving forward, specifically the number of cases involving a search warrant and specimen refusal rate. More fields will be included as requests continue to come in.
Percentage of total time system is up and available for end users.	Accessibility	99.98%	99.67%	95.00% system uptime	Time system updates and patches appropriately so that these processes do not bring the system down for long.
Percentage of cases with no missing critical defendant information.	Completeness	99.89%	99.97%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical offense information.	Completeness	96.46%	97.06%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical warrant information.	Completeness	78.86%	79.32%	95.00%	Make warrant information a required field in the system moving forward. Provide training and system configurations that prevent an officer from submitting an incomplete report.

## LEADRS Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2019 – March 31, 2020</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>
Number of agencies receiving monthly data reports.	n/a	9	10
Number of data fields reported in agency data reports.	n/a	9	11
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%

## FY23 Funded Projects

This section provides an overview of projects recommended for funding in FY23.

Project ID	Organization	Title	TxDOT Funds Requested	Total Grant Amount
<b>2023-CRIS-G-1YG-0193</b>	TxDOT	CRIS Help Desk	\$1,375,000.00	\$1,375,000.00
<b>*2023-IADLEST-G-1YG-0154</b>	International Association of Directors of Law Enforcement Standards and Training	Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms	\$422,495.68	\$528,215.68
<b>2023-TTI-G-1YG-0046</b>	Texas A&M Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	\$139,231.87	\$174,056.03
<b>2023-TDPS-G-1YG-0014</b>	Texas Department of Public Safety	State Traffic Records System Improvement and Expansion of Crash Data Analysis	\$966,451.29	\$1,288,601.72
<b>2023-TDSHS-G-1YG-0022</b>	Texas Department of State Health Services	DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System	\$1,142,640.51	\$1,506,638.15
<b>2023-TMPA-G-1YG-0027</b>	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	\$1,199,950.89	\$1,503,666.89

\*- Not Funded with 405c Funds.

\*\* - Total 405c Budget Request for 5 projects is \$4,823,274.56

## Crash Records Information System (CRIS) Projects and Help Desk

Funding supports various aspects of CRIS, including the training of law enforcement to use the online reporting system CRASH and updates to CRASH and CRIS. Additionally, funding covers reviewing the current standards for NEIM, CJIS, and MMUCC to enhance CRIS and ensure compliance, support automated spatial loading, and the help desk.

The help desk serves as the initial point of contact for law enforcement, TxDOT, and other users experiencing issues with the supported CRIS applications. The help desk is responsible for logging all calls, providing assistance, routing calls to second level support as appropriate, documenting issues in an accurate and timely fashion, and tracking all calls to ensure they are resolved. The help desk serves test, development, and production environments.

## TTI - Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)

Through the proposed project, researchers at Texas A&M Transportation Institute (TTI) (“the proposer”) will provide ongoing technical assistance to the TRCC Chair and Coordinator to ensure successful continuation of the TRCC and that all federal requirements for FY2023 are met. The ongoing assistance will be in four key target areas: (a) meeting facilitation and member outreach and communication, (b) the required state traffic records program assessment, (c) the annual update of the Traffic Safety Information System (TSIS) Strategic Plan and data quality program, and (d) updating and maintaining the TRCC website and data tools. Each of the four key target areas are described below.

With respect to the first area, the assistance will include planning and conducting TRCC meetings, assisting in the formulation of meeting agendas, and assistance in meeting facilitation while also providing technical input. The proposer will orient new TRCC members with an overview of their role and responsibilities and current TRCC activities. To improve communication within the TRCC and engagement with external stakeholders, the proposer also will develop and disseminate at least two electronic issues of the TRCC Newsletters. Each issue will report on a TRCC success or activity along with a member spotlight section, where members can showcase projects, programs, or successes of their own. Finally, the proposer will continue to coordinate one advisory subcommittee, which is comprised of traffic record data users from around the state. In FY2021 and FY2022, the subcommittee provided feedback on the layered map tool and Texas State Trend Over-Representation Model (TxSTORM) which were developed to facilitate the use of traffic records by data stakeholders. A similar approach will be implemented in FY2023 to solicit traffic records user feedback and ensure the TRCC is meeting the needs of data stakeholders.

For the second and third areas, the proposer will oversee the completion of the traffic records program assessment and the TSIS Strategic Plan, which must be completed in FY2023 to remain eligible for continued federal funding. States can meet the federal traffic records program assessment requirement in one of three different ways: design their own assessment, use the NHTSA self-assessment tool, or participate in NHTSA’s State Traffic Records Assessment Program (STRAP). In FY2018, Texas opted to take part in the STRAP and the proposer successfully oversaw the process. Given that the assessment must be completed every five years, the proposer will oversee the coordination and facilitation of the STRAP in FY2023. In addition, the proposer will facilitate the annual update of the TSIS, which is required to be included in the Texas Highway Safety Plan. The proposer will work with each TRCC member to update the status of their respective objectives, note completed objectives and successes, and monitor changes in future plans. In addition, the data quality program is designed to implement, maintain, and monitor one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the “Model Performance Measures for State Traffic Records Systems” [7]. In FY2023, the proposer will assist each TRCC member agency with reviewing their performance measures and using that information to update the Strategic Plan. The proposer will continue to work with each TRCC member to develop and monitor additional performance measures as needed.

For the fourth area, the proposer will update and maintain the TRCC website, the layered map tool and TxSTORM. This includes collecting additional and updated data sets from the TRCC members and

integrating them into the layered map tool and TxSTORM. It also includes updating and expanding the database of drivers involved in multiple crashes, established in FY2022, and posting aggregated, deidentified data into the layered map tool. Identifying drivers with repeated crashes and understanding their contributing crash factors helps to target tailored outreach and education efforts.

The proposer is uniquely qualified to provide ongoing technical assistance to the TRCC and related activities, coordinate and facilitate the STRAP, TSIS, and data quality program, and maintain and update the TRCC website and associated data tools and databases. The proposer has worked closely with the Traffic Records Coordinating Committee (TRCC) in the past and has established partnerships with TRCC members, which are critical for successful participation in the STRAP and TSIS. The proposer also has experience working with data from all the TRCC members.

## DPS - State Traffic Records System Improvement and Expansion of Crash Data Analysis

The Highway Safety Operation Center (HSOC) must be able to improve its prompt collection and accurate analysis of statewide crash-related data through the successful integration of traffic records from multiple internal and external databases. HSOC must also retain its ability to regularly disseminate complete crash and traffic arrest-related data to its stakeholder agencies while striving to enhance this same capability through the implementation of modern methods of data accessibility. This funding request is to: 1) retain HSOC's current approved number of grant-funded employees; 2) provide personnel with training and ability to attend professional conferences; 3) maintain existing analytical software for 28 computer workstations; 4) replace grant-purchased workstations more than three years in age; 5) maintain a virtual server capable of performing necessary tasks for the HSOC analysts and 6) expand the HSOC's technical capability to integrate and clean multiple databases for the timely production of accurate traffic analysis products for all legitimate data users.

Through continued data analysis by these grant-funded employees, HSOC will be able to thoroughly evaluate and improve the accuracy of the Texas Highway Patrol (THP) citation data. To increase the accuracy, HSOC will continue to conduct regular data extraction of citation information from its databases to seek out inaccurate critical data fields. From this, HSOC will provide leadership with suggestions for training and resource material, which can be utilized by field leadership to educate personnel on the importance of accurate data entry.

HSOC personnel are the primary Texas Highway Patrol (THP) analysts within the Texas Department of Public Safety (DPS). As such, they are among the only analysts that are authorized to access THP Investigative Reports within the State Police Uniform Reporting System (SPURS). The analysts are capable of and involved in cleaning and analyzing data contained within SPURS. These analysts also are in the best position to integrate Crash Data and Citation Data with these reports, as they have direct access to the data sources. These THP Investigative Reports contain critical traffic data, such as Blood Alcohol Content, and clues observed during the Standardized Field Sobriety Tests. Additionally, these reports allow Troopers to enter the Citation Number that can be used by analysts to link Crash Reports, Case Reports, and Citations.

Data analytic relevant external training and conferences are vital for the HSOC's workforce to keep skills sharp and to provide insight and perspective on other areas relating to traffic records. The integration of different sets of data can only begin once the analyst knows of its existence. Therefore, HSOC will strive to send its employees to training and conferences throughout the year to provide these valuable opportunities for growth.

The HSOC will monitor and report the accuracy of the THP Citation database by analyzing the number of citations with correct court information for the classification of the offense committed and the validity of GPS coordinates recorded on the citation.

The HSOC will analyze the completeness of the citation information within the SPURS Database. The analysts will provide a monthly error report to service commanders in the field for dissemination to first-line supervisors to identify the problem of missing latitude and longitude coordinates.

The HSOC will work to improve the completeness of intoxication investigations within the SPURS database by generating a monthly report to identify Intoxication Cases in which an officer marked that a

specimen was collected, and the Blood Alcohol Content is not present on the report. This report will be available for first-line supervisors.

The HSOC will continue to provide quality analytic products to external and internal stakeholders. HSOC will maintain or exceed the goal of providing 2,367 deliverables to legitimate data users. This shall be consistent with the FY2021 benchmark. The HSOC will work to measure the accessibility to these products by surveying our legitimate data users for their ease of access and their ability to obtain the data they requested.

The HSOC will sign up employees to attend: The Association of Transportation Safety Information Professionals' (ATSIP) International Traffic Records Forum held tentatively in Nashville, TN and The Lifesavers Natl' Conference on Highway Safety Priorities in Seattle, WA.

The HSOC will send employees to continuing education courses and conferences provided within Texas such as the Traffic Safety Conference, location TBD. These conferences will serve to broaden HSOC's analytical skills and build stronger professional networks.

## IADLIST – Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms

The Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms Project takes aim at an agency's data-related issues by assessing and then addressing its data collection and quality issues and data analytical capabilities. The intent is to remove any agency-level barriers such as funding to building sustainable data quality and analytical capabilities within the agency. This training evolution must be completed to a minimum analytical proficiency standard prior to the agency moving into the operational training phase where officers take the analysis and develop operational strategies for engaging the community. To that end, the project offers the following training throughout the grant year for developing and expanding analytical capabilities:

To improve crash-data reporting and analysis, this project will offer a series of virtual and in-person training courses throughout the year that will allow analysts to expand the skill set. Additionally, another course will be provided to law enforcement executives entitled, Data-Driven Decision Making for Chief Executives to help the decision-makers understand the importance of quality data and what a fully functioning analytical component can provide their current and future operations agency-wide. IADLEST has developed a group of Subject Matter Experts (SME), several of which are active Texas law enforcement officials, to act as facilitators and instructors for these workshops.

Additionally, IADLEST has identified travel-related costs as a barrier to agency participation and will provide travel/per-diem assistance to agencies who may not otherwise be able to attend.

In addition to providing hands-on analytical training, these events act as recruiting opportunities for IADLEST to engage agencies for further training in the DDACTS model with the goal of the agency requesting an agency wide DDACTS implementation workshop. The project also works with analysts remotely on a one-on-one basis, shepherding them through a customized training regimen that keeps the analyst steadily engaged in developing new capabilities and prepares the analyst to support their agency during and after deployment of the DDACTS model.

Once an agency's analyst is prepared to support data-driven operations, the next phase of the project begins. In this phase, the widest cross-section of the civilian and sworn officer staff possible receive a Nationally recognized training course on the importance of data quality and data-driven engagement during a DDACTS Implementation Workshop. This workshop consists of a 4-hr DDACTS overview and a 4-hr operational planning session with SMEs from Texas and across the country involving all aspects and levels of the agency. It is here a cross section of agency members themselves create a plan for a near-future integration of a data-drive operational model, and if the agency participates in the state's STEP program, can integrate its STEP enforcement into its overall strategic plan.

The workshops also include educating agencies and its members on how to develop and report complete and uniform crash data as well as leveraging all available resources, including non-law enforcement ones. By doing so, the agency will be positioned create a truly focused effort to address specific casual factors for crashes in the area they are occurring.

To promote sustainability over time, the project will provide in-depth virtual and nationally recognized in-person multi-faceted analytical training courses and leverage relevant web-based trainings developed as part of previous project years. IADLEST will also provide continuing one-on-one analytical technical

support that is customized to an analyst/agency specific needs through the SME network mentioned above. Of note, by these courses being Nationally recognized, attendees can submit the training to TCOLE for continuing education credit providing an even greater benefit to agencies.

Finally, IADLEST will continue the cooperative partnership established with statewide entities such as the DPS- Highway Safety Operations Centers, Law Enforcement Liaisons, and the State Chiefs of Police and attend regional planning meetings with TxDOT officials and in-state conferences, when possible, to promote regional interagency cooperation based on the DDACTS.

## DSHS – DSHS’ Emergency Medical Services and Trauma Center Registry Data System

This project aims to improve the Emergency Medical Services (EMS)/Trauma Registries (“Registries”) maintained by the Department of State Health Services (DSHS) by completing the actions described below.

In fiscal year (FY) 2023, the Registries will utilize new database infrastructure and tools to offload data from the live production database to a reporting database to provide quarterly reports to TxDOT on motor vehicle crash (MVC) health outcomes and reports that are closer to real time data to stakeholders on public health trends. The Registries staff focus on providing data in a timely manner and will publish these reports to the web that will allow the public to quickly see data in their regions of the state. Staff will work to automate the reports so that staff are more efficient with their time and errors in reporting will be reduced.

The Registries data collection software, Maven, is a large and complex system. While the platform is effective at meeting the major priorities of the program, the Registries must continue to have a strong infrastructure in place in situations where the system is down or experiencing reduced efficiency. The Registries must be able to rebound quickly to avoid backlogs in the number of records sent to the system. These backlogs can strain the system and impact the relationship the Registries staff have with partners. Protecting these systems and relationships are paramount to timely data collection. Additionally, the Registries must maintain current submission standards for NTDB and NEMSIS to remain compliant with these federal database standards. The Registries staff will continue to secure a high level of support for the Maven system. This includes both IT contractors and contracts with the Maven vendor, Conduent Public Health Solutions (Conduent). Conduent will work with the DSHS staff to ensure the system is able to process and send data in an effective way. Conduent will also continue to support the Registries in maintaining the current national standards. Additionally, DSHS will present data on the registries at professional conferences to promote data availability and educate new users on the Registries. This will help more stakeholders be aware of resources available.

The Registries staff continues to explore more advanced technical tools to be able to share data, such as partnering with larger DSHS efforts to create cloud-accessible data solutions and linking, tableau reports, and ArcGIS dashboards. The goal will be to give researchers and analysts the opportunity to analyze the data in an efficient way without needing to manually request and receive records from the current systems the program has in place. The benefits of developing these tools and making them available are that they become a benchmark for the Texas Department of Transportation’s (TxDOT) Traffic Records Coordinating Committee and allow more individuals to interact with the data collected by the Registries. These tools will also help inform TxDOT’s Strategic Highway Safety Plan. This will allow stakeholders to look at the data quality in the Registries and explore unique trends and circumstances in the system. The staff will continue to monitor the quality of the data received through the Registries, providing training and/or technical assistance to end users as needed, requested, and/or identified through data cleaning and analysis. Training for users may also be conducted at conferences and other meetings. Staff will produce annual trend reports that compare what has been collected to previous years. These reports will demonstrate any changes in the timeliness, quality, and quantity of records collected by the system. Specifically, the Registries staff will compare how MVCs and other injuries varied across years, with an emphasis on highlighting major events such as those that occurred in 2021.

Providing consistent reports informs stakeholders that the Registries are not only maintaining the quality of the data received but look to understand and improve EMS and trauma systems.

The Registries staff learned through the COVID-19 pandemic that virtual education and communication can be effective in reaching their stakeholders. Registries staff will provide annual trainings for both EMS and Trauma registry submitters. These trainings will provide data submitters with skills in using the Maven system, so they can effectively submit quality data to the Registries. The Registries staff will also provide presentations on analysis of data collected. The topics of these presentations will include health outcomes of MVCs in Texas, with the goal of increasing knowledge of stakeholders and decision makers.

## TMPA - Law Enforcement Advanced Data Reporting System (LEADRS)

The Texas Municipal Police Association (TMPA) launched a system in 2004 known as Law Enforcement Advanced Data Reporting System (LEADRS). LEADRS reduces the amount of time officers spend completing paperwork and provides a more detailed report for prosecution. Almost three-fourths (74%) of survey respondents reported they can complete a DWI report using LEADRS in under 2 hours (3, p. 9). TMPA continues to train and market LEADRS to officers, judicial prosecutors, and judges statewide.

In addition to reducing time and increasing the quality of a DWI report, LEADRS also provides critical DWI statistical data that is disseminated to law enforcement (LE), prosecutors, judges, the public, and all other stakeholders. This information is used to hone enforcement strategies, identify trends, and increases DWI enforcement to help reduce crashes and fatalities. Without continued funding, LEADRS will fail to reach LE conducting DWI enforcement in Texas.

LEADRS usage is at an all-time high and continues to improve with nearly a 52% increase in DWI cases entered in the system from FY 2018 to FY 2021 (3, p. 12). LEADRS has integrated with the Texas Parks and Wildlife Department and provided a specific profile for the Texas Alcoholic Beverage Commission (TABC). TABC has direct access to cases concerning the defendant's last known drink location as well as an automatic notification for cases involving serious bodily injury or death. LEADRS has been upgraded to better streamline data into an agency's records management system (RMS), reducing the need for significant integration funding. Our staff is focused on the implementation of LEADRS within an agency rather than just training. This includes presenting the benefits of LEADRS and how to use the system with any LE RMS. This proposal includes funding to update the database platform technology to maintain compatibility with current LE RMS technology and to keep up with industry standards. This system upgrade will ensure the integrity of LE criminal records, provide better data quality, and improve the end user experience.

LEADRS has an electronic signature feature allowing judges and officers to sign blood search warrants from any mobile device. E-signing blood search warrants has significantly reduced the time it takes an officer to obtain a warrant. This has resulted in LEADRS being mandated by LE command staff, judges, and prosecutors in multiple jurisdictions across the state.

LEADRS has developed a drug evaluation reporting module that allows Texas Drug Recognition Experts (DRE) to e-submit drug evaluations, providing immediate data on DRE cases for analysis. This module is being field tested and updated for statewide deployment.

LEADRS coordinates with the Texas DWI Resource Prosecutor, system users, TABC, and other Texas prosecutors to continually enhance the capability of the LEADRS program. This allows the program to stay current with laws, technology trends, address DWI defense challenges, and continue to improve the DWI reporting process.

LEADRS will have a team comprised of a program manager, assistant manager, two field specialists, lead data analyst, administrative assistant, and adjunct instructors. This team provides 24-hour technical support, training materials, and training to command staff, judges, peace officers, and prosecutors to support the use of LEADRS. Our staff will market the use of LEADRS to LE agencies that make the most DWI arrests, attend traffic safety conferences, and coordinate with the Texas DWI Resource Prosecutor, the Texas SFST program, and other impaired driving programs.

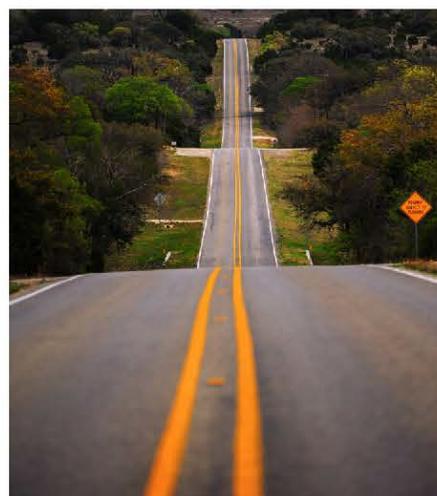
LEADRS has implemented a reporting module to capture all toxicology data from 40k LEADRS reports with pending toxicology results. LEADRS was enhanced to capture final case disposition and was updated to include a data analysis tool to analyze LEADRS DWI cases. This includes the reason for the traffic stop, defendant info, type of roadway, vehicle type, officer's investigation, toxicology results, and case disposition for over 140k DWIs. These features are now available in the system for use statewide.

LEADRS has developed a data analytics team to create and provide statistical reports. These reports can be requested by all stakeholders. LEADRS is currently providing multiple agencies with agency specific analytical reports and statewide DWI data. LEADRS is also working to provide officers with embedded analytical reports that can be viewed upon logging into the system. LEADRS analyst staff work with agencies and other entities to streamline the capture of case disposition and toxicology data entered into the system. This team will continue to cleanse LEADRS historical data and improve the collection of data within the LEADRS system.

With TxDOT funding, this program will provide officers with a more efficient reporting method, allowing for increased prosecution and more precise DWI case data.

# 2022 IMPAIRED TEXAS DRIVING PLAN

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE



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This plan was developed and approved by the Texas Impaired Driving Task Force.

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125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

June 6, 2022

To Whom It May Concern:

According to the Fatal Accident Reporting System (FARS), in 2020 there were 1,495 alcohol-impaired driving fatalities in Texas which is a 12% increase from the 1,338 killed in 2019. These alcohol-impaired driving fatalities account for 39% of overall fatalities in the state. Unfortunately, Texas continues to lead the nation with the highest number of alcohol-related fatalities. Because of these grim numbers, the efforts from the Texas Department of Transportation and our various traffic safety partners must continue so that we can reduce impaired driving crashes, injuries, and deaths on our Texas roadways.

During the past two years, the pandemic has presented the state with new challenges to traffic safety. Sadly, substance use is trending upward as people seek to find ways to cope with isolation, stress, and anxiety. While we have a thorough understanding of how alcohol impairs driving, much is yet to be learned about how drug impairment and polysubstance use adversely impacts the driving task. As a step to address this gap, the Texas Impaired Driving Task Force (TxIDTF) has formed a drug impaired driving subcommittee to formally evaluate and address drug impaired driving. This is one specific example of how the State and the TxIDTF are proactively confronting impaired driving issues.

The TxIDTF is a collective group of traffic safety stakeholders that meet several times a year to identify gaps and develop strategies to combat the consequences of impaired driving. Membership includes professionals from law enforcement, prosecution, judiciary, education, prevention, treatment, research, licensing, and others. Together with representatives from the State's Highway Safety Office, we all continue to work together toward the common goal of eliminating injuries and deaths caused by impaired driving.

In closing, the Texas Impaired Driving Plan has been developed and approved by the TxIDTF in accordance with Fixing America's Surface Transportation (FAST) Act. The plan has been submitted to the TxDOT and subsequently to the National Highway Traffic Safety Administration (NHTSA). TxDOT serves as the Governors Highway Safety Office representative for the state of Texas, and I fully support the efforts of the TxIDTF.

Sincerely,

DocuSigned by:

*Michael A. Chacon, P.E.*

06D7FD6C5CEC46B...

Michael A. Chacon, P.E.

Director, Traffic Safety Division

Texas Department of Transportation

cc: Letty von Rossum, BTS Section Director, Traffic Safety Division, TxDOT  
Carol Campa, BTS Branch Supervisor, Traffic Safety Division, TxDOT

OUR VALUES: People • Accountability • Trust • Honesty  
OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer

## LIST OF AGENCY/ORGANIZATION ACRONYMS

**AAA Texas**—American Automobile Association Texas

**CADES**—Center for Alcohol and Drug Education Studies

**CSCD**—Community Supervision Corrections Department, also known as probation

**DSHS**—Department of State Health Services

**ESC**—Education Service Center—Region 6

**FCCLA**—Family, Career and Community Leaders of America

**HSOC**—Highway Safety Operations Center

**LEADRS**—Law Enforcement Advanced DUI/DWI Reporting System

**MADD**—Mothers Against Drunk Driving

**NHTSA**—National Highway Traffic Safety Administration

**NSC**—National Safety Council

**OCA**—Office of Court Administration

**SHSO**—State Highway Safety Office

**TABC**—Texas Alcoholic Beverage Commission

**TAC**—Texas Association of Counties

**TCJ**—Texas Center for the Judiciary

**TDCAA**—Texas District and County Attorneys Association

**TDLR**—Texas Department of Licensing and Regulation

**TEA**—Texas Education Agency

**TJCTC**—Texas Justice Court Training Center

**TMCEC**—Texas Municipal Courts Education Center

**TMPA**—Texas Municipal Police Association

**TRCC**—Traffic Records Coordinating Committee

**TRF-BTS**—Traffic Safety Division—Behavioral Traffic Safety Section

**TTC**—Texas Transportation Commission

**TTI**—Texas A&M Transportation Institute

**TxDMV**—Texas Department of Motor Vehicles

**TxDOT**—Texas Department of Transportation

**TxDPS**—Texas Department of Public Safety

**TxIDTF**—Texas Impaired Driving Task Force

**TxSDY**—Texans for Safe and Drug-Free Youth

**YLC**—Youth Leadership Council

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## INTRODUCTION

With contribution and approval by the Texas Impaired Driving Task Force (TxIDTF), the purpose of the annual Texas Impaired Driving Plan (hereafter referred to as the Plan) is to provide a comprehensive strategy for preventing and reducing impaired driving in Texas. The Plan provides a comprehensive overview of the impaired driving crash problem, documents the progress of ongoing initiatives and campaigns, and discusses potential new countermeasures and strategies.

The Plan is provided to the Texas Department of Transportation (TxDOT) for final submission to the National Highway Traffic Safety Administration (NHTSA). It is based on the requirements of the Fixing America's Surface Transportation (FAST) Act, Section 405(d), and NHTSA's *Uniform Guidelines for State Highway Safety Programs—No. 8*.

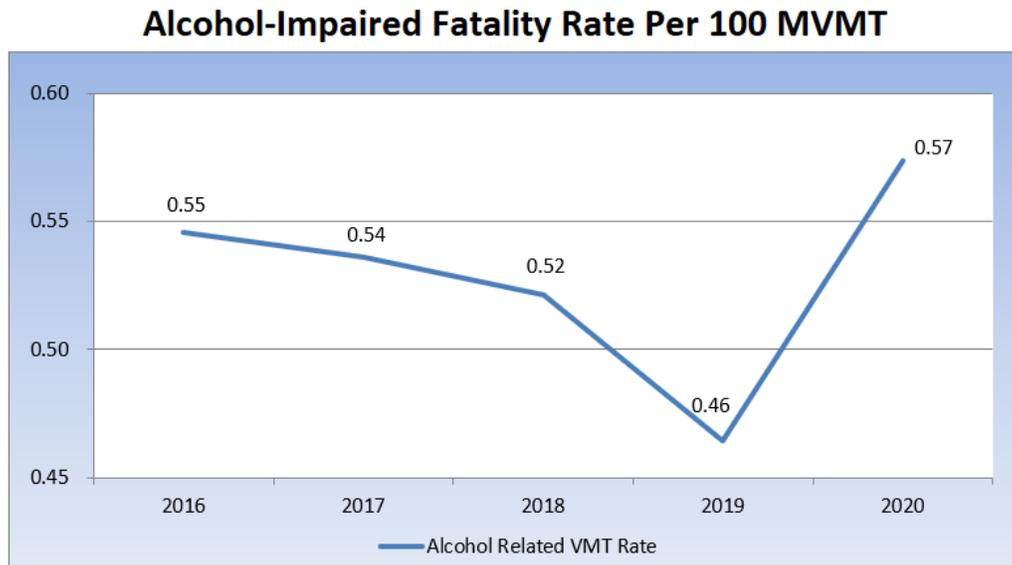
Impaired driving continues to be a significant issue in Texas.

## The Impaired Driving Problem

Texas continues to make significant efforts to reduce impaired driving fatalities, injuries, and crashes. The percentage of motor vehicle fatalities that result from impaired driving have been steadily declining over the past decade. However, fatal crashes and deaths increased in 2020, and there is evidence that suggests that this trend will extend in 2021. To adapt and address the rise in fatal crashes and deaths, Texas must continue to seek and apply innovative and evidence-based solutions. Despite the implementation of proven strategies and countermeasures, the number of impaired driving fatalities and injuries in Texas continues to be unacceptable. Texas remains dedicated to reducing all incidences of impaired driving.

The submission of this Plan is based on the state’s average impaired driving fatality rate. As defined by the Code of Federal Regulations § 1200.23, the average impaired driving fatality rate is “the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration (BAC) of at least 0.08 percent for every 100 million vehicle miles traveled (VMT), based on the most recently reported three calendar years of final data from the Fatality Analysis Reporting System (FARS).”<sup>1</sup>

Texas is considered a mid-range state for fiscal year (FY) 2021 because its alcohol-impaired driving fatality rate is 0.52 based on FARS data from 2018–2020. Figure 1 illustrates the alcohol-impaired driving fatality rate per VMT from 2016–2020 in Texas. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for 2020 (the current year for which data are available). Preliminary data indicate Texas will also be in the top 10 for 2021.



*Source: Fatality Analysis Reporting System (FARS April 9th, 2022)*

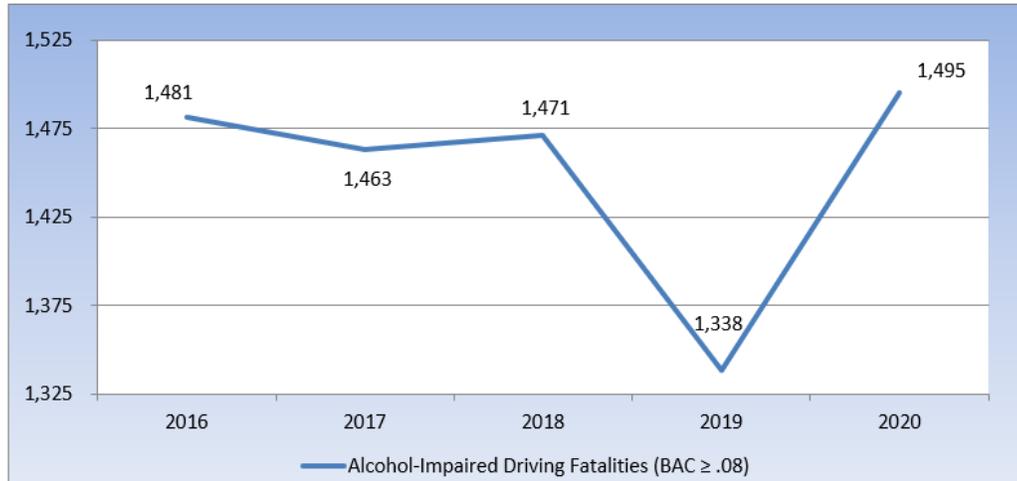
**Figure 1. Texas Alcohol-Impaired Driving Fatality Rate per VMT, 2016–2020**

As shown in Figure 2, there were 1,495 alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater in 2020 in Texas. Current FARS data suggest that alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater are trending upward.

<sup>1</sup> Uniform Procedures for State Highway Safety Grant Programs, 23 C.F.R. § 1200.23 (2020).

Additionally, impairment has been shown to be present at BACs lower than 0.08 g/dL, and drug-impaired driving continues to be a factor in motor vehicle crashes. Texas must continue to seek innovative solutions that reduce all impaired driving fatalities and injuries.

### Alcohol-Impaired Driving Fatalities (BAC ≥ .08)

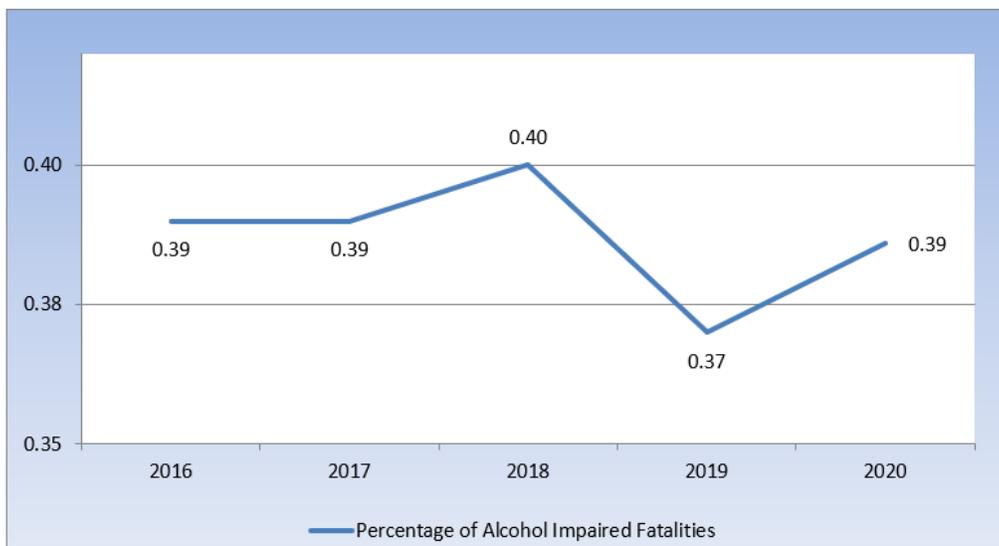


Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

Figure 2. Texas Alcohol-Impaired Driving Fatalities, BAC 0.08+, 2016–2020

Figure 3 illustrates the percent of alcohol-impaired driving fatalities from 2016–2020. In 2020, alcohol-impaired driving fatalities represented 39 percent of the state’s motor vehicle fatalities, which is among the highest percentage in the nation.

### Percent of Alcohol-Impaired Fatalities



Source: Fatality Analysis Reporting System (FARS April 9th, 2022)

Figure 3. Percent of Alcohol-Impaired Driving Fatalities in Texas, 2016–2020

Alcohol-impaired driving crashes where a driver had a BAC of 0.08 g/dL or more are only part of the impaired driving problem: impairment has been shown at BACs lower than 0.08 g/dL, and drug-impaired driving is increasingly becoming a factor in motor vehicle crashes.

## Plan Structure

The subsequent sections of the Plan focus on the components a state's impaired driving program should include and meet, as recommended by NHTSA's *Uniform Guidelines for State Highway Safety Programs—Highway Safety Program Guideline No. 8*. The Plan's components are:

- Program Management and Strategic Planning
- Prevention
- Criminal Justice System (including Laws, Enforcement, Publicizing High-Visibility Enforcement, Prosecution, Adjudication, Administrative Sanctions, and Driver Licensing Programs)
- Communication Program
- Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
- Program Evaluation and Data

Additionally, recommendations from the last Impaired Driving Program Technical Assessment can be found at the end of each respective section of the Plan. The last program assessment of the Texas Alcohol and Other Drug Countermeasures Program was held in 2015. Texas was scheduled to participate in another program assessment in August 2020. It was rescheduled for 2021, but due to the continued impact of the COVID-19 pandemic, the program assessment has been rescheduled for August 2022.

Since 2015, the TxIDTF has reviewed the assessment recommendations to prioritize implementation and track progress. The TxIDTF has assigned an "implementation status" and provided context concerning how each recommendation is being further pursued or reasons for inactivity. The TxIDTF has developed and used the following statuses:

- **Ongoing**—The TxIDTF or a member organization is actively planning or working to complete the recommendation. If a recommendation has been achieved but requires any level of maintenance, it has been designated ongoing, as opposed to complete.
- **Complete**—The TxIDTF or a member organization has achieved the recommendation, and no level of maintenance is required.
- **Not Currently Being Addressed**—The TxIDTF has either completed actions that resulted in no forward progress or is not currently pursuing action.
- **Requires Legislative Action**—The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level. Recommendations designated with this status are beyond the scope of the TxIDTF or require additional laws be passed or a different interpretation of current laws. The TxIDTF views its role as an educator of objective impaired driving safety issues. The TxIDTF works to ensure that those stakeholders who can engage in legislative activity have data-driven, evidence-based information to base their decisions.
- **Jurisdictional Condition**—The TxIDTF or a member organization educates and informs impaired driving safety stakeholders, including judges and prosecutors. Regular trainings with judges and prosecutors take place throughout the state so that they better understand current impaired driving laws and processes; however, the TxIDTF recognizes how imperative judicial and prosecutorial discretion are.



## PROGRAM MANAGEMENT AND STRATEGIC PLANNING

### **Task Forces or Commissions**

The TxIDTF is a partnership of impaired driving safety stakeholders from across the state who are committed to eliminating deaths and injuries caused by impaired driving. The TxIDTF is used as a forum for strategic planning and coordination of programs and projects that target impaired driving.

### ***Authority and Basis for Operation***

The TxIDTF is sponsored and supported through a TxDOT Behavioral Traffic Safety Grant that is administrated by the Texas A&M Transportation Institute (TTI).

### ***Mission***

To eliminate injury and death caused by impaired driving in Texas.

### ***Charter***

The TxIDTF has existed in some capacity for 17 years, operating mostly under an informal set of policies and procedures. As the TxIDTF evolved, it became necessary to develop a formal charter that clearly communicated expectations and responsibilities. In February 2018, the TxIDTF voted to approve a formal charter, which is linked below. Unless otherwise noted, all subsequent TxIDTF documents can be found online at [www.texasimpaireddrivingtaskforce.org](http://www.texasimpaireddrivingtaskforce.org).

- [Texas Impaired Driving Task Force Charter—Revised 2018](#)

### ***Membership***

The TxIDTF has evolved into a multifaceted representation of individuals and organizations. Currently, the TxIDTF consists of 41 members, representing:

- State Highway Safety Office (SHSO)
- Breath Alcohol and Toxicology
- Communication
- Data and Traffic Records

- Driver Licensing
- Education
- Enforcement
- Ignition Interlock Programs
- Judiciary
- Prosecution
- Research
- Treatment

The TxIDTF continually assesses weaknesses and gaps in membership expertise. If an area of the impaired driving safety problem is not reflected through current membership, then the TxIDTF has reached out to leaders in the community with an invitation to join. The TxIDTF membership is comprised of knowledgeable impaired driving safety stakeholders and subject matter experts. The TxIDTF membership meets the requirements of the FAST Act and includes all appropriate stakeholders. Members voluntarily serve on the TxIDTF and can do so for as long as they are capable. The list below contains the names, titles, and organizations of all TxIDTF members. A description of the member programs can be found on the TxIDTF website – [Texas Impaired Driving Task Force Membership—FY 2022](#).

- Clay Abbott – DWI Resource Prosecutor, Texas District and County Attorneys Association
- Christine Adams – Assistant Research Scientist, Texas A&M Transportation Institute
- Robert Anchondo – Judge, County Criminal Court at Law #2 El Paso
- Bobbi Brooks – Program Manager - Watch UR BAC, Texas A&M AgriLife Extension Service
- Mark Busbee – Lead Instructor - ADAPT / FRIDAY, Texas Municipal Police Association
- Carlos Champion – DRE Program Coordinator, Texas Drug Recognition Program
- Debra Coffey – Vice President, Government Affairs, Smart Start, Inc.
- Chad Cooley – Corporal, Cedar Hill Police Department
- Holly Doran – TxDOT Program Director, Texas Center for the Judiciary
- Brian Grubbs – Program Manager, LEADRS
- Garrett Hager – Criminal Justice Program Manager, Texas Department of Transportation
- Brittany Hansford – Chief, Vehicular Crimes, Montgomery County District Attorney's Office
- Kevin Harris – Lieutenant, College Station Police Department
- Nicole Holt – Chief Executive Officer, Texans for Safe and Drug-Free Youth
- Jackie Ipina – MADD Program Manager, Mothers Against Drunk Driving
- Mike Jennings – Sergeant Investigator, Williamson County Attorney's Office
- Tara Karns-Wright – Assistant Professor, UT Health Science Center San Antonio
- Larry Krantz – Law Enforcement Program Manager, Texas Department of Transportation
- Debra Marable – State Program Director, Mothers Against Drunk Driving
- Sarah Martinez – Program Director – Underage Drinking Program, Travis County Attorney's Office
- Charles Mathias – Associate Professor, UT Health San Antonio
- Dottie McDonald – Judicial Services Liaison, Smart Start, Inc.
- David McGarah – Program Manager, Texas SFST
- Ned Minevitz – Grant Administrator, Texas Municipal Courts Education Center
- Lisa Minjares-Kyle – Assistant Transportation Scientist, Texas A&M Transportation Institute
- Erica Moore – Agent, TRACE Team, Texas Alcoholic Beverage Commission
- Amy Moser – Safety Education and Training Specialist, Education Service Center - Region 6
- Anna Mudd – Toxicology Section Supervisor, Texas Department of Public Safety - Crime Lab
- David Palmer – Major, Texas Department of Public Safety
- Allison Rounsavall – Alcohol and Other Drug Countermeasures Program Manager, Texas Department of Transportation
- Nina Saint – Education Director, SafeWay Driving Systems
- Randall Sarosdy – General Counsel, Texas Justice Court Training Center
- Emmaline Shields – Assistant Transportation Researcher, Texas A&M Transportation Institute

- James Tedder – Deputy Scientific Director Breath Alcohol Testing, Texas Department of Public Safety
- Dannell Thomas – Safety Education and Training Specialist, Education Service Center - Region 6
- Kara Thorp – Public Affairs Specialist, AAA - Texas & New Mexico
- Troy Walden – Director of Center for Alcohol and Drug Education Studies, Texas A&M Transportation Institute
- Letty Von Rossum – Behavioral Traffic Safety Section Director, Texas Department of Transportation
- Laura Weiser – Judicial Resource Liaison, Texas Center for the Judiciary
- Liz Wilde – Account Director - Creative Agency, Sherry Matthews Group
- Tramer Woytek – Judicial Resource Liaison and County Relation Officer, Texas Association of Counties

### ***Meetings***

Due to its large membership and the state’s geography, in the past, the TxIDTF met in person biannually. In FY 2022, an additional meeting was added, for a total of three meetings per year. Due to the impact of COVID-19, the TxIDTF met virtually in October 2021 and February 2022. The June 2022 meeting will be in a hybrid format with options to attend in person or virtually. Email correspondence and subcommittee meetings, as necessary, supplement the in-person and virtual meetings. In the past 12 months, the TxIDTF met on the dates listed below in the meeting minute links. The last meeting of the fiscal year will be held on June 16, 2022.

- [Meeting Minutes February 24, 2022](#)
- [Meeting Minutes October 14, 2021](#)

### ***Subcommittees***

The TxIDTF is supported by five subcommittees: Awards Selection, Education, Legislative, Research, and Drug Impaired Driving. Each subcommittee has arisen out of a need identified. Subcommittees drill down into specific areas that time does not afford during in-person meetings. Subcommittees can include representatives from any relevant organization that has an interest or knowledge in the impaired driving issue; however, the subcommittee chairman or co-chairmen must be members of the TxIDTF. Each subcommittee meets as often as needed via webinar and email correspondence.

As new areas for support are identified and goals are achieved, subcommittees will convene or disband. Below is a brief description of subcommittee work, as well as meeting dates and notes. Due to the timing of the Plan’s submission, some meeting notes included may be from a previous fiscal year.

### ***Awards Selection***

To recognize the efforts of individuals and organizations who are positively impacting impaired driving in Texas and to encourage others to do the same, the TxIDTF established the Awards Selection Subcommittee. The subcommittee calls for nominations of individuals and organizations who are going above and beyond normal duties to truly affect impaired driving change. In FY 2022, the subcommittee reviewed a competitive pool of nominations and selected candidates to bring forward to the TxIDTF as recommendations. The TxIDTF voted unanimously to select one candidate as the Texas Impaired Driving Safety Champion, name two candidates as Texas Impaired Driving Difference Makers, and recognize one Honorable Mention. The award recipients were recognized and honored at the 2022 Virtual Texas Impaired Driving Forum. Below is a press release about the award recipients and subcommittee meeting minutes.

- [2022 Award Recipient Press Release—February 23, 2022](#)
- [Safety Champion Spotlight Video](#)
- [Awards Subcommittee Meeting—October 6, 2021](#)

## Education

One of the recommendations from the state's 2015 Impaired Driving Program Technical Assessment was to “coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs.” Since then, the Education Subcommittee has worked to compile a reference book that provides program summaries of evidence-based alcohol and drug prevention programs available for implementation in schools. The subcommittee chose to include Texas Essential Knowledge and Skills (TEKS), which are the Texas Education Agency (TEA) state standards for what students should understand, gain knowledge in, and be able to apply upon completion of a course. The reference book also includes promising TxDOT-sponsored programs that are not necessarily evidence-based.

The reference book has been distributed at numerous educational trainings and conferences, including an Education Service Center—Region 6 superintendents’ meeting. In FY 2022, the subcommittee has been working to update the reference book and keep information current. The subcommittee released an updated version in August 2021 and expects to release another updated copy in the fall of 2022. Below is the most recent version of the reference book and subcommittee meeting minutes.

- [Education Subcommittee Meeting—November 16, 2021](#)
- [Recommendations for Alcohol and Drug Prevention Programs K-12th Grades—Updated August 2021](#)

## Legislative

The Legislative Subcommittee is comprised of current and retired members of the judiciary and prosecution, advocates, and others with a strong working knowledge of state legislature operations. The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level; however, some member organizations are able to engage in lobbying activities as a part of work with their individual organizations. Because of these parameters, the TxIDTF views its role as an educator and informer of objective impaired driving, transportation safety, and public health data and information.

The purpose of the Legislative Subcommittee is to educate and inform members of the TxIDTF about legislation that has the potential to affect impaired driving in the state. The subcommittee continuously tracks the status of and provides summaries for proposed impaired driving bills while the legislature is in session. For any bills that are approved and become law, the subcommittee provides further detail about anticipated outcomes and consequences.

The Legislative Subcommittee meets frequently in the same years when the state legislature is in session and as necessary when the state legislature is not in session. Below is a summation created by the Legislative Subcommittee of legislation passed in 2021.

- [87th Texas Legislature—Summation of Impaired Driving Bills Passed](#)

## Research

In FY 2020, the TxIDTF established the Research Subcommittee with the purpose of reviewing research literature on impairment and driving. The subcommittee’s goal is to inform TxIDTF members about relevant impaired driving literature so they may stay abreast of current evidence-based findings. Having a more thorough understanding of the current literature can facilitate informed decisions regarding future and current programming by the state. This year, the subcommittee’s goal is to review and develop summaries for at least two scientific articles. Below are subcommittee meeting minutes and literature summaries that have been completed.

- [Research Subcommittee Meeting Notes—March 2022](#)
- [Impact of the Legalization and Decriminalization of Marijuana on the DWI System](#)
- [Research Subcommittee Meeting Notes—June 2, 2021](#)

- [Cannabis Detection Methods—Summary & Article](#)
- [Therapeutic and Toxic Blood Concentrations—Summary & Article](#)

### Drug Impaired Driving

An area identified by the TxIDTF membership that is causing significant challenges to traffic safety is drug-impaired driving. Marijuana legalization continues to gain momentum across the country, and Texas saw multiple related bills introduced during the 87<sup>th</sup> Texas Legislative Session. Additionally, the Coronavirus pandemic has caused an increase in substance use as people seek ways to cope with isolation, stress, and anxiety. While we have a thorough understanding of how alcohol impairs driving, much is yet to be learned about how drug impairment and polysubstance use adversely impact the driving task. As a step to address this gap, the TxIDTF convened the Drug Impaired Driving Subcommittee in FY 2021. Below are subcommittee meeting minutes.

- [Drug Impaired Driving Subcommittee—March 16, 2022](#)
- [Drug Impaired Driving Subcommittee—January 24, 2022](#)
- [Drug Impaired Driving Subcommittee—November 19, 2021](#)

### *Impaired Driving Task Forces – Best Practices*

In April 2017, the TxIDTF voiced the need to better understand the role and function statewide task forces play. By understanding how other state task forces operate, the TxIDTF can explore ways to improve its current processes and remain at the forefront of reducing, and ultimately, eliminating impaired driving in Texas. To meet this need, in FY 2018, the TIDTF Administration interviewed several states in an effort to identify best practices and strategies for state impaired driving task forces. The TxIDTF developed a survey used to interview representatives from 5 state impaired driving task forces. The survey focused on three primary areas: background, operation, and impact of the state impaired driving task forces. The technical memorandum is linked below.

- [2018 Multi-state Assessment of State Impaired Driving Task Forces: Best Practices and Strategies](#)

Many of the task forces interviewed were too dissimilar to TxIDTF, particularly in terms of membership representation and lobbying capability, so many of the best practice recommendations were not applicable to TxIDTF. Therefore, a follow-up effort was required to include state task forces that are operating with similar constraints to Texas. This technical memorandum linked below details the survey results of the state task forces interviewed in 2020, which more closely align with TxIDTF and whose best practice recommendations were more applicable.

- [2021 Multi-state Assessment of State Impaired Driving Task Forces: Best Practices and Strategies](#)

In 2022, The National Highway Traffic Safety Administration (NHTSA) contracted with NORC at the University of Chicago to develop an updated report describing the benefits and strategies of implementing a state impaired driving task force and the challenges to its implementation. The goal of the report is to help other states in developing and implementing an impaired driving task force. Based on the work and successes of the TxIDTF, NHTSA selected the Texas Impaired Driving Task Force for inclusion in this report. The co-chairman and the administrator were interviewed in March and the report is forthcoming.

## Strategic Planning

Impacting decision-making is a key part of improving the impaired driving challenge and overall driver and traffic safety. Incorporating elements of engineering, education, enforcement, and evaluation is imperative to further achieve and improve reductions in impaired driving injuries and deaths.

The most recent strategic planning session for the TxDOT Traffic Safety Division—Behavioral Traffic Safety Section (TRF-BTS) addressed FY 2017–2022. In cooperation with local, state, federal, and other public- and private-sector safety stakeholders, the state has developed a comprehensive Texas Strategic Highway Safety Plan (SHSP), which is available online at <https://www.texasshsp.com/>.

The Texas SHSP is a coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads through seven emphasis areas; impaired driving is considered an emphasis area. As the new SHSP is written, the TxIDTF will serve as the Impaired Driving Emphasis Area Team and contribute to the SHSP’s development. The Texas SHSP identifies the state’s key safety needs and guides investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries.

Table 1 lists the SHSP strategies and countermeasures for which action plans were developed. This year, the SHSP will be amended to include new strategies based on progress that has been made. The TxIDTF will be an integral part of the process in amending the new strategies, countermeasures, and action plans. The TxIDTF membership will be involved in helping to accomplish the goals set forth by the amended SHSP. This process was discussed and is included in the notes from the [February 24, 2022, TxIDTF meeting](#).

**Table 1. SHSP Strategies and Countermeasures, Impaired Driving**

<b>STRATEGY 1: Use data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code violation history at these locations to determine any correlation with alcohol-related crashes</b>	
<b>Data Analysis</b>	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community, and Texas Alcoholic Beverage Commission licensing data.
<b>STRATEGY 2: Increase education for all road users on the impact of impaired driving and its prevention</b>	
<b>Impact of Impairment</b>	Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).
<b>STRATEGY 3: Increase officer contacts with impaired drivers through regular traffic enforcement</b>	
<b>Traffic Enforcement</b>	Educate the police, community leaders, the public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired driving crashes. Identify trends in driving under the influence (DUI) arrests, and compare the data to trends in citations and crashes for use in education.
<b>Data-Driven Approach</b>	Use a data-driven approach to optimize areas and times for enforcement.

<b>Law Enforcement Training</b>	Identify training gaps for police on locations with a high probability for alcohol and drug use that leads to impaired driving (e.g., breaking up/preventing underage drinking parties).
<b>Sobriety Checkpoints</b>	Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired driving penalties; document practices, short- and long-term results, and acceptance of checkpoints across the nation; develop a report on the survey results and impaired driving countermeasure effectiveness; and share the reports with lawmakers and the public.
<b>STRATEGY 4: Improve mobility options for impaired road users</b>	
<b>Public Education</b>	Educate the public and community leaders on methods for identifying mobility options at the community level in both urban and rural areas.
<b>Trip Planning</b>	Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.
<b>STRATEGY 5: Increase data, training, and resources for prosecutors and officers in the area of drugged driving</b>	
<b>Standardized Field Sobriety Testing, Drug Recognition Expert Training, and Roadside Drug Testing</b>	<p>Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training. Continue to monitor the development of roadside drug testing instruments, and as appropriate, investigate deploying them into the field as an additional tool to detect impaired driving.</p> <p>Continue and increase SFST trainings.</p> <p>Continue and increase ARIDE trainings.</p> <p>Continue and increase DRE trainings, DRE recertification, and DRE Instructors.</p>
<b>Resources—DUI Identification</b>	<p>Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.</p> <p>Improve robustness of data related to possible drug impairment on crash reports.</p> <p>Use supplemental crash reports to add missing drug impairment data to crash reports.</p> <p>Analyze policies and possible legislation advancing decriminalization and legalization of marijuana.</p> <p>Optimize resources available in the gathering and processing of evidence related to drug-impaired driving.</p> <p>Assess law enforcement resources (number of DREs, ARIDE officers, etc.) and resources for prosecutors in drug-elevated crash counties.</p> <p>Use the SFST, ARIDE, and DRE tracking system to identify common factors associated with impaired driving.</p> <p>Determine whether drug testing equipment is accessible and robust enough to quantify blood drug results.</p>

*Program Management*

SHSO is managed by TRF-BTS. The program staff is located at the headquarters in Austin and in all 25 TxDOT districts. TRF-BTS develops traffic safety initiatives aimed at reducing fatalities and serious injuries from motor vehicle crashes. Specifically, the TxDOT Alcohol and Other Drug Countermeasures Program supports the development and implementation of programs aimed at reducing fatalities and injuries involving impaired driving.

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with individuals and organizations affiliated and not affiliated with the TxDOT program. This network addresses the goals and strategies associated with the program and provides expert resources in an ad hoc capacity. This network is strengthened and reinforced by the TxIDTF, which works with TxDOT to create a multifaceted, cohesive impaired driving program, as opposed to a group of disjointed projects and organizations.

**Resources**

In FY 2022, TxDOT awarded 357 traffic safety grants to state and local governmental agencies, colleges and universities, and nonprofit agencies across Texas. Of these, 77 Alcohol and Other Drug Countermeasures projects were awarded. Below is a link to the project list.

- [TxDOT Alcohol and Other Drug Countermeasures Program Area—FY 2022](#)

Funded projects are based on thorough problem identification that utilizes state and federal crash data, as well as other data related to geographic and demographic aspects of traffic safety and driver behavior. Table 2 provides a fiscal summary for FY 2021–2023.

**Table 2. TxDOT Alcohol and Other Drug Countermeasures Program Area Funding**

	FY 2021 Awarded	FY 2022 Awarded	FY 2023 Planned
Federal Funds	\$14,784,697.79	\$15,151,807.14	\$14,435,943.88
State Match	\$300,000.00	\$300,000.00	\$250,000.00
Local Match	\$8,219,354.43	\$8,344,387.51	\$7,944,190.35
Program Income	\$12,000.00	\$8,000.00	\$8,225.00
Total	\$23,316,052.22	\$23,804,194.65	\$22,638,359.23

**Data and Records**

The primary source of data used for traffic safety programs originates from reportable information collected by law enforcement officers (via Form CR-3) at a crash site. Officers input the crash information into a statewide crash database called the Crash Records Information System (CRIS). Reportable motor vehicle crashes are crashes involving a motor vehicle in transport that occur or originate on a traffic way, result in injury to or death of any person, or cause damage to the property of any one person to the apparent extent of \$1,000.

Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete data. These upgrades range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed at identifying and quantifying targeted local and statewide traffic safety problems. Because of minor differences in coding rules and data certification, FARS data reported at the national level are not always in sync with CRIS data.

CRIS data are combined with other data sources including the U.S. Census, FARS, and other localized databases to ensure that the state’s impaired driving program is fully supported with data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, emergency response, and evaluation activities throughout the state.

This part of the impaired driving program also satisfies the need for integration with the Traffic Records Coordinating Committee (TRCC). The TRCC is comprised of designees from TxDOT, TTI (technical advisor), Department of State Health Services (DSHS), Texas Department of Public Safety (TxDPS), and Texas Department of Motor Vehicles (TxDMV), many of whom are also members of the TxIDTF. In FY 2022, the TRCC launched the [Texas State Trend Over-Representation Model \(TxSTORM\)](#). This new tool was designed to allow stakeholders to identify crash-related trends and facilitate the efficient deployment of resources.

## Communication Program

Further discussion of the state's communication program begins on page 42.

## Recommendations from the 2015 Impaired Driving Technical Assessment

### A. State and Tribal DWI Task Forces and Commissions

**Priority Recommendation:** Create and convene a Governor's Executive Committee of the Impaired Driving Task Force chaired by a Texas Transportation Commissioner (appointed by the Governor) with a membership consisting of the Attorney General, six State Senate members (appointed by the Lt. Governor), and six House members (appointed by the Speaker of the House) meeting in even numbered years to discuss legislative recommendations provided by the full administrative support from the Traffic Safety Division's Behavioral Traffic Safety Section.

**Status:** Not Currently Being Addressed

**Background:** The TxIDTF developed and submitted letters of support for the creation of the Governor's Executive Committee on Impaired Driving. The letters were submitted to the Texas Transportation Commission (TTC) in February 2016 and November 2018.

The TTC created the Texas Traffic Safety Task Force, which developed a plan to reduce serious injuries and deaths on Texas roadways called *Solutions for Saving Lives on Texas Roads* (see the link below). Among the identified solutions, the task force recognized the need to create an Impaired Driving Task Force comprised of the highest government officials. There is no forward motion for the creation of the executive committee at this time.

- [Solutions for Saving Lives on Texas Roads](#)

### B. Strategic Planning

**Recommendation:** Develop and fund a driving under the influence/driving while intoxicated (DUI/DWI) tracking system that would link Texas criminal justice agencies databases in order to create a network containing offenders' criminal history, arrests, warrants, photographs, and fingerprints, to ensure access to offenders previous and/or current DUI/DWI history.

**Status:** Not Currently Being Addressed

**Background:** TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2022. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

### C. Program Management

**Recommendation:** Conduct a study to determine the Texas Highway Safety Office's needs for better and more accurate impaired driving data.

**Status:** Not Currently Being Addressed

**Background:** A call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, TxDOT subgrantees are performing annual statewide

impaired driving crash analyses that pertain to the state's need for identifying impaired driving data. TxDOT is also conducting various analyses of impaired driving data.

**D. Resources**

**Recommendation:** Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner.

**Status:** Ongoing

**Background:** This activity is performed at the state level by TxDOT. The TxIDTF does not participate at this level unless directed to do so by TxDOT. This does not preclude an independent investigation of resources and effectiveness as part of a larger project-related effort.

**Recommendation:** Establish private/public partnerships to increase funding for the impaired driving program.

**Status:** Ongoing

**Background:** Partnerships between the public and private sector continue to grow. The American Automobile Association Texas (AAA Texas) began providing funding to train local law enforcement to become DREs by donating money to pay for instructional materials, food, lodging, and time off so officers can be trained to recognize impaired driving. Mothers Against Drunk Driving (MADD) has been facilitating DWI roundtables in 18 counties, which are designed to initiate ongoing communication and collaboration among DWI stakeholders. MADD has also been hosting the Power of Youth Program® and Power of Parents®, which provide presentations for ages 12–20 and their parents, along with other responsible adults. The program includes participation from collaborating agencies such as Teens in the Driver Seat, AAA Texas, Travis County Underage Drinking Prevention Program (TCUDPP), and Cenikor.

**Recommendation:** Support initiatives that will encourage the Governor and legislature to enact legislation that increases driving while intoxicated fines to generate funding for the impaired driving program.

**Status:** Requires Legislative Action

**Background:** The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level. However, some members are able to engage in lobbying activities as a part of the work of their individual organizations.



## PREVENTION

NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a diverse and culturally responsive set of approaches including public health, advocacy, communication campaigns, alcohol service restrictions, employer programs, safe community initiatives, driver education, and educational outreach. These prevention approaches are achieved through local, state, and national partnerships that utilize evidence-based strategies and best practices.

### Promotion of Responsible Alcohol Service

The TxIDTF works with other local and state organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, alcohol service to minors, and overservice. Education is promoted and provided by the TxIDTF, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization that works to promote responsible alcohol service is the Texas Alcoholic Beverage Commission (TABC). TABC regulates third-party seller-server schools available throughout Texas and online. The program covers underage and overservice laws, as well as prevention strategies. TABC-approved seller-server schools trained 412,733 people in FY 2021 and 181,913 people September through January of FY 2022. These schools are currently training an average of 32,000 people per month. Certification is valid for two years. Currently, Texas law does not require seller-servers to be certified, but administrative sanctions are offered to licensed locations that require the certification and meet other minimum standards.

Each time employees stop service to a minor or intoxicated person, they are protecting themselves, the business, and the community from serious consequences. The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers. This program provides owners, managers, and general employees of retail establishments the opportunity to REAP the benefits of continued education and compliance with the state's alcoholic beverage laws. Hosted by TABC, the two-hour program addresses common issues related to minors and intoxicated patrons. The course

covers both on- and off-premise scenarios in one training environment and is easily customizable to individual training needs.

The program is designed to create a dialogue between TABC and all levels of alcoholic beverage retail staff while in an educational environment. TABC agents and auditors will cover topics to retrain even the most seasoned employees while also asking for feedback and questions, so those involved leave with a better understanding of possible problem areas and solutions. The goal of REAP is to help all alcoholic beverage retailers promote responsible alcoholic beverage sales and service.

### **Promotion of Risk-Based Enforcement**

TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business practices that could lead to serious violations. This process includes looking for predetermined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are increased inspection frequency for retailers with past histories of public safety violations, a greater emphasis on after-hours establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of complaint investigations to give investigations involving allegations of public safety offenses first priority in terms of time and resources.

### **Promotion of Priority Inspection**

TABC identifies retailers whose premises have been the scene of an offense with public safety implications or who have been the subject of multiple complaints alleging such violations. Once identified, these retailers are assigned to one of five priority levels, which determines the frequency of TABC inspections. Priority levels are assigned based on the severity and number of past violations or complaints and the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes and no new violations are observed, retailers will progress downward through the priority tiers, with inspections becoming less frequent at each tiered level. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when they are leaving licensed premises. These public safety violations are alcohol age-law offenses, intoxication offenses, prohibited hours offenses, drug-related offenses, disturbances of the peace, and human trafficking. Vice offenses such as prostitution are also considered when assigning priority status. Violations indicative of retailer financial stress are also reviewed because such offenses have been found to occur concurrently with or as a precursor to actual public safety offenses.

As part of this program, TABC also provides free training opportunities to retail managers and employees in an attempt to prevent future violations. Field offices are required to offer these opportunities to all retailers qualifying for the two highest tiers but routinely make them available to all other retailers as well. As a result of training initiatives, from January through Mid-May 2022, 2,846 retail managers and employees were trained on illegal sales recognition and prevention best-practice techniques.

### **Promotion of Transportation Alternatives**

TxDOT supports several projects related to responsible transportation choices including media campaigns and programs that directly support alternatives to driving after drinking. TxDOT has implemented the Statewide Impaired Driving Campaign (SWID) media campaign which includes the following flights aimed to prevent impaired driving: Football Season, Christmas/New Year Holidays, College and Young Adult (Spring Break), Spring/Early Summer Holidays (Cinco De Mayo, Graduation, Memorial Day and Summer), Faces of Drunk Driving (Fourth of July), and Labor Day.

Additionally, TTI's university peer-to-peer programs, such as the U in the Driver Seat (UDS) program and its associated Designated Unimpaired Driver Extraordinaire (D.U.D.E.) outreach messaging platform, promote transportation alternatives. This program has worked with nearly 80 campuses throughout the state.

At a regional level, TxDOT created a sober ride program to specifically focus Governor's Highway Safety Act grant funds in the Houston region due to the high volume of impaired driving crashes. TxDOT dedicated 100% of the \$20,000 funding to Uber ride credits. The goal was to promote 1,000 ride credits in \$20 units between the Thanksgiving and Christmas holiday periods with an additional campaign for New Year's Eve. The promotion focused on social media and paper materials at local bars and sports bars. The goal of the campaign was to reduce impaired driving fatalities for the period of the campaign in Houston.

The campaign kicked off December 17, 2021, with a 100% digital launch of a webpage along with posts on TxDOT Houston District social media, and a notification to influencers and news outlets. Facebook and Reddit had the strongest social media engagements. The campaign was highlighted through 11 news sources and influencers. All 1,000 \$20 Uber credits were redeemed within a week of launch. Uber contributed an additional \$14,373.56 to the \$20,000 grant funds during the campaign period totaling \$34,373.56 in funding to help Houstonians chose a sober ride during the December holiday period. Roughly, the campaign assisted over 1,718 Houstonians with a sober ride as opposed to drinking and driving.

### **Reducing Underage Access to Alcohol in Social Settings**

Social hosts are individuals who provide a setting, whether a home or private property, where underage drinking occurs. Such parties can result in numerous negative consequences including vandalism, impaired driving, alcohol poisoning, and sexual assault. Responding to these parties places a costly burden on communities—especially police, fire, and emergency services.

Organizations such as Texans for Safe and Drug-Free Youth (TxSDY, formerly known as Texans Standing Tall) train and work with coalitions across the state to educate communities on the dangers of underage drinking parties and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors as well as the importance of youth abstention until 21 to reduce the likelihood of negative consequences associated with use, such as alcohol addiction and impaired driving.

TxSDY also trains law enforcement on controlled party dispersal so law enforcement can respond to parties and ensure the safety of the youth attendees and the surrounding community. Where social host ordinances have been passed, TxSDY provides support to law enforcement and communities to develop standard operating procedures for enforcing those laws.

### ***Conduct of Community-Based Programs***

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Driver Education Programs—Public and Private
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools—Public and Private (inclusive of K–12 and Institutions of Higher Education)

- Statewide Organizations

***Schools and Education***

In educational environments, community-based programs use public information, education materials and simulators, and training initiatives to engage students in learning. The goal is to educate and train parents and caregivers, school staff, support personnel, employers, and employees to change social norms by reducing alcohol and drug misuse and abuse as well as impaired driving.

Texas driver education schools licensed or certified by the Texas Department of Licensing and Regulation (TDLR) and public-school driver education providers certified with the State Board for Educator Certification provide Texas's young drivers alcohol and drug awareness instruction. This is a segment that is included in the state driver education course curriculum. This early education is designed to prevent young drivers from getting behind the wheel while impaired.

The Region 6 Education Service Center (ESC) has been providing professional development training to Texas driver education instructors for over 15 years. This four-hour training is required and approved by TDLR and meets the state industry standard requirements for keeping an instructor license renewed annually. The partnership with TxDOT and TDLR allows Region 6 ESC to meet this instructor training need as subject matter experts in the industry. Training includes a segment on what is current in impaired driving, with an emphasis on state law and legislation updates.

In addition, Texas provides a variety of programs to address impaired driving needs in schools at the grassroots level. For example, TTI has been widely deploying a peer-to-peer program at the high school level for over a decade. Identified for the last several years as a national best practice, the Teens in the Driver Seat® program is designed to engage, empower, and activate students to become young traffic safety advocates. The program has reached over 1,000 high schools in Texas.

Similarly, the National Safety Council (NSC) Alive at 25 Program has been incorporated into some municipal courts, and teens may be required to participate in the program. Alive at 25 has also been utilized with employers that employ people under 25 years in age as well as employees who have teens. The TxDOT-funded TCUDPP provides underage drinking prevention/anti-DWI presentations to youth and parents/guardians in Travis, Hays, and Williamson Counties at the elementary to high school level.

The Take the Wheel initiative, administered by MADD, educates parents and other responsible adults on the dangers of enabling youth drinking and their influential role in reducing underage drinking and DUI by minor offenses through the presentation of the Power of Parents® program. MADD also educates teens and young adults (14–20) on their power to take a stand against illegal underage alcohol consumption and the dangers of DUI by a minor offense through the presentation of the Power of You(th)® program.

AAA Texas conducts Dare to Prepare teen driver workshops to educate teens on the risks associated with teen driving, including alcohol- and drug-impaired driving.

Texas A&M AgriLife Extension educates students, faculty and staff, parents, and community members on the dangers of vaping, underage drinking prevention strategies, impaired driving, marijuana, and other drugs. Education is done through a short presentation followed up with hands-on activities.

Finally, the Texas Association Family, Career and Community Leaders of America's (FCCLA's) Families Acting for Community Traffic Safety (FACTS) program puts the brakes on impaired driving and traffic crashes through peer education that encourages friends and family to drive safely and lowers the number one cause of deaths for young people in America.

Other community-based programs have included public outreach efforts with various social service entities and organizations as a part of their core public health and safety mission. Along with that mission, their goal is to encourage and enhance health and wellness by educating communities. This can include activities launched by municipal courts, hospitals, regional education service centers, social advocacy groups, higher education institutions, and private companies. An example is how municipal court programs utilize judges and court staff as resources on impaired driving issues in schools and communities.

Health and quality of life rely on many community systems and factors, not simply on a well-functioning health and medical care system. Making changes within existing systems, such as improving school health programs and policies, can effectively improve the health of many in the community.

### ***Employers***

Building an ongoing traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of workplace fatalities and incidents. Since 80 percent of Texans are employed or live with someone who is employed, and employees drive to and from work and may drive as a part of their job, utilizing the employer is critical to addressing impairment. The Network of Employers for Traffic Safety reported that in 2019, employers paid \$8 billion due to alcohol-impaired driving.<sup>2</sup> Annually, employers pay significantly as a result of lawsuits and fines that may be imposed.

The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, productivity, poor performance, rehiring and training costs, and potential legal liability. Employers are driven to assist employees make lifestyle changes as a result of exposure to liability, costs and impacts to their bottom line. Impaired driving has a significant impact on the employer—whether it occurs on or off the job. Impaired driving that occurs within someone’s family can also impact the worker, co-workers, and employer. Therefore, employer training, ongoing education using a multifaceted approach and messaging, employee assistance programs, and employee health fairs offer important opportunities to address driver behavior in the area of impairment. The NSC Our Driving Concern: Texas Employer Traffic Safety and Drug Impairment for Texas Employers programs speak to these issues and more.

### ***Community Coalitions and Traffic Safety Programs***

In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of organizations to raise awareness and purposefully impact behavior. These organizations include those groups that both have and have not historically addressed traffic safety.

TxDOT has worked to create and facilitate the continuation of local coalitions. The local nature and membership diversity of these coalitions allow for effective dissemination of information and provide for input at the state level for strategic and operational initiatives.

Many of the 25 TxDOT districts support local traffic safety coalitions, which includes focusing on impaired driving. The TxIDTF participates in these and other local community coalitions to educate stakeholders about the impaired driving problem and serve as a conduit of information between the state and local stakeholders.

TxSDY works with community coalitions throughout the state funded to prevent underage alcohol use and the associated consequences such as impaired driving. TxSDY’s work includes hosting regional forums and trainings based on initiatives that start at the community level to address impaired driving. Also, TxSDY assessed community coalitions and built [an online, searchable tool](#) that allows organizations to connect with

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<sup>2</sup> Network of Employers for Traffic Safety. “Cost of Motor Vehicle Crashes to Employers—2019.” <https://trafficsafety.org/road-safety-resources/public-resources/cost-of-motor-vehicle-crashes-to-employers-2019>

coalitions in order to identify areas of potential collaboration. This provides organizations opportunities to leverage efforts and resources to reduce underage alcohol use and impaired driving.

Because youth are crucial stakeholders in preventing underage alcohol use and impaired driving, TxSDY maintains its Youth Leadership Council (YLC) and hosts Zero Alcohol for Youth Academies in communities around the state. TxSDY teaches YLC members how to select and implement effective prevention strategies and trains them in public speaking, strategic planning, and leadership skills. This successful program has resulted in YLC members receiving recognition from national groups for their leadership and contributions to prevention. The academies focus on teaching adults and youth how to work together to increase collaboration in efforts to prevent impaired driving. Current YLC members and YLC alum model effective leadership and collaboration by co-training and facilitating with TxSDY staff at these events.

Additionally, MADD's Take the Wheel initiative produces law enforcement recognition and award activities to recognize local law enforcement officers for exceptional service in enforcing and supporting Texas DWI/DUI laws and their diligent work to eliminate drunk and drugged driving. MADD conducts law enforcement outreach at police departments, briefings, training activities, forums, meetings, etc. to convey current and evolving DWI/DUI and underage drinking prevention, detection, and enforcement information to local law enforcement officers. Additionally, MADD produces impaired driving roundtable activities, inviting judges, prosecutors, probation, law enforcement, and community stakeholders to collectively discuss drunk and drugged driving (DWI/DUI) in the community.

## Recommendations from the 2015 Impaired Driving Technical Assessment

### A. Responsible Alcohol Service

**Priority Recommendation:** Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment.

**Status:** Requires Legislative Action

**Background:** While use of fees to support project self-sufficiency is a priority, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a percentage of the price of the alcohol but rather by the gallon. The "dime a drink" idiom is used to simplify the discussion of the strategy. There is no discussion of changing the methodology of the tax but to raise the tax per gallon.

In 2015, TxSDY developed a report on the Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas." In 2016, TxSDY commissioned Baseline & Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results showed that 65 percent of registered voters support increasing the alcohol excise tax to improve public health and safety. TxSDY is currently updating the data in the *Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas* report.

**Recommendation:** Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns.

**Status:** Ongoing

**Background:** TxDOT and the TxIDTF address underage drinking enforcement through different projects that utilize alcohol retail compliance checks, media campaigns, and high-visibility enforcement projects.

**Recommendation:** Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests.

**Status:** Requires Legislative Action

**Background:** TABC regulates this issue, which allows the state or a private citizen to hold accountable those individuals or establishments that overserve alcohol to individual guests or patrons. Administrative and criminal actions can be levied against individual servers or establishments that oversell or overserve. Prevention research does not recommend state-level legislative action regarding social host liability.

Rather, research, evidence, and best practice suggest local civil social host ordinances and efforts are a more effective means to address youth social access to alcohol and underage drinking parties, and several cities in Texas have adopted such ordinances. TxSDY provides education to local communities on how to address social access and social hosting. In addition, TxSDY trains law enforcement on controlled party dispersal techniques so that no impaired teens get behind the wheel—ensuring the safety of the youth and the surrounding community.

## B. Community-Based Programs

### 1. Schools

**Recommendation:** Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula.

**Status:** Ongoing

**Background:** The TxIDTF provides a variety of impaired driving information and educational programs for grades K–12 statewide. Topics can include vaping, marijuana, alcohol, and other drugs. Much of this effort is led by TEA and TDLR through TxDOT-sponsored and other non-sponsored projects, such as Teens in the Driver Seat®, UDS, Region 6 ESC, TCUDPP, Watch UR BAC, TABC, AAA Texas, and the Texas FCCLA FACTS and Driver Education Providers.

**Recommendation:** Coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs.

**Status:** Ongoing

**Background:** The TxIDTF Education Subcommittee developed and distributed a reference book of recommendations for alcohol and drug prevention programs. The recommendations include evidence-based alcohol and/or drug awareness programs and TxDOT-sponsored programs that can be implemented during the school day and in after-school programs. As part of the development of the reference book, the Education Subcommittee identified and aligned the TEKS to each of the identified programs. TEKS are the TEA state standards for what students should understand, gain knowledge in, and be able to apply upon completion of a course. The inclusion of TEKS in the reference book will lead to a greater likelihood of schools implementing the identified programs. An updated version is expected to be completed in FY 2022.

### 2. Employers

**Recommendation:** Continue and expand the Our Driving Concern: Texas Employer Traffic Safety Program.

**Status:** Ongoing

**Background:** TxDOT continues to support and fund the NSC Our Driving Concern and Drug Impairment Training for Texas Employers programs that address impaired driving within and outside occupational settings. These programs work with employers and collaborate with statewide organizations and associations who have a membership base comprised of occupational safety leaders and risk and human resource managers, which maximizes the reach. The state also supports other TxIDTF members for their effort in educating organizations about impairment as it relates to occupational settings.

**3. Community Coalitions and Traffic Safety Partners Recommendation:** Conduct an assessment of community-based coalitions that address alcohol and substance use to determine the extent and nature of impaired driving prevention strategies and areas for potential collaboration with the traffic safety community.

**Status:** Ongoing

**Background:** In FY 2017 and FY 2018, TxSDY received grants to conduct an assessment of community-based coalitions and their prevention work in Texas. Results demonstrated that coalitions and the traffic safety community could benefit from extra training and support to identify and enhance collaborative opportunities. Assessment results were used to develop an online searchable tool for public use. The tool helps connect individuals and groups so they can collaborate to reduce underage drinking and impaired

driving in Texas. TxSDY also developed a report of the assessment findings with recommendations to increase collaboration between coalitions and the traffic safety community. In FY 2019, TxSDY received funding to act upon the assessment results and hosted successful regional forums and follow-up training that resulted in increased collaboration and implementation of evidence-based prevention strategies to prevent underage alcohol use and impaired driving efforts. In FY 2020, TxSDY did not receive funding to continue the program activities and has been seeking other funding sources to continue the efforts.

#### 4. Transportation Alternatives

**Recommendation:** Coordinate highway safety plans and programs with substance abuse prevention plans and programs.

**Status:** Not Currently Being Addressed

**Background:** The TxIDTF has been unable to identify appropriate individuals or organizations to progress this recommendation. The TxIDTF has worked to encourage employers, educators, community supervision/probation officers, juvenile case managers, and health-care professionals to implement policies and procedures that assist them in screening and assessing individuals so that they might be referred for treatment.

**Recommendation:** Ensure that all designated driver programs stress “no use of alcohol” messages for the designated driver.

**Status:** Ongoing

**Background:** Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign and tasked with building a year-long integrated marketing and communications effort.

**Recommendation:** Ensure alternative transportation programs do not encourage or enable excessive drinking.

**Status:** Ongoing

**Background:** Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign and tasked with building a year-long integrated marketing and communications effort.

**Recommendation:** Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption.

**Status:** Ongoing

**Background:** Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign and tasked with building a year-long integrated marketing and communications effort.



## CRIMINAL JUSTICE SYSTEM

The impaired driving program in Texas must engage all facets of the criminal justice system, including law enforcement, prosecution, judiciary, and community supervision correction departments (CSCDs, or probation). The following sections detail how Texas addresses the engagement of the criminal justice system into the state's impaired driving program.

### Laws

According to NHTSA guidelines, each state is expected to enact impaired driving laws that are sound, rigorous, and easy to enforce and administer. These laws should clearly define the offenses, contain provisions that facilitate effective enforcement, and establish effective consequences. Details related to these guidelines and how Texas laws address each are included in Table 3.

The Texas statute information is detailed according to the following:

- Penal Code (PC)—Comprised of laws relating to crimes and offenses and the penalties associated with their commission.
- Transportation Code (TC)—Comprised of definitions, rules, offenses, and penalties for activities related to the transportation system as well as safety requirements.
- Alcoholic Beverage Code (ABC)—Comprised of statutes related to the sale and consumption of alcoholic beverages.
- Code of Criminal Procedure (CCP)—Comprised of statutes related to the procedure for the administration of criminal law.
- Health and Safety Code (HSC)—Comprised of statutes and regulations related to controlled substances, health-care rules and regulations, and offenses related to the same.

**Table 3. NHTSA Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving**

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>Driving while impaired by alcohol or other drugs (whether illegal, prescription or over the counter) and treating both offenses similarly.</p>	<p>PC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.” This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything. This is perhaps the most inclusive statute in the nation.</p>
<p>Driving with a blood alcohol concentration (BAC) limit of .08 grams per deciliter, making it illegal “per se” to operate a vehicle at or above this level without having to prove impairment.</p>	<p>PC 49.01(1) and (2)(B) Definitions TC 724.001(9) Definitions</p>
<p>Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense.</p>	<p>PC 49.04(d) DWI First-time offenders with a BAC over 0.15 or more at the time of testing may be charged with a Class A misdemeanor, the highest misdemeanor punishment under the law. CCP 42A.102(b)(1)(B) First-time offenders with a BAC over 0.15 at the time of testing are not eligible for a deferred adjudication sentence.</p>
<p>Zero Tolerance for underage drivers, making it illegal “per se” for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater).</p>	<p>ABC 106.041 Driving or Operating Watercraft Under the Influence of Alcohol by a Minor Texas statute provides that a person &lt;21 commits an offense if they operate a motor vehicle in a public place with any detectable amount of alcohol. Minors can be charged with the higher offense of DWI if their BAC is 0.08 or above, or if they were “intoxicated” (loss of normal use of mental or physical faculties due to the introduction of alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body).</p>
<p>Repeat offender with increasing sanctions for each subsequent offense.</p>	<p>PC 49.09 Enhanced Offenses and Penalties and ABC 106.041(c) Driving or Operating Watercraft Under the Influence of Alcohol by a Minor Texas frequently sentences its worst repeat DWI offenders with life sentences.</p>
<p>BAC test refusal with sanctions at least as strict or stricter than a high BAC offense.</p>	<p>TC 524.022 Period of Suspension While there is no criminal penalty for refusing to submit to BAC testing, many jurisdictions have implemented “no-refusal” programs where magistrates are on call to issue blood search warrants for impaired driving suspects that refuse testing. The refusal itself may also be admissible in a subsequent prosecution (TC 724.015(a)(1)) and may result in automatic license suspension (TC 724.015(a)(2)).</p>

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions.</p>	<p>TC 521.202(a)(1) Ineligibility for License Based on Certain Convictions                      TC 521.292 Department's Determination for License Suspension                      TC 521.457 Driving While License Invalid</p>
<p>Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270).</p>	<p>PC 49.04(c) Driving While Intoxicated (enhances punishment in DWI cases for open container)                      PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle (standalone violation)</p>
<p>Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.</p>	<p>TC 545.413 Safety Belts; Offense                      TC 545.412 Child Passenger Safety Seat Systems; Offense</p>
<p>Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs).</p>	<p>Texas does not have a statute allowing sobriety checkpoints to be conducted in the state. Texas courts have ruled sobriety checkpoints cannot be established without legislative enactment. Repeated attempts to pass such a law have failed.</p>
<p>Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers.</p>	<p>Use of passive alcohol sensors is permitted, but they are not admissible in court; however, they can be used to establish the basis for probable cause for a search warrant if a subject refuses to provide a specimen.</p>
<p>Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs.</p>	<p>TC 724.012(a) Taking of Specimen                      An officer may obtain one or more samples of breath and/or blood.</p>
<p>Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.</p>	<p>TC 724.012(b) Taking of a Specimen                      Texas still has requirements for a mandatory specimen for certain offenses. The original law allowed officers to take a specimen without a warrant, including if the defendant refused to voluntarily provide one. While Missouri v. McNeely no longer allows involuntary blood draws to occur without either exigent circumstances or a warrant, the Texas law itself still requires that a specimen be taken for those certain offenses. For that reason, law enforcement frequently applies for a blood search warrant in such circumstances.</p> <p>While BAC testing is mandatory under statute in certain situations, state and federal case law have created gray areas that make seeking a blood search warrant prior to taking a specimen a best practice to minimize the chance of a Fourth Amendment violation.</p>

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test.</p>	<p>TC Chapter 524 Administrative Suspension of Driver’s License for Failure to Pass Test for Intoxication                      TC 724.015(a)(2) Automatic Suspension of At Least 180 Days for Refusing to Give a Specimen</p>
<p>Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the state’s “per se” level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.</p>	<p>TC 724.032 Officer Duties for License Suspension; Written Refusal Report                      TC 724.033 Issuance by Department of Notice of Suspension or Denial of License                      TC 724.035 Suspension or Denial of License                      TC 524.022 Period of Suspension                      TC 521.2465 Restricted License</p>
<p>Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment.</p>	<p>PC 49.09 Enhanced Offenses &amp; Penalties                      TC 521.246 Ignition Interlock Device Requirements                      TC 521.248 Order Requirements                      TC 521.342 Person Under 21 Years of Age                      TC 521.344 Suspensions for Offenses Involving Intoxication                      TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor                      TC 521.372 Automatic Suspension, License Denial                      CCP 42A.408 Use of Ignition Interlock Devices                      CCP 17.441 Conditions Requiring Motor Vehicle Ignition Interlock                      TC 524 Administrative Suspension of Driver’s License for Failure to Pass Test for Intoxication                      TC 521.457 Driving While License Invalid                      TC 521.2465 Restricted License</p>
<p>Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstinence from use of alcohol and other drugs, and frequent monitoring.</p>	<p>Texas does not have a statute that requires assessment for alcohol or other drug abuse problems for all impaired driving offenders. However, for all community supervision cases, CCP 42A.257 and 42A.402 mandate evaluations for alcohol and drug rehabilitation. Also, CCP 17.15 allows for reasonable bail conditions that can and often do include an assessment for alcohol or drug abuse, abstinence from drugs and alcohol, random drug testing, and sometimes treatment. CCP 17.441 also lays out when a motor vehicle ignition interlock device is required as a condition of bond.</p>
<p>Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.</p>	<p>ABC 106.02 Purchase of Alcohol by Minor                      ABC 106.071 Punishment for Alcohol Related Offense by Minor                      ABC 106.04 Consumption of Alcohol by Minor                      ABC 106.05 Possession of Alcohol by Minor                      ABC 106.07 Misrepresentation of Age by a Minor                      ABC 106.115 Successfully Complete an Alcohol Awareness Course; License Suspension</p>

## Enforcement

Texas law enforcement includes officers from TxDPS, police agencies (municipalities, university, school districts, etc.), sheriff's offices, constables, and agents with TABC and Texas Parks and Wildlife. One of the primary goals of the 2015 Impaired Driving Technical Assessment was to increase training provided to Texas law enforcement officers in the area of driving while intoxicated/driving under the influence of drugs. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to see DWI as an important component of their enforcement activities.

Texas has provided a long-standing program on updated case law, including enforcement techniques such as in-car mobile video and/or officer body-worn camera recordings of DWI, boating while intoxicated (BWI), drugged driving offenses, SFST, and blood search warrant procedures, on a statewide basis. Texas also provides the Drug Evaluation Classification Program (DECP), which trains officers to become Drug Recognition Experts (DREs). Opportunities for training in Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Impaired Training for Educational Professionals (DITEP) are also available. Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities. One of the tools the criminal justice system uses is the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS). LEADRS was designed by prosecutors, law enforcement officers, and judges to assist law enforcement officers in DWI report writing.

### *TABC's TRACE Program*

Additionally, TABC has implemented a program called Target Responsibility for Alcohol Connected Emergencies (TRACE). TRACE is a law enforcement operation that investigates the source of DWIs resulting in serious bodily injury and/or death and other alcohol-related emergencies resulting in serious bodily injury and/or death. All local law enforcement and first responders may contact TABC for assistance when investigating an alcohol-related incident resulting in serious bodily injury or death that involves a minor or someone suspected of being sold or served at a TABC-licensed location. To facilitate incident reporting, TABC has established a hotline for emergency responders and law enforcement personnel. Any Texas emergency responder or law enforcement personnel may use the number to contact TABC regardless of location. Calls will be dispatched to TABC law enforcement personnel located throughout the state of Texas. TABC agents will determine where the alcoholic beverages were acquired, purchased, or served.

## Publicizing High-Visibility Enforcement

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to roll out media campaigns in the form of events, distributed materials, and earned and purchased media.

One example of implementing high-visibility enforcement is the no-refusal strategy. No-refusal is a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement can quickly obtain search warrants from on-call magistrates to take blood samples from suspected intoxicated drivers who refuse breath or blood tests. While a driver has the right to refuse a breath or blood test, the consequence for doing so is the suspension of driving privileges through the [Administrative License Revocation \(ALR\) Program](#). No-refusal initiatives thus take away the driver's ability to refuse to provide scientific evidence of intoxication.

These initiatives are publicized at the local level consistent with when they are deployed (i.e., full time, holidays, or weekends). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives. No-refusal initiatives are currently operating in several jurisdictions, including in Bexar, Fort Bend, Harris, Montgomery, and Tarrant Counties.

Impaired driving mobilization initiatives are a good example of how high-visibility enforcement is publicized using local and statewide media. Texas conducts analyses of biological (breath and blood) specimens collected as evidence in criminal cases through the TxDPS Laboratory system, the Texas Breath Alcohol Testing program, and other private- or publicly funded laboratories recognized as accredited by the Texas Forensic Science Commission.

## Prosecution

Texas has strong support at the state and local level prosecuting DWI and DUI offenders. The Texas District and County Attorneys Association (TDCAA) supports the Traffic Safety Resource Prosecutor (TSRP). This association provides technical assistance, training, education, and case resources for prosecutors handling impaired driving cases. The TSRP has been a long-standing, critical member of the TxIDTF and is instrumental in integrating representatives from law enforcement through adjudication to improve DWI prosecution. The TSRP has been a significant champion of no-refusal initiatives by providing training and technical assistance throughout the state.

At the local level, many prosecutors have joined in implementing integrated approaches to address their jurisdiction's impaired driving problem. An overwhelming majority of Texas elected prosecutors hold DWI prosecution to be a priority of their offices. Several local prosecutors are members of the TxIDTF and provide a practical perspective related to processing DWI cases through the criminal justice system—many of whom are responsible for implementing no-refusal programs in their jurisdictions. Many of these prosecutors also spend time and resources to develop localized DWI task forces and work to train law enforcement on DWI procedures and enforcement strategies. Additionally, the Texas Municipal Courts Education Center (TMCEC) trains and provides technical assistance to prosecutors, judges, and court support personnel on the adjudication of juvenile DUI cases. The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in prosecuting DWI cases.

## Adjudication

Different types of courts have specific roles in dealing with the impaired driving problem in the state. The TxDOT Alcohol and Other Drug Countermeasures Program has worked to improve communication between each of these courts.

The Texas court system typically becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriates conditions of bond, including mandatory controlled substance testing and/or the installation of an ignition interlock device.

Bond conditions are important in DWI cases because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases mandated by statute, to order ignition interlock devices and other alternatives as a condition of bond to keep the community safe while the case is being prosecuted.

After a charging instrument is filed with a trial court, that court oversees the disposition of the case. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial. However, the majority of DWI cases will be disposed via plea bargain. Trial courts include specialized treatment courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff with the goal of addressing the root cause of impaired driving: abuse of alcohol and other drugs. Specialty courts can also help address other issues, such as lack of work, family problems, and potential presence of an addiction.

Other courts, without a specialized treatment approach, may use more traditional approaches to DWI cases, but they are encouraged to enhance the close monitoring of DWI offenders through the use of ignition interlocks and other alcohol monitoring and detection devices.

Each of the different courts has a statewide association that is funded to provide technical assistance and education specifically related to impaired driving. These different associations come together once a year to provide education to all courts on issues impacting adjudication of impaired driving cases. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues. The associations also independently provide education on impaired driving to their constituencies.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the TxIDTF have also trained judges in smaller jurisdictions to employ the precepts of treatment protocols from these specialty treatment courts to create hybrid approaches.

The courts that deal with underage alcohol offenses or public intoxication can impact offenders prior to them driving impaired, while other courts deal directly with DWI cases. TMCEC trains courts on implementing “teen court,” a system of being judged by one’s peers that has proven effective in reducing recidivism by the power of peer influence. Recidivism refers to a person’s relapse into criminal behavior often after a person receives sanctions or undergoes intervention for a previous crime. Recidivism is measured by criminal acts that resulted in rearrests, reconviction, or return to prison with or without a new sentence within a three-year period following the individual’s release.

## Community Supervision

Offenders who have been convicted of an impaired driving offense have three sentencing options: jail time, community supervision (also known as probation), and deferred adjudication with community supervision for some offenders. In most cases, the offender is placed on community supervision for a period of 6–24 months. During this time, the offender will likely be required to:

- Complete a state-approved DWI education course within the first six months of supervision.
- Attend a victim impact panel.
- Complete community service (no less than 24 hours, no more than 100 hours).
- Complete an alcohol and drug evaluation to determine any substance abuse issues and/or complete random substance testing (usually urinalysis and/or breathalyzer).
- Install interlock as a condition of bond, probation, occupational driver’s license, and deferred adjudication.
- Report to a CSCD officer or designated monitoring authority.
- Pay any fines, court costs, CSCD fees, and treatment costs ordered.

These general community supervision conditions can be amended by the court or prosecution (prior to disposition) to allow for the unique needs of each offender to be met.

Additionally, post-disposition, the court may amend these conditions at its discretion. The most common addition to the community supervision conditions is the installation of an ignition interlock device in the offender’s vehicle. Depending on the case, a court has the discretion to order an ignition interlock as a condition of community supervision. However, there are some situations where an ignition interlock is mandated. Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed the last legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

In 2019, HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated

following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

In the mid-1980s, deferred adjudication was removed as an alternative on DWI cases. That change created several nonjudicial collateral consequences to apply to DWI convictions, including loss of employment, increased insurance, and public record convictions on background checks. The reason for this prohibition was to prevent masking and the fact that under the laws at that time, deferred adjudication could not be used to enhance a subsequent DWI. Over 10 years ago, Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

In 2019, HB 3582 paved the way for deferred adjudication in certain DWI offenses. All deferrals, however, are eligible to enhance subsequent DWIs. Second offenses, cases with a BAC over 0.15, and drivers with commercial driver's licenses (CDLs) are not eligible. The deferral will require ignition interlock but will remove all nonjudicial collateral consequences.

## Parole

Parole is the discretionary release of an offender, by a Board of Pardons and Paroles decision, to serve the remainder of a sentence in the community under supervision. Some offenders are convicted of impaired driving offenses and sentenced to prison. Once they have been released from prison, these offenders may be required to have an ignition interlock as a condition of their parole.

## Ignition Interlock Program

An ignition interlock is an alcohol-specific device that is wired into the ignition of a vehicle to prevent the driver from starting the vehicle when alcohol is detected on their breath sample. For the vehicle to start, the device requires the driver to provide an alcohol-free breath sample. Once the vehicle is started, the device requires the driver to provide additional breath samples at randomly occurring intervals for the duration of the driving episode.

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an ignition interlock is ordered if the offender is a subsequent offender or if the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if the offender receives deferred adjudication or probation, had a 0.15+ BAC, or the charge is a subsequent impaired driving offense.

For offenders placed on community supervision for DWI with a child passenger (after September 1, 2019), intoxication assault, or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. Effective September 1, 2015, an offender can operate a vehicle during a period of suspension if the offender installs an ignition interlock on all vehicles owned or operated by the offender. The ignition interlock must remain on all vehicles owned or operated by the offender until the suspension period is over. However, first offenders with a BAC of 0.15 g/dL or more, or who are under the age of 21 at the time of arrest, must be ordered an ignition interlock when placed on probation.

Typically, an offender who is ordered an ignition interlock will be required to have the device installed within 30 days of judgment, or if ordered as condition of bond, an offender must keep the device on until the case has been adjudicated. Offenders are usually required to keep the device installed for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement. TTI, TMCEC, Texas Center for the Judiciary (TCJ), Texas Justice Court Training Center (TJCTC), and Texas Association of Counties (TAC) train judges and court staff on ignition interlock laws.

### Administrative Sanctions and Driver Licensing Programs

Texas utilizes administrative sanctions related to impaired driving offenses for both adult and underage individuals. The license sanctions are intended to serve as both general and specific deterrence tactics to prevent impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. Information on graduated driver licensing, zero-tolerance laws, and ignition interlock device requirements is integrated into the administrative sanctions and driver licensing program in Texas. This information is also part of the driver education curriculum.

Administrative license revocation (ALR) is a traffic safety countermeasure that authorizes law enforcement to confiscate the driver’s license of an individual arrested on suspicion of DWI/DUI and who either refuses to submit to a chemical test (breath or blood) or has test results that indicate a BAC above the per se limit of 0.08 g/dL. Drivers are given a notice of suspension that allows them to drive temporarily, and during such time, the suspension may be challenged through an administrative hearing. If the suspension is either not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work. Table 4 lists the ALR sanctions for adults, and Table 5 lists the ALR sanctions for minors.

In addition to these administrative initiatives, Texas is working with prosecution, judiciary, and community supervision professionals to maximize the use of ignition interlock devices to reduce recidivism associated with impaired driving.

**Table 4. ALR Sanctions for Adults**

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
Provided a specimen with an alcohol concentration of 0.08 or greater following an arrest for DWI/BWI	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest

**Table 5. ALR Sanctions for Minors**

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount) following an arrest for DWI/BWI or was not requested to	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code, or

provide a specimen following an arrest for an offense		Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code, or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

## Recommendations from the 2015 Impaired Driving Technical Assessment

### A. Laws

**Priority Recommendation:** Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety checkpoints.

**Status:** Requires Legislative Action

**Background:** Bills related to sobriety checkpoints have been introduced to the legislature during the many recent sessions without success. Texas has taken an alternative approach to address the problem of impaired driving with no-refusal programs in multiple counties throughout the state. In FY 2021, TxDOT provided grant funding for no-refusal programs in Bexar, Fort Bend, Harris, and Montgomery Counties.

No-refusal initiatives are a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement can quickly obtain search warrants from on-call magistrates to take blood samples from suspected intoxicated drivers who refuse voluntary breath or blood tests. No-refusal initiatives thus take away the driver’s ability to refuse to provide scientific evidence of intoxication. These initiatives are publicized at the local level consistent with when they are deployed (i.e., full time, holidays, or weekends). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives.

**Recommendation:** Utilize driver license checkpoints, pursuant to Texas Transportation Code 521.025, to monitor compliance with motor vehicle statutes related to safe operation on Texas streets and highways in the absence of legislation authorizing sobriety checkpoints,

**Status:** Requires Legislative Action

**Background:** At present, sobriety checkpoints are not supported in Texas, and as such, using a license checkpoint as a pretext for impaired driving is not legal nor ethical.

**Priority Recommendation:** Codify driving while intoxicated deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedures that regulate the implementation, operation, and applicability of such programs.

**Status:** Ongoing

**Background:** Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed in the 86<sup>th</sup> legislative session and went into effect September 1, 2019. CCP 17.44 (a) Deferred Adjudication has very clear guidelines for when it applies. There are three requirements: (1) no CDL, (2) no high BAC, and (3) no prior convictions. There are also two best practices applied: (1) mandated alcohol assessment, and (2) required community supervision. This new form of supervision solves many of the issues earlier identified before deferred adjudication was available.

HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

In the mid-1980s, deferred adjudication was removed as an alternative on DWI cases. That change created several nonjudicial collateral consequences to apply to DWI convictions, including loss of employment, increased insurance, and public record convictions on background checks. The reason for this prohibition was to prevent masking and the fact that under the laws at that time, deferred adjudication could not be used to enhance a subsequent DWI. Over 10 years ago, Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

HB 3582 revised Article 17.441(a), Code of Criminal Procedure, and now allows deferred adjudication in certain DWI offenses. All deferrals will be eligible to enhance later DWIs. Second offenses, cases with BAC over 0.15, and, most importantly, drivers with CDLs will not be eligible. The deferral will require ignition interlock but will remove all nonjudicial collateral consequences.

This legislative change creates a codified standardized judicially monitored alternative to prosecutor diversions. It should greatly reduce the stresses on prosecutors to use diversions. It should solve most of the issues identified in this action item. It also may take some time to measure its impact and may need to be readdressed as those data come in.

**Priority Recommendation:** Enact a statute that establishes a uniform statewide driving while intoxicated case tracking system in which all DWI charges are required to be charge on specifically numbered uniform traffic citations, the disposition of which must be reported to a central record keeping system regardless of whether the offense is refiled as an information, indictment, or results in a dismissal, deferral, diversion, amendment, or reduction of the original citation to a non-alcohol related offense.

**Status:** Requires Legislative Action

**Background:** TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2020. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

## B. Enforcement

**Recommendation:** Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time.

**Status:** Ongoing

**Background:** As part of the LEADRS expansion, the program will continue to focus on the report writing process. LEADRS now features electronic signing for warrants. Officers using LEADRS have reported over a 50 percent reduction in processing time. Processing DWI paperwork with LEADRS typically takes an officer 60–90 minutes. LEADRS can be accessed from any computer, tablet, etc. with internet and offers free 24-hour technical support.

**Recommendation:** Enact a statute that allows well-planned and fairly executed sobriety checkpoints.

**Status:** Requires Legislative Action

**Background:** Bills related to sobriety checkpoints have been introduced to the legislature during many of the last several sessions without success. Texas has taken an alternative approach to address the problem of impaired driving with no-refusal programs in multiple counties throughout the state. In FY 2021, TxDOT provided grant funding for no-refusal programs in Bexar, Fort Bend, Harris, and Montgomery Counties. Until the science and research can support this recommendation, it will not be enacted.

**Recommendation:** Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers.

**Status:** Ongoing

**Background:** The statewide effort for SFST update training is continued through several TxDOT-sponsored grants. In FY 2022, the Texas Municipal Police Association (TMPA) is providing instructional and administrative support for the Texas SFST update training program.

**Recommendation:** Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations.

**Status:** Ongoing

**Background:** DREs are incorporated into mobilizations, no-refusal enforcement activities, and fatal crash investigations (when available).

**Recommendation:** Increase the use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities.

**Status:** Ongoing

**Background:** TxDOT sponsors many selective traffic enforcement programs (STEPS) that address impaired driving. TABC is currently not one of the agencies that participates in STEP activities as a subgrantee. However, TxDOT and TABC have been working together to address communities that receive STEP funding, enabling TABC to use the information for coordinating its operations. TABC has been able to provide assistance by tracing the source of the alcohol in licensed premises investigations when serious injury crashes are investigated as part of a local police STEP grant. TABC has also increased the number of undercover operations that are funded through TxDOT grants (which include minor compliance checks and overservice operations).

TABC will continue its TRACE program. TRACE allows local and state law enforcement to notify TABC when there is a DUI crash resulting in serious injury or death that has a TABC-licensed business connection. The TRACE hotline, monitored 24/7 through a cooperative agreement with the Texas Parks and Wildlife Department, allows police to contact TABC immediately after an incident. The nearest TABC investigator can then begin an investigation to determine whether the business violated alcohol-beverage laws. TABC will use funding for overtime, allowing agents to continue conducting TRACE investigations.

**Recommendation:** Continue regular Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the SFST and Introduction to Drugs that Impair Driving.

**Status:** Ongoing

**Background:** The statewide effort for ARIDE is provided through a TxDOT grant administered by TMPA. ARIDE is intended to bridge the gap between the SFST and DECP/DRE programs by providing officers with general knowledge related to drug impairment and by promoting the use of DREs in states that have a DECP. The ARIDE course can be used as an SFST update. This course is designed to build on the SFST practitioner course. In order for the participant to effectively utilize the information presented in this course, NHTSA has set a prerequisite of SFST proficiency. The participant will receive a short review and

update. All participants are required to pass an SFST proficiency evaluation. Failure to successfully complete the SFST proficiency evaluation will result in dismissal from class. ARIDE training is available for those law enforcement agencies that wish to teach ARIDE in-house. This gives law enforcement agencies the ability to conduct the training with qualified instructors as long as they follow the policies laid forth by the state DRE coordinator.

**Priority Recommendation:** Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide.

**Status:** Ongoing

**Background:** In addition to DRE training classes, the statewide effort for ARIDE and SFST update training is provided through TxDOT grants.

**Priority Recommendation:** Expand statewide partners for DRE training through regional training teams.

**Status:** Ongoing

**Background:** TMPA, through the Texas DRE program, continues to expand the DRE program and its partnership with other criminal justice constituents. The Texas DRE program staff is actively recruiting new DRE candidates and agencies, as well as providing policy support and program information for agencies and other criminal justice stakeholders.

**Recommendation:** Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing.

**Status:** Ongoing

**Background:** The DECP state coordinator currently works with the TxDPS Crime Lab and DRE agency coordinators to remind all the DREs to submit face sheets.

**Recommendation:** Provide regular, ongoing, training for prosecutors and members of the judiciary on the principles, effectiveness, and accuracy of SFSTs, the DRE program, and approved breath testing instrumentation.

**Status:** Ongoing

**Background:** Training and seminars are being conducted through TxDOT at the local district and statewide levels. Through TxDOT-sponsored grants, TCJ, TDCAA, TJCTC, and TMCEC provide training for prosecutors and members of the judiciary. Prosecutors are encouraged and invited to attend the SFST update, ARIDE, and DRE courses.

**Recommendation:** Enact a statute establishing per se levels for controlled substances.

**Status:** Requires Legislative Action

**Background:** The TxIDTF has discussed the benefits and drawbacks of establishing per se levels for controlled substances. Colorado, which has established per se levels for controlled substances, has advised other states against doing so. This recommendation is due to the inability to tie a per se level to a specific level of impairment. Colorado has advised other states to pursue focusing on demonstrating driver impairment through increased law enforcement and prosecutor training, such as ARIDE and DRE. The DWI Prosecutor Task Force has considered and opposes establishing per se levels for controlled substances for both scientific and legal reasons. Until the science and research can support this recommendation, it will not be enacted.

**Recommendation:** Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute.

**Status:** Ongoing

**Background:** In FY 2020, TTI received a grant to provide training to law enforcement and other stakeholders on ignition interlock devices and related statutes. For law enforcement officers, the training

focuses on when an ignition interlock is required, how to recognize a driver's license with an ignition interlock requirement, and how to determine roadside if the device is functioning properly.

**C. Prosecution**

**Recommendation:** Review the organization, operation, and budget of the Office of the Traffic Safety Resource Prosecutor (TSRP) to determine if additional TSRPs should be funded for purposes including on-site assistance to prosecutors, particularly in rural jurisdictions, in the trial of complex DWI felonies and assistance in argument of motions with significant statewide implications.

**Status:** Ongoing

**Background:** While this program has had reduced funding since 2015, TDCAA and TxDOT provide ongoing internal and external assessment regarding potential for expanding the TSRP program and staff. TDCAA provides ongoing technical assistance through email and outreach to prosecutor offices, law enforcement officers, and other traffic safety professionals. There is potential for growth in the area of preparation and assistance at trial. Review of the program is made yearly by the Texas DWI Prosecutor Task Force created and funded through TDCAA. The task force presently recommends use of contract funds to local prosecutors over salaried positions.

**Recommendation:** Encourage prosecutors and county attorneys to request judges not to permit DWI pleas for jail time in lieu of probation and to urge judges to place convicted DWI defendants on community supervision with supervision requirements of undergoing drug/alcohol assessment and treatment where indicated.

**Status:** Jurisdictional Condition

**Background:** This is currently performed on a case-by-case basis by prosecutors who can request more punitive sanctions upon conviction. Prosecutorial discretion should be strongly considered, but it should be recognized that acceptable plea bargains depend upon the culture of the community.

HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

**Recommendation:** Convene a meeting of the prosecutors and county attorneys to develop and recommend specific uniform statewide guidelines, standards, and requirements for the operation of DWI Pre-Trial Intervention programs.

**Status:** Ongoing

**Background:** Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed the last legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated.

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In the mid-1980s, deferred adjudication was removed as an alternative on DWI cases. That change created several nonjudicial collateral consequences to apply to DWI convictions, including loss of employment, increased insurance, and public record convictions on background checks. The reason for this prohibition was to prevent masking and the fact that under the laws at that time, deferred adjudication could not be used to enhance a subsequent DWI. Over 10 years ago, Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

HB 3582 now allows deferred adjudication in certain DWI offenses. All deferrals will be eligible to enhance later DWIs. Second offenses, cases with BAC over 0.15, and, most importantly, drivers with CDLs will not be eligible. The deferral will require ignition interlock but will remove all nonjudicial collateral consequences.

This legislative change creates a codified standardized judicially monitored alternative to prosecutor diversions. It should greatly reduce the stresses on prosecutors to use diversions. It should solve most of the issues identified in this action item. It also may take some time to measure its impact and may need to be readdressed as those data come in.

**Recommendation:** Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs.

**Status:** Requires Legislative Action

**Background:** In Texas, a DWI offender before September 1, 2019, could not receive deferred adjudication for an impaired driving offense. As a result, many prosecutors have developed pre-trial diversion programs. These programs largely function the same way deferred adjudication programs work. Most pre-trial diversion programs require the offender to complete a period of supervision successfully in exchange for the charge against them being dismissed. Dismissals are typically made with the understanding that if offenders are arrested a second time for an impaired driving offense, they will be treated as a repeat offender. Pre-trial diversion programs vary in length and requirements, varying from county to county. Each program is administered at the discretion of the county prosecutor's office. The 2019 Texas Legislature passed a bill that would allow deferred adjudication for first-time DWI offenses that do not involve a BAC of 0.15 or above if the defendant installs an ignition interlock.

Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed in the 2019 legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

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change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

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HB 3582 now allows deferred adjudication in certain DWI offenses. All deferrals will be eligible to enhance later DWIs. Second offenses, cases with BAC over 0.15, and, most importantly, drivers with CDLs will not be eligible. The deferral will require ignition interlock but will remove all nonjudicial collateral consequences.

This legislative change creates a codified standardized judicially monitored alternative to prosecutor diversions. It should greatly reduce the stresses on prosecutors to use diversions. It should solve most of the issues identified in this action item. It also may take some time to measure its impact and may need to be readdressed as those data come in.

**Recommendation:** Educate law enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized.

**Status:** Not Currently Being Addressed

**Background:** Bills related to sobriety checkpoints have been introduced to the legislature during the many recent sessions without success. Texas has taken an alternative approach to address the problem of impaired driving with no-refusal programs in multiple counties throughout the state. In FY 2021, TxDOT provided grant funding for no-refusal programs in Bexar, Fort Bend, Harris, Montgomery, and Tarrant Counties.

**Recommendation:** Enact rules of professional conduct and disciplinary rules that either totally prohibit assistant prosecutors from engaging in civil law practice or that limit such civil practice to matters that do not involve issues related to pending criminal matters.

**Status:** Requires Legislative Action (The prosecutor that spurred this discussion has since retired and the challenge has resolved itself.)

**Background:** To the TxIDTF's knowledge, there is only one attorney in Texas who is serving in this capacity. Because of the narrow nature of this problem as well as the inability of the TxIDTF to lobby or engage in legislative efforts, this has not been a recommendation the TxIDTF has pursued.

#### D. Adjudication

**Recommendation:** Convene a task force to investigate and report to the Governor and legislature the current deficient state of DWI record keeping and DWI case disposition practices so that appropriate remedies, statutory or otherwise, can be fashioned to address and cure such deficiencies.

**Status:** Not Currently Being Addressed

**Background:** The TxIDTF developed and submitted letters of support for the creation of the Governor's Executive Committee on Impaired Driving. The letters were submitted to the TTC in February 2016 and November 2018.

The TTC created the Texas Traffic Safety Task Force, which developed a plan to reduce serious injuries and deaths on Texas roadways called *Solutions for Saving Lives on Texas Roads* (linked below). Among the identified solutions, the task force recognized the need to create an Impaired Driving Task Force comprised of the highest government officials. There is no forward motion for the creation of the executive committee at this time.

- [Solutions for Saving Lives on Texas Roads](#)

**Recommendation:** Continue funding for the further establishment and expansion of DWI/Drug Courts and for the training of judges, prosecutors, and other personnel needed to operate such courts.

**Status:** Ongoing

**Background:** Many jurisdictions across the state of Texas have established DWI/Drug courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff with the goal of addressing the root cause of impaired driving: abuse of alcohol and other drugs. Specialty courts are required to register with the Office of Court Administration (OCA) before accepting any federal or state funds; linked below is a list of currently registered specialty courts.

TCJ provides training for new and continued education for existing DWI courts. There is room for growth in this area specifically for creating drug courts and establishing additional DWI and drug courts at the statewide level. Additionally, existing specialty courts would benefit from case management software and analytical information that would help the courts manage participants and their records. However, due to costs, very few courts have an efficient record management system.

- [Texas Specialty Courts by County](#)

**Recommendation:** Encourage judges to not permit DWI defendants to avoid community supervision where the best interest of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment.

**Status:** Jurisdictional Condition

**Background:** Currently, TxIDTF program partners such as TMCEC, TCJ, TCJTC, TAC, and TDCAA provide education to judges and prosecutors related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.

HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

**Recommendation:** Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases.

**Status:** Not being addressed

**Background:** The Take Wheel initiative, administered by MADD, no longer participates in providing training for court monitoring and assessment of trial outcomes. Instead, the program focuses on key segments of law enforcement, community stakeholders, and at-risk populations in high impaired driving threat areas.

**Recommendation:** Enact a driving while intoxicated statute that would enable DWI/Drug Court judges, upon motion from the prosecutor, reward those who successfully complete a DWI/Drug court program of one year or longer in duration, by waiving surcharges/fines.

**Status:** Complete

**Background:** HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

## E. Administrative Sanctions and Drivers Licensing Programs

### 1. Administrative License Revocation and Vehicle Sanctions

**Recommendation:** Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user.

**Status:** Ongoing

**Background:** In FY 2021, TTI received a grant from TxDOT to evaluate ignition interlock devices' impact on recidivism of offenders. This evaluation will seek to understand the effect ignition interlock devices have on offenders and recidivism rates. To conduct this evaluation, TTI will work with one county with a high number of fatal alcohol-related crashes. While this evaluation does not specifically look at sanctions applied to noncompliant users, it does seek to understand the penetration and impact of ignition interlock devices on users.

**Recommendation:** Notify and/or train law enforcement officers about the ignition interlock program and license so that they are able to recognize an interlock-restricted license and take appropriate action for noncompliance.

**Status:** Ongoing

**Background:** In FY 2020, TTI received a grant to provide training to law enforcement and other stakeholders on ignition interlock devices and related statutes. For law enforcement officers, the training focuses on when an ignition interlock is required, how to recognize a driver's license with an ignition interlock requirement, and how to determine roadside if the device is functioning properly.

**Recommendation:** Resolve the continued concern about the administrative hearings' negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings.

**Status:** Not Currently Being Addressed

**Background:** In Texas, ALR law authorizes police to confiscate the driver's license of an individual arrested on the suspicion of DUI and/or DWI who either refuses to submit to a chemical test (breath or blood) or has test results that indicate a BAC above the per se limit of 0.08 g/dL. At the time of license confiscation, drivers are given a notice of suspension that allows them to drive temporarily for a period of time until their license is suspended. During this temporary driving period, the suspension may be challenged through an administrative hearing. If the suspension is not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period and/or receive an occupational license that allows them to transport themselves to and from work.

At this time, no evaluation has been conducted to determine the impact of the ALR process on the criminal cases. A study of this magnitude would be difficult to complete in Texas due to the record retention policies of ALR courts and the length of time that often passes between the ALR hearing and disposition of the criminal case.

**Recommendation:** Conduct a study of the effect of the Responsible Driver Act surcharge on subsequent compliance and re-licensure of drivers to determine if alternative source of revenue should be sought.

**Status:** Complete

**Background:** HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

**Recommendation:** Provide accountability for the ignition interlock program by specifying in law or policy to whom responsibility for review of driver behavior and sanction of non-compliance belongs.

**Status:** Requires Legislative Action

**Background:** Currently, no central agency has authority to monitor and ensure ignition interlock program compliance of offenders. At this time, each jurisdiction is entitled to establish monitoring policies and procedures within the jurisdiction. As a result, the ignition interlock program in Texas is not applied consistently or uniformly. Presently, compliance should fall to the court that ordered the ignition interlock. Notification of the court should come from CSCD personnel or other personnel responsible for the oversight of the convicted violator in cases where ignition interlock was a condition of supervision.

**Recommendation:** Enact a law that allows vehicle sanctions to be used for DWI convictions.

**Status:** Requires Legislative Action

**Background:** Presently, Texas does not employ vehicle sanctions such as license plate impoundment or vehicle forfeiture as a sanction for DWI convictions. To implement these sanctions, the Texas Code of Criminal Procedure would need to be modified to allow it. The TxIDTF is unable to lobby for these changes.

## 2. Driver Licensing Programs

None



## COMMUNICATION PROGRAM

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multilingual materials, Texas has taken care to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 6. These efforts represent event-specific, holiday, and year-long efforts. The state’s communications plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

**Table 6. Impaired Driving Communication Projects and Campaigns**

Project Title	FY 2021	FY 2022	Planned FY 2023
Statewide Impaired Driving Campaign*	X	X	X
Impaired Driving Mobilization STEP Grant Program	X	X	X
Project Celebration	X	X	X

*\*Football Season, Christmas/New Year Holiday, Labor Day, College and Young Adult, Spring/Early Summer Holidays, Faces of Drunk Driving and Labor Day. These communication campaigns existed as separate impaired driving campaigns until their consolidation in FY 2016.*

TxDOT has developed strong relationships with the following types of organizations and has worked with them in the past to maximize the impact of all communications:

- Alternative transportation opportunities—public transportation, ride-share companies, cabs.
- Community outreach activities—National Night Out, health fairs, coalitions, sporting events, etc.
- Corporations—Texas Association of Broadcasters, NCC Media, Fox Sports Southwest, iHeart, Punchdrunk Digital, IMG, All Over Media and Billups.

- Business and professional associations—representing restaurants, convenience stores, colleges, business alliances, chambers of commerce, etc.
- Distributor’s campaign and education programs.
- Festival and event groups—San Antonio’s Fiesta Oyster Bake, Lockheed Martin Armed Forces Bowl, WBCA Jalapeno Festival, Corpus Christi Brewery Festival, Brady Goat Cook-off, West Texas State Fair, East Texas State Fair, BFD Concert, Bison Music Festival, and college football tailgating and game time.
- Judicial networks (teen courts, TCCA, judges/clerks, etc.).
- NSC’s employer network, safe communities, and teen coalitions.
- Youth and college groups—Teens/U in the Driver Seat and other young driver programs, Texas FLCAA FACTS, new student orientation program, athletic departments, and residence hall/housing programs at universities such as University of Texas Austin, Texas A&M University, Texas Tech, etc.

During the COVID-19 pandemic, some of the above bulleted activities were postponed; however, TxDOT Alcohol and Other Drug Countermeasure partners were approved to resume outreach activities if they had a “close contact” policy in place that follows Centers for Disease Control and Prevention guidelines. With the reopening of communities, new activities are planned in the upcoming year, including public outreach events and an interactive traveling exhibit.

TxDOT focuses on educating Texans about the important issue of impaired driving by reaching the public through a variety of means. These include but are not limited to:

- Press Releases and Media and Outreach Events
- News Interviews (Print, TV, Online)
- Billboards
- Bar and Restaurant Advertising (Posters, Clings, Coasters)
- Posters, Notepads, Mesh Banners, and Information Cards
- Traditional TV—Public Service Announcements (PSAs)
- Digital TV (OTT/CTV)—Paid Advertising
- Traditional Radio—PSAs
- Digital Radio (Pandora Radio)—Paid Advertising
- Online Digital Advertising (YouTube, Mobile Video, Dating Apps)
- Social Media (Facebook, Instagram, Snapchat, TikTok, Twitter)—Paid and Organic
- Influencer Program—Paid and Organic
- Website Featuring Interactive “Consequences Spinner” and Testimonials

COVID-19 caused a hardship for the state that ended in delaying the actuation of the statewide impaired driving campaign in FY 2020–2021. Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign in FY 2021–2022 and is tasked with building a year-long integrated marketing and communications effort.

In addition to these mass media tactics, the communications program includes a serious grassroots campaign to educate the public through word of mouth. The 25 TxDOT districts are staffed with traffic safety specialists (TSSs) who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high schools and colleges, sponsor parade floats, and distribute educational materials to local employers. Many of the TSSs have organized their own local safety coalitions, which are comprised of law enforcement, business leaders, and concerned citizens.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly provide content that is made available for download from the website showing the consequences of drinking and driving. These materials include

testimonial videos by survivors of drunk driving and by those who have been charged with a DWI, as well as other print and digital resources that share the consequences of driving after drinking and the many alternatives to doing so.

Utilizing available qualitative and quantitative data, TxDOT and ad agency partners regularly perform market studies to determine what messages and tactics will best reach target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month. Based on this important research, subtle changes to campaigns have been made. One example is messaging that addresses the “bulletproof” feeling of many young adults by reinforcing the fact that there are real, life-altering consequences to driving after drinking that can happen to them. Another example is replacing the term “designated driver” with “sober ride” since frequently the “designated driver” is determined as the person who has consumed the *least* amount of alcohol instead of the person who has not consumed *any* amount of alcohol. It also reminds people that there are many transportation options available if everyone in their group has been drinking (cab, ride share, bus, etc.).

### **Recommendations from the 2015 Impaired Driving Technical Assessment**

**Recommendation:** Develop a communications plan that includes a well thought out plan to deliver life-saving highway safety messages to the intended audiences and traffic safety partners.

**Status:** Ongoing

**Background:** Texas has developed and launched a comprehensive communications program. Campaigns educate people about both the dangers and the consequences of impaired driving. Special care has been taken to develop multilingual materials to ensure that messages are culturally appropriate and relevant.

**Priority Recommendation:** Evaluate the highway safety office marketing to ensure its messages are reaching target audiences.

**Status:** Ongoing

**Background:** TxDOT and Sherry Matthews Group regularly perform market studies to determine what messages and tactics will best reach target audiences, as well as measure advertising recall, message penetration, and changes in behavior over time.



## ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Screening, assessment, treatment, and rehabilitation are vital components to curb the impaired driving problem since impaired driving behavior is often a symptom of a more significant issue. Frequently impaired drivers' clinical needs (i.e., alcohol and other drug misuse) get in the way of a person making safe driving decisions. Identifying and providing appropriate sanctions and services to individuals who are more likely to pose a threat to public safety and have further clinical needs are steps in the direction of increasing safety of the community and reducing recidivism in Texas.

Evidence-based screening tools provide preliminary data on an offender's potential clinical needs or risk levels. At the same time, assessment tools identify the nature of those clinical needs and intervention levels. Assessment data inform criminal justice professionals and the mental health community about which sanctions, treatment, and rehabilitation plans are appropriate for an individual offender.

The American Psychological Association defines psychological treatment as the exclusive purview of trained mental health professionals to yield healthy and adaptive change in a person's behavior, thoughts, and emotions. The major types of mental health professionals are psychologists, counselors, clinicians, therapists, clinical social workers, psychiatrists, and mental health nurse practitioners. In general, these practitioners are allowed to screen and assess individuals for clinical needs and develop treatment plans for offenders.

According to the World Health Organization, rehabilitation is a set of interventions designed to optimize a person's functioning and health. Some examples of rehabilitative interventions offered to DWI offenders in the state are DWI education classes, community service, monitoring and supervision, victim impact panels, peer support groups, interlock, and transdermal monitoring. These rehabilitation options can be offered by any members of the legal system and the community as a whole. These services are often offered and regulated by jails, courts, CSCDs, community providers, licensing boards, and mental health providers.

The TxIDTF has members who conduct screening assessments and prescribe and directly provide rehabilitation services to DWI offenders. Currently, the task force has no representatives of the treatment community.

### **Screening and Assessment**

Screening and assessment data allow the criminal justice system to make informed decisions about an offender's risk and needs levels, which directly correlate to a community's safety and recidivism rates. It is important to note that there is a difference between correctional and clinical screenings and assessments. Correctional screenings and assessments tend to focus on criminal risk taking with less detail on an offender's clinical needs. Still, the main focus is to determine an offender's criminal risk level to the public and quantify the levels of supervision needed. In contrast, clinical screening and assessment tools focus on an offender's clinical needs and levels of rehabilitation and treatment needed.

Screenings and further assessment can be done at any point in the DWI pipeline. Jailers, prosecutor offices, magistrates, judges, community supervisors, and treatment providers can request appropriate screening and assessment of DWI offenders. In Texas, DWI offender screenings and assessments are done mainly by outreach, screening, assessment, and referral centers; private licensed providers; jailers; and community supervision and corrections departments (CSCDs). CSCDs throughout the state handle screening of DWI offenders differently. Some CSCDs screen offenders in-house, while others refer offenders to licensed providers within the community. Each CSCD follows the policies and procedures established by the courts in its jurisdiction. It is important to note that CSCDs are statutorily required to use specific risk/assessment screening and assessment tools, with only a tiny minority adding DWI-validated screening and assessment tools to the evaluation process. Some of the DWI-validated screening and assessment tools are the Computerized Assessment and Referral System (CARS), Impaired Driving Assessment, and DUI Risk and Needs Triage. DWI-validated tools are preferred to generalized instruments since they were validated for the DWI offenders and present more accurate needs/risk results for this population.

### **Screening and Brief Intervention**

CSCDs often use the Texas Risk Assessment System (TRAS) screening and assessment tool to determine an offender's risk and needs levels. The results point to which rehabilitation interventions will be used. CSCDs also tend to supplement offenders' evaluations with clinical screening tools such as the Substance Abuse Subtle Screening Inventory (SASSI). The El Paso jurisdiction is pioneering a project to add a DWI-validated screening and assessment tool into its DWI court program.

One evidence-based intervention tool used for reducing alcohol misuse that has been implemented is Screening and Brief Intervention Referral to Treatment (SBIRT), or Screening and Brief Intervention (SBI). SBIRT involves a short, standardized screening designed to provide a score to the participant reflective of the person's alcohol use (e.g., abstainer/low risk, high risk, etc.). The score is then used to discuss, through a short motivational interview with a trained individual, the behaviors that accompany a participant's alcohol use and the options for changing behavior.

Usually, SBIRT and SBI are offered in hospital settings. In the traffic safety community, SBIRT or SBI is being offered to the college student population through TxSDY's Screening and Brief Intervention for Risky Alcohol Use and DUI Among College Students program and Screening and Brief Intervention for Prescription Drug Misuse and Marijuana Use Among College Students program.

The TxIDTF strongly considers SBIRT and SBI to be effective countermeasures against alcohol-impaired driving. The TxIDTF would like to see additional SBIRT and SBI programming that provides for universal screening and record keeping, training additional professionals in brief interventions to motivate reduced alcohol use, and identifying linkages with other institutions where SBIRT or SBI are routinely used. A barrier to effective SBIRT is the difficulty of connecting people who have needs with referrals to services. Recent programs are attempting

to solve this issue by improving the referral process from SBIRT to specialized treatment. While these approaches focus on offenders, universal screening is intended to reach the broader population of drivers to address clinical needs prior to impaired driving. Moving upstream to prevention requires SBIRT in the general population in healthcare settings like primary care.

### **Treatment and Rehabilitation**

Following screening and assessments, DWI offenders receive an intervention that will include a rehabilitation plan and, depending on the need, a treatment plan as well. All jurisdictions in Texas, through its CSCDs, offer rehabilitation options to DWI offenders. Some jurisdictions provide treatment and rehabilitation services through pre-trial intervention programs, specialty courts, and community supervision. For example, the Harris County CSCD offers a comprehensive set of treatment and rehabilitation options to DWI offenders. Jurisdictions such as Bexar, Brazoria, Collin, Dallas, Denton, El Paso, Fort Bend, Harris, Hidalgo, Lubbock, McLennan, Midland, Montgomery, Tarrant, Travis, Victoria, and Williamson Counties have a DWI court. DWI courts are known to offer screening, assessment, treatment, and rehabilitation services to DWI offenders. The task force has representatives from a few of these DWI courts. Most DWI courts only accept felony DWI offenders with a few exceptions: Dallas, Fort Bend, Hidalgo, and Tarrant Counties have misdemeanor DWI courts. Local courts use minor in possession and public intoxication citations to employ early intervention. These courts deal with DUI-minor cases. These judges cannot impose treatment options on minors; they can only impose rehabilitation options such as DWI classes.

### **Monitoring Impaired Drivers**

In Texas, DWI offenders can be ordered to submit to alcohol monitoring through court-ordered probation or as a pre-trial bond condition. Alcohol monitoring may include ignition interlock, transdermal alcohol monitoring, remote alcohol monitoring, portable breathalyzer, chemical assessment, and any combination of these approaches. Orders for alcohol monitoring and sanctions for alcohol infractions are typically applied on a case-by-case basis. More systematic procedures for determining who receives which type of monitoring and how alcohol infractions are responded to will increase the effectiveness in curbing alcohol use and the impaired driving behavior.

Some CSCDs have a specialized DWI caseload to monitor DWI offenders. These caseloads usually emerge as a need to monitor interlock devices. Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. However, OCA does track the number of DWI felony and misdemeanor cases that are active and inactive as well as how cases are adjudicated. In addition, OCA tracks the number of ignition interlock devices that are issued as a condition of bond in justice and municipal courts.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should not be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

A more holistic form of monitoring is done through specialty courts. Texas has established funding for specialty treatment courts that integrate screening and assessment, treatment, and rehabilitation components into monitoring practices. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.

### **Training the Criminal Justice System on Screening, Assessment, Treatment, and Rehabilitation**

The task force has members involved in training the criminal justice community on the importance of using evidence-based screening and assessment tools, treatment, and rehabilitation. CADES has the Texas Ignition Interlock Training, Outreach, and Evaluation Program and the CADES Training and Assistance for Criminal

Justice Professionals on DWI Treatment Interventions. TMCEC offers training through its Municipal Traffic Safety Initiatives, TJCTC through its Texas Justice Court Traffic Safety Initiative, and TCJ through its Texas Judicial Resource Liaison and Impaired Driving Judicial Education.

## Recommendations from the 2015 Impaired Driving Technical Assessment

### A. Screening and Assessment

#### 1. Criminal Justice System

**Recommendation:** Develop and implement a DWI tracking system.

**Status:** Not Currently Being Addressed

**Background:** TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2021. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

**Recommendation:** Require the use of uniform and standardized screening protocols in community supervision (probation).

**Status:** Not Currently Being Addressed

**Background:** Currently, each CSCD sets its own policies and procedures related to substance abuse screening and evaluation for its probationers. This system means that each department in Texas may use a different screening instrument based on preference and training of staff. To implement this change, input from community supervision leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role. There is a standardized assessment, TRAS. TRAS includes a screening instrument as well as a full assessment. The Texas Department of Criminal Justice is required to use this screening for offender populations in prison and probationers on community supervision.

**Recommendation:** Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs.

**Status:** Not Currently Being Addressed

**Background:** Currently, all offender education programs in Texas are regulated by TDLR. To implement this recommendation, input from TDLR leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.

#### 2. Medical or Healthcare

**Recommendation:** Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas.

**Status:** Not Currently Being Addressed

**Background:** Research indicates SBIRT in hospital settings is a highly effective way to reduce impaired driving. For that reason, among others, Level 1 Trauma Centers are required by federal law to implement an SBIRT process. However, the law does not provide universal requirements for implementing an SBIRT program, so programs and implementation vary across hospital/trauma rooms. Additionally, few hospitals appear to be aware of the Medicaid and Medicare codes they can activate related to covering SBIRT expenses in an emergency room setting. If funding is available, it would be beneficial to educate hospitals on the most effective ways to (a) implement SBIRT in a hospital setting, and (b) utilize Medicaid and Medicare codes to cover related expenses. Additionally, research indicates that administering SBIRT programs in criminal justice settings increases the likelihood of DWI offenders receiving this intervention. Therefore, it would also be beneficial to support SBIRT programs in a criminal/judicial setting.

Texas Health and Human Services Commission has secured a contract to implement SBIRT in hospitals: Dell Children's, Ben Taub, Dell Seton, and Be Well Texas at UT Health San Antonio. UT Health San Antonio

contracts with the Health Behavior Research and Training Institute at The University of Texas at Austin, which is in contract with the hospitals listed above to develop policies and procedures for implementing SBIRT in the healthcare setting (includes the development of a training plan for implementation of SBIRT). This program is for all substance use disorders and includes alcohol. Patient navigators follow up on those who need a plan for referral to treatment. The goal is to provide support throughout the referral process to increase treatment.

Input from administrators from systems delivering SBIRT would be helpful to ensure there is no adverse impact on their ability to perform their functional role in additional settings.

**Recommendation:** Implement screening, brief intervention, referral to treatment procedures on college campuses throughout Texas.

**Status:** Ongoing

**Background:** TxSDY has provided campuses with training and support for implementing SBI on their campuses since 2010, starting with a grant from the Department of Education. TxSDY is currently funded through TxDOT to provide this service. Multiple campuses have been professionally trained by an SBIRT expert to utilize a standardized screening tool and perform a motivational interview specific to the college setting. TxSDY provides support for identifying ways to implement SBI in a low-cost scenario on campuses. TxSDY has evaluated this primary prevention approach through a Center for Substance Abuse Prevention Service to Science Evaluation Enhancement award and subsequent evaluations from an external professional evaluator. Results have shown the program is effective at reducing risky alcohol use.

## B. Treatment and Rehabilitation

**Recommendation:** Expand the availability of DWI courts in Texas.

**Status:** Ongoing

**Background:** Many jurisdictions have established specialty courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff with the goal of addressing the root cause of impaired driving: abuse of alcohol and other drugs. Specialty courts have the option to register with the Office of the Texas Governor; linked below is a list of currently registered specialty courts.

TCJ provides training for new and continued education for existing DWI courts. There is room for growth in this area specifically for creating drug courts and establishing additional DWI and drug courts at the statewide level. Additionally, existing specialty courts would benefit from case management software and analytical information that would help the courts manage participants and their records. However, due to costs, very few courts have an efficient record management system.

- [Texas Specialty Courts by County](#)

**Recommendation:** Require the use of uniform and standardized screening protocols in all DWI education programs.

**Status:** Not Currently Being Addressed

**Background:** Currently, all offender education programs in Texas are run through the TDLR. To implement this change, input from TDLR leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.



## PROGRAM EVALUATION AND DATA

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the state. The TxIDTF and the TxDOT Alcohol and Other Drug Countermeasures Program rely primarily on crash data from CRIS and FARS. As projects and programs develop, program partners initiate surveys that explore attitudes and reactions to laws, educational campaigns, and cultural issues related to impaired driving.

When programs or processes are evaluated in relation to impaired driving, researchers use data from criminal histories, driver licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the state. For the purpose of research and evaluation, efforts are being made to try to connect data from criminal histories and driver licensing so that stakeholders can assess the impact of countermeasures on DWI and, more specifically, recidivism. While TRCC is currently working to coordinate CRIS, DSHS, TxDPS, and court records, an impaired driving database would ideally encompass these and additional records. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

## Recommendations from the 2015 Impaired Driving Technical Assessment

### A. Evaluation

**Recommendation:** Include in the electronic crash system a list of appropriate factors which contributed to the crash from which the officers can select, to include a means of designating which factor was the primary one.

**Status:** Complete

**Background:** The TxDOT CRIS database has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2. TxDOT has established a set list of contributing factors that law enforcement officers can select from and is defined in the CR 100 Section 4.6.1.4.

**Recommendation:** Engage the Traffic Records Coordinating Committee to develop the database needed for impaired driving enforcement evaluation from the core data systems of the State Records System, including citations/adjudication, driver, vehicle, roadway, crash and injury surveillance.

**Status:** Ongoing

**Background:** In FY 2017, TTI received a grant to assess the feasibility of a core traffic records database. Since that time, the TRCC has been making efforts to improve links between the six core traffic records databases, but major steps forward are currently long-term objectives.

The OCA explored the feasibility of a citation repository, which is a component of an impaired driving database. However, this effort ended due to a lack of funds for ongoing maintenance of the database and a prioritization of other projects that were deemed to have a higher immediate impact on traffic safety.

TxDPS is updating its Records Management System (RMS). The TxDPS Highway Safety Operations Center (HSOC) plans to use data retrieved from the system to guide targeted impaired driving enforcement. While smaller efforts are underway, major improvements at a statewide level are not anticipated in the short term.

### B. Data and Records

**Priority Recommendation:** Develop a DWI tracking system to enable analysis of the impaired driving problem in the state.

**Status:** Not Currently Being Addressed

**Background:** TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking, and many of the processes that would streamline the creation of a DWI tracking database are not in place in Texas. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2021.

TxDPS is updating its RMS, and TxDPS HSOC plans to use data retrieved from the system to guide targeted impaired driving enforcement. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

**Recommendation:** Engage the Traffic Records Coordinating Committee in determining the source and location of various data elements that are needed in an effective DWI tracking system.

**Status:** Not Currently Being Addressed

**Background:** TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking, and many of the processes that would streamline the creation of a DWI tracking database are not in place in Texas. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2020. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

**Recommendation:** Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration.

**Status:** Not Currently Being Addressed

**Background:** OCA received a grant to begin completing a statewide eCitation database. However, in FY 2018, efforts were suspended due to a lack of ongoing funds to pay for maintenance and upkeep of the database once completed. No further efforts are planned at this time.

**C. Driver Records Systems**

**Recommendation:** Enact legislation that prevents removal of DWI conviction data from the driver history.

**Status:** Requires Legislative Action

**Background:** Texas law requires that any conviction for DWI remain on the driver history of the offender for life unless the offender has applied for and been granted expungement. It is unclear how many offenders apply for and are granted expungement annually. Without this information, it is unknown what effect this has on the ability to appropriately sanction offenders. The TxIDTF cannot lobby for legislative change to impact this recommendation.



## SUMMARY

The TxIDTF has evolved over the last 17 years to include all aspects of the impaired driving challenge continuum. The TxIDTF has developed the Texas Impaired Driving Plan—which encompasses the areas of program management and strategic planning, prevention, criminal justice, communications, alcohol and other drug misuse, and program evaluation and data—in order to affect the issue of impaired driving. By taking a comprehensive approach, the TxIDTF can significantly impact impaired driving in the state. New and innovative projects are funded each year by TxDOT’s Behavioral Traffic Safety Alcohol and Other Drug Countermeasures Program to address all the diverse components of a comprehensive impaired driving program. The TxIDTF will continue to change and evolve as processes and laws change in the state in order to continue to achieve further reductions in impaired driving fatalities, injuries, and crashes.

# APPENDIX-SIGNATURES OF APPROVAL

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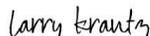
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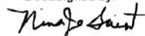
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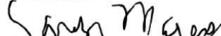
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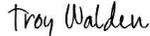
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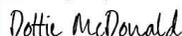
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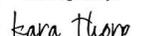
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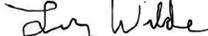
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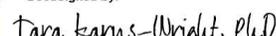
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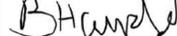
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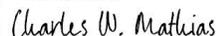
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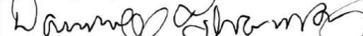
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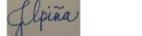
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## Registered Motorcycles per County

County	Total
001 - ANDERSON	700
002 - ANDREWS	297
003 - ANGELINA	920
004 - ARANSAS	538
005 - ARCHER	150
006 - ARMSTRONG	49
007 - ATASCOSA	578
008 - AUSTIN	632
009 - BAILEY	56
010 - BANDERA	786
011 - BASTROP	1,656
012 - BAYLOR	46
013 - BEE	282
014 - BELL	7,239
015 - BEXAR	20,740
016 - BLANCO	375
017 - BORDEN	10
018 - BOSQUE	357
019 - BOWIE	1,234
020 - BRAZORIA	5,313
021 - BRAZOS	2,293
022 - BREWSTER	297
023 - BRISCOE	7
024 - BROOKS	44
025 - BROWN	613
026 - BURLESON	359
027 - BURNET	1,060
028 - CALDWELL	567
029 - CALHOUN	301

County	Total
030 - CALLAHAN	282
031 - CAMERON	3,124
032 - CAMP	183
033 - CARSON	125
034 - CASS	494
035 - CASTRO	68
036 - CHAMBERS	745
037 - CHEROKEE	620
038 - CHILDRESS	96
039 - CLAY	204
040 - COCHRAN	16
041 - COKE	50
042 - COLEMAN	117
043 - COLLIN	12,605
044 - COLLINGSWORTH	33
045 - COLORADO	311
046 - COMAL	4,409
047 - COMANCHE	180
048 - CONCHO	33
049 - COOKE	819
050 - CORYELL	1,619
051 - COTTLE	15
052 - CRANE	49
053 - CROCKETT	38
054 - CROSBY	72
055 - CULBERSON	33
056 - DALLAM	126
057 - DALLAS	18,125
058 - DAWSON	124

County	Total
059 - DEAF SMITH	238
060 - DELTA	83
061 - DENTON	12,712
062 - DEWITT	284
063 - DICKENS	39
064 - DIMMIT	146
065 - DONLEY	45
066 - DUVAL	77
067 - EASTLAND	296
068 - ECTOR	2,145
069 - EDWARDS	58
070 - ELLIS	10,623
071 - EL PASO	3,334
072 - ERATH	583
073 - FALLS	162
074 - FANNIN	637
075 - FAYETTE	339
076 - FISHER	58
077 - FLOYD	62
078 - FOARD	16
079 - FORT BEND	7,491
080 - FRANKLIN	222
081 - FREESTONE	257
082 - FRIO	253
083 - GAINES	324
084 - GALVESTON	6,325
085 - GARZA	62
086 - GILLESPIE	558
087 - GLASSCOCK	12

Registered Motorcycles per County (Continued...)

County	Total
088 - GOLIAD	115
089 - GONZALES	204
090 - GRAY	456
091 - GRAYSON	2,956
092 - GREGG	1,615
093 - GRIMES	499
094 - GUADALUPE	3,128
095 - HALE	361
096 - HALL	26
097 - HAMILTON	134
098 - HANSFORD	61
099 - HARDEMAN	64
100 - HARDIN	999
101 - HARRIS	35,116
102 - HARRISON	1,107
103 - HARTLEY	86
104 - HASKELL	42
105 - HAYS	3,649
106 - HEMPHILL	52
107 - HENDERSON	1,732
108 - HIDALGO	5,247
109 - HILL	683
110 - HOCKLEY	305
111 - HOOD	1,526
112 - HOPKINS	549
113 - HOUSTON	261
114 - HOWARD	535
115 - HUDSPETH	43
116 - HUNT	1,893

County	Total
117 - HUTCHINSON	491
118 - IRION	26
119 - JACK	113
120 - JACKSON	175
121 - JASPER	514
122 - JEFF DAVIS	46
123 - JEFFERSON	2,519
124 - JIM HOGG	53
125 - JIM WELLS	323
126 - JOHNSON	3,816
127 - JONES	261
128 - KARNES	123
129 - KAUFMAN	2,290
130 - KENDALL	1,045
131 - KENEDY	3
132 - KENT	12
133 - KERR	1,197
134 - KIMBLE	71
135 - KING	1
136 - KINNEY	52
137 - KLEBERG	356
138 - KNOX	30
139 - LAMAR	834
140 - LAMB	145
141 - LAMPASAS	628
142 - LASALLE	68
143 - LAVACA	220
144 - LEE	205
145 - LEON	264

County	Total
146 - LIBERTY	1,320
147 - LIMESTONE	277
148 - LIPSCOMB	59
149 - LIVE OAK	184
150 - LLANO	596
151 - LOVING	1
152 - LUBBOCK	3,524
153 - LYNN	68
154 - MADISON	151
155 - MARION	224
156 - MARTIN	64
157 - MASON	63
158 - MATAGORDA	497
159 - MAVERICK	423
160 - MCCULLOCH	101
161 - MCLENNAN	3,263
162 - MCMULLEN	6
163 - MEDINA	933
164 - MENARD	17
165 - MIDLAND	2,140
166 - MILAM	376
167 - MILLS	72
168 - MITCHELL	112
169 - MONTAGUE	481
170 - MONTGOMERY	10,396
171 - MOORE	282
172 - MORRIS	168
173 - MOTLEY	15
174 - NACOGDOCHES	766

### Registered Motorcycles per County (Continued...)

County	Total	County	Total	County	Total
175 - NAVARRO	554	202 - SABINE	203	229 - TYLER	337
176 - NEWTON	193	203 - SAN AUGUSTINE	95	230 - UPSHUR	820
177 - NOLAN	238	204 - SAN JACINTO	602	231 - UPTON	46
178 - NUECES	3,944	205 - SAN PATRICIO	1,113	232 - UVALDE	346
179 - OCHILTREE	161	206 - SAN SABA	62	233 - VAL VERDE	549
180 - OLDHAM	26	207 - SCHLEICHER	42	234 - VAN ZANDT	1,020
181 - ORANGE	1,383	208 - SCURRY	249	235 - VICTORIA	1,181
182 - PALO PINTO	541	209 - SHACKELFORD	39	236 - WALKER	791
183 - PANOLA	338	210 - SHELBY	306	237 - WALLER	892
184 - PARKER	3,414	211 - SHERMAN	36	238 - WARD	198
185 - PARMER	79	212 - SMITH	3,163	239 - WASHINGTON	531
186 - PECOS	181	213 - SOMERVELL	201	240 - WEBB	1,993
187 - POLK	1,151	214 - STARR	249	241 - WHARTON	465
188 - POTTER	1,778	215 - STEPHENS	95	242 - WHEELER	75
189 - PRESIDIO	96	216 - STERLING	12	243 - WICHITA	2,335
190 - RAINS	272	217 - STONEWALL	24	244 - WILBARGER	156
191 - RANDALL	2,857	218 - SUTTON	36	245 - WILLACY	113
192 - REAGAN	42	219 - SWISHER	97	246 - WILLIAMSON	8,663
193 - REAL	88	220 - TARRANT	25,480	247 - WILSON	1,011
194 - RED RIVER	177	221 - TAYLOR	2,218	248 - WINKLER	125
195 - REEVES	119	222 - TERRELL	20	249 - WISE	1,751
196 - REFUGIO	81	223 - TERRY	121	250 - WOOD	933
197 - ROBERTS	17	224 - THROCKMORTON	31	251 - YOAKUM	94
198 - ROBERTSON	194	225 - TITUS	355	252 - YOUNG	347
199 - ROCKWALL	1,853	226 - TOM GREEN	1,988	253 - ZAPATA	101
200 - RUNNELS	133	227 - TRAVIS	13,229	254 - ZAVALA	111
201 - RUSK	711	228 - TRINITY	277		
				June 16, 2022	<b>341,507</b>

### Motorcycle Safety Training Locations

All motorcycle instructor preparation courses are now conducted by Texas A&M Engineering Extension Service (TEEX). Training is conducted at their Rellis Campus in College Station with the ability to perform training in schools across the state.