September 2019

Highway Safety Plan
FY 2020
Texas

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **Yes**

S. 405(d) Alcohol-Ignition Interlock Law: **Yes**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **Yes**

S. 1906 Racial Profiling Data Collection: **Yes**

Highway safety planning process

Data Sources and Processes

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), 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.

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 di□erences in coding rules and data certification, 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. TRF-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, 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:

1. Review of past and current data and trends
2. Review of past performance with program area managers
3. Meetings with and input from traffic safety partners
4. Review of crash data analysis compiled by TxDOT and others
5. 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 NHTSA and 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 TRF-BTS 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:

1. Comprehensive Statewide problem identification to pinpoint and prioritize program areas to be addressed
2. Review and selection of appropriate, evidence-based *performance measures*
3. Review and selection of appropriate, data-driven *targets* for selected performance measures

4. Selection of emphasis *areas for priority funding* consideration

5. Analysis of available resources including Federal, State, and local *funding* sources

6. 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. The 3 activity 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:

1. Documentation of current safety levels

2. Quantifiable annual performance targets, and

3. Justification for each performance target that explains why the target is appropriate and data-driven

FY 2020 performance measures, targets, and projects for each of the program areas are listed in this HSP.

Processes Participants

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 sta 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), National Highway Traffic Safety Administration (NHTSA) research and analysis, and others as appropriate.

Internally, TRF-BTS is sta ed 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. The TRF-BTS works closely with the TRF Crash Data and Analysis Section, TRF Engineering, and other partners within TxDOT.

TRF-BTS continually works with traffic safety partners and stakeholders. It co-hosts along with the Texas Transportation Institute (TTI) 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 o ering input. These Texas traffic safety stakeholders include organizations such as:

A&M Agrilife Extension Service

A&M Transportation Institute (TTI)

AIA Engineers

Alcoholic Beverage Commission (TABC)

American Automobile Assoc. (AAA)

Association of General Contractors (AGC)

Atmos Energy

Austin Capital Metro (Cap Metro)

Austin TD – Vision Zero

Bicycle Advisory Committees

BNSF Railway Company

Capital Area Metropolitan Planning Organization (CAMPO)

Center for Transportation Research (TTI)

Child Fatality Review Teams (CFRT)

City Governments, various

City of Schertz

Commission on Law Enforcement (TCOLE)

Councils of Government (COG)

Department of Motor Vehicles (DMV)

Department of Public Safety (DPS)

Department of State Health Services (DSHS)

Dunaway Associates LP

Ector County

Federal Highway Administration (FHWA)

Federal Motor Carrier Administration

(FMCSA)

Federal Railroad Administration (FRA)

Fire/EMS Departments

GDC Marketing and Ideation

Harris County Office of Homeland Security and Emergency Management

H-GAC

Hillcrest Baptist Medical Center Houston Tomorrow

ICA/ Odessa Chamber

Impaired Driving Task Force

Innovative Transportation Solutions

Kimley-Horn (Design Consulting) Lee Engineering

Mansfield

Memorial Hermann

Metropolitan Planning Organizations (MPO)

Midland Development Corp.

Mobisoft (Software Development)

Mongomery Co OHSEM

Mothers Against Drunk Driving (MADD)

Motorcycle Safety Task Force

MOTRAN Alliance Inc.

National Highway Traffic Safety Administration (NHTSA)

North Central Texas Councils of Government (NCTCOG)

North Texas Tollway Authority (NTTA)

NSC Our Driving Concern

Office of Court Administration

Operation Life Saver

Other traffic safety advocacy groups

Police Departments, various

Richland Hills

SACADA

Sam Houston State University

San Antonio TCI

Schlumberger

Shell

Standard Sales Company

SUB Consulting Services, LLC.

Tarrant County

Teens in the Driver Seat

TEEX-ESTI

Texans Standing Tall

Texas Association of County Engineers and

Road Administrators (TACERA)

Texas Impaired Driving Task Force

Texas Safe Kids

Texas Tech University (TTU)

The Injury Prevention Center of Greater Dallas

The University of Texas (UT)

TX Center for Judiciary (TCJ)

TX Department of Public Safety (DPS)

TX District and County Attorney's Assoc. (TDCAA)

TX Education Association (TEA)

TX Good Roads Association

Tx LTAP (Local Technical Assistance)

TX Motorcycle Safety Coalition (TMSC)

TX Municipal Courts Education Training Center

TX Municipal Police Association (TMPA)

TX Oil and Gas Association

TX Operation Lifesavers

TX Teen Safe Driving Coalition

TX Transit Safety Professionals Assoc.

TX Trucking Association

Union Pacific Railroad

University Health System

University of Texas Arlington

USDOT

Vision Zero ATX

Walk Austin

Williamson County

Law enforcement subgrantees are providing input through their Law Enforcement Liaisons (LELs), as well as through the grant proposal and monitoring process. Currently, TRF-BTS has access to more than 100 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), 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 the Texas Department of Transportation, Texas Department of Public Safety, Texas Department of Motor Vehicles, Office of Court Administration, Texas Department of State Health Services, and the Texas Center for the Judiciary. The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information. TxDOT TRF-BTS sends e-mail notifications to registered users of TRF-BTS eGrants.

Description of Highway Safety Problems

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-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 2018 approximately 42 percent of Texas population are Anglo, 39 percent Hispanic, 13 percent Black, and 6 percent 'other' racial/ethnic. About 26

percent of the population is less than 18 years old, while 12 percent are 65 or older. It also indicates that in 2018 Texas population is approximately 28,701,845 (an increase from 28,304,596 in 2017).[1]

Texans live in 254 counties that range from 134 people (Loving) to 4,652,980 people (Harris)[2], and approximately 1,217 incorporated cities ranging from 19 people (Los Ybanez) to 2,312,717 people (Houston)[3].

There are more than 24 million Texas registered vehicles[4]. In 2019, Texas had 18,021,203 licensed drivers, an increase from 17,663,163 in 2018[5].

There are approximately 80,444 centerline miles of state-owned roadways, including 3,459 miles of Interstate highways, 11,851 miles of U.S. highways, and 16,391 miles of Texas highways. Another 40,849 miles on the state system are designated as Farm or Ranch to Market roads. The average daily VMT on state-owned highways is 540.4 million miles. The average daily VMT on all roadways in the state is 747.9 million miles. The average annual VMT on state-owned highways is 197.4 billion miles; 273.2 billion on all state roadways in the state. While only 26 percent of roadways in Texas are state-owned, 72 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.

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.

1. Fatalities /Injuries - In 2017, there were 3,722 traffic fatalities (FARS) and 14,892 serious injuries (TxDOT).
2. Impaired Driving - There were 1,468 alcohol-impaired driving fatalities (FARS) in Texas in 2017. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100

million VMT for FY 2017 (the most current year for which data is available). Texas is classified as a mid-range fatality state eligible for Fast Act Section 405(D) funding.

3. Motorcycles – There were 490 motorcyclist fatalities in 2017 (FARS), of which 243 (49.6%) were not wearing a helmet.

4. Safety Belts – Texas recorded 984 unrestrained passenger fatalities in 2018, up from 928 in 2017.[7] Texas' safety belt usage rate for 2018 is 91.34%[8] using the approved survey methodology in TTI's statewide survey for front seat drivers and passengers.

5. Speeding - Of the 3,722 crash fatalities in 2017, 1,029 (27.6%) 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.

Both short- (1 year) and long-term (3 years) targets are established for the program areas in this HSP.

Texas uses a linear trend analysis to establish the new target(s). The linear trend analysis of di erent data sets including three to five years of raw data as well as the moving averages for

those data sets is analyzed. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets and the short-term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

When core measures are being projected, Texas uses FARS data. These targets and benchmarks are adjusted based on availability of new data and re-projected to allow for changes in the trends.

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**	**FARS**

	Crashes Aged Under 21	
C-10	**Pedestrian Fatalities**	**FARS**
C-11	**Bicycle Fatalities**	**FARS**

[1] United States Census Bureau, Quick Facts 2018 https://www.census.gov/quickfacts/fact/table/US/PST045218 05/14/2019

[2] Wikipedia https://en.wikipedia.org/wiki/List_of_counties_in_Texas 05/14/2019

[3] United States Census Bureau, American Fact Finder https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml 05/14/2019

[4] Texas Department of Motor Vehicles 2018 http://www.txdmv.gov/about-us 05/14/2019

[5] Texas Department of Public Safety, Management Analysis Department email dated 05/17/2019

[6] Texas Department of Transportation Pocket Facts FY2016-2017 http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf 05/14/2019.

[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 April 15th, 2019.

[8] *2018 Texas Statewide Survey of Seat Belt Use.* Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. 09/2018.

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 sta□. Scoring teams, reviewers, and other sta□ involved in the selection process are comprised of traffic safety supervisors, lead workers, managers, and 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, Traffic Safety Specialists (TSSs), and other TRF-BTS sta. Individuals on a scoring team serve one of two functions:

1. ***Reviewer -*** Reviewers assigned to a scoring team are responsible for scoring assigned proposals within a designated timeframe. Proposals can be scored via a computer with internet access. Scoring consists of:

1. Adding internal comments, if needed, to a□ected proposal pages. Reviewers do not combine comments on a single page, but post comments directly on each page in question.

2. Selecting the appropriate response to score each question and saving the score sheet

3. 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.

2. ***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:

    1. Serving as point of contact for questions from the team and coordinating responses during the scoring process

    2. Checking the progress of the team during the scoring period

    3. 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:

1. Strength of problem identification, supported with appropriate, current, verifiable documentation of the State or local traffic safety problem

2. Quality of the proposed solution

3. Realistic objectives, performance measures, targets, and activities

4. Cost eligibility

5. Percent of matching funding proposed

6. Reasonable and necessary budget

A subgrantee's prior performance and grade will be reviewed as a component of "demonstrated e□ectiveness" in providing traffic safety projects and will be considered during the grant award process. After all proposals are scored, TRF-BTS sta□ check the proposing agency's

performance grade for the project's previous grant period. Agency projects that receive a grade of A, B, or C will be determined to have provided sound performance in the administration of the grant during the previous grant period. Projects that receive a "D" may not be awarded a grant through the current year's RFP process unless it is determined to be in the best interest of TRF-BTS to do so. In these cases, the agency will be expected to demonstrate improved performance through the first three months of the grant period. Agency projects receiving an "F" also may not be funded through the current RFP cycle, unless it's determined to be in the best interest of the Program, and they too would be expected to demonstrate improved performance through the first three months of the grant period, and in addition would be closely monitored during the grant period. All first-year traffic safety projects will be considered neutral in the grading process and will be viewed as having received a "C" the prior year.

TRF-BTS sta will review each STEP proposal to ensure that all information on the required proposal pages is complete and meets acceptable 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 based on the proposing community's population.

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. After analysis of the available crash data, traffic safety partners input, TRF-BTS input, and funding assignments, proposals are divided into three categories: Core competencies, core auxiliaries, and contiguous competencies.

Core Competencies - These are programs which have the most direct impact on the number of traffic fatalities in the State. Reductions in fatalities caused by factors covered in core competencies have the greatest ability to decrease loss of life significantly in Texas. The core competencies are police traffic services (to include all types of enforcement and Police Traffic Services Support), all alcohol countermeasures, motorcycle safety, pedestrian and bicycle safety, and occupant protection measures, except public information and education.

Core Auxiliaries - These are programs that support the core competencies and have a multiplier e ect, meaning the e ort expended in the core competencies is increased in value and e ect. The core auxiliaries are public information and education, and traffic records.

Contiguous Competencies - These are programs that have an e□ect on the number of traffic fatalities in Texas, but the loss of life in these areas, and therefore the potential saving of life, is less. The contiguous competencies are emergency medical services support, roadway safety, and Safe Communities processes. Contiguous competencies funding equates to an estimated.

Once a project has been preliminarily selected for funding, the proposal will be assigned to a program manager to negotiate and finalize the proposal into a grant. 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) sites, 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 problem identification, project plan, 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 TxDOT Transportation Commission 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:

1. TxDOT Crash Records Information System (CRIS)
2. TxDPS and local police departments' data (crash, arrest, and citation)
3. Department of State Health Services or regional or local health agencies
4. Emergency medical service providers (EMS-run data)

5. Evaluations and assessments Surveys

6. National or statewide studies (such as FARS, etc.)

7. Local court system (disposition and sentencing data)

8. TxDOT district traffic engineering and roadway analyses

9. 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). Di□erences in coding, variables coded, and definitions of these variables render problematic the direct comparisons among the data in the systems. Although in most cases di□erences among the data in the systems are negligible and practically insignificant, for several variables, the di□erences 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 o□ered in this data glossary are provided both to assist in clarifying these di□erences 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 ≥ .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."

M, X, and B Values are the variables in a linear equation (y=mx+b) where m represents the slope of the line, X represents the number of years away from the baseline, and B represents the baseline value of the equation.

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, o□-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 su□ered 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. Population-based crash and casualty rates through CY 2013 are based on Texas State Data Center population estimates.

Vehicle Miles Traveled (VMT) - FARS: All annual VMT-based crash and casualty rates, expressed in 100M VMT (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 it's construction related.

Description of Outcomes

The Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Plan (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 e□ort 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 HSP, the SHSP, and the HSIP. The SHSP process is maintained through Texas A&M University's Texas Transportation Institute (TTI).

TRF-BTS remains in contact and coordinates with TTI and other partners and stakeholders to update the SHSP and work toward targets identified in the SHSP. When targets are set in the SHSP (especially the Five Core Measures: Fatalities, Fatality Rate, Serious Injuries, Serious

Injury Rate, And Non-Motorized Fatalities & Serious Injuries) the HSP's targets are also set using the same methodology in e□ort to maintain consistency across the respective plans. When other targets in the SHSP are also listed in this HSP, if appropriate and reasonable, this HSP will set targets using the same methodology. If targets required for this HSP are not present in the SHSP, then targets will be set for those program areas.

As a result, the three coordinated plans have synced methodologies and strive to ensure a common vision and direction. Charts containing data for the 5 Core Measures are synced with those contained in the SHSP.

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.

Performance report

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) Number of traffic fatalities (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. The Texas Traffic Safety Program has executed 249 grants for

projects that are currently being implemented in 13 of the 14 program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

The total fatalities as reported by the FY17 FARS ARF (3,722) and 2018 CRIS data (3,631) indicate a slight decline and the FY19 target of 3,980 remains achievable.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

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 has executed 249 grants for projects that are currently being implemented in 13 of the 14 program areas, all of which are working toward reducing the number of serious injuries in the state. These include law enforcement and general grants.

The total number of serious injuries as reported by the FY17 CRIS (17,535) and 2018 CRIS data (14,892) indicate a significant decline and the FY19 target of 18,367 remains achievable.

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

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 249 grants for projects that are currently being implemented in 13 of the 14 program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

The total fatalities per 100M VMT as reported by the 2016 FARS (1.40 [2017 FARS ARF not yet available]) and 2018 CRIS data (1.31) indicate a slight decline and the FY19 target of 1.47 remains achievable.

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

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 113 projects that aim to reduce the number of unrestrained passenger vehicle fatalities. These include law enforcement and general grants.

The total unrestrained passenger vehicle fatalities as reported by FY17 FARS ARF (869) and 2018 CRIS data (984) indicate that the number of fatalities is slightly increasing, however, Texas is working toward the FY19 target of 941.

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

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 165 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 law enforcement and general grants.

Total fatalities involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher as reported by the FY17 FARS (1,604) and 2018 CRIS data (1,148) indicate a significant decrease; and the FY19 target of 1,530 remains achievable.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 110 projects that aim to reduce the number of speeding-related fatalities.

The total number of speeding-related fatalities as reported by the FY17 FARS (1,029) and 2018 CRIS data (1,273) indicate an increase; however, Texas is working toward the FY19 target of 1,127.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 5 projects that aim to reduce the number of motorcyclist fatalities.

The total number of motorcyclist fatalities as reported by the FY17 FARS (490) and 2018 CRIS data (418) indicate a decrease; and the FY19 target of 420 remains achievable.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 5 projects that aim to reduce the number of unhelmeted motorcyclist fatalities.

The total number of unhelmeted motorcyclist fatalities as reported by the FY17 FARS (243) and 2018 CRIS data (205) indicate a decrease; and the FY19 target of 206 remains achievable.

Performance Measure: C-9) Number of drivers age 20 or younger 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 249 grants for projects that are currently being implemented in these 14 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 law enforcement and general grants.

The total number of drivers aged 20 or younger involved in fatal crashes as reported by the FY17 FARS ARF (466) and 2018 CRIS data (426) indicate a slight decline, and the FY19 target of 482 remains achievable.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 15 projects that aim to reduce the number of pedestrian fatalities.

The total pedestrian fatalities as reported by the FY17 FARS ARF (607) and 2018 CRIS data (618) indicate a slight increase, however, Texas is working toward the FY19 target of 608.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 15 projects that aim to reduce the number of bicyclist fatalities.

The total bicyclist fatalities as reported by the FY17 FARS ARF (59) and 2018 CRIS data (72) indicate an increase, however, Texas is working toward the FY19 target of 52.

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

Progress: **In Progress**

Program-Area-Level Report

For FY19, Texas has executed grants for 4 projects that aim to increase the observed seat belt use for passenger vehicles, front seat outboard occupants.

The observed seat belt use for passenger vehicles, front seat outboard occupants, as reported by the FY17 FARS ARF (91.9%) and 2018 TTI Statewide Survey data (91.36%) indicate a slight decrease, however, Texas is still working toward FY19 target of 91.97%.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	3,840.00
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	17,394.00
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.406
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2020	2020	945.00
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2020	2020	1,560.00
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2020	2020	1,116.00
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	413.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	198.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2020	2020	487.00
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2020	2020	628.00
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2020	2020	52.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	91.97%
13	A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Annual	2020	2020	
14	A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	Annual	2020	2020	

15	A-3) Number of Speeding Citations Issued During Grant Funded Enforcement Activities	Annual	2020	2020	
16	Total Traffic-Related Fatal Crashes	Annual	2020	2020	3,571.00
17	DUI Serious Injuries	Annual	2020	2020	2,236.00
18	Alcohol-impaired VMT Fatality Rate	Annual	2020	2020	0.57
19	Percentage of Alcohol Fatalities	Annual	2020	2020	39%
20	Students Trained in Initial EMS Certification in Rural and Frontier Areas	Annual	2020	2020	1,523.00
21	Students Trained in Continuing EMS Certification in Rural and Frontier Areas	Annual	2020	2020	142.00
22	Motorcycle Operators Killed with a BAC+ .08	Annual	2020	2020	55.00
23	Motorcycle Fatalities Per 100,000 Licensed Operators	Annual	2020	2020	37.6
24	Child Passenger Restraint Usage	Annual	2020	2020	84.8%
25	Pedestrian Serious Injuries	Annual	2020	2020	1,447.00
26	Bicycle Serious Injuries	Annual	2020	2020	351.00
27	Fatal Crashes in Intersections	Annual	2020	2020	742.00
28	Serious Injury Crashes in Intersections	Annual	2020	2020	6,186.00
29	Distracted Driving Related Fatal Crashes	Annual	2020	2020	417.00
30	Distracted Driving Related Serious Injury Crashes	Annual	2020	2020	2,511.00
31	Speeding Related Serious Injuries	Annual	2020	2020	2,165.00
32	Number of Crash Records Available for Reporting within 30 Days of the Date of Crash	Annual	2020	2020	620,097.00
33	Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash	Annual	2020	2020	96.99%
34	Fatal Crashes with a Driver Age 15 - 20	Annual	2020	2020	445.00
35	16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	Annual	2020	2020	10.10

36	Urban Fatalities	Annual	2020	2020	1,927.00
37	Rural Fatalities	Annual	2020	2020	2,134.00
38	Railroad Fatal Crashes	Annual	2020	2020	6.00
39	Railroad Serious Injury Crashes	Annual	2020	2020	78.00
40	Work Zone Fatalities	Annual	2020	2020	215.00
41	Work Zone Serious Injuries	Annual	2020	2020	894.00
42	Large Truck Fatalities	Annual	2020	2020	500.00
43	Large Truck Fatal Crashes	Annual	2020	2020	422.00
44	Number of Community Coalitions	Annual	2020	2020	21.00
45	School Bus Passenger Fatalities	Annual	2020	2020	2.2
46	Non-motorized Fatalities and Serious Injuries	5 Year	2016	2020	2,477.00
47	Serious Injuries per 100 Million VMT	5 Year	2016	2020	6.56

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	3,840.00	5 Year	2016

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	17,394.00	5 Year	2016

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.406	5 Year	2016

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	945.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	1,560.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	1,116.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	413.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	198.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	487.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	628.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	52.00	Annual	2020

Performance Target Justification

This is a required performance measure. The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	91.97%	Annual	2020

Performance Target Justification

The 2020 HSP 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: A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities-2020	Numeric		Annual	2020

Performance Target Justification

This performance measure does not have an established target.

Performance Measure: A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities-2020	Numeric		Annual	2020

Performance Target Justification

This performance measure does not have an established target.

Performance Measure: A-3) Number of Speeding Citations Issued During Grant Funded Enforcement Activities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-3) Number of Speeding Citations Issued During Grant Funded Enforcement Activities-2020	Numeric		Annual	2020

Performance Target Justification

This performance measure has no established target.

Performance Measure: Total Traffic-Related Fatal Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Total Traffic-Related Fatal Crashes-2020	Numeric	3,571.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: DUI Serious Injuries

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
DUI Serious Injuries-2020	Numeric	2,236.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Alcohol-impaired VMT Fatality Rate

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Alcohol-impaired VMT Fatality Rate-2020	Numeric	0.57	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Percentage of Alcohol Fatalities

Performance Target details

Performance Target	Target Metric	Target	Target	Target Start

	Type	Value	Period	Year
Percentage of Alcohol Fatalities-2020	Percentage	39%	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Students Trained in Initial EMS Certification in Rural and Frontier Areas

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Students Trained in Initial EMS Certification in Rural and Frontier Areas-2020	Numeric	1,523.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Students Trained in Continuing EMS Certification in Rural and Frontier Areas

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Students Trained in Continuing EMS Certification in Rural and Frontier Areas-2020	Numeric	142.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Motorcycle Operators Killed with a BAC+ .08

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Motorcycle Operators Killed with a BAC+ .08-2020	Numeric	55.00	Annual	2020

Performance Target Justification

The 2020 HSP 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.

Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Motorcycle Fatalities Per 100,000 Licensed Operators

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Motorcycle Fatalities Per 100,000 Licensed Operators-2020	Numeric	37.6	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Child Passenger Restraint Usage

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Child Passenger Restraint Usage-2020	Percentage	84.8%	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Pedestrian Serious Injuries

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Pedestrian Serious Injuries-2020	Numeric	1,447.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Bicycle Serious Injuries

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Bicycle Serious Injuries-2020	Numeric	351.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Fatal Crashes in Intersections

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Fatal Crashes in Intersections-2020	Numeric	742.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Serious Injury Crashes in Intersections

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Serious Injury Crashes in Intersections-2020	Numeric	6,186.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Distracted Driving Related Fatal Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Related Fatal Crashes-2020	Numeric	417.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Distracted Driving Related Serious Injury Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Related Serious Injury Crashes-2020	Numeric	2,511.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Speeding Related Serious Injuries

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Speeding Related Serious Injuries-2020	Numeric	2,165.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of

different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Number of Crash Records Available for Reporting within 30 Days of the Date of Crash

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Crash Records Available for Reporting within 30 Days of the Date of Crash-2020	Numeric	620,097.00	Annual	2020

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash-2020		96.99%	Annual	2020

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Fatal Crashes with a Driver Age 15 - 20

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Fatal Crashes with a Driver Age 15 - 20-2020	Numeric	445.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: 16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)-2020	Numeric	9.06	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Urban Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Urban Fatalities-2020	Numeric	1,927.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of

different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Rural Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Rural Fatalities-2020	Numeric	2,134.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Railroad Fatal Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Railroad Fatal Crashes-2020	Numeric	6.00	Annual	2020

Performance Target Justification

The 2020 HSP 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

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Performance Measure: Railroad Serious Injury Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Railroad Serious Injury Crashes-2020	Numeric	78.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Work Zone Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Work Zone Fatalities-2020	Numeric	215.00	Annual	2020

Performance Target Justification

OBJ The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Work Zone Serious Injuries

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Work Zone Serious Injuries-2020	Numeric	894.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Large Truck Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Large Truck Fatalities-2020	Numeric	500.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Large Truck Fatal Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Large Truck Fatal Crashes-2020	Numeric	422.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Number of Community Coalitions

Performance Target details

Performance Target	Target Metric	Target	Target	Target Start

	Type	Value	Period	Year
Number of Community Coalitions-2020	Numeric	21.00	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: School Bus Passenger Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
School Bus Passenger Fatalities-2020	Numeric	2.2	Annual	2020

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Non-motorized Fatalities and Serious Injuries

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Non-motorized Fatalities and Serious Injuries-2020	Numeric	2,477.00	5 Year	2016

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: Serious Injuries per 100 Million VMT

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Serious Injuries per 100 Million VMT-2020	Numeric	6.56	5 Year	2016

Performance Target Justification

The 2020 HSP 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. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of

different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

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: **54,159**

Fiscal Year A-1: **2018**

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

Impaired driving arrests: **4,539**

Fiscal Year A-2: **2018**

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

Speeding citations: **267,985**

Fiscal Year A-3: **2018**

Program areas

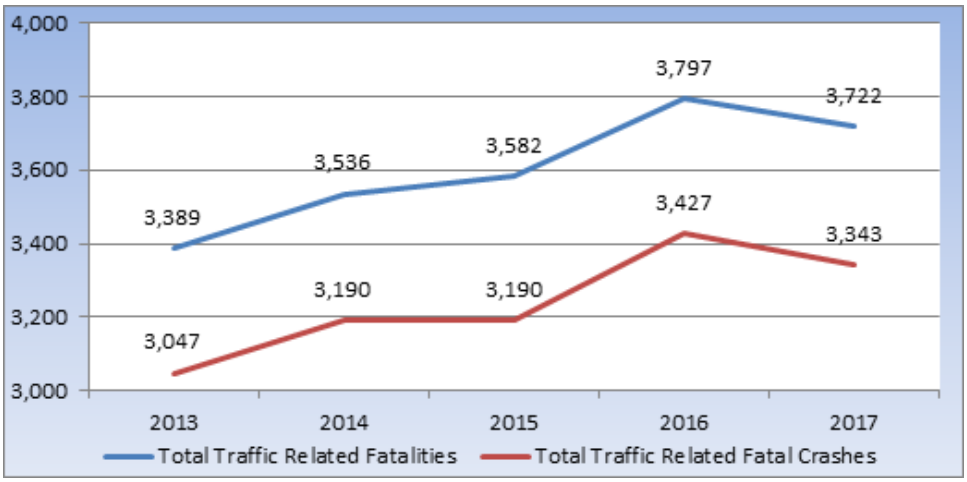
Program Area: Planning & Administration

Description of Highway Safety Problems

Planning - P&A

Problem ID - The State of Texas has had 3,605 annual fatalities on average, from 2013 to 2017. FARS data shows that there was upward movement from 2013, with 3,389 fatalities to 2016 when fatalities climbed to 3,797. In 2017, we start to see a slight decrease to 3,722.

State of Texas: Traffic Fatalities (C-1)



Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

Single vehicle, run-o□ the road crashes resulted in 1,313 fatalities in 2017. This was 35.29% of all motor vehicle tra□c fatalities in 2017. Friday, November 17th was the deadliest day in 2017 with 26 persons killed in tra□c crashes. July was the deadliest month with 352 persons killed.[1] In 2016, the majority of fatalities occurred on US or State Highways (41.6%), followed by Interstates (17.7%) and Farm to Market Roads (17.3%).[2]

[1] Texas Motor Vehicle Traffic Crash Statistics Calendar Year 2017. http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2017/01.pdf

[2] Texas Motor Vehicle Traffic Crash Statistics Calendar Year 2017. http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2017/05.pdf

In 2017, fatal crashes in Texas were most likely to occur on Saturdays with 17.9% of all fatal crashes and Sundays with 17% of all fatal crashes. The hours of 9:00 p.m. to Midnight were the deadliest, with 16.2% 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 47.8% 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.

State of Texas, Fatal Crashes by Month and Road Type, 2017

Month	Interstate	US/State Highways	Farm to Market	County Road	City Street	Tollway
January	65	114	50	18	43	3
February	35	115	44	26	35	1
March	47	153	60	20	48	2
April	48	113	48	22	53	4
May	64	107	51	18	61	1
June	44	136	49	21	38	0
July	78	149	49	26	49	1
August	70	105	59	17	51	2
September	49	134	54	12	46	0
October	58	136	50	22	69	0
November	52	149	71	18	56	0
December	50	138	59	23	59	0
Total	660	1,549	644	243	608	14
% of Total	17.74%	41.63%	17.31%	6.53%	16.34%	0.38%

Source: 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 April 20th, 2018.[2]

State of Texas, Fatal Crashes by Time and Day of Week, 2017

	SUN	MON	TUE	WED	THU	FRI	SAT	Total
Midnight to 2:59 a.m.	132	53	30	30	46	56	113	460
3 a.m. to 5:59 a.m.	61	44	33	27	27	38	65	295
6 a.m. to 8:59 a.m.	63	60	65	47	51	54	41	381
9 a.m. to 11:59 a.m.	27	45	26	31	42	35	41	247
Noon to 2:59 p.m.	58	48	64	43	49	67	54	383
3 p.m. to 5:59 p.m.	68	57	61	64	57	65	68	440
6 p.m. to 8:59 p.m.	78	82	68	74	97	88	109	596
9 p.m. to 11:59 p.m.	81	53	66	69	76	89	106	540
Total	568	442	413	385	445	492	597	3,342

Source: 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 April 20th, 2018.[1]

[1] Texas Motor Vehicle Traffic Crash Statistics Calendar Year 2017. http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2017/17.pdf

[2] Texas Motor Vehicle Traffic Crash Statistics Calendar Year 2017. http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2017/05.pdf

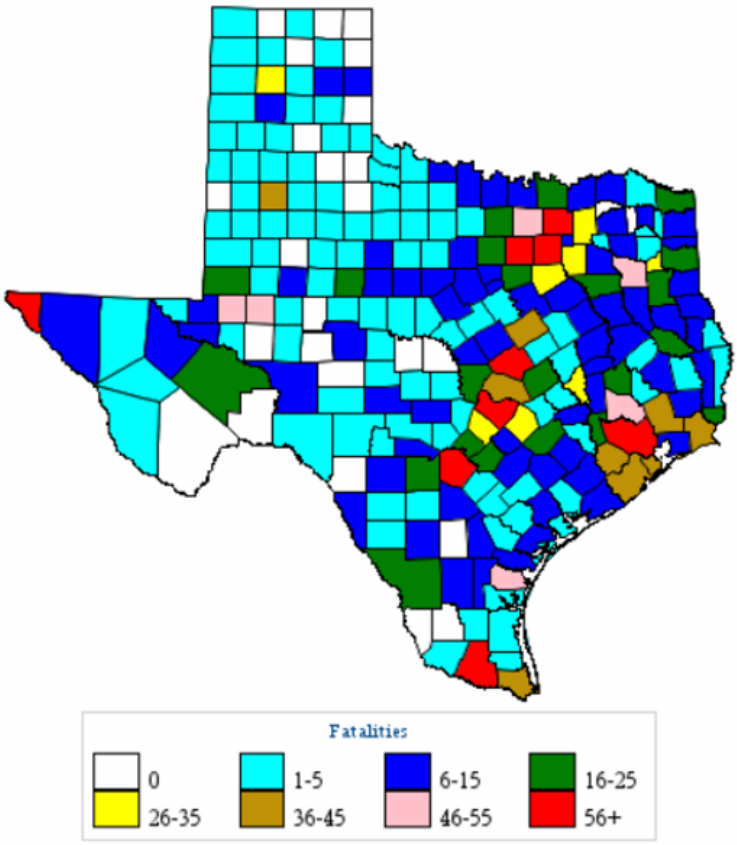
According to FARS data, 19.8% of persons killed in Texas were between the ages of 25 and 34 years of age in 2017. Persons aged 35-to-44-years-old accounted for 14.7% and 45-54-year-olds account for an additional 14.5%. Persons between the age of 25 and 54 years old accounted for 49% of all persons killed.

State of Texas, Vehicle Occupants Killed, by Age and Vehicle Type, 2017

	Passenger Cars	Light Trucks	Large Trucks	Buses	Motorcycles	Other/ Unknown	Total
< 5	27	12	0	0	1	0	40
5 -- 9	17	12	0	0	0	0	29
10 -- 15	24	24	0	1	3	0	52
16 -- 20	155	110	9	0	4	26	304
21 -- 24	158	122	10	0	1	50	341
25 -- 34	268	194	15	0	5	120	602
35 -- 44	173	146	27	0	6	93	445
45 -- 54	141	153	34	1	4	106	439
55 -- 64	115	156	24	1	1	67	364
65 -- 74	77	91	5	3	2	19	197
> 74	95	94	4	10	4	8	215
Unknown	2	3	1	0	0	1	7
Total	1,252	1,117	129	16	31	490	3,035

Source: Fatality Analysis Reporting System (FARS, June 02, 2019)
https://www-fars.nhtsa.dot.gov/People/PeopleOccupants.aspx

State of Texas, Fatalities by County, 2017 (FARS)

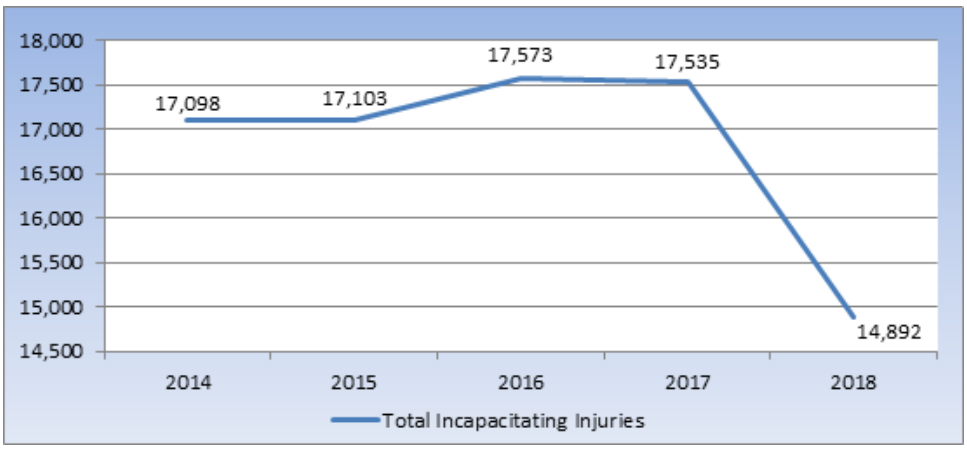


Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

With the exception of the El Paso TxDOT District area, the majority of fatal crashes are concentrated north to south in the east and central portions of the State of Texas. This is also the location of the major metropolitan areas within the State. The State is seeing increases in fatalities in West Texas, and this increase is attributed to the oil and gas boom occurring in this part of the State. The State of Texas continues to see expansion in the rural areas of the state in population and vehicles due to the oil and gas boom as well as the related businesses that service the needs of that industry.

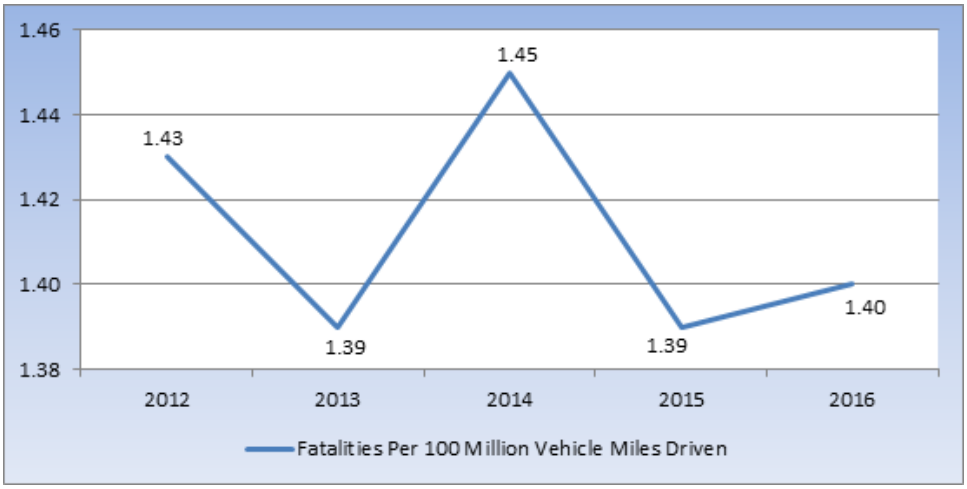
Texas has seen a decrease in the number of reportable serious injuries from a high of 17,098 in 2014 to 14,892 reported in 2018, a decrease of 12.9%.

State of Texas: Serious Injuries (C-2)



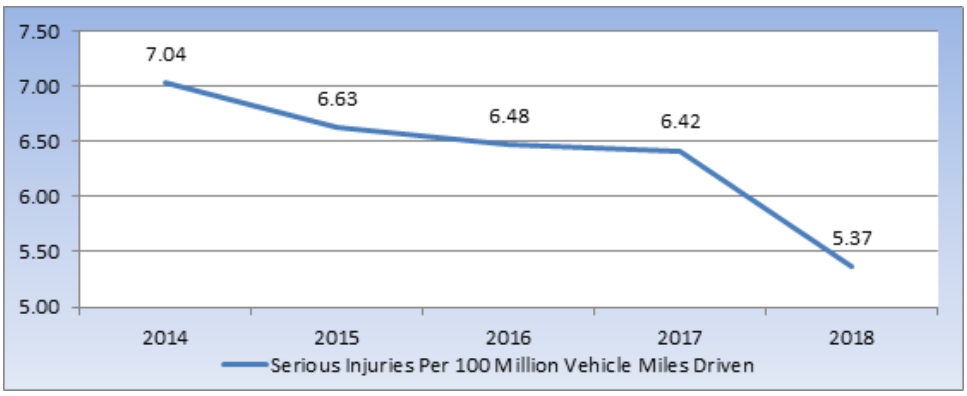
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

State of Texas: Fatality Rate (C-3)



Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

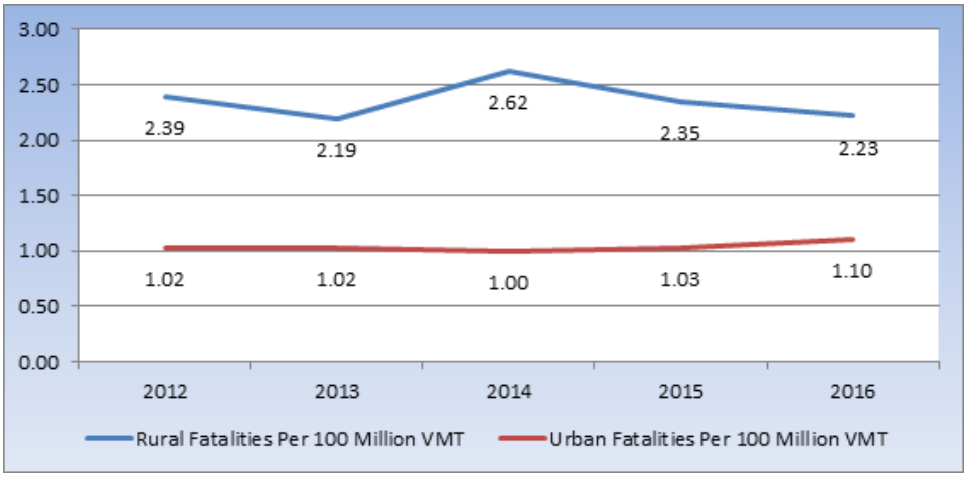
State of Texas: Serious Injury Rate



Source: 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 April 15th, 2019.

In 2017, fatalities in tra□c crashes in rural areas of the state accounted for 40.4% of the state's tra□c fatalities (FARS). There were 1,504 fatalities in rural tra□c crashes.

State of Texas: Fatality Rate, Rural/Urban



Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

P&A Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish State Highway Safety Plan (SHSP) targets, and therefore the short-term targets are identical to the Highway Safety Improvement Plan (HSIP) targets. Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011-2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

P&A Impacts of Proposed Strategies - FARS data indicated an increase in fatalities in 2020 to 4,117 along with 3,614 fatal crashes. By 2022, Texas projects an increase to 4,327 fatalities resulting from 3,779 fatal crashes. The calculations for these projections and targets* are as follows:

C-1	2013	2014	2015	2016	2017
Traffic Fatalities	3,389	3,536	3,516	3,776	3,722

Traffic Fatalities	2018	2019	2020	2021	2022
M Value	105.2	105.2	105.2	105.2	105.2
X Value	8.00	9.00	10.00	11.00	12.00
B Value	3,065	3,065	3,065	3,065	3,065
Projection	3,907	4,012	4,117	4,222	4,327
Target	3,891	3,980	4,068	4,155	4,241

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

	2013	2014	2015	2016	2017
Fatal Crashes	3,047	3,190	3,190	3,427	3,343

Fatal Crashes	2018	2019	2020	2021	2022
M Value	82.5	82.5	82.5	82.5	82.5
X Value	8.00	9.00	10.00	11.00	12.00
B Value	2,789.3	2,789.3	2,789.3	2,789.3	2,789.3
Projection	3,449	3,532	3,614	3,697	3,779
Target	3,436	3,504	3,571	3,638	3,704

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 18,828 serious injuries. By 2022, Texas can expect to report 19,454 serious injuries. The calculations for these projections and targets* are as follows:

C-2	2014	2015	2016	2017	2018
Serious Injuries	17,098	17,103	17,573	17,535	14,892

Serious Injuries	2019	2020	2021	2022
M Value	312.7	312.7	312.7	312.7
X Value	8.00	9.00	10.0	11.0
B Value	16,014	16,014	16,014	16,014
Projection	18,516	18,828	19,141	19,454
Target	18,367	18,602	18,835	19,065

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report a Fatalities Per 100 Million Vehicle Miles Driven rate of 1.50. By 2022, Texas can expect to report a rate of 1.53. The calculations for these projections and targets* are as follows:

C-3	2013	2014	2015	2016	2017
Fatality Rate	1.39	1.45	1.39	1.40	1.36

Fatality Rate	2018	2019	2020	2021	2022
M Value	0.016	0.016	0.016	0.016	0.016
X Value	8.00	9.00	10.00	11.00	12.00
B Value	1.336	1.336	1.336	1.336	1.336
Projection	1.46	1.48	1.50	1.51	1.53
Target	1.46	1.47	1.48	1.49	1.50

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report Serious Injuries Per 100 Million Vehicle Miles Driven rate of 6.56. By 2022, Texas can expect to report Serious Injuries Per 100 Million Vehicle Miles Driven rate of 6.47. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Serious Injury Rate	7.04	6.63	6.48	6.42	5.37

Serious Injury Rate	2019	2020	2021	2022
M Value	-0.042	-0.042	-0.042	-0.042
X Value	8.00	9.00	10.00	11.00
B Value	6.934	6.934	6.934	6.934
Projection	6.60	6.56	6.51	6.47
Target	6.60	6.56	6.51	6.47

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report a rural Fatalities Per 100 Million VMT rate of 3.21, and an urban Fatalities Per 100 Million VMT rate of 0.91. By 2022, Texas can expect to report a rural Fatalities Per 100 Million VMT rate of 3.44 and an urban Fatalities Per 100 Million VMT rate of 0.89. The calculations for these projections and targets* are as follows:

C-3 (a)	2013	2014	2015	2016	2017
Rural Fatality Rate	2.19	2.62	2.35	2.23	2.06

Rural Fatality Rate	2018	2019	2020	2021	2022
M Value	0.119	0.119	0.119	0.119	0.119
X Value	8.00	9.00	10.00	11.00	12.00
B Value	2.015	2.015	2.015	2.015	2.015
Projection	2.97	3.09	3.21	3.32	3.44
Target	2.96	3.06	3.17	3.27	3.37

C-3 (b)	2013	2014	2015	2016	2017
Urban Fatality Rate	1.02	1.00	1.03	1.10	1.10

Urban Fatality Rate	2018	2019	2020	2021	2022
M Value	-0.01	-0.01	-0.01	-0.01	-0.01
X Value	8.00	9.00	10.00	11.00	12.00
B Value	1.01	1.01	1.01	1.01	1.01
Projection	0.93	0.92	0.91	0.90	0.89
Target	0.93	0.92	0.91	0.90	0.89

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

P&A Performance Targets:

Target: Traffic Fatalities (C-1)

2020 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,840 fatalities in 2020

The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	3,797	FARS
2017	3,722	ARF
2018	3,631	CRIS
2019	3,980	Target
2020	4,068	Target
2020 Target expressed as 5-year average		3,840

As noted in the table above, the calendar year target for 2020 would be 4,068 fatalities.

2022 Target: To decrease the expected rise of fatalities from the projected 4,117 in 2020 to not more than 4,241 fatalities in 2022

Target: Fatal Crashes

2020 Target: To decrease the expected rise of fatal crashes from 3,343 fatal crashes in 2017 to not more than 3,571 fatal crashes in 2020

2022 Target: To decrease the expected rise of fatal crashes from the projected 3,614 fatal crashes in 2020 to not more than 3,704 fatal crashes in 2022

Target: Serious Injuries (C-2)

2020 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,394 serious injuries in 2020

The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	17,573	CRIS
2017	17,535	CRIS
2018	14,892	CRIS
2019	18,367	Target
2020	18,602	Target
2020 Target expressed as 5-year average		17,394

As noted in the table above, the calendar year target for 2020 would be 18,602 serious injuries.

2022 Target: To decrease the expected rise of serious injuries from the projected 18,828 serious injuries in 2020 to not more than 19,065 serious injuries in 2022

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

2020 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.406 fatalities per 100 MVMT in 2020

The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	1.40	FARS
2017	1.37	ARF
2018	1.31	CRIS
2019	1.47	Target
2020	1.48	Target
2020 Target expressed as 5-year average		1.406

As noted in the table above, the calendar year target for 2020 would be 1.48 fatalities per 100 MVMT.

2022 Target: To maintain the number of fatalities per 100 MVMT from the projected 1.50 fatalities per 100 MVMT in 2020 to not more than 1.50 fatalities per 100 MVMT in 2022

Target: Serious Injury Rate

2020 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.286 serious injuries per 100 MVMT in 2020

The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	6.48	CRIS
2017	6.42	CRIS
2018	5.37	CRIS
2019	6.60	Target
2020	6.56	Target
2020 Target expressed as 5-year average		6.286

As noted in the table above, the calendar year target for 2020 would be 6.56 serious injuries per 100 MVMT.

2022 Target: To decrease the rate of serious injuries per 100 MVMT from 6.56 serious injuries per 100 MVMT in 2020 to 6.47 serious injuries per 100 MVMT in 2022

Target: Fatality Rate, Rural (C-3a)

2020 Target: To decrease the expected rise of the rate of rural fatalities per 100 MVMT from 2.23 rural fatalities per 100 MVMT in 2016 to not more than 3.17 rural fatalities per 100 MVMT in 2020

2022 Target: To decrease the expected rise of rural fatalities per 100 MVMT from the projected 3.21 rural fatalities per 100 MVMT in 2022 to not more than 3.37 rural fatalities per 100 MVMT in 2022

Target: Fatality Rate, Urban (C-3b)

2020 Target: To decrease the number of urban fatalities per 100 MVMT from 1.10 urban fatalities per 100 MVMT in 2016 to not more than 0.91 urban fatalities per 100 MVMT in 2020

2022 Target: To decrease the number of urban fatalities per 100 MVMT from a projected 0.91 urban fatalities per 100 MVMT in 2020 to not more than 0.89 urban fatalities per 100 MVMT in 2022

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
73632	2020-TTI-G-1YG-0092	
77157	2020-TxDOT-G-1YG-0223	
77158	2020-TxDOT-G-1YG-0224	
77159	2020-TxDOT-G-1YG-0225	
77160	2020-TxDOT-G-1YG-0226	

Planned Activity: 2020-TTI-G-1YG-0092

Planned activity number: **73632**

Primary Countermeasure Strategy ID:

Planned Activity Description

Cl 2020 Statewide Traffic Safety Conference: TTI will plan and conduct the twelfth Statewide Traffic Safety Conference. This project provides support for planning, implementing and reporting on that conference. ick or tap here to enter text.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$61,699.64	$30,303.04	$0.00

Planned Activity: 2020-TxDOT-G-1YG-0223

Planned activity number: **77157**

Primary Countermeasure Strategy ID:

Planned Activity Description

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"

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Planning and Administration (FAST)	$55,000.00	$0.00	

Planned Activity: 2020-TxDOT-G-1YG-0224

Planned activity number: **77158**

Primary Countermeasure Strategy ID:

Planned Activity Description

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"

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$75,000.00	$0.00	$0.00

Planned Activity: 2020-TxDOT-G-1YG-0225

Planned activity number: **77159**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$500,261.00	$0.00	$0.00

Planned Activity: 2020-TxDOT-G-1YG-0226

Planned activity number: **77160**

Primary Countermeasure Strategy ID:

Planned Activity Description

TRF-TS Program Operations: Conduct and manage the Texas Traffic Safety Program in order to identify traffic safety problem areas & implement programs to reduce the number& severity of traffic related crashes, injuries, fatalities.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Planning and Administration (FAST)	$4,414,000.00	$0.00	

Program Area: Impaired Driving (Drug and Alcohol)

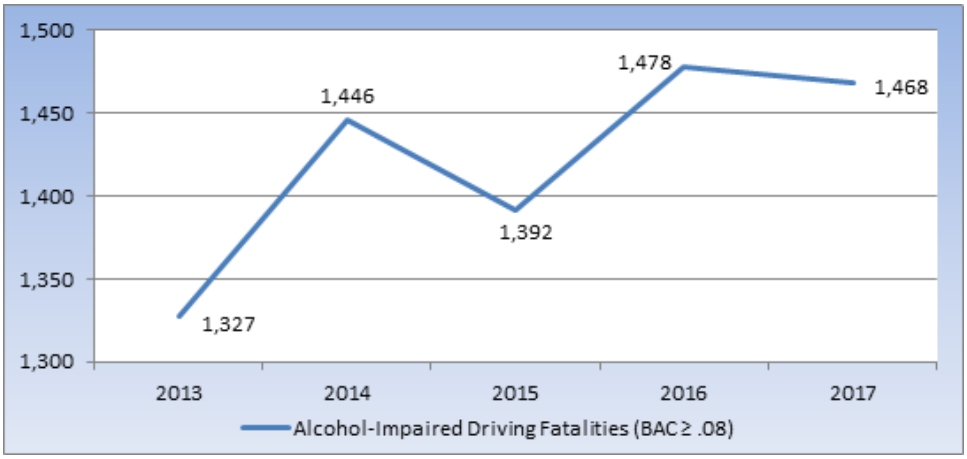
Description of Highway Safety Problems

Impaired Driving (Drug and Alcohol) - AL

Problem ID: In 2017, there were 1,468 alcohol-impaired fatalities in Texas. Texas ranks in the Top 10 states nationally for the eighth 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.

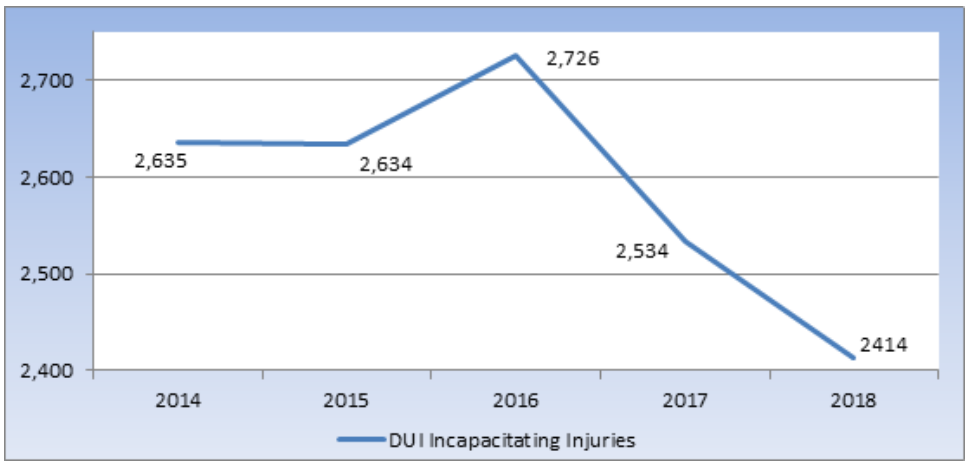
Alcohol-impaired is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 0.08% by volume or above, which is the legal limit to drive within the State of Texas.

State of Texas: Alcohol-Impaired Driving Fatalities, BAC ≥ .08 (C-5)



Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

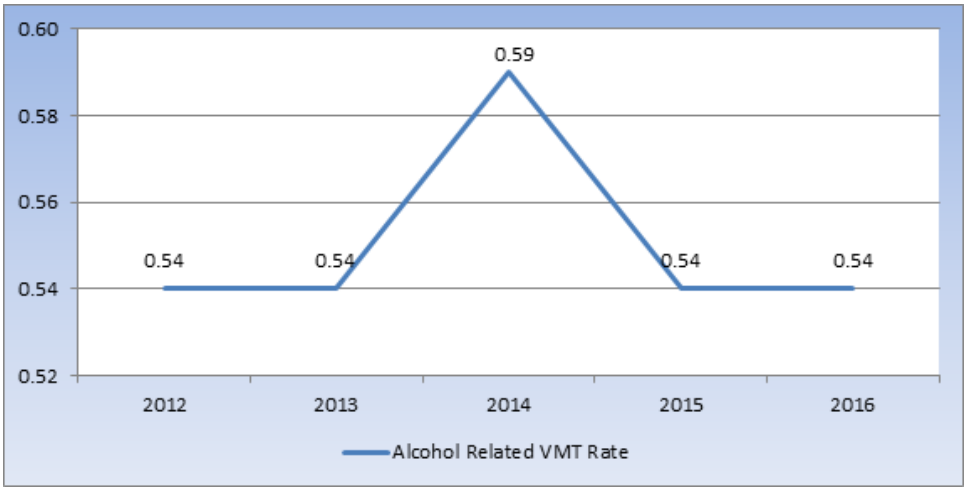
State of Texas: DUI Serious Injuries



Source: 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 April 15th, 2019.

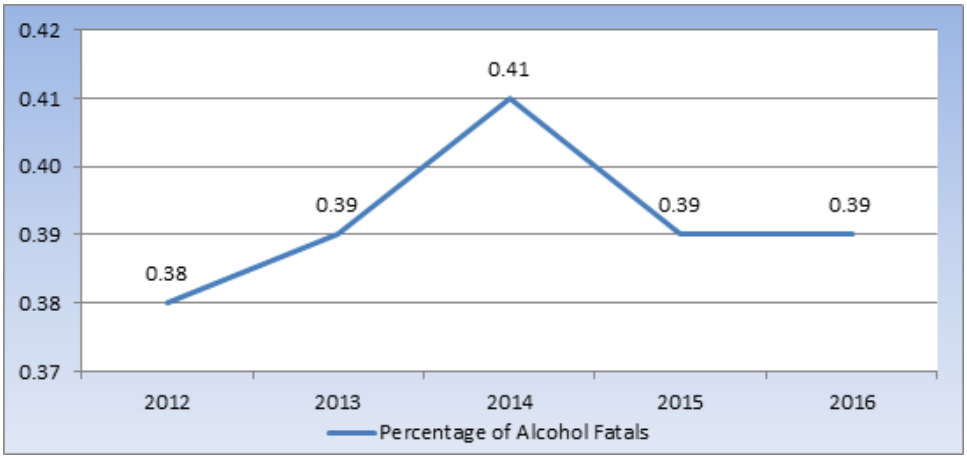
The current data from CRIS suggests that both fatalities and the number of serious injuries are declining. There may be several factors for this, many of which are addressed within projects of this HSP. These include increased EMS training to prevent serious injuries from becoming fatalities due to low 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.

State of Texas: Alcohol-Impaired Fatality Rate, Per VMT



Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

State of Texas: Percent of Alcohol-Impaired Fatalities



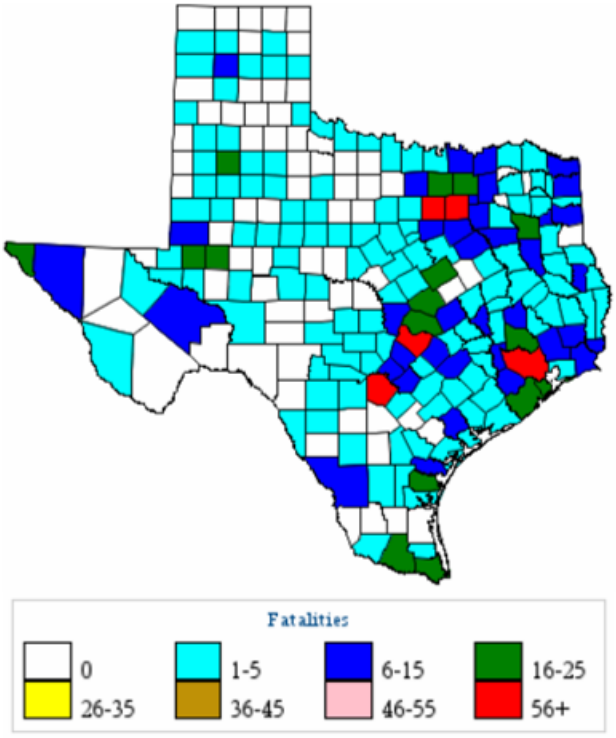
Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

During 2017, there were 3,613 alcohol-impaired crashes on Fridays; 5,582 alcohol-impaired crashes on Saturdays, and 5,751 alcohol-impaired crashes on Sundays. These three days, with a total of 14,946 crashes, account for 62.9% of all alcohol-impaired crashes in Texas (CRIS).

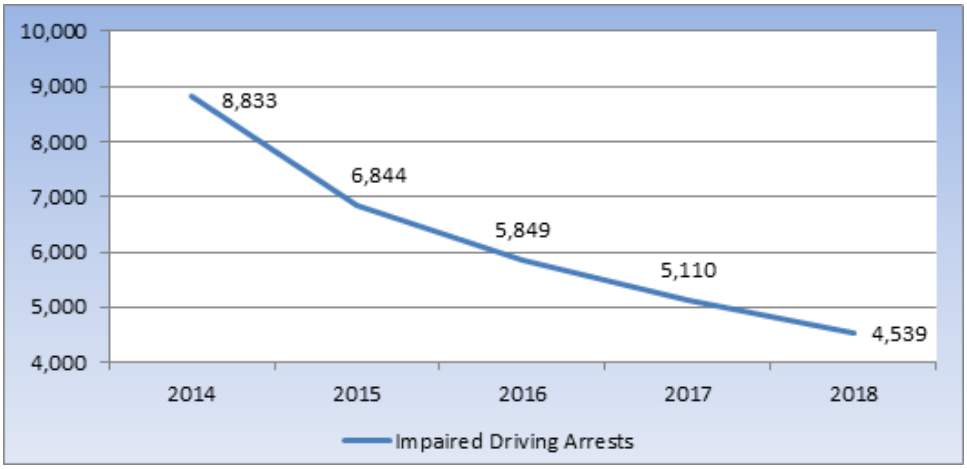
12% of all alcohol-impaired fatal crashes occur between the hours of 2:00 a.m. and 2:59 a.m., followed by 8.75% that occur between 11 and 11:59 p.m. The hours between 9:00 p.m. and 4:00 a.m. overall account for 60.32% of all alcohol-impaired fatal crashes that occur within the State of Texas (CRIS).

Source https://www.txdot.gov/inside-txdot/forms-publications/drivers-vehicles/publications/annual-summary.html

State of Texas: Alcohol-Impaired Fatalities, By County, 2017



State of Texas: Impaired Driving Arrests/Funded Enforcement Activities (A-2)



Source: Texas Department of Transportation TRF-BTS eGrants, May 22nd, 2019

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities. Texas will attempt to reverse this trend creating an increase in impaired driving arrests.

AL Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust impaired driving program, to include elements in high-visibility enforcement, training, education, regional task forces, testing and media. 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 tra□c 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.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 1,579 alcohol-impaired fatalities. By 2022, Texas can expect to report 1,653 alcohol-impaired fatalities. The calculations for these projections and targets* are as follows:

C-5	2013	2014	2015	2016	2017
Alcohol-Impaired Driving Fatalities (BAC ≥ .08)	1,327	1,446	1,392	1,478	1,468

Alcohol-Impaired Driving Fatalities (BAC ≥ .08)	2018	2019	2020	2021	2022
M Value	37	37	37	37	37
X Value	8.00	9.00	10.00	11.00	12.00
B Value	1,209.4	1,209.4	1,209.4	1,209.4	1,209.4
Projection	1,505	1,542	1,579	1,616	1,653
Target	1,499	1,530	1,560	1,591	1,620

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 2,263 DUI related serious injuries. By 2022, Texas can expect to report 2,098 DUI related serious injuries. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
DUI Serious Injuries	2,635	2,634	2,726	2,534	2,414

DUI Serious Injuries	2019	2020	2021	2022
M	-82.4	-82.4	-82.4	-82.4
X	8.00	9.00	10.00	11.00
B	3,004.8	3,004.8	3,004.8	3,004.8
Projection	2,346	2,263	2,181	2,098
Target	2,346	2,263	2,181	2,098

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report an alcohol-impaired VMT fatality rate of 0.57. By 2022, Texas can expect to report an alcohol-

impaired VMT fatality rate of 0.58. The calculations for these projections and targets* are as follows:

	2013	2014	2015	2016	2017
Alcohol-Impaired Fatality Rate/100M VMT	0.54	0.59	0.54	0.54	0.54

Alcohol-Impaired Fatality Rate/100M VMT	2018	2019	2020	2021	2022
M Value	0.005	0.005	0.005	0.005	0.005
X Value	8.00	9.00	10.00	11.00	12.00
B Value	0.523	0.523	0.523	0.523	0.523
Projection	0.56	0.57	0.57	0.58	0.58
Target	0.56	0.56	0.57	0.57	0.57

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report a 0.39% rate of alcohol- impaired fatalities. By 2022, Texas can expect to report a 0.38% rate of Alcohol-impaired fatalities. The calculations for these projections and targets* are as follows:

	2013	2014	2015	2016	2017
Percentage of Alcohol Fatalities	39%	41%	39%	39%	39%

Percentage of Alcohol Fatalities	2018	2019	2020	2021	2022
M Value	-0.001	-0.001	-0.001	-0.001	-0.001
X Value	8.00	9.00	10.00	11.00	12.00
B Value	39.5%	39.5%	39.5%	39.5%	39.5%
Projection	39%	39%	39%	38%	38%
Target	39%	39%	39%	38%	38%

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

AL Impacts of Proposed Strategies - Strategies proposed for the Alcohol and Other Drug Countermeasures Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective 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, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. Other projects such as ignition interlock, DWI courts, and supervised probation are focused on preventing recidivism among high-risk o□enders. These e□orts are designed to achieve the most e□ective impact on reducing overall alcohol/impaired driving fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for Enforcement, DWI Courts, DWI Judicial Education and a Tra□c Safety Resource Prosecutor are planned for FY20 to assist the Texas with reducing DWI recidivism. The State has incorporated areas of focus with the projects selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015.

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities.

Texas will continue to focus on alcohol-impaired fatalities which continue to be a statewide problem. 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 is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

The State will conduct an Impaired Driving Program Technical Assessment for its impaired driving program in FY2020.

AL Performance Targets:

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

2020 Target: To decrease the expected rise of alcohol-impaired fatalities from 1,468 alcohol-impaired fatalities in 2017 to not more than 1,560 alcohol-impaired fatalities in 2020

2022 Target: To decrease the expected rise of alcohol-impaired fatalities from the projected 1,579 alcohol-impaired fatalities in 2020 to not more than 1,620 alcohol-impaired fatalities in 2022

Target: DUI Serious Injuries

2020 Target: To decrease the number of DUI serious injuries from 2,414 DUI serious injuries in 2018 to 2,263 DUI serious injuries in 2020

2022 Target: To decrease the number of DUI serious injuries from the projected 2,263 DUI serious injuries in 2020 to 2,098 DUI serious injuries in 2022

Target: Alcohol-Impaired Fatality Rate per 100 Million Vehicle Miles Traveled (100 MVMT)

2020 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from 0.54 alcohol-impaired fatality rate in 2017 to not more than 0.57 alcohol-impaired fatality rate per 100 MVMT in 2020

2022 Target: To maintain the alcohol-impaired rate per 100 MVMT from the projected 0.57 alcohol-impaired fatality rate in 2020 to not more than 0.57 alcohol-impaired fatality rate per 100 MVMT in 2022

Target: Percentage of Alcohol-Impaired Fatalities

2020 Target: To maintain the percentage of alcohol-impaired fatalities from 39% alcohol-impaired fatalities in 2019 to not more than 39% alcohol-impaired fatalities in 2020

2022 Target: To decrease the percentage of alcohol-impaired fatalities from the projected 39% alcohol-impaired fatalities in 2020 to not more than 38% alcohol-impaired fatalities in 2022

Target: Impaired Driving Arrests Made During Grant Funded Enforcement Activities

2020 Target: NHTSA activity measure - no objective set

2022 Target: NHTSA activity measure - no objective set

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	1,560.00
2020	A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	2020	Annual	
2020	DUI Serious Injuries	2020	Annual	2,236.00
2020	Alcohol-impaired VMT Fatality Rate	2020	Annual	0.57
2020	Percentage of Alcohol Fatalities	2020	Annual	39%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Impaired Driving Enforcement
Impaired Driving Evaluation

Impaired Driving Public Information Campaigns
Impaired Driving Training

Countermeasure Strategy: Impaired Driving Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This countermeasure strategy will increase and sustain high visibility enforcement of DWI laws; increase enforcement of driving under the influence by minors laws; and increase the use of warrants for mandatory blood draws.

Linkage Between Program Area

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities. High Visibility Enforcement (HVE) activities are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk wave periods throughout the year and across the state, including the national impaired driving mobilization. This strategy is part of the Impaired Driving Program area's efforts to reduce the number of impaired driving fatalities and serious injuries, the alcohol-impaired driving rate, and the percentage of alcohol-impaired fatalities.

Rationale

The Impaired Driving Program plan and its associated strategies include 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. The State has incorporated areas of focus with activities selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. As described above, activities included in this strategy also provide support for the national impaired driving mobilization. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
202004	2020-STEP Impaired Driving Mobilization
73461	2020-TDPS-G-1YG-0014
74190	2020-MCDAO-G-1YG-0146
74276	2020-TABC-G-1YG-0158
74410	2020-TarrantC-G-1YG-0174
74413	2020-HarrisDA-G-1YG-0177

74872	2020-BexarCoD-G-1YG-0189

Planned Activity: 2020-STEP Impaired Driving Mobilization

Planned activity number: **202004**

Primary Countermeasure Strategy ID: **Impaired Driving Enforcement**

Planned Activity Description

STEP Impaired Driving Mobilization: Coordinate and conduct quarterly mobilizations consisting of increased DWI enforcement and earned media activities.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$750,000.00	$0.00	$0.00

Planned Activity: 2020-TDPS-G-1YG-0014

Planned activity number: **73461**

Primary Countermeasure Strategy ID: **Impaired Driving Enforcement**

Planned Activity Description

Evidential Drug, Blood and Breath Alcohol Testing: This project will improve the Texas Department of Public Safety Crime Laboratory in forensic alcohol and drug content toxicology testing for subjects suspected of driving while intoxicated.

Intended Subrecipients

Texas Department of Public Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$504,335.80	$510,000.00	

Planned Activity: 2020-MCDAO-G-1YG-0146

Planned activity number: **74190**

Primary Countermeasure Strategy ID: **Impaired Driving Enforcement**

Planned Activity Description

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.

Intended Subrecipients

Montgomery County District Attorney's Office

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$143,460.00	$94,874.16	

Planned Activity: 2020-TABC-G-1YG-0158

Planned activity number: **74276**

Primary Countermeasure Strategy ID: **Impaired Driving Enforcement**

Planned Activity Description

TABC Law Enforcement TRACE Enhancement Project: To deter underage drinking and excessive alcohol consumption in an effort to reduce DUIs in Texas. This includes enhancing education for all community members, retailers and law enforcement.

Intended Subrecipients

Texas Alcoholic Beverage Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$549,779.50	$581,824.70	$0.00

Planned Activity: 2020-TarrantC-G-1YG-0174

Planned activity number: **74410**

Primary Countermeasure Strategy ID: **Impaired Driving Enforcement**

Planned Activity Description

2020 No Refusal: Conduct No Refusal Events on Holidays in Tarrant County that will aid in reducing DWI driving and accidents.

Intended Subrecipients

Tarrant County

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$169,980.00	$81,388.46	

Planned Activity: 2020-HarrisDA-G-1YG-0177

Planned activity number: **74413**

Primary Countermeasure Strategy ID: **Impaired Driving Enforcement**

Planned Activity Description

Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program: Working with law enforcement to reduce the number of impaired-drivers by creating blood warrants on suspects who refuse to give a breath specimen and streamlining the DUI arrest process.

Intended Subrecipients

Harris County District Attorney

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$324,990.10	$96,312.45	

Planned Activity: 2020-BexarCoD-G-1YG-0189

Planned activity number: **74872**

Primary Countermeasure Strategy ID: **Impaired Driving Enforcement**

Planned Activity Description
Bexar County No-Refusal Initiative: Continuation of the Bexar County DA's Office No-Refusal Initiative on Misdemeanor DWI related charges by providing blood draw supplies and in-house staff training in DWI and trial advocacy issues.

Intended Subrecipients
Bexar County District Attorney's Office

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$29,409.09	$23,509.29	

Countermeasure Strategy: Impaired Driving Evaluation
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
This countermeasure strategy will increase the number of law enforcement task forces and coordinated enforcement campaigns; improve DWI processing procedures; and improve BAC testing and reporting to the State's crash records information system.

Linkage Between Program Area
This proposed strategy for the Impaired Driving Program impacts all areas of the State. The planned activities are evidence-based and have been shown to be effective measures for positively impacting the issue of alcohol/ impaired driving.

Rationale
The Impaired Driving Program plan and its associated strategies include 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. The State has incorporated areas of focus with activities selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73608	2020-TTI-G-1YG-0068
73619	2020-TTI-G-1YG-0079

Planned Activity: 2020-TTI-G-1YG-0068

Planned activity number: **73608**

Primary Countermeasure Strategy ID: **Impaired Driving Evaluation**

Planned Activity Description

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.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	$104,905.40	$26,235.71	

Planned Activity: 2020-TTI-G-1YG-0079

Planned activity number: **73619**

Primary Countermeasure Strategy ID: **Impaired Driving Evaluation**

Planned Activity Description
Texas Impaired Driving Task Force: Facilitate the Texas Impaired Driving Task Force, coordination of the Texas Impaired Driving Plan, coordination of the Texas Impaired Driving Forum, and other technical assistance.

Intended Subrecipients
Texas A&M Transportation Institute

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$300,000.00	$75,043.80	$0.00

Countermeasure Strategy: Impaired Driving Public Information Campaigns
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
This countermeasure strategy will improve anti-DWI public information and education campaigns including appropriate bilingual campaign; educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders; improve education programs on alcohol and driving for youth; and increase public information and education, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving. Strategies proposed for the Impaired Driving Program impact all areas of the State.

Linkage Between Program Area
This strategy includes activities for media, outreach and prevention-focused activities 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, and campaign efforts will support the national impaired driving mobilization. These efforts are designed to have the largest impact on reducing overall alcohol/impaired driving fatalities and injuries, and serve as a complement to the Impaired Driving Program's other strategies of Training, Education, and Enforcement. This strategy is part of the Impaired Driving Program area's efforts to reduce the number of impaired driving fatalities and serious injuries, the alcohol-impaired driving rate, and the percentage of alcohol-impaired fatalities.

Rationale

The Driver Education and Behavior Program plan and its associated strategies include 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. Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73477	2020-Travis C-G-1YG-0017
73585	2020-TTI-G-1YG-0045
73724	2020-TST-G-1YG-0130
73734	2020-Texas Ag-G-1YG-0136
74888	2020-Hillcres-G-1YG-0192
77167	2020-TxDOT-G-1YG-0233
77168	2020-TxDOT-G-1YG-0234

Planned Activity: 2020-Travis C-G-1YG-0017

Planned activity number: **73477**

Primary Countermeasure Strategy ID: **Impaired Driving Public Information Campaigns**

Planned Activity Description

Comprehensive Underage Drinking Prevention Program: To conduct a comprehensive underage drinking prevention program through education efforts and peer to peer interaction to reduce underage drinking and driving and underage alcohol consumption.

Intended Subrecipients

Travis County Attorney's UDPP

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$185,561.90	$226,936.90	$185,561.90

Planned Activity: 2020-TTI-G-1YG-0045

Planned activity number: **73585**

Primary Countermeasure Strategy ID: **Impaired Driving Public Information Campaigns**

Planned Activity Description

Deterring Impaired Driving & Underage Drinking Among Youth Through a Statewide Peer-to-Peer Program: Deploy peer-to-peer traffic safety programming that addresses impaired driving and underage drinking at junior high/middle schools, high schools & colleges in Texas.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$350,000.00	$116,724.10	$0.00

Planned Activity: 2020-TST-G-1YG-0130

Planned activity number: **73724**

Primary Countermeasure Strategy ID: **Impaired Driving Public Information Campaigns**

Planned Activity Description

Zero Alcohol for Youth Academies and Statewide Youth Leadership Council to Reduce Impaired Driving.: Youth-led Statewide Youth Leadership Council and Zero Alcohol for Youth

Academies reduce impaired driving and increase awareness and enforcement of Texas Zero Tolerance laws for youth alcohol use.

Intended Subrecipients
Texans Standing Tall

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	$371,000.00	$123,674.00	

Planned Activity: 2020-Texas Ag-G-1YG-0136
Planned activity number: **73734**

Primary Countermeasure Strategy ID: **Impaired Driving Public Information Campaigns**

Planned Activity Description
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.

Intended Subrecipients
Texas A&M Agrilife Extension Service

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$614,996.00	$216,950.20	$0.00

Planned Activity: 2020-Hillcres-G-1YG-0192

Planned activity number: **74888**

Primary Countermeasure Strategy ID: **Impaired Driving Public Information Campaigns**

Planned Activity Description

Texas Reality Education for Drivers Program: Safe driving focused on alcohol and other drug countermeasures, occupant protection and prevention of distracted driving in young drivers and their families.

Intended Subrecipients

Hillcrest Baptist Medical Center-Hillcrest

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$300,000.00	$190,300.90	$300,000.00

Planned Activity: 2020-TxDOT-G-1YG-0233

Planned activity number: **77167**

Primary Countermeasure Strategy ID: **Impaired Driving Public Information Campaigns**

Planned Activity Description

Project Celebrations: Project Celebration Mini-Grants are state funded grants to approximately 575 high schools to assist in sponsoring alcohol-free events around prom and graduation time.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Alcohol (FAST)	$150,000.00	$0.00	

Planned Activity: 2020-TxDOT-G-1YG-0234

Planned activity number: **77168**

Primary Countermeasure Strategy ID: **Impaired Driving Public Information Campaigns**

Planned Activity Description

SWID: "TxDOT is seeking to execute a statewide, comprehensive, yearlong alcohol and impaired driving media campaign that focuses on a seasonal media campaign during football season, Christmas/New Year Holiday

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$3,250,000.00	$0.00	

Countermeasure Strategy: Impaired Driving Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This countermeasure strategy will 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; increase intervention efforts; and increase training for anti-DWI advocates. Strategies proposed for the Impaired Driving Program impact all areas of the State.

Linkage Between Program Area

This strategy is evidence-based and has been shown to be an effective measure for positively impacting the issue of alcohol/ impaired driving. Funding and activity levels have remained relatively steady over the past few years. Funding for DWI Courts, DWI Judicial Education and a Traffic Safety Resource Prosecutor are planned to assist Texas with reducing DWI recidivism. The State has incorporated areas of focus with the projects selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. This strategy is part of the Impaired Driving Program area's efforts to reduce the number of impaired driving fatalities and serious injuries, the alcohol-impaired driving rate, and the percentage of alcohol-impaired fatalities.

Rationale

The Impaired Driving Program plan and its associated strategies include 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. The State has incorporated areas of focus with activities selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73692	2020-ESCVI-G-1YG-0116
73555	2020-MADD-G-1YG-0034
73675	2020-NSC-G-1YG-0111
74411	2020-SHSU-G-1YG-0175
74416	2020-SHSU-G-1YG-0179
74332	2020-TAC-G-1YG-0162
73723	2020-TCJ-G-1YG-0129
74270	2020-TDCAA-G-1YG-0156

74343	2020-TJCTC-G-1YG-0166
73721	2020-TMCEC-G-1YG-0127
73447	2020-TMPA-G-1YG-0002
73459	2020-TMPA-G-1YG-0012
73655	2020-TST-G-1YG-0109
73680	2020-TST-G-1YG-0113
73605	2020-TTI-G-1YG-0065
74885	2020-TxDPSTF-G-1YG-0190

Planned Activity: 2020-ESCVI-G-1YG-0116

Planned activity number: **73692**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Alcohol Drug And Safety Training Education Program "AD-A-STEP" for Life: This is up to a 3-hour Alcohol Drug & Safety Education course for adults identified as under educated by federal guidelines & 21st Century, PreK-12 students & their parents in after-school programs.

Intended Subrecipients

Education Service Center, Region VI

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$102,946.20	$35,616.00	$0.00

Planned Activity: 2020-MADD-G-1YG-0034

Planned activity number: **73555**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Mothers Against Drunk Driving, Texas 'Take the Wheel Initiative': Increase awareness to reduce alcohol-related fatalities in collaboration with Law Enforcement, Criminal Justice System and community stakeholders.

Intended Subrecipients

Mothers Against Drunk Driving

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	$724,858.30	$272,987.00	

Planned Activity: 2020-NSC-G-1YG-0111

Planned activity number: **73675**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Intended Subrecipients

National Safety Council

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source	Funding Source ID	Eligible Use of	Estimated	Match	Local

Fiscal Year		Funds	Funding Amount	Amount	Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	$174,999.90	$46,136.47	

Planned Activity: 2020-SHSU-G-1YG-0175

Planned activity number: **74411**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Impaired Driving Initiatives--DECP, ARIDE and DITEP: Maintain a network of certified DREs/DRE Instructors, ensure compliance with DRE standards and compile data on impaired driving in Texas. Provide DRE, ARIDE and DITEP training in Texas.

Intended Subrecipients

Sam Houston State University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$649,999.50	$188,343.30	

Planned Activity: 2020-SHSU-G-1YG-0179

Planned activity number: **74416**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Drug Impairment Training for Texas Community Supervision and Parole Officers: The primary goal is to provide a 6-hour or 4-hour curriculum on drug impairment to Texas Community Supervision, Juvenile Probation & Parole Officers reducing fatalities and injuries on Texas roadways.

Intended Subrecipients
Sam Houston State University

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$89,999.20	$28,018.83	

Planned Activity: 2020-TAC-G-1YG-0162
Planned activity number: **74332**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description
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.

Intended Subrecipients
Texas Association of Counties

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Mid Court	$189,279.10	$54,686.31	

	Impaired Driving Mid	Support (FAST)			

Planned Activity: 2020-TCJ-G-1YG-0129

Planned activity number: **73723**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Texas Judicial Resource Liaison and Impaired Driving Judicial Education: This project improves adjudication of impaired driving cases by providing education, technical assistance and support materials for judges and DWI Court teams.

Intended Subrecipients

Texas Center for the Judiciary

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$699,999.30	$497,209.50	

Planned Activity: 2020-TDCAA-G-1YG-0156

Planned activity number: **74270**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

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

Intended Subrecipients

Texas District and County Attorneys Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$623,753.70	$193,688.10	

Planned Activity: 2020-TJCTC-G-1YG-0166

Planned activity number: **74343**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

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.

Intended Subrecipients

Texas Justice Court Training Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$149,813.20	$53,007.36	$149,813.20

Planned Activity: 2020-TMCEC-G-1YG-0127

Planned activity number: **73721**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Municipal Traffic Safety Initiatives: To provide education on impaired driving issues to municipal judges and court support personnel while encouraging them to participate in public outreach on related issues.

Intended Subrecipients

Texas Municipal Courts Education Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	$460,000.00	$119,668.40	

Planned Activity: 2020-TMPA-G-1YG-0002

Planned activity number: **73447**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Click or tap he Texas Standardized Field Sobriety Testing(SFST)Refresher, Practitioner & Instructor Training Program: It is critical we continue to train officers to strengthen their DWI assessment/detection/arrest skills to produce cases to be successfully prosecuted and will reduce crashes, injuries and save lives. re to enter text.

Intended Subrecipients

Texas Municipal Police Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$575,000.00	$200,538.00	

Planned Activity: 2020-TMPA-G-1YG-0012

Planned activity number: **73459**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Law Enforcement Training to Reduce Impaired Driving by People Under 21: This program will increase the enforcement of laws related to underage drinking and impaired driving through increased law enforcement training and participating in local coalitions.

Intended Subrecipients

Texas Municipal Police Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$511,249.30	$178,116.00	

Planned Activity: 2020-TST-G-1YG-0109

Planned activity number: **73655**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Screening and Brief Intervention for Risky Alcohol Use and DUI Among College Students.: Screening and Brief Intervention is an evidence-based strategy to screen high-risk college students to identify risky alcohol use and related behavior, such as DUI/DWI, and motivate them to stop.

Intended Subrecipients

Texans Standing Tall

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	$350,000.00	$116,664.60	

Planned Activity: 2020-TST-G-1YG-0113

Planned activity number: **73680**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DWI/DUI.: Using controlled party dispersal and media advocacy, this campaign focuses on holding adults who provide alcohol to youth accountable and increasing awareness of social host and Zero Tolerance Laws.

Intended Subrecipients

Texans Standing Tall

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$197,550.00	$65,838.05	

Planned Activity: 2020-TTI-G-1YG-0065

Planned activity number: **73605**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Texas Ignition Interlock Training, Outreach & Evaluation: TTI will conduct an ignition interlock training program, conduct community outreach & evaluate ignition interlock devices for their impact on recidivism in Texas

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Ignition Interlock (FAST)	$250,000.00	$62,548.80	

Planned Activity: 2020-TxDPSTF-G-1YG-0190

Planned activity number: **74885**

Primary Countermeasure Strategy ID: **Impaired Driving Training**

Planned Activity Description

Standardized Field Sobriety Testing Refresher Course: This Course will provide an eight (8) hour SFST refresher course --review of SFST, update on body cameras, report writing, effective courtroom testimony and implementation of INSITE.

Intended Subrecipients

Texas DPS Troopers Foundation

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$109,709.60	$28,436.81	

Program Area: Emergency Medical Services

Description of Highway Safety Problems

Emergency Medical Services (EM)

Problem ID - NHTSA and its predecessor agency have supported comprehensive national Emergency Medical Services System development for more than 40 years. The passage of the 1966 Highway Safety Act provided increased national attention on the plight of victims of motor vehicle trauma. The Federal government took a leadership role in reducing the number of injuries and deaths on America's highways by creating the National Highway Safety Bureau (NHSB), which was the predecessor agency to NHTSA. A part of this new agency, the Division of Emergency Treatment and Transfer of the Injured, was dedicated to EMS[1].

Texas had 3,632 fatalities statewide in 2018. This represents a 2.57% decrease from the 3,727 fatalities in 2017. The majority of the fatalities still occur in the non-metropolitan areas of the state. While in 2017 only 10.8% of the population lives in rural areas[2], those areas account for 40.4% of the fatalities for the state (2017 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.

[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 March 2019

Year	Rural Fatal Crashes	Increase/ Decrease	Rural Fatalities	Increase/ Decrease	Urban Fatal Crashes	Increase/ Decrease	Urban Fatalities	Increase/ Decrease	Total Fatal Crashes
2013	793	-	1,663	-	2,254	-	1,726	-	3,047
2014	868	9.46%	1,780	7.04%	2,322	3.02%	1,750	1.39%	3,190
2015	827	-4.72%	1,622	-8.88%	2,363	1.77%	1,948	11.31%	3,190
2016	740	-10.52%	1,590	-1.97%	2,687	13.71%	2,205	13.19%	3,427
2017	729	-1.49%	1,504	-5.41%	2,614	-2.72%	2,205	0.00%	3,343

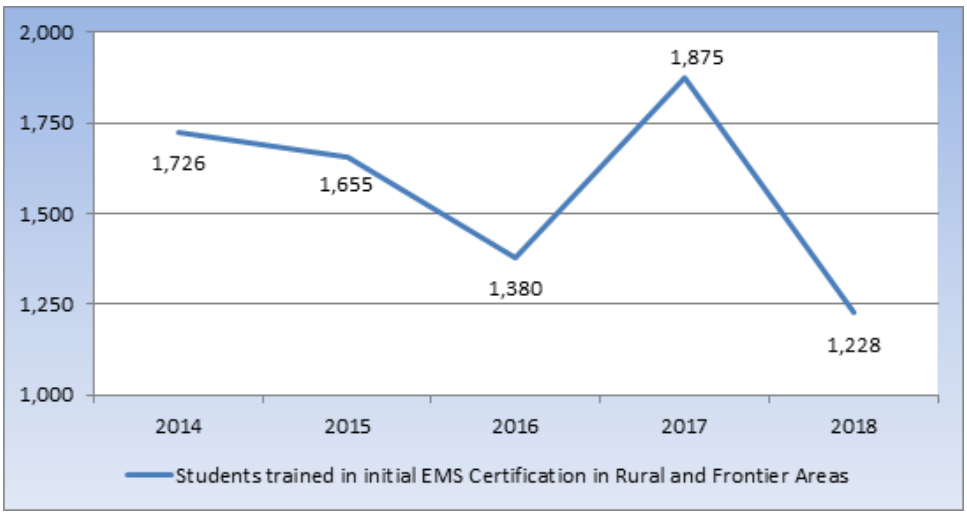
Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

Rural EMS providers lack su□cient 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.

Unfortunately, it is in these rural areas that a large amount of Texas's tra□c fatalities occur. Motor vehicle crash data for 2016 and 2017 shows an encouraging trend however. The increase in urban areas outpaced the rural areas of the State, as fatal crashes in rural areas decreased by 1.49% to 729 crashes and fatalities decreased by 5.41% to 1,504 in 2017. In the same manner, the decrease in fatality crashes in urban areas was 2.72% to 2,614 crashes with the number of fatalities remaining steady at 2,205 fatalities in 2017 (FARS).

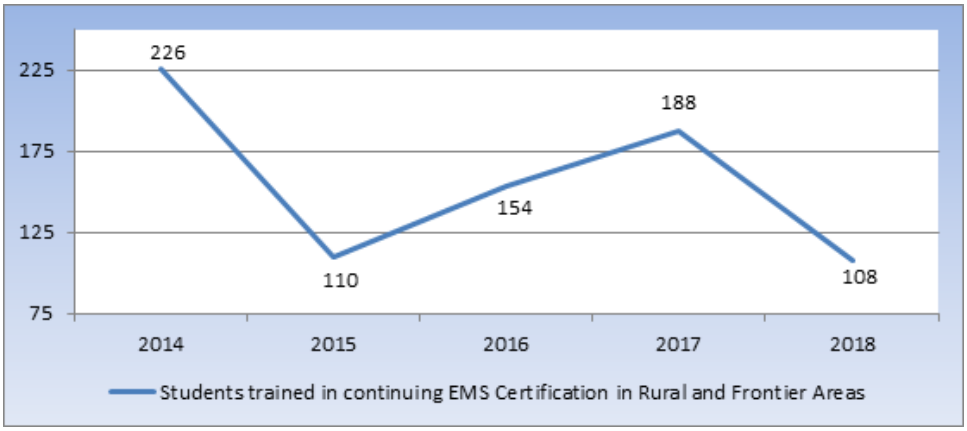
TRF-BTS will continue actively working to improve pre-hospital care response and availability throughout rural and frontier areas through improved accessibility of training and improved EMS involvement in local communities by increasing the availability of training in the rural and frontier areas of 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 to increase the chances that these professionals will be able to save lives.

State of Texas: Students Trained in the Initial EMS Certification in Rural and Frontier Areas



Source: Texas Department of Transportation eGrants, May 21st, 2019

State of Texas: Students Trained in Continuing EMS Certification in Rural and Frontier Areas



Source: Texas Department of Transportation eGrants, May 21st, 2019

EM Performance Measures and Target Setting - Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement and continue an 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 tra□c crashes and improve the survivability of these crashes in the rural and frontier areas in Texas.

Trend projections using eGrants data indicate that for 2020, the State of Texas can expect to report 1,505 new students trained in initial EMS courses. By 2022, Texas can expect to report 1,494 new students trained in initial EMS courses. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Students trained in initial EMS Certification in Rural and Frontier Areas	1,726	1,655	1,380	1,875	1,228

Students trained in initial EMS Certification in Rural and Frontier Areas	2019	2020	2021	2022
M Value	-5.3	-5.3	-5.3	-5.3
X Value	7.00	8.00	9.00	10.00
B Value	1,552.3	1,552.3	1,552.3	1,552.3
Projection	1,510	1,505	1,499	1,494
Target	1,522	1,523	1,523	1,524

The M, X, and B values are based on the single year projections in the 2017-2022 SHSP

Trend projections using eGrants data indicate that for 2020, the State of Texas can expect to report 140 students trained in continuing education EMS courses. By 2022, Texas can expect to report 133 new students trained in continuing education EMS courses. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Students trained in continuing EMS Certification in Rural and Frontier Areas	226	110	154	188	108

Students trained in continuing EMS Certification in Rural and Frontier Areas	2019	2020	2021	2022
M Value	-3.8	-3.8	-3.8	-3.8
X Value	8.00	9.00	10.00	11.00
B Value	174.6	174.6	174.6	174.6
Projection	144	140	137	133
Target	145	142	139	135

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

EM Impacts of Proposed Strategies - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014 - 2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

Strategies proposed for the Emergency Medical Services Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective measures for positively impacting the number of EMS students trained.

The training, outreach and prevention-focused project is conducted at the local and statewide levels to impact the overall driving public, but with emphasis on the identified high-risk population group in the rural and frontier areas/communities in the State. This e□ort is designed to achieve the most e□ective impact on increasing the training of EMS providers and reducing the overall driving fatalities and injuries in the rural and frontier areas of the State.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for EMS provider training planned for FY20 will assist Texas increasing the skill level of rural and frontier EMS providers.

Texas will continue to focus on the increase in fatalities which continue to be a problem in Texas. TxDOT Emergency Medical Services Program activities will continue to assist the State in achieving its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

EM Performance Targets:

Target: Students trained in initial EMS Certification in Rural and Frontier Areas

2020 Target: To increase the projected number of students trained in initial EMS courses from 1,228 students trained in 2018 to more than 1,523 students in 2020

2022 Target: To increase the projected number of students trained in initial EMS course from the projected 1,505 students trained in 2020 to more than 1,524 students trained in initial EMS courses in 2022

Target: Students trained in continuing EMS Certification in Rural and Frontier Areas

2020 Target: To increase the projected number of students trained in continuing EMS course from 108 students trained in 2018 to more than 142 students trained in continuing EMS courses in 2020

2022 Target: To reduce the projected decrease in the number of students trained in continuing EMS course from the projected 140 students trained in 2020 to more than 135 students trained in continuing EMS courses in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Students Trained in Initial EMS Certification in Rural and Frontier Areas	2020	Annual	1,523.00
2020	Students Trained in Continuing EMS Certification in Rural and Frontier Areas	2020	Annual	142.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Emergency Medical Services Training

Countermeasure Strategy: Emergency Medical Services Training

Program Area: **Emergency Medical Services**

Project Safety Impacts

This countermeasure strategy will increase Emergency Medical Services involvement in local communities' safety efforts; and also increases the availability of EMS training in rural and frontier areas.

Linkage Between Program Area

This strategy is evidence-based and has been shown to be an effective measure for positively impacting the number of EMS students trained. The planned activities are conducted at the local and statewide levels to impact the overall driving public, but with emphasis on the identified high-risk population group in the rural and frontier areas/communities in the State. This effort is designed to achieve the most effective impact on increasing the training of EMS providers and reducing the overall driving fatalities and injuries in the rural and frontier areas of the State.

Rationale

The strategy proposed for the Emergency Medical Services Program plan impacts all areas of the State. The proposed strategy is evidence-based and have been shown to be an effective measure for positively impacting the number of EMS students trained. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for EMS provider training planned for FY19 will assist Texas increasing the skill level of rural and frontier EMS providers. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
74906	2020-TEEXESTI-G-1YG-0196

Planned Activity: 2020-TEEXESTI-G-1YG-0196

Planned activity number: **74906**

Primary Countermeasure Strategy ID: **Emergency Medical Services Training**

Planned Activity Description

Rural / Frontier Emergency Medical Services (EMS) Education Training Program: Provide education and training to the rural / frontier response departments in Texas. To enhance training in these areas and reduce EMS response time to MVA trauma victims in rural / frontier Texas.

Intended Subrecipients

Texas Engineering Extension Service - ESTI

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Emergency Medical Services Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Emergency Medical Services (FAST)	$324,999.60	$738,923.60	$0.00

Program Area: Motorcycle Safety

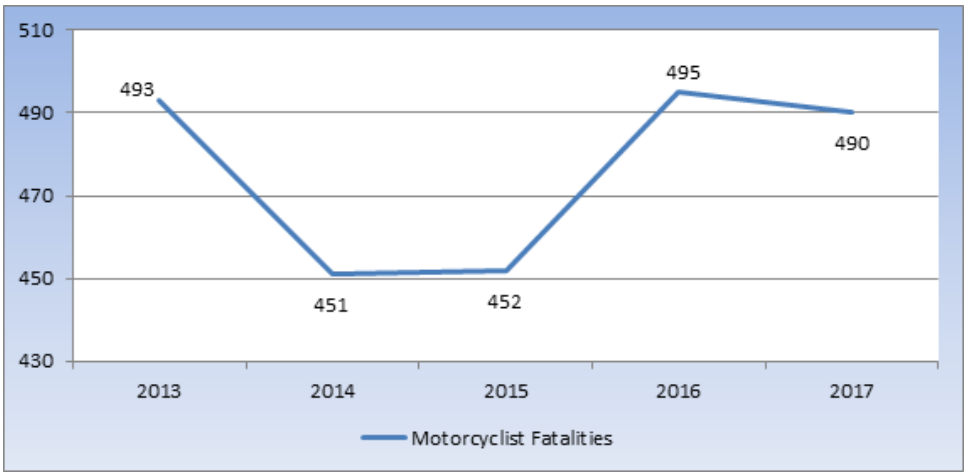
Description of Highway Safety Problems

Motorcycle Safety (MC)

Problem ID - Until recently, motorcycle fatalities and crashes in Texas followed the national 10-year trend. The State of Texas experienced an increase in the number of motorcycle fatalities from 452 in 2015 to 495 in 2016; however, the FARS data does indicate a decrease to 490 motorcycle fatalities in 2017. Of the 490 motorcycle fatalities in 2017, 49.6% were not wearing helmets.

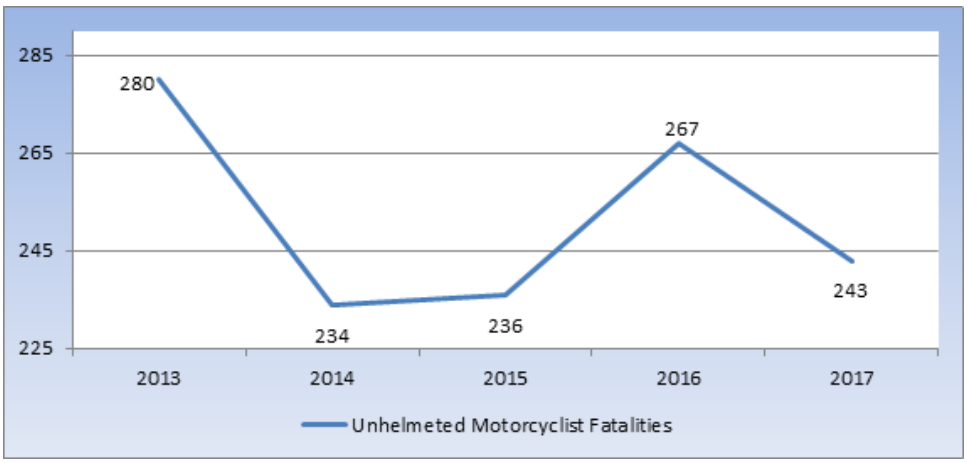
Motorcycle crashes continue to be heavily overrepresented in the total number of motor vehicle crashes. In 2017, Motorcycle registrations comprise approximately less than 2% of the vehicle mix in Texas, yet they account for approximately 13.2% of all tra□c fatalities. These numbers are problematic and an overrepresentation within the total tra□c mix.

State of Texas: Motorcyclist Fatalities (C-7)



Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

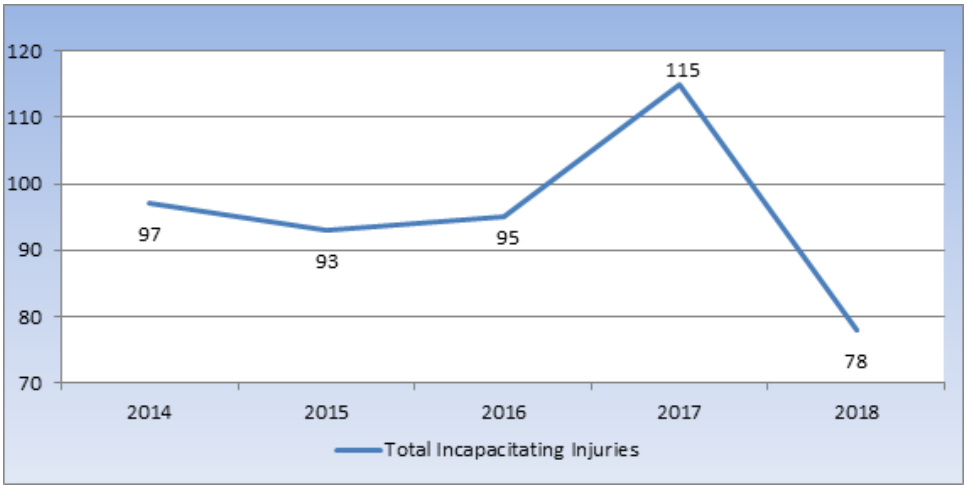
State of Texas: Unhelmeted Motorcyclist Fatalities (C-8)



Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

While Texas, in 2016, had the highest voluntary helmet usage rate for a state without a universal helmet law (72.1%), fatal crashes involving unhelmeted riders continue to be an aggravating factor although we seem to be moving in the right direction. The trend shows 49.6% of motorcyclists killed in 2017 were not wearing a helmet, compared to 54.0% in 2016.

State of Texas: Alcohol-Impaired Motorcyclist Fatalities

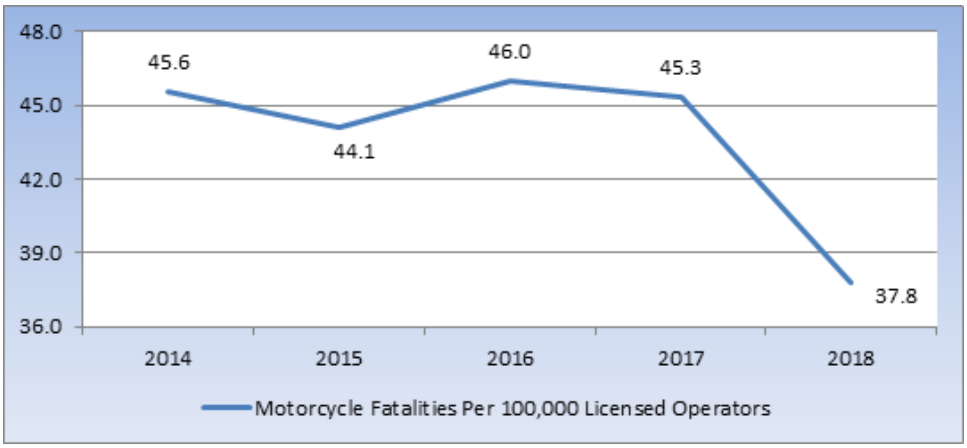


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

Alcohol continues to be an aggravating factor in motorcycle crashes. Texas saw a reduction in the number of operators killed with BAC levels above the legal limit, from 115 operators in

2017, to 78 in 2018 (CRIS). Several programs within this highway safety plan address drivers and motorcycle operator's alcohol use in crashes.

State of Texas: Motorcycle Fatalities per 100K Licensed Operators



Source: 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 April 15th, 2019.

The 20-to-29-year-old age range shows the most crashes overall of all age groups, followed by 30-to-39-year-olds. The rider age group with the highest percentage of riders involved in crashes in Texas in 2018 was 20-to-29-year-olds. This group also had the highest helmet use rate of those involved in crashes in 2018[1].

Although Texas has witnessed a significant population expansion, the number of registered motorcycles has decreased. The Texas Department of Motor Vehicles reports 348,772 registered motorcycles in the state in May 2019, down from 366,473 in April 2018. However, there has been an increase in the number of licensed motorcycle operators in Texas. Currently within the State of Texas, there are 1,106,431 licensed motorcycle operators.[2]

MC Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of

establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

[1] CRIS, accessed by Texas A&M Transportation Institute, May 30, 2019
[2] Report provided by Texas Department of Public Safety, Driver's License Division, May 2019

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust motorist awareness and motorcycle safety program, to include elements in motorist education and outreach, rider education and outreach, support for initial rider training, and media. TxDOT will continue to actively participate in and provide administrative support to the Texas Motorcycle Safety Coalition. TxDOT will work in conjunction with Texas Motorcycle Safety Coalition in executing the statewide strategic plan to reduce the incidence of the associated tra□c crashes and fatalities of motorcycle operators in

Texas. 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.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 413 motorcycle related fatalities. By 2022, Texas can expect to report 398 motorcycle related fatalities. The calculations for these projections and targets* are as follows:

C-7	2013	2014	2015	2016	2017
Motorcyclist Fatalities	493	451	452	495	490

Motorcyclist Fatalities	2018	2019	2020	2021	2022
M	-7.3	-7.3	-7.3	-7.3	-7.3
X	8.00	9.00	10.00	11.00	12.00
B	485.7	485.7	485.7	485.7	485.7
Projection	427	420	413	405	398
Target	427	420	413	405	398

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 198 unhelmeted motorcycle related fatalities. By 2022, Texas can expect to report 183 unhelmeted motorcycle related fatalities. The calculations for these projections and targets* are as follows:

(C-8)	2013	2014	2015	2016	2017
Unhelmeted Motorcyclist Fatalities	280	234	236	267	243

Unhelmeted Motorcyclist Fatalities	2018	2019	2020	2021	2022
M	-7.8	-7.8	-7.8	-7.8	-7.8
X	8.00	9.00	10.00	11.00	12.00
B	276.2	276.2	276.2	276.2	276.2
Projection	214	206	198	190	183
Target	214	206	198	190	183

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 55 motorcycle operator fatalities above .08% BAC. By 2022, Texas can expect to report 39

motorcycle operator fatalities above .08% BAC. The calculations for these projections and targets* are as follows:

Alcohol-Impaired Motorcyclist Fatalities	2014	2015	2016	2017	2018
	97	93	95	115	78

Alcohol-Impaired Motorcyclist Fatalities	2019	2020	2021	2022
M	-7.7	-7.7	-7.7	-7.7
X	8.00	9.00	10.00	11.00
B	123.9	123.9	123.9	123.9
Projection	62	55	47	39
Target	62	55	47	39

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 37.6 motorcycle operator fatalities per 100,000 licensed operators. By 2022, Texas can expect to report 34.4 motorcycle operator fatalities per 100,000 licensed operators. The calculations for these projections and targets* are as follows:

Motorcycle Fatalities Per 100,000 Licensed Operators	2014	2015	2016	2017	2018
	45.6	44.1	46.0	45.3	37.8

Motorcycle Fatalities Per 100,000 Licensed Operators	2019	2020	2021	2022
M	-1.61	-1.61	-1.61	-1.61
X	8.00	9.00	10.00	11.00
B	52.11	52.11	52.11	52.11
Projection	39.2	37.6	36.0	34.4
Target	39.2	37.6	36.0	34.4

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

MC Impacts of Proposed Strategies - Strategies proposed for the Motorcycle Safety and Awareness Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective measures for positively impacting 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 e□orts are designed to achieve the most e□ective 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 an additional $150,000 in state funds in FY 2019 and $350,000 in state funds in FY 2020 to help enhance program e□orts to address this problem. Funding for public education and outreach and rider safety and awareness are planned for FY 2020 to assist Texas with reducing motorcycle operator and passenger fatalities and injuries. The State has incorporated areas of focus with the projects selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014.

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

MC Performance Targets:

Target: Motorcyclist Fatalities (C-7)

2020 Target: To decrease the number of motorcycle fatalities from 490 motorcycle fatalities in 2017 to 413 motorcycle fatalities in 2020

2022 Target: To decrease the number of motorcycle fatalities from the projected 413 motorcycle fatalities in 2020 to 398 motorcycle fatalities in 2022

Target: Unhelmeted Motorcyclist Fatalities (C-8)

2020 Target: To decrease the number of unhelmeted fatalities from 243 unhelmeted fatalities in 2017 to 198 unhelmeted fatalities in 2020

2022 Target: To decrease the number of unhelmeted fatalities from the projected 198 unhelmeted fatalities in 2020 to 183 unhelmeted fatalities in 2022

Target: Alcohol-Impaired Motorcyclist Fatalities

2020 Target: To decrease the number of alcohol-impaired motorcyclist fatalities from 78 fatalities in 2018 to 55 alcohol-impaired motorcyclist fatalities in 2020

2022 Target: To decrease the number of alcohol-impaired motorcyclist fatalities from the projected 55 fatalities in 2020 to 39 alcohol-impaired motorcyclist fatalities in 2022

Target: Motorcycle Fatalities per 100,000 Licensed Operators

2020 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from 37.8 motorcycle fatalities per 100K licensed operators in 2018 to 37.6 motorcycle fatalities per 100K licensed operators in 2020

2022 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from the projected 37.6 motorcycle fatalities per 100K licensed operators in 2020 to 34.4 motorcycle fatalities per 100K licensed operators in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	198.00
2020	Motorcycle Fatalities Per 100,000 Licensed Operators	2020	Annual	37.6
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	413.00
2020	Motorcycle Operators Killed with a BAC+ .08	2020	Annual	55.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Public Information Campaigns

Countermeasure Strategy: Motorcycle Public Information Campaigns

Program Area: **Motorcycle Safety**

Project Safety Impacts

This countermeasure strategy will 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; and increase rider education and training.

Linkage Between Program Area

This strategy includes funding for public education and outreach and rider safety and awareness activities. This strategy and its associated activities will assist Texas in reducing motorcycle operator and passenger fatalities and injuries. The State has incorporated areas of focus with the projects selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014.Texas will remain focused on motorcycle fatalities which continue to be a statewide problem. TxDOT Motorcycle Safety Program activities will assist the State in achieving a reduction or sustaining the number of motorcycle operator and passenger fatalities.

Rationale

The Motorcycle Safety Program plan and its proposed strategy include 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. The State has incorporated areas of focus with the activities selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73578	2020-TTI-G-1YG-0038
73602	2020-TTI-G-1YG-0062
77163	2020-TxDOT-G-1YG-0229
77164	2020-TxDOT-G-1YG-0230

Planned Activity: 2020-TTI-G-1YG-0038

Planned activity number: **73578**

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

Planned Activity Description
Unlicensed to Ride: Encouraging Motorcyclists to Complete the Licensing Process: A data linkage project that leads to a letter-writing campaign to encourage riders to complete the motorcycle licensing process.

Intended Subrecipients
Texas A&M Transportation Institute

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$99,300.00	$35,921.40	$0.00

Planned Activity: 2020-TTI-G-1YG-0062
Planned activity number: **73602**

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

Planned Activity Description
Statewide Motorist Awareness and Motorcyclist Safety Outreach and Support: Public information and education outreach employing motorcyclists and related safety groups to raise motorists' knowledge of safely sharing the road with motorcyclists and of rider safety awareness.

Intended Subrecipients
Texas A&M Transportation Institute

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$300,000.00	$77,898.45	$0.00

Planned Activity: 2020-TxDOT-G-1YG-0229

Planned activity number: **77163**

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

Planned Activity Description

Motorcycle Safety Campaign: Motorcycle Safety Campaign

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Motorcycle Safety (FAST)	$350,000.00	$0.00	

Planned Activity: 2020-TxDOT-G-1YG-0230

Planned activity number: **77164**

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

Planned Activity Description

Motorcycle Safety Campaign: "A Statewide paid media campaign and public information education reminding motorists to look twice for motorcycles and share the road."

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	$300,000.00	$0.00	

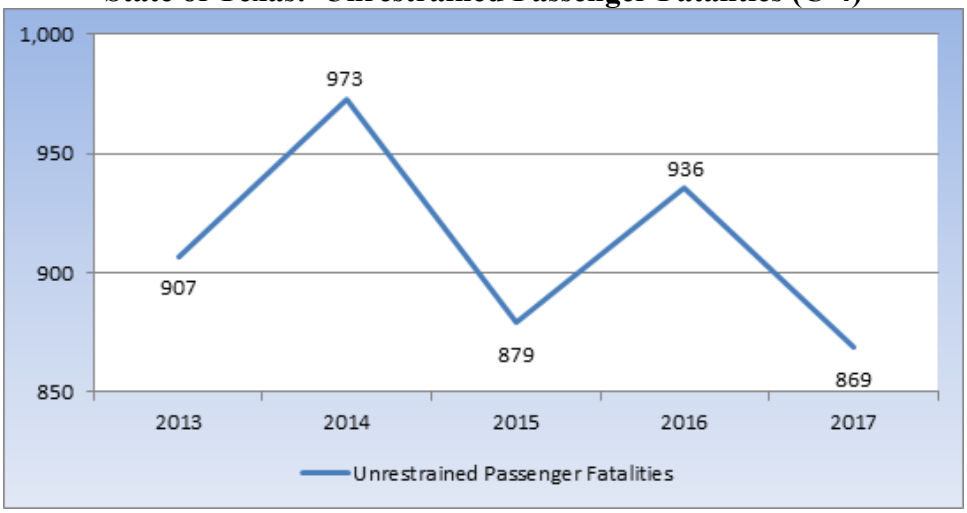
Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Occupant Protection (OP)

Problem ID – There were 869 fatalities involving unrestrained occupants in Texas in 2017, which is a decrease from the 936 that occurred in 2016. In 2017, 37% of these fatalities, where restraint usage was applicable and known, were unrestrained.

State of Texas: Unrestrained Passenger Fatalities (C-4)

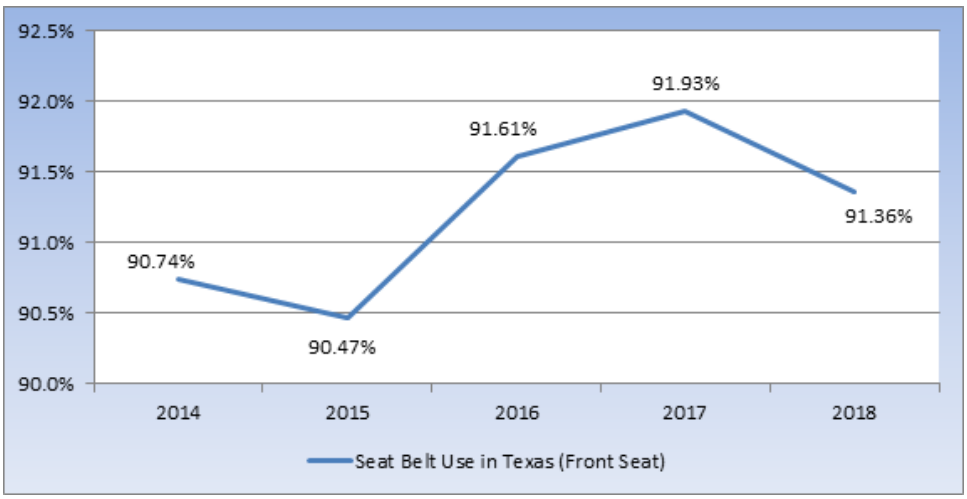


Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

TTI uses a methodology to measure seat belt usage that provides a true comparison to usage rates measured in previous years, thus e□ectively establishing a new baseline for future trend comparisons. For 2018, Texas had a seat belt usage rate of 91.36%.[1]

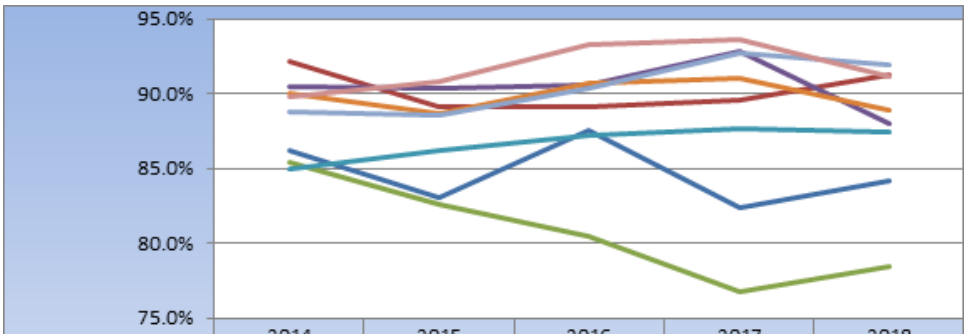
[1] 2018 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, August 2018

State of Texas: Observed Seat Belt Use in Texas (B-1)



Source: Texas A&M University Transportation Institute (TTI), Statewide Survey, August 2018

State of Texas: Driver Seat Belt Use by Age and Gender



	2014	2015	2016	2017	2018
5-14 Male	85.4%	82.6%	80.5%	76.8%	78.4%
5-14 Female	86.2%	83.1%	87.5%	82.4%	84.2%
15-19 Male	92.1%	89.1%	89.1%	89.6%	91.2%
15-19 Female	90.5%	90.4%	90.6%	92.8%	88.0%
20-60 Male	85.0%	86.2%	87.2%	87.7%	87.4%
20-60 Female	90.0%	88.7%	90.7%	91.0%	88.9%
> 60 Male	88.8%	88.5%	90.4%	92.7%	91.9%
> 60 Female	89.8%	90.8%	93.3%	93.6%	91.1%

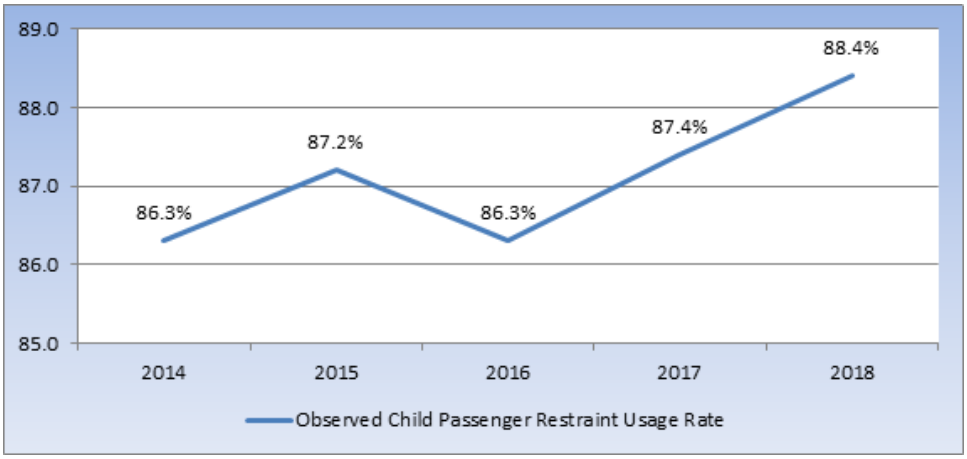
Source: Texas A&M University Transportation Institute (TTI), Statewide Survey, August 2018

Overall, females were observed to be more likely to be restrained than males. Passengers were more likely to be buckled up when the driver was buckled up.

The 2018 survey of child restraint usage revealed that 88.4% of children were restrained in a child safety seat or seat belt in some manner. This is an increase from 87.4% rate that was

observed in 2017. 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.

State of Texas: Child Passenger Restraint Usage



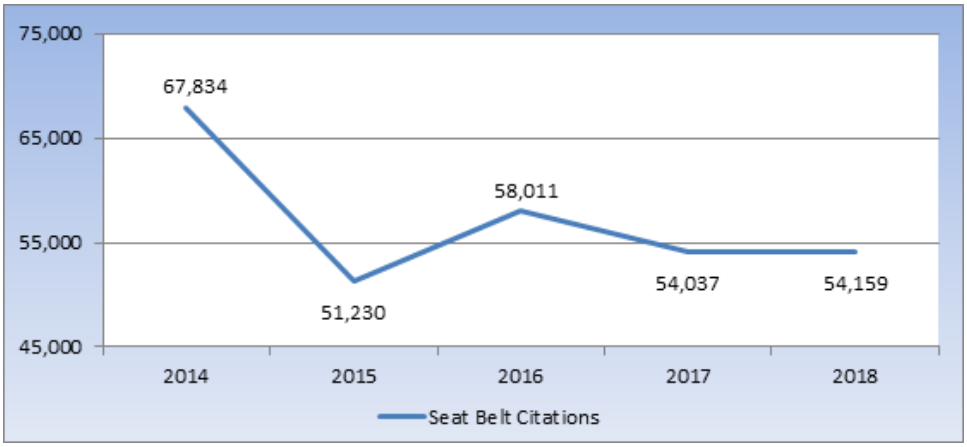
Source: Texas A&M University Transportation Institute (TTI), Child Restraint Use Survey, August 2018

Restraint use in cars was higher than restraint use in pickup trucks; 92.35% for car drivers compared to 89.00% for pickup drivers, and 91.50% for car passengers compared to 85.48% for pickup truck passengers.[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 e□orts, 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] 2018 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, August 2018

State of Texas: Seat Belt Citations Issued/Funded Enforcement (A-1)



Source: Texas Department of Transportation TRF-BTS eGrants, May 22nd, 2019

OP Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%

2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust occupant protection program, to include elements in high-visibility enforcement, training, regional task forces, and media. 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 tra□c 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.

Trend projections indicate that for 2020, the State of Texas can expect to report 956 unrestrained fatalities. By 2022, Texas can expect to report 972 unrestrained fatalities. The calculations for these projections and targets* are as follows:

C-4	2013	2014	2015	2016	2017
Unrestrained Passenger Fatalities	907	973	879	936	869

Unrestrained Passenger Fatalities	2018	2019	2020	2021	2022
M Value	7.7	7.7	7.7	7.7	7.7
X Value	8.00	9.00	10.00	11.00	12.00
B Value	879.1	879.1	879.1	879.1	879.1
Projection	941	948	956	964	972
Target	937	941	945	948	952

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using Texas A&M data indicate that for 2020, the State of Texas can expect to report a child passenger restraint use rate of 83.8%. By 2022, Texas can expect to report child passenger restraint use rate of 82.6%. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Child Passenger Restraint Usage	86.3%	87.2%	86.3%	87.4%	88.4%

Child Passenger Restraint Usage	2019	2020	2021	2022
M	-0.6	-0.6	-0.6	-0.6
X	8.00	9.00	10.00	11.00
B	89.2%	89.2%	89.2%	89.2%
Projection	84.4%	83.8%	83.2%	82.6%
Target	85.1%	84.8%	84.5%	84.3%

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

OP Impacts of Proposed Strategies - Strategies proposed for the Occupant Protection Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective 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, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These e□orts are designed to achieve the most e□ective 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, and installation and distribution of child passenger safety are planned for FY20 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 the number of unrestrained occupant citations during grant funded activities. Texas will attempt to reverse this trend creating an increase in unrestrained occupant citations.

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. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

OP Performance Targets:

Target: Unrestrained Passenger Fatalities (C-4)

2020 Target: To decrease the expected rise of the number of unrestrained fatalities from 869 unrestrained fatalities in 2017 to not more than 945 unrestrained fatalities in 2020

2022 Target: To decrease the number of unrestrained fatalities from the projected 956 unrestrained fatalities in 2020 to not more than 952 unrestrained fatalities in 2022

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

2020 Target: To increase the observed seat belt usage rate from 91.36% observed seat belt usage rate in 2018 to 91.97% observed seat belt usage rate in 2020

2022 Target: To increase the observed seat belt usage rate from the projected 91.97% observed seat belt usage rate in 2020 to 92.01% observed seat belt usage rate in 2022

Child Passenger Restraint Usage for the state of Texas

2020 Target: To reduce the projected decrease in observed child passenger usage from 88.4% observed child passenger usage in 2018 to 84.8% observed child passenger usage in 2020

2022 Target: To increase the observed child passenger usage from the projected 83.8% observed child passenger usage in 2020 to 84.3% observed child passenger usage in 2022

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

2020 Target: NHTSA activity measure - no objective set

2022 Target: NHTSA activity measure - no objective set

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	91.97%
2020	Child Passenger Restraint Usage	2020	Annual	84.8%
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	945.00
2020	A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	2020	Annual	

Countermeasure Strategies in Program Area

Countermeasure Strategy
Occupant Protection Enforcement
Occupant Protection Evaluation
Occupant Protection Public Information Campaigns
Occupant Protection Training

Countermeasure Strategy: Occupant Protection Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This countermeasure strategy will sustain high visibility enforcement of occupant protection laws.

Linkage Between Program Area

This strategy demonstrates that Texas will continue to fund and support law enforcement to cite unrestrained drivers and passengers during grant funded activities. High Visibility Enforcement (HVE) activities are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the Click It or Ticket national enforcement period across the state. TxDOT plans to implement a more robust occupant protection program, to include elements in high-visibility enforcement, training, regional task forces, and media.

Rationale

The Occupant Protection Program plan and its associated strategies include 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. This will assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. The plan includes funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety seats. Occupant Protection enforcement will include participation in and support of the national Click It or Ticket mobilization. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
202003	2020-STEP Click It Or Ticket

Planned Activity: 2020-STEP Click It Or Ticket

Planned activity number: **202003**

Primary Countermeasure Strategy ID: **Occupant Protection Enforcement**

Planned Activity Description

STEP Click It Or Ticket: Coordinate and conduct yearly CIOT mobilization consisting of increased safety belt enforcement and earned media activities.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$450,000.00	$0.00	$0.00

Countermeasure Strategy: Occupant Protection Evaluation

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This countermeasure strategy will evaluate the occupant restraint use including child safety seats in passenger vehicles and trucks.

Linkage Between Program Area

This proposed strategy for the Occupant Protection Program impacts all areas of the State. The planned activities are evidence-based and have been shown to be effective measures for positively impacting the issue unrestrained driving. 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.

Rationale

The Occupant Protection Program plan and its associated strategies include 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. The plan contains funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety seats to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73622	2020-TTI-G-1YG-0082
73625	2020-TTI-G-1YG-0085
73626	2020-TTI-G-1YG-0086

Planned Activity: 2020-TTI-G-1YG-0082

Planned activity number: **73622**

Primary Countermeasure Strategy ID: **Occupant Protection Evaluation**

Planned Activity Description

Click It or Ticket Evaluation Survey: TTI will conduct observational surveys of safety belt use before, during, and after the Click It or Ticket mobilization in 10 of Texas' largest cities and report the results to TxDOT.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$49,380.00	$12,351.75	$0.00

Planned Activity: 2020-TTI-G-1YG-0085

Planned activity number: **73625**

Primary Countermeasure Strategy ID: **Occupant Protection Evaluation**

Planned Activity Description

Nighttime Seat Belt Use Observational Survey: Conduct observational surveys of seat belt use during nighttime hours in 18 Texas cities.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$77,740.00	$19,446.35	$0.00

Planned Activity: 2020-TTI-G-1YG-0086

Planned activity number: **73626**

Primary Countermeasure Strategy ID: **Occupant Protection Evaluation**

Planned Activity Description

Occupant Protection Surveys: Project will include statewide survey of seat belt use, urban seat belt use survey, and child restraint survey.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$320,700.00	$80,218.20	$0.00

Countermeasure Strategy: Occupant Protection Public Information Campaigns

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This countermeasure strategy will increase public information and education campaigns; increase intervention efforts by healthcare professionals, teachers, and all safety advocates; concentrate efforts on historically low use populations; and maintain CPS seat distribution programs for low income families.

Linkage Between Program Area

Media, outreach and public information and education activities 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. Occupant Protection campaign efforts will support the national Click It or Ticket campaign, and will also support national Child Passenger Safety Week. These efforts are designed to achieve the most effective impact on increasing restraint use and reducing overall unrestrained driving fatalities and injuries.

Rationale

The Occupant Protection Program plan and its associated strategies include 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. The plan contains funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety seats are planned to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. Activities associated with this strategy also support national campaigns and mobilizations including national Child Passenger Safety Week and the Click It or Ticket campaign and enforcement mobilization. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73557	2020-HHS-G-1YG-0036
73689	2020-TCH-G-1YG-0114
73729	2020-TDSHS-G-1YG-0134
73733	2020-Texas Ag-G-1YG-0135
74269	2020-DCMCCT-G-1YG-0155
74333	2020-TxHSTF-G-1YG-0163
74854	2020-AustinEM-G-1YG-0182
74890	2020-IPCOGD-G-1YG-0193
77165	2020-TxDOT-G-1YG-0231
77166	2020-TxDOT-G-1YG-0232

Planned Activity: 2020-HHS-G-1YG-0036

Planned activity number: **73557**

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

Planned Activity Description

Texas KidSafe Child Passenger Safety Program: KidSafe will provide educational opportunities to parents/caregivers, children, and the general public on child passenger safety, safety in and around vehicles, and overall occupant protection.

Intended Subrecipients

Hillcrest Baptist Medical Center-HHS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$335,000.00	$238,956.60	$335,000.00

Planned Activity: 2020-TCH-G-1YG-0114

Planned activity number: **73689**

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

Planned Activity Description

Increasing Child Restraint Usage in Greater Houston: To increase occupant restraint usage, including child safety seats, in al passenger vehicles and trucks.

Intended Subrecipients

Texas Children's Hospital

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$220,000.00	$366,114.10	$0.00

Planned Activity: 2020-TDSHS-G-1YG-0134

Planned activity number: **73729**

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

Planned Activity Description

Statewide Child Passenger Safety (CPS) Education and Distribution Program: Department of State Health Services (DSHS) Safe Riders program will expand their ability to support CPS by utilizing DSHS regional staff to build a stronger system of education and seat distribution.

Intended Subrecipients

Texas Department of State Health Services

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$550,000.00	$360,500.00	$0.00

Planned Activity: 2020-Texas Ag-G-1YG-0135

Planned activity number: **73733**

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

Planned Activity Description

Texas A&M AgriLife Extension Passenger Safety Project: A program to increase child restraint and seat belt usage among low use populations and promote safe driving practices statewide through educational campaigns, checkup events and trainings.

Intended Subrecipients
Texas A&M Agrilife Extension Service

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$495,989.10	$268,500.20	$495,989.10

Planned Activity: 2020-DCMCCT-G-1YG-0155
Planned activity number: **74269**

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

Planned Activity Description
Dell Children's Medical Center (DCMC) Kids In Cars Program: DCMC will conduct child passenger safety and booster seat services, train new technicians, and deliver car seat information in Bastrop, Blanco, Burnet, Caldwell, Hays, Travis, and Williamson Counties.

Intended Subrecipients
Dell Children's Medical Center of Central Texas

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act	Occupant	$189,976.20	$97,976.67	$189,976.20

	NHTSA 402	Protection (FAST)			

Planned Activity: 2020-TxHSTF-G-1YG-0163

Planned activity number: **74333**

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

Planned Activity Description

Prevent Child Heatstroke in Cars: A Statewide, community-based, information and education network to promote prevention and create public awareness of child heatstroke deaths and injuries in vehicles in Texas.

Intended Subrecipients

Texas Heatstroke Task Force

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Occupant Protection (FAST)	$24,257.49	$9,152.05	

Planned Activity: 2020-AustinEM-G-1YG-0182

Planned activity number: **74854**

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

Planned Activity Description

Austin-Travis County EMS (ATCEMS) Child Passenger Safety Collaborative Program: Providing families in our target area education and child safety seats to ensure safe travel through a multifaceted program while creating a consistent CPS infrastructure for a continuum of service.

Intended Subrecipients
City of Austin - EMS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$124,964.00	$37,350.00	$0.00

Planned Activity: 2020-IPCOGD-G-1YG-0193
Planned activity number: **74890**

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

Planned Activity Description
North Texas Child Passenger Safety Training and Distribution Program: A one-year child passenger safety initiative to certify child passenger safety technicians, educate hospital staff and caregivers, and distribute child safety seats to Dallas County families in need.

Intended Subrecipients
Injury Prevention Center of Greater Dallas

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$69,000.00	$31,427.88	$69,000.00

Planned Activity: 2020-TxDOT-G-1YG-0231

Planned activity number: **77165**

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

Planned Activity Description

Occupant Protection (CIOT/TCIOT/CPASS): 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.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	$1,500,000.00	$0.00	

Planned Activity: 2020-TxDOT-G-1YG-0232

Planned activity number: **77166**

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

Planned Activity Description

Occupant Protection (CIOT/TCIOT/CPASS): 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.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

Occupant Protection Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	$700,000.00	$0.00	

Countermeasure Strategy: Occupant Protection Training

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This countermeasure strategy will increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors; increase EMS/fire department involvement in CPS fitting stations; and increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.

Linkage Between Program Area

This countermeasure strategy will increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors; increase EMS/fire department involvement in CPS fitting stations; and increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.

Rationale

The Occupant Protection Program plan and its associated strategies include 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. The plan contains funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety seats to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73621	2020-TTI-G-1YG-0081

Planned Activity: 2020-TTI-G-1YG-0081

Planned activity number: **73621**

Primary Countermeasure Strategy ID: **Occupant Protection Training**

Planned Activity Description

Statewide Conference on Occupant Protection for Children: Provide a statewide child passenger safety conference in 2020.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$125,510.00	$20,440.00	$0.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

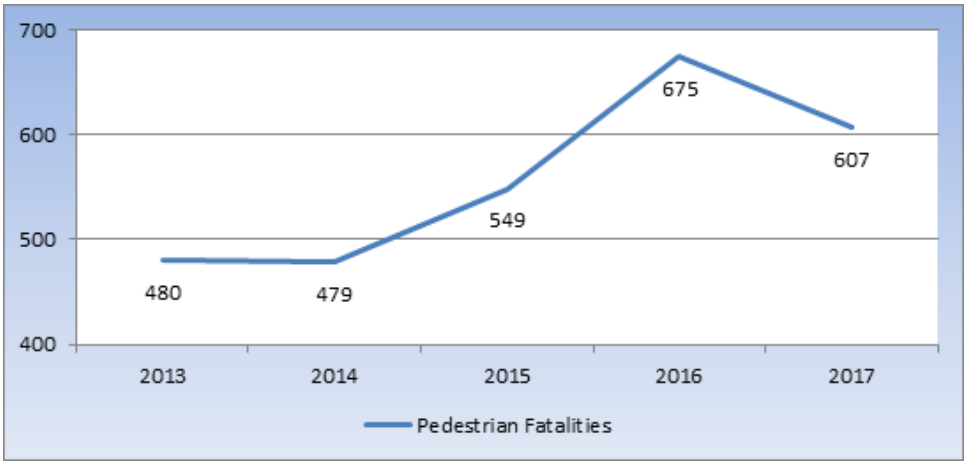
Description of Highway Safety Problems

Pedestrian and Bicycle Safety (PS)

Problem ID - In 2017, there were 5,977 pedestrians killed in tra□c crashes in the United States which is a 1.7% decrease from 6,080 pedestrians killed in 2016. In 2017, pedestrian fatalities accounted for 16.1% of all tra□c fatalities. Over three-fourths (76%) of pedestrian fatalities occurred in an urban setting versus a rural setting. Over two-thirds (71.6%) of pedestrian fatalities occurred at non- intersections versus at intersections. The age groups with the largest number of pedestrian fatalities were 45-54 (1,048) and 55-64 (1,116). [1]

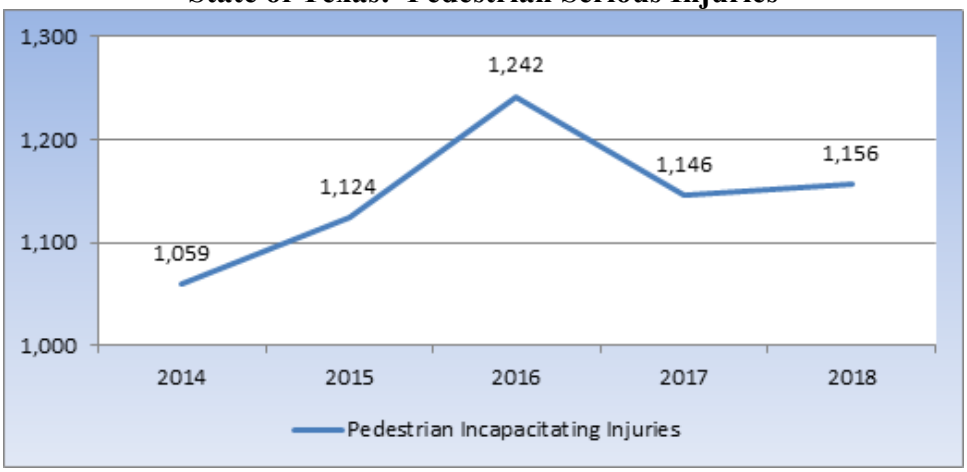
Pedestrian fatalities account for 16.3% of all Texas fatalities in 2017. Texas recorded 480 pedestrian fatalities in 2013. In 2017, Texas recorded 607 pedestrian fatalities, which is a decrease of 68 from 2016, although it's a significant increase of 127 since 2013. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and San Antonio. Pedestrian serious injuries have climbed from 1,059 in 2014 to 1,156 in 2018 which is an increase of 9.2%.

State of Texas: Pedestrian Fatalities (C-10)



Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

State of Texas: Pedestrian Serious Injuries

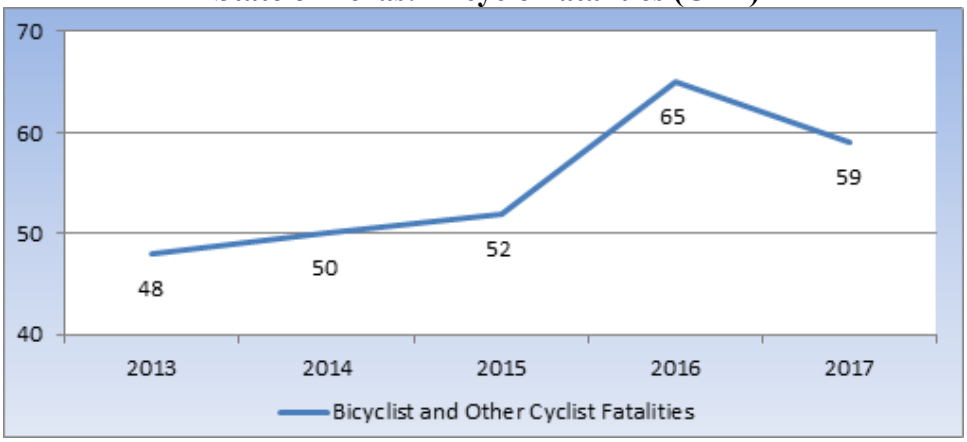


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

In the United States, 783 bicyclists were killed in motor vehicle tra□c crashes in 2017. Bicyclist fatalities accounted for 2.2% of all motor vehicle tra□c fatalities. Seventy-one percent of bicyclist fatalities occur in urban areas and 61.7% at non-intersections. Regardless of season, the highest percentage of bicyclist fatalities (20.6%) occurred between 6:00 p.m. to 8:59 p.m. In 22% of the crashes, the bicyclist was reported to have a BAC of .08% or higher. In 2017, the largest number of fatalities were in age groups 45-54 and 55-64, with 21 percent each. During the past 10 years, there has been a steady increase in the average age of bicyclists killed and injured.[1]

Bicycles accounted for about 1.6% of all Texas fatalities in 2017, and there were 59 bicyclist fatalities in Texas in 2017, a decrease of 6 from 2016, when 65 bicyclists were killed in Texas. The number of bicyclists serious injuries has also decreased from 305 in 2014 to 258 in 2018.

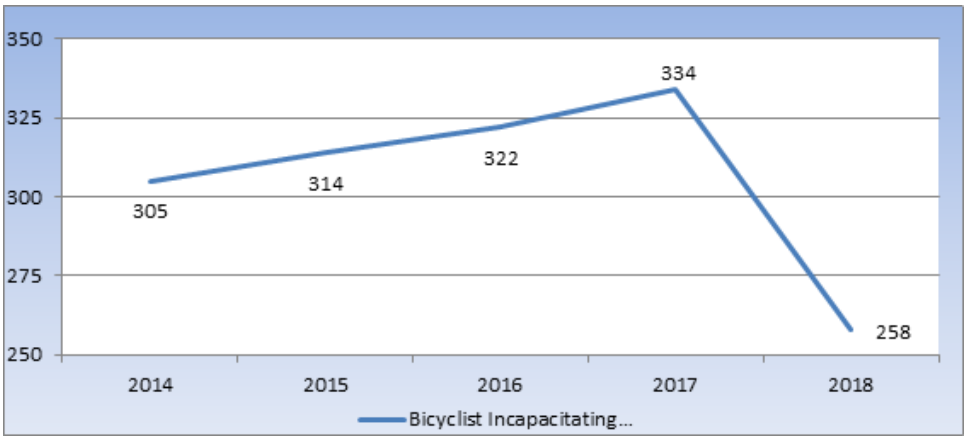
State of Texas: Bicycle Fatalities (C-11)



Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

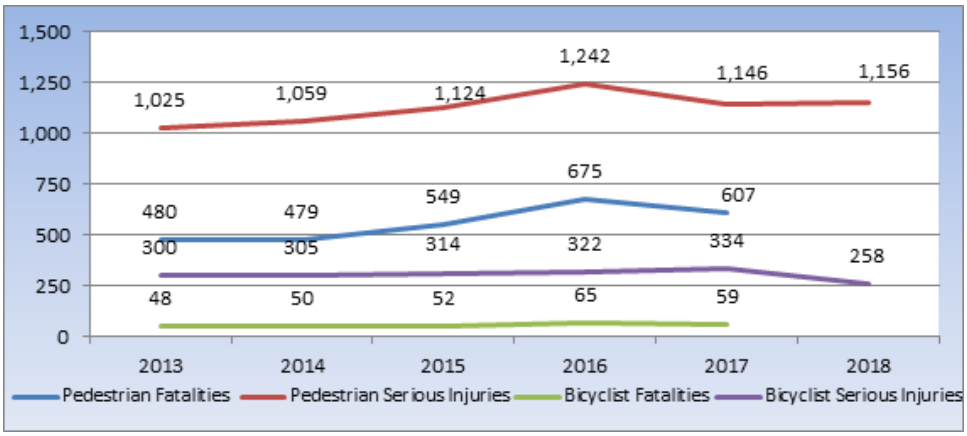
[1] NHTSA Tra□c Safety Facts Annual Report Tables: https://cdan.nhtsa.gov/tsftables/tsfar.htm#

State of Texas: Bicycle Serious Injuries



Source: 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 April 15th, 2019.

State of Texas: Non-motorized Fatalities and Serious Injuries (C-5)



Source: Fatality Analysis Reporting System (FARS May 9th, 2019) and 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 April 15th, 2019.

PS Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust pedestrian and bicycle safety program, to include elements in training, support of regional task forces, adult and child pedestrian and bicycle education and outreach. TxDOT will work in conjunction with stakeholders and regional coalitions to reduce the incidence of pedestrian and bicycle fatalities and the associated tra□c 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.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 635 pedestrian fatalities. By 2022, Texas can expect to report 680 pedestrian fatalities. The calculations for these projections and targets are as follows:

C-10	2013	2014	2015	2016	2017
Pedestrian Fatalities	480	479	549	675	607

Pedestrian Fatalities	2018	2019	2020	2021	2022
M	22.1	22.1	22.1	22.1	22.1
X	8.00	9.00	10.00	11.00	12.00
B	414.3	414.3	414.3	414.3	414.3
Projection	591	613	635	657	680
Target	589	608	628	647	666

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 1,464 pedestrian serious injuries. By 2022, Texas can expect to report 1,591 pedestrian injuries. The calculations for these projections and targets are as follows:

	2014	2015	2016	2017	2018
Pedestrian Serious injuries	1,059	1,124	1,242	1,146	1,156

Pedestrian Serious injuries	2019	2020	2021	2022
M	63.5	63.5	63.5	63.5
X	8.00	9.00	10.00	11.00
B	892.7	892.7	892.7	892.7
Projection	1,401	1,464	1,528	1,591
Target	1,389	1,447	1,503	1,559

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 53 bicycle fatalities. By 2022, Texas can expect to report 53 bicycle fatalities. The calculations for these projections and targets are as follows:

	2013	2014	2015	2016	2017
Bicycle Fatalities (C-11)	48	50	52	65	59

Bicycle Fatalities	2018	2019	2020	2021	2022
M	0.4	0.4	0.4	0.4	0.4
X	8.00	9.00	10.00	11.00	12.00
B	48.6	48.6	48.6	48.6	48.6
Projection	52	52	53	53	53
Target	52	52	52	52	52

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 355 bicycle serious injuries. By 2022, Texas can expect to report 372 bicycle injuries. The calculations for these projections and targets are as follows:

	2014	2015	2016	2017	2018
Bicycle Serious injuries	305	314	322	334	258

Bicycle Serious injuries	2019	2020	2021	2022
M	8.4	8.4	8.4	8.4
X	8.00	9.00	10.00	11.00
B	279.6	279.6	279.6	279.6
Projection	347	355	364	372
Target	344	351	358	365

Trend projections using FARS and CRIS data indicate that for 2020, the State of Texas can expect to report 2,507 non-motorized fatalities and serious injuries. By 2022, Texas can expect to report 2,696 non-motorized fatalities and serious injuries. The calculations for these projections and targets are as follows:

	2013	2014	2015	2016	2017
Non-motorized Fatalities and Serious Injuries	1,853	1,893	2,039	2,304	2,146

Non-motorized Fatalities and Serious Injuries	2018	2019	2020	2021	2022
M					
X	8.00	9.00	10.00	11.00	12.00
B					
Projection	2,318	2,413	2,507	2,602	2,696
Target	2,309	2,394	2,477	2,560	2,642

PS Impacts of Proposed Strategies - Strategies proposed for the Pedestrian and Bicycle Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective 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 e□orts are designed to achieve the most e□ective impact on reducing overall pedestrian and bicycle fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for outreach, training and safety education, and distribution of child bicycle helmets are planned for FY20 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)

2020 Target: To decrease the expected rise of pedestrian fatalities from 607 pedestrian fatalities in 2017 to not more than 628 pedestrian fatalities in 2020

2022 Target: To decrease the expected rise of pedestrian fatalities from the projected 635 pedestrian fatalities in 2020 to not more than 666 pedestrian fatalities in 2022

Target: Pedestrian Serious Injuries

2020 Target: To decrease the expected rise of pedestrian serious injuries from 1,156 in 2018 to not more than 1,447 pedestrian serious injuries in 2020

2022 Target: To decrease the expected rise of pedestrian serious injuries from the projected 1,464 pedestrian serious injuries in 2020 to not more than 1,559 pedestrian serious injuries in 2022

Target: Bicycle Fatalities (C-11)

2022 Target: To decrease the number of bicycle fatalities from 59 bicycle fatalities in 2017 to not more than 52 bicycle fatalities in 2020

2022 Target: To decrease the number of bicycle fatalities from the projected 53 bicycle fatalities in 2020 to no more than 52 bicycle fatalities in 2022

Target: Bicycle Serious Injuries

2020 Target: To decrease the expected rise of bicycle serious injuries from 258 bicycle serious injuries in 2018 to not more than 351 bicycle serious injuries in 2020

2022 Target: To decrease the expected rise of bicycle serious injuries from the projected 355 bicycle serious injuries in 2020 to not more than 365 bicycle serious injuries in 2022

Target: Non-Motorized Fatalities and Serious Injuries

2020 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,379.4 non-motorized fatalities and serious injuries in 2020

The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	2,304	FARS-CRIS
2017	2,146	ARF-CRIS
2018	2,104	CRIS
2019	2,394	Target
2020	2,477	Target
2020 Target expressed as 5-year average		2,285.0

As noted in the table above, the calendar year target for 2020 would be 2,477 non-motorized fatalities and serious injuries.

2022 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from the projected 2,507 serious injuries in 2020 to not more than 2,696 non-motorized fatalities and serious injuries in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Non-motorized Fatalities and Serious Injuries	2020	5 Year	2,477.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	Annual	52.00
2020	Bicycle Serious Injuries	2020	Annual	351.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	628.00
2020	Pedestrian Serious Injuries	2020	Annual	1,447.00

Countermeasure Strategies in Program Area

Countermeasure Strategy

Pedestrian and Bicycle Safety Public Information Campaigns
Pedestrian and Bicycle Safety Training

Countermeasure Strategy: Pedestrian and Bicycle Safety Public Information Campaigns

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

This countermeasure strategy will increase public information and education efforts on pedestrian and bicyclist safety; improve identification of problem areas for pedestrians; and improve "walkability" and "bikeability" of roads and streets.

Linkage Between Program Area

This countermeasure strategy addresses media, education and outreach, and prevention-focused activities. These 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. In recent years, available funding for the Pedestrian and Bicycle Safety program area has increased.

Rationale

The Pedestrian and Bicycle Safety Program plan and its associated strategies contain 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. Texas will remain focused on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will assist the State in achieving a reduction or sustaining the number of pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73694	2020-ESCVI-G-1YG-0118
75021	2020-Ghisallo-G-1YG-0209
75022	2020-Ghisallo-G-1YG-0210
75039	2020-LubbockP-G-1YG-0217
74869	2020-SafetyCi-G-1YG-0187
73690	2020-TCH-G-1YG-0115
73586	2020-TTI-G-1YG-0046

73587	2020-TTI-G-1YG-0047
73593	2020-TTI-G-1YG-0053
73601	2020-TTI-G-1YG-0061
73613	2020-TTI-G-1YG-0073

Planned Activity: 2020-ESCVI-G-1YG-0118

Planned activity number: **73694**

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

Planned Activity Description

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.

Intended Subrecipients

Education Service Center, Region VI

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$50,000.00	$17,025.16	$0.00

Planned Activity: 2020-Ghisallo-G-1YG-0209

Planned activity number: **75021**

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

Planned Activity Description

Cycle Academy AUS: Youth and Young Adult Bicycle and Pedestrian Education and Safety Instruction: Cycle Academy based hands-on bicycle education programs utilizing Bike Rodeo,

Bike Club, and event based instruction for youth and young adults as well as pedestrian safety instruction.

Intended Subrecipients
Ghisallo Foundation

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$145,000.00	$48,600.48	$0.00

Planned Activity: 2020-Ghisallo-G-1YG-0210
Planned activity number: **75022**

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

Planned Activity Description
Cycle Academy SAN: Youth and Young Adult Bicycle and Pedestrian Education and Safety Instruction: Cycle Academy based hands-on bicycle education programs utilizing Bike Rodeo, Bike Club, and event based instruction for youth and young adults as well as pedestrian safety instruction.

Intended Subrecipients
Ghisallo Foundation

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$99,849.96	$25,086.56	$0.00

Planned Activity: 2020-LubbockP-G-1YG-0217

Planned activity number: **75039**

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

Planned Activity Description

Safety City: "Providing Education Today for a Safer Tomorrow": The primary goal of Safety City is to Develop and provide comprehensive traffic education programs for the South Plains with the initiative to create a safe environment on and around public roadways.

Intended Subrecipients

City of Lubbock - Parks & Recreation

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$26,277.00	$11,392.37	$0.00

Planned Activity: 2020-SafetyCi-G-1YG-0187

Planned activity number: **74869**

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

Planned Activity Description

Safety City-Building Safer Communities: To teach elementary age students traffic safety, pedestrian safety, bicycle safety, railroad safety, bus safety, seat belt safety, and that officers are their friends.

Intended Subrecipients
Safety City Abilene

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$11,445.00	$5,580.40	$11,445.00

Planned Activity: 2020-TCH-G-1YG-0115
Planned activity number: **73690**

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

Planned Activity Description
Pedestrian and Bicycle Safety Education & Outreach: To reduce the number of motor-vehicle related pedestrian and bicyclist fatalities and serious injuries.

Intended Subrecipients
Texas Children's Hospital

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act	Pedestrian/Bicycle	$85,000.00	$64,340.75	$0.00

	NHTSA 402	Safety (FAST)			

Planned Activity: 2020-TTI-G-1YG-0046

Planned activity number: **73586**

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

Planned Activity Description

San Antonio Area Project to Address Distracted Young Pedestrians and Bicyclists: Continuation of local "Distracted ped & bike safety for youth" grant in the San Antonio area.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$36,800.00	$9,207.74	$0.00

Planned Activity: 2020-TTI-G-1YG-0047

Planned activity number: **73587**

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

Planned Activity Description

Austin District Distracted Pedestrian and Bicyclist Safety Among Youth: A holistic approach to address the dangers young distracted pedestrians, bicyclists, and drivers face by increasing awareness at Junior High and High Schools in the Austin TxDOT district.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$40,000.00	$10,004.88	$0.00

Planned Activity: 2020-TTI-G-1YG-0053

Planned activity number: **73593**

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

Planned Activity Description

Early Child Safety Education Focusing on Pedestrians/Bicyclists Aged 5-10 Years Old: The project will address critical pedestrian and bicycle safety concepts for children aged 5-10 years old through electronic educational curriculum, animated videos, and a cartoon book.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$120,000.00	$30,023.25	$0.00

Planned Activity: 2020-TTI-G-1YG-0061

Planned activity number: **73601**

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

Planned Activity Description

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.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$80,000.00	$20,015.80	$0.00

Planned Activity: 2020-TTI-G-1YG-0073

Planned activity number: **73613**

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

Planned Activity Description

Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws: This project will build on an FY 19 project to continue to identify barriers to understanding laws related to pedestrian and bicycle safety in Texas, as well as educate.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$99,513.41	$24,899.35	

Countermeasure Strategy: Pedestrian and Bicycle Safety Training

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

This countermeasure strategy will increase public information and education of state laws on motorists' responsibilities pertaining to pedestrian and bicyclist safety, and will increase public information and education efforts on pedestrian and bicyclist safety.

Linkage Between Program Area

The funding and activity levels for Pedestrian and Bicycle Safety program area have remained relatively steady over the past few years. Activities for training law enforcement on state bicycle and pedestrian laws will assist Texas in reducing pedestrian and bicyclist fatalities and injuries. In recent years, available funding for the Pedestrian and Bicycle Safety program area has increased.

Rationale

The Pedestrian and Bicycle Safety Program plan and its associated strategies contain 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. Texas will remain focused on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will assist the State in achieving a reduction or sustaining the number of pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73592	2020-TTI-G-1YG-0052

Planned Activity: 2020-TTI-G-1YG-0052

Planned activity number: **73592**

Primary Countermeasure Strategy ID: **Pedestrian and Bicycle Safety Training**

Planned Activity Description

Law Enforcement Training on Pedestrian and Bicyclist Laws: This project will distribute 1 roll call training video, conduct 4 train-the-trainer workshops for LE on pedestrian and bicyclist laws, and identify ways to improve crash data quality and accuracy.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian and Bicycle Safety Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Training	$106,999.80	$26,762.76	

Program Area: Police Traffic Services

Description of Highway Safety Problems

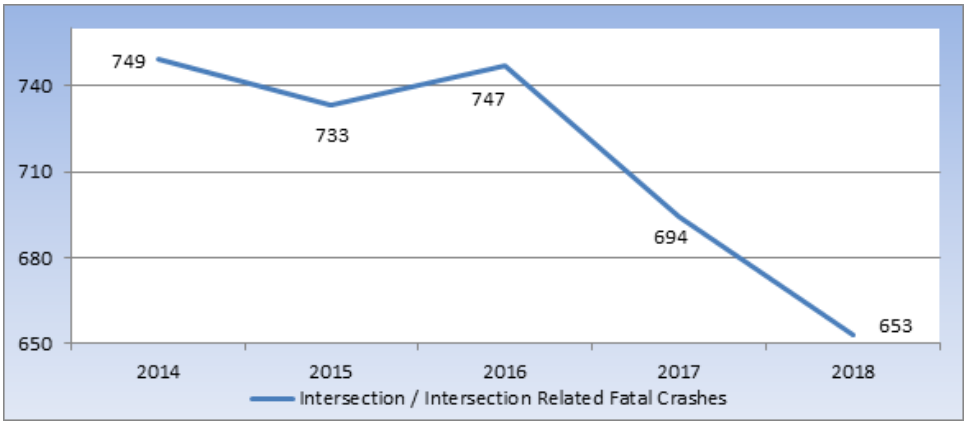
Police Traffic Services (PT)

Problem ID - High-Visibility Enforcement (HVE) is a universal tra□c safety approach designed to create deterrence and change unlawful tra□c behaviors. HVE combines highly visible and proactive law enforcement targeting a specific tra□c safety issue. Law enforcement e□orts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

The premise of the STEP model is that an individual's discomfort or fear of being stopped for a tra□c safety violation outweighs the desire not to comply with the law. Like any good deterrence program designed to change motorists' behavior, STEPs are conducted throughout the year to maintain positive behavior, public awareness, and law enforcement engagement. A strong partnership between tra□c safety and law enforcement professionals forms the foundation of the STEP model.

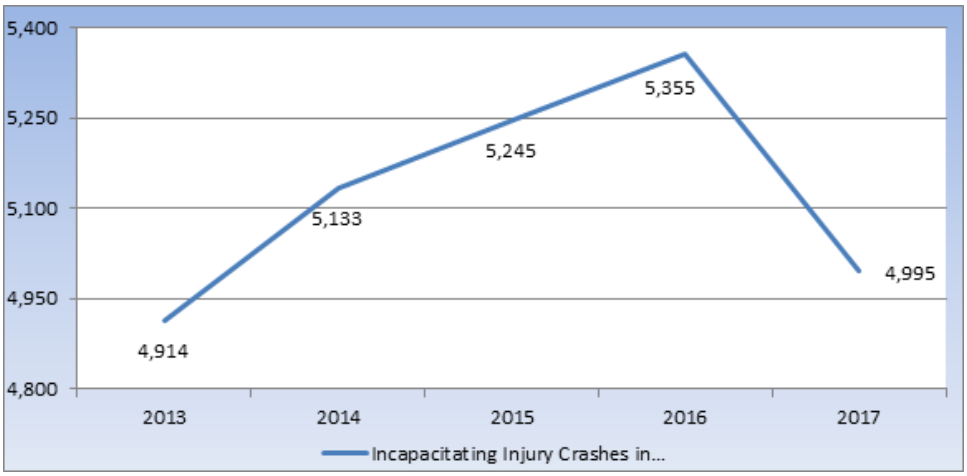
A large portion of the State of Texas' grant dollars fund data driven, evidence based enforcement practices. High-visibility enforcement supported by media advertising campaigns are the backbone of the Texas tra□c safety program. The STEP program is also contained in the Alcohol Countermeasures section, Occupant Protection section, and the Speed Control section. In addition to the projections and targets that address speed, alcohol, and restraint use in other sections, intersection crashes and distracted driving are included as elements of the STEP program.

State of Texas: Fatal Crashes in Intersections



Source: 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 April 15th, 2019.

State of Texas: Serious Injury Crashes in Intersections

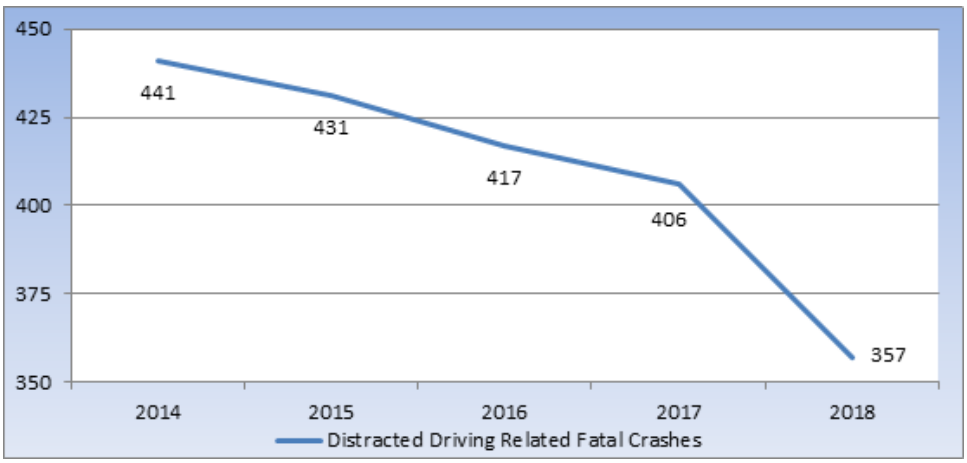


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

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.

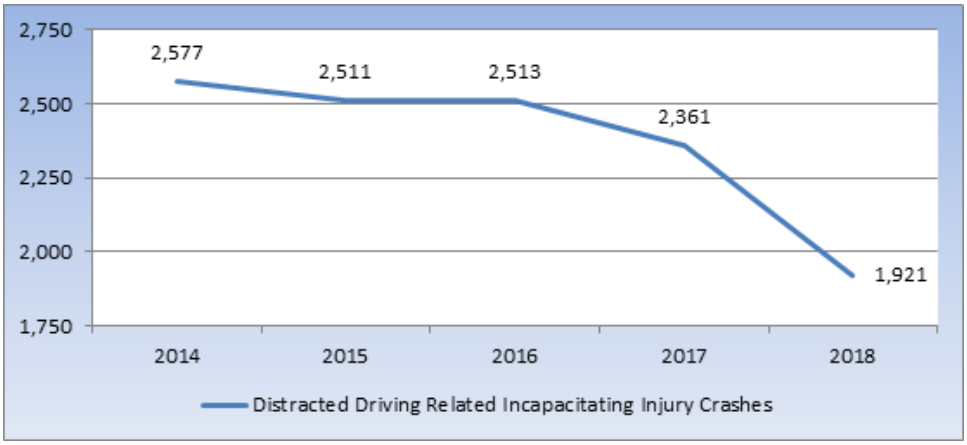
TxDOT will continue to work on this emerging issue.

State of Texas: Distracted Driving Related Fatal Crashes



Source: 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 April 15th, 2019.

State of Texas: Distracted Driving Serious Injury Crashes



Source: 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 April 15th, 2019.

PT Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a robust police tra□c services and tra□c enforcement program, to include elements in high-visibility enforcement, training, regional task forces, and media. 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 tra□c 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 – Tra□c Enforcement Service, and Countermeasures That Work as outlined in the strategies and enforcement sections.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 751 fatal crashes in Intersections. By 2022, Texas can expect to report 756 Fatal Crashes in Intersections. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Fatal Crashes in Intersections	752	735	745	691	653

Fatal Crashes in Intersections	2019	2020	2021	2022
M	2.4	2.4	2.4	2.4
X	8.00	9.00	10.00	11.00
B	729.2	729.2	729.2	729.2
Projection	748	751	753	756
Target	742	742	741	740

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 6,262 serious injury crashes in intersections. By 2022, Texas can expect to report 6,670 serious injury crashes in intersections. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Serious Injury Crashes in Intersections	5,141	5,247	5,364	4,999	4,995

Serious Injury Crashes in Intersections	2019	2020	2021	2022
M	204.2	204.2	204.2	204.2
X	8.00	9.00	10.00	11.00
B	4,423.8	4,423.8	4,423.8	4,423.8
Projection	6,057	6,262	6,466	6,670
Target	6,009	6,186	6,362	6,537

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 417 distracted driving related fatal crashes. By 2022, Texas can expect to report 414 distracted driving related fatal crashes. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Distracted Driving Related Fatal Crashes	441	431	417	406	357

Distracted Driving Related Fatal Crashes	2019	2020	2021	2022
M	-1.4	-1.4	-1.4	-1.4
X	8.00	9.00	10.00	11.00
B	429.8	429.8	429.8	429.8
Projection	419	417	416	414
Target	419	417	416	414

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 2,541 distracted driving related serious injury crashes. By 2022, Texas can expect to report 2,544 distracted driving related serious injury crashes. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Distracted Driving Related Serious Injury Crashes	2,577	2,511	2,513	2,361	1,921

Distracted Driving Related Serious Injury Crashes	2019	2020	2021	2022
M	1.7	1.7	1.7	1.7
X	8.00	9.00	10.00	11.00
B	2,525.7	2,525.7	2,525.7	2,525.7
Projection	2,539	2,541	2,543	2,544
Target	2,519	2,511	2,502	2,494

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

PT Impacts of Proposed Strategies - Strategies proposed for the Police Tra□c Services Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective measures for positively impacting the issue of 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 e□orts are designed to achieve the most e□ective impact on reducing overall fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for outreach, training, and enforcement are planned for FY20 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 Tra□c Services Program activities will continue to assist the State in achieving its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

PT Performance Targets:

Target: Fatal Crashes in Intersections

2020 Target: To decrease the expected rise of intersection fatal crashes from 653 intersection fatalities in 2018 to not more than 742 intersection fatal crashes in 2020

2022 Target: To decrease the number of intersection fatal crashes from the projected 751 intersection fatal crashes in 2020 to not more than 740 intersection fatal crashes in 2022

Target: Serious Injury Crashes in Intersections

2020 Target: To decrease the expected rise of intersection injury crashes from 4,995 intersection related injury crashes in 2018 to not more than 6,186 intersection related injury crashes in 2020

2022 Target: To decrease the expected rise of intersection injuries from the projected 6,262 intersection related injuries in 2020 to not more than 6,537 intersection related injuries in 2022

Target: Distracted Driving Related Fatal Crashes

2020 Target: To decrease the expected rise of distracted driving fatal crashes from 357 distracted driving fatal crashes in 2018 to not more than 417 distracted driving fatal crashes in 2020

2022 Target: To decrease the number of distracted driving fatal crashes from the projected 417 distracted driving fatal crashes in 2020 to 414 distracted driving fatal crashes in 2022

Target: Distracted Driving Related Serious Injury Crashes

2020 Target: To decrease the expected rise of distracted driving related serious injury crashes from 1,921 in 2018 to not more than 2,511 distracted driving related serious injury crashes in 2020

2022 Target: To decrease the number of distracted driving related serious injury crashes from the projected 2,541 distracted driving related serious injury crashes in 2020 to not more than 2,494 distracted driving related serious injury crashes in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Distracted Driving Related Fatal Crashes	2020	Annual	417.00
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	1,116.00
2020	Fatal Crashes in Intersections	2020	Annual	742.00
2020	Distracted Driving Related Serious Injury Crashes	2020	Annual	2,511.00
2020	A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	2020	Annual	
2020	Serious Injury Crashes in Intersections	2020	Annual	6,186.00
2020	Speeding Related Serious Injuries	2020	Annual	2,165.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Police Traffic Services Enforcement
Police Traffic Services Training

Countermeasure Strategy: Police Traffic Services Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

This countermeasure strategy will 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; and increase enforcement of commercial motor vehicle speed limits.

Linkage Between Program Area

This countermeasure strategy includes activities for high visibility enforcement. Texas' Police Traffic Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of intersection-related fatalities and fatal crashes, as well as fatalities and fatal crashes associated with distracted driving.

Rationale

This countermeasure strategy includes activities for high visibility enforcement. Texas' Police Traffic Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of intersection-related fatalities and fatal crashes, as well as fatalities and fatal crashes associated with distracted driving.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
202001	2020-STEP-Comprehensive
202002	2020-STEP-CMV

Planned Activity: 2020-STEP-Comprehensive

Planned activity number: **202001**

Primary Countermeasure Strategy ID: **Police Traffic Services Enforcement**

Planned Activity Description

STEP Comprehensive: Provide enhanced sustained enforcement covering multiple offenses, focusing on two or more of the following: Speed, DWI, Intersection Traffic Control (ITC), Occupant Protection (OP) or Distracted Driving (DD) violations. All STEP Comprehensive agencies that have an occupant protection and/or DWI component will participate in the national enforcement mobilizations.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$9,811,195.00	$2,984,478.00	$9,811,195.00

Planned Activity: 2020-STEP-CMV

Planned activity number: **202002**

Primary Countermeasure Strategy ID: **Police Traffic Services Enforcement**

Planned Activity Description

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.

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,166,721.00	$334,835.30	$1,166,721.00

Countermeasure Strategy: Police Traffic Services Training

Program Area: **Police Traffic Services**

Project Safety Impacts

This countermeasure strategy will provide support to TxDOT Traffic Safety Specialists on STEP grants and traffic safety events; instruct course curriculum on distracted driving, child restraint enforcement and social harm; and 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.

Linkage Between Program Area

This strategy includes planned activities for FY19 including law enforcement training to be conducted by law enforcement liaisons (LELs), including SFST courses and CPS technician certification. These activities will assist Texas with fatalities and injuries. The funding and activity levels for Police Traffic Services program area have remained relatively steady over the past few years.

Rationale

The Police Traffic Services Program plan and its associated strategies contain 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. 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 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 a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73481	2020-TMPA-G-1YG-0018
74358	2020-IADLEST-G-1YG-0169

Planned Activity: 2020-TMPA-G-1YG-0018

Planned activity number: **73481**

Primary Countermeasure Strategy ID: **Police Traffic Services Training**

Planned Activity Description

Statewide Law Enforcement Liaison Training and STEP Grant Assistance: Provide full support to TxDOT Traffic Safety Specialists on STEP grants and traffic safety events. Instruct courses on a variety of traffic safety topics and STEP grant assistance.

Intended Subrecipients
Texas Municipal Police Association

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$950,000.00	$237,900.00	$0.00

Planned Activity: 2020-IADLEST-G-1YG-0169
Planned activity number: **74358**

Primary Countermeasure Strategy ID: **Police Traffic Services Training**

Planned Activity Description
Using Data, Effective Training & Officers to Reduce Large Vehicle & Bus Crashes and Fatalities.: 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.

Intended Subrecipients
International Association of Directors of Law Enforcement Standards and Training

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$99,993.66	$25,240.46	$0.00

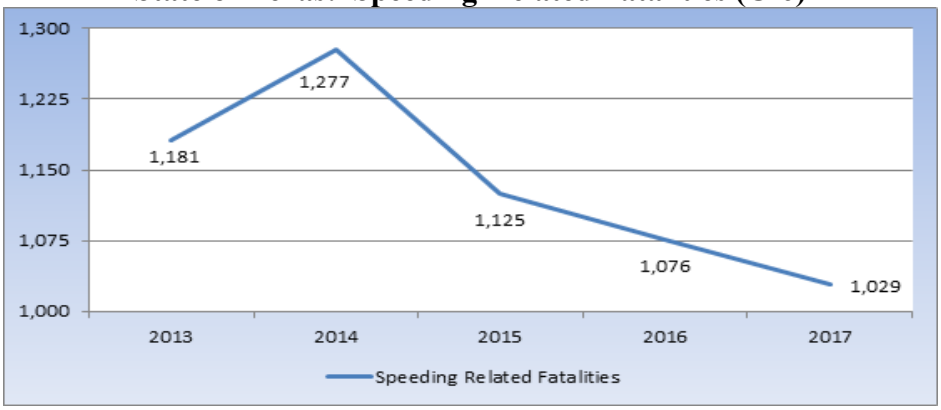
Program Area: Speed Management

Description of Highway Safety Problems

Speed Control (SC)

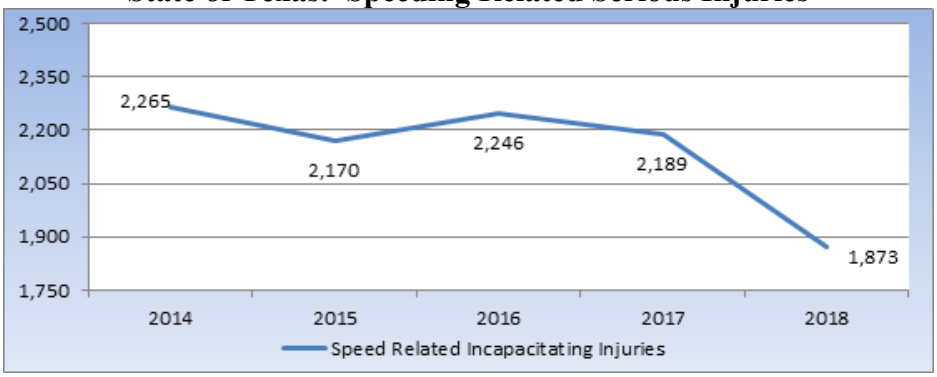
Problem ID - Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. Speeding-related fatalities accounted for 26% of all fatalities across the nation in 2017. In speeding-related fatalities by state, Texas consistently ranked first in the past decade until in 2017, California surpassed us with 1,070 people killed in crashes involving speeding. Texas speeding related fatalities total 28%, which is higher than the national average of 26% for 2017[1].

State of Texas: Speeding-Related Fatalities (C-6)



Source: Fatality Analysis Reporting System (FARS May 9th, 2019).

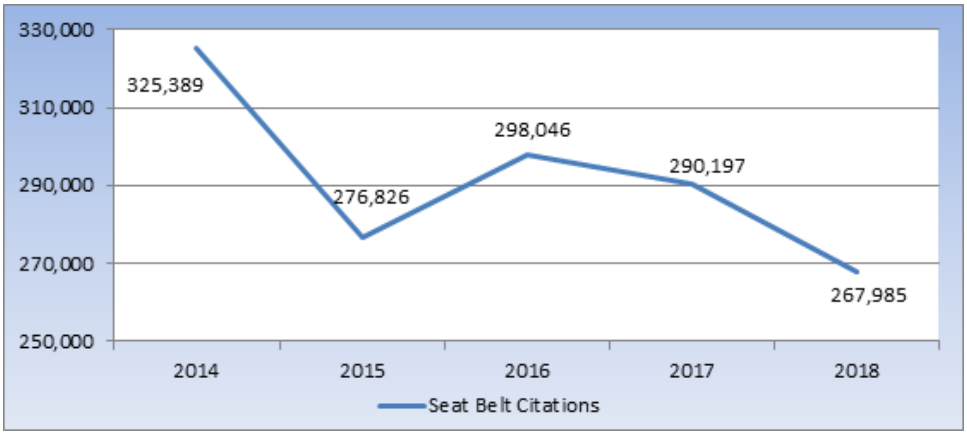
State of Texas: Speeding Related Serious Injuries



Source: 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 April 15th, 2019.

[1] NHTSA 2017 Traffic Safety Facts. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812687. May 2019.

State of Texas: Speeding Citations during Funded Enforcement Activities (A-3)



Source: Texas Department of Transportation TRF-BTS eGrants, May 22nd, 2019

The proportion of involvement in speeding-related crashes to all fatal crashes decreased with increasing driver age, and female drivers were speeding less frequently than male drivers across all age groups. Young male drivers were the most likely to be speeding at the time of a fatal crash. In 2017, nearly a third (31%) of male drivers in the 15- to 20-year-old (31%) and 21- to 24-year-old age groups involved in fatal crashes were speeding at the time of the crash, compared to 18 and 15 percent, respectively, for the female drivers in the same age groups.[1] In addition to speed, road conditions and environment were other potential contributing factors for speed-related fatal crashes. When combined with unusual road conditions (e.g., wet or snow/icy roadway surfaces) and poor illumination (e.g., nights), speeding was more likely to result in fatal crashes.

SC Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of

establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

[1] NHTSA 2017 Traffic Safety Facts.
https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812687. May 2019.

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust speed control program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated impaired driving programs, TxDOT will work in conjunction with these stakeholders to reduce the incidence of speed- related fatalities and associated tra□c crashes and improve the speed-related crash situation in Texas. 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.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 1,116 speeding related fatalities. By 2022, Texas can expect to report 1,092 speeding related fatalities. The calculations for these projections and targets* are as follows:

	2013	2014	2015	2016	2017
Speeding-Related Fatalities (C-6)	1,181	1,277	1,125	1,076	1,029

Speeding-Related Fatalities (C-6)	2018	2019	2020	2021	2022
M	-11.8	-11.8	-11.8	-11.8	-11.8
X	8.00	9.00	10.00	11.00	12.00
B	1,233.6	1,233.6	1,233.6	1,233.6	1,233.6
Projection	1,185	1,217	1,116	1,104	1,092
Target	1,139	1,127	1,103	1,086	1,070

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 2,165 serious injuries. By 2022, Texas can expect to report 2,338 serious injuries. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Speeding Related Serious Injuries	2,265	2,170	2,246	2,189	1,873

Speeding Related Serious Injuries	2019	2020	2021	2022
M	-14.2	-14.2	-14.2	-14.2
X	8.00	9.00	10.00	11.00
B	2,293.2	2,293.2	2,293.2	2,293.2
Projection	2,267	2,338	2,151	2,137
Target	2,180	2,165	2,117	2,094

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

SC Impacts of Proposed Strategies - Strategies proposed for the Speed Control Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective 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 e□orts are designed to achieve the most e□ective impact on reducing overall fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for enforcement is planned for FY20 to assist Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of speeding-related citations during grant funded activities. Texas will continue the trend of increases in arrests and citations.

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

SC Performance Targets:

Target: Speeding-Related Fatalities (C-6)

2020 Target: To decrease the expected rise of speeding fatalities from 1,029 speeding fatalities in 2017 to not more than 1,116 speeding fatalities in 2020

2022 Target: To decrease speeding fatalities from the projected 1,116 speeding fatalities in 2020 to not more than 1,092 speeding related fatalities in 2022

Target: Speeding Related Serious Injuries

2020 Target: To decrease the expected rise of speeding injuries from 1,873 speeding related serious injuries in 2018 to 2,165 speeding related serious injuries in 2020

2022 Target: To decrease the number of speeding injuries from the projected 2,165 speeding related serious injuries in 2020 to 2,137 speeding related serious injuries in 2022

Target: Speeding Citations Issued During Grant Funded Enforcement Activities

2020 Target: NHTSA activity measure - no objective set

2022 Target: NHTSA activity measure - no objective set

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	1,116.00
2020	A-3) Number of Speeding Citations Issued During	2020	Annual	

	Grant Funded Enforcement Activities			
2020	Speeding Related Serious Injuries	2020	Annual	2,165.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Speed Enforcement

Countermeasure Strategy: Speed Enforcement

Program Area: **Speed Management**

Project Safety Impacts

This countermeasure strategy will increase and sustain enforcement of traffic safety-related laws and increase enforcement of motor vehicle speed limits. TxDOT plans to implement a more robust speed control program, to include elements in high-visibility enforcement, training, regional task forces, and media. TxDOT will work in conjunction with these stakeholders to reduce the incidence of speed related fatalities and associated traffic crashes and improve the speed-related crash situation in Texas.

Linkage Between Program Area

This countermeasure strategy includes activities that will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Speed Control Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Rationale

The Speed Program plan and its associated strategies contain 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. Texas will continue to fund and support law enforcement to increase the number of speed citations during grant funded activities. Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Speed Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

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), deployed October 2011, and enables law enforcement o□cers to submit crash reports directly into this State system.

CRIS also provides 24/7/365 Help Desk assistance to law enforcement o□cers 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. As of April 2018, 95% of crash reports are being submitted electronically, leaving 5% in paper records. 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 tra□c records system was completed on May 15, 2018, which updated Texas' highway safety data and tra□c records system to address each recommendation from an assessment conducted in March 2013.

The Texas Tra□c Records Coordination Committee, an interagency committee composed of voting members from the

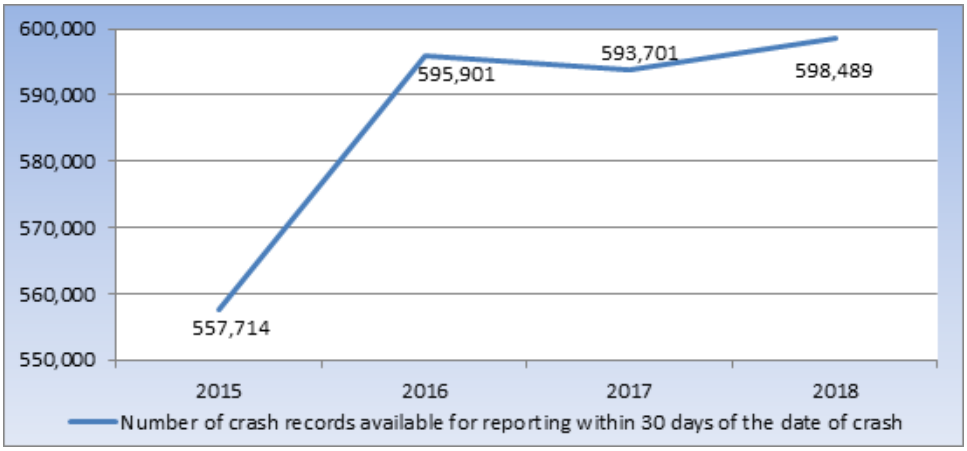
Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), Texas Department of Motor Vehicles (TxDMV) and the O□ce of Court Administration (TxOCA) is tasked with providing executive direction on all matters related to the Texas Tra□c Safety Information Systems (TSIS), and the Tra□c Safety Information Systems Improvement Program. The recently updated *Texas Tra□c Safety Information System Strategic Plan* is attached to this HSP as *Attachment 2-TR*.

TxDOT has seen the number of submitted crash reports increase from 528,181 between April 1, 2014-March 31, 2014 to 614,812 in the April 1, 2017-March 31, 2018 reporting period as reported in the TSIS. The average number of days between date of crash and availability in warehouse has declined from 19.80 days during the April 2013-March 2014 period to 9.29 in the April 2017-March 2018 period. The percentage of all crash reports entered into the database

(available for reporting) within 30 days after the crash has increased from 87.68% in 2014, to 96.57% in 2018.

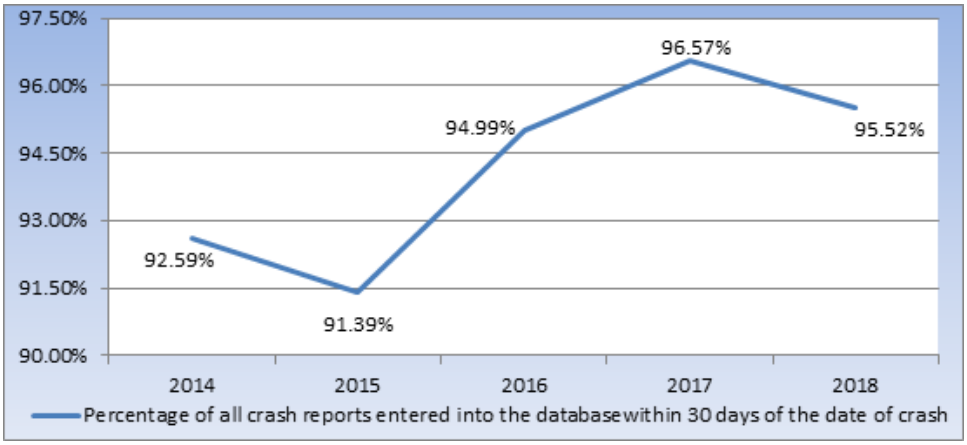
The following CRIS crash numbers were generated after the numbers generated for the Tra□c Records Strategic Plan, and as the CRIS System is not a static system, there may be some data deviation based on the date the data was pulled.

State of Texas: Crash Records Available for Reporting within 30 Days of the Date of the Crash



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace O□cer's Crash Reports (CR-3) received and processed by the Department as of May 23rd, 2019.

State of Texas: Percentage of All Crash Reports Entered into the Database within 30 Days After the Crash



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace
O□cer's Crash Reports (CR-3) received and processed by the Department as of May 23rd, 2019.

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 Tra□c 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, o□cers 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. As a result, the state of Texas strives to decrease the time between the reported crash and the accessibility of the crash report in the data warehouse for use by these end users of the system.

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 tra□c 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 also 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 tra□c records system linkages to help reduce tra□c crashes and social harm and increasing the sharing of linked information to support a data-driven approach to tra□c safety.

The first step in determining what data elements are best suited for linkage is to develop a tra□c records inventory. Documenting these elements and their database structure allow easier and cleaner integration when systems are built and upgraded.

Linked data can be a rich resource for developing and measuring progress of a State's Highway Safety Plan, as well as for research used by safety agencies and stakeholders. Currently, the State

of Texas is only linking a small percentage of the data from these systems as these projects move forward toward completion, however a recent study commissioned by the TRCC to study other states' TRCCs and data-linkages and recent completion of the State Tra□c Records Assessment Program (STRAP) have shed new light on opportunities for overall TSIS improvement. A medium - and long-term plan to be developed by the TRCC in the coming FY will lay out a blueprint for how Texas plans to proceed with further linking activities in the coming years.

TR Performance Measures and Target Setting - Texas will use a linear trend analysis to establish the new target(s). The linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets and the short-term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2013-2017 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more resilient tra□c records program, to include elements in data compilation, data mining, data storage, and increases in the timeliness and accuracy of tra□c records. In addition to traditional data and other associated records programs, TxDOT will continue to actively participate in and provide administrative support to the Texas Tra□c Records Coordinating Committee. TxDOT will work in conjunction with Texas Tra□c Records Coordinating Committee in executing the statewide strategic plan to increase the accuracy and timeliness of tra□c 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 – Tra□c Records*, and *Countermeasures That Work* as outlined in the strategies section.

Current trend projections using CRIS data indicate an increase in the number of crash records available for reporting within 30 days of the crash, and an increase in the percentage of all crash reports entered into the database within 30 days after the crash. Using target setting methodologies adopted in other program areas would result in an increase that would surpass 100% in the first year. As such, targets have been set based on a constant 1% positive over-the-year change.

Current trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report the number of crash records available for reporting within 30 days of the date of crash to increase to 620,097. By 2022, Texas can expect the number of all crash reports entered into the database within 30 days after the crash to increase to 632,561. The calculations for these projections and targets are as follows:

	2014	2015	2016	2017	2018
Crash records available for reporting within 30 days of the date of crash	525,224	557,714	595,901	593,701	598,489

Crash records available for reporting within 30 days of the date of crash	2019	2020	2021	2022
Percent Increase	1.0%	1.0%	1.0%	1.0%
Projection	613,957	620,097	626,298	632,561
Target	613,957	620,097	626,298	632,561

Current trend projections using CRIS data indicate that for 2020, 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 96.99%. By 2022, Texas can expect the percentage of all crash reports entered into the database within 30 days after the crash to increase to 97.99%. The calculations for these projections and targets are as follows:

	2014	2015	2016	2017	2018
Percentage of all crash reports entered into the database within 30 days after the crash	92.59%	91.39%	94.99%	96.57%	95.52%

Percentage of all crash reports entered into the database within 30 days after the crash	2019	2020	2021	2022
Projection	96.49%	96.99%	97.49%	97.99%
Target	96.49%	96.99%	97.49%	97.99%

TR Impacts of Proposed Strategies - Strategies proposed for the Tra□c Records Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective measures for positively impacting the ability to receive, compile, analyze and review data related to the issue of fatalities, injuries, and crashes.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for projects that increase the timeliness and accuracy of the data are planned for FY20 to assist Texas with data analyzation to more e□ectively reduce fatalities and injuries.

Texas will continue to focus on data analysis of the overall fatalities and injuries which continue to be a problem in Texas. TxDOT Tra□c Records Program activities will continue to assist the State in achieving its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

TR Performance Targets:

Target: Crash records available for reporting within 30 days of the date of crash

2020 Target: To increase the number of crash records available for reporting within 30 days of the date of crash from 598,489 crash records available for reporting within 30 days of the date of crash in 2018 to 620,097 crash records available for reporting within 30 days of the date of crash in 2020

2022 Target: To increase the number of crash records available for reporting within 30 days of the date of crash to from the projected 620,097 crash records available for reporting within 30 days of the date of crash in 2020 to 632,561 crash records available for reporting within 30 days of the date of crash in 2022

Target: Percentage of all crash reports entered into the database within 30 days after the crash

2020 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from 95.52% of all crash reports entered into the database within 30 days after the crash in 2018 to 96.99% of all crash reports entered into the database within 30 days after the crash in 2020

2022 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from the projected 96.99% of all crash reports entered into the database within 30 days after the crash in 2020 to 97.99% of all crash reports entered into the database within 30 days after the crash in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Crash Records Available for Reporting within 30 Days of the Date of Crash	2020	Annual	620,097.00
2020	Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash	2020	Annual	96.99%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Traffic Records Evaluation
Traffic Records Program Management
Traffic RecordsTraining

Countermeasure Strategy: Traffic Records Evaluation

Program Area: **Traffic Records**

Project Safety Impacts

This countermeasure strategy will track, analyze, and improve the reporting of crash data.

Linkage Between Program Area

This strategy is part of the Traffic Records Program, and complements the strategies of Traffic Records Program Management and Traffic Records Training. A recent study commissioned by the Traffic Records Coordination Committee (TRCC) to study other states' TRCCs and data-linkages and recent completion of the State Traffic Records Assessment Program (STRAP) have shed new light on opportunities for overall TSIS improvement. A medium- and long-term plan to be developed by the TRCC in the coming FY will lay out a blueprint for how Texas plans to proceed with further linking activities in the coming years. In FY19, funding is included for activities that increase the timeliness and accuracy of the data, to assist Texas with data analysis to more effectively reduce fatalities and injuries. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years.

Rationale

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. The State's most recent assessment of the highway safety data and traffic records system was completed on May 15, 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March 2013. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73451	2020-TMPA-G-1YG-0006
73583	2020-TTI-G-1YG-0043
73728	2020-TDSHS-IS-G-1YG-0133
74158	2020-TDPS-G-1YG-0142

Planned Activity: 2020-TMPA-G-1YG-0006

Planned activity number: **73451**

Primary Countermeasure Strategy ID: **Traffic Records Evaluation**

Planned Activity Description

LEADRS - Law Enforcement Advanced DWI Reporting System: Law Enforcement Advanced DWI Reporting System to including creating an analytical data module for analyzing data from DWI arrest through court adjudication.

Intended Subrecipients

Texas Municipal Police Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$899,100.90	$227,042.20	

Planned Activity: 2020-TTI-G-1YG-0043

Planned activity number: **73583**

Primary Countermeasure Strategy ID: **Traffic Records Evaluation**

Planned Activity Description

Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC): Assist the Texas TRCC by identifying areas for improvement within their respective agencies based on the State Traffic Records Assessment Program (STRAP) & identifying best practices in other states.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$99,193.62	$24,820.21	

Planned Activity: 2020-TDSHS-IS-G-1YG-0133

Planned activity number: **73728**

Primary Countermeasure Strategy ID: **Traffic Records Evaluation**

Planned Activity Description

EMS and Trauma Registry Data Analytics: Department of State Health Services (DSHS) will implement enhancements to improve data access, assess the suitability of the software and expand analysis on health outcomes for motor vehicle crashes.

Intended Subrecipients

Texas Department of State Health Services - ISG

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$1,000,000.00	$250,233.40	

Planned Activity: 2020-TDPS-G-1YG-0142

Planned activity number: **74158**

Primary Countermeasure Strategy ID: **Traffic Records Evaluation**

Planned Activity Description
State Traffic Records System Citation Database: HSOC will continue to identify trends and develop statistical findings related to traffic crashes and enforcement, in partnership with STEP, by providing employee salaries for data analysis.

Intended Subrecipients
Texas Department of Public Safety

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$925,000.00	$321,734.40	

Countermeasure Strategy: Traffic Records Program Management
Program Area: **Traffic Records**

Project Safety Impacts
This countermeasure strategy will support and enhance the statewide Crash Record Information System to provide timely and effective data analysis to support allocation of highway safety resources.

Linkage Between Program Area
The proposed strategy is evidence-based and has 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. The strategy includes funding for projects that increase the timeliness and accuracy of the data to assist Texas with data analysis to more effectively reduce fatalities and injuries.

Rationale
The Traffic Records Program plan and its associated strategies contain 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. The State's most recent assessment of the highway safety data and traffic records system was completed on May 15, 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March 2013.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
77172	2020-CRIS-G-1YG-0238
77173	2020-CRIS-G-1YG-0239

Planned Activity: 2020-CRIS-G-1YG-0238

Planned activity number: **77172**

Primary Countermeasure Strategy ID: **Traffic Records Program Management**

Planned Activity Description

Crash Records/Data Analysis 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.

Intended Subrecipients

CRIS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	405c Data Program (FAST)	$2,834,918.00	$0.00	

Planned Activity: 2020-CRIS-G-1YG-0239

Planned activity number: **77173**

Primary Countermeasure Strategy ID: **Traffic Records Program Management**

Planned Activity Description

Crash Records Information System Projects : 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.

Intended Subrecipients
CRIS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$1,375,000.00	$0.00	

Countermeasure Strategy: Traffic RecordsTraining
Program Area: **Traffic Records**

Project Safety Impacts
This countermeasure strategy will improve the integration of traffic records between state agencies and local entities; and 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."

Linkage Between Program Area
The proposed strategy includes training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) for users at local police agencies. DDACTS has the additional benefit of improving accessibility to the crash data in several areas. In FY19, funding is included for training activities that increase the timeliness, accuracy, completeness, and accessibility of the data, to assist Texas with data analysis to more effectively reduce fatalities and injuries. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years.

Rationale
The Traffic Records Program plan and its associated strategies contain 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. The State's most recent assessment of the highway safety data and traffic records system was completed on May 15, 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March 2013. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
74357	2020-IADLEST-G-1YG-0168

Planned Activity: 2020-IADLEST-G-1YG-0168

Planned activity number: **74357**

Primary Countermeasure Strategy ID: **Traffic RecordsTraining**

Planned Activity Description

Reduce Crashes & Social Harm Through a Data Driven Strategy & Agency/Analytical Training and support: The project is designed to reduce crashes and social harm through a regional approach using a nationally recognized data driven model while removing various obstacles preventing DDACTS implementation.

Intended Subrecipients

International Association of Directors of Law Enforcement Standards and Training

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic RecordsTraining

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$394,922.60	$98,730.65	$0.00

Program Area: Driver Education and Behavior

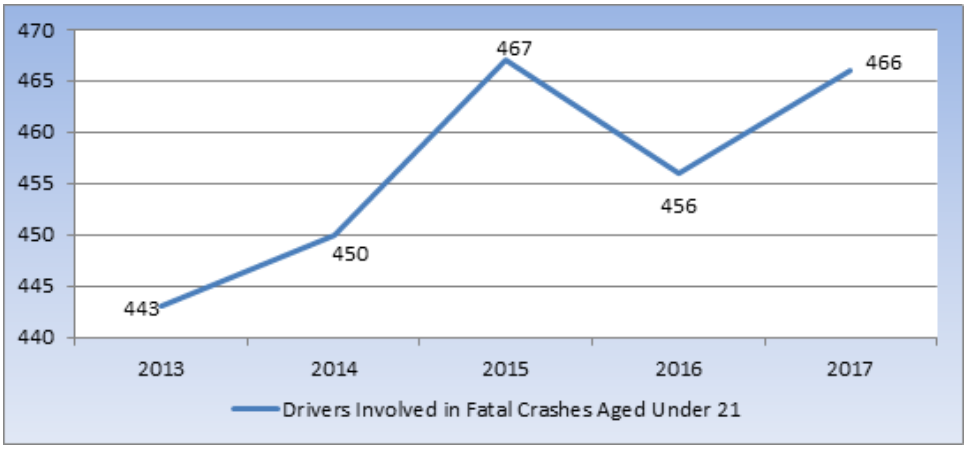
Description of Highway Safety Problems

Driver Education and Behavior (DE)

Problem ID - Motor vehicle crashes are a leading cause of death for 15- to 20-year-olds nationwide[1]. The fatal crash rate per mile driven for 16-19-year-olds is nearly 3 times the rate for drivers ages 20 and over. Risk is highest at ages 16-17.[2] In 2016, drivers 15 to 20 years old accounted for 9% of all drivers in fatal crashes, but only represented 5.4% of licensed drivers in the United States[3].

FARS data for 2017 indicates that the number of drivers under 21 involved in fatal crashes increased from 456 in 2016 to 466. In 2017, Texas saw a decline in the number of fatal crashes involving a driver between the ages of 15-20, with a decrease from 448 in 2017 to 426 in 2018 (CRIS). Younger drivers are overrepresented in fatality and serious injury data at the state and national level, but 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.

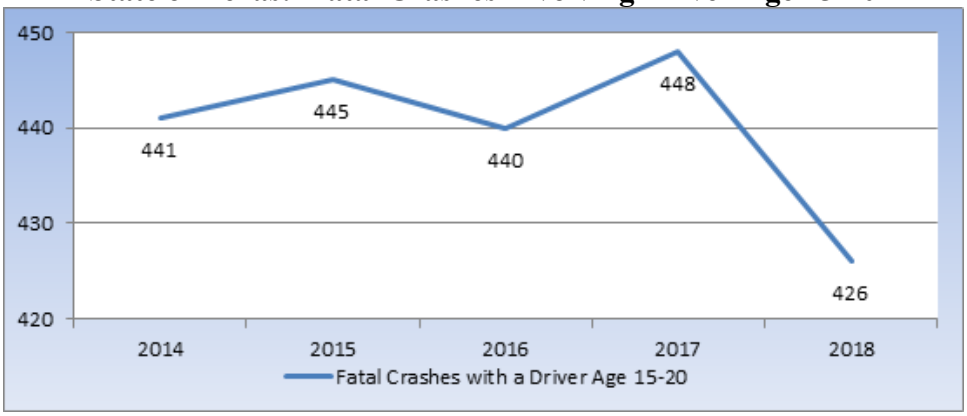
State of Texas: Drivers Involved in Fatal Crashes Aged Under 21 (C-9)



Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

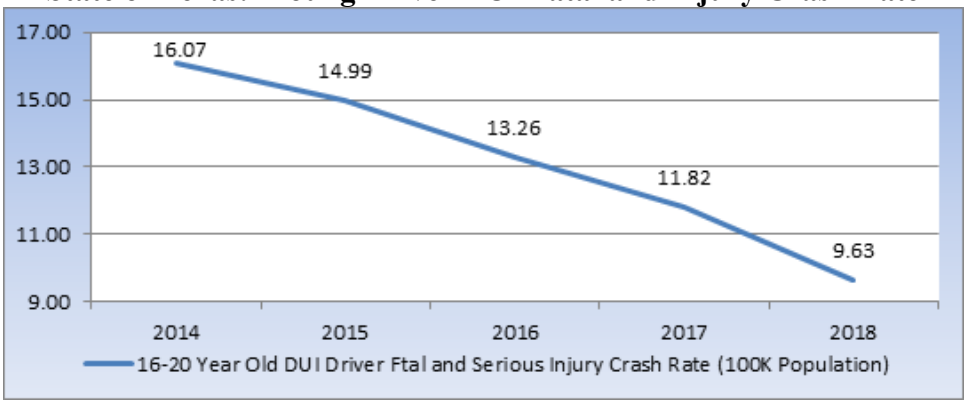
[1] NHTSA Traffic Safety Facts 2016 Data: Young Drivers. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812498
[2] Teenagers 2016. Insurance Institute for Highway Safety. http://www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers
[3] NHTSA Traffic Safety Facts 2016 Data: Young Drivers. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812498

State of Texas: Fatal Crashes Involving Driver Age 15-20



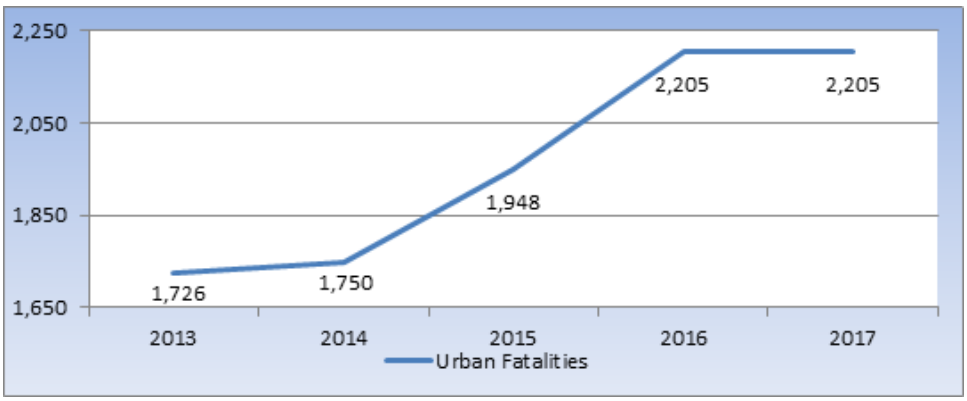
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

State of Texas: Young Driver DUI Fatal and Injury Crash Rate



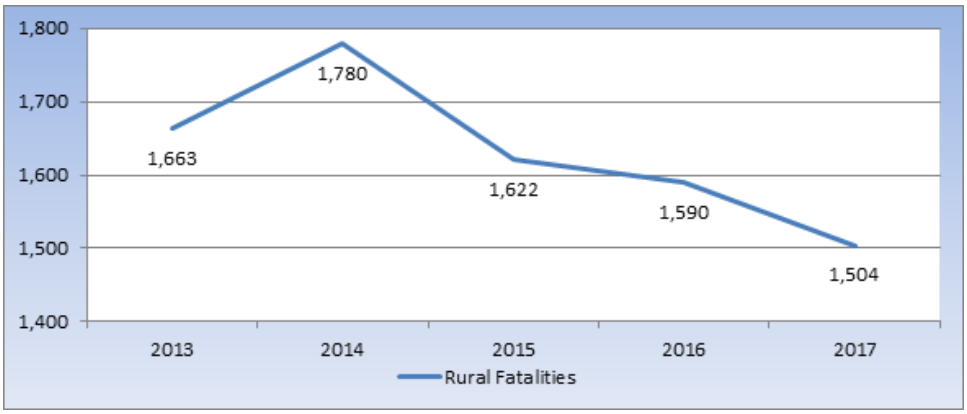
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

State of Texas: Urban Fatalities



Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

State of Texas: Rural Fatalities



Source: Fatality Analysis Reporting System (FARS, May 9th, 2019).

DE Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust driver education and behavior program, to include elements of distracted driving, driver education and training, regional task forces, outreach and awareness, and media. 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 tra□c 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.

Trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 493 Drivers Involved in Fatal Crashes Aged Under 21. By 2022, Texas can expect to report 506 Drivers Involved in Fatal Crashes Aged Under 21. The calculations for these projections and targets* are as follows:

Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	2013	2014	2015	2016	2017
	443	450	467	456	466

Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	2018	2019	2020	2021	2022
M	6.9	6.9	6.9	6.9	6.9
X	8.00	9.00	10.00	11.00	12.00
B	423.5	423.5	423.5	423.5	423.5
Projection	479	486	493	499	506
Target	477	482	487	491	496

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 451 fatal crashes with a Driver Age 15 - 20. By 2022, Texas can expect to report 456 fatal crashes with a Driver Age 15 - 20. The calculations for these projections and targets* are as follows:

Fatal crashes with a Driver Age 15 - 20	2014	2015	2016	2017	2018
	441	445	440	448	426

Fatal crashes with a Driver Age 15 - 20	2019	2020	2021	2022
M	2.6	2.6	2.6	2.6
X	8.00	9.00	10.00	11.00
B	427.2	427.2	427.2	427.2
Projection	448	451	453	456
Target	444	445	446	447

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Current trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report a rate of 9.06 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. By 2022, Texas can expect to report a rate of 6.95 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
16-20-Year-Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	16.07	14.99	13.26	11.82	9.63

16-20-Year-Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	2019	2020	2021	2022
M	-1.051	-1.051	-1.051	-1.051
X	8.00	9.00	10.00	11.00
B	18.515	18.515	18.515	18.515
Projection	10.11	9.06	8.01	6.95
Target	10.11	9.06	8.01	6.95

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Current trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 1,950 urban fatalities. By 2022, Texas can expect to report 2,021 urban fatalities. The calculations for these projections and targets* are as follows:

	2013	2014	2015	2016	2017
Urban Fatalities	1,726	1,750	1,946	2,205	2,205

Urban Fatalities	2018	2019	2020	2021	2022
M	**35.5**	**35.5**	**35.5**	**35.5**	**35.5**
X	8.00	9.00	10.00	11.00	12.00
B	1595.3	1595.3	1595.3	1595.3	1595.3
Projection	1,879	1,915	1,950	1,986	2,021
Target	1,872	1,899	1,927	1,954	1,981

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Current trend projections using FARS data indicate that for 2020, the State of Texas can expect to report 2,160 rural fatalities. By 2022, Texas can expect to report 2,299 rural fatalities. The calculations for these projections and targets are as follows:

	2013	2014	2015	2016	2017
Rural Fatalities	1,663	1,780	1,622	1,590	1,504

Rural Fatalities	2018	2019	2020	2021	2022
M	**69.4**	**69.4**	**69.4**	**69.4**	**69.4**
X	8.00	9.00	10.00	11.00	12.00
B	1,466.2	1,466.2	1,466.2	1,466.2	1,466.2
Projection	2,021	2,091	2,160	2,230	2,299
Target	2,013	2,074	2,134	2,194	2,253

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

DE Impacts of Proposed Strategies - Strategies proposed for the Driver Education and Behavior Program impact all areas of the State. 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 and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, training, education, and outreach is planned for FY20 to assist Texas with young driver and distracted driving-related fatalities and injuries.

Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving its targets. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

DE Performance Measures and Targets:

Target: Drivers Involved in Fatal Crashes Aged Under 21 (C-9)

2020 Target: To decrease the expected rise of fatal crashes involving a driver aged under 21 from 466 in 2017 to 487 in 2020

2022 Target: To decrease the expected rise in fatal crashes involving drivers aged under 21 from projected 493 in 2020 to 496 in 2022

Target: Fatal Crashes with a Driver Age 15-20

2020 Target: To decrease the expected rise in the number of fatal crashes with a driver aged 15-20 from 426 in 2018 to not more than 445 in 2020

2022 Target: To decrease the expected number of fatal crashes with a driver aged 15-20 from 451 projected in 2020 to 447 in 2022

Target: 16-20-Year-Old DUI Driver Fatal and Serious Injury Crash Rate

2020 Target: To decrease the rate of 16-20-Year-old DUI fatal and serious injury crashes per 100K population from 9.63 fatal and serious injury crashes per 100K population in 2018 to 9.06 fatal and serious injury crashes per 100K population in 2020

2022 Target: To decrease the rate of 16-20-Year-old DUI fatal and serious injury crashes per 100K population from the projected 9.06 DUI fatal and serious injury crashes per 100K population crash rate in 2020 to 6.95 DUI fatal and serious injury crashes per 100K population in 2022

Target: Urban Fatalities

2020 Target: To decrease the number of urban fatalities from 2,205 urban fatalities in 2017 to not more than 1,927 urban fatalities in 2020

2022 Target: To decrease the expected rise of urban fatalities from the projected 1,950 urban fatalities in 2020 to not more than 1,981 urban fatalities in 2022

Target: Rural Fatalities

2020 Target: To decrease the expected rise of rural fatalities from 1,504 rural fatalities in 2017 to not more than 2,134 rural fatalities in 2020

2022 Target: To decrease the expected rise of rural fatalities from the projected 2,160 rural fatalities in 2020 to not more than 2,253 rural fatalities in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Rural Fatalities	2020	Annual	2,134.00
2020	Fatal Crashes with a Driver Age 15 - 20	2020	Annual	445.00
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	Annual	487.00
2020	16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	2020	Annual	10.10
2020	Urban Fatalities	2020	Annual	1,927.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Driver Education and Behavior Evaluation
Driver Education and Behavior Public Information Campaigns
Driver Education and Behavior Training

Countermeasure Strategy: Driver Education and Behavior Evaluation

Program Area: **Driver Education and Behavior**

Project Safety Impacts

This countermeasure strategy will assist local, state, and national traffic safety campaigns; and implement and evaluate program efforts to reduce the incidence of distracted driving. The activities under this countermeasure include surveys to assess mobile communication use across the state, and in 18 select cities; and an annual statewide traffic attitude and awareness survey.

Linkage Between Program Area

This strategy will help Texas meet the targets established in the Driver Education and Behavior Problem Identification section of the HSP, through the use of evaluation activities. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries, specifically working toward reducing the number of drivers under 21 involved in fatal crashes; the number of fatal crashes with a driver aged 15-20, and the rate of 16-20 year-old DUI driver fatal and serious injury crash rate. This strategy also seeks to reduce the number of urban and rural fatalities. In recent years, funding in this program area has increased, for this strategy and the three complementary strategies in Driver Education and Behavior.

Rationale

The Driver Education and Behavior Program plan and its associated strategies include 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. Texas will focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73620	2020-TTI-G-1YG-0080

73623	2020-TTI-G-1YG-0083
73624	2020-TTI-G-1YG-0084

Planned Activity: 2020-TTI-G-1YG-0080

Planned activity number: **73620**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Evaluation**

Planned Activity Description

Mobile Communication Device Use in 18 Texas Cities: This is a driver cell phone use observational survey in 18 Texas urban areas.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$28,975.00	$7,248.20	$0.00

Planned Activity: 2020-TTI-G-1YG-0083

Planned activity number: **73623**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Evaluation**

Planned Activity Description

Texans' Attitudes and Awareness of Traffic Safety Programs: Conduct a survey to assess statewide attitude and awareness of traffic safety programs in Texas, and to measure self-reported safety related behaviors. Annual survey continuation.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$60,000.00	$15,005.10	$0.00

Planned Activity: 2020-TTI-G-1YG-0084

Planned activity number: **73624**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Evaluation**

Planned Activity Description

Survey to Assess Statewide Mobile Communication Use: Estimate statewide mobile communication device use (cell phone and texting) by Texas drivers by conducting an observational survey.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$79,585.00	$19,904.30	$0.00

Countermeasure Strategy: Driver Education and Behavior Public Information Campaigns

Program Area: **Driver Education and Behavior**

Project Safety Impacts

This countermeasure strategy will develop and implement public information and education efforts on traffic safety issues; and conduct public information and education campaigns related to distracted driving.

Linkage Between Program Area

This strategy will help Texas meet the targets established in the Driver Education and Behavior Problem Identification section of the HSP, including reducing the number of drivers under 21 involved in fatal crashes; the number of fatal crashes with a driver aged 15-20, and the rate of 16-20 year-old DUI driver fatal and serious injury crash rate. This strategy also seeks to reduce the number of urban and rural fatalities. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. This strategy is part of Texas' robust driver education and behavior program, which include regional task forces, outreach and awareness, and media activities.

Rationale

The Driver Education and Behavior Program plan and its associated strategies include 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. Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73474	2020-MHH-G-1YG-0016
73584	2020-TTI-G-1YG-0044
73594	2020-TTI-G-1YG-0054
73722	2020-TMCEC-G-1YG-0128
74334	2020-Hillcres-G-1YG-0164
77162	2020-TxDOT-G-1YG-0228

Planned Activity: 2020-MHH-G-1YG-0016

Planned activity number: **73474**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Public Information Campaigns**

Planned Activity Description
Live Your DREAMS (Distraction Reduction Among Motivated Students): DREAMS program aims to reduce impaired and distracted driving among teens in the Houston District utilizing a multi-tiered approach of community, classroom and hospital-based education and training.

Intended Subrecipients
Memorial Hermann Hospital

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$69,939.88	$63,389.20	$69,939.88

Planned Activity: 2020-TTI-G-1YG-0044
Planned activity number: **73584**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Public Information Campaigns**

Planned Activity Description
Statewide Peer-to-Peer Traffic Safety Program for Youth ages 11 to 25: Continuation of statewide peer to peer program to address all driving risks for students in junior high through college, including community assemblies to provide motivation for safe driving behavior.

Intended Subrecipients
Texas A&M Transportation Institute

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$775,000.00	$258,500.00	$0.00

Planned Activity: 2020-TTI-G-1YG-0054

Planned activity number: **73594**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Public Information Campaigns**

Planned Activity Description

Click or Traffic Safety Improvement of Senior Drivers in Texas: This project will include a safety assessment and educational outreach programs that target safety improvements among drivers aged 80 years and older. tap here to enter text.

Intended Subrecipients

Texas A&M Transportation Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$100,000.00	$25,017.25	$0.00

Planned Activity: 2020-TMCEC-G-1YG-0128

Planned activity number: **73722**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Public Information Campaigns**

Planned Activity Description

Driving on the Right Side of the Road: To provide traffic safety education to school aged children through schools, courts and community groups by the creation and dissemination of traffic safety curriculum and literature.

Intended Subrecipients
Texas Municipal Courts Education Center

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$315,000.00	$79,476.09	$0.00

Planned Activity: 2020-Hillcres-G-1YG-0164
Planned activity number: **74334**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Public Information Campaigns**

Planned Activity Description
Mature Driver Program: A traffic safety injury prevention program for adult drivers, focusing on ages 55+, and their family/caregivers. Overarching goal is to assist them in obtaining optimal safety & comfort while driving.

Intended Subrecipients
Hillcrest Baptist Medical Center-Hillcrest

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act	Driver	$275,000.00	$198,775.20	$275,000.00

	NHTSA 402	Education (FAST)			

Planned Activity: 2020-TxDOT-G-1YG-0228

Planned activity number: **77162**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Public Information Campaigns**

Planned Activity Description

Distracted Driving Media Campaign: "Media campaign to raise awareness of distracted driving with the goal to reduce the number of crashes and injuries related to distracted driving."

Intended Subrecipients

TxDOT - Traffic Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$950,000.00	$0.00	$0.00

Countermeasure Strategy: Driver Education and Behavior Training

Program Area: **Driver Education and Behavior**

Project Safety Impacts

This countermeasure strategy will develop and implement public information and education efforts on traffic safety issues; and conduct public information and education campaigns related to distracted driving.

Linkage Between Program Area

This strategy will help Texas meet the targets established in the Driver Education and Behavior Problem Identification section of the HSP, including reducing the number of drivers under 21 involved in fatal crashes; the number of fatal crashes with a driver aged 15-20, and the rate of 16-20 year-old DUI driver fatal and serious injury crash rate. This strategy also seeks to reduce

the number of urban and rural fatalities. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. This strategy is part of Texas' robust driver education and behavior program, which include regional task forces, outreach and awareness, and media activities.

Rationale

The Driver Education and Behavior Program plan and its associated strategies include 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. Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73674	2020-NSC-G-1YG-0110
73696	2020-ESCVI-G-1YG-0120

Planned Activity: 2020-NSC-G-1YG-0110

Planned activity number: **73674**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Training**

Planned Activity Description

Our Driving Concern: Texas Employer Transportation Safety Program: Continued & expanded traffic safety outreach to TX employers encouraging the use of best practice programs that promote safe driving behaviors among employees & their families.

Intended Subrecipients

National Safety Council

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$400,000.00	$109,074.10	$400,000.00

Planned Activity: 2020-ESCVI-G-1YG-0120

Planned activity number: **73696**

Primary Countermeasure Strategy ID: **Driver Education and Behavior Training**

Planned Activity Description

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.

Intended Subrecipients

Education Service Center, Region VI

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education and Behavior Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	$91,000.00	$31,378.00	$91,000.00

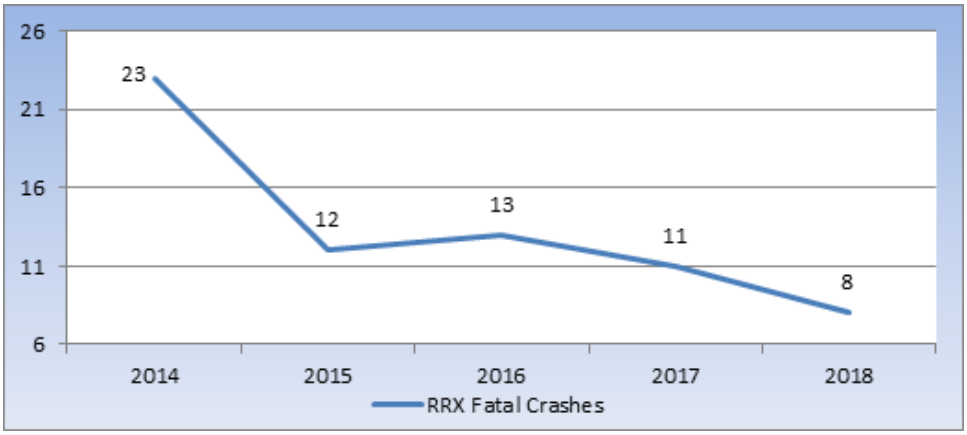
Program Area: Railroad Safety

Description of Highway Safety Problems

Railroad Safety (RH)

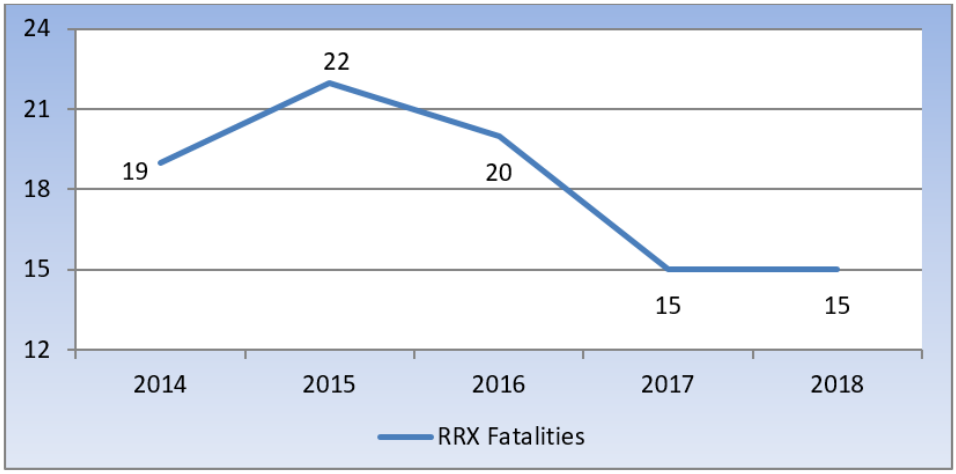
Problem ID - As of December 2018, railroads operating within the state of Texas reported to the Federal Railroad Administration (FRA) 15 fatalities and 113 serious injuries. In addition to freight, more Texas communities are acquiring Light Rail Transit (LRT) and Commuter trains or adding to existing routes. Train routes included Light Rail Transit (LRT) systems like the Dallas Area Rapid Transit (DART) in Dallas and Houston Metro Rail. Train routes would also include commuter rail systems like Capital Metro in Austin, Denton's A-Train, and the newest one to the list Tex Rail in Fort Worth. Due to the expansion of rail transportation systems, vehicular operators and pedestrians are sometimes not familiar with the train schedules and routes especially in congested downtown areas. Due to the high frequency of train movements occurring on LRT and Commuter train routes, this can increase the potential for vehicular crashes or a pedestrian facility/injury involving rail mounted equipment.

State of Texas: Railroad Crossing Fatal Crashes



Source: 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 April 15th, 2019.

State of Texas: Railroad Crossing Fatalities

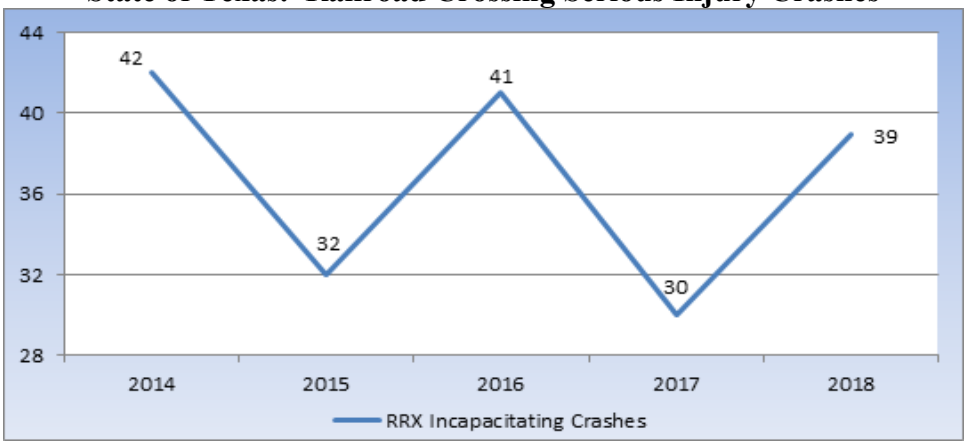


Source: FRA. Federal Railroad Administration Safety Data as of April 26th, 2019. https://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Query/TenYearAccidentIncidentOverview

Per the American Association of Railroads (AAR), there are currently 10,539 miles of freight railroad track in Texas. Texas has the most public grade crossings of any other state at 9,728. The state of Texas ranks first for the number of railroad tracks and public railroad crossings. Texas has 15% 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% 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.

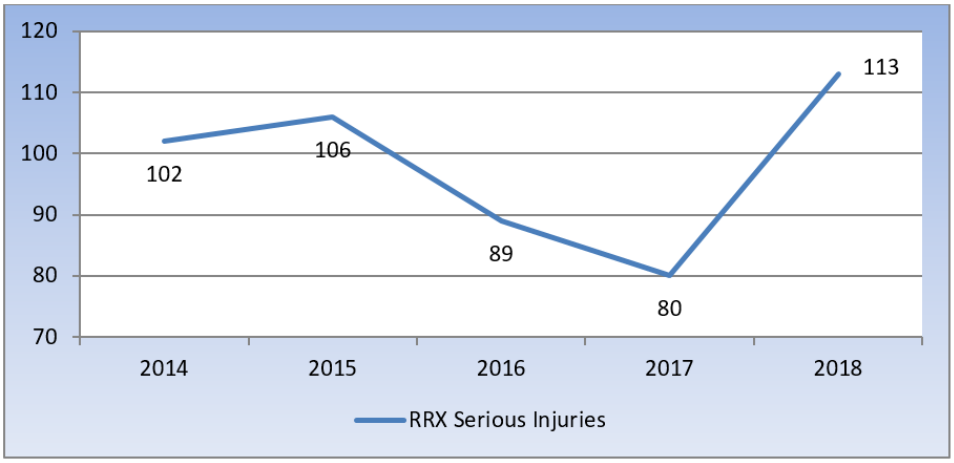
State of Texas: Railroad Crossing Serious Injury Crashes



Source: 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 April 15th, 2019.

[1] Railroad Crossing Facts. http://www.angelsontrack.org/cts/ctsfacts.html

State of Texas: Railroad Crossing Serious Injuries



Source: FRA. Federal Railroad Administration Safety Data as of April 26th, 2019. https://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Query/TenYearAccidentIncidentOverview

Most vehicle drivers do not realize a railroad crossing is considered an intersection. Consequently, tra□c 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 - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011-2015 FARS data or 2012- 2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust railroad safety program, to include elements in grade crossing education and training, and public education and outreach. 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 tra□c crashes to improve the railroad grade crossing crash situation in Texas.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 6 railroad grade crossing fatal crashes. By 2022, Texas can expect to report 1 railroad grade crossing fatal crash. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Railroad Crossing Fatal Crashes	23	12	13	11	8

Railroad Crossing Fatal Crashes	2019	2020	2021	2022
M	-.27	-.27	-.27	-.27
X	8.00	9.00	10.00	11.00
B	30.3	30.3	30.3	30.3
Projection	9	6	3	1
Target	9	6	3	1

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 79 railroad grade crossing serious injury crashes. By 2022, Texas can expect to report 88 railroad grade crossing serious injury crashes. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Railroad Crossing Serious Injury Crashes	42	32	41	31	39

Railroad Crossing Serious Injury Crashes	2019	2020	2021	2022
M	4.9	4.9	4.9	4.9
X	8.00	9.00	10.00	11.00
B	34.5	34.5	34.5	34.5
Projection	74	79	84	88
Target	73	78	82	87

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Performance Measures and Targets:

Target: Railroad Crossing Fatal Crashes

2020 Target: To decrease railroad grade crossing fatal crashes from 8 railroad grade crossing fatal crashes in 2018 to 6 railroad grade crossing fatal crashes in 2020

2022 Target: To decrease railroad grade crossing fatal crashes from the projected 6 railroad grade crossing fatal crashes in 2020 to 1 railroad grade crossing fatal crash in 2022

Target: Railroad Crossing Serious Injury Crashes

2020 Target: To decrease the expected rise of railroad grade crossing serious injury crashes from 39 railroad grade crossing serious injury crashes in 2018 to not more than 78 railroad grade crossing serious injury crashes in 2020

2022 Target: To decrease the expected rise of railroad grade crossing serious injury crashes from the projected 79 railroad grade crossing serious injury crashes in 2020 to not more than 87 railroad grade crossing serious injury crashes in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Railroad Fatal Crashes	2020	Annual	6.00
2020	Railroad Serious Injury Crashes	2020	Annual	78.00

Countermeasure Strategies in Program Area

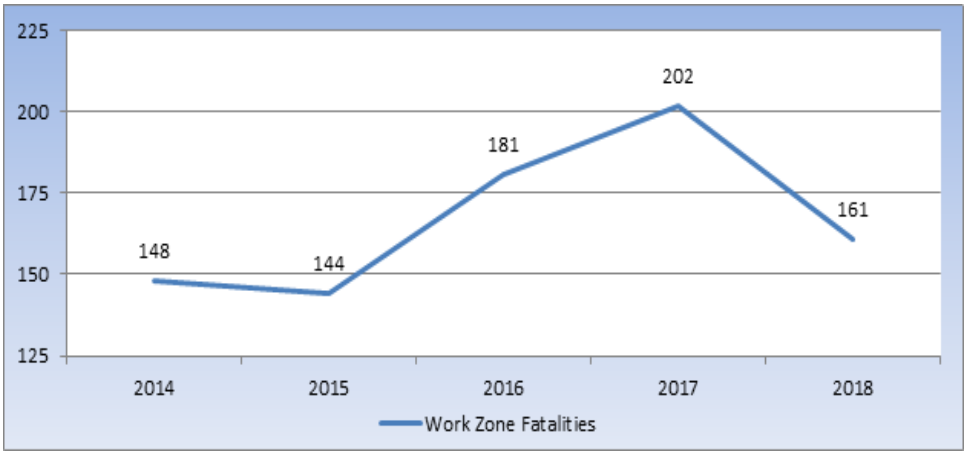
Program Area: Roadway Safety/Traffic Engineering

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 approximately 2,500. Motorists traveling through work zones make up the majority of fatalities in work zones. In 2018, 3,265 work zone crashes resulted in 687 serious injuries and 161 fatalities. As roadway maintenance and construction e□orts continue to address a state population that grows by about 1,200 people per day[1], drivers should expect to encounter a work zone at any time.

State of Texas: Work Zone Fatalities

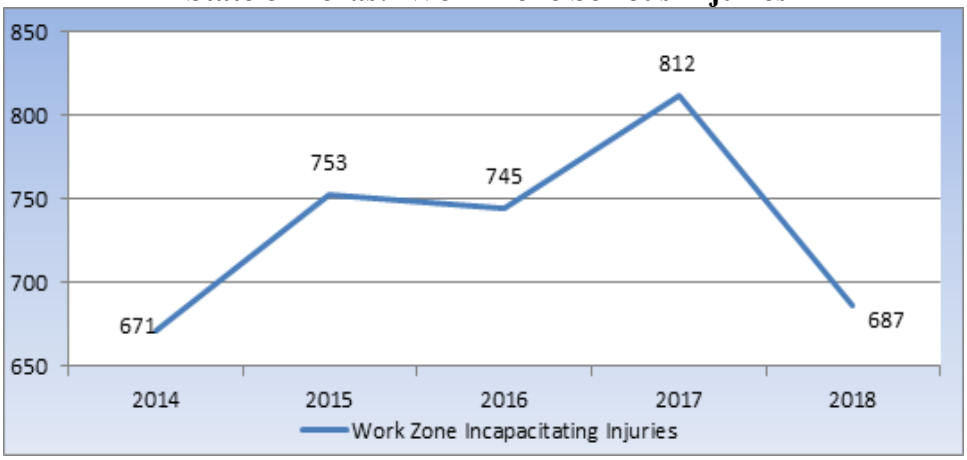


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

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 e□orts to educate motorists about the dangers of work zones.

[1] U.S. Census Bureau. https://www.census.gov/quickfacts/fact/table/TX,US/PST045218. Accessed May 28, 2019

State of Texas: Work Zone Serious Injuries

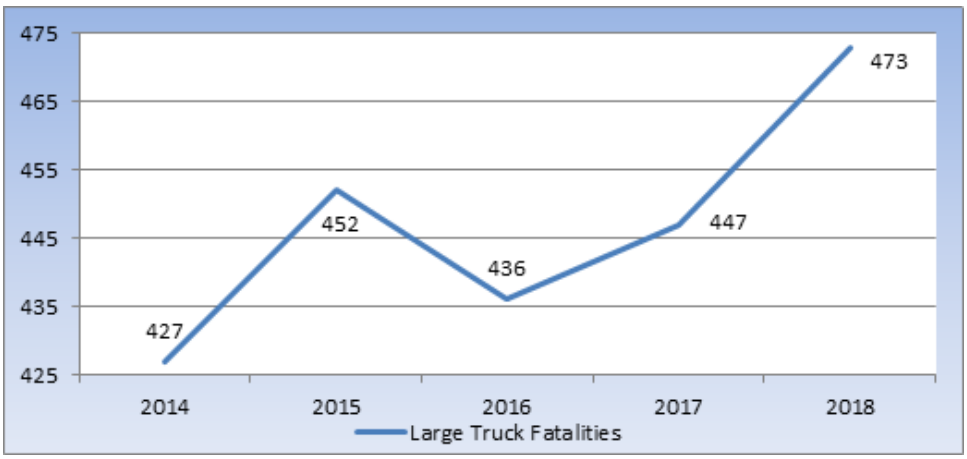


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15th, 2019.

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.

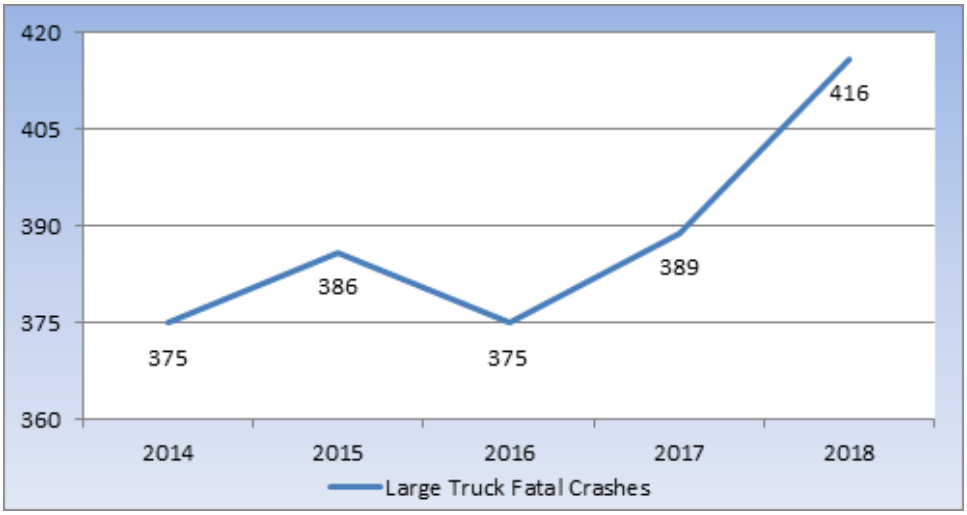
The recent boom in oil and gas production across Texas has created thousands of jobs and many new opportunities for energy-producing areas. Unfortunately, with an influx in tra□c in these areas, there also has been an increase in crashes. Most of Texas' oil and gas exploration and drilling occurs in rural areas, such as the Permian Basin and Eagle Ford Shale regions, where many of the roads and bridges were originally designed for lower tra□c volumes.

State of Texas: Large Truck Fatalities



Source: 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 April 15th, 2019.

State of Texas: Large Truck Fatal Crashes



Source: 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 April 15th, 2019.

Energy production requires increased truck tra□c that can damage roads and bridges over time and significantly reduce infrastructure service life. These damaged roads and bridges are a hindrance for energy companies and a financial burden for state and local governments, and a safety hazard for motorists. Beginning around 2009, multiple regions of Texas experienced an explosion in drilling activity, which outstripped the ability of state and local governments to

ramp up road maintenance and repair e□orts. The Texas Legislature has passed measures to address the problem, and TxDOT continues to prioritize energy sector road projects with ongoing e□orts.

RS Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust roadway safety program, to include elements in large trucks, work zone education and training, regional task forces, and media outreach. In addition to traditional education and media, as well as other associated roadway safety programs, TxDOT will work on executing programming to reduce the incidence of large truck fatalities, work zone-related fatalities, and the associated tra□c 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.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 205 Work Zone Fatalities. By 2022, Texas can expect to report 230 Work Zone Fatalities. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Work Zone Fatalities	148	144	181	202	161

Work Zone Fatalities	2019	2020	2021	2022
M	12.1	12.1	12.1	12.1
X	8.00	9.00	10.00	11.00
B	108.5	108.5	108.5	108.5
Projection	205	217	230	242
Target	204	215	226	237

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 905 work zone-related serious injuries. By 2022, Texas can expect to report 977 work zone-related serious injuries. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Work Zone Serious Injuries	671	753	745	812	687

Work Zone Serious Injuries	2019	2020	2021	2022
M	35.9	35.9	35.9	35.9
X	8.00	9.00	10.00	11.00
B	581.9	581.9	581.9	581.9
Projection	869	905	941	977
Target	862	894	926	957

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 506 large truck-related fatalities. By 2022, Texas can expect to report 534 large truck-related fatalities. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Large Truck Fatalities	427	452	436	447	473

Large Truck Fatalities	2019	2020	2021	2022
M	14.4	14.4	14.4	14.4
X	8.00	9.00	10.00	11.00
B	376	376	376	376
Projection	491	506	520	534
Target	487	500	512	524

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2020, the State of Texas can expect to report 427 large truck-related fatal crashes. By 2022, Texas can expect to report 448 large truck-related fatal crashes. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
Large Truck Fatal Crashes	375	386	375	389	416

Large Truck Fatal Crashes	2019	2020	2021	2022
M	10.6	10.6	10.6	10.6
X	8.00	9.00	10.00	11.00
B	331.6	331.6	331.6	331.6
Projection	416	427	438	448
Target	413	422	431	439

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

RS Impacts of Proposed Strategies - Strategies proposed for the Roadway Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to

be e□ective 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 e□orts are designed to achieve the most e□ective impact on reducing large truck and work zone fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, education and outreach, and training is planned for FY20 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. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Performance Measures and Targets:

Target: Work Zone Fatalities

2020 Target: To decrease the expected rise of work zone fatalities from 161 work zone-related fatalities in 2018 to not more than 204 work zone-related fatalities in 2020

2022 Target: To decrease the expected rise of work zone-related fatalities from the projected 205 work zone-related fatalities in 2020 to not more than 226 work zone-related fatalities in 2022

Target: Work Zone Serious Injuries

2020 Target: To decrease the expected rise of work zone-related serious injuries from 687 work zone-related serious injuries in 2018 to not more than 894 work zone-related serious injuries in 2020

2022 Target: To decrease the expected rise of work zone-related serious injuries from the projected 905 work zone-related serious injuries in 2020 to not more than 957 work zone-related serious injuries in 2022

Target: Large Truck Fatalities

2020 Target: To decrease the expected rise of large truck fatalities from 473 large truck-related fatalities in 2018 to not more than 500 large truck-related fatalities in 2020

2022 Target: To decrease the expected rise of large truck fatalities from the projected 506 large truck-related fatalities in 2020 to not more than 524 large truck-related fatalities in 2022

Target: Large Truck Fatal Crashes

2020 Target: To decrease the expected rise of large truck fatal crashes from 416 large truck fatal crashes in 2018 to not more than 422 large truck fatal crashes in 2020

2022 Target: To decrease the expected rise of large truck fatal crashes from the projected 427 large truck fatal crashes in 2020 to not more than 439 large truck fatal crashes in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Work Zone Fatalities	2020	Annual	215.00
2020	Work Zone Serious Injuries	2020	Annual	894.00
2020	Large Truck Fatalities	2020	Annual	500.00
2020	Large Truck Fatal Crashes	2020	Annual	422.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Roadway Safety Public Information Campaigns
Roadway Safety Training

Countermeasure Strategy: Roadway Safety Public Information Campaigns

Program Area: **Roadway Safety/Traffic Engineering**

Project Safety Impacts
This countermeasure strategy will increase public education and information on roadway safety.

Linkage Between Program Area
Media, outreach and public information and education activities 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 large truck and work zone fatalities and injuries.

Rationale
The Roadway Safety Program 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. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, education and outreach, and training is planned for FY19 to assist Texas with large truck and work zone fatalities and injuries. Texas will remain focused on large truck and work zone fatalities which continue to be a statewide problem. TxDOT Roadway Safety Program activities will assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
74924	2020-UTatArli-G-1YG-0200

Planned Activity: 2020-UTatArli-G-1YG-0200
Planned activity number: **74924**

Primary Countermeasure Strategy ID: **Roadway Safety Training**

Planned Activity Description
FY2020 Traffic Safety Training Program: UTA proposes to help reduce traffic crashes, injuries and fatalities in work zones by providing municipal and county employees training to increase knowledge of roadway safety problems and solutions.

Intended Subrecipients
The University of Texas at Arlington

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Roadway Safety Public Information Campaigns

Roadway Safety Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	$399,975.00	$103,143.70	$0.00

Countermeasure Strategy: Roadway Safety Training

Program Area: **Roadway Safety/Traffic Engineering**

Project Safety Impacts

This countermeasure strategy will improve highway design and engineering through training; Provide training on roadway safety issues; and provide traffic safety problem identification to local jurisdictions.

Linkage Between Program Area

This strategy includes training activities for FY19 to help reduce traffic crashes, injuries, and fatalities in work zones, by providing municipal and county employees training to increase knowledge of roadway safety, problems, and solutions.

Rationale

"The Roadway Safety Program 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. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, education and outreach, and training is planned for FY19 to assist Texas with large truck and work zone fatalities and injuries. Texas will remain focused on large truck and work zone fatalities which continue to be a statewide problem. TxDOT Roadway Safety Program activities will assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets."

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
74924	2020-UTatArli-G-1YG-0200

Planned Activity: 2020-UTatArli-G-1YG-0200

Planned activity number: **74924**

Primary Countermeasure Strategy ID: **Roadway Safety Training**

Planned Activity Description

FY2020 Traffic Safety Training Program: UTA proposes to help reduce traffic crashes, injuries and fatalities in work zones by providing municipal and county employees training to increase knowledge of roadway safety problems and solutions.

Intended Subrecipients

The University of Texas at Arlington

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Roadway Safety Public Information Campaigns
Roadway Safety Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	$399,975.00	$103,143.70	$0.00

Program Area: School Bus Safety

Description of Highway Safety Problems

School Bus Safety (SB)

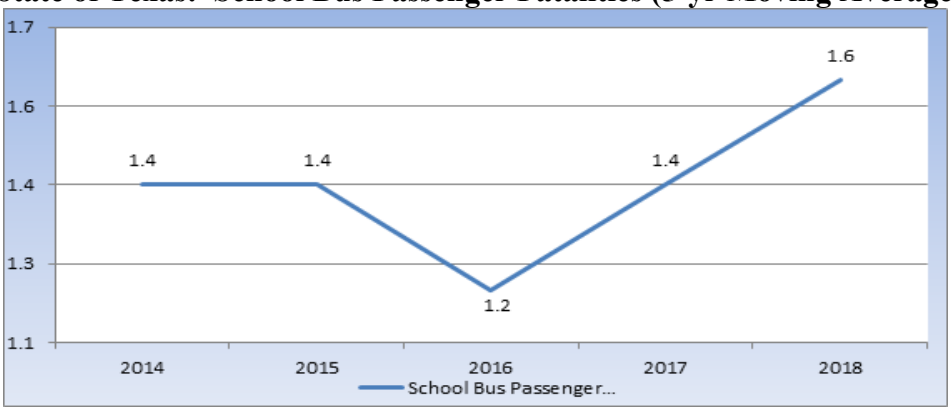
Problem ID - Nationwide, an estimated 474,000 school buses provide transportation services daily. Approximately 26.7 million school children ride school buses each day in the U.S., at least twice a day, with an average of 56 students per bus[1].

Almost half (49%) of the school age pedestrians killed in school transportation-related crashes from 2008 to 2017 were 5 to 10 years old. More than half (56%) 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 7 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]

Approximately 1.6 million Texas children ride a school bus each day[1]. During 2018 in Texas, there was one school bus passenger fatality, a decrease from 3 in 2017.

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.

State of Texas: School Bus Passenger Fatalities (5-yr Moving Average)



Source: 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 April 15th, 2019.

[1] School Bus Facts 2018. School Bus Fleet, Vol. 63, No.11
[2] NHTSA Tra□c Safety Facts 2008-2017 Data: School-Transportation-Related Crashes. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812712

SB Performance Measures and Target Setting - Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of di erent data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022.

The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2013 through 2017 (FARS) or 2014-2018 (CRIS). Texas established its 2020 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was 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, 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.

As a result, TxDOT plans to implement a more robust school bus safety program, to include elements in passenger bus driver education and training. TxDOT will work on executing programming to reduce the incidence of fatalities of passengers on school buses, and the associated tra□c 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.

Current trend projections using CRIS data indicate that for 2020, the State of Texas can expect to average 2.2 school bus passenger fatalities. By 2022, Texas can expect to average 2.5 school bus passenger fatalities. The calculations for these projections and targets* are as follows:

	2014	2015	2016	2017	2018
School Bus Passenger Fatalities	1.4	1.4	1.2	1.4	1.6

School Bus Passenger Fatalities	2019	2020	2021	2022
M	0.12	0.12	0.12	0.12
X	8.00	9.00	10.00	11.00
B	1.16	1.16	1.16	1.16
Projection	2.1	2.2	2.4	2.5
Target	2.1	2.2	2.3	2.4

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

SB Impacts of Proposed Strategies - Strategies proposed for the School Bus Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be e□ective 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 e□orts are designed to achieve the most e□ective impact on reducing school bus passenger fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for training is planned for FY20 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.

The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

SB Performance Targets: School Bus Passenger Fatalities

2020 Target: To decrease the expected rise of the average school bus passenger fatalities from an average of 1.6 school bus passenger fatalities in 2018 to an average of 2.2 average school bus passenger fatalities in 2020

2022 Target: To decrease the expected rise of average school bus passenger fatalities from the projected average of 2.2 school bus passenger fatalities in 2020 to an average of 2.4 school bus passenger fatalities in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	School Bus Passenger Fatalities	2020	Annual	2.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
School Bus Training

Countermeasure Strategy: School Bus Training

Program Area: **School Bus Safety**

Project Safety Impacts

This countermeasure strategy will provide safe school bus operation training for school bus drivers and provide public information and education campaigns to promote safe motor vehicle operations around school buses.

Linkage Between Program Area

This strategy includes elements in passenger bus driver education and training. TxDOT will execute programming to reduce the incidence of fatalities of passengers on school buses, and the associated traffic crashes in Texas. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years.

Rationale

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. Texas will remain focused on school bus passenger fatalities, which continue to be a statewide concern. TxDOT School Bus Safety Program activities will assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73693	2020-ESCVI-G-1YG-0117

Planned Activity: 2020-ESCVI-G-1YG-0117

Planned activity number: **73693**

Primary Countermeasure Strategy ID: **School Bus Training**

Planned Activity Description

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.

Intended Subrecipients

Education Service Center, Region VI

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Bus Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pupil Transportation Safety (FAST)	$100,000.00	$35,234.20	$100,000.00

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

Safe Communities (SA)

Problem ID - The Safe Communities Model 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 tra□c safety problems, its members are in the best position to make a di□erence. *Tra□c Safety Community Coalition* members share a vision of saving lives and preventing injuries caused by tra□c-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 O□ce.

Community coalitions are the support system for a nationwide network of tra□c safety coalitions, partners and communities. Resources provided by these coalitions include helping to build and bolster local e□ort 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 tra□c 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 Tra□c Safety Program, and 18 TxDOT-led tra□c safety coalitions that are not federally funded.

State of Texas: Number of TxDOT-Sponsored Traffic Safety Coalitions

2014	2015	2016	2017	2018
12	13	14	18	18

Source: Survey of TxDOT Traffic Safety Specialists May 2019

[1] Centers for Disease Control and Prevention. https://www.cdc.gov/nchs/fastats/accidental-injury.htm

SA Performance Measures and Target Setting - Texas will use a linear trend analysis to establish the new target(s). The linear trend analysis of di□erent data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2020) and long-term (2022) targets are consistent with the methodology used to establish SHSP targets and the short-term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

TxDOT plans to implement a more resilient community coalitions program to increase the number of coalitions on a local level. TxDOT will 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 tra□c crashes to show improvement overall in the crash situation in Texas.

Current trend projections using this data indicate that the number of community coalitions will continue to increase. Texas is setting targets based on continuing to increase the number of coalitions, but the calculations used to set targets in other program areas is insu□cient to be used in this particular category. Texas will instead set a target that shows an increase of at least 1 new coalition per year.

	2014	2015	2016	2017	2018
TxDOT-Sponsored Community Coalitions	12	13	14	18	18

TxDOT-Sponsored Community Coalitions	2019	2020	2021	2022
Increase	1	1	1	1
Projection	20	21	22	23
Target	20	21	22	23

SA Impacts of Proposed Strategies

Strategies proposed for the Safe Communities Program impact all areas of the State. All proposed strategies are evidence- based and have been shown to be e□ective 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 e□orts are designed to achieve the most e□ective impact on reducing overall fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for one safe communities coalitions is planned for FY20 to assist the Texas with 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. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

SA Performance Targets:

Target: TxDOT-Sponsored Community Coalitions

2020 Target: To increase the number of community coalitions from 18 in 2018 to 21 community coalitions in 2020

2022 Target: To increase the number of community coalitions from the projected 21 community coalitions in 2020 to 23 community coalitions in 2022

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Community Coalitions	2020	Annual	21.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Planning and Administration Training
Safe Communities Public Information Campaigns

Countermeasure Strategy: Planning and Administration Training

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

[null in 2019]

Linkage Between Program Area

[null in 2019]

Rationale

[null in 2019]

Planned activities in countermeasure strategy

Countermeasure Strategy: Safe Communities Public Information Campaigns

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

This countermeasure strategy will support the statewide 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; and support the establishment and growth of Safe Communities Coalitions.

Linkage Between Program Area

This strategy includes funding for one Safe Communities coalition in FY19 to assist Texas with reducing fatalities and injuries. It also includes outreach, public information and education activities which 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 and activity levels for the proposed strategies have remained relatively steady over the past few years.

Rationale

Increasing the number of Safe Communities coalitions has been a longstanding performance measure of the Texas Traffic Safety Program. TxDOT Safe Communities Program activities will continue to assist the State in reducing or sustaining the number of fatalities and serious injuries. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
73735	2020-Texas Ag-G-1YG-0137

Planned Activity: 2020-Texas Ag-G-1YG-0137

Planned activity number: **73735**

Primary Countermeasure Strategy ID: **Safe Communities Public Information Campaigns**

Planned Activity Description

Brazos Valley Injury Prevention Coalition: A Safe Communities coalition to implement and support safety initiatives designed to reduce traffic-related injuries and fatalities in the TxDOT Bryan District.

Intended Subrecipients

Texas A&M Agrilife Extension Service

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Safe Communities Public Information Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	$179,997.40	$63,875.00	$179,997.40

Evidence-based traffic safety enforcement program (TSEP)

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

Unique Identifier	Planned Activity Name
74872	2020-BexarCoD-G-1YG-0189
74413	2020-HarrisDA-G-1YG-0177
74190	2020-MCDAO-G-1YG-0146
202003	2020-STEP Click It Or Ticket
202004	2020-STEP Impaired Driving Mobilization
202002	2020-STEP-CMV
202001	2020-STEP-Comprehensive
74276	2020-TABC-G-1YG-0158
74410	2020-TarrantC-G-1YG-0174
73461	2020-TDPS-G-1YG-0014
77165	2020-TxDOT-G-1YG-0231
77166	2020-TxDOT-G-1YG-0232
77168	2020-TxDOT-G-1YG-0234

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

Crash Analysis

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	Total-KA
HOUSTON	162	158	65	509	1289
DALLAS	188	187	159	414	1071
SAN ANTONIO	129	85	96	348	917
RURAL HARRIS COUNTY	128	120	67	215	642

FORT WORTH	56	60	36	235	591
AUSTIN	91	40	45	233	536
EL PASO	50	19	10	103	256
RURAL MONTGOMERY COUNTY	59	36	45	59	218
ARLINGTON	39	32	21	82	212
CORPUS CHRISTI	28	19	13	47	157
RURAL TRAVIS COUNTY	31	25	29	45	154
BEAUMONT	10	12	5	51	130
GARLAND	15	14	13	59	126
AMARILLO	21	11	6	62	125
PLANO	19	13	11	57	125
RURAL BEXAR COUNTY	14	11	16	52	119
RURAL HIDALGO COUNTY	36	27	23	43	106
RURAL FORT BEND COUNTY	20	13	7	41	104
WACO	18	12	10	52	103
RURAL SMITH COUNTY	19	18	23	18	102
RURAL	29	20	19	22	95

BRAZORIA COUNTY					
GRAND PRAIRIE	18	21	10	37	95
LUBBOCK	21	22	14	40	92
LAREDO	15	18	1	35	91
PASADENA	11	9	4	50	91

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 and SP. 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. 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.

A similar process is followed for grants involving Commercial Motor Vehicle (CMV) enforcement.

Any jurisdiction marked "Rural" indicates the jurisdiction of county-level enforcement agencies such as Sheriffs, Constables and the State Police, and budget amounts for those jurisdictions are 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% - 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.

Effectiveness 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 will 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 changing the number or boundaries of zones is generally discouraged. Any changes would 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
202003	2020-STEP Click It Or Ticket
202004	2020-STEP Impaired Driving Mobilization
77165	2020-TxDOT-G-1YG-0231
77166	2020-TxDOT-G-1YG-0232
77168	2020-TxDOT-G-1YG-0234

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
Community Traffic Safety Program
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Hopkins County Sheriff's Office
Montgomery County Constable, Pct. 5
Houston Police Department
Jacinto City Police Department
Laredo Police Department
Lewisville Police Department
Liberty Police Department
Lubbock Police Department
McCullough County Sheriff's Office
Mesquite Police Department
Missouri City Police Department
Montgomery County Constable, Pct. 3
Montgomery County Sheriff's Office
Montgomery Police Department
Paris Police Department
Pasadena Police Department

Pharr Police Department
Ranger Police Department
San Jacinto County Sheriff's Office
Seabrook Police Department
Silsbee Police Department
Snyder Police Department
Stephens County Sheriff's Office
Sugarland Police Department
Travis County Sheriff's Office
Waller Police Department
Waxahachie Police Department
Webb County Constable, Pct. 1
Webb County Constable, Pct. 2
Wichita Falls Police Department
Ellis County Sheriff's Office
Fort Bend County Constable, Pct. 2
Fort Bend County Constable, Pct. 3
Garland Police Department
Groveton Police Department
Harlingen Police Department
Harris County Constable, Pct. 4
Harris County Constable, Pct. 7
Hays County Sheriff's Office
Hedwig Village Police Department
Hempstead Police Department
Abilene Police Department
Alvin Police Department
Anson Police Department
Austin Police Department

Baytown Police Department
Brookshire Police Department
Brown County Sheriff's Office
Carrollton Police Department
Corpus Christi Police Department
Dallas Police Department
Early Police Department
El Paso County Sheriff's Office

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

Click or tap here to enter text.

List of Task for Participants & Organizations

Click or tap here to enter text.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Motorcycle Public Information Campaigns
Occupant Protection Training

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
74358	2020-IADLEST-G-1YG-0169
73481	2020-TMPA-G-1YG-0018
73621	2020-TTI-G-1YG-0081

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **167**

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: **96**

Populations served - rural: **71**

Populations served - at risk: **76**

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
Motorcycle Public Information Campaigns
Occupant Protection Training

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
74358	2020-IADLEST-G-1YG-0169
73481	2020-TMPA-G-1YG-0018
73621	2020-TTI-G-1YG-0081

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: **24**

Estimated total number of technicians: **329**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

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
1/22/2019
3/26/2019
5/14/2019

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 Operations 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.

Michael Chacon, P.E.,

Director, Traffic Safety Division

Michael.Chacon@txdot.gov

Texas Department of Transportation

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,
Crash Data and Analysis Section,
Traffic Safety Division
James.Hollis@txdot.gov
Texas Department of Transportation
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 Roadway Records Branch Supervisor 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,
Roadway Records Branch Supervisor
David.Freidenfeld@txdot.gov
Transportation Planning and Programming Division
Texas Department of Transportation
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,

Enforcement & Compliance Services,

Driver License Division

Angie.Suarez@dps.texas.gov

Texas Department of Public Safety

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.

Dan Dao, MPH, Branch Manager

Dan.Dao@dshs.gov

Injury Epidemiology & Surveillance Branch

Texas Department of State Health Services

1100 West 49th Street

Austin, TX 78714

(512) 776-3575

Representing State Law Enforcement is Capt. Jodie Tullos. He is a captain with the Texas Highway Patrol Division of the Texas DPS. 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,

Texas Highway Patrol Division

Jodie.tullos@dps.texas.gov

Texas Department of Public Safety

5805 North Lamar Boulevard

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(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.

Tim Thompson,

Deputy Director

Tim.Thompson@txdmv.gov

Vehicle Titles and Registration Division

Texas Department of Motor Vehicles

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

STRAP Recommendation	Texas Response	Implementation Status
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 Administration is working to create a data subcommittee that will include LE and others directly involved in inputting and using traffic records data.	Ongoing
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	Performance measures will be developed as part of TTI's FY20 technical assistance to the TRCC.	Planned

will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.		
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 will be developed as part of TTI's FY19 technical assistance to the TRCC.	Ongoing
Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data.	This effort will be developed as part of TTI's FY19 technical assistance to the TRCC.	Ongoing
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 will be developed as part of TTI's FY19 technical assistance to the TRCC.	Ongoing
Allow the existing committee to take on tasks that currently 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 Administration is working to create a data subcommittee that will include LE and others directly involved in inputting and using traffic records data. Additional subcommittees will be considered as the need arises.	Ongoing
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	This effort will be developed as part of TTI's FY19 technical assistance to the TRCC.	Ongoing

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.		
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.	TRCC Administration will be touring the state to seek input from stakeholders on objectives to include in the strategic plan.	Ongoing

Traffic Records for Measurable Progress

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC sub-committees	• Create project development subcommittee that will include LEOs, LE analyst, researchers, engineers, and other stakeholders • Create an intersection subcommittee to assist with the development of an intersection database (6.2)	Sept. 30, 2020
1.5 Add additional members to the TRCC as needed	• Identify additional members to add to the TRCC	Annually
2.2 Annually update the objectives of the TRCC Strategic Plan	• Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add	Annually
2.3 Update the TRCC charter	• Update the charter to include additional members/positions, member agencies, sub-committees, etc.	TBD

Traffic Records Supporting Non-Implemented Recommendations

STRAP Recommendations Not Being Addressed in FY20

STRAP Recommendation	Texas Response	Implementation Status
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

Traffic Records for Model Performance Measures

Performance Measure #1: Timeliness of Crash Reporting

10. Performance Measure Used to Track Improvements

Crash/Timeliness 2 - The percentage of crash reports entered into the database within 30 days

after the crash.

11. Narrative Description of Calculation / Estimation Method

Previous Period (April 1, 2016 – March 31, 2017):

The number of crash records submitted was 628,634. The percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash was 94.78%.

Current Period (April 1, 2017 – March 31, 2018):

The number of crash records submitted was 614,812. The percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash was 96.57%.

Evaluation:

There was a 1.9% increase in the percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.

Required Data	April 1, 2013 –	April 1, 2014 –	April 1, 2015 –	April 1, 2016 –	April 1, 2017 –

	March 31, 2014	March 31, 2015	March 31, 2015	March 31, 2017	March 31, 2018
Number of crash reports submitted	528,181	567,601	610,586	628,634	614,812
Average # of days between date of crash and availability in warehouse	19.8	15.59	20.73	11.08	9.29
Crash records available for reporting within 30 days of the date of crash	463,105	525,199	557,696	595,826	593,701
% of all crash reports entered into the database (available for reporting) within 30 days after the crash	87.68%	92.53%	91.34%	94.78%	96.57%

12. Title, Number and Strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates

This performance measure references the following objectives found on page 18 of the strategic plan:

1. 3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and consistency

2. 3.7 Achieve 100% electronic crash report submission through CRASH or Submission Services

Performance Measure #2: Completeness of the EMS/Trauma Registry

3. Performance Measure Used to Track Improvements

Completeness of the registry data – Percentage of patient care records with no missing critical data elements.

4. Narrative Description of Performance Measure Calculation

Previous Period (April 1, 2015 – March 31, 2016):

The number of Hospital (Trauma Registry) records submitted was 141,546. The percentage of patient care reports with no missing *critical* data elements was 46.1%.

Current Period (April 1, 2016 – March 31, 2017):

The number of Hospital (Trauma Registry) records submitted was 154,577. The percentage of patient care reports with no missing *critical* data elements was 61.0%.

Evaluation:

There was a 30.4% increase in the percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.

Previous Period	**Current Period**
April 1, 2015 – March 31, 2016	April 1, 2016 – March 31, 2017
The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.	The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.
Discharge Date and Time: 46.1%	Discharge Date and Time: 60.1%

Improvement

Critical Date Element	Percent Change
Discharge Date and Time:	30.4**%**

5. Title, Number and Strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates

This performance measure references the following objective found on page 36 of the strategic plan:

1. 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

2. 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

3. 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

Performance Measure #3: Completeness of DPS Citation Data

1. Performance Measure Used to Track Improvements

Completeness of DPS Citation Data – Percentage of DPS citation records with no missing critical data elements. DPS' goal is to achieve/maintain a minimum 97% of citation records with no missing critical data elements.

2. Narrative Description of Performance Measure Calculation

Previous Period (January 2018):

The percentage of DPS citation records with no missing *critical* data elements was 98.72%.

Current Period (February 2018):

The percentage of DPS citation records with no missing *critical* data elements was 98.68%.

Evaluation:

There was a .04% decrease in the percentage of DPS citation records with no missing critical data elements.

3. Title, Number and Strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates

This performance measure references the following objective found on page 31 of the strategic plan:

1. 7.4 Establish citation data audit procedures using the performance measures developed under the data quality control program

Performance Measure #4: Accessibility of DPS Citation Data

1. Performance Measure Used to Track Improvements

Accessibility of DPS Citation Data – Percentage of DPS citation records' end users with access to citation data. DPS' goal is to achieve at minimum 25% of citation records end users' with access to citation data.

2. Narrative Description of Performance Measure Calculation

Previous Period (January 2018):

The percentage of DPS citation records' end users with access to citation data was 17.79%.

Current Period (February 2018):

The percentage of DPS citation records' end users with access to citation data was 17.79%.

Evaluation:

There was no change in the percentage of DPS citation records' end users with access to citation data.

3. Title, Number and Strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates

This performance measure references the following objective found on page 31 of the strategic plan:

1. 7.4 Establish citation data audit procedures using the performance measures developed under the data quality control program

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:

Supporting Document
2019 Traffic Records Plan - Signed.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
74357	2020-IADLEST-G-1YG-0168
74158	2020-TDPS-G-1YG-0142
73728	2020-TDSHS-IS-G-1YG-0133
73451	2020-TMPA-G-1YG-0006
73583	2020-TTI-G-1YG-0043

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

2019 Traffic Records Plan - Signed.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: **6/25/2019**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

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).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

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 F contains the actuated TIDTF member approval for the FY 2020 Plan.

Key Stakeholders

Name	Organization	Title	Background
Clay Abbott	Texas District and County Attorneys Association	DWI Resource Prosecutor	Prosecution
Bobbi Brooks	Texas A&M AgriLife Extension Service Watch UR BAC	Program Manager	Prevention/ Education
Mark Busbee	Texas Municipal Police Association – FRIDAY/ADAPT	Program Manager	Law Enforcement Training
Mindy Carroll	Texas Alcoholic Beverage	Director Education and Prevention	Prevention/

	Commission		Education
Debra Coffey	Smart Start, Inc.	Vice President, Government Affairs	Ignition Interlock
Chad Cooley	Cedar Hill Police Department	Corporal	Law Enforcement
Holly Doran	Texas Center for the Judiciary	Program Director	Judiciary
David Dorman	Mothers Against Drunk Driving	Grant Manager	Prevention/ Education
Paige Ericson-Graber	Texas A&M Transportation Institute	Associate Transportation Researcher	Data and Evaluation
Cheryl Garren	Texas Department of Public Safety	Enforcement & Compliance Manager	Driver License
Brian Grubbs	Texas Municipal Police Association - LEADRS	Program Manager	Law Enforcement Training
Jaime Gutierrez	Mothers Against Drunk Driving	Regional Executive Director	Prevention/ Education
Kevin Harris	College Station Police Department	Sergeant	Law Enforcement
Nicole Holt	Texans Standing Tall	Chief Executive Officer	Prevention/ Education
Cynthia Humphrey	Texas Association of Substance Abuse Programs	Executive Director	Treatment
Andrew James	Montgomery County District Attorney's Office	Chief, Vehicular Crimes	Prosecution
Mike Jennings	Austin Police Department	Detective	Law Enforcement
Lisa Johnson	Texas Department of Transportation	Motorcycle Safety Program Manager	SHSO

Yoon Kim	Collin County Community Supervision and Corrections Department	Director	Probation
Jim Kuboviak	DPS Troopers Foundation	Director/Law Enforcement Mobile Video Institute	Law Enforcement Training
Cecil Marquart	Sam Houston State University	Project Director & DECP State Coordinator	Law Enforcement Training
Charles Mathias	UT Health San Antonio	Associate Professor, Division of Neurobehavioral Research	Treatment
Dottie McDonald	Smart Start, Inc.	Judicial Services Liaison	Ignition Interlock
David McGarah	Texas SFST	Program Manager	Law Enforcement Training
Ned Minevitz	Texas Municipal Courts Education Center	Grant Administrator	Judiciary
Lisa Minjares-Kyle	Texas A&M Transportation Institute	Associate Transportation Researcher	Prevention/ Education
Amy Moser	Education Service Center - Region 6	Safety Education and Training Specialist	Prevention/ Education
Anna Mudd	Texas Department of Public Safety - Crime Lab	Toxicology Section Supervisor	Toxicology
Andy Murr	Texas Association of Counties	Judicial Resources Liaison	Judiciary
David Ocamb	GDC Marketing & Ideation	Chief Planner and Research Officer	Communication
David Palmer	Texas Department of	Major	Data and Evaluation

	Public Safety		
Terry Pence	Texas Department of Transportation	Behavioral Traffic Safety Director	SHSO
Lisa Robinson	National Safety Council	Senior Program Manager	Prevention/ Education
Allison Rounsavall	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Program Manager	SHSO
Nina Jo Saint	SafeWay Driving	Education Director	Prevention/ Education
Randy Sarosdy	Texas Justice Court Training Center	General Counsel	Judiciary
Jude Schexnyder	American Motorcyclist Association	Texas Chapter Coordinator	Prevention/ Education
Marsha Scott	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Youth Program Manager	SHSO
Gloria Souhami	Travis County Attorney's Office	Program Director	Prevention/ Education
Jay Tedder	Texas Department of Public Safety	Deputy Scientific Director Breath Alcohol Testing	Breath Testing
Kara Thorp	AAA - Texas & New Mexico	Public Affairs Specialist	Prevention/ Education
Troy Walden	Texas A&M Transportation Institute	Research Scientist, and Director of CADES	Data and Evaluation
Laura Weiser	Texas Center for the Judiciary	Judicial Resource Liaison	Judiciary

Dan Worley	Baylor Scott & White Health - RED Program	Program Coordinator	Prevention/ Education

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **5/31/2019**

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: **Yes**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing 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 an authorized period of not less than 6 months.	No

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

Sobriety program information

Legal citations: **No**

State program information: **No**

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

Click or tap here to enter text.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's texting ban:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Legal citations for exemptions to the State's youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle 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: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Texas Dept. of Public Safety**

State authority name/title: **John Young, Program Director, Motorcycle Safety Program**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

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.

County or Political Subdivision	Number of registered motorcycles
ANDERSON	758
ANDREWS	324
ANGELINA	978
ARANSAS	511
ATASCOSA	683

AUSTIN	637
BANDERA	776
BASTROP	1,718
BELL	7,673
BEXAR	21,762
BLANCO	336
BOSQUE	407
BOWIE	1,431
BRAZORIA	6,145
BRAZOS	2,690
BROOKS	57
BROWN	717
BURLESON	390
BURNET	1,018
CALDWELL	633
CALHOUN	379
CALLAHAN	291
CAMERON	3,140
CASS	460
CHAMBERS	741
CHEROKEE	671
CLAY	232
COLEMAN	127
COLLIN	12,665
COLORADO	349
COMAL	4,140
COOKE	908
CORYELL	1,618
DALLAS	21,887

DEAF SMITH	241
DENTON	12,691
DEWITT	306
DIMMIT	124
DUVAL	97
EASTLAND	333
ECTOR	2,310
EDWARDS	36
EL PASO	10,815
ELLIS	3,336
ERATH	615
FANNIN	638
FAYETTE	386
FORT BEND	7,456
GAINES	280
GALVESTON	6,943
GARZA	61
GILLESPIE	554
GONZALES	226
GRAY	481
GRAYSON	2,985
GREGG	1,795
GRIMES	511
GUADALUPE	3,213
HALE	340
HAMILTON	154
HARDIN	973
HARRIS	40,537
HARRISON	1,221

HARTLEY	85
HAYS	3,686
HENDERSON	1,714
HIDALGO	4,878
HILL	699
HOCKLEY	292
HOOD	1,547
HOPKINS	619
HOWARD	601
HUNT	2,029
HUTCHINSON	529
JACKSON	218
JASPER	561
JEFF DAVIS	44
JEFFERSON	2,934
JIM HOGG	48
JIM WELLS	428
JOHNSON	3,932
KAUFMAN	2,207
KENDALL	1,117
KERR	1,312
KLEBERG	372
LAMAR	879
LAMPASAS	629
LAVACA	241
LEON	294
LIBERTY	1,396
LIMESTONE	298
LLANO	565

LUBBOCK	3,266
MADISON	151
MARION	198
MARTIN	73
MATAGORDA	571
MAVERICK	383
MCLENNAN	3,863
MEDINA	932
MENARD	21
MIDLAND	2,360
MILAM	392
MILLS	65
MITCHELL	121
MONTAGUE	432
MONTGOMERY	10,275
MOORE	326
NACOGDOCHES	722
NAVARRO	645
NEWTON	175
NOLAN	278
NUECES	4,590
OLDHAM	20
ORANGE	1,484
PALO PINTO	622
PANOLA	365
PARKER	3,292
PECOS	216
POLK	1,124
POTTER	1,845

RAINS	277
RANDALL	2,801
REAL	82
RED RIVER	190
REEVES	127
ROBERTSON	216
ROCKWALL	1,818
RUSK	738
SAN AUGUSTINE	125
SAN JACINTO	649
SAN PATRICIO	1,262
SCURRY	330
SHELBY	294
SMITH	3,268
SOMERVELL	231
STEPHENS	122
TARRANT	28,750
TAYLOR	2,472
TERRY	141
TITUS	333
TOM GREEN	2,060
TRAVIS	16,750
TRINITY	285
TYLER	348
UPSHUR	796
UPTON	59
UVALDE	372
VAL VERDE	565
VAN ZANDT	1,020

VICTORIA	1,364
WALKER	752
WALLER	840
WASHINGTON	545
WEBB	1,831
WHARTON	497
WICHITA	2,642
WILBARGER	207
WILLIAMSON	8,831
WILSON	1,030
WINKLER	114
WISE	1,599
WOOD	1,007
YOUNG	376

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **348,722**

Motorcyclist awareness program

Name and 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 Operations 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
2020	Motorcycle Operators Killed with a BAC+ .08	Annual	2020	2020	55.00	22

2020	Motorcycle Fatalities Per 100,000 Licensed Operators	Annual	2020	2020	37.6	23

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
ANDERSON	7
ANDREWS	2
ANGELINA	7
ARANSAS	4
ATASCOSA	0
AUSTIN	1
BANDERA	7
BASTROP	10
BELL	73
BEXAR	416
BLANCO	2
BOSQUE	1
BOWIE	22
BRAZORIA	52
BRAZOS	53
BROOKS	1
BROWN	6
BURLESON	2
BURNET	11
CALDWELL	1
CALHOUN	2
CALLAHAN	2
CAMERON	25

CASS	6
CHAMBERS	9
CHEROKEE	2
CLAY	1
COLEMAN	2
COLLIN	123
COLORADO	6
COMAL	24
COOKE	4
CORYELL	13
DALLAS	428
DEAF SMITH	3
DENTON	145
DEWITT	2
DIMMIT	1
DUVAL	1
EASTLAND	1
ECTOR	24
EDWARDS	1
EL PASO	196
ELLIS	24
ERATH	4
FANNIN	6
FAYETTE	1
FORT BEND	50
GAINES	1
GALVESTON	96
GARZA	1
GILLESPIE	3

GONZALES	2
GRAY	1
GRAYSON	29
GREGG	43
GRIMES	10
GUADALUPE	24
HALE	2
HAMILTON	1
HARDIN	8
HARRIS	765
HARRISON	8
HARTLEY	2
HAYS	39
HENDERSON	5
HIDALGO	83
HILL	3
HOCKLEY	3
HOOD	7
HOPKINS	3
HOWARD	5
HUNT	7
HUTCHINSON	1
JACKSON	2
JASPER	3
JEFF DAVIS	1
JEFFERSON	53
JIM HOGG	1
JIM WELLS	8
JOHNSON	27

KAUFMAN	13
KENDALL	5
KERR	16
KLEBERG	4
LAMAR	8
LAMPASAS	3
LAVACA	1
LEON	2
LIBERTY	11
LIMESTONE	2
LLANO	1
LUBBOCK	44
MADISON	2
MARION	2
MARTIN	1
MATAGORDA	8
MAVERICK	7
MCLENNAN	51
MEDINA	2
MENARD	1
MIDLAND	39
MILAM	1
MILLS	1
MITCHELL	2
MONTAGUE	1
MONTGOMERY	104
MOORE	3
NACOGDOCHES	6
NAVARRO	5

NEWTON	1
NOLAN	3
NUECES	73
OLDHAM	2
ORANGE	22
PALO PINTO	9
PANOLA	3
PARKER	17
PECOS	2
POLK	8
POTTER	40
RAINS	2
RANDALL	16
REAL	2
RED RIVER	1
REEVES	4
ROBERTSON	2
ROCKWALL	15
RUSK	1
SAN AUGUSTINE	1
SAN JACINTO	2
SAN PATRICIO	12
SCURRY	4
SHELBY	4
SMITH	51
SOMERVELL	3
STEPHENS	1
TARRANT	399
TAYLOR	44

TERRY	3
TITUS	2
TOM GREEN	26
TRAVIS	310
TRINITY	1
TYLER	1
UPSHUR	8
UPTON	1
UVALDE	1
VAL VERDE	2
VAN ZANDT	8
VICTORIA	22
WALKER	7
WALLER	5
WASHINGTON	3
WEBB	36
WHARTON	3
WICHITA	26
WILBARGER	3
WILLIAMSON	75
WILSON	6
WINKLER	1
WISE	9
WOOD	5
YOUNG	3

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: **4,189**

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

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law appropriating funds demonstrates that for the current fiscal year, for requiring 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.	Yes
The State law or regulation requiring that 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.	Yes

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring 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: **SB 754**

Amended Date: **6/1/2015**

Citations

Legal Citation Requirement: **The State law or regulation requiring that 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.**

Legal Citation: **SB754**

Amended Date: **6/1/2015**

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that 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. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Learner's permit stage

Requirement Description	State citation(s) captured
In effect for at least 6 months.	No
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.	No
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.	No
In effect until driver is at least 17 years of age.	No
Prohibits use of personal wireless communications device.	No
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.	No
In effect until driver is at least 16 years of age.	No
Prohibits use of personal wireless communications device.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
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
Extension of intermediate stage if convicted of a driving-related offense.	No
Applicant must pass vision test and knowledge assessment.	No
Must be accompanied and supervised at all times.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No
In effect for at least 6 months.	No

No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Legal citations for exemptions to the State's texting ban:

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).

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: **Official documents**

Official documents

Official documents that demonstrate 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.

Law: **No**

Regulation: **No**

Binding policy directive: **No**

Letter from the Governor: **No**

Court order: **No**

Other: **No**

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate 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.	No

Official documents that demonstrate 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.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.