



Highway Safety Plan FY 2015

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SECTION ONE
Highway Safety Planning Process

Executive Summary

The State of Texas will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including: National law enforcement mobilizations and sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.

Texas will continue to focus on alcohol-related fatalities which continue to be a problem in Texas. **NHTSA's** Fatality Analysis Reporting System (FARS) reports 1,296 fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above in Texas during 2012.

Statewide surveys show that safety belt use by drivers and front seat passengers was at 90.3% in 2013. There were 927 unrestrained fatalities in Texas in 2012 according to preliminary CRIS crash data, a slight decrease from 980 in 2011. Texas children were restrained at a rate of 88.6% in 2013 according to a study conducted by the Texas A&M Texas Transportation Institute. Texas will continue efforts to increase occupant restraint use in all passenger vehicle and trucks for driver and front seat passengers for both adults and children.

Texas will continue to focus on motorcycle safety through motorcycle safety training, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclist, such as the "share-the-road" safety messages developed using Share-the Road model language. In 2015, Texas will dedicate approximately \$500,000 for one motorcycle focused public awareness campaign.

Texas will continue to develop and implement the statewide data system Crash Records Information System (CRIS) which will provide timely and effective data analysis to support allocation of highway safety resources. This includes the development and implementation of a Crash Reporting and Analysis for Safer Highways (CRASH) component of CRIS which will allow the local law enforcement community to submit crash reports electronically via the public internet. CRASH has built in real-time data checks and business rules to increase the accuracy. CRASH simplifies the data entry process by prompting the user through a series of menus and options.

TxDOT will continue to use various funds for the enhancement of purchased advertising for highway safety messages including impaired driving campaigns targeting young adults and college students, Christmas, the New Year's holiday campaign, summer months, and Texas Latinos. The advertising will be implemented via grassroots outreach strategy and public and media relations, radio and television public service announcements, billboards and online advertising.

The Highway Safety Office

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TS) in the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The banners below outline the primary mission, goal, and strategy of the program that directly supports the TxDOT mission of **“Work with others to provide safe and reliable transportation solutions for Texas.”**

MISSION STATEMENT

Operate in a manner that saves lives and prevents injuries.

GOAL

Identify traffic safety problem areas and programs to reduce the number and severity of traffic-related crashes, injuries, and fatalities.

STRATEGY

Use of information, technology, resources and skills to identify priority traffic safety issues, plan initiatives, generate coordinated action, and evaluate and communicate results.

The Texas Traffic Safety Program is managed by the TRF-TS, which is located at the Headquarters in Austin, Texas. The Section is comprised of the traffic safety director, a programs director, two supervisors, two lead workers, a planner, a policy and procedures coordinator, an eGrants project manager, an eGrants business analyst, and six program managers. Also, there are thirty (30) traffic safety specialists (TSS) located in the twenty five TxDOT districts throughout the state of Texas.

In addition, the State of Texas also utilizes private contractors including advertising agencies and other organizations to provide services such as the law enforcement liaison (LEL) program.

Program funding is provided by the National Highway Traffic Safety Administration (NHTSA), a division of the U.S. Department of Transportation (USDOT). Over 300 traffic safety grants are awarded annually to state, local, and non-profit agencies across Texas.

Planning Process Description

The TRF follows the basic outline below each year as part of the planning process to ensure that plans and strategies are current and appropriate for the identified problem areas.

<u>Plan and HSP Development Calendar</u>		
<u>Dates</u>	<u>Action</u>	<u>Details</u>
October	Re-evaluation of HSP by State Highway Safety Office (TRF-TS) and Continue Planning Process	Review past /current year activity Obtain input from traffic safety community Crash Data Review update problem identification
November	Solicitation of input from stakeholders / partners and continue planning process	Meet with key program partners Identify long-term strategies (3 years) Initiate Grant Development Validate draft strategies with program targets Create and Deploy RFP for Funding
December / January	Finalize Grant Development Plans and continue planning process	Draft budget including new federal dollars and known carry forward funds Outline grant opportunities
February / March	Grant Scoring and Approval Process	Score and rank submitted proposals Continue Selection Process for Proposals Finalize budget
April	Grant Approvals and HSP Development	Finalize Negotiations with new subgrantees Begin organization of HSP Prepare funding recommendations for Commission
May	Finalize Project List and HSP	Present funding recommendations to Commission Pre-award audits Requested (If needed) Finalize Performance Measures and Targets
June	Finalize HSP	Draft of HSP to NHTSA by June 1st Administrative Review of Projects and HSP Notify subgrantees of funded/rejected proposals
July	Submit for Approval	Submit HSP to NHTSA by July 1st for approval Distribute HSP to Other Federal Partners Prepare New projects for implementation
August / September	Implementation	Submit any amendments or comment response to NHTSA if needed

Traffic Safety Data Sources

The State of Texas has various data sources that contribute to forming problem identifications and project / program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-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 from 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 (TxDSHS).

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

Data sources may include any of the following:

- TxDOT Crash Records Information System (CRIS)
- Local police department
- Department of State Health Services or regional or local health agencies
- Emergency medical service providers
- Evaluations
- Surveys
- National or statewide studies (such as Fatality Analysis Reporting System [FARS])
- Local court system
- TxDOT district traffic engineering and roadway analyses
- other sources (interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.)

Traffic Safety Data Glossary

All crash and casualty data in this document originate from Texas police crash reports as coded in two record systems: the Fatality Analysis and Reporting System and the Texas Crash Record Information System. Differences in coding, the variables coded and definitions of those variables render direct comparisons among the data in the systems problematic. Although in most cases differences among the data in the systems are negligible and practically insignificant, for several

variables, the differences are notable. This is especially true for crashes (and the casualties sustained in those crashes) that involve alcohol and/or other drugs and to a lesser extent for crashes involving specific vehicle types. The definitions offered in the glossary are provided both to assist in clarifying those differences and to improve the precision of statements about the crash and casualty experience in Texas.

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

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

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

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

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

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

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

Railroad Grade Crossing Crashes - CRIS: Crashes at at-grade railroad/highway crossings, whether or not a train was involved – not limited to collisions with trains.

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

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

Incapacitating injury (A) - not able to walk, drive, etc.

Non-incapacitating injury (B) - bump on head, abrasions, minor lacerations, etc.

Possible injury (C) – e.g., limping, complaint of pain

Fatal injury (F or K) - a death resulting from a crash that occurs within 30 days of the crash

Speeding-Related Crashes - FARS: Crashes in which at least one driver was driving too fast for conditions or in excess of the posted maximum limit.

Texas Population - FARS: Population-based crash and casualty rates use Texas population estimates derived from FHWA's Highway Statistics and/or US Census Estimates for the relevant year. CRIS: Texas population data used for calculating population-based crash and casualty rates were obtained from the Texas State Data Center and Office of the State Demographer. Population-based crash and casualty rates through CY 2011 are based on Texas State Data Center population estimates. Population-based rates for 2011 and later use population projections. Projections are based on the "One- Half 1990-2000 Migration (0.5) Scenario." Technical information can be found on-line at: <http://txsdc.utsa.edu/>.

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 or not construction related.

Traffic Safety Partner Input

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

Internally, the TRF-TS is staffed with program managers and traffic safety specialists who are constantly engaging with partners, subgrantees, and other subject matter experts. The TRF-TS is in constant contact with the Crash Data and Analysis Section, Highway Engineering, and other internal partners with TxDOT.

The TRF – TS continually works with stakeholders and partners in traffic safety. Other State Agencies and organizations that are continually consulted to offer input include:

- The Texas Department of Public Safety Highway Patrol and Driver's License Bureau
- Metropolitan Planning Organizations
- Texas Education Agency
- Texas Tech University
- Texas Center for the Judiciary
- Texas Commission on Law Enforcement Officer, Standards and Education (TCOLE)
- Texas Department of Criminal Justice (TDCJ)
- Texas District and County Attorney's Association
- Texas Municipal Police Association
- Texas Alcoholic Beverage Commission
- Texas Impaired Driving Task Force
- Texas Motorcycle Safety Coalition

Law Enforcement subgrantees are providing input through the grant and monitoring process. Currently, TRF-TS has access to over 85 State, County, and local law enforcement agencies that can be utilized to provide feedback and information to TRF-TS.

TRF-TS 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).

The TRF-TS will continue collaborating with 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, The Texas Department of Public Safety, 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-TS also sought public comments by posting a Request for Comments (RFC) on the Texas Register and sending e-mail notifications to all registered users of eGrants.

Coordination with the State Strategic Highway Safety Plan (SHSP) and the State Highway Improvement Plan (HSIP)

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure 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 four E's of highway safety – engineering, education, enforcement and emergency medical services (EMS). The SHSP allows highway safety

programs and partners in the State to work together in an effort to align targets, leverage resources and collectively address the State's safety challenges.

The TxDOT is not only responsible for preparing, maintaining, and attempting to reach the targets of the HSP, but also the SHSP as well. The SHSP process is maintained through the **Texas A&M University's Texas Transportation Institute**.

The TRF-TS remains in contact and coordinates with TTI and other stakeholders to update the SHSP and work towards to the targets identified in the SHSP. When targets are listed in the SHSP, especially the first three core measures, the HSP will mirror those targets in scope. When other targets in the SHSP are also listed in this HSP, when appropriate and reasonable, the HSP will mirror those targets as well. If targets required for the HSP are not present in the SHSP, then the TRF-TS will employ goal setting for those particular program areas.

Eligibility

In order to be eligible for a traffic safety grant, an organization must be a State or local government agency, an Educational institution, or a non-profit organization. Grants are awarded based on merit and scoring, including Specific proposed project, relevancy to the current traffic safety issues as identified by Texas, and approved funding by the Texas Transportation Commission.

Proposals are scored by a team of program staff and then ranked. Submitted Proposals must contain a relevant and current data driven problem identification, a list of attainable and reasonable targets, and a plan to meet the objectives in the proposal. Proposals are required to fall under one of the following fourteen Program Areas:

- | | |
|---------------------------------------|--|
| 01 – Planning and Administration (PA) | 02 – Alcohol and other drug Countermeasures (AL) |
| 03 – Emergency Medical Services (EM) | 04 – Motorcycle Safety (MC) |
| 05 – Occupant Protection (OP) | 06 – Pedestrian / Bicycle Safety (PS) |
| 07 – Police Traffic Services (PT) | 08 – Speed Control (SC) |
| 09 – Traffic Records (TR) | 10 – Driver Education and Behavior (DE) |
| 11 – Railroad Grade Crossings (RH) | 12 – Roadway Safety (RS) |
| 13 – Safe Communities Program (SA) | 14 – School Bus Safety (SB) |

The projects selected under the fourteen Program Areas are evidence-based countermeasure strategies or support evidence based countermeasures, and may include and are not limited to program assessments, local surveys, Texas Driver Attitudes and Awareness surveys, NHTSA **Countermeasures That Work**, TTI's and National Injury Prevention Council's studies & research, EMS/Trauma Registry data, and roadway inventory data.

Proposal Process and Grant Lifespan

FY 2015 GRANT LIFE CYCLE

The diagram shows the grant lifecycle for the current year. This is intended to both show a high-level definition of the lifecycle, and to show that at any given time, the Traffic Safety Grant Program is involved with at least two, and at some points 3 different yearly lifecycles. (See Figure 1.1)

CROSS-FUNCTIONAL PROCESS MAP

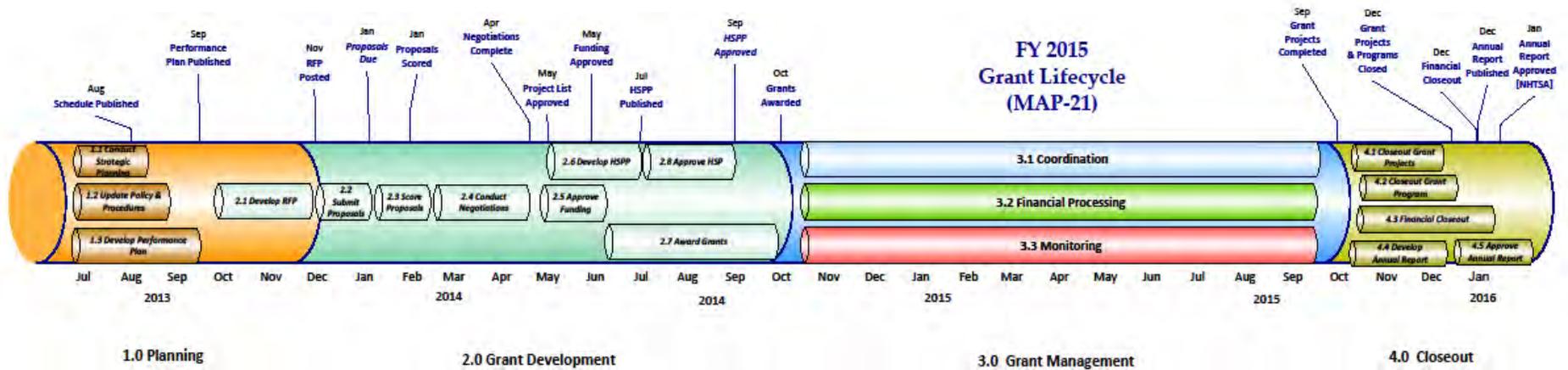
The diagram shows each major process or activity within the grant lifecycle, and an indication of what organization is responsible for each process. These processes correspond directly with the activities on the grant lifecycle comparison diagram. (See Figure 1.2)

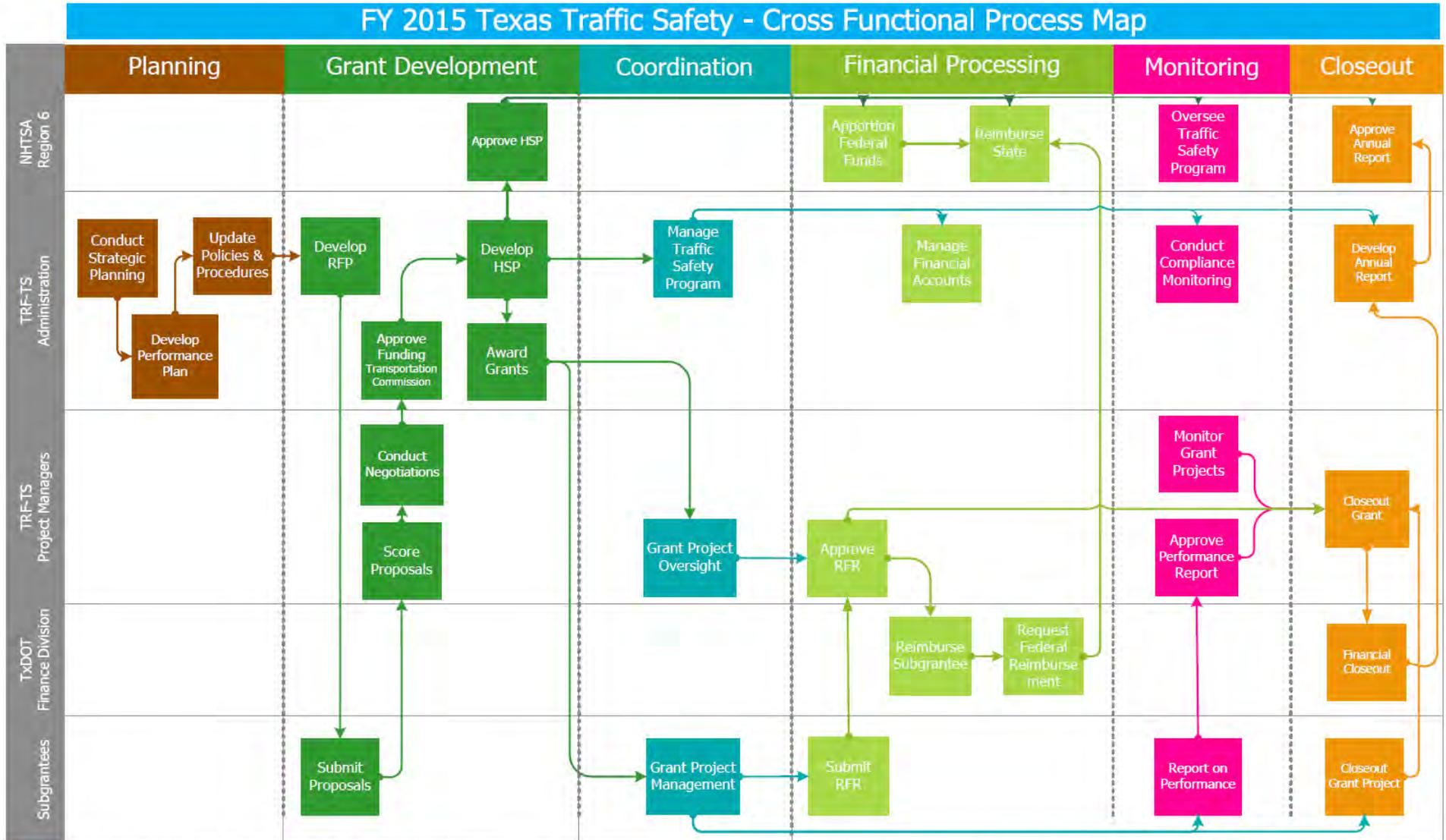
PROCESS DEFINITION

The next section organizes the grant processes by their process area (Planning, Grant Development, etc.) and defines each process in more detail.

(See Figures 1.3 –1.8)

Texas Traffic Safety Process – FY 2015 Grant Lifecycle





NOTE: While more than one of the organizations on the left may participate in a given process, the process is placed within the organization where the major responsibility for the process resides. This diagram is meant as a general overview only. Please refer to the detailed description of each process for specific information regarding that process.

(Figure 1.2)

Planning

Conduct Strategic Planning – The TRF-TS Program Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of an informal five year strategic plan. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from TRF-TS Project Managers and other program partners.



Develop Performance Plan – The TRF-TS Program Planner coordinates the performance planning processes 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 a process that includes input from that includes input from TRF-TS Project Managers and is based on the informal Strategic Plan.

Update Policies and Procedures – The TRF-TS Policy and Procedures Coordinator manages the development, modification and distribution of all policies, procedures and training materials for the Traffic Safety Program. Updates and/or “releases” of the policies and procedures are an on-going process.

Figure 1.3: Planning

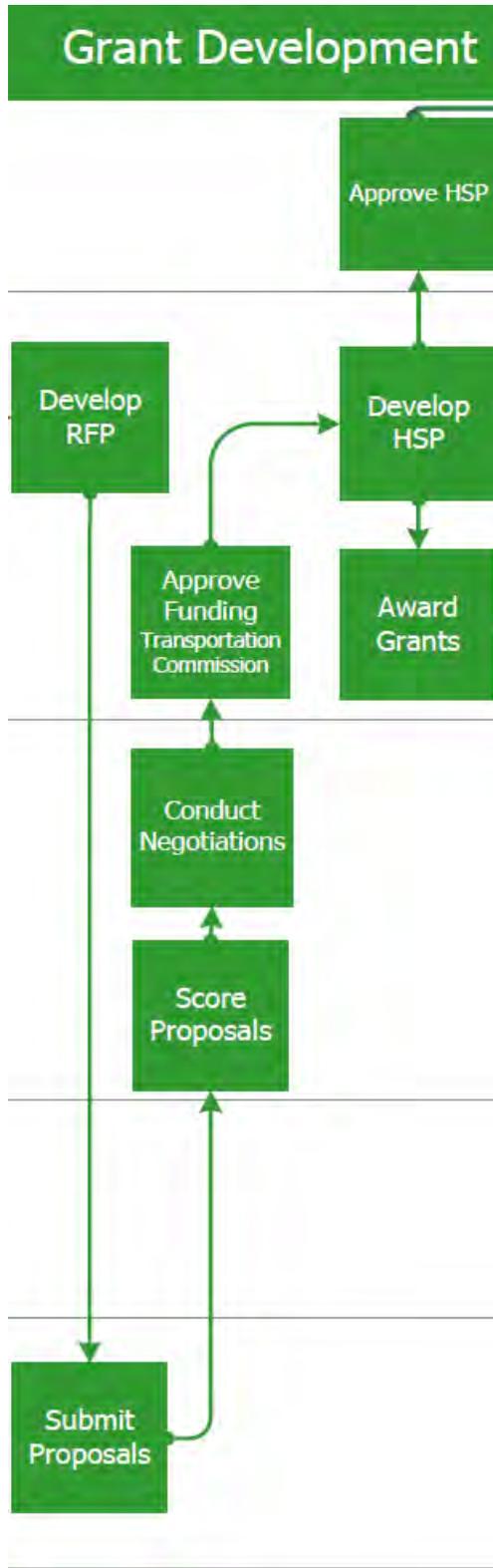


Figure 1.4: Grant Development

TRF-TS Administration

Develop RFP – The TRF-TS Program Planner develops the Request for Proposals (RFP) and associated documents each fiscal year based on the priority traffic safety performance goals detailed in the Performance Plan for that year.

SubGrantees

Submit Proposals – State agencies and other eligible organizations submit proposals in response to the TRF RFP.

TRF-TS Project Managers

Score Proposals –Proposals are reviewed, commented on, scored, and ranked. Scores are handled by eGrants. Proposals are ranked and selected. Negotiations are conducted with proposers as needed in order to address modifications.

Texas Transportation Commission

Approve Funding – Funding is approved by the Texas Transportation Commission.

TRF-TS A Administration

Develop HSP – The HSP is developed by TRF-TS Program Planner to describe how federal highway safety funds will be apportioned. The HSP is intergovernmental in nature, functioning, either directly or indirectly, through grant agreements, contracts, purchase orders, and requisitions.

Award Grants – After the Transportation Commission approves the funding for the HSP, TRF-TS issues a list of projects authorized for funding. All grant agreements require counter- signatures from TxDOT and subgrantees.

NHSTA Region 6

Approve HSP – The Certification Statement is signed and submitted to NHTSA Region 6 for approval.

TRF-TS Administration

Manage Traffic Safety Program – TRF-TS is responsible for coordinating and administering the Traffic Safety Program by managing traffic safety projects in federally designated priority program areas and in other areas as may be assigned or as determined by problem identification processes.

TRF-TS Project Managers

Grant Project Oversight – There are PM staff located at Austin, TX headquarters that typically provide oversight of statewide grant programs; other PM staff are stationed across the state in support of the twenty-five TxDOT district offices to provide oversight in the development and implementation of traffic safety projects at the local level.

SubGrantees

Grant Project Management – After the authorized TxDOT person signs the agreement, it is considered executed if the subgrantee signed first. The process ends with an executed grant agreement or contract (signed by both TxDOT and the subgrantee).

After grants have been awarded, the subgrantee begins implementing their grant project. This process begins with a Grant Delivery Meeting and continues through the life of the grant.

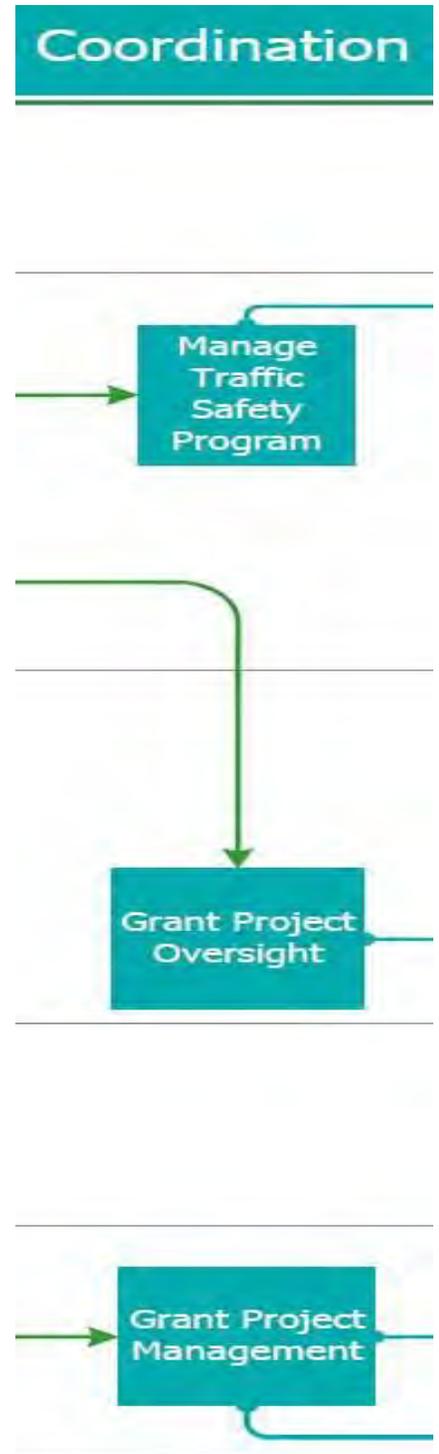
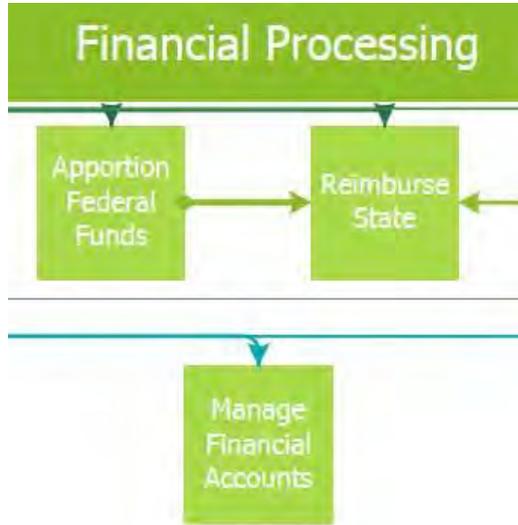


Figure 1.5: Coordination

NHTSA Region 6



Apportion Federal Funds – NHTSA apportions the traffic safety funds to TxDOT.

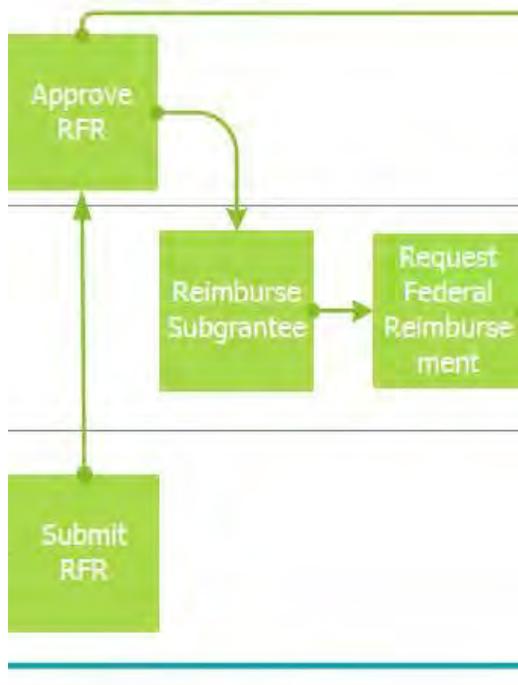
Reimburse State – NHTSA reimburses TxDOT via the Grant Tracking System (GTS) for approved expenditures.

TRF-TS Administration

Manage Financial Accounts – TRF Administration sets up, maintains, and closes the necessary financial accounts in both the TxDOT Financial Information Management System (FIMS), and the Federal financial system, and NHTSA GTS.

TRF-TS Project Managers

Approve RFR – In the eGrants grant management system, the PMs Review incoming Request for Reimbursements (RFRs) to determine accuracy, eligibility, and completeness. If incomplete or inaccurate, they are returned to subgrantee via eGrants.) If they are complete and accurate, they are approved and sent via eGrants to FIMS for payment.



TxDOT Finance Division

Reimburse Subgrantee – RFR payments are sent to FIMS from eGrants. Within FIMS, a transaction is created and sent to the Texas Comptroller of Public Accounts (TCPA) to send a warrant or direct deposit to the sub-grantee to pay them.

Request Federal Reimbursement – The Finance Division requests reimbursements from NHTSA via GTS based on the grant program created during the setup phase.

SubGrantees

Submit RFR – The Subgrantees submit an RFR after having satisfied the prerequisite requirement of submitting a Performance Report for work and services provided.

Figure 1.6: Financial Processing

NHTSA Region 6

Oversee Traffic Safety Program – The U.S. Department of Transportation (USDOT) NHTSA Region 6 office monitors **TxDOT’s** Traffic Safety Program to ensure the proper application its grant funds.



TRF-TS Administration

Conduct Compliance Monitoring – The Traffic Safety Section performs **periodic reviews of the grant programs, the PM’s, and the TSS’s**, to ensure that the procedures are being followed, to help provide operational consistency, and to ensure compliance with laws and regulations.



TRF-TS Project Managers

Monitor Grant Projects – The PM’s and TSS’s monitor each grant project assigned to them in order to ensure that they are being properly and efficiently implemented. Monitoring is both a state and federal requirement of the Uniform Grant Management Standards (UGMS). Monitoring is required in order to assure compliance with state and federal requirements, and to assure that objectives and performance measures are being achieved.



Approve Performance Report – The PM’s and TSS’s review the Performance Reports (PR) to determine accuracy and completeness before accepting them. They work with the subgrantee to correct errors or to add additional information.



Subgrantees

Report on Performance – The subgrantee provides regular reports on performance, based on the agreed-upon performance measures, in order to receive reimbursement of expenses.

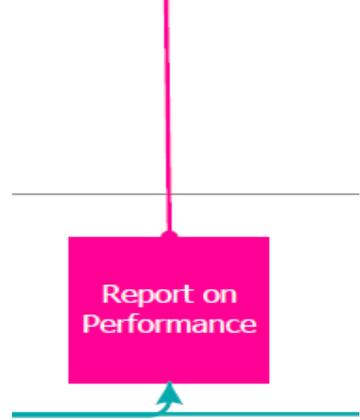


Figure 1.7: Monitoring

NHTSA Region 6

Approve Annual Report – The Annual Report is submitted to NHTSA for review and approval.

TRF-TS Administration

Develop Annual Report – The grants projects are evaluated by the PM’s, TSS’s, and TRF-TS in order to assess project or program effectiveness, improve countermeasures, and allocate scarce resources more efficiently.

This helps the subgrantees, project directors, Program Managers and TSS’s to make adjustments to countermeasures development or implementation. It also shows whether or not programs and individual projects are accomplishing their intended results and if one program is more or less effective than another.

TRF-TS Project Managers

Closeout Grant – The TSS’s are responsible for closing out the local grant projects and the TRF-TS PM’s are responsible for closing out the statewide grant projects and the grant programs once the subgrantees have closed it from their end.

TxDOT Finance Division

Financial Closeout – The Finance Division submits final voucher to NHTSA for approval and carry forward funds are transferred in GTS.

SubGrantees

Closeout Grant Project – The subgrantees are responsible for completing any outstanding work and closing out their grant projects.

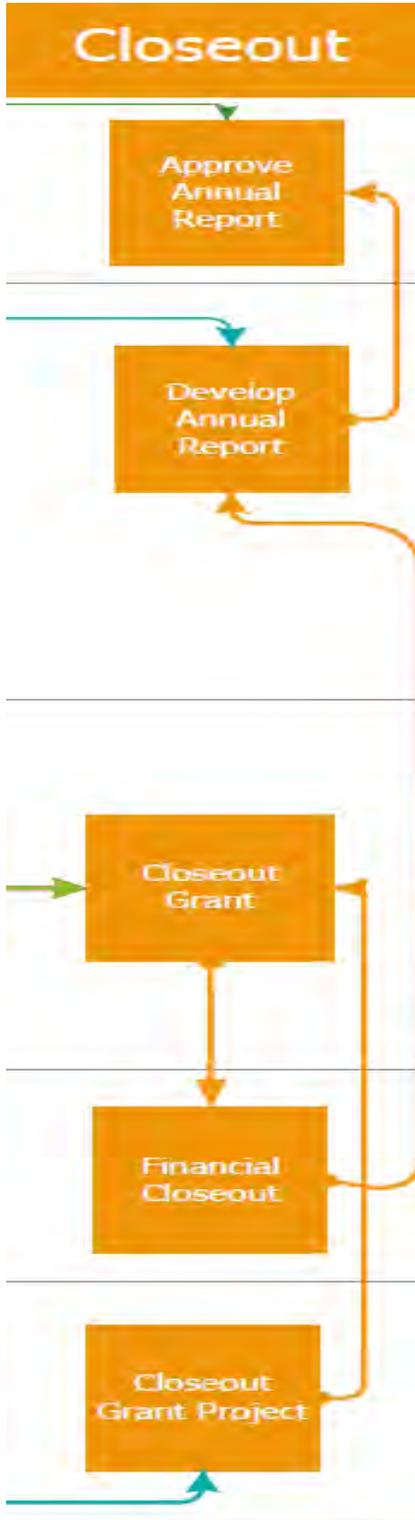


Figure 1.8: Closeout

SECTION TWO

Performance Plan

Executive Summary

The performance plan contains the goals, strategies, performance measures and objectives Texas has set for fiscal year 2015. It is provided as part of the MAP-21 grant application. Performance planning consists of subsequent items in this section.

Problem Identification

TxDOT presents statewide crash trends for the previous five years in the Texas Highway Safety Annual Report to NHTSA. The presentations provide a crash and casualty report encompassing absolute numbers and mileage-based rates of both crashes and casualties by severity.

Over the years, the specific data reported has evolved in response to changing traffic safety priorities at the national level and, at the state level, as a result of on-going internal planning efforts within TxDOT's TRF-TS and the formal strategic planning process initiated in 1997. The current measures tracked and reported annually are enumerated in Tables 1-15, Goals, Strategies, Performance Measures and Objectives.

For each fiscal year, a public announcement for traffic safety project proposals is published in the Texas Register. A strong problem identification description by a grant proposer defines the nature and magnitude of the stated problem and is supported by verifiable and sourced data. Grant proposers also identify specific traffic safety problems through archived and especially collected data from, for example, community assessments, traffic analyses, local speed and occupant restraint use surveys, local law enforcement agencies and hospital and emergency room reports. The proposals must be specific about the site location (city, county, roadway section, statewide), population data, the target audience, and over or under-representations.

It is through analysis and synthesis of the data described above 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 State's annual Highway Safety Plan.

State Demographic Analysis

Texas, the largest state in the contiguous United States, is bounded by Oklahoma (N); Arkansas (NE); Louisiana (E); the Gulf of Mexico (SE); Mexico, (SW); and New Mexico (W). North to south, Texas stretches 801 miles and the longest east-west distance is 773 miles. The state encompasses 261,797 square miles of land and 6,784 square miles of water. Texas's population was 25,145,561 as per the 2010 Census. The 2010 U.S. Census indicated that, 46 percent of the population was Anglo, 38 percent Hispanic, 12 percent Black, and 4 percent 'other' racial/ethnic groups. About 27 percent of the population is less than 18 years-old, 63 percent is 18-64, and 10 percent is 65 or older.

Texans live in 254 counties that range in the 2010 U.S. Census population from 82 (Loving) to 4,092,459 (Harris), and approximately 1,215 incorporated cities ranging from 35 (Impact Town) to 2,099,451 (Houston).

In 2010, there were 21.9 million registered vehicles in the state, including rental trailers, exempt vehicles and other special categories (TxDMV Vehicle Titles and Registration Division). Licensed drivers numbered 15,157,650 in 2010 (FHWA: Highway Statistics 2010). Of these, 6.5% (982,127) were under 21 years old (with more than 242,724 under 18) and 12.6% were 65 or older (1,913,177).

There are approximately 79,994 centerline miles of state-maintained roadways, including 3,233 miles of Interstate highways, 12,105 miles of US highways and 16,336 miles of Texas State highways. Another 40,939 miles on the state system are designated as Farm or Ranch to Market roads.

In addition to the state-maintained roads, there are approximately 311,249 miles of city and county-maintained streets and highways. While only 26 percent of roadways in Texas are state maintained, 74 percent of all vehicle miles traveled (VMT) occurs on state-maintained highways. In 2010, the average daily VMT on state maintained highways was 475.4 million miles. The average daily VMT on all roadways in the state was 641 million miles. The average annual VMT on state-maintained highways was 234 billion miles; 172 billion on all state roadways (2011 Pocket Facts).

Areas of Emphasis

The areas of emphasis include problems identified by Texas as needing extra attention in an effort to improve traffic safety and fatalities. Additional Texas data can be found in the charts included in each program section.

- Total Fatalities /Injuries - In 2012, there were **3,398** traffic fatalities (FARS) and in 2013 there were 89,229 serious injuries in traffic crashes (TxDOT).
- Impaired Driving - There were **1,296** alcohol related fatalities in 2012 (FARS) in Texas. Texas ranks 4th in the nation for the number of alcohol related fatalities per 100 VMT traveled, and Texas is classified as a mid-range fatality state eligible for MAP-21 Section 405(D) funding.
- Motorcycles – There were **452** motorcyclist fatalities in 2012 (FARS), of which **263** (**58.1%**) were not wearing a helmet.
- Safety Belts – Texas recorded a safety belt usage rate of 90.3% using the new survey methodology in TTI's statewide survey for front seat drivers and passengers. A separate TTI Survey of Child Restraint Use in Fourteen Texas Cities

showed 88.6 % of the 13,457 children observed were restrained in a child safety seat or vehicle safety belt in some manner.

- Speeding - Of the 3,398 crash fatalities in 2012, 1,247 (36.6%) were speeding-related (FARS)

The issue of distracted driving is in the news on a state, local, and national level at this time. Communication device misuse includes all forms of mobile phones and digital devices. Texting, talking, emailing, and internet use has become more prevalent. 2012 contributing factors and crashes are described below, and TxDOT will continue to work on this emerging issue.



Evidence Based Traffic Safety Enforcement Plan

The largest portion of traffic safety funding is used for the Selective Traffic enforcement Program (STEP) projects, which pay for overtime activities by local law enforcement to reduce the incidence of speeding, driving while intoxicated and/or driving under the influence of alcohol by minor, failure to use occupant restraint systems, and intersection traffic control violations and enforcement of state and local ordinances on cellular and texting devices. Organizations eligible for STEP funds include the Texas Department of **Public Safety (TxDPS), sheriff’s offices, constable’s offices, and community police** departments. STEP projects may only be proposed for a single year. All STEP yearlong proposals must include problem identification, a project plan, including objectives, performance measures and targets, an operational plan, and a budget. All jurisdictions are eligible for yearlong STEP grants regardless of population. Potential subgrantees choose the type of STEP grant. Proposals for yearlong Selective Traffic Enforcement Programs (STEPs) are limited to one or a combination of the following elements:

- Driving While Intoxicated (DWI) - to decrease impaired driving and alcohol-related crashes
- Occupant Protection (OP) - to increase safety belt and child safety seat usage
- Speed (SP) - to increase speeding citations, decrease crashes, and to increase driver compliance with posted speed limits
- Intersection Traffic Control (ITC) - to decrease intersection crashes. This STEP targets intersections with a high frequency of crashes within metropolitan areas.
- Distracted Driving (DD) - To reduce the number of distracted driving related crashes, injuries and fatalities. This STEP element provides for enforcement of state and local ordinances on distracted driving arising from the use of cellular and texting devices in vehicles.

Proposals for yearlong STEP Commercial Motor Vehicle (CMV) projects must include enforcement of speed, occupant protection, and hazardous materials moving violations to reduce commercial motor vehicle crashes, injuries, and fatalities involving vehicles with a **body type of "Semi-Trailer" of Truck-Tractor"**:

Baseline information must be provided by the subgrantee in order to identify local traffic enforcement related activity. A baseline is a number serving as a foundation for subgrantees to measure pre-grant traffic enforcement activity. This information should exclude any activity generated with STEP grant dollars. Once the baseline is established, these figures **will be used to compare with the subsequent year's grant traffic** enforcement activity.

A baseline number is for the most current 12 months (or comparable time period) of complete data, excluding any activity generated with STEP grant dollars. Potential subgrantees should always provide the most recent certified local data available for baseline information.

The project plan requires each city/county to enter data showing what it plans to do with the increased enforcement effort. Potential subgrantees should fill in the target number for each element of the proposed STEP. (Remember to use the baseline previously provided to establish the target for the objective/performance measure). Each STEP proposal must show realistic enforcement numbers and that the enforcement hours match the proposed budget.

The scoring criteria will award a point range based on the data entered compared to the statewide performance average, or STEP indicator, for each enforcement element selected. The following is a breakdown of the statewide average, or STEP indicator, for each enforcement element. The STEP indicator is a target or goal rather than a quota and has been found to be an average enforcement performance measure across the state. At no time does the Texas Department of Transportation (TxDOT) require an individual officer to issue a specific number of citations during an enforcement period.

Statewide Averages (STEP Indicators):

- Occupant Protection – Worth one and one-half (1.5) points per citation; 1.67 to 2.0 citations per enforcement hour worked.
 - ✓ Example: 100 hours x 1.67 citations per hour = 167 citations
 - ✓ 167 citations ÷ 1.67 citations per hour = 100 hours

- Speeding – Worth one (1) point per citation; 2.5 to 3.0 citations per enforcement hour worked.
 - ✓ Example: 100 hours x 2.5 citations per hour = 250 citations
 - ✓ Example: 250 citations ÷ 2.5 citations per hour = 100 hours

- Intersection Traffic Control – Worth two (2) points per citation; 1.25 – 1.5 citations per enforcement hour worked
 - ✓ Example: 100 hours x 1.5 citations per hour = 150 citations
 - ✓ Example: 150 citations ÷ 1.5 citations per hour = 100 hours

- Distracted Driving – Worth two (2) points per citation; 1.25 – 1.5 citations per enforcement hour worked
 - ✓ Example: 100 hours x 1.5 citations per hour = 150 citations
 - ✓ Example: 150 citations ÷ 1.5 citations per hour = 100 hours

- DWI – Worth eighteen (18) points per arrest; one (1) DWI arrest for each six-hour enforcement period worked.
 - ✓ Example: 100 hours ÷ 6 hours = 16.67 DWI arrests
 - ✓ Example: 16 DWI arrests x 18 points = 288 points ÷ 100 hours = 2.88 points

STEP Public Information and Education (PI&E) Activities

Law enforcement agencies conducting yearlong grants are required to provide Public Information & Education (PI&E) activities, including the distribution of PI&E materials, throughout the project. Salaries being claimed for PI&E activities must be included in the **budget. See Proposal Help for “Salaries and Fringe Benefits (100 & 200)” information.** Agencies are required to complete four (4) presentations, obtain four (4) media Exposures, and attend two (2) community Events.

Operational Plan for STEP Agencies

The goal of the operational plan is to assist law enforcement agencies in defining roadways and locations where enforcement efforts will be concentrated when working

on a STEP yearlong project. Potential subgrantees proposing a STEP yearlong project must complete the operational plan located on the Operational Plan Page of the proposal. **For assistance in completing the operational plan, see “Operational Plan Instructions”** located on the eGrants Resources Page.

Any modification made to the operational plan after the grant is executed does not require an amendment to the grant agreement. However, the subgrantee must follow the **operational plan modification procedures found in “Supplemental Approvals”** before any enforcement is conducted in the related sites.

For “Speed” and “Occupant Protection” sites, survey data must be submitted with the grant document to support the operational plan. A yearlong grant will only require one pre and one post survey, unless a TxDOT Traffic Safety Specialist (TSS) or program manager requires additional surveys. Surveys should be filled out accurately and completely.

STEP Operating Policies and Procedures

All STEP agencies must either have established written STEP operating policies and procedures, or will develop written policies and procedures before STEP grants can be executed. Each STEP agency will certify that it has, or will develop such procedures during the proposal process in Egrants. If an agency is selected for a grant award, a copy **of the agency’s written policies and procedures must be submitted with the executed grant.** Local policies and procedures must include at a minimum:

- ✓ Department Wide Seat Belt Policy
- ✓ Department Wide Drug Free Workplace Policy
- ✓ Description of STEP project director and a list of their main responsibilities
- ✓ Description of how the agency selects individuals to work a STEP shift
- ✓ Description of how approval is obtained for an individual authorized to work a STEP shift
- ✓ List of any restrictions imposed on working STEP, such as limitations on the number of hours an officer can work per shift, etc.
- ✓ description of how the agency determines overtime status before working STEP
- ✓ description of how the agency supervises officers working STEP shifts
- ✓ description of **how an individual’s time worked on a STEP shift is documented**
- ✓ Description of the paperwork required after the STEP shift ends (i.e., time sheets, overtime cards, STEP daily activity reports, citations, etc.)
- ✓ description of the process the supervisor uses to approve and document the hours worked
- ✓ **Description of the process used to oversee the agency’s performance toward meeting the grant’s performance measures/target numbers.**

Maximum Funding Amounts for STEP Proposals

A maximum funding amount has been established for STEP proposals submitted by communities, based on the population of the community and available crash data. A community can apply for more than one STEP element, but no more than the following amounts will be awarded to a community for all enforcement activities during a fiscal year. Communities may request less than the maximum.

Total Population	Max Federal Funding Level
1 – 4,999	\$20,000
5,000 – 25,000	\$40,000
25,001 – 50,000	\$70,000
50,001 – 125,000	\$110,000
125,001 – 300,000	\$250,000
300,001 – 700,000	\$480,000
700,001 and greater	\$1,000,000

Project Selection for all Proposals

Individual project selection is based on a formal review and scoring procedure. All project proposals are reviewed and scored by the TRF-TS staff. Each project proposal is reviewed for content, merit and applicability to Texas' traffic safety problems as outlined in the annual traffic safety Performance plan.

Each proposal is scored against a pre-established set of criteria, including how well problem identification is described and defined, what type of factual historical crash documentation is provided to support the problem identification, how performance goals, action plans and proposed budgets justify and substantiate the problem identified, What type of resources or matching funds are committed, and kind of sub-grantee expertise is available to successfully complete the project proposed. Each project proposal is prioritized based on its criteria scores, compliance with state and federal requirements and program needs. Funding recommendations are made for those projects awarded the highest priority. Lower priority projects are either not recommended for funding or are deferred pending the availability of additional funds.

Objectives and Performance Measures

Objectives and performance measures have been developed by TRF-TS to improve safety on Texas roadways and reduce the number of crashes, injuries and fatalities.

The TRF-TS has also included the Traffic Safety Performance Measures for States and Federal Agencies, defined by NHTSA and the Governors Highway Safety Association (GHSA) (refer to table on next page).

Core outcome measures are used to set national and State goals, 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.

NHTSA Performance Measure	Description	Data Source	Page #
Core Outcomes			
C-1	Number of traffic fatalities (3-year or 5-year moving averages)	FARS	40
C-2	Number of serious injuries in traffic crashes	TxDOT	41
C-3	Fatalities/VMT (including rural, urban, and total fatalities)	FARS	42,43
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	FARS	44
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher	FARS	45
C-6	Number of speeding-related fatalities	FARS	46
C-7	Number of motorcyclist fatalities	FARS	47
C-8	Number of un-helmeted motorcyclist fatalities	FARS	48
C-9	Number of drivers 20 or younger involved in fatal crashes	FARS	49
C-10	Number of pedestrian fatalities	FARS	50
C-11	Number of Bicycle fatalities	FARS	51
Behavioral Measure			
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	Survey	52
Activity Measures			
A-1	Number of seat belt citations issued during grant funded enforcement activities	Egrants	53
A-2	Number of impaired driving arrests made during grant funded enforcement activities	Egrants	54
A-3	Number of speeding citations issued during grant funded enforcement activities	Egrants	55
Survey			
Survey - 1	NHTSA and GHSA's Survey of Driver attitudes and Awareness Concerning impaired driving, seat belt use, And speeding Issues.	Survey	N/A

Assessment of the Impact on Program Areas

As part of the ongoing process of developing evidence-based countermeasure strategies and projects, TRF-TS staff members engage with traffic safety partners, subgrantees, and other safety experts including law enforcement and contractors to conduct needs assessments, review research and data, identify traffic safety problems and develop project proposals based upon State traffic safety goals and objectives for each program area. Based on the data presented and discussion conducted during the data review and problem identification process, HSP planning participants establish targets for the performance measure in each program area.

The TRF-TS staff review evidence-based countermeasure strategies (NHTSA Countermeasures That Work, 7th Edition, 2013), local or statewide assessments, and discuss which projects have been successfully implemented and should be continued. Staff members also propose any new evidenced-based strategies and projects that should be implemented to address the problems identified through the data review and discussion process, and to meet the newly-established performance targets. After analysis of most recently available crash data, the Texas traffic safety program was divided into three categories.

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 all occupant protection measures, except public information and education. Core competency funding equates to an estimated 76.13 % of total funds.

Core Auxiliaries

These are programs that support the core competencies and have a multiplier effect, meaning the effort expended in the core competency is increased in value and effect. The core auxiliaries are public information and education and traffic records.

Contiguous Competencies

These are programs that have an effect 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 5.8 percent of total 402 and incentive funds for all non-enforcement activities in the included program areas.

SECTION Three

Highway Safety Strategies

Problem Identification

The State of Texas, over the last five years, has had, on average, 3,207 fatalities. There was upward movement in 2012 from a low of 3,060 recorded in 2011 to 3,398 in 2012, 2013 preliminary CRIS data shows that there were 3,380 fatalities, a slight reduction from 2012. Preliminary fatal crashes for 2013 show a slight increase from the 3,033 recorded in 2012 to 3,040 in 2013. However, when looking at the trends for the last three years of FARS data, in addition to the preliminary 2013 data available in CRIS, Texas is showing an upward trend in both fatalities and fatal crashes. When these trends are forecasted, the data projects an increase in fatalities in 2015 to 3,908 along with 3,376 fatal crashes. By 2017, Texas projects an increase to 4,316 fatalities resulting from 3,628 fatal crashes.

Texas has seen a large increase in the number of reportable serious injuries from a low of 80,274 in 2011 to 87,340 reported in 2012, an increase of 11%.

Texas tracks fatalities based on their location in either a rural or an urban location. According to the CR-3, **the State of 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.**

US Census data shows that Texas had a population of 24,782,302 in 2009, and as of 2012, the current population is 26,251,278, an increase of 6%. This is most noticeable in the rate equations. The urban VMT rate has increased from .94 in 2010 to 1.02 in 2012. While the urban VMT rate has remained constant and steady without matching the spike in raw fatalities, the rural VMT shows a large increase to 2012 at 2.39. This matches the large population increase **in the "energy sector" where the Oil and Gas industry is prevalent, and rural VMT rates confirm this.**

Alcohol impaired driving continues to be an issue in Texas. Texas ranks in the top 10 states nationally (4th) for the fifth consecutive year for alcohol-related fatalities per 100 million vehicle miles traveled. Alcohol related 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.

There were 927 unrestrained fatalities in Texas in 2012. 46% of the fatalities, where restraint usage was applicable and known, were unrestrained. The drop in unrestrained fatalities can be attributed to a 27.2% decline in unrestrained two door passenger car fatalities and an 18.8% decline in unrestrained SUV Fatalities. There was a 8.2% increase in unrestrained fatalities in pickup trucks. The 2013 survey of child restraint usage revealed that 88.6% of children were restrained in a child safety seat or vehicle safety belt in some manner. This is the same restraint rate as was observed in 2012. Children were more likely to be restrained in the back seat than those riding in the front, as 97.4% were observed in the rear seats.

In 2013, the State of Texas began using a new survey methodology to measure seat belt usage rate. This new survey instrument prevents a true comparison to usage rates measured in previous years, thus effectively establishing a new baseline for future comparison of trends. For 2013, Texas has a seat belt usage rate of 90.3% and this is the 8th consecutive year of 90% or greater usage rates for Texas.

Motorcycles are also an area of concern for the State of Texas. Motorcycle fatalities and crashes in Texas have followed the national trend for the previous ten years and motorcycle crashes are heavily overrepresented in the total number of motor vehicle crashes. Motorcycles registrations comprise approximately 2% of the vehicle mix in Texas, yet they account for approximately 16% of all traffic fatalities. This trend has remained constant with little to no statistically significant change over the last ten years. Texas has experienced growth in the number of motorcycles on its roads over the course of time, as well as additional licensed operators. As of June, 2013, Texas shows 403,632 vehicles registered as a motorcycle, which has almost doubled since 2000.

Texas' statistics regarding un-helmeted riders who are killed in crashes mirrors the national numbers, and lack of helmet usage in Texas continues to be an aggravating factor in fatal Texas motorcycle crashes. The 20-29 year old age range shows the most crashes overall of all age groups, followed by 40-49 year olds. While the 40-49 years of age group shows lower helmet use, sheer volume of numbers is held by the 20-29 year old group.

Pedestrian fatalities account for 10.5% of all Texas fatalities. Texas recorded a low of 349 pedestrian deaths in 2010. In 2012, Texas recorded 478 pedestrian fatalities, which is an increase from 2012, and an increase of 129 since 2009. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and El Paso. Pedestrians injured have climbed from a low of 2,760 in 2009 to a high of 3,070 in 2013.

Bicycles account for about 1% of all Texas fatalities, and there were 56 bicyclist fatalities in Texas in 2012. The number of bicyclists injured has climbed from a low of 1,238 in 2009 to 1,461 in 2013.

In a collision with a train, you are 40 times more likely to be killed than if you were in a collision with another car. There are currently 10,743 miles of rail track in Texas. Texas has the most public grade crossings of any other state at 9,817. Texas has 20% more crossings than the second highest state which is Illinois with 7,838. Texas also reports the second highest number of fatalities at public crossings behind California. Compared to all of the states, Texas crossing fatality rates rank 14th per 100 crossings, 16th per 100,000 registered vehicles, and 22nd per 100,000 vehicle miles traveled (VMT) (Texas Highway-Rail Grade Crossing Safety Action Plan, 2011.).

Each year in Texas, there are approximately 15,000 crashes and more than 100 people killed in highway construction and maintenance zones. Motorists traveling through work zones make up the majority of fatalities. In Texas, there can be as many as 2,500 active work zones at any given time. There are currently 20 active work zones along Interstate 35 in Texas, encompassing 109.6 miles from north to south.

Over the last 30 years, Emergency Medical Services (EMS) has moved from a transport service, to medical transportation, to out-of-hospital healthcare. The education and knowledge that is needed to analyze situations and evaluate healthcare needs is a continuing issue in Texas, especially in the rural areas. The State of Texas has large areas of rural land that are manned by volunteer fire departments and EMS providers. Advanced EMS training is often out of reach for these rural providers due to location and cost. This could lead to a lowering of the quality of care provided to victims involved in serious crashes in rural areas. Knowing that available and knowledgeable EMS providers save lives on the roadways, TxDOT will continue to support projects that provide training to EMS providers.

Methodology

The TRF-TS establishes both short and long term targets for all fourteen program areas in the HSP.

TxDOT continues to develop a comprehensive crash records system that incorporates timely and accurate data. TxDOT also developed and implemented Agency XML Submission Services as a means for agencies with an internal application to submit Texas Peace Officer's Crash Reports (CR-3) electronically. At the end of FY 2013 there were four (4) agencies submitting via XML Submission Services, Austin, Fort Worth, Houston, and Richardson. TxDOT also continued to add law enforcement agencies to the Crash Analysis for Safer Highways (CRASH) application. At the end of FY 2013, 106 agencies were using CRASH to submit their crash reports electronically. The percentage of crashes submitted via CRASH increased by 241% from FY 2012 to FY 2013. Both applications eliminate the need for agencies to report by submitting paper forms and improve the timeliness and accuracy of the data received.

TRF-TS will use linear trend analysis to form the new targets(s). Using the linear trend analysis of the most recent three or five year period were used to determine short- (2 year) and long-term (4 years) targets by utilizing the slope equation of the linear trend and projecting the data to the needed future year(s). This methodology was employed to determine the baseline for the short- and long-term targets. The targets were determined based upon the direction and slope of the five-year trend. Extremely high and low figures were also given special consideration when determining targets. When Core Measures are being projected, the state will use Fatality Analysis Reporting System data. The most current

preliminary CRIS data will then be added, and the trends forecasted to establish where the trend lines are expected to fall based on the data. Once this data has been forecasted, reasonable and attainable targets will be set based on those forecasts in conjunction with the SHSP and the HSIP, as well as internal TxDOT targets and performance measures. These targets and benchmarks will be adjusted based on the availability of new data and re-projected to allow for changes in the trends.

Target Justification

The evidence-based traffic safety enforcement program, **along with all of the State of Texas'** programming seeks to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. At a minimum, the State of Texas shall provide for:

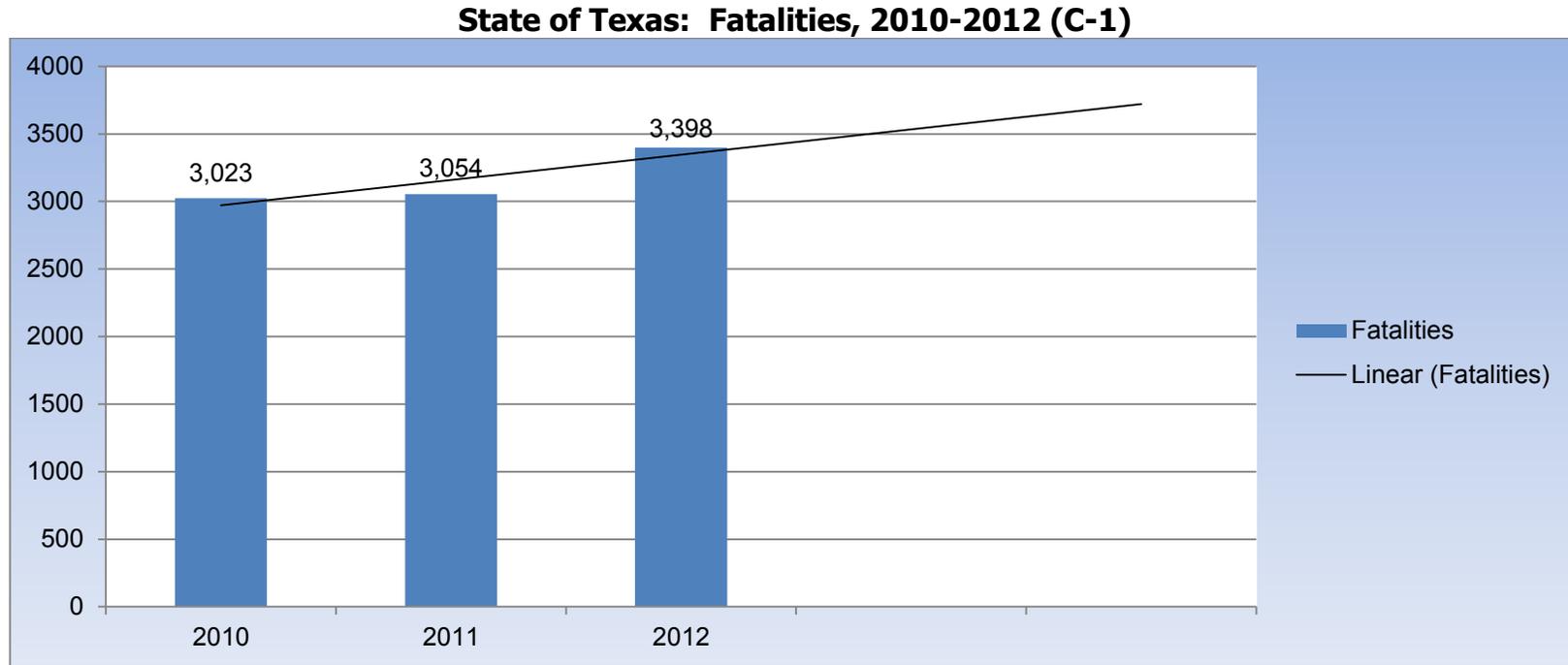
- (a) an analysis of crashes, crash fatalities, and injuries in areas of highest risk;
- (b) Deployment of resources based on that analysis; and
- (c) Continuous follow-up and adjustment of the enforcement plan.

For further reference, please see the previous information contained in the Problem ID on pages 36-39, as well as our processes that begin on Page 11 of this Highway Safety Plan.

Based on published FARS data and the preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, when significant increases are projected, Strategies covering a significant portion of the population and problem will be aimed at limiting the increase to below the projected level.

When this occurs, the targets will be selected by using the projected increase and deducting two percent (2%) from that number to become the target. When a decrease in the trend is expected, the projection will be used as the target.

The TRF will attempt to reach these targets using a combination of grants for programs that are evidence based, and cover programming such as high visibility enforcement, paid media, and public information and education outreach in an attempt to modify behaviors that have been proven to lead to crashes. In order for grants proposals to be selected, proposals must show targets, 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 targets, objectives, and strategies that complement those set by TxDOT in the HSP, SHSP, and the HSIP.



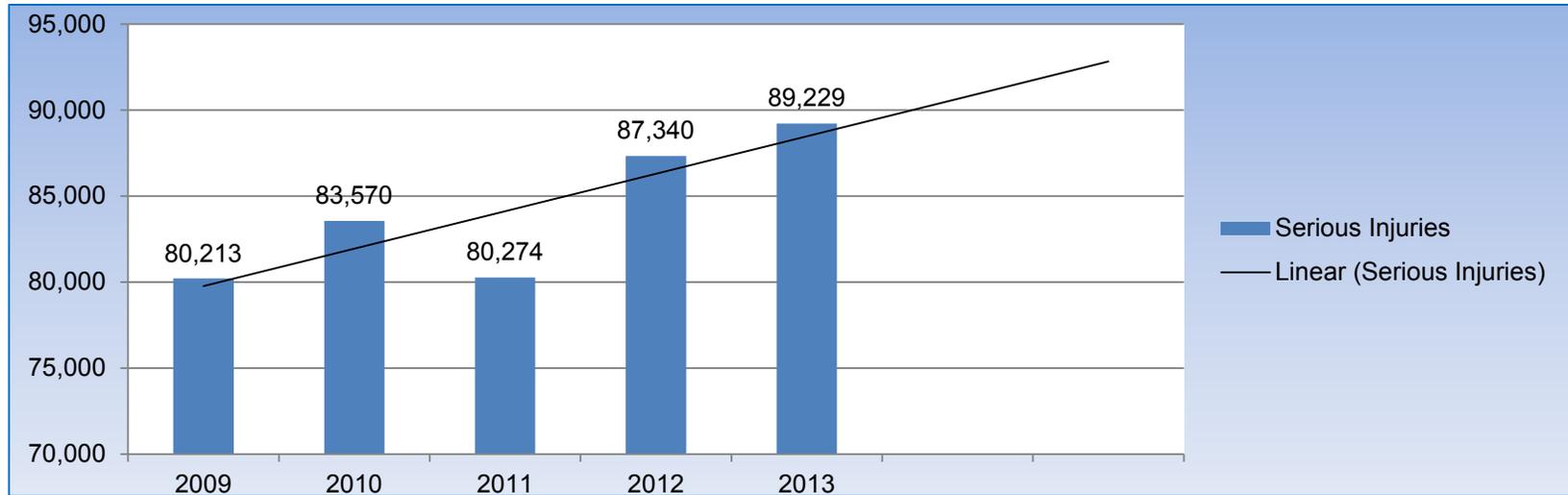
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data indicate that for 2015, the State of Texas can expect to report 3,533 fatalities. By 2017, Texas can expect to report 3,908 fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase below the projected level 3,533 fatalities.

- Performance Measure:** Total number of traffic fatalities (C-1)
- Short-term Target (2015):** To limit the expected increase from 3,398 fatalities in 2012 to not more than 3,480 fatalities in 2015
- Long Term Target (2017):** To limit the expected increase from 3,398 fatalities in 2012 to not more than 3,854 fatalities in 2017

State of Texas: Number of Reported Serious Injuries, 2009-2013 (C-2)



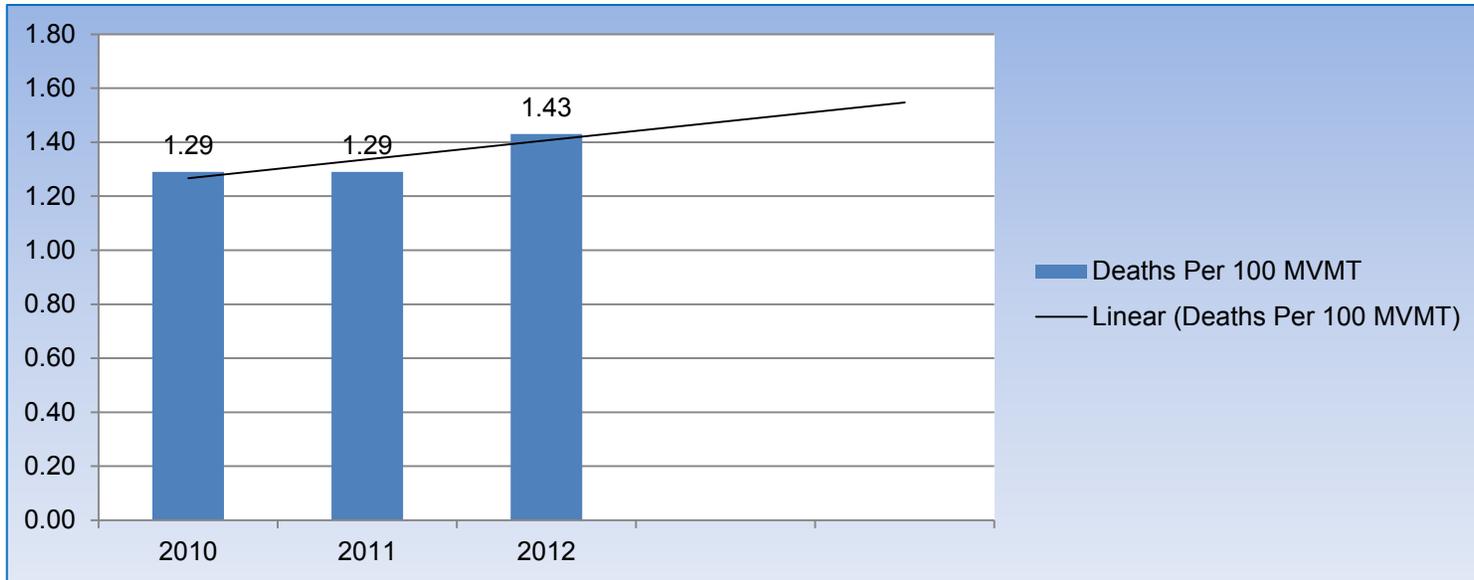
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 21st, 2014.

Current trend projections using CRIS data for FY 2013 indicate that for 2015, the State of Texas can expect to report 92,846 serious injuries. By 2017, Texas can expect to report 97,206 serious injuries. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase below the projected level of 92,846 serious injuries.

- Performance Measure:** Total number of reported serious injuries (C-2)
- Short-term Target (2015):** To limit the expected increase of serious injuries from 89,229 in 2013 to not more than 90,989 serious injuries in 2015
- Long Term Target (2017):** To limit the expected increase of serious injuries from 89,229 in 2013 to not more than 95,262 serious injuries in 2017

State of Texas: Deaths per 100 Million Vehicle Miles Traveled, 2010-2012 (C-3)



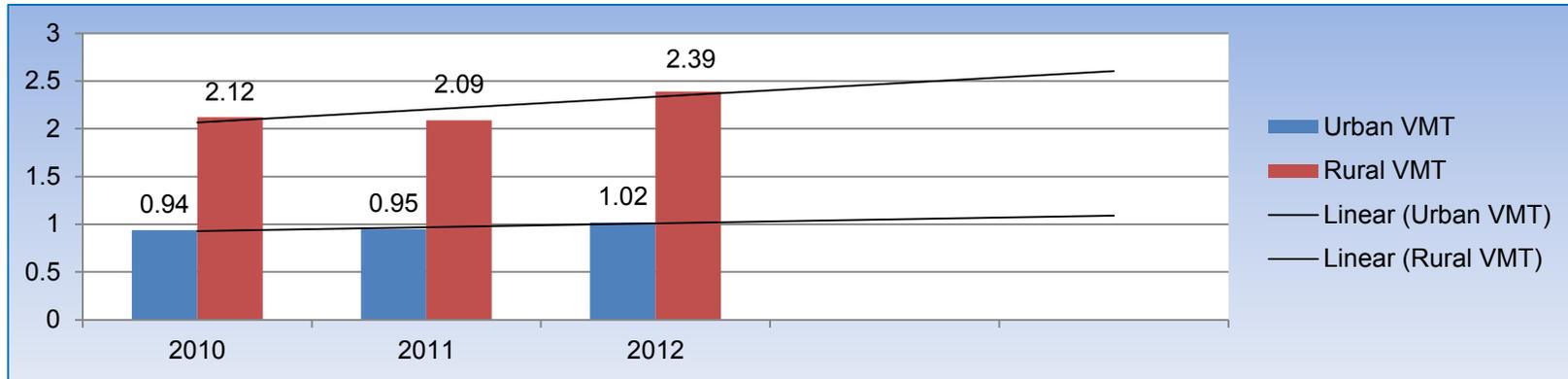
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report a VMT rate of 1.46. By 2017, Texas can expect to report a VMT rate of 1.58. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase below the projected level of 1.46 per 100 Million VMT.

- Performance Measure:** Deaths per 100 million vehicle miles traveled (C-3)
- Short-term Target (2015):** To limit the expected increase of the VMT rate from 1.43 in 2012 to not more than 1.44 in 2015
- Long Term Target (2017):** To limit the expected increase of the VMT rate from 1.43 in 2012 to not more than 1.55 in 2017

State of Texas: Deaths per 100 Million Vehicle Miles Traveled, Urban and Rural, 2010-2012 (C-3)



FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report an urban VMT rate of 1.05, and a rural VMT rate of 2.47. By 2017, Texas can expect to report an urban VMT rate of 1.13 and a rural VMT rate of 2.74. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

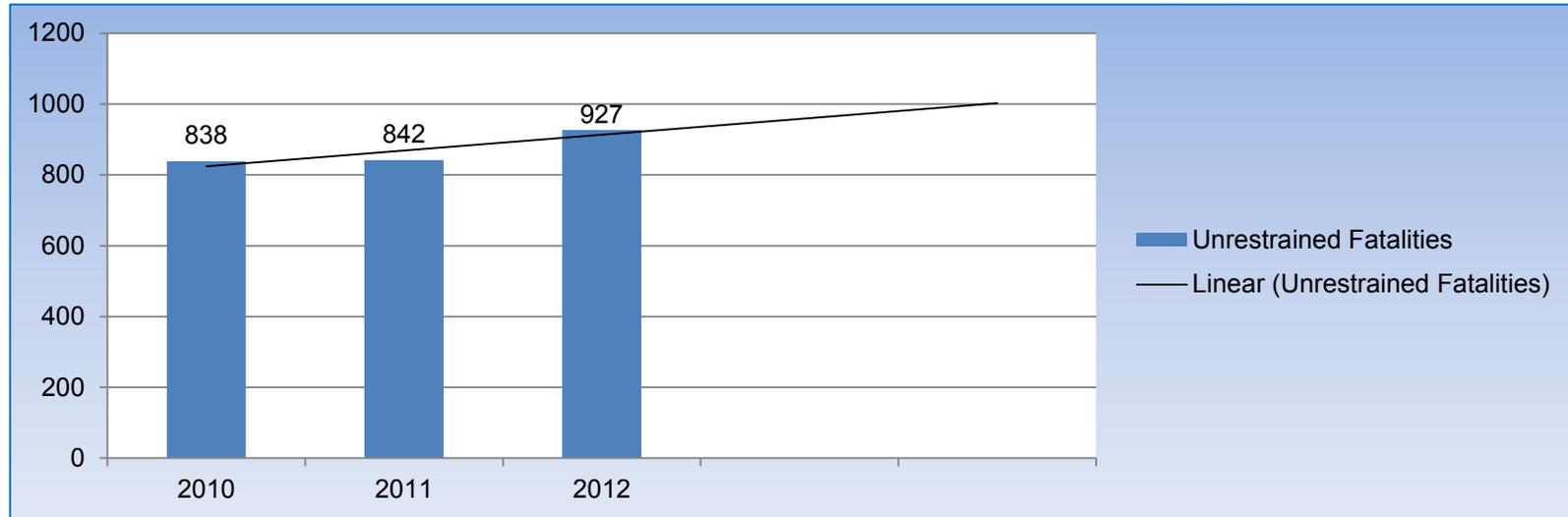
Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of the VMT rate for urban and rural below the projected level of 1.05 per 100 MVMT (urban) and 2.47 MVMT (rural).

Performance Measure: Deaths per 100 million vehicle miles traveled, urban and rural (C-3)

Short-term Target (2015): To limit the expected increase of the urban VMT rate from 1.02 in 2012 to not more than 1.03 in 2015
To limit the expected increase of the rural VMT rate from 2.39 in 2012 to not more than 2.42 in 2015

Long Term Target (2017): To limit the expected increase of the urban VMT rate from 1.02 in 2012 to not more than 1.10 in 2017
To limit the expected increase of the rural VMT rate from 2.39 in 2012 to not more than 2.68 in 2017

State of Texas: Unrestrained Fatalities, 2010-2012 (C-4)



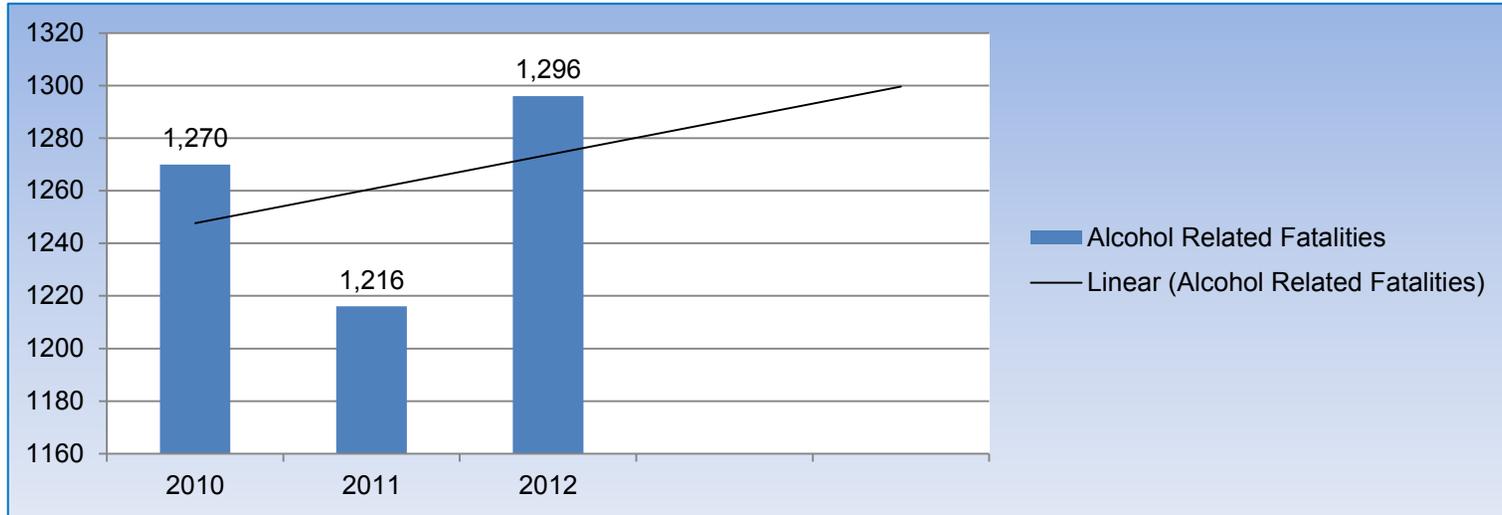
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 958 unrestrained fatalities. By 2017, Texas can expect to report 1,047 unrestrained fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of unrestrained fatalities below the projected level of 958 unrestrained fatalities.

- Performance Measure:** Number of Unrestrained Fatalities (C-3)
- Short-term Target (2015):** To limit the expected increase of unrestrained fatalities from 927 in 2012 to not more than 938 in 2015
- Long Term Target (2017):** To limit the expected increase of unrestrained fatalities from 927 in 2012 to not more than 1,026 in 2017

State of Texas: Alcohol Related Fatalities, 2010-2012 (C-5)



FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 1,286 alcohol related fatalities. By 2017, Texas can expect to report 1,312 alcohol related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

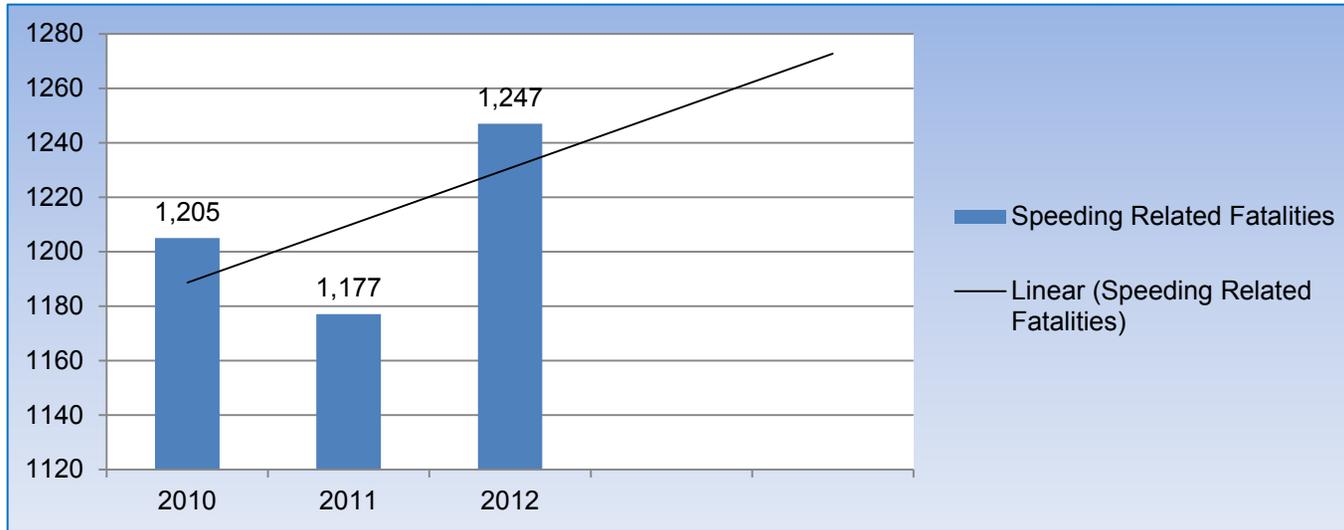
Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at achieving the projected level of 1,286 alcohol related fatalities.

Performance Measure: Number of fatalities involving driver or motorcycle operator with 0.08 BAC or above (C-5)

Short-term Target (2015): To decrease alcohol related fatalities from 1,296 in 2012 to 1,286 in 2015

Long Term Target (2017): To limit the expected increase of alcohol related fatalities from 1,296 in 2012 to not more than 1,286 in 2017

State of Texas: Speeding Related Fatalities, 2010-2012 (C-6)



FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 1,251 speeding related fatalities. By 2017, Texas can expect to report 1,293 speeding related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

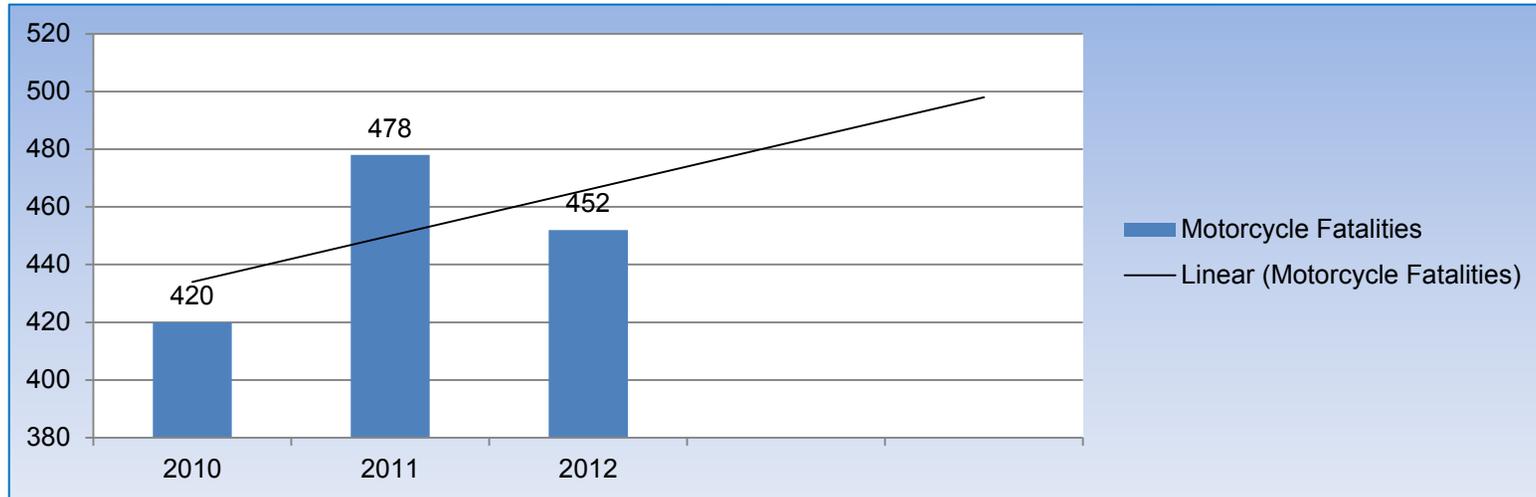
Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of unrestrained fatalities below the projected level of 1,251 speed related fatalities.

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

Short-term Target (2015): To limit the expected increase of speeding fatalities from 1,247 in 2012 to not more than 1,226 in 2015

Long Term Target (2017): To limit the expected increase of speeding fatalities from 1,247 in 2012 to not more than 1,267 in 2017

State of Texas: Motorcycle Fatalities, 2010-2012 (C-7)



FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 482 motorcycle related fatalities. By 2017, Texas can expect to report 514 motorcycle related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

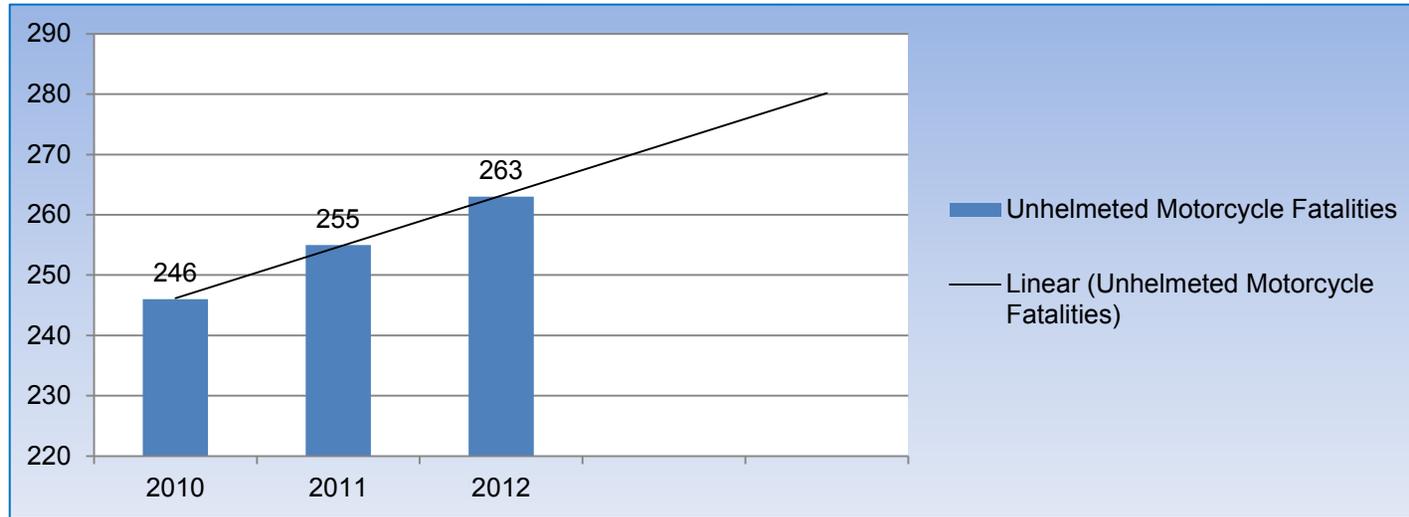
Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of unrestrained fatalities below the projected level of 482 motorcycle fatalities.

Performance Measure: Number of motorcycle related fatalities (C-7)

Short-term Target (2015): To limit the expected increase of motorcycle fatalities from 452 in 2012 to not more than 472 in 2015

Long Term Target (2017): To limit the expected increase of motorcycle fatalities from 452 in 2012 to not more than 503 in 2017

State of Texas: Motorcycle Fatalities by Helmet Use, 2010-2012 (C-8)



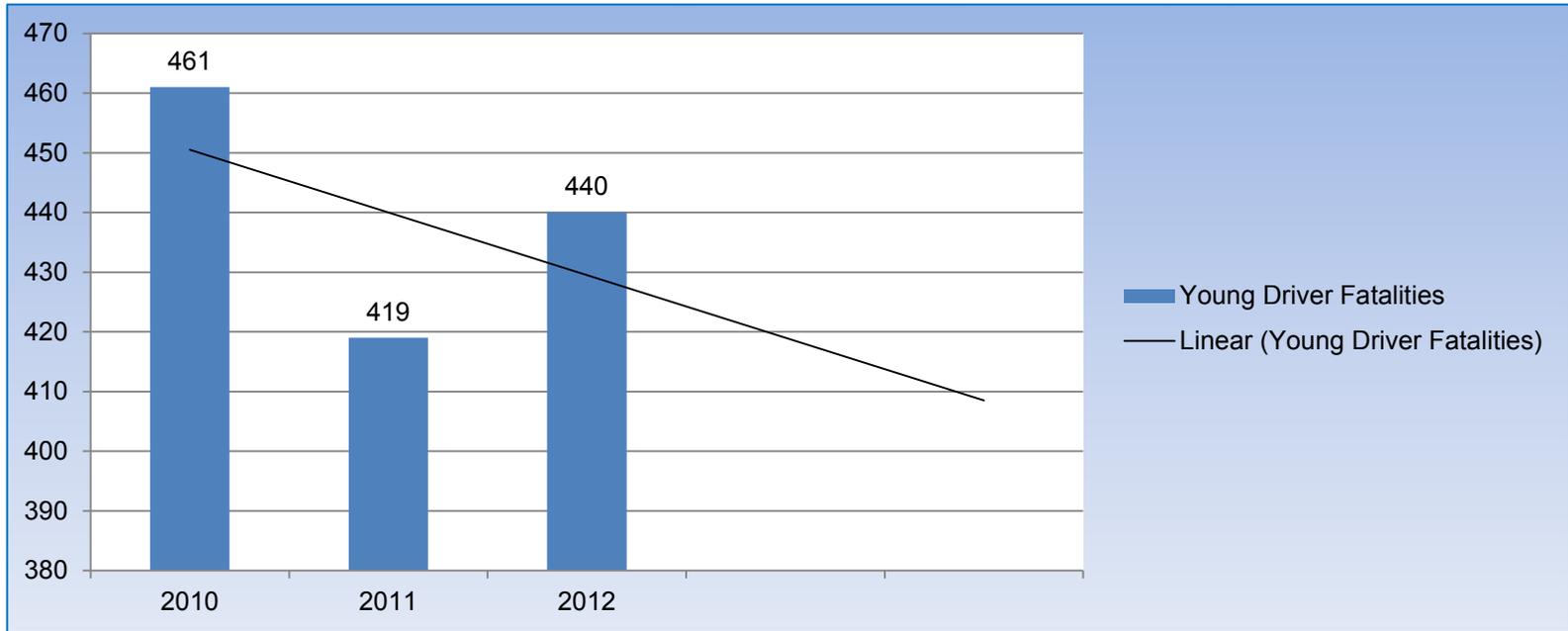
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 271 unhelmeted motorcycle related fatalities. By 2017, Texas can expect to report 288 unhelmeted motorcycle related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of unrestrained fatalities below the projected level of 271 unhelmeted motorcycle fatalities.

- Performance Measure:** Number of unhelmeted motorcycle related fatalities (C-8)
- Short-term Target (2015):** To limit the expected increase of unhelmeted MC fatalities from 263 in 2012 to not more than 266 in 2015
- Long Term Target (2017):** To limit the expected increase of unhelmeted MC fatalities from 263 in 2012 to not more than 282 in 2017

State of Texas: Young Driver Fatalities, 2010-2012 (C-9)



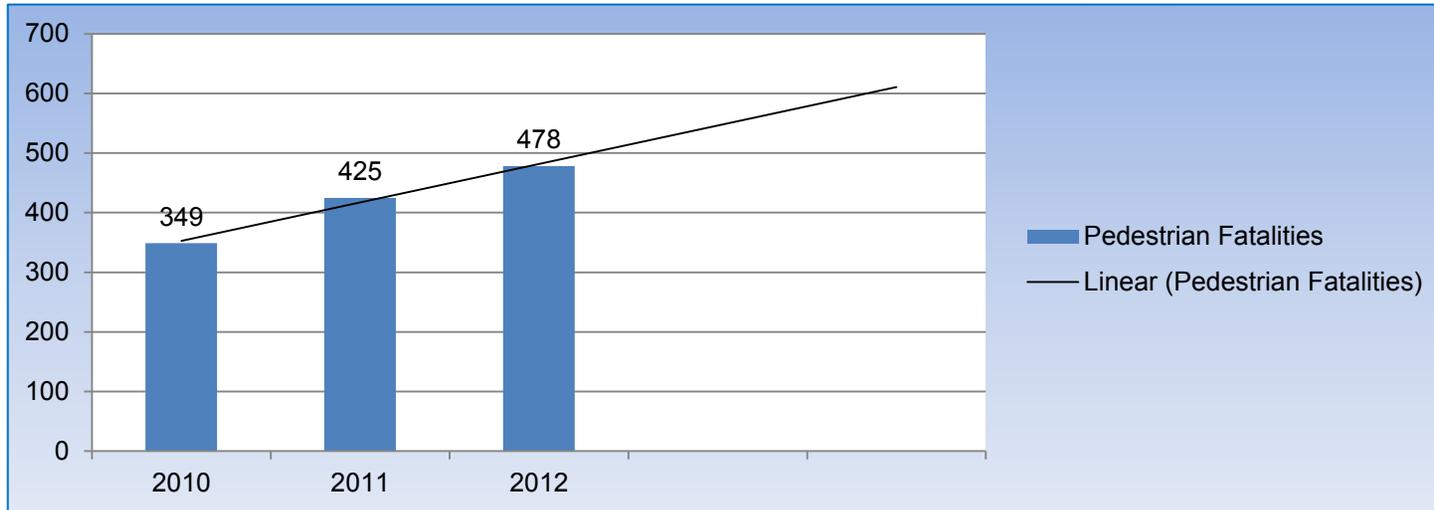
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 419 young driver related fatalities. By 2017, Texas can expect to report 398 young driver related fatalities.

Justification for target: Linear trend analysis of the most recent three period was used to determine short and long-term targets by utilizing the slope equation of the linear trend and projecting the data to the needed future year(s). This methodology was employed to determine the baseline for the short- and long-term targets. The targets were determined based upon the direction and slope of the three-year trend.

- Performance Measure:** Number of young driver (Age 15-20) related fatalities (C-9)
- Short-term Target (2015):** To reduce the number of young driver related fatalities from 440 in 2012 to 419 in 2015
- Long Term Target (2017):** To reduce the number of young driver related fatalities from 440 in 2012 to 398 in 2017

State of Texas: Pedestrian Fatalities, 2010-2012 (C-10)



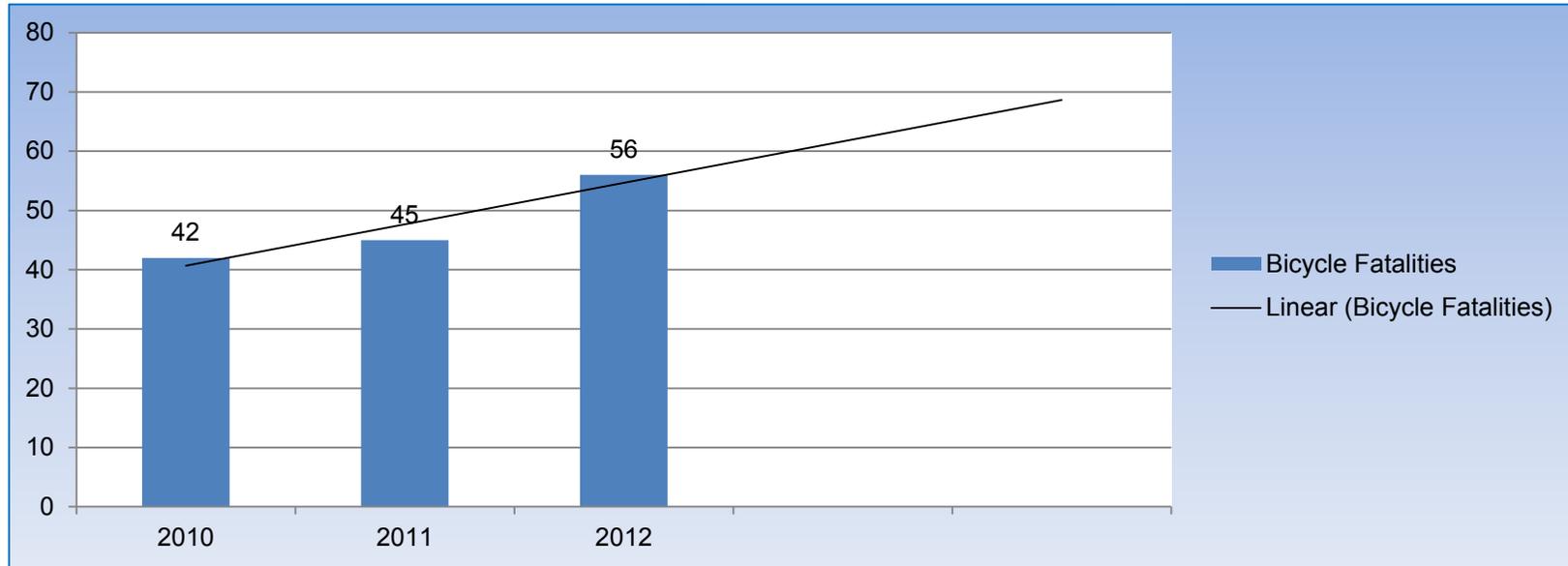
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 546 pedestrian fatalities. By 2017, Texas can expect to report 675 pedestrian fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of unrestrained fatalities below the projected level of 546 pedestrian fatalities.

- Performance Measure:** Number of pedestrian fatalities (C-10)
- Short-term Target (2015):** To limit the expected increase of pedestrian fatalities from 478 in 2012 to not more than 535 in 2015
- Long Term Target (2017):** To limit the expected increase of pedestrian fatalities from 478 in 2012 to not more than 661 in 2017

State of Texas: Bicycle Fatalities, 2010-2012 (C-11)



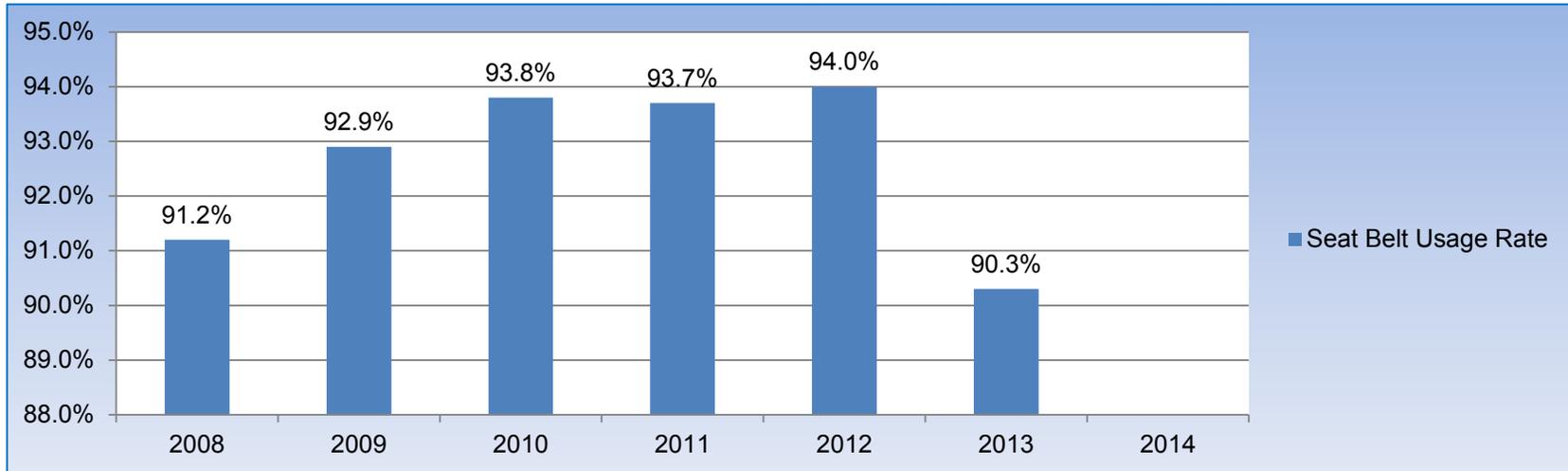
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 62 bicycle related fatalities. By 2017, Texas can expect to report 76 bicycle fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of unrestrained fatalities below the projected level of 62 bicycle fatalities.

- Performance Measure:** Decrease the number of bicycle fatalities (C-11)
- Short-term Target (2015):** To limit the expected increase of bicycle fatalities from 56 in 2012 to not more than 60 in 2015
- Long Term Target (2017):** To limit the expected increase of bicycle fatalities from 56 in 2012 to not more than 74 in 2017

State of Texas: Seat Belt Usage Survey, 2008-2013 (B-1)

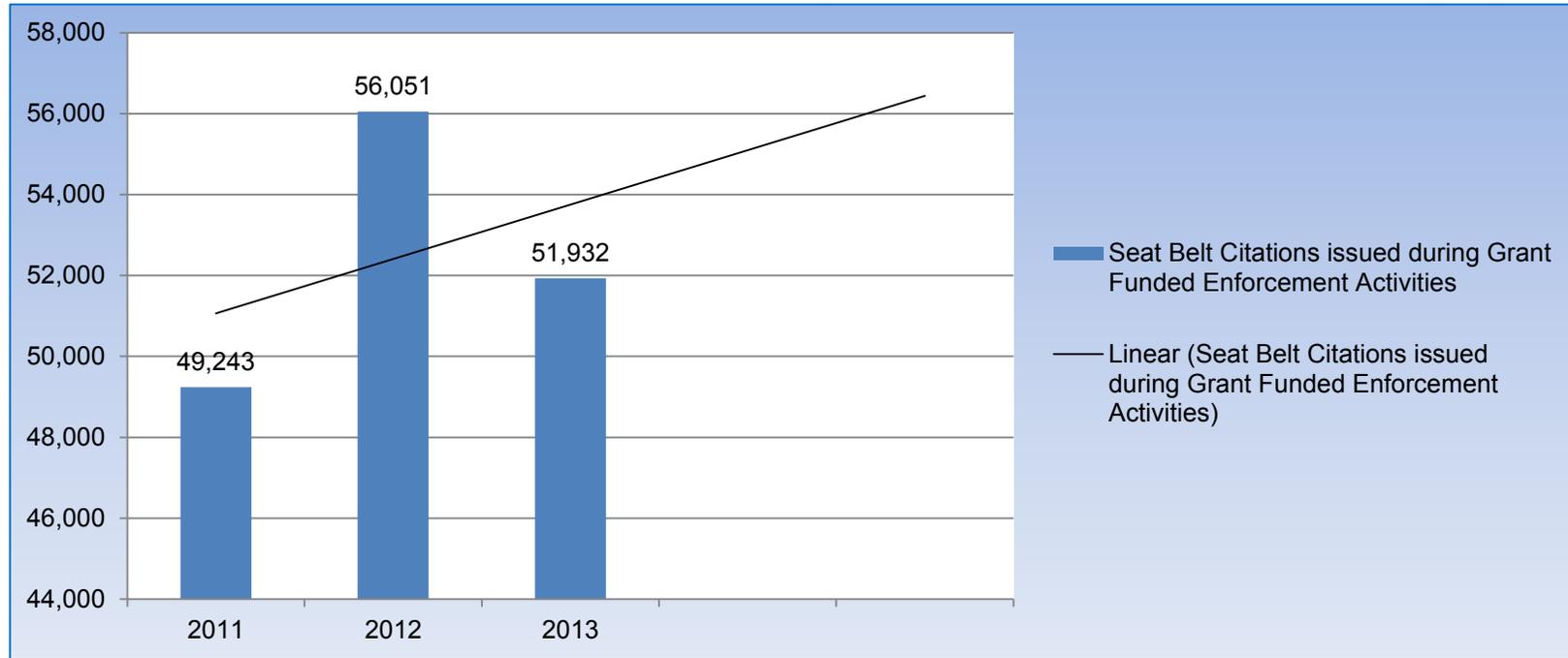


Source: Texas A&M University Transportation Institute

In 2013, The State of Texas implemented a new methodology for calculating the seat belt usage rate. Due to changes in this survey instrument, the rate established for Texas in 2013 cannot be compared to the previous trends. Texas has maintained steady and consistent upward progress, and this trending was reset due to the new survey instrument. Calculations are based on the new 2013 baseline. Using the trend of the previous years, calculations for the rate of increase were applied to new baseline and targets were set from this scale.

- Performance Measure:** Observed seat belt usage rate for the state of Texas
- Short-term Target (2015):** To Increase the observed seat belt usage rate from 90.3% in 2013 to 91.0% in 2015
- Long Term Target (2017):** To Increase the observed seat belt usage rate from 90.3% in 2013 to 91.7% in 2017

State of Texas: Seat Belt Citations issued during Grant Funded Enforcement Activities (A-1)

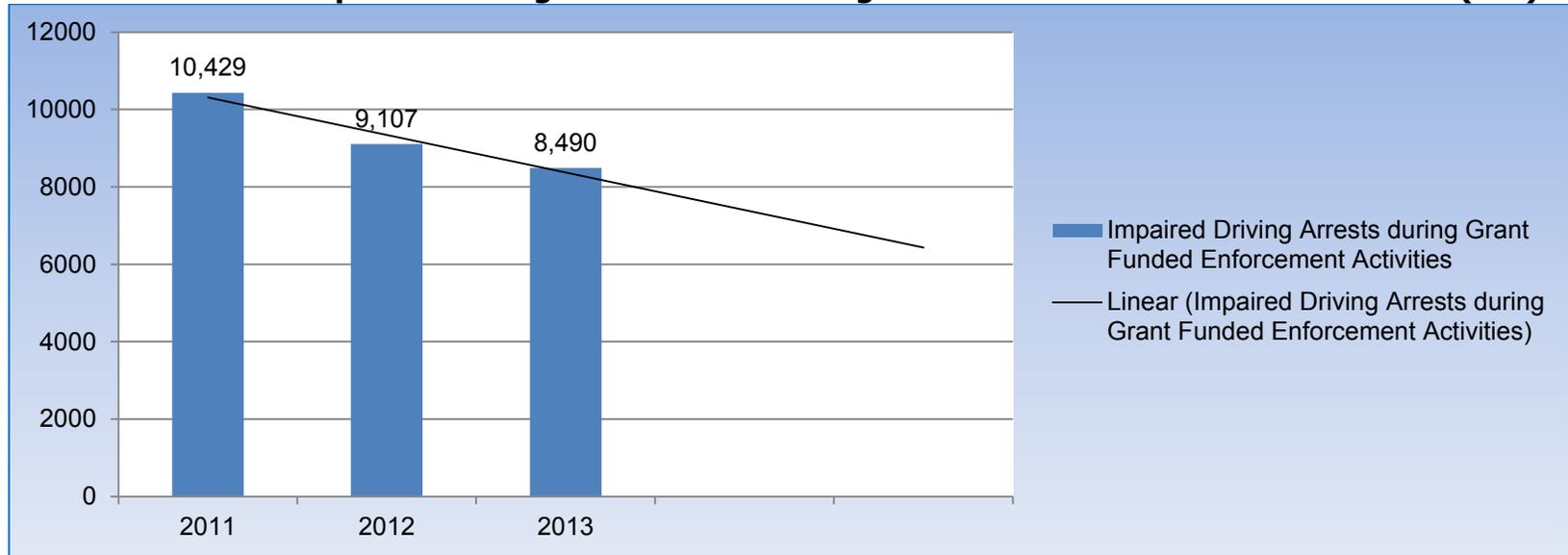


Source: Texas Department of Transportation eGrants

A large portion of the State of Texas’ grant dollars fund data driven, evidence based enforcement practices. High visibility enforcement support by media advertising campaigns are the backbone of the Texas traffic safety program. Texas will continue to fund and support law enforcement and increase the number of seat belt citations issued during grant funded activities.

- Performance Measure:** Number of seat belt citations issued during grant funded enforcement activities
- Short-term Target (2015):** NHTSA activity measure - no objective set
- Long Term Target (2017):** NHTSA activity measure - no objective set

State of Texas: Impaired Driving Arrests made during Grant Funded Enforcement Activities (A-2)

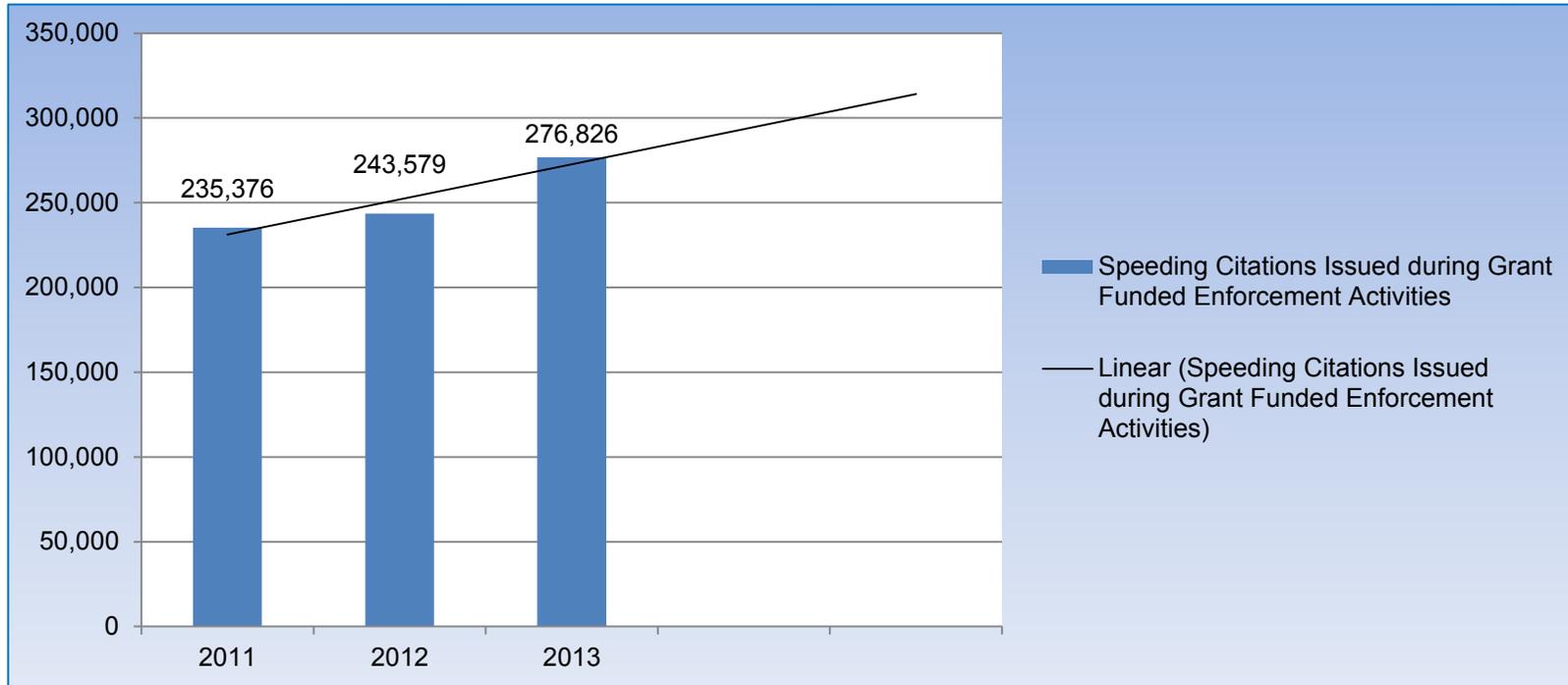


Source: Texas Department of Transportation eGrants

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.

- Performance Measure:** Number of impaired driving arrests during grant funded enforcement activities
- Short-term Target (2015):** NHTSA activity measure - no Target set
- Long Term Target (2017):** NHTSA activity measure - no Target set

State of Texas: Speeding Citations issued during Grant Funded Enforcement Activities (A-3)



Source: Texas Department of Transportation eGrants

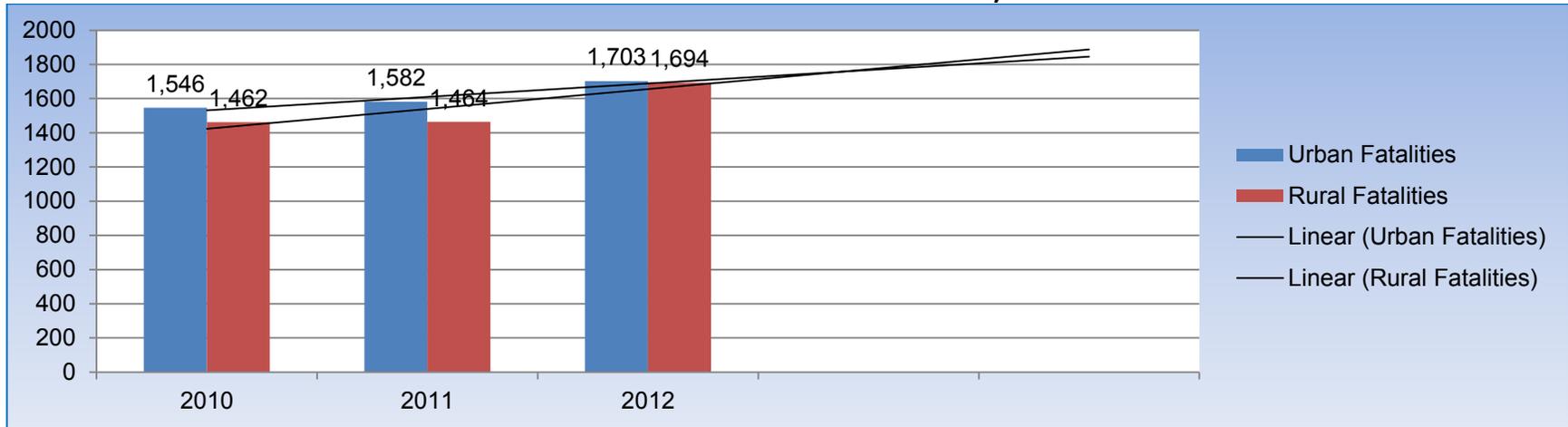
Texas will continue to fund and support law enforcement to increase the number of speeding citations issued during grant funded activities.

Performance Measure: Number of speeding citations issued during grant funded enforcement activities

Short-term Target (2015): NHTSA activity measure - no Target set

Long Term Target (2017): NHTSA activity measure - no Target set

State of Texas: Rural v. Urban Fatalities, 2010-2012



FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 1,767 urban and 1,772 rural fatalities. By 2017, Texas can expect to report 1,924 urban and 2,004 rural fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

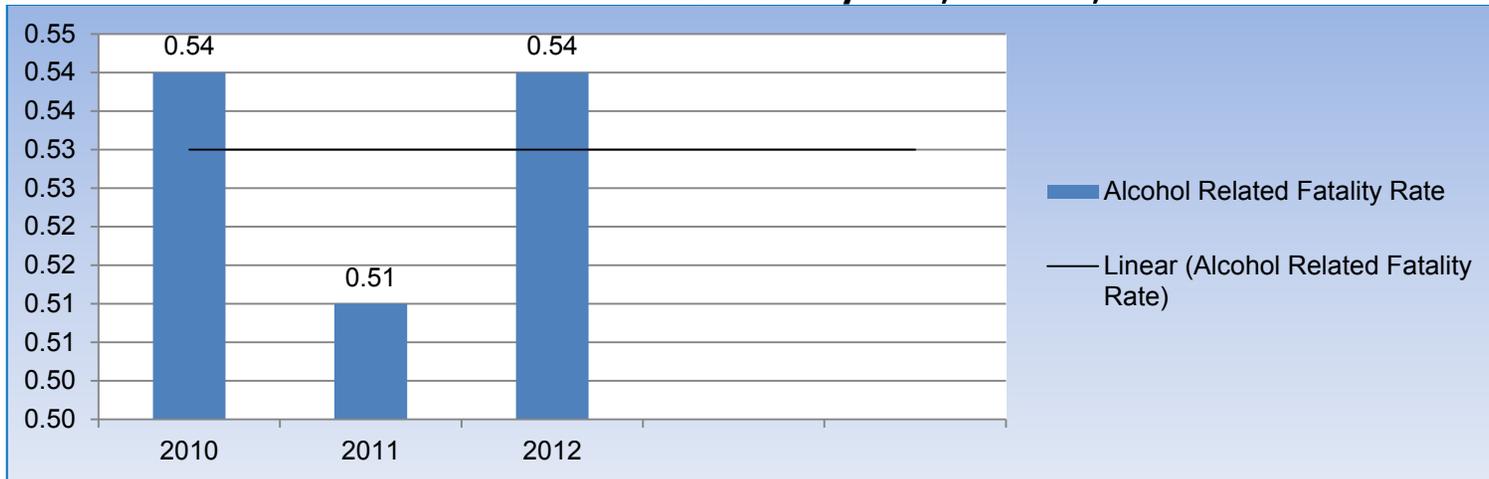
Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of fatalities below the projected level of 1,767 urban and 1,772 rural fatalities.

Performance Measure: Number of urban and rural fatalities

Short-term Target (2015): To limit the expected increase of urban fatalities from 1,703 in 2012 to not more than 1,731 in 2015
To limit the expected increase of rural fatalities from 1,694 in 2012 to not more than 1,736 in 2015

Long Term Target (2017): To limit the expected increase of urban fatalities from 1,703 in 2012 to not more than 1,885 in 2017
To limit the expected increase of rural fatalities from 1,694 in 2012 to not more than 1,963 in 2017

State of Texas: Alcohol Related Fatality Rate, Per VMT, 2010-2012



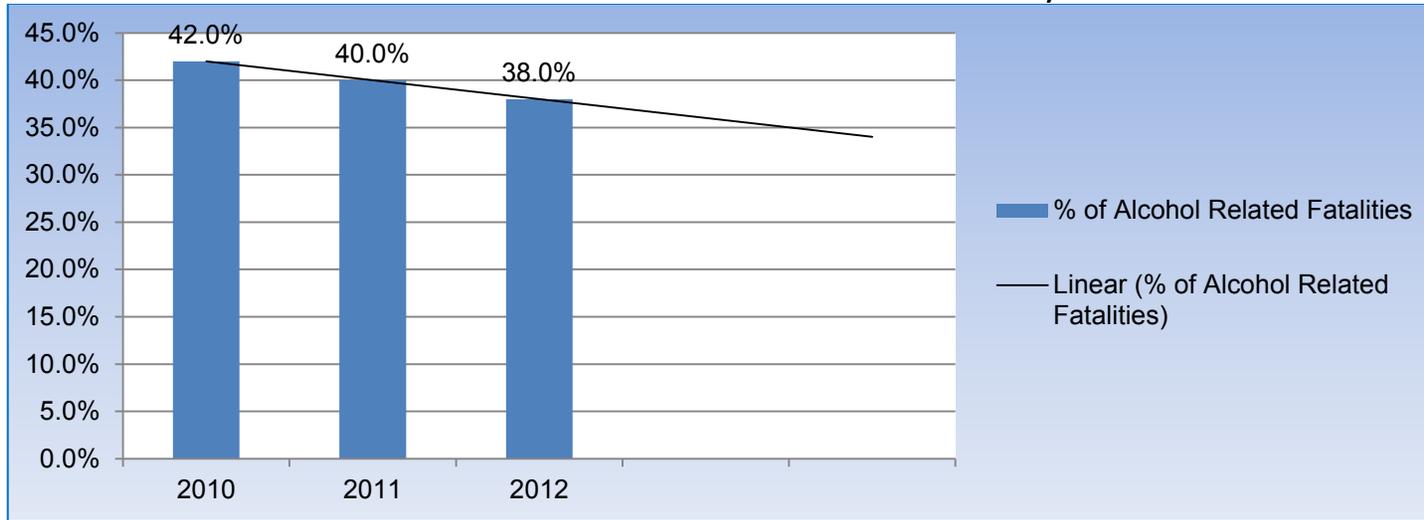
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report an alcohol related fatality rate of .53. By 2017, Texas can expect to report an alcohol related fatality rate of .55.

Justification for target: Linear trend analysis of the most recent three period were used to determine short and long-term targets by utilizing the slope equation of the linear trend and projecting the data to the needed future year(s). This methodology was employed to determine the baseline for the short- and long-term targets. The targets were determined based upon the direction and slope of the three-year trend.

- Performance Measure:** Alcohol related rate per 100 million vehicle miles traveled (100 MVMT)
- Short-term Target (2015):** To reduce the alcohol related fatality rate per 100 MVMT from .54 in 2012 to .52 in 2015
- Long Term Target (2017):** To reduce the alcohol related fatality rate per 100 MVMT from .54 in 2012 to .53 in 2017

State of Texas: Percent of Alcohol Related Fatalities, 2010-2012



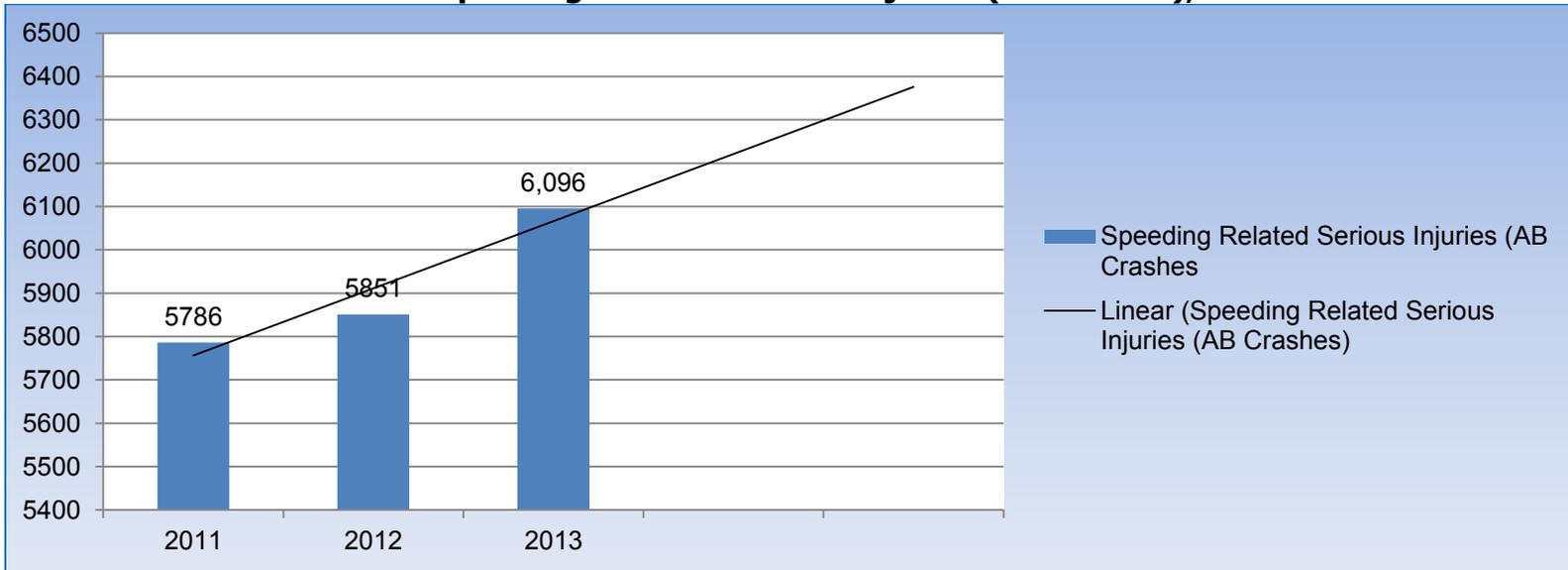
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report a 36.0 % rate of alcohol related fatalities. By 2017, Texas can expect to report an alcohol a 32.0% rate of alcohol related fatalities.

Justification for target: Linear trend analysis of the most recent three period were used to determine short and long-term targets by utilizing the slope equation of the linear trend and projecting the data to the needed future year(s). This methodology was employed to determine the baseline for the short- and long-term targets. The targets were determined based upon the direction and slope of the three-year trend.

- Performance Measure:** Percent of alcohol related fatalities
- Short-term Target (2015):** To reduce the percentage of alcohol related fatalities from 38% in 2012 to 36% in 2015
- Long Term Target (2017):** To reduce the percentage of alcohol related fatalities from 38% in 2012 to 32% in 2017

State of Texas: Speeding Related Serious Injuries (AB crashes), 2011-2013

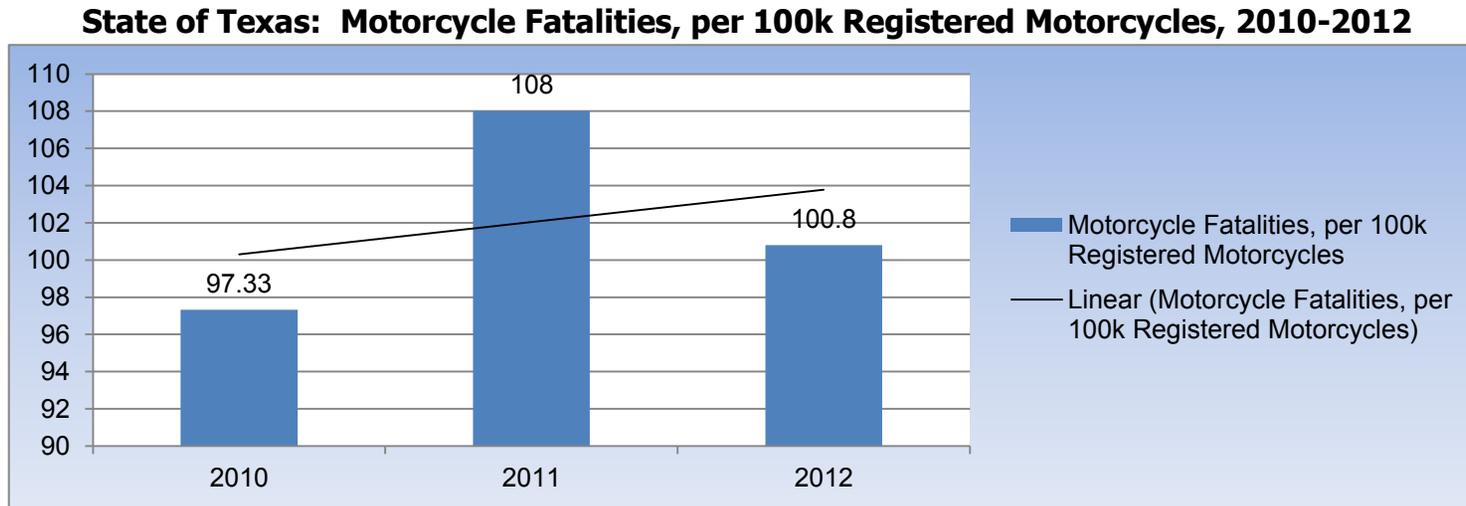


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 21st, 2014.

Current trend projections using CRIS data for FY 2013 indicate that for 2015, the State of Texas can expect to report 6,376 serious injuries. By 2017, Texas can expect to report 6,686 serious injuries. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of speeding related injuries below the projected level of 6,376 speeding related serious injuries.

- Performance Measure:** Number of speeding related serious injuries (AB Crashes)
- Short-term Target (2015):** To limit the expected increase of speeding injuries from 6,069 in 2013 to not more than 6,248 in 2015
- Long Term Target (2017):** To limit the expected increase of speeding injuries from 6,069 in 2013 to not more than 6,552 in 2017



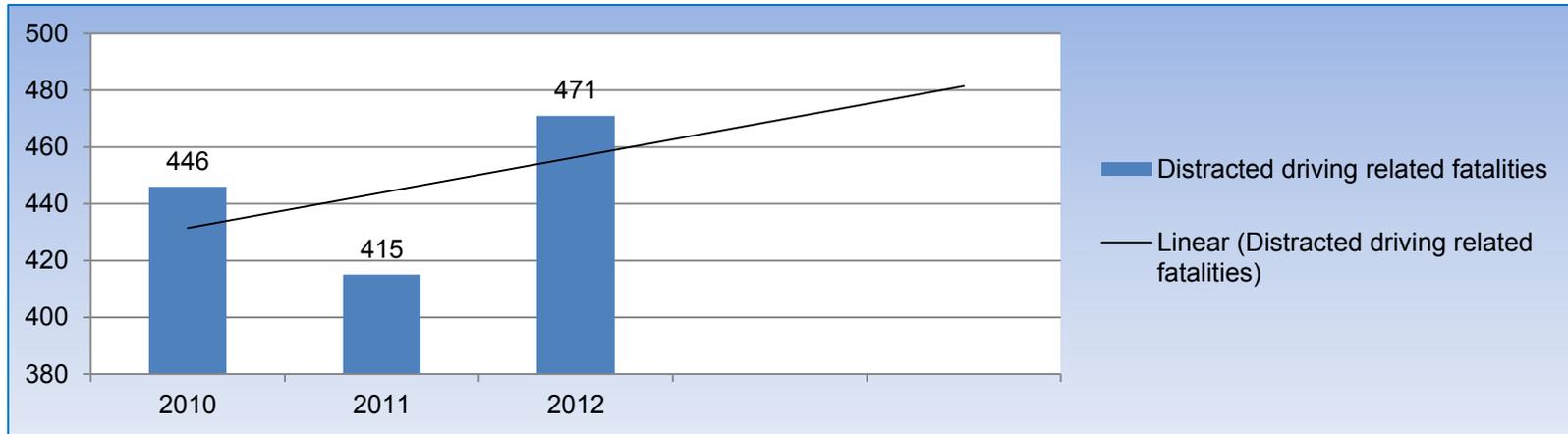
FARS, http://www.nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections for FY 2013 indicate that for 2015, the State of Texas can expect to report a rate of 105.51 motorcycle fatalities per 100,000 registered motorcycles. By 2017, Texas can expect to report a rate of 108.98 motorcycle fatalities per 10,000 registered motorcycles. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of the rate of motorcycle fatalities per 100,000 registrations below the projected level of 105.51.

- Performance Measure:** Rate of motorcycle fatalities per 100,000 registered motorcycles
- Short-term Target (2015):** To limit the expected increase of the rate of motorcycle fatalities per 100K registrations from 100.80 in 2012 to not more than 103.40 in 2015
- Long Term Target (2017):** To limit the expected increase of the rate of motorcycle fatalities per 100K registrations from 100.80 in 2012 to not more than 106.80 in 2017

State of Texas: Distracted driving related fatalities, 2010-2012



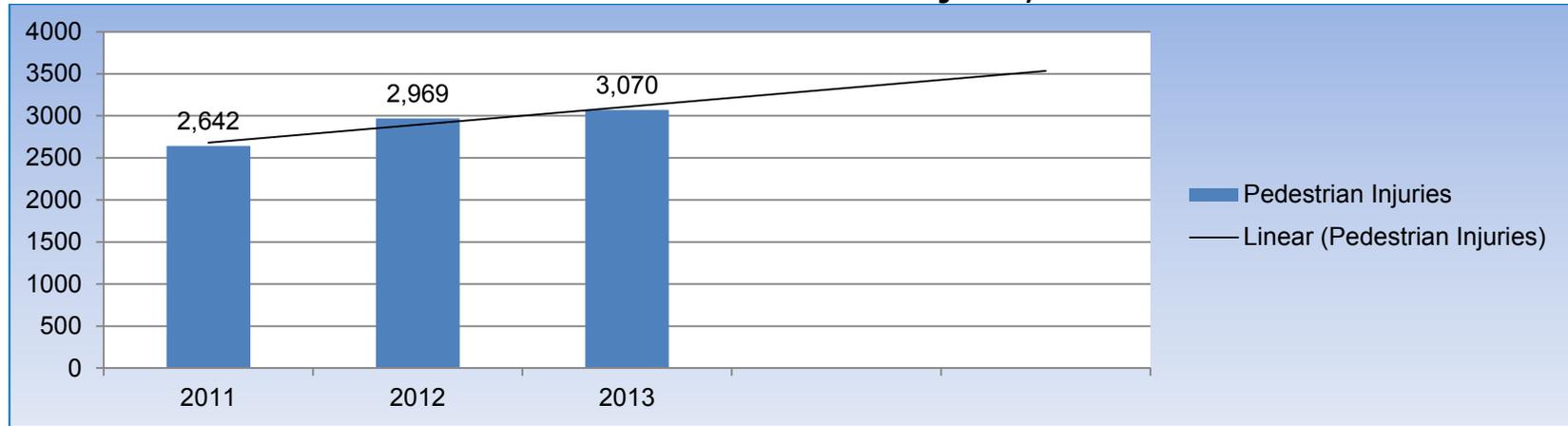
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 21st, 2014.

Current trend projections using CRIS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 469 distracted driving fatalities. By 2017, Texas can expect to report 481 distracted driving fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at achieving the projected level of 469 distracted driving related fatalities.

- Performance Measure:** Number of distracted driving related fatalities
- Short-term Target (2015):** To decrease distracted driving related fatalities from 471 in 2012 to 469 in 2015.
- Long Term Target (2017):** To limit the expected increase of distracted driving related fatalities from 471 in 2012 to not more than 475 in 2017.

State of Texas: Pedestrian Serious Injuries, 2011-2013



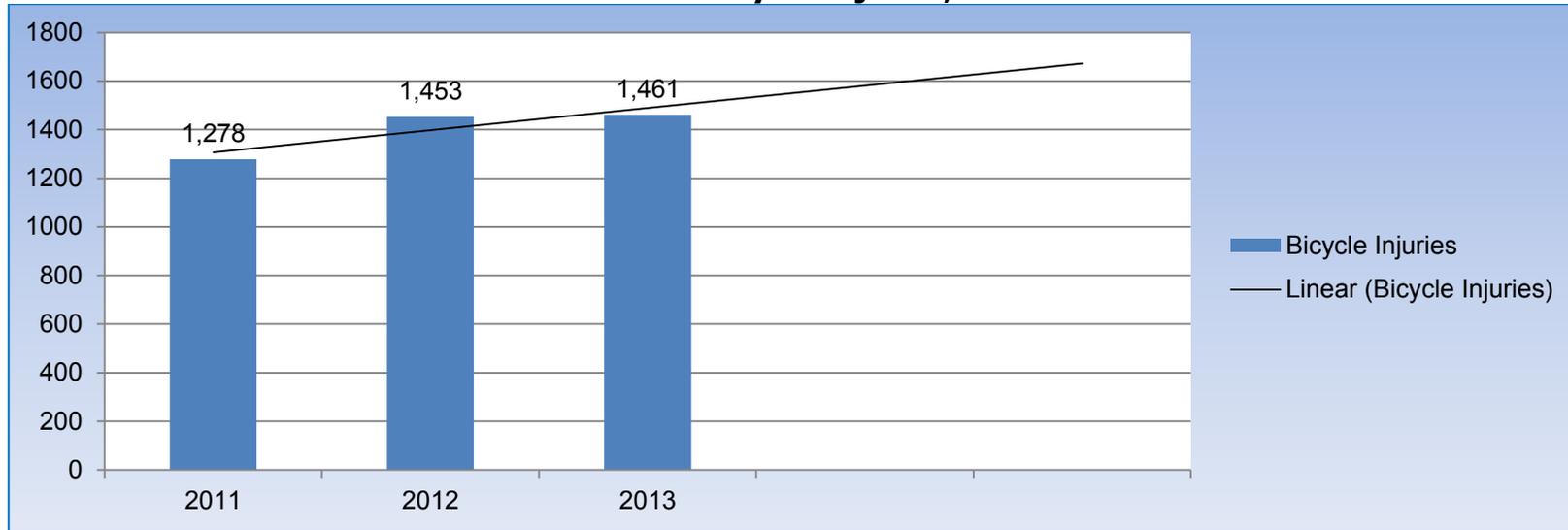
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 21st, 2014.

Current trend projections using CRIS data for FY 2013 indicate that for 2015, the State of Texas can expect to report 3,536 pedestrian injuries. By 2017, Texas can expect to report 3,964 pedestrian injuries. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of fatalities below the projected level of 3,536 pedestrian related serious injuries.

- Performance Measure:** Number of pedestrian serious injuries
- Short-term Target (2015):** To limit the expected increase of the number of pedestrian injuries from 3,070 in 2013 to not more than 3,464 in 2015
- Long Term Target (2017):** To limit the expected increase of the number of pedestrian injuries from 3,070 in 2013 to not more than 3,884 in 2017

State of Texas: Bicycle Injuries, 2011-2013



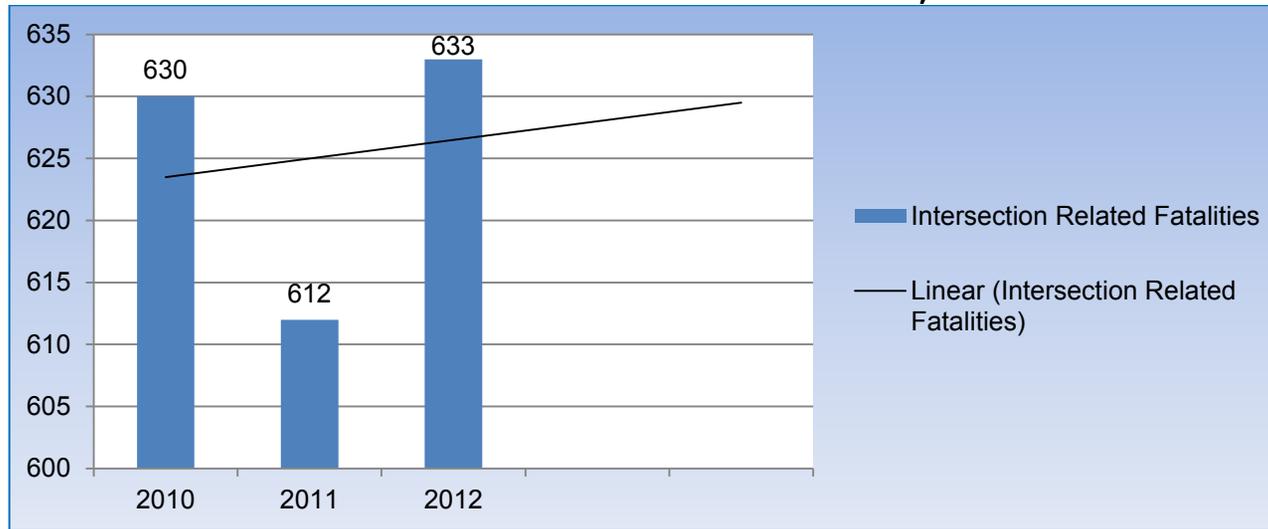
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 21st, 2014.

Current trend projections using CRIS data for FY 2013 indicate that for 2015, the State of Texas can expect to report 1,671 bicycle injuries. By 2017, Texas can expect to report 1,854 bicycle injuries. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of fatalities below the projected level of 1,671 bicycle related serious injuries.

- Performance Measure:** Number of Bicycle related serious injuries.
- Short-term Target (2015):** To limit the expected increase of the number of bicycle injuries from 1,461 in 2013 to not more than 1,638 in 2015
- Long Term Target (2017):** To limit the expected increase of the number of bicycle injuries from 1,461 in 2013 to not more than 1,817 in 2017

State of Texas: Intersection Related fatalities, 2010-2012



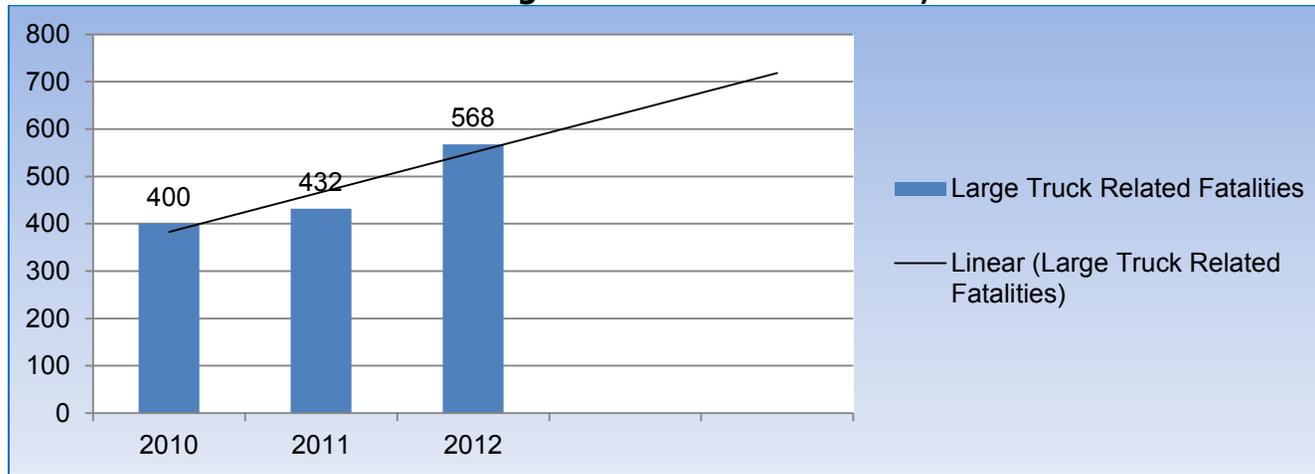
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 628 intersection related fatalities. By 2017, Texas can expect to report 631 intersection related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: Linear trend analysis of the most recent three period were used to determine short and long-term targets by utilizing the slope equation of the linear trend and projecting the data to the needed future year(s). This methodology was employed to determine the baseline for the short- and long-term targets. The targets were determined based upon the direction and slope of the three-year trend.

- Performance Measure:** Number of intersection related fatalities
- Short-term Target (2015):** To reduce the number of intersection related fatalities from 633 in 2012 to 628 in 2015
- Long Term Target (2017):** To reduce the number of intersection related fatalities from 633 in 2012 to 631 in 2017

State of Texas: Large truck related fatalities, 2010-2012



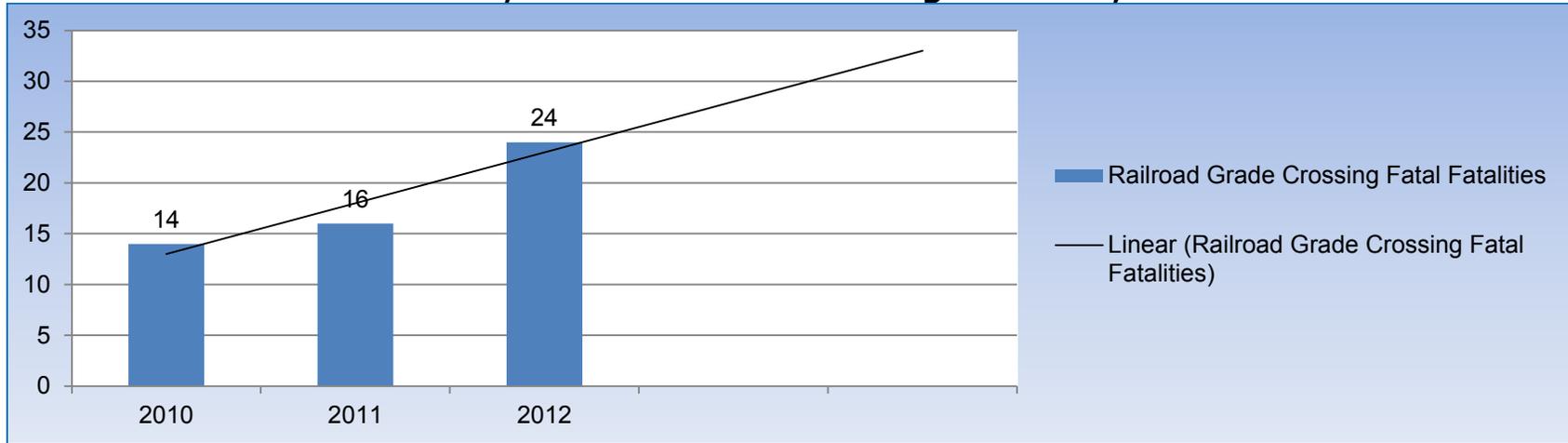
FARS, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/48_TX/2012/48_TX_2012.htm

Current trend projections using FARS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 634 large truck related fatalities. By 2017, Texas can expect to report 802 large truck related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of fatalities below the projected level of 634 large truck related serious fatalities.

- Performance Measure:** Number of Large Truck related fatalities
- Short-term Target (2015):** To limit the expected increase of large truck fatalities from 568 in 2012 to not more than 621 in 2015
- Long Term Target (2017):** To limit the expected increase of large truck fatalities from 568 in 2012 to not more than 786 in 2017

State of Texas, Railroad Grade Crossing Fatalities, 2010-2012



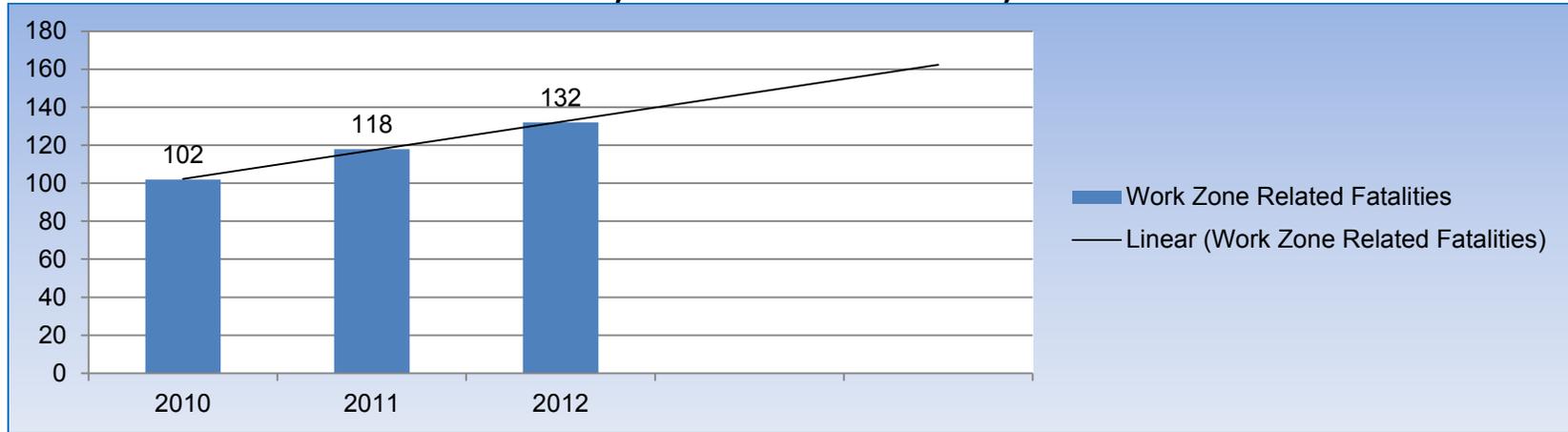
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 21st, 2014.

Current trend projections using CRIS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 28 railroad grade crossing fatalities. By 2017, Texas can expect to report 38 railroad grade crossing fatal crashes. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of fatalities below the projected level of 28 railroad grade crossing fatalities.

- Performance Measure:** Number of railroad grade crossing fatalities
- Short-term Target (2015):** To limit the expected increase of railroad crossing fatalities from 24 in 2012 to not more than 27 in 2015
- Long Term Target (2017):** To limit the expected increase of railroad crossing fatalities from 24 in 2012 to not more than 37 in 2017

State of Texas, Work Zone Fatalities, 2010-2012



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 21st, 2014.

Current trend projections using CRIS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 147 work zone related fatalities. By 2017, Texas can expect to report 177 work zone related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

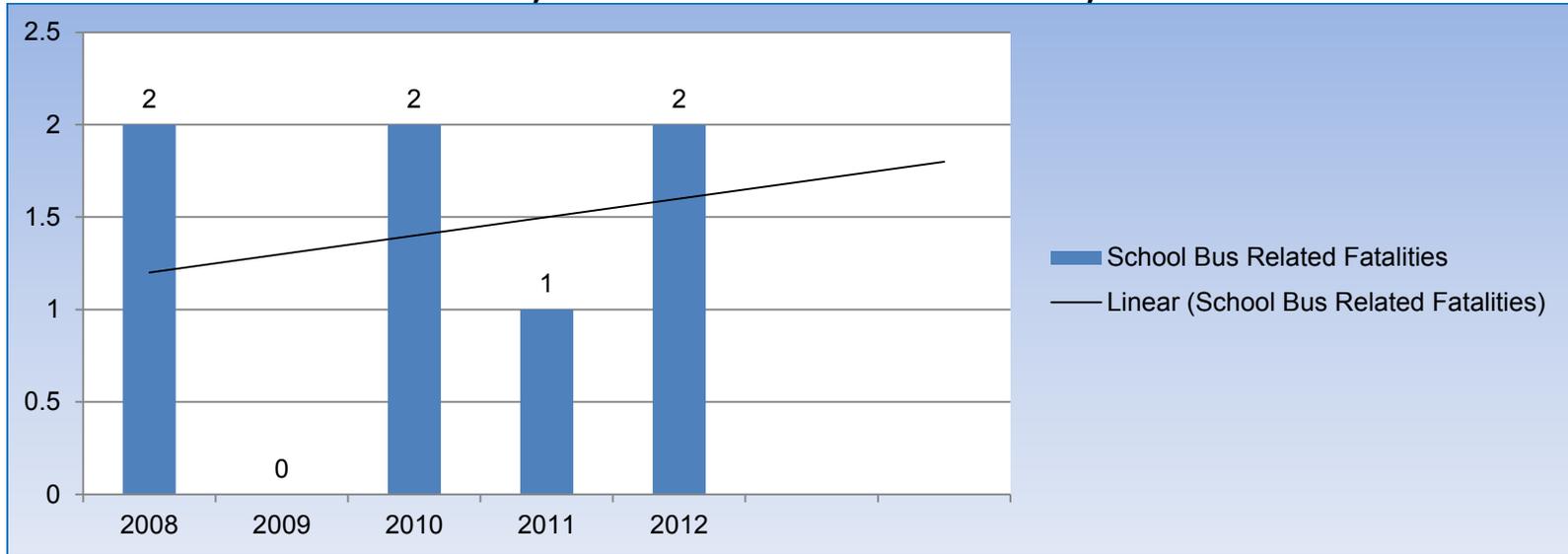
Justification for target: based on preliminary 2013 and partial 2014 crash data trend analysis along with the projected increase in high risk population groups and projected economic improvements, significant increases are projected. Strategies covering a significant portion of the population and problem will be aimed at limiting the increase of fatalities below the projected level of 147 work zone related fatalities.

Performance Measure: Number of railroad grade crossing fatal crashes

Short-term Target (2015): To limit the expected increase of work zone related fatalities from 132 in 2012 to not more than 144 in 2015

Long Term Target (2017): To limit the expected increase of work zone related fatalities from 132 in 2012 to not more than 173 in 2017

State of Texas, School Bus Related Fatalities, 2008-2012



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 21st, 2014.

Current trend projections using CRIS data for FY 2012 indicate that for 2015, the State of Texas can expect to report 2 school bus related fatalities. By 2017, Texas can expect to report 2 school bus related fatalities. Due to the upward movement of fatalities and fatal crashes, targets will be set to arrest this increase.

Justification for target: Linear trend analysis of the most recent three period were used to determine short and long-term targets by utilizing the slope equation of the linear trend and projecting the data to the needed future year(s). This methodology was employed to determine the baseline for the short- and long-term targets. The targets were determined based upon the direction and slope of the five-year trend.

- Performance Measure:** Number of school bus related fatalities
- Short-term Target (2015):** To reduce the number of school bus related fatalities from 2 in 2012 to 1 in 2015
- Long Term Target (2017):** To reduce the number of school bus related fatalities from 2 in 2012 to 1 in 2017

State of Texas Data Projections and Target Setting Matrix

Core #	Description	Data Source	Projections		Target	
			2015	2017	2015	2017
C-1	Number of traffic fatalities	FARS	3,533	3,908	3,480	3,854
C-2	Number of serious injuries in traffic crashes	CRIS	92,846	97,206	90,989	95,262
C-3	Overall Fatalities/VMT	FARS	1.46	1.58	1.44	1.55
C-3	Fatalities/VMT (Urban)	FARS	1.05	1.13	1.03	1.10
C-3	Fatalities/VMT (Rural)	FARS	2.47	2.74	2.42	2.68
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	FARS	958	1,047	938	1,026
C-5	fatalities / driver or motorcycle operator with a BAC of .08 g/dL or higher	FARS	1,286	1,312	1,286	1,286
C-6	Number of speeding-related fatalities	FARS	1,251	1,293	1,226	1,267
C-7	Number of motorcyclist fatalities	FARS	482	514	472	503
C-8	Number of un-helmeted motorcyclist fatalities	FARS	271	288	266	282
C-9	Number of drivers 20 or younger involved in fatal crashes	FARS	419	398	419	398
C-10	Number of pedestrian fatalities	FARS	546	675	535	661
C-11	Number of Bicycle fatalities	FARS	62	76	60	74
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	Survey	91.0	91.7	91.0	91.7
A-1	Number of seat belt citations issued during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
A-2	Number of impaired driving arrests made during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
A-3	Number of speeding citations issued during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
N/A	Rural Fatalities	FARS	1,772	2,004	1,736	1,963
N/A	Urban Fatalities	FARS	1,767	1,924	1,731	1,885
N/A	Alcohol Related Fatality Rate	FARS	.53	0.55	.52	.53
N/A	Percent of Alcohol Related Fatalities	FARS	36.0	32.0	36.0	32.0
N/A	Speeding Related Serious Injuries	CRIS	6,376	6,686	6,248	6,552
N/A	Motorcycle Fatalities per 100,000 Registrations	FARS	105.51	108.98	103.40	106.80
N/A	Distracted Driving Related Fatalities	FARS	469	481	469	475
N/A	Pedestrian Related Serious Injuries	CRIS	3,536	3,964	3,464	3,884
N/A	Bicycle Related Serious Injuries	CRIS	1,671	1,854	1,638	1,817
N/A	Intersection Related Fatalities	FARS	628	631	628	631
N/A	Large Truck Related Fatalities	FARS	634	802	621	786
N/A	Railroad Grade Crossing Fatal Crashes	CRIS	28	38	27	37
N/A	Work Zone Related Fatalities	CRIS	147	177	144	173
N/A	School Bus Related Fatalities	CRIS	2	2	1	1

SECTION FOUR

Program and Project Descriptions

Planning and Administration

PA - 01

Goals

- To provide effective and efficient management of the Texas Traffic Safety Program

Strategies

- Conduct periodic project monitoring and evaluation of traffic safety activities.
- Ensure availability of program and project management training.
- Maintain coordination of traffic safety efforts and provide technical assistance.
- Perform accurate accounting and efficient reimbursement processing.
- Provide procedures and training on highway safety planning and project development.
- Provide technical assistance and support for the Strategic Highway Safety Plan.
- Provide training and assistance for local and statewide traffic safety problem identification.
- Review and update program procedures as needed.

Project Descriptions

Task: Program Management	Planning and Administration PA - 01
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<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TTI-G-1YG-0053	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **2015 Statewide Traffic Safety Conference**

TTI will plan and conduct a seventh Statewide Traffic Safety Conference. This project provides support for planning, implementing and reporting on that conference.

Objectives

- Conduct 1 statewide traffic safety conference by 9/30/2015
- Coordinate 1 plan for a seventh statewide traffic safety conference by 9/30/2015
- Achieve 10% increase in conference registrations compared to 2014 by 6/28/2015
- Provide 1 evaluation of conference participant satisfaction and other performance metrics by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPA	\$47,458.03	\$0.00	\$0.00	\$41,625.91	\$89,083.94

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TxDOT-G-1YG-0228	TRF-TS	Texas Department of Transportation

Title / Desc. **eGrants Business Analysis Services**

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

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
2	402	MOPA	\$400,000.00	\$0.00	\$0.00	\$0.00	\$400,000.00

Task: Program Management

Planning and Administration PA - 01

Project # 2015-TxDOT-G-1YG-0229 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. eGrants Software Enhancement Services

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MOPA	\$75,000.00	\$0.00	\$0.00	\$0.00	\$75,000.00

Project # 2015-TxDOT-G-1YG-0230 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. eGrants Software Support Services

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00

Project # Traffic Safety Program Operations Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. Traffic Safety Program Operations

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$3,011,689.00	\$0.00	\$0.00	\$3,011,689.00

Planning and Administration

**FY 2015
Budget Module: PA - 01**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	6	\$3,625,772.94	\$522,458.03							\$3,053,314.91		\$41,625.91	
Enforcement	0												
Evaluation	0												
Public Information & Education	0												
Training	0												
TOTALS:	6	\$3,625,772.94	\$572,458.03							\$3,053,314.91		\$41,625.91	

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Alcohol and Other Drug Counter Measures

AL - 02

Goals

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

Strategies

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

Project Descriptions

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-BexarCCC-G-1YG-0049 District SAT Organization Name Bexar County Commissioners Court

Title / Desc. **Bexar County DWI Court**

Bexar County Commissioners Court is requesting funding in order to continue the operations of a DWI Treatment Court. This Court improves DWI adjudication and processing procedures.

Objectives

- Complete 30 Random Drug Tests by 9/30/2015
- Provide 40 Bus Passes for Participants of the DWI Court Program by 9/30/2015
- Educate 40 Alcohol and Drug Abuse Education Classes by 9/30/2015
- Enroll 44 Enrollments by 9/30/2015
- Maintain 280 Number of Assessments by 9/30/2015
- Attend 1 Staff Training by 6/15/2015
- Assist 60 Individuals who receive service coordination/case management by 9/30/2015
- Complete 46 Graduates of the Program by 9/30/2015
- Maintain 80 DWI Court participants by 10/1/2014
- Maintain 3 Staff Maintained Year Number Two by 10/1/2014

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MOAL	\$125,000.00	\$0.00	\$0.00	\$43,671.18	\$168,671.18

Project # 2015-BexarCoD-G-1YG-0020 District SAT Organization Name Bexar County District Attorney's Office

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

To expand and improve county-wide DWI enforcement and prosecution by operating an all day/every day no-refusal program.

Objectives

- Achieve 80% rate of pleas taken thereby reducing the number of hours police officers are required to testify by 9/30/2015
- Achieve 5% decrease from last year in the number of DWI related arrests by 9/30/2015
- Achieve 80% conviction rate of those charged with misdemeanor DWI by 9/30/2015
- Achieve 60% rate in the number of voluntary breathalyzer tests by those arrested for misdemeanor DWI offenses by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$206,217.44	\$0.00	\$0.00	\$57,404.56	\$263,622.00

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-CollinDA-G-1YG-0132 District DAL Organization Name Collin County - District Attorney's Office

Title / Desc. DWI No-Refusal Mandatory Blood Draw Program

Reduce DWI offenses and prevent alcohol-involved crashes through provision of health care professionals to perform blood draws on weekend nights and holidays.

Objectives

- Conduct 12 public awareness events detailing the “No Refusal” campaign by 9/30/2015
- Prevent 5% of alcohol-involved crashes in Collin County as compared with previous year by 9/30/2015
- Maintain 90% minimum conviction rate for all DWI cases by 9/30/2015
- Achieve 80% BAC-data collection rate for all suspected DWI offenses by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$55,380.00	\$0.00	\$0.00	\$14,494.99	\$69,874.99

Project # 2015-GCoCDA-G-1YG-0184 District HOU Organization Name Galveston County Criminal District Attorney

Title / Desc. DWI No Refusal - Blood Draw Grant for Holiday and Festival Weekends

To provide prosecutors, nurses, and equipment in a central location to draft search warrants and obtain blood samples from DWI suspects in the Galveston County area who refuse a breath or blood test.

Objectives

- Provide 12 reporting activities to TxDOT to evaluate the effectiveness of blood search warrant program by 9/30/2015
- Provide 12 Reporting activities to TxDOT to evaluate the effectiveness of No Refusal nights by 9/30/2015
- Conduct 7 Publicity campaigns to educate the public and the media by 9/30/2015
- Evaluate 20 No Refusal nights for the effectiveness in targeting intoxicated drivers by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$13,123.04	\$0.00	\$0.00	\$3,714.40	\$16,837.44

Project # 2015-HarrisDA-G-1YG-0166 District HOU Organization Name Harris County District Attorney

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

To continue to expand and educate citizens of the dangers of impaired driving by adding Thursday nights to the No Refusal program. This will expand every weekend to 3 days in addition to holidays.

Objectives

- Collect 12 Data sets obtained pursuant to blood search warrants by 9/30/2015
- Coordinate 130 Nights of No Refusal by 9/30/2015
- Provide 1300 Blood Search Warrants to arresting DWI officers by 9/30/2015
- Produce 20 Press Releases/Events about the No Refusal Program by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$359,440.03	\$0.00	\$0.00	\$89,860.00	\$449,300.03

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-MCDAO-G-1YG-0124 *District* HOU *Organization Name* Montgomery County District Attorney's Office

Title / Desc. **Search Warrants Stop Drunk Drivers**

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

Objectives

- Implement 6 Training programs for first offenders and hospital staff on No Refusal and HIPAA by 9/30/2015
- Provide 12 Reporting activities to TxDOT on the effectiveness of No Refusal by 9/30/2015
- Conduct 12 Publicity campaigns to educate the public, the media and police groups by 9/30/2015
- Implement 100 No Refusal nights from the current 80, an increase of 20 from 2014 by 9/30/2015
- Evaluate 100 No Refusal enforcement days for their effectiveness in targeting illegally intoxicated drivers by 9/30/2015
- Conduct 100 No Refusal enforcement days during the fiscal year by 9/30/2015
- Analyze 12 Months of ignition interlock usage to affect an increase in their usage by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5HVE	\$126,429.56	\$0.00	\$0.00	\$83,274.70	\$209,704.26

Project # 2015-TarrantC-G-1YG-0197 *District* FTW *Organization Name* Tarrant County

Title / Desc. **Tarrant County No Refusal Program**

Improved DWI enforcement throughout Tarrant County through the implementation of No Refusal arrests on targeted holidays and special events.

Objectives

- Achieve 10% Reduction in Misdemeanor DWI cases filed during no refusal periods with breath test evidence by 9/30/2015
- Achieve 10% Total reduction in misdemeanor DWI cases by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOAL	\$200,870.00	\$0.00	\$0.00	\$111,063.81	\$311,933.81

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-TTI-G-1YG-0047 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Statewide Impaired Driving Task Force, Plan, Summit & Technical Assistance

Continue the work of the Texas Impaired Driving Task Force, administer statewide web presence, programmatic technical assistance, & maintenance of the Texas Impaired Driving Plan for Texas.

Objectives

- Analyze 500 alcohol-related fatal crashes to produce a Texas Impaired Driving Annual Snapshot (minimum) by 9/15/2015
- Revise 1 Texas Impaired Driving Plan by 9/30/2015
- Maintain 1 Statewide Texas Impaired Driving Task Force by 9/30/2015
- Conduct 1 Statewide Traffic Safety Summit focused on impaired driving in Austin by 6/30/2015
- Coordinate 2 meetings of the Texas Impaired Driving Task Force by 9/30/2015
- Identify 3 impaired driving subcommittees to support the Texas Impaired Driving Task Force by 9/30/2015
- Develop 3 educational documents for the impaired driving program (1-2 pages each) by 9/30/2015
- Submit 12 content revisions to the Texas impaired driving website (dyingtodrink.org) by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5HVE	\$216,559.37	\$0.00	\$0.00	\$54,190.28	\$270,749.65

Project # 2015-TDPS-G-1YG-0004 *Division* TRF-TS *Organization Name* Texas Department of Public Safety

Title / Desc. Evidential Breath and Blood Alcohol Testing

The DPS Crime Laboratory will upgrade breath alcohol test instruments. Overtime funds are needed to expedite blood alcohol tests.

Objectives

- Coordinate 1250 overtime hours to conduct blood alcohol analysis from individuals arrested for DWI by 9/30/2015
- Train 1500 law enforcement officers on new breath alcohol testing instruments by 9/30/2015
- Purchase 150 instruments to analyze breath alcohol evidence from individuals arrested for DWI by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOAL	\$1,117,825.00	\$0.00	\$0.00	\$376,380.00	\$1,494,205.00

Task: **Enforcement** Alcohol and Other Drug Counter Measures AL - 02

Project # **Division** **Organization Name**
 STEP DWI TRF-TS Texas Department of Transportation

Title / Desc. STEP DWI
Increased DWI enforcement and public information and education activities

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2015-EdinbuPD-S-1YG-0038	City of Edinburg - Police Department	402	M0AL	\$55,205.66	\$13,807.24	\$69,012.90
2015-Harris4-S-1YG-0098	Harris County Constable Precinct 4	402	M0AL	\$47,139.83	\$12,750.86	\$59,890.69
2015-HarrisP6-S-1YG-0092	Harris County Constable Precinct 6	402	M0AL	\$43,130.00	\$20,530.65	\$63,660.65
2015-SanAntPD-S-1YG-0005	City of San Antonio - Police Department	402	M0AL	\$1,000,000.00	\$337,745.00	\$1,337,744.99

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
4	402	M0AL	\$1,145,475.49	\$0.00	\$0.00	\$384,833.75	\$1,530,309.23

Project # **Division** **Organization Name**
 STEP Wave DWI TRF-TS Texas Department of Transportation

Title / Desc. STEP Wave DWI
Increased DWI enforcement and public information and education.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2015-CdrPrkPD-S-1YG-0037	City of Cedar Park - Police Department	402	M0AL	\$26,523.98	\$8,894.61	\$35,418.59
2015-HGAC-S-1YG-0097	Houston-Galveston Area Council	402	M0AL	\$140,657.40	\$36,700.00	\$177,357.40
2015-TitusCoS-S-1YG-0072	Titus County Sheriff's Office	402	M0AL	\$10,257.69	\$3,467.50	\$13,725.19

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
3	405D	M5HVE	\$177,439.07	\$0.00	\$0.00	\$49,062.11	\$226,501.18

Project # **Division** **Organization Name**
 TRF-TS IDM Blitz Grants TRF-TS Texas Department of Transportation

Title / Desc. TRF-TS IDM Blitz Grants
Coordinate and conduct quarterly mobilizations consisting of increased DWI enforcement and earned media activities.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
40	405D	M5HVE	\$1,200,000.00	\$0.00	\$0.00	\$600,000.00	\$1,800,000.00

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS Incentive Grants	TRF-TS	Texas Department of Transportation

Title / Desc. TRF-TS Incentive Grants

Coordinate and conduct an IDM Incentive Project during the Labor Day Crackdown. The Incentive Project will recruit law enforcement agencies to volunteer their enforcement and earned media efforts during the mobilization. TxDOT is planning on distributing twenty \$3,000 awards through a random drawing process to law enforcement agencies that meet eligibility requirements. Winning agencies will be eligible for reimbursement up to \$3,000 for traffic safety related equipment and/or training

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
20	405D	M5OT	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TDCAA-G-1YG-0074	TRF-TS	Texas District and County Attorneys Association

Title / Desc. DWI Resource Prosecutor

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

Objectives

- Maintain 1 web site with updated DWI-related content at tdcaa.com by 9/30/2015
- Provide 2950 Texas Prosecutors with TDCAA's Transportation Code Publication by 9/30/2015
- Provide 120 technical assistance by e-mail to prosecutors, officers and traffic safety partners by 9/30/2015
- Train 30 prosecutors and prosecutor support staff at a Train the Trainer program by 9/30/2015
- Train 1500 prosecutors and police officers at regional DWI programs and provide publications by 9/30/2015
- Provide 4 presentations to Traffic Safety Partners by qualified speakers on DWI and Traffic Safety by 9/30/2015
- Train 250 new prosecutors at week long Basic Trial Skills programs and provide with publications by 9/30/2015
- Provide 1950 Predicate Manual publications to all prosecutors in Texas by 9/30/2015
- Produce 4 DWI specific articles for TDCAA periodicals by 9/30/2015
- Provide 1 dedicated DWI Resource Prosecutor at the Texas District & County Attorneys Association by 9/30/2015
- Distribute 12 case notes on important DWI appellate decisions by e-mail and archive at tdcaa.com by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$618,407.50	\$0.00	\$0.00	\$455,592.00	\$1,073,999.50

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-NIPC-G-1YG-0186 Division TRF-TS Organization Name National Injury Prevention Council

Title / Desc. **Texas Specific interlock penetration study - Medium size county**

NIPC proposes to continue, expand, and complete the interlock penetration study evaluating the effectiveness of mandatory and discretionary interlock statutes in Texas.

Objectives

- Complete 1 Collection of data from 4 initial counties by 9/30/2015
- Attend 1 NADCP conference by 9/30/2015
- Participate in 1 Program partners impaired driving forum by 9/30/2015
- Attend 1 Lifesavers conference by 9/30/2015
- Produce 1 Final narrative report summarizing the penetration study and making recommendations by 9/30/2015
- Produce 1 Final statistical report summarizing the penetration study by 9/30/2015
- Conduct 1 Analysis of medium target county data, tracking DWI probation defendants interlock compliance by 9/30/2015
- Conduct 1 Analysis of medium target county DWI bond records showing number of interlocks ordered and installed by 9/30/2015
- Conduct 1 Analysis of medium target county DWI arrest and disposition by 9/30/2015
- Conduct 1 Analysis of medium target county DWI arrest records and compare to cases actually filed by 9/30/2015
- Identify 1 Medium size county by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5II	\$72,024.00	\$0.00	\$0.00	\$18,207.00	\$90,231.00

Project # 2015-TTI-G-1YG-0080 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

Identify issues, address problems and assist medical examiners, justice of the peace and law enforcement agencies to report missing driver BAC toxicology results to TxDOT Crash Records.

Objectives

- Support 1 process for improving reporting blood alcohol concentration (BAC) results to TxDOT by 9/30/2015
- Produce 4 technical memorandums/reports by 9/30/2015
- Create 1 process flow for blood alcohol concentration (BAC) reporting in fatal crashes by 5/31/2015
- Analyze 46% increase in the blood alcohol concentration (BAC) reporting rate to TxDOT Traffic Records by 9/30/2015
- Evaluate 12 blood alcohol concentration reporting processes used by Medical Examiner Offices by 5/31/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$90,863.52	\$0.00	\$0.00	\$22,733.69	\$113,597.21

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-DATE-G-1YG-0065	TRF-TS	Drug Alcohol and Tobacco Education

Title / Desc. Your Decisions Save Lives: Understanding the True Impact of Alcohol and Drugs

Smart Decisions Save Lives provides age appropriate alcohol and drug preventive education using the latest research, multimedia tools, case studies, victim panels and leave behind materials.

Objectives

- Educate 125 students in summer programs on the dangers of alcohol and drug use by 9/28/2015
- Educate 300 parents of minors about methods to reduce under age consumption of alcohol by by 9/28/2015
- Educate 1000 middle school students about the dangers of alcohol and drug use and peer pressure by by 8/31/2015
- Educate 2800 high school students about the dangers of driving impaired by by 8/31/2015
- Educate 6000 elementary students about the dangers of alcohol and drug use by by 8/31/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOAL	\$86,069.58	\$0.00	\$0.00	\$29,090.34	\$115,159.92

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-Hillcres-G-1YG-0102	WAC	Hillcrest Baptist Medical Center-Hillcrest

Title / Desc. Texas Reality Education for Drivers Program

The Texas Reality Education for Drivers, the RED Program, is an alcohol and other drug countermeasures program for young drivers and their families with educational programming in a hospital setting.

Objectives

- Produce 5 informational pieces utilizing the services of a contracted graphic artist by 4/10/2015
- Conduct 20 experiential training sessions utilizing the driving simulator by 9/23/2015
- Conduct 15 youth workshops utilizing Reality Education for Drivers (RED) concepts in schools and communities by 9/1/2015
- Conduct 36 Reality Education for Drivers (RED) Programs in hospital trauma centers by 9/30/2015
- Conduct 13 programs at health fairs/community events featuring Reality Education for Drivers (RED) information by 7/10/2015
- Conduct 1 Reality Education for Drivers (RED) campaign during back to school time by 9/28/2015
- Conduct 1 Reality Education for Drivers (RED) campaign during spring break by 5/8/2015
- Conduct 1 Reality Education for Drivers (RED) campaign during prom and formal events by 5/29/2015
- Conduct 1 Reality Education for Drivers (RED) campaign during graduation and summer events by 7/22/2015
- Collect 2500 Reality Education for Drivers (RED) alcohol and other drugs assessments from participants ages 14+ by 8/21/2015
- Conduct 15 Reality Education for Drivers (RED) adult workshops by 8/28/2015
- Distribute 10000 PI&E pieces increasing public education and information to youth and adults by 9/30/2015
- Establish 17 collaborative ventures designed to reduce alcohol and drug related motor vehicle crashes by 9/11/2015
- Conduct 4 evaluations of RED programs and services by 8/31/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$210,533.00	\$0.00	\$0.00	\$95,220.22	\$305,753.22

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-Hillcres-G-1YG-0168	WAC	Hillcrest Baptist Medical Center-Hillcrest

Title / Desc. **TeenSafe Program**

TeenSafe is an injury prevention program aimed to decrease death and injury in motor vehicle crashes among ages 5 to 19 in the Central Texas area through educational efforts.

Objectives

- Distribute 4 TeenSafe Times newsletters by 9/29/2015
- Attend 40 community health fairs and events by 9/28/2015
- Maintain 2 databases by 9/27/2015
- Participate in 10 events within 3 or more contiguous counties by 9/28/2015
- Distribute 20000 PI&E traffic safety and alcohol awareness educational brochures by 9/30/2015
- Conduct 150 programs/presentations using technical simulations by 9/28/2015
- Participate in 2 coalitions focusing on youth outreach by 9/30/2015
- Conduct 3 seasonal safety campaigns to include purchasing and distributing campaign specific PI&E by 9/15/2015
- Evaluate 125 Teen Safe Program participants and partners to assess satisfaction with Teen Safe Program services by 9/30/2015
- Conduct 2 TeenSafe Volunteer Certification Classes by 9/30/2015
- Conduct 50 observational surveys addressing seatbelt use and distracted driving by 9/30/2015
- Conduct 16 traffic safety and alcohol awareness educational presentations to adults by 9/27/2015
- Conduct 150 traffic safety and alcohol awareness educational presentations to youth by 9/30/2015
- Collect 3000 traffic safety and alcohol awareness surveys by 9/28/2015
- Attend 1 TxDOT Program Partners Meeting by 9/30/2015
- Assist 20 school-based interventions in effort to educate on alcohol awareness and general safety by 9/27/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOAL	\$217,117.28	\$0.00	\$0.00	\$182,923.49	\$400,040.77

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-TST-G-1YG-0107 *Division* TRF-TS *Organization Name* Texans Standing Tall

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

Zero Alcohol for Youth Campaign and Youth Leadership Council are youth-led programs to reduce impaired driving and increase awareness and enforcement of Texas zero tolerance laws on youth alcohol use.

Objectives

- Update 1 Zero Alcohol for Youth Campaign (ZAYC) Action Manual by 8/31/2015
- Evaluate 1 Youth Leadership Council (YLC) program by 9/30/2015
- Coordinate 9 Texans Standing Tall (TST)/Youth Leadership Council (YLC) collaboration opportunities by 9/30/2015
- Train 1 Youth Leadership Council (YLC) by 9/30/2015
- Support 1 statewide Youth Leadership Council (YLC) and its role in Texans Standing Tall (TST) by 9/30/2015
- Evaluate 1 Zero Alcohol for Youth Campaign (ZAYC) program by 9/30/2015
- Support 1 Zero Alcohol for Youth Campaign (ZAYC) and Youth Leadership Council (YLC) by promoting the programs by 9/30/2015
- Train 3 new sites to implement the Zero Alcohol for Youth Campaign (ZAYC) by 9/30/2015
- Implement 10 Zero Alcohol for Youth Campaign (ZAYC) booster training sessions by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$264,338.19	\$0.00	\$5,000.00	\$61,331.50	\$330,669.69

Project # 2015-TST-G-1YG-0193 *Division* TRF-TS *Organization Name* Texans Standing Tall

Title / Desc. Screening and Brief Intervention for Risky Alcohol Use and Related Behavior 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.

Objectives

- Support 1 Screening and Brief Intervention (SBI) strategy by promoting to broader communities by 9/30/2015
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting the strategy at Statewide Summit by 6/1/2015
- Evaluate 1 Screening and Brief Intervention (SBI) training and process fidelity by 9/30/2015
- Create 1 new training support resource to support long-term implementation on campuses by 9/30/2015
- Provide 5 resources for support for Screening and Brief Intervention (SBI) on campuses by 9/15/2015
- Maintain 1 statewide college campus alcohol and other drug (AOD) coordinator contact and policy database by 9/30/2015
- Train 4 campuses to implement Screening and Brief Intervention (SBI) by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$255,526.44	\$0.00	\$5,000.00	\$60,329.34	\$320,855.78

Task: Public Information Campaigns **Alcohol and Other Drug Counter Measures AL - 02**

Project # 2015-Texas Ag-G-1YG-0129 *Division* TRF-TS *Organization Name* Texas A&M Agrilife Extension Service

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

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

Objectives

- Create 1 tool kit for courts to use for a peer to peer program based on the pilot program from 2014 by 9/15/2015
- Coordinate 1 Driving While Intoxicated (DWI) Law Enforcement Advisory Committee and related media activity by 9/30/2015
- Provide 15 demonstrations on the use of ignition interlock technologies by 7/31/2015
- Maintain 1 website at watchurbac.tamu.edu with alcohol awareness information by 9/30/2015
- Attend 4 TxDOT Alcohol Partner's events by 9/15/2015
- Maintain 2 social networking sites for information dissemination and marketing of programs by 9/30/2015
- Distribute 30000 pieces of PI&E to promote alcohol awareness, laws, consequences and promote campaigns by 9/30/2015
- Conduct 12 parent education programs to increase the awareness of underage drinking and/or drug use by 8/31/2015
- Support 100 events to educate the public about alcohol awareness and promote Watch UR BAC campaign by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$465,869.25	\$0.00	\$0.00	\$160,237.02	\$626,106.27

Project # 2015-TTI-G-1YG-0025 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Teens in the Driver Seat Program Outreach Enhancement with Assemblies

Teens in the Driver Seat will partner with two different vendors that offer assemblies designed to educate and motivate youth/students to make good decisions and enhance alcohol free driving safety.

Objectives

- Acquire 1 Feedback from TDS Teen Advisory Board members regarding preferred assembly format and content by 9/30/2015
- Conduct 10 CinemaDrive 3-D interactive assemblies by 9/30/2015
- Conduct 10 Motivational Media Assemblies by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$88,451.47	\$0.00	\$0.00	\$22,481.26	\$110,932.73

Task: Public Information Campaigns *Alcohol and Other Drug Counter Measures AL - 02*

Project # 2015-TAFCC-G-1YG-0122 *Division* TRF-TS *Organization Name* Texas Association, Family, Career and Community

Title / Desc. Alcohol and Drug Driving Awareness Education

The Family, Career and Community Leaders of America's Families Acting for Community Traffic Safety (FACTS) educating high school students concerning alcohol and drug driving awareness.

Objectives

- Manage 6 exhibit booths at five FCCLA regional events and one state conference by 9/30/2015
- Coordinate 6 alcohol and drug awareness presentations at FCCLA's meetings and state conference by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$30,756.48	\$0.00	\$0.00	\$38,438.86	\$69,195.34

Project # TBD *Division* TRF-TS *Organization Name* Texas Department of Transportation

Title / Desc. Football Season (Impaired Driving) Campaign (State \$ and Local Match)

Seasonal alcohol and drug countermeasure media campaign during football season.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$1,000,000.00	\$0.00	\$1,000,000.00	\$2,000,000.00

Project # TBD *Division* TRF-TS *Organization Name* Texas Department of Transportation

Title / Desc. Christmas/New Year Holiday Campaign

TxDOT is seeking to execute a statewide Christmas/New Year Holiday paid media/public education campaign focused on finding safe rides home.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$2,000,000.00

Project # TBD *Division* TRF-TS *Organization Name* Texas Department of Transportation

Title / Desc. College and Young Adult (Impaired Driving) Campaign

College and Young Adult Impaired Driving paid media and public information and education campaign.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$2,000,000.00

Task: Public Information Campaigns Alcohol and Other Drug Counter Measures AL - 02

Project # *Division* *Organization Name*
 TBD TRF-TS Texas Department of Transportation

Title / Desc. **Labor Day Impaired Driving Campaign**
Statewide public awareness and education media campaign to decrease impaired driving and alcohol involved crashes. This includes a multi-day Driving Summit.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$1,500,000.00	\$0.00	\$0.00	\$1,500,000.00	\$3,000,000.00

Project # *Division* *Organization Name*
 TBD TRF-TS Texas Department of Transportation

Title / Desc. **Hispanic Impaired Driving Campaign**
Statewide bilingual public awareness and education campaign to decrease impaired driving.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$600,000.00	\$0.00	\$0.00	\$600,000.00	\$1,200,000.00

Project # *Division* *Organization Name*
 TRF-TS Project Celebration TRF-TS Texas Department of Transportation

Title / Desc. **TRF-TS Project Celebration**
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.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000.00

Project # *District* *Organization Name*
 2015-Travis C-G-1YG-0022 AUS Travis County Attorney's UDPP

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

- Objectives*
- Conduct 1 year round public information and education (PI&E) campaign in the tri-county area by 9/30/2015
 - Conduct 5 Underage Drinking Prevention Task Force meetings by 9/30/2015
 - Collect 12 months of UDPP statistics in Travis, Hays and Williamson Counties by 9/30/2015
 - Participate in 50 community events in Travis, Hays and Williamson Counties by 9/30/2015
 - Establish 12 collaboration(s) between existing agencies on underage drinking and anti-DWI issues by 9/30/2015
 - Conduct 460 Busted and Why Risk It? presentations to youth and adults in Travis, Hays and Williamson Counties by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$171,407.85	\$0.00	\$0.00	\$228,409.08	\$399,816.93

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-ESCVI-G-1YG-0010 Division TRF-TS Organization Name Education Service Center, Region VI

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

This is up to a 2 hour Alcohol Drug & Safety Education course for adults identified as under educated by federal guidelines & 21st Century K-12 students & their parents in afterschool programs.

Objectives

- Develop 1 Teacher/Staff resource binder to consist of program lessons, supplementals, games, and activities by 9/30/2015
- Analyze 500 Participant evaluations to determine overall effectiveness of Alcohol Drug & Safety Training Program by 9/30/2015
- Teach 700 Adult Basic Education, ESL, 21st Century students & parents in the AD-A-STEP program by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$93,635.90	\$0.00	\$0.00	\$56,934.00	\$150,569.90

Project # 2015-MADD-G-1YG-0015 Division TRF-TS Organization Name Mothers Against Drunk Driving

Title / Desc. **TAKE THE WHEEL Initiative in Dallas, Travis, Cameron and Hidalgo Counties.**

Increase awareness to reduce alcohol related traffic fatalities in Dallas, Travis, Cameron and Hidalgo Counties in collaboration with Law Enforcement, the Criminal Justice System and community citizens.

Objectives

- Attend 4 TxDOT Alcohol Partners Events by 9/30/2015
- Train 45 Volunteers to serve as court monitors by 9/30/2015
- Conduct 12 Volunteer Speakers Bureau training sessions by 9/30/2015
- Conduct 24 Power of Parents Workshops for 100 parents by 9/30/2015
- Conduct 6 MADD Take the Wheel Media Awareness Campaigns by 9/30/2015
- Conduct 120 Law Enforcement Roll Call Briefings by 9/30/2015
- Coordinate 3 Law Enforcement Recognition and Awards Ceremony by 9/30/2015
- Coordinate 6 Roundtable Meeting for judges, district attorneys, and probation officers on community DWI/DUI issue by 9/30/2015
- Participate in 1800 DWI/DUI court cases to monitor prosecution processes by 9/30/2015
- Attend 48 Coalition or Task Force meetings related to alcohol related traffic fatalities issues by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$800,972.02	\$0.00	\$0.00	\$317,862.06	\$1,118,834.08

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-MADD-G-1YG-0016	TRF-TS	Mothers Against Drunk Driving

Title / Desc. TAKE THE WHEEL Initiative in Harris and Montgomery Counties.

Increase awareness to reduce alcohol related traffic fatalities in Harris and Montgomery Counties in collaboration with Law Enforcement, the Criminal Justice System and community citizens.

Objectives

- Attend 4 TxDOT Alcohol Partners Events by 9/15/2015
- Train 36 Volunteers to serve as court monitors by 9/30/2015
- Conduct 4 Speakers Bureau training sessions for new volunteers by 9/30/2015
- Coordinate 2 Roundtable Meeting for judges, district attorneys, and probation officers on community DWI/DUI issue by 9/30/2015
- Conduct 8 Power of Parents Workshops for 100 parents by 9/30/2015
- Conduct 2 MADD Take the Wheel Media Awareness Campaigns in Harris/Montgomery Counties by 9/30/2015
- Conduct 80 Law Enforcement Roll Call Briefings by 9/30/2015
- Coordinate 1 Law Enforcement Recognition and Awards Ceremony by 9/30/2015
- Participate in 2148 DWI/DUI court cases to monitor prosecution processes by 9/30/2015
- Attend 10 Coalition or Task Force meetings related to alcohol related traffic fatalities issues by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$286,153.30	\$0.00	\$0.00	\$195,954.51	\$482,107.81

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-MADD-G-1YG-0017	TRF-TS	Mothers Against Drunk Driving

Title / Desc. TAKE THE WHEEL Initiative in Bexar County.

Increase awareness to reduce alcohol related traffic fatalities in Bexar County in collaboration with Law Enforcement, the Criminal Justice System and community citizens.

Objectives

- Attend 4 TxDOT Alcohol Partners Events by 9/15/2015
- Train 15 Volunteers to serve as court monitors by 9/30/2015
- Conduct 4 Volunteer Speakers Bureau training sessions by 8/31/2015
- Coordinate 2 Roundtable Meeting for judges, district attorneys, and probation officers on community DWI/DUI issue by 9/30/2015
- Conduct 4 Power of Parents Workshops for 100 parents by 9/30/2015
- Conduct 2 MADD Take the Wheel Media Awareness Campaigns in Bexar County by 9/30/2015
- Conduct 30 Law Enforcement Roll Call Briefings by 9/30/2015
- Coordinate 1 Law Enforcement Recognition and Awards Ceremony by 8/31/2015
- Participate in 750 DWI/DUI court cases to monitor prosecution processes by 9/30/2015
- Attend 12 Coalition or Task Force meetings related to alcohol related traffic fatalities by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$137,110.10	\$0.00	\$0.00	\$56,341.28	\$193,451.38

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-MADD-G-1YG-0018 *Division* TRF-TS *Organization Name* Mothers Against Drunk Driving

Title / Desc. **TAKE THE WHEEL Initiative in El Paso County.**

Increase awareness to reduce alcohol related traffic fatalities in El Paso County in collaboration with Law Enforcement, the Criminal Justice System and community citizens.

Objectives

- Attend 4 TxDOT Alcohol Partners Events by 9/15/2015
- Train 15 Volunteers to serve as court monitors by 9/30/2015
- Conduct 4 Volunteer Speakers Bureau training sessions by 8/31/2015
- Coordinate 1 Roundtable Meeting for judges, district attorneys, and probation officers on community DWI/DUI issue by 7/31/2015
- Conduct 1 Power of Parents Workshops for 50 parents by 9/30/2015
- Conduct 2 MADD Take the Wheel Media Awareness Campaigns in El Paso County by 9/30/2015
- Conduct 30 Law Enforcement Roll Call Briefings in El Paso County by 9/30/2015
- Coordinate 1 Law Enforcement Recognition and Awards Ceremony by 8/31/2015
- Participate in 600 DWI/DUI court cases to monitor prosecution processes by 9/30/2015
- Attend 8 Coalition or Task Force meetings related to alcohol related traffic fatalities by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$134,113.48	\$0.00	\$0.00	\$41,663.39	\$175,776.87

Project # 2015-MADD-G-1YG-0019 *Division* TRF-TS *Organization Name* Mothers Against Drunk Driving

Title / Desc. **TAKE THE WHEEL Initiative in Smith and Gregg Counties.**

Increase awareness to reduce alcohol related traffic fatalities in Smith and Gregg Counties in collaboration with Law Enforcement, the Criminal Justice System and community citizens.

Objectives

- Conduct 4 Power of Parents Workshops for 100 parents by 9/30/2015
- Conduct 2 MADD Take the Wheel Media Awareness Campaigns in Smith/Gregg Counties by 9/30/2015
- Conduct 30 Law Enforcement Roll Call Briefings by 9/30/2015
- Coordinate 2 Law Enforcement Recognition and Awards Ceremony by 8/31/2015
- Participate in 650 DWI/DUI court cases to monitor prosecution processes by 9/30/2015
- Attend 15 Coalition or Task Force meetings related to alcohol related traffic fatalities issues by 9/30/2015
- Attend 4 TxDOT Alcohol Partners Events by 9/15/2015
- Train 15 Volunteers to serve as court monitors by 9/30/2015
- Conduct 2 Volunteer Speakers Bureau training sessions by 9/30/2015
- Coordinate 2 Roundtable Meeting for judges, district attorneys, and probation officers on community DWI/DUI issue by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOAL	\$153,787.99	\$0.00	\$0.00	\$46,028.93	\$199,816.92

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-SHSU-G-1YG-0063 *Division* TRF-TS *Organization Name* Sam Houston State University

Title / Desc. 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.

Objectives

- Provide 100 Texas prosecutors with DRE updates, materials, lists of current DREs and DRE instructors by 9/30/2015
- Train 60 Texas peace officers in the NHTSA/IACP approved DRE course by 9/30/2015
- Train 260 Texas peace officers in the NHTSA/IACP approved ARIDE course by 9/30/2015
- Revise 1 Texas DRE Recertification curriculum maintaining IACP standards by 9/30/2015
- Revise 1 Set of DRE student and instructor policies by 9/30/2015
- Train 500 secondary educational professionals in the NHTSA/IACP approved DITEP training by 9/30/2015
- Maintain 1 Sam Houston State University Impaired Driving Grant Website by 9/30/2015
- Maintain 1 National DRE Tracking Database (Texas Section) by 9/30/2015
- Conduct 1 Drug Recognition Expert Work Group meeting by 4/30/2015
- Train 60 DREs in the 8 hour Texas DRE Recertification course by 9/30/2015
- Conduct 1 DRE instructor update course by 9/30/2015
- Develop 1 DRE instructor subcontract to be implemented by 9/30/2015
- Conduct 2 Agency coordinator regional meetings to review the Texas Drug Recognition Expert program by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$651,126.83	\$0.00	\$0.00	\$582,906.15	\$1,234,032.98

Project # 2015-SHSU-G-1YG-0133 *Division* TRF-TS *Organization Name* Sam Houston State University

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

This project will continue to work with Texas employers to educate employees/managers on traffic safety, specifically impaired driving, reducing the number of fatalities & injuries on Texas roadways.

Objectives

- Train 350 Texas employers in the 6-hour drug impairment training course by 9/30/2015
- Maintain 1 Sam Houston State University Impaired Driving Initiatives website by 9/30/2015
- Develop 1 DITTE instructor subcontract for implementation by 9/30/2015
- Conduct 1 Advisory Group meeting to review the Drug Impairment Training for Texas Employers curriculum by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$155,654.82	\$0.00	\$0.00	\$67,980.59	\$223,635.41

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-SHSU-G-1YG-0136 Division TRF-TS Organization Name Sam Houston State University

Title / Desc. **Drug Impairment Training for Texas Community Supervision, Juvenile Probation and Parole Officers.**

The primary goal is to provide a 6-hour curriculum on drug impairment to TX Community Supervision, Juvenile Probation & Parole Officers reducing fatalities & injuries on TX roadways.

Objectives

- Train 350 TX Community Supervision, Juvenile Probation & Parole Officers in 6-hour drug impairment course by 9/30/2015
- Maintain 1 Sam Houston State University Impaired Driving Initiatives website by 9/30/2015
- Develop 1 instructor subcontract-Drug Impairment Training TX Supervision, Juvenile Probation & Parole Officers by 9/30/2015
- Conduct 1 Advisory Group meeting to review the Drug Impairment Training for TX Supervision, Juvenile Probation by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$122,083.26	\$0.00	\$0.00	\$80,421.18	\$202,504.44

Project # 2015-TST-G-1YG-0174 Division TRF-TS Organization Name Texans Standing Tall

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

Using controlled party dispersal and media advocacy, this campaign focuses on holding adults that provide alcohol to youth accountable and increasing awareness of social host and zero tolerance laws.

Objectives

- Evaluate 1 Enhanced Visibility Enforcement Campaign to reduce underage social access to alcohol by 9/30/2015
- Support 1 Enhanced Visibility Enforcement Campaign (EVEC) by promoting the program by 9/30/2015
- Update 1 www.TexansStandingTall.org on underage social access to alcohol and other drugs and CPD trainings by 9/30/2015
- Provide 4 media plan development trainings for community coalitions by 9/30/2015
- Provide 4 media advocacy trainings for community coalitions for Enhanced Visibility Enforcement Campaign by 9/30/2015
- Assist 4 community coalitions and law enforcement in utilizing SnapTrends data to implement EVEC by 9/30/2015
- Support 4 community coalitions and law enforcement conducting the Enhanced Visibility Enforcement Campaign by 9/30/2015
- Coordinate 4 trainings for local law enforcement on controlled party dispersal (CPD) training techniques by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$192,832.28	\$0.00	\$5,000.00	\$43,287.18	\$241,119.46

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-Texas Ag-G-1YG-0187	TRF-TS	Texas A&M Agrilife Extension Service

Title / Desc. **Texas AgriLife Extension Alcohol and Other Drugs Parent Education Program**

Education and awareness parent education program designed to improving parenting, family and children's life skills to reduce the number of DUI related crashes where the driver is under age 21.

Objectives

- Purchase 100 incentive items to support the project by 8/31/2015
- Evaluate 1 Alcohol and Other Drugs Parent Education Program by 9/30/2015
- Conduct 14 Youth Life Skills Education Classes by 7/31/2015
- Conduct 14 Strengthening Families Classes by 7/31/2015
- Identify 3 Community Partners to Promote Parent Classes by 7/31/2015
- Implement 1 Parent Education Skills Program by 7/31/2015
- Train 1 Group of Volunteer Parent Educators by 3/31/2015
- Create 1 Project Advisory Group by 8/14/2015
- Conduct 17 Parental Influence Awareness Programs by 8/7/2015
- Develop 1 Parental Influence Education Program by 11/28/2014

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOAL	\$79,416.46	\$0.00	\$0.00	\$20,413.08	\$99,829.54

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-TTI-G-1YG-0024 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Peer-to-Peer Program for Decreasing Impaired Driving Among College Students

This project will address the problem of impaired driving by college students and will be driven by peer-to-peer communication at no less than 20 different college campuses in Texas.

Objectives

- Administer 1 statewide contest for college students to help generate target audience material for the program by 9/30/2015
- Establish 15 teams of student leaders (i.e., 1 on each campus) participating in program outreach by 9/30/2015
- Maintain 1 state advisory board comprised of college students to help lead and guide program content & outreach by 9/30/2015
- Maintain 1 starter kit of resources to support program deployment by college students by 9/30/2015
- Conduct 2 regional symposiums with a theme of reducing impaired driving among college students by 9/30/2015
- Conduct 1 public press conference that will include college student representatives as active participants by 9/30/2015
- Establish 1 social media presence (other than Facebook to support program outreach and information dissemination by 9/30/2015
- Identify 1 organization that is common to most colleges and can serve as a point of consistent collaboration by 9/30/2015
- Provide 15 college campuses in Texas with resources to address impaired driving among college students by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$313,931.76	\$0.00	\$0.00	\$108,706.57	\$422,638.33

Project # 2015-TTI-G-1YG-0029 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Alcohol/Ignition Interlock Training for Texas Adult Probation Personnel and Alcohol/Drug Training

This will provide Alcohol/Ignition Interlock Training for Adult Probation Officers, develop Alcohol Training for Juvenile Probation Officers & prepare video for Alcohol/Ignition Interlock curriculum.

Objectives

- Conduct 10 Alcohol and Ignition Interlock Training Sessions for Adult Probation Personnel by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$190,112.88	\$0.00	\$0.00	\$49,084.11	\$239,196.99

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-TABC-G-1YG-0177 *Division* TRF-TS *Organization Name* Texas Alcoholic Beverage Commission

Title / Desc. **TABC Promoting Retailer Integrity while Delivering Education (P.R.I.D.E.) Project**

Project to increase the number of inspections at licensed retailers during times of increased DWI enforcement thereby increasing public safety and voluntary compliance with alcoholic beverage laws.

Objectives

- Train 5000 commissioned peace officers on alcoholic beverage enforcement operations/laws by 9/30/2015
- Produce 1 law enforcement toolkit that contains materials on the alcoholic beverage laws by 9/30/2015
- Develop 1 online toolkit that contains materials on the alcoholic beverage laws for community members by 9/30/2015
- Produce 1 retailer toolkit that contains materials on the alcoholic beverage laws by 9/30/2015
- Produce 1 series of training videos for retailers by 9/30/2015
- Conduct 200 inspections at licensed alcoholic beverage locations during increased instances of DWI crashes by 9/30/2015
- Educate 4000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$438,487.50	\$0.00	\$0.00	\$556,734.81	\$995,222.31

Project # 2015-TAC-G-1YG-0154 *Division* TRF-TS *Organization Name* Texas Association of Counties

Title / Desc. **Rural Courts Impaired Driving Liaison Project**

Educate Rural County Judges on the effective use of evidence based principles to reduce impaired driving, including the use of alcohol monitoring technology.

Objectives

- Provide 1 Telephone hotline/help desk by 9/30/2015
- Attend 2 TxDOT Program Partner Meetings by 9/30/2015
- Attend 2 Education Committee Meetings by 9/30/2015
- Maintain 1 DWI website by 9/30/2015
- Coordinate 1 creation and implementation of an impaired driving curriculum by 9/30/2015
- Educate 260 Constitutional County Judges by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOAL	\$255,443.60	\$0.00	\$0.00	\$142,625.00	\$398,068.60

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-TCJ-G-1YG-0092 *Division* TRF-TS *Organization Name* Texas Center for the Judiciary

Title / Desc. Texas Judicial Resource Liaison and DWI Judicial Education

This project improves adjudication of DWI cases through education, technical assistance, and support materials for judges, DWI Court teams, administrative law judges and student conduct officers.

Objectives

- Evaluate 6 DWI Courts by 9/30/2015
- Maintain 1 DWI Bench Book by 9/30/2015
- Coordinate 1 Statewide evaluation of DWI Courts by 9/30/2015
- Manage 1 Texas Judges' DWI Resource website by 9/30/2015
- Distribute 3 DWI Newsletters by 9/30/2015
- Conduct 3 DWI judicial education breakout sessions at the Annual Conference by 9/30/2015
- Conduct 1 Impaired Driving Forum by 9/15/2015
- Conduct 1 DWI Conference for DWI Court Teams and Student Conduct Officers by 9/30/2015
- Conduct 2 DWI Summit meetings by 9/30/2015
- Conduct 3 DWI judicial education breakout sessions at the Criminal Justice Conference by 6/30/2015
- Conduct 1 DWI Court Team Training by 8/31/2015
- Conduct 4 DWI judicial education breakout sessions at the Winter Regional Conference by 5/31/2015
- Coordinate 1 Traffic Safety Grant Program Partners Meeting by 2/28/2015
- Maintain 1 Texas Judicial Resource Liaison by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$723,799.18	\$0.00	\$0.00	\$765,423.28	\$1,489,222.46

Project # 2015-TXCA-G-1YG-0192 *Division* TRF-TS *Organization Name* Texas Counseling Association

Title / Desc. Alcohol and Other Drug Prevention Guidance and Counseling Program Toolkit

Develop a Model Comprehensive, Developmental Alcohol and Other Drug Prevention Guidance and Counseling Program Toolkit for public school/college counselors for services to students and parents.

Objectives

- Attend 4 TxDOT Alcohol Partners Events by 9/30/2015
- Coordinate 1 Development of an Alcohol and Other Drug Prevention Guidance and Counseling Program Toolkit by 9/30/2015
- Develop 1 Alcohol and Other Drug Prevention Guidance and Counseling Program Toolkit by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MOAL	\$119,875.50	\$0.00	\$0.00	\$98,734.00	\$218,609.50

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TJCTC-G-1YG-0111	TRF-TS	Texas Justice Court Training Center

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

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

Objectives

- Distribute 1 newsletter related entirely to program content to all justices of the peace and court personnel by 9/30/2015
- Distribute 3 newsletters containing an article relevant to the program by 9/30/2015
- Maintain 1 Internet site dedicated to the program, accessible to justices of the peace and court personnel by 9/30/2015
- Distribute 1 Magistration and Inquest Field Guide electronically to justices of the peace and court personnel by 9/30/2015
- Revise 1 Magistration and Inquest Field Guide by 9/15/2015
- Distribute 1 Guide to Reporting Requirements electronically to Texas justices of the peace and court personnel by 9/30/2015
- Revise 1 Guide to Reporting Requirements by 9/15/2015
- Enroll 20 additional Texas counties in the DWI Bond Schematic Program by 9/30/2015
- Participate in 1 seminar focusing on DWI law impacting all levels of the judiciary with other program partners by 9/30/2015
- Train 1 group of newly elected or appointed justices of the peace in program areas at new judge seminars by 9/30/2015
- Conduct 5 four-hour program classes at 20 hour justice of the peace seminars by 9/30/2015
- Conduct 6 two-hour program classes at TJCTC seminars by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$138,677.87	\$0.00	\$0.00	\$142,334.06	\$281,011.93

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TMCEC-G-1YG-0139	TRF-TS	Texas Municipal Courts Education Center

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

To provide judicial education on impaired driving issues to municipal judges & court support personnel, as well as encourage courts to participate in public outreach on related issues.

Objectives

- Participate in 1 joint Impaired Driving Forum for judges with other 3 judicial education centers by 9/30/2015
- Conduct 1 statewide traffic safety conference for judges, court personnel, & city officials by 9/30/2015
- Coordinate 24 traffic safety exhibits at city and court-related seminars and events by 9/30/2015
- Produce 10 newsletter pages on traffic safety for municipal judges & court support personnel by 9/30/2015
- Train 100 municipal prosecutors in ts courses at TMCEC regional conferences, local programs, and webinars by 9/30/2015
- Educate 1100 municipal judges through an awareness (PI&E) campaign on impaired driving by 9/30/2015
- Train 1000 municipal judges in ts courses at reg. conferences, local programs, orientations, clinics & webinars by 9/30/2015
- Train 800 municipal court personnel in ts courses at reg. & local prog., orientations, clinics, & webinars by 9/30/2015
- Train 75 magistrates in TS courses at regional & local prog. & webinars related to impaired driving by 9/30/2015
- Produce 10 information pages and links for the TMCEC website on traffic safety issues by 9/30/2015
- Identify 9 courts as award recipients for the MTSI Traffic Safety Awards by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$339,698.96	\$0.00	\$6,600.00	\$195,152.56	\$541,451.52

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-TMPA-G-1YG-0005 Division TRF-TS Organization Name Texas Municipal Police Association

Title / Desc. **Texas DWI Detection and Standardized Field Sobriety Testing (SFST) Training Program**

This program will increase enforcement of laws related to impaired driving by providing DWI subject matter experts and conducting and supporting SFST and DWI detection courses throughout the state.

Objectives

- Conduct 15 Fundamentals of DWI Investigation and Enforcement Courses by 9/30/2015
- Produce 1 Follow up evaluation on DWI Investigation Course after six months by 9/30/2015
- Develop 1 Curriculum for Fundamentals of DWI Investigation and Enforcement Course by 1/31/2015
- Conduct 160 Standardized Field Sobriety Testing Refresher Courses by 9/30/2015
- Produce 1 Training materials needed for the SFST Refresher Course by 9/30/2015
- Provide 1 Texas SFST Coordinator by 9/30/2015
- Produce 1 Follow up evaluation to SFST Refresher Course after six months by 9/30/2015
- Conduct 1 Train-the-Trainer Courses by 5/30/2015
- Support 15 Alcohol related programs/events by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$818,522.24	\$0.00	\$0.00	\$739,827.20	\$1,558,349.44

Project # 2015-TMPA-G-1YG-0021 Division TRF-TS Organization Name Texas Municipal Police Association

Title / Desc. **Law Enforcement Training to Reduce Impaired Driving by People Under 21**

This program will increase enforcement of laws related to underage drinking and impaired driving through increased law enforcement training and local coalition building.

Objectives

- Attend 4 TxDOT Alcohol Partners' Events by 9/30/2015
- Educate 50 school administrators on the prevalence of drugs and alcohol and how it leads to impaired driving by 9/30/2015
- Participate in 20 coalitions to reduce impaired driving among youth by 9/30/2015
- Update 1 curriculum for Alcohol and Drug Abuse Prevention Training for School Resources Officers by 7/31/2015
- Update 1 curriculum for Alcohol and Drug Abuse Prevention Training for College and University Officers by 7/31/2015
- Update 1 curriculum for Focus on Reducing Impaired Driving Among Youth classes by 7/31/2015
- Evaluate 100% instructors teaching program courses by 9/30/2015
- Distribute 17000 Public Information and Education Materials to certified police officers and in program marketing by 9/30/2015
- Conduct 3 train-the-trainer courses by 5/30/2015
- Attend 1 national conference on underage impaired driving by 6/30/2015
- Conduct 1 instructor update conference on reducing impaired driving among youth by 7/31/2015
- Train 1550 Texas peace officers to reduce impaired driving among youth by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$560,953.54	\$0.00	\$0.00	\$447,148.00	\$1,008,101.54

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2015-UHD-G-1YG-0100 Division TRF-TS Organization Name University of Houston/Downtown

Title / Desc. **Mobile Video Training Course**

Law enforcement officer training course consisting of the legal and procedural use of mobile video recording for impaired driving countermeasures.

Objectives

- Train 288 Texas peace officers in 12 classes on the Mobile Video curriculum by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$131,600.04	\$0.00	\$0.00	\$184,320.00	\$315,920.04

Project # 2015-UHD-G-1YG-0104 Division TRF-TS Organization Name University of Houston/Downtown

Title / Desc. **Standardized Field Sobriety Testing/Blood Warrant/Mobile Video Updates**

Police officer training course for Standardized Field Sobriety Testing Re-certification, Evidentiary Blood Search Warrants, and Mobile Video Updates.

Objectives

- Train 400 Texas peace officers in 20 classes on SFST/Blood Warrant/Mobile Video Updates by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$127,600.00	\$0.00	\$0.00	\$128,000.00	\$255,600.00

Alcohol and Other Drug Counter Measures **FY 2015**
Budget Module: AL - 02

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	77	\$7,945,708.27	\$2,766,609.56						\$2,855,556.94			\$2,323,541.78	\$1,648,784.56
Evaluation	2	\$203,828.21							\$162,887.52			\$40,940.69	
Public Information & Education	15	\$13,178,530.65	\$86,069.58						\$5,803,999.96	\$1,300,000.00	\$10,000.00	\$5,978,461.11	\$86,069.58
Training	23	\$12,045,071.45	\$608,523.55						\$6,357,065.96		\$11,600.00	\$5,067,881.94	\$233,204.45
TOTALS:	117	\$33,373,138.58	\$3,461,202.69						\$15,179,510.38	\$1,300,000.00	\$21,600.00	\$13,410,825.52	\$1,968,058.59

See additional projects that have a component of and support 02-AL in sections 04-MC, 07-PT, 10-DE, and 13-SA

Emergency Medical Services

EM - 03

Goals

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

Strategies

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

Project Descriptions

Task: **Training**

Emergency Medical Services EM - 03

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-TEEXESTI-G-1YG-0160	BRY	Texas Engineering Extension Service - ESTI

Title / Desc. **Rural / Frontier EMS Education Training Program**

Provide education and training to Rural/Frontier response departments in Texas. To enhance responder training in these areas and reduce EMS response time to MVA trauma victims in Rural/Frontier Texas.

Objectives

- Distribute 12 times, information about the grant in general and about specific funded classes by 9/30/2015
- Update 36 times, the funded class listing on the Rural / Frontier EMS Education website by 9/30/2015
- Train 1200 Students in initial EMS classes by 9/30/2015
- Train 175 Students in continuing education classes by 9/30/2015
- Teach 70000 student hours in grant funded classes by 9/30/2015
- Attend 6 Conference / Meetings to promote the grant by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	M0EM	\$493,676.93	\$0.00	\$0.00	\$717,755.16	\$1,211,432.09

Emergency Medical Services

FY 2015
Budget Module: EM - 03

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	0												
Public Information & Education	0												
Training	1	\$1,211,432.09	\$493,676.93									\$717,755.16	\$493,676.93
TOTALS:	1	\$1,211,432.09	\$493,676.93									\$717,755.16	\$493,676.93

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Motorcycle Safety

MC - 04

Goals

- To reduce the number of motorcyclist fatalities

Strategies

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

Project Descriptions

Task: **Public Information Campaigns** Motorcycle Safety MC - 04

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TTI-G-1YG-0037	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Motorcyclists Safety Equipment Use Program**

An outreach program to increase safety equipment use within the Texas motorcycling community, based on an understanding of rider attitudes, perceptions, social norms, and history will be developed.

Objectives

- Evaluate 1 statewide motorcyclist safety gear pilot campaign by 9/30/2015
- Provide 3 motorcyclist public events, rallies, or meetings with outreach and support by 9/1/2015
- Purchase 1 motorcycle safety gear campaign materials by 6/15/2015
- Develop 1 statewide motorcyclist safety gear campaign and communications plan by 4/30/2015
- Survey 200 Texas motorcycle riders by 1/31/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOMC	\$157,111.63	\$0.00	\$0.00	\$39,292.19	\$196,403.82

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

Project # 2015-TTI-G-1YG-0043 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

Public education & information outreach which involves motorcyclists & other safety groups helping to raise motorists' knowledge of safely sharing the road with motorcyclists & rider safety awareness.

Objectives

- Conduct 1 statewide analysis of fatal and severe injury motorcycle crashes by 9/30/2015
- Conduct 1 Texas Motorcycle Safety Forum by 7/31/2015
- Coordinate 4 Texas Motorcycle Safety Coalition & Board Activities by 9/30/2015
- Conduct 15 statewide motorist awareness & motorcycle safety outreach activities by 9/30/2015
- Develop 1 outreach plan by 9/30/2015
- Complete 52 content updates and maintenance support to the website, Facebook & Twitter targeting motorists by 9/30/2015
- Survey 500 motorists to determine awareness of motorcycle-related laws & safe ways to share the road by 6/30/2015
- Revise 1 Texas Motorcycle Plan based on priority recommendations from NHTSA Statewide Motorcycle Assessment by 8/31/2015
- Complete 52 content updates & maintenance support to the website, Facebook & Twitter targeting motorcyclists by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	M0MC	\$236,584.40	\$0.00	\$0.00	\$59,307.59	\$295,891.99

Project # TBD Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **Media Campaign - Motorist Awareness of Motorcycles**

Statewide paid media campaign and public information education reminding motorists to look twice for motorcycles.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405F	M9MA	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00

Task: **Training**

Motorcycle Safety MC - 04

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TTI-G-1YG-0044	TRF-TS	Texas A&M Transportation Institute

Title / Desc. Increasing Recruitment/Retention of Motorcyclist Safety Training Instructors

Increase recruitment/retention of motorcyclist safety training instructors through delivery of statewide regional workshops, training videos & deployment of web-based training for instructors.

Objectives

- Survey 50 states to identify best practices for rider coach or instructor training by 7/31/2015
- Develop 1 educational & recruitment campaign to increase the number of rider coaches in underserved areas by 9/30/2015
- Create 1 website to coordinate dissemination of information & managing training for motorcycle rider by 6/30/2015
- Maintain 1 web-based motorcycle instructor online training program by 9/30/2015
- Coordinate 8 professional development workshops by 9/30/2015
- Conduct 7 pre and post workshop evaluations by 9/30/2015
- Revise 10 on-bike/classroom instructor training scenarios to reflect Motorcycle Safety Foundation course mat by 8/31/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOMC	\$192,588.39	\$0.00	\$0.00	\$48,173.90	\$240,762.29

Motorcycle Safety

FY 2015
Budget Module: MC - 04

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	0												
Public Information & Eduction	3	\$1,492,295.81	\$393,696.03						\$500,000.00			\$598,599.78	
Training	1	\$240,762.29	\$192,588.39									\$48,173.90	
TOTALS:	4	\$1,733,058.10	\$586,284.42						\$500,000.00			\$646,773.68	

Occupant Protection

OP - 05

Goals

- To increase occupant restraint use in all passenger vehicles and trucks

Strategies

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

Project Descriptions

Task: Enforcement	<i>Occupant Protection OP - 05</i>
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<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS CIOT Enforcement Blitz	TRF-TS	Texas Department of Transportation

Title / Desc. **CIOT Enforcement Blitz**

Coordinate and conduct yearly mobilizations consisting of increased safety belt enforcement and earned media activities.

Budget:

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

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS Incentive Grants	TRF-TS	Texas Department of Transportation

Title / Desc. **Incentive Grants**

Recruit law enforcement agencies to volunteer their enforcement and earned media efforts during CIOT. Law TxDOT is planning on distributing twenty \$3,000 awards through a random drawing process to agencies.

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
20	405B	M1OP	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00

Task: **Evaluation**

Occupant Protection OP - 05

Project # 2015-TTI-G-1YG-0089 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

Surveys of occupant restraint use are conducted to estimate statewide belt use, child occupant restraint use, and front seat driver & passenger use & characteristics in 18 cities.

Objectives

- Conduct 18 citywide surveys of school-age children (5-16 years old) by 9/30/2015
- Conduct 18 citywide surveys of front seat occupant restraint use by 9/30/2015
- Conduct 14 citywide surveys of child restraint use by 9/30/2015
- Conduct 1 statewide survey in 22 Texas counties using certified survey design by 8/31/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$333,433.12	\$0.00	\$0.00	\$83,391.37	\$416,824.49

Project # 2015-TTI-G-1YG-0090 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Nighttime Occupant Restraint Observation Survey**

Conduct observational surveys in 18 Texas cities during nighttime hours.

Objectives

- Conduct 18 city surveys of nighttime safety belt use by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$63,743.86	\$0.00	\$0.00	\$15,946.94	\$79,690.80

Project # 2015-TTI-G-1YG-0096 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **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.

Objectives

- Provide 4 memos reporting survey results by 9/30/2015
- Conduct 3 survey waves in 10 Click It Or Ticket cities by 6/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$49,389.16	\$0.00	\$0.00	\$12,353.78	\$61,742.94

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-AustinEM-G-1YG-0206	AUS	City of Austin - EMS

Title / Desc. **Austin/Travis County Emergency Medical Services (ATCEMS) Child Safety Seat Program**

Use 19 certified technicians and 2 child passenger safety seat instructors to host monthly seat check and booster seat education events and booster seat compliance surveys at local elementary schools.

Objectives

- Distribute 5000 Spanish brochures to local clinics and child care facilities by 9/30/2015
- Distribute 5000 English safety brochures to local clinics and child care facilities by 9/30/2015
- Distribute 420 Booster seats to families in need by 9/30/2015
- Distribute 175 Child Passenger Safety Seats to families in need by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CSS	\$32,550.00	\$0.00	\$0.00	\$8,562.50	\$41,112.50

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-HHS-G-1YG-0156	WAC	Hillcrest Baptist Medical Center-HHS

Title / Desc. Texas KidSafe 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.

Objectives

- Conduct 400 KidSafe Program CPS Fitting Station sessions at KidSafe Program fitting station locations by 9/30/2015
- Maintain 10 KidSafe Program CPS Fitting Stations by 9/30/2015
- Conduct 3 or assist in Child Passenger Safety Technician Certification Courses by 9/25/2015
- Conduct 21 or participate in Child Passenger Safety Seat Check-up Events by 9/30/2015
- Distribute 950 child safety seats to families in need by 9/30/2015
- Maintain 50 Child Passenger Safety Educational Displays by 9/25/2015
- Coordinate 4 Child Passenger Safety focused educational campaigns by 9/25/2015
- Conduct 200 Adult Child Passenger Safety educational presentations by 9/25/2015
- Distribute 45500 pieces of Child Passenger Safety educational materials by 9/30/2015
- Conduct 10 Child Passenger Safety training programs targeted to medical personnel by 9/25/2015
- Conduct 15 child safety seat/seat belt observational surveys by 9/15/2015
- Coordinate 4 public events focused on children's safety in and around vehicles by 9/30/2015
- Maintain 6 databases to record and analyze data collected through Texas KidSafe Program data collection tools by 9/30/2015
- Evaluate 200 KidSafe Program participants to assess an increase in Child Passenger Safety knowledge and awareness by 9/30/2015
- Distribute 100 KidSafe Program participants and partners satisfaction surveys by 9/30/2015
- Maintain 1 Texas KidSafe Child Passenger Safety Technician Facebook Group Page by 9/30/2015
- Provide 100 educational packets to persons identified by the Please Be Seated Program by 9/30/2015
- Participate in 40 health fairs, safety fairs and community events by 9/30/2015
- Coordinate 3 CEU seminars for Certified Child Passenger Safety Technicians by 9/30/2015
- Conduct 150 Youth Child Passenger Safety educational presentations by 9/25/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOOP	\$259,565.98	\$0.00	\$0.00	\$320,626.92	\$580,192.90

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Project # 2015-IPCOGD-G-1YG-0077 District DAL Organization Name Injury Prevention Center of Greater Dallas

Title / Desc. **Give Kids a Boost**

A community-based school intervention to increase booster seat use among school-age children (5-8 years of age) in Dallas County.

Objectives

- Conduct 1 sustainability activity with school stakeholders on the Give Kids a Boost project by 9/30/2015
- Develop 1 final project report including observation results and recommendations for sustainability by 9/30/2015
- Distribute 154 booster seats during car seat check-up events in partnership with the local police department by 9/30/2015
- Implement 1 education and enforcement strategy to increase booster seat use among 5-8 year olds by 5/31/2015
- Conduct 6 focus groups among parents, teachers, and community stakeholders to inform the intervention strategy by 1/15/2015
- Obtain 1 letter of commitment from school leadership by 11/15/2014
- Conduct 2200 child occupant restraint observations of 5-8 year olds at project and comparison schools by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CPS	\$103,143.40	\$0.00	\$0.00	\$55,754.19	\$158,897.59

Project # 2015-IPCOGD-G-1YG-0078 District DAL Organization Name Injury Prevention Center of Greater Dallas

Title / Desc. **Child Passenger Safety Technician Training**

A one-year initiative to train and retain child passenger safety technicians.

Objectives

- Develop 1 final project evaluation report by 9/30/2015
- Conduct 4 car seat check-up events by 9/30/2015
- Provide 150 child safety seats, as needed, to families at check-up events by 9/30/2015
- Conduct 1 Continuing Education class on child passenger safety to retain currently trained technicians by 8/30/2015
- Train 32 new Child Passenger Safety technicians by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1TR	\$48,240.77	\$0.00	\$0.00	\$26,600.61	\$74,841.38

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-ScottWhi-G-1YG-0117	AUS	Scott and White Memorial Hospital

Title / Desc. Texans In Motion at Scott & White Healthcare

To conduct and coordinate child passenger restraint inspection events, provide education, information and training throughout the 11 counties of the TxDOT Austin District.

Objectives

- Provide 2 elem. schools (within grant) CPS signage to display along student drop-off/pick-up lane by 9/30/2015
- Assist 14 or more CPS inspection events in the Austin District by 9/30/2015
- Develop 1 new public information & educational item to support the grant project activities by 9/30/2015
- Attend 12 local, state, nat'l child passenger partnership or task force meetings annually by 9/30/2015
- Acquire 2 new partners (EMS, LE, FD's, judges, prosecutors, etc) in CPS efforts in target counties by 9/30/2015
- Participate in 60 community events w/min. of 2 events in pop. < 30,000 & min. of 4 events in pop >30,000 by 9/30/2015
- Conduct 60 CPS inspections w/min. of 2 events in pop < 30,000; min. of 4 events in pop >30,000 by 9/30/2015
- Distribute 600 child passenger safety seats throughout the target counties by 9/30/2015
- Distribute 60000 child passenger safety educational materials throughout each of the 11 target counties by 9/30/2015
- Conduct 11 child passenger restraint use surveys, (1) in each target county by 9/30/2015
- Provide 30 "NHTSA 4 Steps for Kids" education activities with a minimum of 1 in each of the (11) Counties by 9/30/2015
- Conduct 1 Safe Kids Worldwide approved CPS Technician Update Course with a minimum of (10) participants by 9/30/2015
- Conduct 2 32 hours NHTSA approved Child Passenger Safety Courses with a minimum of (10) class participants by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CSS	\$239,797.82	\$0.00	\$0.00	\$66,060.80	\$305,858.62

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-Texas Ag-G-1YG-0128	TRF-TS	Texas A&M Agrilife Extension Service

Title / Desc. Texas A&M AgriLife Extension Service 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.

Objectives

- Distribute 60000 Public Information and Education (PI&E) resources to support grant efforts by 9/15/2015
- Conduct 6 Operation Kids classes for officers to increase child safety seat enforcement by 9/15/2015
- Conduct 1 6-Hour Technician Update for technicians in Texas or one 8-hour Technician Renewal Training by 7/31/2015
- Provide 1 online transportation safety course for childcare providers by 9/15/2015
- Conduct 2 National Child Passenger Safety Technician Certification Trainings by 9/30/2015
- Support 125 educational programs on occupant protection, distracted driving and pedestrian and bicycle safety by 9/15/2015
- Educate 18000 participants on the importance of safety belts/child restraints using project Rollover Convincers by 9/30/2015
- Distribute 1200 child safety seats as replacements as needed at inspections to low-use communities by 9/30/2015
- Conduct 1500 child safety seat inspections at checkup events, appointments, and fitting stations by 9/15/2015
- Conduct 15 safety seat checkup events in historically low-use communities by 9/15/2015
- Conduct 45 programs on seat belts, car seats, distracted driving and other safe driving practices by 9/15/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CPS	\$378,879.48	\$0.00	\$0.00	\$204,103.00	\$582,982.48

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-TCH-G-1YG-0103	HOU	Texas Children's Hospital

Title / Desc. **Increasing child restraint usage in Greater Houston**

The project will increase child restraint use in the Greater Houston area through community education, assistance with installation of car seats, and distribution of seats to low income families.

Objectives

- Implement the survey among a minimum of 5% of parents and caregivers who attend a local Inspections by 9/30/2015
- Conduct 3 NHTSA Child Passenger Safety Technician training courses by 9/30/2015
- Train 45 New child passenger safety technicians by 9/30/2015
- Conduct 50 Media exposures related to child passenger safety by 9/30/2015
- Educate 75 Law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2015
- Distribute 75000 Educational materials on child passenger safety to the community by 9/30/2015
- Conduct 1 CPS technician 1-day renewal course by 9/30/2015
- Conduct 3300 Child safety seat inspections at network inspections station sites by 9/30/2015
- Conduct 1000 Child safety seat inspections at community car seat check up events by 9/30/2015
- Distribute 1100 Child restraint systems to low-income and at risk families at inspection stations by 9/30/2015
- Teach 10 CEU and specialized training classes for CPS technicians about new products by 9/30/2015
- Teach 40 Car seat safety classes for parents and caregivers by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CSS	\$191,286.64	\$0.00	\$10,000.00	\$296,488.54	\$497,775.18

Task: Public Information Campaigns

Occupant Protection OP - 05

Project # 2015-TDSHS-G-1YG-0145 *Division* TRF-TS *Organization Name* Texas Department of State Health Services

Title / Desc. Statewide Child Passenger Safety Education and Distribution Program

Conduct a statewide Child Passenger Safety (CPS) program, including child seat education and distribution, CPS technician training and retention and coordination of CPS services.

Objectives

- Conduct 4 Safe Riders child passenger safety technician certification courses by 9/30/2015
- Assist 1 community organization with a CPS certification course by 9/30/2015
- Assist 12 organizations with conducting child seat check-ups or inspection station events by 9/30/2015
- Coordinate 4 CPS advisory committee meetings by 9/30/2015
- Conduct 12 Safe Riders program website updates by 9/30/2015
- Provide 350000 educational or promotional pieces to the public by 9/30/2015
- Conduct 40 educational presentations to public stakeholders regarding occupant protection by 9/30/2015
- Assist 2 Click It or Ticket promotion and CPS Week events in Texas by 9/30/2015
- Maintain 50 Maintain ongoing safety seat distribution and education programs by 9/30/2015
- Conduct 10 educational presentations to public stakeholders regarding heat stroke by 9/30/2015
- Conduct 18 Safe Riders child seat check-up and/or inspection station events by 9/30/2015
- Provide 200 CPS technicians with recertification assistance by 9/30/2015
- Provide 5000 referrals to distribution programs and/or technical assistance through a toll-free phone line by 9/30/2015
- Enroll 25 persons in the Texans Saved by the Belt program by 9/30/2015
- Conduct 8 training sessions for seat distribution and education program partner agencies by 9/30/2015
- Train 60 CPS technicians through update classes by 9/30/2015
- Create 10 new safety seat distribution and education programs in areas of high need by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	M00P	\$889,896.37	\$0.00	\$0.00	\$900,000.00	\$1,789,896.37

Project # TBD *Division* TRF-TS *Organization Name* Texas Department of Transportation

Title / Desc. Media Campaign CIOT - Teens

A public education and awareness program designed to increase seat belt use among teen drivers and passengers, ages 15-20.

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1PE	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00

Task: Public Information Campaigns

Occupant Protection OP - 05

Project # **TBD** *Division* **TRF-TS** *Organization Name* **Texas Department of Transportation**

Title / Desc. Media Campaign CIOT

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$2,000,000.00	\$0.00	\$0.00	\$2,000,000.00	\$4,000,000.00

Project # **TBD** *Division* **TRF-TS** *Organization Name* **Texas Department of Transportation**

Title / Desc. Media Campaign - Child Passenger Safety

Public awareness and education campaign to increase the proper selection and use of child safety seats.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00

Project # **2015-UMCEP-G-1YG-0062** *District* **ELP** *Organization Name* **University Medical Center of El Paso**

Title / Desc. El Paso Safety In Motion Initiative

University Medical Center Of El Paso's Trauma Injury Prevention unit seeks support for a traffic safety & injury prevention initiative prioritizing occupant protection, pedestrian & bicyclist.

Objectives

- Participate in 8 Health and Safety Fairs in El Paso County by 9/30/2015
- Conduct 2 Bicycle Safety Educational events by 9/30/2015
- Conduct 12 Distracted Driving presentations by 9/30/2015
- Educate 200 people on Pedestrian safety by 9/30/2015
- Conduct 2 Walk this Way Campaigns by 9/30/2015
- Coordinate 3 Click It for Chicken events at local schools by 5/31/2015
- Participate in 1 Educational event during Child Passenger Safety Week by 9/30/2015
- Purchase 6 Special Restraints for Special needs loaner program by 9/30/2015
- Train 10 Health Care Professionals on the proper use & installation of Special Restraints by 9/30/2015
- Certify 30 National Child Passenger Safety Technician by 9/30/2015
- Conduct 16 Educational classes to parents/caregivers on Occupant Protection by 9/30/2015
- Conduct 22 Child Safety Seat Fitting Station events to provide 110 Child safety seats by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CSS	\$87,846.59	\$0.00	\$0.00	\$37,759.31	\$125,605.90

Occupant Protection

**FY 2015
Budget Module: OP - 05**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	60	\$560,000.00		\$560,000.00									
Evaluation	3	\$558,258.23		\$446,566.14								\$111,692.09	
Public Information & Education	12	\$10,157,162.92	\$1,149,462.35	\$4,081,744.70							\$10,000.00	\$4,915,955.87	\$889,896.37
Training	0												
TOTALS:	75	\$11,275,421.15	\$1,149,462.35	\$5,088,310.84							\$10,000.00	\$5,027,647.96	\$889,896.37

See additional projects that have a component of and support 05-OP in sections 07-PT, 10-DE, and 13-SA

Pedestrian and Bicyclist Safety

PS - 06

Goals

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

Strategies

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

Project Descriptions

Task: **Public Information Campaigns** Pedestrian and Bicyclist Safety PS - 06

<i>Project #</i> 2015-AustinPW-G-1YG-0173	<i>District</i> AUS	<i>Organization Name</i> City of Austin - Public Works
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Title / Desc. **Austin Bright Cyclist**

Austin Bright Cyclist will distribute bicycle lights and helmets to increase public education efforts on bicycle safety and decrease the number of motor vehicle-related bicycle fatalities.

Objectives

- Prevent 10% of bicycle/motor vehicle collisions occurring at night by 9/30/2015
- Distribute 1500 bicycle helmets to children under 18 years of age by 9/30/2015
- Distribute 1500 sets of front and back bicycle lights by 9/30/2015
- Educate 3000 cyclists by distributing informational cards with light sets and helmets by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPS	\$21,300.00	\$0.00	\$0.00	\$5,414.00	\$26,714.00

<i>Project #</i> 2015-Elbowz-G-1YG-0161	<i>Division</i> TRF-TS	<i>Organization Name</i> Elbowz Racing
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Title / Desc. **Elbowz Racing Bicycle Safety Program**

Elbowz Racing will promote bicycle safety to riders and motorists in the Austin, Dallas, and Fort Worth TxDOT districts. The program will concentrate on gear usage and rules of the road at our events

Objectives

- Participate in 3 conferences, seminars, or media events at TxDOT's request by 9/30/2015
- Participate in 9 Earned media awareness opportunities by 9/30/2015
- Distribute 48 Bicycle Safety social media mentions using top social media outlets by 9/30/2015
- Conduct 6 Elementary school Presentations by 9/30/2015
- Participate in 3 Bicycle Safety Awareness at Community events by 9/30/2015
- Participate in 6 Bicycle Safety Awareness campaigns at bicycle racing Events by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPS	\$113,230.40	\$0.00	\$0.00	\$30,000.00	\$143,230.40

Task: Public Information Campaigns

Pedestrian and Bicyclist Safety PS - 06

Project # 2015-PBKTC-G-1YG-0106 *Division* TRF-TS *Organization Name* Please Be Kind to Cyclists

Title / Desc. Distributing Educational Videos to Promote Bicycle Safety for Bicyclists and Motorists

We will promote motorists and cyclists behavior change by distributing quality videos to driving and cycling educators, law enforcement and via social media and other avenues to the general public.

Objectives

- Provide 30 Showings of short versions of the video to the general public by 9/30/2015
- Survey 80% Of the driving schools and other entities that accessed the video by 9/30/2015
- Distribute 2000 videos to driving/defensive driving schools; law enforcement and commercial transportation entities by 9/30/2015
- Administer 1 Product Website by 9/30/2015
- Manage 100% of Project Activities by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPS	\$178,840.30	\$0.00	\$0.00	\$52,050.00	\$230,890.30

Project # 2015-SanAnton-G-1YG-0060 *District* SAT *Organization Name* San Antonio - Bexar County Metropolitan Planning Organization

Title / Desc. Bike Walk Safe Alamo Area

This project increases education of motorists, bicyclists and pedestrians regarding their shared role in achieving the goal of fewer motor vehicle-related pedestrian and bicyclist fatalities.

Objectives

- Educate 160 parents by 9/30/2015
- Attend 5 community events by 9/30/2015
- Manage 10 bike rodeo kit rentals by 9/30/2015
- Educate 840 road users by 9/30/2015
- Teach 180 adult bicyclists by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPS	\$7,200.64	\$0.00	\$0.00	\$1,800.16	\$9,000.80

Task: Public Information Campaigns

Pedestrian and Bicyclist Safety PS - 06

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-BikeTexa-G-1YG-0178	TRF-TS	Texas Bicycle Coalition Education Fund

Title / Desc. BikeTexas' College Active Transport Safety (CATS) Program

The College Active Transport Safety Program provides Public Information/Education on anti-DWI, distracted driving, and pedestrian/bicyclist safety for college freshmen and other college students.

Objectives

- Create 1 resource library of downloadable materials for Texas post-secondary faculty members and students by 9/30/2015
- Distribute 10 BikeTexas email and website posts including active transportation safety issues by 9/30/2015
- Analyze 1 costs and structures for digital learning option for CATS curriculum and educational materials by 9/30/2015
- Distribute 30000 sets of red & white safety lights with mounted card containing safety message as supplemental PI&E by 9/30/2015
- Acquire 7 professional advisors and students reps to serve on Advisory Board on a pro bono basis by 9/30/2015
- Evaluate 1 entire curriculum and update where necessary by 6/30/2015
- Update 3 components of outreach/communication/scheduling plan from pilot and previous CATS activities by 9/30/2015
- Educate 7000 college freshmen and other students utilizing CATS curriculum and educational materials by 8/31/2015
- Support 10 training sessions during university orientations for college freshmen and other students by 9/30/2015
- Support 10 continuing university partners from pilot (FY 2012) and previous (FY 2014) CATS activities by 9/30/2015
- Certify 7 new FY 2015 university partners through training events for faculty members or other trainers by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPS	\$228,150.00	\$0.00	\$0.00	\$84,878.00	\$313,028.00

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-BikeTexa-G-1YG-0181	TRF-TS	Texas Bicycle Coalition Education Fund

Title / Desc. **BikeTexas' Police Education Project**

BikeTexas will develop a curriculum and train law enforcement personnel whose communities have recently implemented a Safe Passing ordinance in promising practices for effective implementation.

Objectives

- Distribute 200000 Safe Passage or Share the Road bookmarks containing safety message to law enforcement as PI&E by 9/30/2015
- Distribute 30000 sets of red & white safety lights with mounted card containing safety message as supplemental PI&E by 9/30/2015
- Distribute 2000 bicycle and pedestrian safety handbooks for law enforcement partners by 9/30/2015
- Train 2 Texas Commission on Law Enforcement-certified law enforcement officers to conduct trainings by 8/31/2015
- Develop 1 bicycle and pedestrian safety handbook for law enforcement officers by 7/31/2015
- Create 1 resource library of downloadable materials for law enforcement personnel across Texas by 9/30/2015
- Conduct 7 (minimum) training sessions for law enforcement partners by 9/30/2015
- Acquire 5 (minimum) police officers from at least 3 departments to serve on Advisory Board on pro bono basis by 9/30/2015
- Develop 1 training curriculum and related materials based on collected promising practices by 5/31/2015
- Collect 3 promising practices from law enforcement regarding clear/consistent enforcement of safe passing laws by 2/28/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPS	\$259,477.50	\$0.00	\$0.00	\$86,771.00	\$346,248.50

Pedestrian and Bicyclist Safety

**FY 2015
Budget Module: PS - 06**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	0												
Public Information & Eduction	5	\$722,863.50	\$548,721.34									\$174,142.16	\$548,721.34
Training	1	\$346,248.50	\$259,477.50									\$86,771.00	\$259,477.50
TOTALS:	6	\$1,069,112.00	\$808,198.84									\$260,913.16	\$808,198.84

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Police Traffic Services

PT - 07

Goals

- To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes
- To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a vehicle body type of "Semi-Trailer" or "Truck-Tractor".

Strategies

- Increase and sustain enforcement of traffic safety-related laws.
- Increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws.
- Increase enforcement of commercial motor vehicle speed limits.
- Increase public education and information campaigns regarding enforcement activities.
- Increase public information and education on intersection related traffic issues.
- Increase public information and education on sharing the road with commercial motor vehicles (CMV).
- Provide technical and managerial support to local law enforcement agencies and highway safety professionals.

Project Descriptions

Task: Enforcement	<i>Police Traffic Services PT - 07</i>
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<i>Project #</i> STEP CMV	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Transportation
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Title / Desc. **STEP CMV**

Provide enhanced enforcement covering multiple offenses, focusing on the following: Speed, Occupant Protection (OP), and Hazardous Moving Violations (HMV) related to commercial motor vehicles.

Related SubProjects:

<i>Project #</i>	<i>Organization</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>Local Match</i>	<i>Project Total</i>
2015-EagleLkP-S-1YG-0048	City of Eagle Lake - Police Department	402	M0PT	\$18,614.00	\$11,006.99	\$29,620.99
2015-Fortwort-S-1YG-0025	City of Fort Worth - Police Department	402	M0PT	\$57,047.21	\$14,485.38	\$71,532.59
2015-HoustonP-S-1YG-0043	City of Houston - Police Department	402	M0PT	\$296,779.41	\$544,322.19	\$841,101.60
2015-LaredoPD-S-1YG-0028	City of Laredo - Police Department	402	M0PT	\$52,499.00	\$22,532.27	\$75,031.27

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
4	402	M0PT	\$424,939.62	\$0.00	\$0.00	\$592,346.83	\$1,017,286.45

Task: **Enforcement**

Police Traffic Services PT - 07

Project # **STEP Comprehensive** Division **TRF-TS** Organization Name **Texas Department of Transportation**

Title / Desc. **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.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2015-AddisonP-S-1YG-0087	Town of Addison - Police Department	402	M0PT	\$16,080.00	\$6,696.96	\$22,776.96
2015-AllenPD-S-1YG-0078	City of Allen - Police Department	402	M0PT	\$53,000.00	\$28,090.00	\$81,090.00
2015-Amarillo-S-1YG-0016	City of Amarillo - Police Department	402	M0PT	\$161,078.40	\$201,592.60	\$362,671.00
2015-Arlingto-S-1YG-0021	City of Arlington - Police Department	402	M0PT	\$278,815.00	\$79,621.97	\$358,436.97
2015-AustinPD-S-1YG-0019	City of Austin - Police Department	402	M0PT	\$999,998.20	\$386,138.38	\$1,386,136.58
2015-Beaumont-S-1YG-0101	City of Beaumont - Police Department	402	M0PT	\$75,470.94	\$25,149.48	\$100,620.42
2015-BexarCoS-S-1YG-0052	Bexar County Sheriff's Office	402	M0PT	\$499,985.20	\$125,776.74	\$625,761.94
2015-BrownsPD-S-1YG-0050	City of Brownsville - Police Department	402	M0PT	\$60,676.68	\$33,643.39	\$94,320.07
2015-BryanPD-S-1YG-0059	City of Bryan - Police Department	402	M0PT	\$28,335.35	\$12,278.43	\$40,613.78
2015-CorpusPD-S-1YG-0060	City of Corpus Christi - Police Department	402	M0PT	\$98,082.00	\$40,266.75	\$138,348.75
2015-DallasCO-S-1YG-0080	Dallas County Sheriff's Department	402	M0PT	\$196,548.00	\$129,950.80	\$326,498.80
2015-Dallas-S-1YG-0091	City of Dallas - Police Department	402	M0PT	\$999,998.16	\$274,669.49	\$1,274,667.65
2015-DentonPD-S-1YG-0010	City of Denton - Police Department	402	M0PT	\$95,830.00	\$120,419.05	\$216,249.05
2015-EIPasoCO-S-1YG-0035	El Paso County Sheriff's Office	402	M0PT	\$83,255.24	\$33,805.89	\$117,061.13
2015-EIPasoII-S-1YG-0067	City of El Paso - ISD Police Department	402	M0PT	\$26,342.40	\$8,145.41	\$34,487.81
2015-EIPasoPD-S-1YG-0057	City of El Paso - Police Department	402	M0PT	\$219,264.64	\$126,240.72	\$345,505.36
2015-EulesS-S-1YG-0073	City of Eules - Police Department	402	M0PT	\$70,000.00	\$76,438.59	\$146,438.59
2015-Fortwort-S-1YG-0022	City of Fort Worth - Police Department	402	M0PT	\$174,758.80	\$43,688.30	\$218,447.10
2015-FriscoPD-S-1YG-0069	City of Frisco - Police Department	402	M0PT	\$117,091.20	\$39,691.94	\$156,783.14
2015-Galvesto-S-1YG-0002	City of Galveston - Police Department	402	M0PT	\$48,230.00	\$23,388.49	\$71,618.49
2015-GarlandP-S-1YG-0049	City of Garland - Police Department	402	M0PT	\$249,889.80	\$143,829.21	\$393,719.00
2015-Georgeto-S-1YG-0079	City of Georgetown - Police Department	402	M0PT	\$6,715.94	\$6,967.94	\$13,683.88
2015-GrandPra-S-1YG-0012	City of Grand Prairie - Police Department	402	M0PT	\$201,978.16	\$201,978.18	\$403,956.34
2015-HaltomPD-S-1YG-0031	City of Haltom City - Police Department	402	M0PT	\$53,115.30	\$46,303.81	\$99,419.11
2015-Harlinge-S-1YG-0036	City of Harlingen - Police Department	402	M0PT	\$60,462.37	\$27,417.69	\$87,880.06
2015-HarrisCo-S-1YG-0027	Harris County Sheriff's Office	402	M0PT	\$362,264.02	\$362,264.02	\$724,528.04
2015-HarrisP1-S-1YG-0046	Harris County Constable Precinct 1	402	M0PT	\$87,461.24	\$87,461.24	\$174,922.48
2015-HarrisP7-S-1YG-0083	Harris County Constable Precinct 7	402	M0PT	\$186,063.36	\$75,901.76	\$261,965.12
2015-HoustonP-S-1YG-0042	City of Houston - Police Department	402	M0PT	\$703,214.88	\$1,218,807.63	\$1,922,022.50
2015-HurstPD-S-1YG-0033	City of Hurst - Police Department	402	M0PT	\$47,203.20	\$23,007.64	\$70,210.84
2015-Irving-S-1YG-0015	City of Irving - Police Department	402	M0PT	\$169,768.00	\$139,126.00	\$308,894.00
2015-Jefferso-S-1YG-0095	Jefferson County Sheriff's Office	402	M0PT	\$44,976.84	\$14,155.18	\$59,132.02

Task: Enforcement				Police Traffic Services PT - 07		
2015-KellerPD-S-1YG-0018	City of Keller - Police Department	402	M0PT	\$31,360.00	\$31,393.56	\$62,753.56
2015-KilleenP-S-1YG-0068	City of Killeen - Police Department	402	M0PT	\$99,246.00	\$28,033.57	\$127,279.57
2015-KylePD-S-1YG-0077	City of Kyle - Police Department	402	M0PT	\$19,600.00	\$4,900.00	\$24,500.00
2015-LaPorte-S-1YG-0056	City of La Porte - Police Department	402	M0PT	\$50,664.78	\$46,879.36	\$97,544.14
2015-LaredoPD-S-1YG-0026	City of Laredo - Police Department	402	M0PT	\$94,000.00	\$41,971.00	\$135,971.00
2015-LongviPD-S-1YG-0058	City of Longview - Police Department	402	M0PT	\$71,325.18	\$18,043.02	\$89,368.20
2015-Lubbock -S-1YG-0006	City of Lubbock - Police Department	402	M0PT	\$60,251.60	\$60,251.60	\$120,503.20
2015-McAllenP-S-1YG-0070	City of McAllen - Police Department	402	M0PT	\$80,070.00	\$20,020.00	\$100,090.00
2015-Midland-S-1YG-0054	City of Midland - Police Department	402	M0PT	\$21,000.00	\$26,364.52	\$47,364.52
2015-Mission-S-1YG-0008	City of Mission - Police Department	402	M0PT	\$80,567.80	\$26,914.23	\$107,482.03
2015-NewBraun-S-1YG-0096	City of New Braunfels - Police Department	402	M0PT	\$80,075.98	\$43,959.40	\$124,035.38
2015-NRichlan-S-1YG-0047	City of North Richland Hills - Police Department	402	M0PT	\$48,523.12	\$19,504.11	\$68,027.23
2015-Odessa-S-1YG-0039	City of Odessa - Police Department	402	M0PT	\$39,247.58	\$9,933.11	\$49,180.69
2015-PasadePD-S-1YG-0074	City of Pasadena - Police Department	402	M0PT	\$90,438.10	\$90,438.10	\$180,876.20
2015-PlanoPD-S-1YG-0055	City of Plano - Police Department	402	M0PT	\$146,719.80	\$99,028.72	\$245,748.52
2015-Rowlet P-S-1YG-0009	City of Rowlett - Police Department	402	M0PT	\$21,049.26	\$21,053.94	\$42,103.20
2015-Southlak-S-1YG-0062	City of Southlake - Police Department	402	M0PT	\$39,617.50	\$19,644.21	\$59,261.71
2015-Sugarlan-S-1YG-0086	City of Sugar Land - Police Department	402	M0PT	\$109,973.34	\$41,943.16	\$151,916.50
2015-TaylorCo-S-1YG-0089	Taylor County Sheriff's Office	402	M0PT	\$10,175.56	\$2,733.95	\$12,909.51
2015-TDPS-S-1YG-0011	Texas Department of Public Safety	402	M0PT	\$1,368,254.65	\$19,378,197.46	\$20,746,452.11
2015-TexarkPD-S-1YG-0030	City of Texarkana - Police Department	402	M0PT	\$20,639.80	\$16,445.49	\$37,085.29
2015-Tomgreen-S-1YG-0024	Tom Green County	402	M0PT	\$41,280.85	\$26,410.39	\$67,691.24
2015-Tyler PD-S-1YG-0071	City of Tyler - Police Department	402	M0PT	\$76,321.00	\$19,879.16	\$96,200.16
2015-WacoPD-S-1YG-0020	City of Waco - Police Department	402	M0PT	\$101,636.28	\$26,139.71	\$127,775.99
2015-WichitaP-S-1YG-0013	City of Wichita Falls - Police Department	402	M0PT	\$87,785.95	\$22,108.02	\$109,893.97

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
57	402	M0PT	\$9,365,777.45	\$0.00	\$0.00	\$24,305,103.46	\$33,670,880.90

Task: **Public Information Campaigns**

Police Traffic Services PT - 07

Project # 2015-TMPA-G-1YG-0002 *Division* TRF-TS *Organization Name* Texas Municipal Police Association

Title / Desc. **Statewide Distracted Driver Education and Comprehensive Law Enforcement Liaison Support Project**

Instruct course curriculums on distracted driving to teens, adults and law enforcement. Provide full support to TxDOT and Traffic Safety Specialists on STEP's, CIOT/IDM incentives and traffic safety.

Objectives

- Assist 20 Child passenger safety seat checkup inspection events by 9/30/2015
- Teach 3 Child passenger safety seat technician classes by 9/30/2015
- Support 600 Funded and non funded law enforcement agencies by 9/30/2015
- Attend 6 Law enforcement conferences by 9/30/2015
- Educate 2300 Law enforcement officers on the dangers of distracted driving by 9/30/2015
- Conduct 8 Meetings with TxDOT PTS Program Manager or LEL staff by 9/30/2015
- Collect 55 New articles on the Buckle Up Texas, Facebook/Twitter web pages by 9/30/2015
- Enroll 77 Non-funded law enforcement agencies by LEL's and staff for the IDM incentive by 9/30/2015
- Maintain 100% Child passenger safety (CPS) technician and instructor certifications for LEL's by 12/31/2014
- Distribute 30000 Pieces of PI & E materials at conferences, training and traffic safety events by 9/30/2015
- Update 1 Course curriculum on dangers of adult distracted driving by 10/31/2014
- Update 1 Course curriculum on dangers of teen distracted driving by 10/31/2014
- Educate 6000 Teen drivers in public schools on the dangers of distracted driving by 9/30/2015
- Educate 1000 Teens drivers not in public schools on dangers of distracted driving by 9/30/2015
- Update 1 Course curriculum on 4 hour law enforcement distracted driving course by 10/30/2014
- Enroll 135 Non-funded law enforcement agencies by LEL staff for CIOT Incentive by 6/30/2015
- Attend 15 Traffic Safety Specialists, partner or judicial traffic safety conferences / events by 9/30/2015
- Educate 4600 Adults on the dangers of distracted driving by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOPT	\$906,890.72	\$0.00	\$0.00	\$512,330.00	\$1,419,220.72

Police Traffic Services

**FY 2015
Budget Module: PT - 07**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	68	\$34,812,428.51	\$9,887,105.35									\$24,925,323.17	\$9,887,105.35
Evaluation	0												
Public Information & Eduction	1	\$1,419,220.72	\$906,890.72									\$512,330.00	
Training	0												
TOTALS:	69	\$36,231,649.23	\$10,793,996.07									\$25,437,653.17	\$9,887,105.35

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Speed Control

SC - 08

Goals

- To reduce the number of speed-related fatal and serious injury crashes

Strategies

- Increase and sustain high visibility enforcement of speed-related laws.
- Increase public information and education concerning speed-related issues.
- Provide community training on speed-related issues.

Project Descriptions

Task: **Enforcement**

Speed Control SC - 08

Project #	Division	Organization Name
STEP SPEED	TRF-TS	Texas Department of Transportation

Title / Desc. **STEP SPEED**

Provide sustained speed enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes. In addition, the Police Traffic Services (PTS) program area will conduct STEP-Comprehensive and STEP-Wave grants that involve increased speed enforcement.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2015-Brenham-S-1YG-0100	City of Brenham - Police Department	402	M0SC	\$36,270.00	\$14,813.46	\$51,083.46
2015-BullardP-S-1YG-0103	City of Bullard - Police Department	402	M0SC	\$2,363.30	\$597.65	\$2,960.95
2015-DeerPark-S-1YG-0040	City of Deer Park - Police Department	402	M0SC	\$49,000.00	\$51,862.53	\$100,862.53
2015-Farmers -S-1YG-0034	City of Farmers Branch - Police Department	402	M0SC	\$48,251.00	\$60,989.64	\$109,240.64
2015-LewisvPD-S-1YG-0045	City of Lewisville - Police Department	402	M0SC	\$80,988.05	\$20,240.77	\$101,228.82
2015-Mansfiel-S-1YG-0066	City of Mansfield - Police Department	402	M0SC	\$64,186.00	\$40,614.32	\$104,800.32
2015-Mesquite-S-1YG-0063	City of Mesquite - Police Department	402	M0SC	\$69,784.99	\$25,928.50	\$95,713.49
2015-MontgoSO-S-1YG-0032	Montgomery County Sheriff's Office	402	M0SC	\$57,383.40	\$27,102.87	\$84,486.27
2015-TexasCit-S-1YG-0023	City of Texas City - Police Department	402	M0SC	\$33,425.40	\$33,425.40	\$66,850.80

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
9	402	M0SC	\$441,652.14	\$0.00	\$0.00	\$275,575.14	\$717,227.28

Task: **Enforcement**

Speed Control SC - 08

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
STEP WAVE SPEED	TRF-TS	Texas Department of Transportation

Title / Desc. **STEP WAVE SPEED**

Provide sustained speed enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes. In addition, the Police Traffic Services (PTS) program area will conduct STEP-Comprehensive and STEP-Wave grants that involve increased speed enforcement

Related SubProjects:

<i>Project #</i>	<i>Organization</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>Local Match</i>	<i>Project Total</i>
2015-Meridian-S-1YG-0088	City of Meridian - Police Department	402	M0SC	\$2,103.75	\$1,477.50	\$3,581.25
2015-QueenCty-S-1YG-0044	City of Queen City - Police Department	402	M0SC	\$4,707.00	\$6,244.50	\$10,951.50

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
2	402	M0SC	\$6,810.75	\$0.00	\$0.00	\$7,722.00	\$14,532.75

Speed Control

**FY 2015
Budget Module: SC - 08**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	11	\$731,760.03	\$448,462.89									\$283,297.14	\$448,462.89
Evaluation	0												
Public Information & Education	0												
Training	0												
TOTALS:	11	\$731,760.03	\$448,462.89									\$283,297.14	\$448,462.89

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Traffic Records **TR - 09**

Goals

- To improve the timeliness of, quality of, availability of, and linkages of traffic records data bases

Strategies

- Improve the intake, tracking, analysis and reporting of crash data.
- Improve the integration of traffic records between state agencies and local entities.

Project Descriptions

Task: **Evaluation** Traffic Records TR - 09

<i>Project #</i> 2015-TDPS-G-1YG-0262	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Public Safety
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Title / Desc. **State Traffic Records Systems Citation Database**

The DPS Highway Safety Operations Center will develop and implement a citation database. Funding is needed to hire full time employees for statistical and trend analysis of data.

Objectives

- Achieve accessibility of citation data by end-users within DPS and other participating agencies by 9/30/2015
- Obtain a high percentage of complete citation data with no missing critical data elements by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405C	M3DA	\$971,588.00	\$0.00	\$0.00	\$242,897.00	\$1,214,485.00

Task: Program Management

Traffic Records TR - 09

Project # 2015-TTI-G-1YG-0081 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Data Driven Approaches to Crime and Traffic Safety

A high visibility law enforcement approach focusing on location based policing and data evaluation. Community resources will be used to address and reduce crime, crashes and traffic violations.

Objectives

- Create 1 DDACTS program website by 9/30/2015
- Provide 1 technical assistance to the Texas Department of Public Safety in using DDACTS principles by 9/30/2015
- Evaluate 1 TxDOT approved DDACTS train the trainer workshop by 9/30/2015
- Evaluate 1 TxDOT approved DDACTS practitioner workshop by 9/30/2015
- Participate in 1 meeting with TxDOT to discuss DDACTS program progress by 9/30/2015
- Train 10 traffic safety stakeholders in the TxDOT approved DDACTS train the trainer instructor workshop by 9/30/2015
- Conduct 1 TxDOT approved DDACTS train the trainer instructor workshop by 9/30/2015
- Train 60 traffic safety stakeholders in the TxDOT approved DDACTS practitioner workshop by 9/30/2015
- Conduct 4 TxDOT approved DDACTS practitioner training workshops by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$181,626.49	\$0.00	\$0.00	\$45,428.43	\$227,054.92

Project # 2015-TDSHS-IS-G-1YG-0157 *Division* TRF-TS *Organization Name* Texas Department of State Health Services - ISG

Title / Desc. Dissemination of linked data reports, new record sharing capacity & stakeholder training

Improve record linking; new record sharing capacity for EMS & trauma; analytics to query data, customer training for reports & AIS, dissemination of linked data reports with indepth MV analysis.

Objectives

- Develop 26 reports utilizing analysis of EMS/Trauma Registry data linked to crash records by 9/30/2015
- Revise 1 mechanism for linking EMS/Trauma Registry data to crash data by 8/30/2015
- Create 1 data extract file of linked EMS/Hospital and Crash records for TxDOT by 7/30/2015
- Train 44 EMS and Hospital Champions from 22 TSAs on data management by 8/15/2015
- Implement 1 analytical data tools for stakeholders to perform data queries by 6/30/2015
- Create 1 HL7 CDM capacity in Texas NEMESIS version 3 System by 9/30/2015
- Create 1 data sharing component of patient records between EMS and Hospitals by 9/15/2015
- Train 72 people to use the AIS system by 8/15/2015
- Create 1 automated Injury Severity Score Calculation by 5/1/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,586,978.75	\$0.00	\$0.00	\$403,963.87	\$1,990,942.62

Task: **Program Management**

Traffic Records TR - 09

Project # 2015-TxDOT-G-1YG-0239 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Agency Support**

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 of the internal IDP option, which allows smaller to medium size agencies the benefit of being hosted by TxDOT.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$280,000.00	\$0.00	\$0.00	\$0.00	\$280,000.00

Project # 2015-TxDOT-G-1YG-0240 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Automated Annual Spatial Load**

Spatial data load is designed to facilitate the process of accessing, reviewing and provisioning the spatial layer information maintained in the TPP repository that houses this data for use by CRIS.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$320,000.00	\$0.00	\$0.00	\$0.00	\$320,000.00

Project # 2015-TxDOT-G-1YG-0241 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Automated Program Call**

If data sets from FMIS, DCIS and CICS were available in one facility the program call process could be streamlined and the data would be available for analysis sooner. This assessment will include review and documentation of the program call procedures in an effort to spot opportunities for automation.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$45,000.00	\$0.00	\$0.00	\$0.00	\$45,000.00

Project # 2015-TxDOT-G-1YG-0242 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Big Data**

Collection of large and complex data sets, which are difficult to process using on-hand database management tools or traditional data processing applications. The big data initiative will generate concepts for TxDOT review and develop an application or report to address the concept.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$199,350.00	\$0.00	\$0.00	\$0.00	\$199,350.00

Project # 2015-TxDOT-G-1YG-0243 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Interface to Agency RMS**

CRASH provides data to each agency via the data sharing component. Many agencies lack the resources to download data into their RMS. Agencies opt to maintain data locally. TxDOT will facilitate pilot agency interfaces on a cost reimbursement basis.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$164,713.00	\$0.00	\$0.00	\$0.00	\$164,713.00

Project # 2015-TxDOT-G-1YG-0244 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Pre-population of Fields (TexasSure Insurance)**

CRASH provides data to each agency via the data sharing component. Many agencies lack the resources to download data into their RMS. Agencies opt to maintain data locally. TxDOT will facilitate pilot agency interfaces on a cost reimbursement basis.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$39,295.00	\$0.00	\$0.00	\$0.00	\$39,295.00

Project # 2015-TxDOT-G-1YG-0245 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **TRF-TS Crash Records/Data Analysis Operations and CRIS**

Support and enhance the statewide data system CRIS (Crash Records Information System) which provides timely and effective data analysis to support allocation of highway safety resources.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,924,309.00	\$0.00	\$0.00	\$2,924,309.00

Project # 2015-TxDOT-G-1YG-0246 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRIS Entry**

This project will outsource the manual entry of the CR-3 and CR2 Crash Reports into the CRIS system and adhere to TxDOT Business Rules.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$904,000.00	\$0.00	\$0.00	\$0.00	\$904,000.00

Project # 2015-TxDOT-G-1YG-0247 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRIS Help Desk Services**

The TxDOT help desk has provided the law enforcement agencies 24 hours, 7 days a week and 365 days a year access to operators who can respond to their questions and issues.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$870,000.00	\$0.00	\$0.00	\$0.00	\$870,000.00

Task: **Program Management**

Traffic Records TR - 09

Project # 2015-TxDOT-G-1YG-0248 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **FARS Support**

This project provides support to ensure timely data entry and coding for fatal crashes in the Fatality Analysis Reporting System (FARS).

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$25,315.00	\$0.00	\$0.00	\$0.00	\$25,315.00

Project # 2015-TxDOT-G-1YG-0249 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Intelligent Definition Phase 1**

This initiative system generates interpreted field values to ensure consistency, crawls through the data looking for anomalies and self corrects and provides audit and manual correction, if required. This initiative also provides metadata reporting capabilities.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$92,720.00	\$0.00	\$0.00	\$0.00	\$92,720.00

Project # 2015-TxDOT-G-1YG-0250 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Intelligent Definition Phase 2**

This initiative system generates interpreted field values to ensure consistency, crawls through the data looking for anomalies and self corrects and provides audit and manual correction, if required. This initiative also provides metadata reporting capabilities.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$82,500.00	\$0.00	\$0.00	\$0.00	\$82,500.00

Project # 2015-TxDOT-G-1YG-0251 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH MSTR Render Map**

TxDOT and law enforcement are eager to map the information available in the CRIS data warehouse. This initiative includes tool tips, context menus, and image views and will be available on a mobile platform.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$105,825.00	\$0.00	\$0.00	\$0.00	\$105,825.00

Task: **Program Management**

Traffic Records TR - 09

Project # 2015-TxDOT-G-1YG-0252 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Standards and Compliance**

Model Minimum Uniform Crash Criteria Guideline (MMUCC) is a minimum, standardized data set for describing motor vehicle crashes and the vehicles, persons and environment involved. The CJIS Security Policy provides Criminal Justice Agencies (CJA) and Noncriminal Justice Agencies (NCJA) with a minimum set of security requirements for the access to Federal Bureau of Investigation (FBI) Criminal Justice Information Services (CJIS) Division systems and information and to protect and safeguard Criminal Justice Information (CJI).

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$168,500.00	\$0.00	\$0.00	\$0.00	\$168,500.00

Project # 2015-TxDOT-G-1YG-0253 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH Unique Intersection Identifier**

To better serve TxDOT and the community related to intersection analysis, TxDOT must establish unique intersection identifiers. This initiative has been accomplished in other states.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$78,500.00	\$0.00	\$0.00	\$0.00	\$78,500.00

Project # 2015-TxDOT-G-1YG-0254 Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. **CRASH User Management**

User management will allow law enforcement supervisors to additional flexibility to manage CR3 to increase timely submission and oversight.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$210,000.00	\$0.00	\$0.00	\$0.00	\$210,000.00

Task: **Program Management**

Traffic Records TR - 09

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TMPA-G-1YG-0014	TRF-TS	Texas Municipal Police Association

Title / Desc. Comprehensive Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) Impaired Driving

Increase impaired driving reporting (LEADRS cases), enhance DWI training, Blood Alcohol Concentration (BAC) support, and continued development of a statewide tracking system utilizing LEADRS.

Objectives

- Provide 100% Technical support and maintenance for LEADRS users by 9/30/2015
- Distribute 5000 Public information and educational (PI & E) program materials by 9/30/2015
- Create 4 News and information articles on LEADRS by 9/30/2015
- Conduct 14 Meetings with TxDOT Program Managers or LEADRS staff by 9/30/2015
- Develop 500 Marketing-related points of contact that increase LEADRS usage statewide by 9/30/2015
- Support 4 Local, state, or national conferences, workshops, forums, training or seminars by 9/30/2015
- Maintain 1 LEADRS website and server hosting by 9/30/2015
- Complete 6 LEADRS web application enhancements by 9/30/2015
- Conduct 1 LEADRS user satisfaction evaluation to measure effectiveness of the program by 8/31/2015
- Conduct 2 LEADRS steering committee meetings by 8/31/2015
- Train 500 Law enforcement officers on LEADRS by 9/30/2015
- Send 52 Last drink reports to the Texas Alcoholic Beverage Commission by 9/30/2015
- Collect 9000 DUI/DWI cases entered into LEADRS by 9/30/2015
- Collect 120 Alcohol related articles for LEADRS Facebook page by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405C	M3DA	\$586,845.98	\$0.00	\$0.00	\$603,500.00	\$1,190,345.98

Traffic Records

**FY 2015
Budget Module: NA - 0**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	19	\$9,918,370.52			\$5,941,169.22					\$2,924,309.00		\$1,052,892.30	
Enforcement	0												
Evaluation	1	\$1,214,485.00			\$971,588.00							\$242,897.00	
Public Information & Education	0												
Training	0												
TOTALS:	20	\$11,132,855.52			\$6,912,757.22					\$2,924,309.00		\$1,295,789.30	

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Driver Education and Behavior

DE - 10

Goals

- To increase public knowledge, perception and understanding of driver education and traffic safety for all road users
- To reduce the number of crashes and injuries related to distracted driving.

Strategies

- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Implement and evaluate countermeasures to reduce the incidence of distracted driving.
- Improve the recording of distracted driving as a contributing factor on crash reports.
- Provide assistance to update the drivers' education curriculum and administrative standards.

Project Descriptions

Task: **Evaluation** Driver Education and Behavior DE - 10

Project #	Division	Organization Name
2015-TTI-G-1YG-0091	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Statewide Mobile Communication Device Use Survey**

Conduct observational survey of the use of mobile communication devices to obtain a statewide use estimate.

Objectives

- Conduct 1 statewide survey of mobile communication device use by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$66,440.90	\$0.00	\$0.00	\$16,620.72	\$83,061.62

Task: **Public Information Campaigns** Driver Education and Behavior DE - 10

Project #	District	Organization Name
2015-LubbockP-G-1YG-0185	LBB	City of Lubbock - Parks & Recreation

Title / Desc. **Safety City, Teaching Kids to be Street Smart**

The primary goal of Safety City is to develop and provide a comprehensive program to educate Lubbock County citizens of safe practices on and around public roadways.

Objectives

- Provide 10000 students with motor vehicle safety education and hands on training by 9/30/2015
- Educate 10000 students throughout Lubbock County proper bicycle safety and riding techniques by 9/30/2015
- Participate in 1 Professional Training Seminar or Conference by 9/30/2015
- Provide 10000 students education in pedestrian safety by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$34,885.65	\$0.00	\$0.00	\$55,246.50	\$90,132.15

Task: Public Information Campaigns

Driver Education and Behavior DE - 10

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-Hillcres-G-1YG-0155	WAC	Hillcrest Baptist Medical Center-Hillcrest

Title / Desc. **Mature Driver Program**

A traffic safety injury prevention program for adult drivers, focusing on 55+, and their family/caregivers. Overarching goal is to assist drivers in obtaining optimal safety and comfort while driving.

Objectives

- Participate in 2 Awareness Campaigns, national and/or state which focus on older adults by 9/30/2015
- Participate in 60 Health & Safety Fairs and Community Events in all service counties to educate & promote MDP by 9/30/2015
- Attend 30 Civic, Service and Social Club Meetings to promote awareness of MDP and available program services by 9/30/2015
- Distribute 750 Mature Driver program Surveys focused on current driving behaviors of adult drivers by 9/21/2015
- Conduct 48 Educational Presentations, focusing on traffic safety issues to adult drivers & the community by 9/30/2015
- Distribute 20000 Mature Driver Traffic Safety Educational Brochures and Promotional Items by 9/30/2015
- Conduct 12 CarFit Events by 9/30/2015
- Maintain 26 Traffic Safety Displays to promote awareness of MDP by 9/30/2015
- Coordinate 1 Mature Driver Traffic Safety Day for adult drivers by 7/8/2015
- Conduct 2 AARP's Need to Talk Seminars for concerned family/caregivers of adult drivers by 9/30/2015
- Distribute 25 Traffic Safety Educational Information to adult drivers who were seen at hospital ER after a MVC by 9/30/2015
- Conduct 15 Observational Surveys at 15 locations, focusing on driving behaviors of adult drivers by 9/30/2015
- Evaluate 125 Mature Driver Program participants to assess satisfaction with MDP staff and services by 9/30/2015
- Maintain 24 Current partnerships with Community Agencies in service counties to further increase awareness of MDP by 9/30/2015
- Evaluate 25 MDP Partners to assess satisfaction with MDP staff and services by 7/28/2015
- Coordinate 10 AARP Driver Safety Courses in Service area by 9/30/2015
- Conduct 3 CarFit Technician Trainings, as needed by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MODE	\$173,089.80	\$0.00	\$0.00	\$92,455.66	\$265,545.46

Task: Public Information Campaigns

Driver Education and Behavior DE - 10

Project # 2015-TTI-G-1YG-0023 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Teens in the Driver Seat Program

Deploy this award-winning, national best-practice peer-to-peer teen safety program at the high school and junior high levels; expand features and resources, and sustain diversified funding.

Objectives

- Administer 1 statewide contest for teens to help generate target audience material for the program by 5/31/2015
- Conduct 2 Catch the Crazy (CRZY) outreach initiatives by 5/31/2015
- Develop 1 new outreach activity designed for implementation by youth at Junior High Schools by 5/31/2015
- Coordinate 3 meetings of the TDS Teen Advisory Board by 5/31/2015
- Conduct 1 statewide teen driving safety summit by 5/31/2015
- Administer 10 risk awareness and self-reported driving behavior surveys at TDS Program schools by 9/30/2015
- Provide 40 resource kits and related technical support to junior high school student teams in Texas by 9/30/2015
- Provide 135 resource kits and related technical support to high school student teams in Texas by 9/30/2015
- Implement 10 parent-oriented teen driving safety resource kits designed for delivery by teens by 9/30/2015
- Achieve 8% or less average wireless device use by teen drivers at TDS Program schools by 9/30/2015
- Achieve 90% or greater average seat belt use rate by teen drivers at TDS Program schools by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MODE	\$597,290.04	\$0.00	\$0.00	\$509,395.05	\$1,106,685.09

Project # TBD *Division* TRF-TS *Organization Name* Texas Department of Transportation

Title / Desc. Storage and Shipping of Materials

Provides for the storage, warehousing, and shipping of printed media materials to subgrantees and TxDOT districts statewide.

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MODE	\$125,000.00	\$0.00	\$0.00	\$0.00	\$125,000.00

Project # TBD *Division* TRF-TS *Organization Name* Texas Department of Transportation

Title / Desc. Circuit of the Americas Media and Event Campaign

Media cooperative effort with the Circuit of the Americas facility promoting multiple program areas at events.

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MODE	\$77,500.00	\$0.00	\$0.00	\$0.00	\$77,500.00

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

Project # **TBD** Division **TRF-TS** Organization Name **Texas Department of Transportation**

Title / Desc. **Energy Media Campaign**

Safe Driving Media Campaign conducted in the various energy sector areas in Texas.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00

Project # **TBD** Division **TRF-TS** Organization Name **Texas Department of Transportation**

Title / Desc. **Media Campaign - Distracted Driving**

Media campaign to raise awareness of distracted driving with the goal to reduce the number of crashes and injuries related to distracted driving.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	\$2,400,000.00

Project # **TBD** Division **TRF-TS** Organization Name **Texas Department of Transportation**

Title / Desc. **Drive Friendly Drive Smart Campaign**

Public service announcement series with some media buys.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$250,000.00	\$0.00	\$250,000.00	\$500,000.00

Project # **TBD** Division **TRF-TS** Organization Name **Texas Department of Transportation**

Title / Desc. **Street Smarts TV PSA Series & On the Road in Texas Radio PSA Series**

Public service announcement series with some media buys.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$600,000.00	\$0.00	\$0.00	\$600,000.00

Task: Public Information Campaigns *Driver Education and Behavior DE - 10*

Project # 2015-TMCEC-G-1YG-0140 *Division* TRF-TS *Organization Name* Texas Municipal Courts Education Center

Title / Desc. Driving on the Right Side of the Road

To integrate traffic safety into K-12 curriculum while utilizing municipal judges & court personnel as classroom resource persons and in community outreach on related issues.

Objectives

- Train 150 Teachers / educators on the DRSR and TS materials at ISDs and regional ESCs programs & webinars by 9/30/2015
- Develop 2 Story or activity books in English & Spanish on impaired drivers, distracted driving & ts issues by 9/30/2015
- Produce 6 Newsletter pages for municipal judges & court support personnel on the DRSR program and TS by 9/30/2015
- Train 200 Municipal judges & court personnel on serving as classroom resource persons on TS issues by 9/30/2015
- Revise 4 Levels of DRSR teaching materials that encompass K-12 & the other DRSR resources by 9/30/2015
- Provide 1 DRSR workshop or exhibit at the Law Related Education annual statewide conference by 3/31/2015
- Distribute 25 Kits of DRSR materials to community groups, such as Boy & Girl Scouts & children's shelters by 9/30/2015
- Provide 24 DRSR exhibits & distribute PI&E materials to municipal courts & teachers by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MODE	\$159,437.96	\$0.00	\$0.00	\$61,564.80	\$221,002.76

Task: Training *Driver Education and Behavior DE - 10*

Project # 2015-AISD-G-1YG-0073 *District* AUS *Organization Name* City of Austin - ISD

Title / Desc. Austin Independent School District Driver's Education Program

Driver's Education classes will serve 300+ students at Akins, Austin, Crockett, LBJ, Lanier, Reagan and Travis HS . Certified Instructors will distribute certificates to students upon completion.

Objectives

- Certify 300 students in Driver's Education and provide certificates of completion to each by 9/12/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MODE	\$24,477.22	\$0.00	\$0.00	\$18,586.62	\$43,063.84

Task: **Training**

Driver Education and Behavior DE - 10

Project # 2015-ESCVI-G-1YG-0013 Division TRF-TS Organization Name Education Service Center, Region VI

Title / Desc. **Texas Traffic SAFETY Education Staff Improvement Program. Safety Alliance For Educating Texas Youth**

Program will provide 8 Teen Driver Education staff development workshops to 300 instructors. Trainings will be presented by instructor trainers using a variety of current topics & marketed state wide.

Objectives

- Develop 1 Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2015
- Analyze 300 Pre and post evaluation tools to determine program effectiveness by 9/30/2015
- Conduct 8 Continuing Education Workshops for 300 Driver Education Instructors by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$94,093.29	\$0.00	\$0.00	\$53,086.00	\$147,179.29

Project # 2015-MHH-G-1YG-0072 District HOU Organization Name Memorial Hermann Hospital

Title / Desc. **Live Your DREAMS (Distraction Reduction Among Motivated Students)**

DREAMS will educate teens and parents in Harris County on teen DUI/distracted driver safety with a three-tiered approach including awareness events, high school and hospital based programs.

Objectives

- Evaluate 6 School-Based prevention programs by 6/30/2015
- Train 24 Volunteers by 4/24/2015
- Train 54 Partner Volunteers by 3/20/2015
- Develop 3 Teen Driving Safety Curricula by 1/16/2015
- Develop 3 Evaluation Tools by 2/20/2015
- Implement 9 Awareness Events by 4/30/2015
- Implement 6 School-Based Prevention Programs by 5/22/2015
- Train 1 Health Educator by 10/31/2014
- Evaluate 9 Awareness Events by 5/31/2015
- Evaluate 1 DREAMS Program by 6/30/2015
- Evaluate 3 Hospital-Based Prevention Programs by 6/30/2015
- Revise 1 Awareness Event Curriculum by 8/1/2015
- Revise 1 School-based program curriculum by 9/1/2015
- Revise 1 Hospital-based Curriculum by 9/1/2015
- Attend 2 Conferences by 6/30/2015
- Select 9 High Schools by 12/31/2014
- Implement 3 Hospital-Based Prevention Programs by 5/31/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$62,848.19	\$0.00	\$0.00	\$65,894.74	\$128,742.93

Task: Training

Driver Education and Behavior DE - 10

Project # 2015-NSC-G-1YG-0134 *Division* TRF-TS *Organization Name* National Safety Council

Title / Desc. Texas Employer Traffic Safety Program: OUR DRIVING CONCERN

Continued outreach to TX employers that includes the Toolkit Training for employers to encourage the use of best practice programs that promote safe driving behaviors among employees & their families.

Objectives

- Provide 1 In-Conjunction event/conference at TSCE on employer policy implementation by 6/30/2015
- Maintain 12 Consecutive months of establishing & supporting traffic-safety campaigns with Texas employers by 9/30/2015
- Conduct 4 Professional Development Webcasts for Employers, Managers, Supervisors and others by 9/30/2015
- Develop 4 Traffic Safety resources in Spanish for the ODC Program by 9/30/2015
- Train 200 Employees on the ODC curriculum throughout the year by 9/30/2015
- Manage 8 NSC Employer network industries and link the ODC & TxDOT traffic safety resources to these employers by 9/30/2015
- Educate 400 Attendees at Texas Safety Conference & Expo by 8/30/2015
- Coordinate 12 months of collaborations with partner agencies by 9/30/2015
- Coordinate 1 Awards program to recognize Texas employer's Traffic Safety campaigns by 9/30/2015
- Conduct 2 Advisory Group Meetings by 9/30/2015
- Distribute 30000 Our Driving Concern e-newsletters to Texas employers, managers, supervisors, & others by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$318,289.03	\$0.00	\$0.00	\$117,084.38	\$435,373.41

Project # 2015-Texas Ag-G-1YG-0131 *Division* TRF-TS *Organization Name* Texas A&M Agrilife Extension Service

Title / Desc. Texas A&M AgriLife Extension Service Safety City

To plan a Safety City for the Bryan TxDOT District where children can have hands-on traffic safety education in a safe environment.

Objectives

- Conduct 1 media campaign to secure support for Safety City by 7/31/2015
- Develop 1 overall construction plan for classroom building and miniature city by 9/15/2015
- Implement 1 marketing plan to secure sponsors and/or partners in financing and constructing a Safety City by 7/31/2015
- Coordinate 1 committee to oversee the construction of a Safety City by 9/30/2015
- Conduct 6 bi-monthly Safety City Committee meetings with community partners to oversee construction of project by 9/15/2015
- Develop 1 program to educate students on occupant protection, pedestrian safety, and bicycle safety by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$84,263.76	\$0.00	\$0.00	\$22,928.08	\$107,191.84

Task: **Training**

Driver Education and Behavior DE - 10

Project # 2015-TTI-G-1YG-0094 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Texas Driver Attitudes and Awareness of Traffic Safety Programs**

This project will provide a survey of Texans throughout the State to measure awareness of and attitudes toward traffic safety programs in Texas.

Objectives

- Conduct 1 survey of Texas drivers in 18 driver license offices throughout Texas by 9/30/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$52,850.58	\$0.00	\$0.00	\$13,223.12	\$66,073.70

Project # 2015-TxTechLB-G-1YG-0113 District LBB Organization Name Texas Tech University - Lubbock

Title / Desc. **Development of an Interactive Animation Tool for Education of Teenage Drivers on Rural Roads**

Development of an interactive animation tool for education of teenage drivers on rural roads

Objectives

- Distribute 50 Training Software Modules by 9/30/2015
- Distribute 300 Follow-Up Surveys by 7/31/2015
- Develop 1 Training Simulation by 5/8/2015
- Distribute 300 Surveys by 4/1/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MODE	\$130,498.86	\$0.00	\$0.00	\$37,542.05	\$168,040.91

Driver Education and Behavior

**FY 2015
Budget Module: DE - 10**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	1	\$83,061.62	\$66,440.90									\$16,620.72	
Public Information & Education	10	\$6,585,865.46	\$2,367,203.45							\$2,050,000.00		\$2,168,662.01	\$207,975.45
Training	7	\$1,095,665.92	\$767,320.93									\$328,344.99	\$302,088.03
TOTALS:	18	\$7,764,593.00	\$3,200,965.28							\$2,050,000.00		\$2,513,627.72	\$510,063.48

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Railroad / Highway Crossing

RH - 11

Goals

- To reduce KAB crashes at railroad/highway crossings

Strategies

- Increase education of law enforcement concerning laws governing railroad/highway crossings.
- Increase public education and information on railroad/highway crossing safety.

Project Descriptions

Task: **Training**

Railroad / Highway Crossing RH - 11

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-TxOpLife-G-1YG-0112	TRF-TS	Texas Operation Lifesaver

Title / Desc. **Highway-Railroad Safety Awareness**

Provide highway-railroad crossing safety training to Law Enforcement personnel and rail safety education presentations to the public. Administer the statewide program.

Objectives

- Conduct 1 Rail Safety Awareness Instructor Training by 9/30/2015
- Conduct 2 Field Training and Evaluations by 9/30/2015
- Maintain 1 Statewide group of volunteer Presenters by 9/30/2015
- Manage 200 Requests from media and the general public for information on rail safety by 9/30/2015
- Participate in 5 Information/Safety Booths at Health Fairs, Conferences, etc by 9/30/2015
- Conduct 4 Rail Safety Awareness Training Classes for Law Enforcement by 9/30/2015
- Attend 12 Coalition meetings, general meetings, and meetings with general public representing TXOL by 9/30/2015
- Conduct 400 Rail Safety Presentations to the public by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MORH	\$72,322.00	\$0.00	\$0.00	\$54,146.00	\$126,468.00

Railroad / Highway Crossing

**FY 2015
Budget Module: RH - 11**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	0												
Public Information & Education	0												
Training	1	\$126,468.00	\$72,322.00									\$54,146.00	
TOTALS:	1	\$126,468.00	\$72,322.00									\$54,146.00	

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Roadway Safety

RS - 12

Goals

- To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level
- To reduce the number of traffic crashes, injuries, and fatalities in work zones.

Strategies

- Improve highway design and engineering through training.
- Increase public education and information on roadway safety.
- Provide traffic safety problem identification to local jurisdictions.
- Provide training on roadway safety issues.

Project Descriptions

Task: **Public Information Campaigns** Roadway Safety RS - 12

Project #	Division	Organization Name
TBD	TRF-TS	Texas Department of Transportation

Title / Desc. **Work Zone Safety Program Coordinated with National WZ Safety Week**
 Coordinate with National Work Zone Safety Week.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$100,000.00	\$0.00	\$100,000.00	\$200,000.00

Project #	Division	Organization Name
TBD	TRF-TS	Texas Department of Transportation

Title / Desc. **IH 35 Work Zone**

A media campaign conducted during a prolonged and large infrastructure improvement project on Interstate Highway 35 between Waco and Austin.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00

Task: **Training**

Roadway Safety RS - 12

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2015-UTatArli-G-1YG-0147	TRF-TS	The University of Texas at Arlington

Title / Desc. Texas City/County Work Zone 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.

Objectives

- Conduct 134 classes for Texas city and county workers on work zone traffic control and safety by 9/30/2015
- Train 2334 Texas city and county workers in safe roadway work zone traffic control practices by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MORS	\$486,234.05	\$0.00	\$0.00	\$717,771.20	\$1,204,005.25

Roadway Safety

**FY 2015
Budget Module: RS - 12**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	0												
Public Information & Education	2	\$1,100,000.00								\$1,100,000.00		\$100,000.00	
Training	1	\$1,204,005.25	\$486,234.05									\$717,771.20	
TOTALS:	3	\$2,404,005.25	\$486,234.05							\$1,100,000.00		\$817,771.20	

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Safe Communities

SA - 13

Goals

- To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries

Strategies

- Support statewide the Texas Safe Community efforts by providing education, training, and coordination on how to initiate and conduct community based traffic safety programs and how communities can become designated as a Texas Safe community Coalition.
- Support the establishment and growth Safe Communities Coalitions.

Project Descriptions

Task: **Public Information Campaigns** Safe Communities SA - 13

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-Texas Ag-G-1YG-0130	BRY	Texas A&M Agrilife Extension Service

Title / Desc. **Brazos Valley Injury Prevention Coalition**

A Safe Communities coalition to implement and support health initiatives designed to reduce traffic-related injuries and fatalities in the Brazos Valley.

Objectives

- Conduct 1 Assessment of the traffic injuries and fatalities in the district by by 8/31/2015
- Distribute 16000 Public information and educational (PI&E) materials by by 8/31/2015
- Conduct 2 Programs for the Reality Education for Drivers (RED) Program by by 8/31/2015
- Support 4 Motorcycle safety and awareness programs by by 8/31/2015
- Support 1 Please be Seated Campaign raising awareness on importance of child safety seats by by 8/30/2015
- Provide 10 Daycares, schools or groups with educational materials on best practice for child safety seats by by 6/30/2015
- Support 10 Programs on the dangers of distracted driving with an emphasis on texting by by 8/31/2015
- Conduct 10 Programs on the importance of seatbelt use focusing on teens and pickup truck drivers by by 8/31/2015
- Support 4 Programs to raise awareness of the dangers of impaired driving by by 7/30/2015
- Conduct 4 Programs to raise awareness of the dangers of speeding and reckless driving by by 8/31/2015
- Conduct 6 Bimonthly meetings of the Brazos Valley Injury Prevention Coalition by by 8/31/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOSA	\$138,807.28	\$0.00	\$0.00	\$54,000.00	\$192,807.28

Task: Public Information Campaigns

Safe Communities SA - 13

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-TAMUCC-G-1YG-0144	CRP	Texas A&M University-Corpus Christi

Title / Desc. Safe Communities Safe Driving Public Education Campaign

The Campaign manages the Nueces County Safe Communities Coalition to serve TxDOT public education goals by delivery of presentations, attendance at community events and distribution of PI&E materials.

Objectives

- Distribute 16 news releases on meetings, TxDOT Goals, campaigns, events and presentations by 9/30/2015
- Purchase 3 promotional items restocked from TxDOT approved ones at events and presentations by 9/30/2015
- Revise 4 driver/motorcycle/bicycle/pedestrian safety presentations by 9/30/2015
- Revise 4 driver//motorcycle/bicycle/pedestrian PI&E items which may include those in Spanish by 9/30/2015
- Provide 20 Presentations on TxDOT Goal safety issues to younger drivers (college or high school students) by 9/30/2015
- Provide 20 Presentations on TxDOT Goal safety issues to Nueces County organizations or groups by 9/30/2015
- Conduct 10 meetings of the Nueces County Safe Communities Coalition by 9/30/2015
- Distribute 100000 Pieces of PI&E materials related to Safe Communities Coalition and TxDOT Goals by 9/30/2015
- Educate 4000 Nueces County residents through the distribution of PI&E items at community fairs and events by 9/30/2015
- Educate 400 Younger Nueces County drivers or future drivers through presentations by 9/30/2015
- Educate 400 Nueces County drivers, pedestrians, or cyclists though presentations provided in the community by 9/30/2015
- Attend 25 community health/safety fairs to distribute PI&E items and educate drivers by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOSA	\$59,077.39	\$0.00	\$0.00	\$34,260.02	\$93,337.41

Safe Communities

**FY 2015
Budget Module: SA - 13**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	0												
Public Information & Eduction	2	\$286,144.69	\$197,884.67									\$88,260.02	\$197,884.67
Training	0												
TOTALS:	2	\$286,144.69	\$197,884.67									\$88,260.02	\$197,884.67

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School Bus

SB - 14

Goals

- To reduce School bus-related crashes, injuries and fatalities

Strategies

- Provide public information and education campaigns to promote safe motor vehicle operations around school buses.
- Provide safe school bus operation training for school bus drivers.

Project Descriptions

Task: **Training**

School Bus SB - 14

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2015-ESCVI-G-1YG-0011	BRY	Education Service Center, Region VI

Title / Desc. **School Bus Safety Training 101 Program**

This program is designed to identify and implement several school bus safety units that will be utilized in training sessions to educate school bus transportation personnel and students.

Objectives

- Identify 1 Set of content materials to be utilized in the various School Bus Safety Training 101 programs by 9/30/2015
- Teach 600 School Bus Transportation personnel & PreK-5th students in Bus Safety Training 101 Program by 9/30/2015
- Analyze 400 Participant evaluations to determine the overall effectiveness of the Bus Safety 101 Program by 9/30/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MOSB	\$100,252.14	\$0.00	\$0.00	\$117,395.00	\$217,647.14

School Bus

FY 2015
Budget Module: SB - 14

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local	
			402	405B	405C	408	410	405D	405F	STATE	INCOME		LOCAL
Program Management	0												
Enforcement	0												
Evaluation	0												
Public Information & Education	0												
Training	1	\$217,647.14	\$100,252.14									\$117,395.00	
TOTALS:	1	\$217,647.14	\$100,252.14									\$117,395.00	

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SECTION FIVE

Performance Report

The Texas Traffic Safety Program at the Texas Department of Transportation (TxDOT) continued its mission of saving lives and preventing injuries through an extensive grants program. In 2013, there were 298 traffic safety projects in the program. The \$161,751,658.36 expended in FY 2013 came from federal, state and local sources as follows:

- \$ 34,887,471.52 in federal funds
- \$ 13,610,220.88 in state funds
- \$113,253,965.96 in local funds

Traffic safety enforcement efforts were sustained around the state in the effort to reduce crashes caused by speeding, alcohol and other drugs, running red lights and stop signs, and failure to use safety belts or child passenger safety seats. TxDOT continued to provide year-long Selective Traffic Enforcement Program (STEP) grants, STEP Wave grants, and grants for the Click It or Ticket and Impaired Driving Mobilizations.

Over the course of the last five years, high visibility enforcement, along with media campaigns and yearlong programs have assisted the state of Texas with reaching the goals of the overall traffic safety program. The results of high visibility increased enforcement through STEP and other mobilizations are as follows:

Citation / Arrest	2009	2010	2011	2012	2013	Totals
Child Safety Seat	18,171	21,335	11,133	11,427	10,070	72,136
CMV HMV	5,922	5,742	3,112	5,013	5,974	25,763
CMV Safety Belt	3,923	4,258	3,005	4,657	4,280	20,123
CMV Speed	8,064	6,131	2,735	7,172	4,749	28,851
DUI Minor arrests	312	231	251	114	113	1,021
DWI arrests	10,279	9,726	10,178	8,993	8,377	47,553
HMV	8,123	4,855	10,557	3,998	3,105	30,638
ITC	59,762	59,641	48,685	45,599	49,163	262,850
Other	190,305	167,293	97,373	112,144	94,650	661,765
Safety Belt	96,851	111,699	49,243	56,051	51,932	365,776
Safety Belt(Age 16 - 20)	883	4,595	0	0	0	5,478
Speed	386,061	326,625	235,376	243,579	276,826	1,468,467
Totals	788,656	722,131	471,648	498,747	509,239	2,990,421

Texas continued participation in the national Click It or Ticket mobilization. Results from a Texas A&M Transportation Institute survey in June of 2013 indicated 90.3 percent of Texans buckled up. Before Click It or Ticket (CIOT) enforcement and public education efforts began in Texas in 2002, only 76.1 percent of Texans buckled up. Page 162 of 778

The substantial increase in the belt usage rate from 2002 – 2013 translates into an estimated 3,962 fewer Texans killed in traffic crashes and an estimated 66,823 fewer injuries on Texas roadways, as well as a savings to the state of more than \$15 billion in associated costs.

Texas participated in the national Impaired Driving Mobilization in FY 2013. TxDOT set out to educate drivers about the dangers and consequences of drinking and driving, and the importance of planning for a sober ride before going out. A comprehensive campaign was supported with paid media, a statewide press release, new TV and radio, and a nine-stop (eight-city) community events tour that brought the "Drink. Drive. Go to Jail" aspect of the campaign to life. The campaign saw so much success with the mobile jail cell in 2012 that the mock jail cell made another tour leading up to Labor Day weekend in 2013. Most events were set up on or near college campuses to reach a high concentration of the target audience. TxDOT expanded upon the 2012 campaign and created new TV, radio, online, mobile and strategic out-of-home media placements. Four new television spots (English and Spanish, 30-second and 15-second) were developed for the 2013 campaign. The new spots were titled "Overflow" and were created to show the social and financial consequences of getting a DWI. The television spots ran on high-profile sports channels and other programming with high viewership among the primary target audience. Cable/broadcast programming examples included: NFL pre-season games, MLB baseball, popular late programming and cable networks such as ESPN, Galavisión, TNT and FX. Four new radio spots were also developed. Thousands of state and local law enforcement officers worked increased DWI enforcement during the impaired driving mobilization periods.

In addition to the Click It or Ticket and Impaired Driving Mobilization, TxDOT conducted a series of successful traffic safety campaigns including "Know When to Pass football" Impaired Driving Campaign, Holiday Impaired Driving Campaign, A Teen Click It or Ticket Campaign, a Distracted Driving Campaign, a Motorcycle Safety Campaign, a Summer Traffic Safety Awareness and Back to School Safety campaign, a Child Passenger Safety Campaign, and a "Be Safe. Drive Smart." traffic safety campaign in the energy sector areas.

PERFORMANCE REPORT

FY 2013 HSPP

Tables 3.1 – 3.15 outline the Texas performance measures for FY 2013 and provide information on current progress toward meeting the State’s performance targets. This is point-in-time information current as of April 30, 2014.

OVERALL STATE GOAL				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To reduce the number of motor vehicle crashes, injuries and fatalities		1. Mileage Death Rate [NHTSA C-3]	<ul style="list-style-type: none"> 1.27/100M VMT (TxDOT) 1.28/100M VMT (FARS) 	<ul style="list-style-type: none"> 1.40/100M VMT (2013 TxDOT) 1.43 100M VMT (2012 FARS)
		2. Mileage Death Rate (FARS – Urban)	<ul style="list-style-type: none"> 0.91/100 M VMT (FARS) 	<ul style="list-style-type: none"> 1.02 100M VMT in Urban areas (2012 FARS)
		3. Mileage Death Rate (FARS – Rural)	<ul style="list-style-type: none"> 2.11/100M VMT (FARS) 	<ul style="list-style-type: none"> 2.39/100 M VMT in Rural areas (2012FARS)
		4. Number of traffic fatalities (FARS) [NHTSA C-1]	<ul style="list-style-type: none"> 2,995 (FARS) 	<ul style="list-style-type: none"> 3,398 traffic fatalities (2012 FARS)
		5. Number of serious injuries in traffic crashes (TxDOT) [NHTSA C-2]	<ul style="list-style-type: none"> 79,495 serious injuries in traffic crashes (TxDOT) 	<ul style="list-style-type: none"> 89,229 serious injuries in traffic crashes (2013 TxDOT)
		6. Number of drivers age 20 or younger involved in fatal crashes (FARS) [NHTSA C-9]	<ul style="list-style-type: none"> 460 drivers age 20 or younger involved in fatal crashes (FARS) 	<ul style="list-style-type: none"> 440 drivers age 20 or younger involved in fatal crashes (2012 FARS)

Table 3.1

As of April 21, 2014

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

PLANNING AND ADMINISTRATION – 01				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To provide effective and efficient management of the Texas Traffic Safety Program	Provide training and assistance for local and statewide traffic safety problem identification.	7. Publication of Traffic Safety Program deliverables including HSP, response to Management Review, and Annual Report.	<ul style="list-style-type: none"> FY 2013 Annual Report 	<ul style="list-style-type: none"> FY 2013 Annual Report
	Provide procedures and training on highway safety planning and project development.	8. Number of training sessions provided.	<ul style="list-style-type: none"> FY 2013 Highway Safety Performance Plan 	<ul style="list-style-type: none"> FY 2014 Highway Safety Performance Plan
	Ensure availability of program and project management training.		<ul style="list-style-type: none"> FY 2013 NHTSA Management Review 	<ul style="list-style-type: none"> FY 2013 NHTSA Management Review
	Review and update program procedures as needed.		<ul style="list-style-type: none"> FY 2013 Highway Safety Program Management Course 	<ul style="list-style-type: none"> FY 2013 Highway Safety Program Management Course
	Conduct periodic project monitoring and evaluation of traffic safety activities.		<ul style="list-style-type: none"> eGrants Training 	<ul style="list-style-type: none"> eGrants Training
	Perform accurate accounting and efficient reimbursement processing.			<ul style="list-style-type: none"> FY 2013 Office of Inspector General (OIG) Reviews
	Maintain coordination of traffic safety efforts and provide technical assistance.			
	Provide technical assistance and support for the Strategic Highway Safety Plan.			

Table 3.2

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

ALCOHOL AND OTHER DRUG COUNTERMEASURES – 02				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
<p>To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities and injuries.</p> <p>To reduce the number of DUI-related crashes where the driver is under age 21</p>	<p>Increase and sustain high visibility enforcement of DWI laws.</p> <p>Improve BAC testing and reporting to the State's crash records information system.</p> <p>Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.</p> <p>Increase the number of law enforcement task forces and coordinated enforcement campaigns.</p> <p>Increase training for anti-DWI advocates.</p> <p>Increase intervention efforts.</p> <p>Improve and increase training for law enforcement officers. Improve DWI processing procedures.</p> <p>Improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers. Increase the use of warrants for mandatory blood draws.</p> <p>Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders.</p> <p>Improve education programs on alcohol and driving for youth.</p> <p>Increase enforcement of driving under the influence by minors laws.</p> <p>Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking.</p>	<p>9. Number of DUI-related (alcohol or other drugs) KAB crashes (TxDOT)</p> <p>10. Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS) [NHTSA C-5]</p> <p>11. Number of impaired-driving arrests made during grant funded enforcement activities (TxDOT) [NHTSA A-2}</p>	<ul style="list-style-type: none"> 8,040 DUI-related (alcohol or other drugs) KAB crashes (TxDOT) 1,256 fatalities involving a driver or motorcycle operator with a BAC of .08 or above (FARS) NHTSA Activity Measure (No objective set) 47.59 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds (TxDOT) 	<ul style="list-style-type: none"> 8,039 DUI-related (alcohol or other drugs) KAB crashes (2013 TxDOT) 1,296 fatalities involving a driver or motorcycle operator with a BAC of .08 or above (2012 FARS) 8,490 impaired-driving arrests made during enforcement activities (2013 TxDOT) 37.94 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year-olds (2013 TxDOT)

Table 3.3

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

EMERGENCY MEDICAL SERVICES – 03				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.	<p>To increase the availability of EMS training in rural and frontier areas.</p> <p>Increase EMS involvement in local community safety efforts.</p>	13. Number of students trained in EMS classes	750 students trained in EMS classes (TxDOT)	1,510 students trained in EMS classes (2013 TxDOT)

Table 3.4

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

MOTORCYCLE SAFETY – 04				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To reduce the number of motorcyclist fatalities	<p>Improve public information and education on motorcycle safety, including the value of wearing a helmet.</p> <p>Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.</p> <p>Increase public information and education on motorists' responsibility pertaining to motorcycle safety.</p> <p>Increase rider education and training.</p> <p>Improve education and awareness of motorcycle safety among law enforcement and EMS personnel, educators and state and local traffic engineers.</p>	<p>14. Number of motorcyclist fatalities (FARS) [NHTSA C-7]</p> <p>15. Number of un-helmeted motorcyclist fatalities (FARS) [NHTSA C-8]</p> <p>16. Number of motorcyclist fatalities involving a motorcycle operator with a BAC of .08 or above (TxDOT)</p>	<ul style="list-style-type: none"> 414 motorcyclist fatalities (FARS) 243 un-helmeted motorcyclist fatalities (FARS) 93 motorcycle operator fatalities with a BAC of .08 or above (TxDOT) 	<ul style="list-style-type: none"> 452 motorcyclist fatalities (2012 FARS) 263 un-helmeted motorcyclists fatalities (2012 FARS) 93 motorcycle operator fatalities with a BAC of .08 or above (2013 TxDOT)

Table 3.5

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

OCCUPANT PROTECTION – 05				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To increase occupant restraint use in all passenger vehicles and trucks	Sustain high visibility enforcement of occupant protection laws.	17. Number of seat belt citations issued during grant-funded enforcement activities (TxDOT) [NHTSA A-1]	<ul style="list-style-type: none"> NHTSA Activity Measure (No objective set) 	<ul style="list-style-type: none"> 51,932 safety belt citations (2013 TxDOT)
	Increase public information and education campaigns.	18. Driver and outboard front seat passenger restraint use [NHTSA B-1]	<ul style="list-style-type: none"> 94.05 percent (TTI) 	<ul style="list-style-type: none"> 90.3 (2013 TTI)
	Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.	19. Safety belt use rate by children age 5-16	<ul style="list-style-type: none"> 79.3 percent (TTI) 	<ul style="list-style-type: none"> 62.3(2013 TTI)
	Concentrate efforts on historically low use populations.	20. Child passenger restraint use rate for children ages 0-4	<ul style="list-style-type: none"> 89.6 percent (TTI) 	<ul style="list-style-type: none"> 88.6 (2013TTI)
	Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors.	21. Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) [NHTSA C-4]	<ul style="list-style-type: none"> 833 unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) 	<ul style="list-style-type: none"> 927 unrestrained passenger vehicle occupant fatalities, all seat positions (2012 FARS)
	Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.			
	Increase EMS/fire department involvement in CPS fitting stations.			
	Maintain CPS seat distribution programs for low income families.			

Table 3.6

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

PEDESTRIAN AND BICYCLIST SAFETY – 06				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities	Increase public information and education on motorists' responsibilities pertaining to pedestrian and bicyclist safety.	22. Number of pedestrian fatalities (FARS) [NHTSA C-10]	<ul style="list-style-type: none"> 343 pedestrian fatalities (FARS) 	<ul style="list-style-type: none"> 478 pedestrian fatalities (2012 FARS)
	Increase public information and education efforts on pedestrian and bicyclist safety.	23. Number of bicyclist fatalities (TxDOT)	<ul style="list-style-type: none"> 46 bicyclist fatalities (TxDOT) 	<ul style="list-style-type: none"> 56 bicyclist fatalities (2012 FARS)
	Improve "walkability" and "bikeability" of roads and streets.			
	Improve data collection on pedestrian injuries and fatalities.			
	Improve identification of problem areas for pedestrians			

Table 3.7

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

POLICE TRAFFIC SERVICES – 07				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
<p>To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes</p> <p>To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or greater</p>	<p>Increase public education and information campaigns regarding enforcement activities.</p> <p>Increase and sustain enforcement of traffic safety-related laws.</p> <p>Provide technical and managerial support to local law enforcement agencies and highway safety professionals.</p> <p>Increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws.</p> <p>Increase public information and education on intersection related traffic issues.</p> <p>Increase public information and education on sharing the road with commercial motor vehicles (CMV).</p> <p>Increase enforcement of commercial motor vehicle speed limits.</p>	<p>24. Number of intersection and intersection-related KAB crashes (TxDOT)</p> <p>25. Number of CMV (large truck) involved fatalities. All crashes involve at least one vehicle with a vehicle body type of "Semi-Trailer" or "Truck-Tractor" (TxDOT)</p> <p>26. Number of CMV (large truck) involved: fatal crashes. All crashes involve at least one vehicle with a vehicle body type of "Semi-Trailer" or "Truck-Tractor" (TxDOT)</p>	<ul style="list-style-type: none"> 25,018 intersection and intersection-related KAB crashes (TxDOT) 209 fatalities in crashes involving motor vehicles with a body type of 'semi-trailer' or 'truck-tractor' (TxDOT) 276 fatal crashes involving motor vehicles with a body type of 'semi-trailer' or 'truck-tractor' (TxDOT) 	<ul style="list-style-type: none"> 28,565 intersection and intersection-related KAB crashes (2013 TxDOT) 394 fatalities for vehicles with a body type of 'semi-trailer' or 'truck-tractor' (2013 TxDOT) 345 fatal crashes for motor vehicles with a body type of 'semi-trailer' or 'truck-tractor' (2013 TxDOT)

Table 3.8

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

SPEED CONTROL – 08				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To reduce the number of speed-related fatal and serious injury crashes	<p>Increase and sustain high visibility enforcement of speed-related laws.</p> <p>Provide community training on speed-related issues.</p> <p>Increase public information and education concerning speed-related issues.</p>	<p>27. Number of speeding related citations issued during grant-funded enforcement activities (TxDOT) [NHTSA A-3]</p> <p>28. Number of speeding-related fatalities (FARS) [NHTSA C-6]</p>	<ul style="list-style-type: none"> NHTSA Activity Measure (No objective set) 1,187 speeding-related fatalities (FARS) 	<ul style="list-style-type: none"> 276,826 speed citations (2013 eGrants) 1,247 speeding-related fatalities (FARS 2012)

Table 3.9

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

TRAFFIC RECORDS – 09				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To improve the timeliness of, quality of, availability of, and linkages of records between crash data bases	<p>Improve the intake, tracking, analysis and reporting of crash data.</p> <p>Improve the integration of traffic records between state agencies and local entities.</p>	<p>29. Days to report local crash data to CRIS after crash occurrence (TxDOT)</p> <p>30. Days for crash data to be accessible from CRIS after receiving report of crash from peace officer (TxDOT)</p>	<ul style="list-style-type: none"> 18 business days average 6 business days from CRIS to availability 	<ul style="list-style-type: none"> Average is 14 business (TxDOT 2013) Average is 3 business days (TxDOT 2013)

Table 3.10

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

DRIVER EDUCATION AND BEHAVIOR – 10				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
<p>To increase public knowledge, perception and understanding of driver education and traffic safety for all road users</p> <p>To reduce the number of crashes and injuries related to distracted driving.</p>	<p>Develop and implement public information and education efforts on traffic safety issues.</p>	<p>31. Number of media impressions reached with traffic safety messages</p>	<ul style="list-style-type: none"> • billion media impressions reached with traffic safety messages (TxDOT) 	<ul style="list-style-type: none"> • 2.86 Billion media impressions reached with traffic safety messages
	<p>Provide assistance to update the drivers' education curriculum and administrative standards.</p> <p>Conduct and assist local, state and national traffic safety campaigns.</p> <p>Implement and evaluate countermeasures to reduce the incidence of distracted driving.</p> <p>Conduct public information and education campaigns related to distracted driving.</p> <p>Improve the recording of distracted driving as a contributing factor on crash reports.</p>	<p>32. Driver Attitudes and Awareness concerning impaired driving, seat belt use, and speeding issues (Survey – 1)</p> <p>33. Number of Distracted Driving related KAB Crashes (TxDOT)</p>	<ul style="list-style-type: none"> • Conduct 1 survey in Summer 2013 • 13,350 distracted driving related KAB crashes (TxDOT) 	<ul style="list-style-type: none"> • 1 Survey (2013 TxDOT) • 14,075 distracted driving related KAB crashes (2013 TxDOT)

Table 3.11

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

RAILROAD / HIGHWAY CROSSING – 11				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To reduce KAB crashes at railroad/highway crossings	<p>Increase education of law enforcement concerning laws governing railroad/highway crossings.</p> <p>Increase public education and Information campaigns.</p>	34. Number of KAB crashes at railroad/highway crossings (TxDOT)	123 KAB crashes at railroad/highway crossings (TxDOT)	197 KAB crashes at railroad/highway crossings (2013 TxDOT)

Table 3.12

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

ROADWAY SAFETY – 12				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
<p>To reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled</p> <p>To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level</p>	<p>Increase public education and information on roadway safety.</p>	<p>35. Number of serious injuries in work zones (TxDOT)</p>	<ul style="list-style-type: none"> 2,961 serious injuries in work zones (TxDOT) 	<ul style="list-style-type: none"> 3,496 serious injuries in work zones (2013 TxDOT)
	<p>Provide traffic safety problem identification to local jurisdictions.</p> <p>Improve highway design and engineering through training.</p> <p>Provide training on roadway safety issues.</p>	<p>36. Number of fatalities in work zones (TxDOT)</p> <p>37. Number of persons trained in roadway safety classes</p>	<ul style="list-style-type: none"> 114 fatalities in work zones (TxDOT) 3,006 students in roadway safety classes (TxDOT) 	<ul style="list-style-type: none"> 132 fatalities in work zones (2013 TxDOT) 2,855 students in roadway safety classes (TxDOT 2013)

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SAFE COMMUNITIES – 13				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries	<p>Support the Safe Communities Coalitions.</p> <p>Support statewide the Texas Safe Community process 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.</p>	38. Number of Safe Communities coalitions	16 coalitions (NHTSA)	14 coalitions

Table 3.14

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

SCHOOL BUS – 14				
GOALS	STRATEGIES	PERFORMANCE MEASURES	FY 2013 TARGET	FY 2013 ACTUAL
To reduce School bus-related crashes, injuries and fatalities	<p>Provide safe school bus operation training for school bus drivers.</p> <p>Provide public information and education campaigns to promote safe motor vehicle operations around school buses.</p>	39. Number of school bus passenger fatalities per year on a five year average (FARS)	0.4 school bus passenger fatalities (FARS)	1.4 school bus passenger fatalities (2012 FARS)

Table 3.15

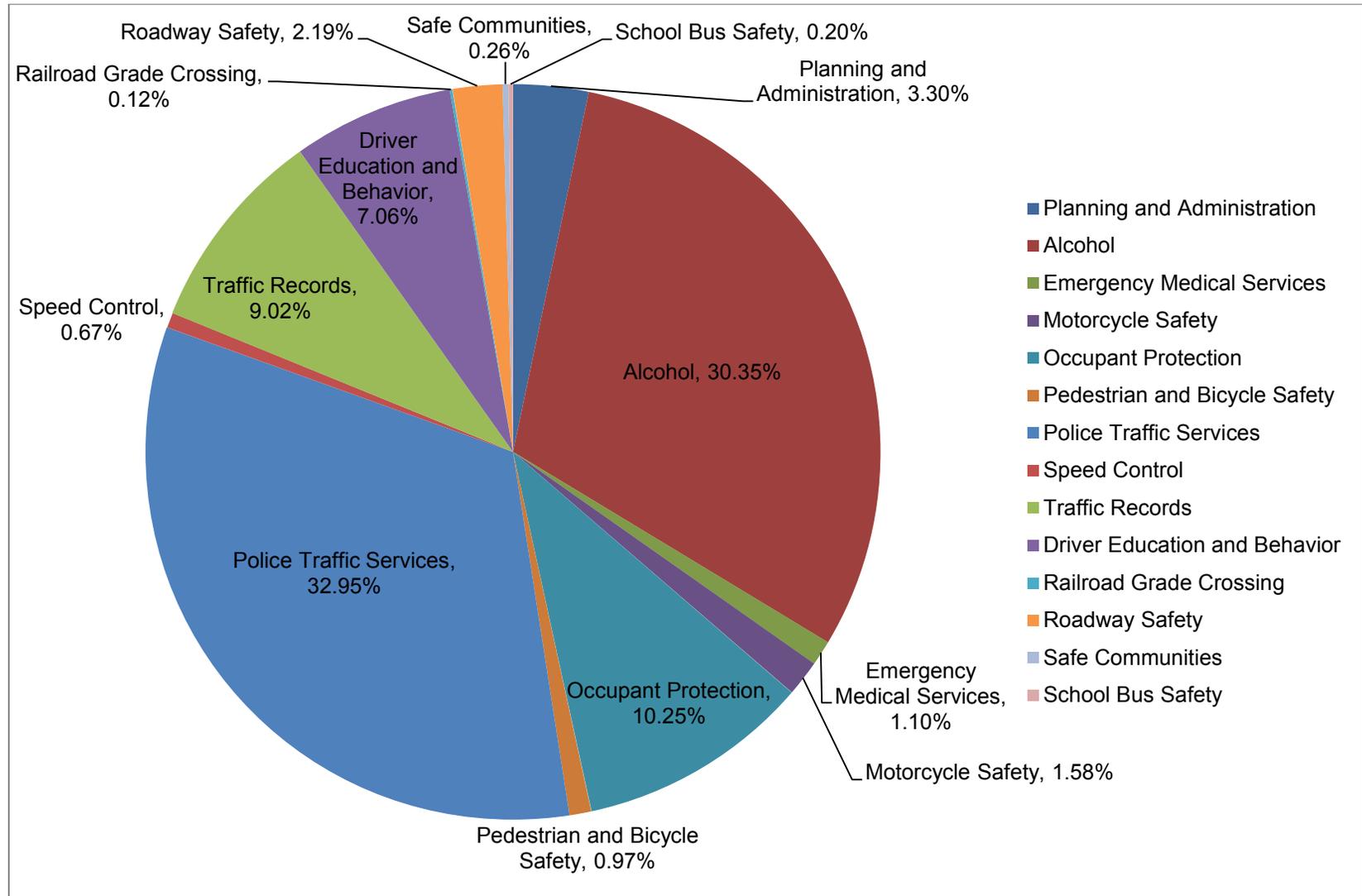
SECTION Six
Program Cost Summary

Summary of Planned Funding

Program Area	# Proj	Total	Federal					State			Fed. 402 to Local
			402	405 B	405 C	405 D	405F	State	Income	Local	
Planning and Administration	6	\$3,625,772.94	\$522,458.03					\$3,061,689.00		\$41,625.91	\$47,458.03
Alcohol and Other Drug Countermeasures	117	\$33,211,678.59	\$3,229,267.91			\$15,293,620.16		\$1,300,000.00	\$21,600.00	\$13,367,190.52	\$2,948,152.86
Emergency Medical Services	1	\$1,211,432.09	\$493,676.93							\$717,755.16	\$493,676.93
Motorcycle Safety	4	\$1,233,058.10	\$586,284.42				\$500,000.00			\$146,773.68	
Occupant Protection	75	\$11,275,421.15	\$1,149,462.35	\$5,088,310.84					\$10,000.00	\$5,027,647.96	
Pedestrian and Bicycle Safety	6	\$1,069,112.00	\$808,198.84							\$260,913.16	\$313,370.70
Police Traffic Safety	69	\$36,558,148.05	\$10,990,544.07							\$25,567,603.98	\$7,775,230.54
Speed Control	11	\$731,760.03	\$448,462.89							\$283,297.14	\$448,462.89
Traffic Records	20	\$11,132,855.52	\$0.00		\$6,912,757.22			\$2,924,309.00		\$1,295,789.30	
Driver Education and Behavior	18	\$7,764,593.00	\$3,200,965.28					\$2,050,000.00		\$2,513,627.72	\$1,798,465.28
Railroad/Highway Crossing	1	\$126,468.00	\$72,322.00							\$54,146.00	
Roadway Safety	3	\$2,404,005.25	\$486,234.05					\$1,100,000.00		\$817,771.20	\$486,234.05
Safe Communities	2	\$286,144.69	\$197,884.67							\$88,260.02	\$197,884.67
School Bus	1	\$217,647.14	\$100,252.14							\$117,395.00	\$100,252.14

TOTALS	334	\$111,348,096.55	\$22,286,013.58	\$5,088,310.84	\$6,912,757.22	\$15,293,620.16	\$500,000.00	\$10,435,998.00	\$31,600.00	\$50,799,796.75	\$14,609,188.09
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State of Texas, Fiscal Year 2015, Funding by Program Area Comparison



Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2015-BexarCoD-G-1YG-0020	Bexar County District Attorney's Office		AL	405D	M5HVE	\$206,217.44	\$0.00	\$0.00	\$57,404.56	\$263,622.00
2015-CollinDA-G-1YG-0132	Collin County - District Attorney's Office		AL	405D	M5HVE	\$55,380.00	\$0.00	\$0.00	\$14,494.99	\$69,874.99
2015-GCoCDA-G-1YG-0184	Galveston County Criminal District Attorney		AL	405D	M5HVE	\$13,123.04	\$0.00	\$0.00	\$3,714.40	\$16,837.44
2015-HarrisDA-G-1YG-0166	Harris County District Attorney		AL	405D	M5HVE	\$359,440.03	\$0.00	\$0.00	\$89,860.00	\$449,300.03
2015-MCDAO-G-1YG-0124	Montgomery County District Attorney's Office		AL	405D	M5HVE	\$126,429.56	\$0.00	\$0.00	\$83,274.70	\$209,704.26
2015-TarrantC-G-1YG-0197	Tarrant County		AL	402	M0AL	\$200,870.00	\$0.00	\$0.00	\$111,063.81	\$311,933.81
2015-TDCAA-G-1YG-0074	Texas District and County Attorneys Association		AL	405D	M5HVE	\$618,407.50	\$0.00	\$0.00	\$455,592.00	\$1,073,999.50
2015-TDPS-G-1YG-0004	Texas Department of Public Safety		AL	402	M0AL	\$1,117,825.00	\$0.00	\$0.00	\$376,380.00	\$1,494,205.00
2015-TTI-G-1YG-0047	Texas A&M Transportation Institute		AL	405D	M5HVE	\$216,559.37	\$0.00	\$0.00	\$54,190.28	\$270,749.65
TRF-TS CIOT Enforcement Blitz	Texas Department of Transportation		OP	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00
TRF-TS IDM Blitz Grants	Texas Department of Transportation		AL	405D	M5HVE	\$1,200,000.00	\$0.00	\$0.00	\$600,000.00	\$1,800,000.00
TRF-TS Incentive Grants	Texas Department of Transportation		OP	405B	M1OP	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00
TRF-TS Incentive Grants	Texas Department of Transportation		AL	405D	M5OT	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00
CMV STEP										
2015-EagleLkP-S-1YG-0048	City of Eagle Lake - Police Department		PT	402	M0PT	\$18,614.00	\$0.00	\$0.00	\$11,006.99	\$29,620.99
2015-Fortwort-S-1YG-0025	City of Fort Worth - Police Department		PT	402	M0PT	\$57,047.21	\$0.00	\$0.00	\$14,485.38	\$71,532.59
2015-HoustonP-S-1YG-0043	City of Houston - Police Department		PT	402	M0PT	\$296,779.41	\$0.00	\$0.00	\$544,322.19	\$841,101.60
2015-LaredoPD-S-1YG-0028	City of Laredo - Police Department		PT	402	M0PT	\$52,499.00	\$0.00	\$0.00	\$22,532.27	\$75,031.27
	Subtotals	# of Projects: 4				\$424,939.62	\$0.00	\$0.00	\$592,346.83	\$1,017,286.45
Comprehensive STEP										
2015-AddisonP-S-1YG-0087	Town of Addison - Police Department		PT	402	M0PT	\$16,080.00	\$0.00	\$0.00	\$6,696.96	\$22,776.96
2015-AllenPD-S-1YG-0078	City of Allen - Police Department		PT	402	M0PT	\$53,000.00	\$0.00	\$0.00	\$28,090.00	\$81,090.00
2015-Amarillo-S-1YG-0016	City of Amarillo - Police Department		PT	402	M0PT	\$161,078.40	\$0.00	\$0.00	\$201,592.60	\$362,671.00
2015-Arlingto-S-1YG-0021	City of Arlington - Police Department		PT	402	M0PT	\$278,815.00	\$0.00	\$0.00	\$79,621.97	\$358,436.97
2015-AustinPD-S-1YG-0019	City of Austin - Police Department		PT	402	M0PT	\$999,998.20	\$0.00	\$0.00	\$386,138.38	\$1,386,136.58
2015-Beaumont-S-1YG-0101	City of Beaumont - Police Department		PT	402	M0PT	\$75,470.94	\$0.00	\$0.00	\$25,149.48	\$100,620.42
2015-BexarCoS-S-1YG-0052	Bexar County Sheriff's Office		PT	402	M0PT	\$499,985.20	\$0.00	\$0.00	\$125,776.74	\$625,761.94
2015-BrownsPD-S-1YG-0050	City of Brownsville - Police Department		PT	402	M0PT	\$60,676.68	\$0.00	\$0.00	\$33,643.39	\$94,320.07
2015-BryanPD-S-1YG-0059	City of Bryan - Police Department		PT	402	M0PT	\$28,335.35	\$0.00	\$0.00	\$12,278.43	\$40,613.78

Highway Safety Plan - Project Cross Reference

Enforcement Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2015-CorpusPD-S-1YG-0060	City of Corpus Christi - Police Department		PT	402	M0PT	\$98,082.00	\$0.00	\$0.00	\$40,266.75	\$138,348.75
2015-DallasCO-S-1YG-0080	Dallas County Sheriff's Department		PT	402	M0PT	\$196,548.00	\$0.00	\$0.00	\$129,950.80	\$326,498.80
2015-Dallas-S-1YG-0091	City of Dallas - Police Department		PT	402	M0PT	\$999,998.16	\$0.00	\$0.00	\$274,669.49	\$1,274,667.65
2015-DentonPD-S-1YG-0010	City of Denton - Police Department		PT	402	M0PT	\$95,830.00	\$0.00	\$0.00	\$120,419.05	\$216,249.05
2015-EIPasoCO-S-1YG-0035	El Paso County Sheriff's Office		PT	402	M0PT	\$83,255.24	\$0.00	\$0.00	\$33,805.89	\$117,061.13
2015-EIPasoII-S-1YG-0067	City of El Paso - ISD Police Department		PT	402	M0PT	\$26,342.40	\$0.00	\$0.00	\$8,145.41	\$34,487.81
2015-EIPasoPD-S-1YG-0057	City of El Paso - Police Department		PT	402	M0PT	\$219,264.64	\$0.00	\$0.00	\$126,240.72	\$345,505.36
2015-Eules-S-1YG-0073	City of Eules - Police Department		PT	402	M0PT	\$70,000.00	\$0.00	\$0.00	\$76,438.59	\$146,438.59
2015-Fortwort-S-1YG-0022	City of Fort Worth - Police Department		PT	402	M0PT	\$174,758.80	\$0.00	\$0.00	\$43,688.30	\$218,447.10
2015-FriscoPD-S-1YG-0069	City of Frisco - Police Department		PT	402	M0PT	\$117,091.20	\$0.00	\$0.00	\$39,691.94	\$156,783.14
2015-Galvesto-S-1YG-0002	City of Galveston - Police Department		PT	402	M0PT	\$48,230.00	\$0.00	\$0.00	\$23,388.49	\$71,618.49
2015-GarlandP-S-1YG-0049	City of Garland - Police Department		PT	402	M0PT	\$249,889.80	\$0.00	\$0.00	\$143,829.21	\$393,719.00
2015-Georgeto-S-1YG-0079	City of Georgetown - Police Department		PT	402	M0PT	\$6,715.94	\$0.00	\$0.00	\$6,967.94	\$13,683.88
2015-GrandPra-S-1YG-0012	City of Grand Prairie - Police Department		PT	402	M0PT	\$201,978.16	\$0.00	\$0.00	\$201,978.18	\$403,956.34
2015-HaltomPD-S-1YG-0031	City of Haltom City - Police Department		PT	402	M0PT	\$53,115.30	\$0.00	\$0.00	\$46,303.81	\$99,419.11
2015-Harlinge-S-1YG-0036	City of Harlingen - Police Department		PT	402	M0PT	\$60,462.37	\$0.00	\$0.00	\$27,417.69	\$87,880.06
2015-HarrisCo-S-1YG-0027	Harris County Sheriff's Office		PT	402	M0PT	\$362,264.02	\$0.00	\$0.00	\$362,264.02	\$724,528.04
2015-HarrisP1-S-1YG-0046	Harris County Constable Precinct 1		PT	402	M0PT	\$87,461.24	\$0.00	\$0.00	\$87,461.24	\$174,922.48
2015-HarrisP7-S-1YG-0083	Harris County Constable Precinct 7		PT	402	M0PT	\$186,063.36	\$0.00	\$0.00	\$75,901.76	\$261,965.12
2015-HoustonP-S-1YG-0042	City of Houston - Police Department		PT	402	M0PT	\$703,214.88	\$0.00	\$0.00	\$1,218,807.63	\$1,922,022.50
2015-HurstPD-S-1YG-0033	City of Hurst - Police Department		PT	402	M0PT	\$47,203.20	\$0.00	\$0.00	\$23,007.64	\$70,210.84
2015-Irving-S-1YG-0015	City of Irving - Police Department		PT	402	M0PT	\$169,768.00	\$0.00	\$0.00	\$139,126.00	\$308,894.00
2015-Jefferso-S-1YG-0095	Jefferson County Sheriff's Office		PT	402	M0PT	\$44,976.84	\$0.00	\$0.00	\$14,155.18	\$59,132.02
2015-KellerPD-S-1YG-0018	City of Keller - Police Department		PT	402	M0PT	\$31,360.00	\$0.00	\$0.00	\$31,393.56	\$62,753.56
2015-KilleenP-S-1YG-0068	City of Killeen - Police Department		PT	402	M0PT	\$99,246.00	\$0.00	\$0.00	\$28,033.57	\$127,279.57
2015-KylePD-S-1YG-0077	City of Kyle - Police Department		PT	402	M0PT	\$19,600.00	\$0.00	\$0.00	\$4,900.00	\$24,500.00
2015-LaPorte-S-1YG-0056	City of La Porte - Police Department		PT	402	M0PT	\$50,664.78	\$0.00	\$0.00	\$46,879.36	\$97,544.14
2015-LaredoPD-S-1YG-0026	City of Laredo - Police Department		PT	402	M0PT	\$94,000.00	\$0.00	\$0.00	\$41,971.00	\$135,971.00
2015-LongviPD-S-1YG-0058	City of Longview - Police Department		PT	402	M0PT	\$71,325.18	\$0.00	\$0.00	\$18,043.02	\$89,368.20

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2015-Lubbock -S-1YG-0006	City of Lubbock - Police Department		PT	402	M0PT	\$60,251.60	\$0.00	\$0.00	\$60,251.60	\$120,503.20
2015-McAllenP-S-1YG-0070	City of McAllen - Police Department		PT	402	M0PT	\$80,070.00	\$0.00	\$0.00	\$20,020.00	\$100,090.00
2015-Mission-S-1YG-0008	City of Mission - Police Department		PT	402	M0PT	\$80,567.80	\$0.00	\$0.00	\$26,914.23	\$107,482.03
2015-NewBraun-S-1YG-0096	City of New Braunfels - Police Department		PT	402	M0PT	\$80,075.98	\$0.00	\$0.00	\$43,959.40	\$124,035.38
2015-NRichtlan-S-1YG-0047	City of North Richland Hills - Police Department		PT	402	M0PT	\$48,523.12	\$0.00	\$0.00	\$19,504.11	\$68,027.23
2015-Odessa-S-1YG-0039	City of Odessa - Police Department		PT	402	M0PT	\$39,247.58	\$0.00	\$0.00	\$9,933.11	\$49,180.69
2015-PasadePD-S-1YG-0074	City of Pasadena - Police Department		PT	402	M0PT	\$90,438.10	\$0.00	\$0.00	\$90,438.10	\$180,876.20
2015-PlanoPD-S-1YG-0055	City of Plano - Police Department		PT	402	M0PT	\$146,719.80	\$0.00	\$0.00	\$99,028.72	\$245,748.52
2015-Rowlet P-S-1YG-0009	City of Rowlett - Police Department		PT	402	M0PT	\$21,049.26	\$0.00	\$0.00	\$21,053.94	\$42,103.20
2015-Southlak-S-1YG-0062	City of Southlake - Police Department		PT	402	M0PT	\$39,617.50	\$0.00	\$0.00	\$19,644.21	\$59,261.71
2015-Sugarlan-S-1YG-0086	City of Sugar Land - Police Department		PT	402	M0PT	\$109,973.34	\$0.00	\$0.00	\$41,943.16	\$151,916.50
2015-TaylorCo-S-1YG-0089	Taylor County Sheriff's Office		PT	402	M0PT	\$10,175.56	\$0.00	\$0.00	\$2,733.95	\$12,909.51
2015-TDPS-S-1YG-0011	Texas Department of Public Safety		PT	402	M0PT	\$1,368,254.65	\$0.00	\$0.00	\$19,378,197.46	\$20,746,452.11
2015-TexarkPD-S-1YG-0030	City of Texarkana - Police Department		PT	402	M0PT	\$20,639.80	\$0.00	\$0.00	\$16,445.49	\$37,085.29
2015-Tomgreen-S-1YG-0024	Tom Green County		PT	402	M0PT	\$41,280.85	\$0.00	\$0.00	\$26,410.39	\$67,691.24
2015-Tyler PD-S-1YG-0071	City of Tyler - Police Department		PT	402	M0PT	\$76,321.00	\$0.00	\$0.00	\$19,879.16	\$96,200.16
2015-WacoPD-S-1YG-0020	City of Waco - Police Department		PT	402	M0PT	\$101,636.28	\$0.00	\$0.00	\$26,139.71	\$127,775.99
2015-WichitaP-S-1YG-0013	City of Wichita Falls - Police Department		PT	402	M0PT	\$87,785.95	\$0.00	\$0.00	\$22,108.02	\$109,893.97
Subtotals		# of Projects:	56			\$9,344,777.45	\$0.00	\$0.00	\$24,278,738.94	\$33,623,516.38
DWI STEP										
2015-EdinbuPD-S-1YG-0038	City of Edinburg - Police Department		AL	402	M0AL	\$55,205.66	\$0.00	\$0.00	\$13,807.24	\$69,012.90
2015-Harris4-S-1YG-0098	Harris County Constable Precinct 4		AL	402	M0AL	\$47,139.83	\$0.00	\$0.00	\$12,750.86	\$59,890.69
2015-HarrisP6-S-1YG-0092	Harris County Constable Precinct 6		AL	402	M0AL	\$43,130.00	\$0.00	\$0.00	\$20,530.65	\$63,660.65
2015-SanAntPD-S-1YG-0005	City of San Antonio - Police Department		AL	402	M0AL	\$1,000,000.00	\$0.00	\$0.00	\$337,745.00	\$1,337,744.99
Subtotals		# of Projects:	4			\$1,145,475.49	\$0.00	\$0.00	\$384,833.75	\$1,530,309.23
SPEED STEP										
2015-Brenham-S-1YG-0100	City of Brenham - Police Department		SC	402	M0SC	\$36,270.00	\$0.00	\$0.00	\$14,813.46	\$51,083.46
2015-BullardP-S-1YG-0103	City of Bullard - Police Department		SC	402	M0SC	\$2,363.30	\$0.00	\$0.00	\$597.65	\$2,960.95

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total	
2015-DeerPark-S-1YG-0040	City of Deer Park - Police Department		SC	402	M0SC	\$49,000.00	\$0.00	\$0.00	\$51,862.53	\$100,862.53	
2015-Farmers -S-1YG-0034	City of Farmers Branch - Police Department		SC	402	M0SC	\$48,251.00	\$0.00	\$0.00	\$60,989.64	\$109,240.64	
2015-LewisvPD-S-1YG-0045	City of Lewisville - Police Department		SC	402	M0SC	\$80,988.05	\$0.00	\$0.00	\$20,240.77	\$101,228.82	
2015-Mansfiel-S-1YG-0066	City of Mansfield - Police Department		SC	402	M0SC	\$64,186.00	\$0.00	\$0.00	\$40,614.32	\$104,800.32	
2015-Mesquite-S-1YG-0063	City of Mesquite - Police Department		SC	402	M0SC	\$69,784.99	\$0.00	\$0.00	\$25,928.50	\$95,713.49	
2015-MontgoSO-S-1YG-0032	Montgomery County Sheriff's Office		SC	402	M0SC	\$57,383.40	\$0.00	\$0.00	\$27,102.87	\$84,486.27	
2015-TexasCit-S-1YG-0023	City of Texas City - Police Department		SC	402	M0SC	\$33,425.40	\$0.00	\$0.00	\$33,425.40	\$66,850.80	
Subtotals		# of Projects:	9			\$441,652.14	\$0.00	\$0.00	\$275,575.14	\$717,227.28	
Wave Comprehensive STEP											
2015-AlicePD-S-1YG-0017	City of Alice - Police Department		PT	402	M0PT	\$2,286.92	\$0.00	\$0.00	\$657.52	\$2,944.44	
2015-Benbrook-S-1YG-0007	City of Benbrook - Police Department		PT	402	M0PT	\$10,953.56	\$0.00	\$0.00	\$5,897.93	\$16,851.49	
2015-Dickinsco-S-1YG-0076	City of Dickinson - Police Department		PT	402	M0PT	\$19,404.00	\$0.00	\$0.00	\$4,884.00	\$24,288.00	
2015-KilgoreP-S-1YG-0081	City of Kilgore - Police Department		PT	402	M0PT	\$19,114.00	\$0.00	\$0.00	\$4,958.50	\$24,072.50	
2015-Palmhurs-S-1YG-0075	City of Palmhurst - Police Department		PT	402	M0PT	\$13,067.56	\$0.00	\$0.00	\$3,284.69	\$16,352.25	
2015-SanJuanP-S-1YG-0029	City of San Juan - Police Department		PT	402	M0PT	\$7,793.24	\$0.00	\$0.00	\$2,026.24	\$9,819.48	
2015-Weatherf-S-1YG-0061	City of Weatherford - Police Department		PT	402	M0PT	\$23,769.00	\$0.00	\$0.00	\$6,164.00	\$29,933.00	
Subtotals		# of Projects:	7			\$96,388.28	\$0.00	\$0.00	\$27,872.88	\$124,261.16	
Wave DWI STEP											
2015-CdrPrkPD-S-1YG-0037	City of Cedar Park - Police Department		AL	402	M0AL	\$26,523.98	\$0.00	\$0.00	\$8,894.61	\$35,418.59	
2015-HGAC-S-1YG-0097	Houston-Galveston Area Council		AL	402	M0AL	\$140,657.40	\$0.00	\$0.00	\$36,700.00	\$177,357.40	
2015-TitusCoS-S-1YG-0072	Titus County Sheriff's Office		AL	402	M0AL	\$10,257.69	\$0.00	\$0.00	\$3,467.50	\$13,725.19	
Subtotals		# of Projects:	3			\$177,439.07	\$0.00	\$0.00	\$49,062.11	\$226,501.18	
WAVE SPEED STEP											
2015-Meridian-S-1YG-0088	City of Meridian - Police Department		SC	402	M0SC	\$2,103.75	\$0.00	\$0.00	\$1,477.50	\$3,581.25	
2015-QueenCity-S-1YG-0044	City of Queen City - Police Department		SC	402	M0SC	\$4,707.00	\$0.00	\$0.00	\$6,244.50	\$10,951.50	
Subtotals		# of Projects:	2			\$6,810.75	\$0.00	\$0.00	\$7,722.00	\$14,532.75	
						<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>	
Enforcement Task Summary						# Projects: 216	\$16,517,734.73	\$0.00	\$0.00	\$27,532,162.08	\$44,049,896.81

Highway Safety Plan - Project Cross Reference

Evaluation Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2015-NIPC-G-1YG-0186	National Injury Prevention Council		AL	405D M5II	\$72,024.00	\$0.00	\$0.00	\$18,207.00	\$90,231.00
2015-TDPS-G-1YG-0262			TR	405C M3DA	\$971,588.00	\$0.00	\$0.00	\$242,897.00	\$1,214,485.00
2015-TTI-G-1YG-0080	Texas A&M Transportation Institute		AL	405D M5BAC	\$90,863.52	\$0.00	\$0.00	\$22,733.69	\$113,597.21
2015-TTI-G-1YG-0089	Texas A&M Transportation Institute		OP	405B M1OP	\$333,433.12	\$0.00	\$0.00	\$83,391.37	\$416,824.49
2015-TTI-G-1YG-0090	Texas A&M Transportation Institute		OP	405B M1OP	\$63,743.86	\$0.00	\$0.00	\$15,946.94	\$79,690.80
2015-TTI-G-1YG-0091	Texas A&M Transportation Institute		DE	402 M0DE	\$66,440.90	\$0.00	\$0.00	\$16,620.72	\$83,061.62
2015-TTI-G-1YG-0096	Texas A&M Transportation Institute		OP	405B M1OP	\$49,389.16	\$0.00	\$0.00	\$12,353.78	\$61,742.94

Evaluation Task Summary	<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
	7	\$1,647,482.56	\$0.00	\$0.00	\$412,150.50	\$2,059,633.06

Highway Safety Plan - Project Cross Reference

Program Management Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2015-TDSHS-IS-G-1YG-0157	Texas Department of State Health Services - ISG	TR	405C	M3DA	\$1,586,978.75	\$0.00	\$0.00	\$403,963.87	\$1,990,942.62	
2015-TMPA-G-1YG-0014	Texas Municipal Police Association	TR	405C	M3DA	\$586,845.98	\$0.00	\$0.00	\$603,500.00	\$1,190,345.98	
2015-TTI-G-1YG-0053	Texas A&M Transportation Institute	PA	402	M0PA	\$47,458.03	\$0.00	\$0.00	\$41,625.91	\$89,083.94	
2015-TTI-G-1YG-0081	Texas A&M Transportation Institute	TR	405C	M3DA	\$181,626.49	\$0.00	\$0.00	\$45,428.43	\$227,054.92	
2015-TxDOT-G-1YG-0228	Texas Department of Transportation	PA	402	M0PA	\$400,000.00	\$0.00	\$0.00	\$0.00	\$400,000.00	
2015-TxDOT-G-1YG-0229	Texas Department of Transportation	PA	402	M0PA	\$75,000.00	\$0.00	\$0.00	\$0.00	\$75,000.00	
2015-TxDOT-G-1YG-0230	Texas Department of Transportation	PA	State	State	\$0.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00	
2015-TxDOT-G-1YG-0239	Texas Department of Transportation	TR	405C	M3DA	\$280,000.00	\$0.00	\$0.00	\$0.00	\$280,000.00	
2015-TxDOT-G-1YG-0240	Texas Department of Transportation	TR	405C	M3DA	\$320,000.00	\$0.00	\$0.00	\$0.00	\$320,000.00	
2015-TxDOT-G-1YG-0241	Texas Department of Transportation	TR	405C	M3DA	\$45,000.00	\$0.00	\$0.00	\$0.00	\$45,000.00	
2015-TxDOT-G-1YG-0242	Texas Department of Transportation	TR	405C	M3DA	\$199,350.00	\$0.00	\$0.00	\$0.00	\$199,350.00	
2015-TxDOT-G-1YG-0243	Texas Department of Transportation	TR	405C	M3DA	\$164,713.00	\$0.00	\$0.00	\$0.00	\$164,713.00	
2015-TxDOT-G-1YG-0244	Texas Department of Transportation	TR	405C	M3DA	\$39,295.00	\$0.00	\$0.00	\$0.00	\$39,295.00	
2015-TxDOT-G-1YG-0245	Texas Department of Transportation	TR	State	State	\$0.00	\$2,924,309.00	\$0.00	\$0.00	\$2,924,309.00	
2015-TxDOT-G-1YG-0246	Texas Department of Transportation	TR	405C	M3DA	\$904,000.00	\$0.00	\$0.00	\$0.00	\$904,000.00	
2015-TxDOT-G-1YG-0247	Texas Department of Transportation	TR	405C	M3DA	\$870,000.00	\$0.00	\$0.00	\$0.00	\$870,000.00	
2015-TxDOT-G-1YG-0248	Texas Department of Transportation	TR	405C	M3DA	\$25,315.00	\$0.00	\$0.00	\$0.00	\$25,315.00	
2015-TxDOT-G-1YG-0249	Texas Department of Transportation	TR	405C	M3DA	\$92,720.00	\$0.00	\$0.00	\$0.00	\$92,720.00	
2015-TxDOT-G-1YG-0250	Texas Department of Transportation	TR	405C	M3DA	\$82,500.00	\$0.00	\$0.00	\$0.00	\$82,500.00	
2015-TxDOT-G-1YG-0251	Texas Department of Transportation	TR	405C	M3DA	\$105,825.00	\$0.00	\$0.00	\$0.00	\$105,825.00	
2015-TxDOT-G-1YG-0252	Texas Department of Transportation	TR	405C	M3DA	\$168,500.00	\$0.00	\$0.00	\$0.00	\$168,500.00	
2015-TxDOT-G-1YG-0253	Texas Department of Transportation	TR	405C	M3DA	\$78,500.00	\$0.00	\$0.00	\$0.00	\$78,500.00	
2015-TxDOT-G-1YG-0254	Texas Department of Transportation	TR	405C	M3DA	\$210,000.00	\$0.00	\$0.00	\$0.00	\$210,000.00	
Traffic Safety Program Operations	Texas Department of Transportation	PA	State	State	\$0.00	\$3,011,689.00	\$0.00	\$0.00	\$3,011,689.00	

Program Management Task Summary

Projects: 25

<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
\$6,463,627.25	\$5,985,998.00	\$0.00	\$1,094,518.21	\$13,544,143.46

Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2015-AustinEM-G-1YG-0206	City of Austin - EMS		OP	405B	M1CSS	\$32,550.00	\$0.00	\$0.00	\$8,562.50	\$41,112.50
2015-AustinPW-G-1YG-0173	City of Austin - Public Works		PS	402	M0PS	\$21,300.00	\$0.00	\$0.00	\$5,414.00	\$26,714.00
2015-BikeTexa-G-1YG-0178	Texas Bicycle Coalition Education Fund		PS	402	M0PS	\$228,150.00	\$0.00	\$0.00	\$84,878.00	\$313,028.00
2015-DATE-G-1YG-0065	Drug Alcohol and Tobacco Education		AL	402	M0AL	\$86,069.58	\$0.00	\$0.00	\$29,090.34	\$115,159.92
2015-Elbowz-G-1YG-0161	Elbowz Racing		PS	402	M0PS	\$113,230.40	\$0.00	\$0.00	\$30,000.00	\$143,230.40
2015-HHS-G-1YG-0156	Hillcrest Baptist Medical Center-HHS		OP	402	M0OP	\$259,565.98	\$0.00	\$0.00	\$320,626.92	\$580,192.90
2015-Hillcres-G-1YG-0102	Hillcrest Baptist Medical Center-Hillcrest		AL	405D	M5PEM	\$210,533.00	\$0.00	\$0.00	\$95,220.22	\$305,753.22
2015-Hillcres-G-1YG-0155	Hillcrest Baptist Medical Center-Hillcrest		DE	402	M0DE	\$173,089.80	\$0.00	\$0.00	\$92,455.66	\$265,545.46
2015-Hillcres-G-1YG-0168	Hillcrest Baptist Medical Center-Hillcrest		AL	405D	M5PEM	\$217,117.28	\$0.00	\$0.00	\$182,923.49	\$400,040.77
2015-IPCOGD-G-1YG-0077	Injury Prevention Center of Greater Dallas		OP	405B	M1CPS	\$103,143.40	\$0.00	\$0.00	\$55,754.19	\$158,897.59
2015-IPCOGD-G-1YG-0078	Injury Prevention Center of Greater Dallas		OP	405B	M1TR	\$48,240.77	\$0.00	\$0.00	\$26,600.61	\$74,841.38
2015-LubbockP-G-1YG-0185	City of Lubbock - Parks & Recreation		DE	402	M0DE	\$34,885.65	\$0.00	\$0.00	\$55,246.50	\$90,132.15
2015-PBKTC-G-1YG-0106	Please Be Kind to Cyclists		PS	402	M0PS	\$178,840.30	\$0.00	\$0.00	\$52,050.00	\$230,890.30
2015-SanAnton-G-1YG-0060	San Antonio - Bexar County Metropolitan Planning Organization		PS	402	M0PS	\$7,200.64	\$0.00	\$0.00	\$1,800.16	\$9,000.80
2015-ScottWhi-G-1YG-0117	Scott and White Memorial Hospital		OP	405B	M1CSS	\$239,797.82	\$0.00	\$0.00	\$66,060.80	\$305,858.62
2015-TAFCC-G-1YG-0122	Texas Association, Family, Career and Community		AL	405D	M5PEM	\$30,756.48	\$0.00	\$0.00	\$38,438.86	\$69,195.34
2015-TAMUCC-G-1YG-0144	Texas A&M University-Corpus Christi		SA	402	M0SA	\$59,077.39	\$0.00	\$0.00	\$34,260.02	\$93,337.41
2015-TCH-G-1YG-0103	Texas Children's Hospital		OP	405B	M1CSS	\$191,286.64	\$0.00	\$10,000.00	\$296,488.54	\$497,775.18
2015-TDSHS-G-1YG-0145	Texas Department of State Health Services		OP	402	M0OP	\$889,896.37	\$0.00	\$0.00	\$900,000.00	\$1,789,896.37
2015-Texas Ag-G-1YG-0128	Texas A&M Agrilife Extension Service		OP	405B	M1CPS	\$378,879.48	\$0.00	\$0.00	\$204,103.00	\$582,982.48
2015-Texas Ag-G-1YG-0129	Texas A&M Agrilife Extension Service		AL	405D	M5PEM	\$465,869.25	\$0.00	\$0.00	\$160,237.02	\$626,106.27
2015-Texas Ag-G-1YG-0130	Texas A&M Agrilife Extension Service		SA	402	M0SA	\$138,807.28	\$0.00	\$0.00	\$54,000.00	\$192,807.28
2015-TMCEC-G-1YG-0140	Texas Municipal Courts Education Center		DE	402	M0DE	\$159,437.96	\$0.00	\$0.00	\$61,564.80	\$221,002.76
2015-TMPA-G-1YG-0002	Texas Municipal Police Association		PT	402	M0PT	\$906,890.72	\$0.00	\$0.00	\$512,330.00	\$1,419,220.72
2015-Travis C-G-1YG-0022	Travis County Attorney's UDPP		AL	405D	M5PEM	\$171,407.85	\$0.00	\$0.00	\$228,409.08	\$399,816.93
2015-TST-G-1YG-0107	Texans Standing Tall		AL	405D	M5PEM	\$264,338.19	\$0.00	\$5,000.00	\$61,331.50	\$330,669.69
2015-TST-G-1YG-0193	Texans Standing Tall		AL	405D	M5PEM	\$255,526.44	\$0.00	\$5,000.00	\$60,329.34	\$320,855.78
2015-TTI-G-1YG-0023	Texas A&M Transportation Institute		DE	402	M0DE	\$597,290.04	\$0.00	\$0.00	\$509,395.05	\$1,106,685.09
2015-TTI-G-1YG-0025	Texas A&M Transportation Institute		AL	405D	M5PEM	\$88,451.47	\$0.00	\$0.00	\$22,481.26	\$110,932.73

Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2015-TTI-G-1YG-0037	Texas A&M Transportation Institute		MC	402	M0MC	\$157,111.63	\$0.00	\$0.00	\$39,292.19	\$196,403.82
2015-TTI-G-1YG-0043	Texas A&M Transportation Institute		MC	402	M0MC	\$236,584.40	\$0.00	\$0.00	\$59,307.59	\$295,891.99
2015-UMCEP-G-1YG-0062	University Medical Center of El Paso		OP	405B	M1CSS	\$87,846.59	\$0.00	\$0.00	\$37,759.31	\$125,605.90
TBD	Texas Department of Transportation		MC	405F	M9MA	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00
TBD	Texas Department of Transportation		AL	405D	M5PEM	\$1,500,000.00	\$0.00	\$0.00	\$1,500,000.00	\$3,000,000.00
TBD	Texas Department of Transportation		AL	405D	M5PEM	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$2,000,000.00
TBD	Texas Department of Transportation		AL	405D	M5PEM	\$600,000.00	\$0.00	\$0.00	\$600,000.00	\$1,200,000.00
TBD	Texas Department of Transportation		AL	405D	M5PEM	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$2,000,000.00
TBD	Texas Department of Transportation		DE	402	M0DE	\$125,000.00	\$0.00	\$0.00	\$0.00	\$125,000.00
TBD	Texas Department of Transportation		DE	402	M0DE	\$77,500.00	\$0.00	\$0.00	\$0.00	\$77,500.00
TBD	Texas Department of Transportation		OP	405B	M1PE	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00
TBD	Texas Department of Transportation		OP	405B	M1PE	\$2,000,000.00	\$0.00	\$0.00	\$2,000,000.00	\$4,000,000.00
TBD	Texas Department of Transportation		OP	405B	M1PE	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00
TBD	Texas Department of Transportation		AL	State	State	\$0.00	\$1,000,000.00	\$0.00	\$1,000,000.00	\$2,000,000.00
TBD	Texas Department of Transportation		DE	State	State	\$0.00	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00
TBD	Texas Department of Transportation		DE	State	State	\$0.00	\$600,000.00	\$0.00	\$0.00	\$600,000.00
TBD	Texas Department of Transportation		DE	State	State	\$0.00	\$250,000.00	\$0.00	\$250,000.00	\$500,000.00
TBD	Texas Department of Transportation		RS	State	State	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00
TBD	Texas Department of Transportation		RS	State	State	\$0.00	\$100,000.00	\$0.00	\$100,000.00	\$200,000.00
TBD	Texas Department of Transportation		DE	402	M0DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	\$2,400,000.00
TRF-TS Project Celebration	Texas Department of Transportation		AL	State	State	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000.00

Public Information Campaigns Task Summary		# Projects:	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
		50	\$16,035,672.80	\$4,450,000.00	\$20,000.00	\$14,536,410.95	\$35,042,083.75

Highway Safety Plan - Project Cross Reference

Training Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2015-AISD-G-1YG-0073	City of Austin - ISD		DE	402	M0DE	\$24,477.22	\$0.00	\$0.00	\$18,586.62	\$43,063.84
2015-BikeTExa-G-1YG-0181	Texas Bicycle Coalition Education Fund		PS	402	M0PS	\$259,477.50	\$0.00	\$0.00	\$86,771.00	\$346,248.50
2015-ESCVI-G-1YG-0010	Education Service Center, Region VI		AL	405D	M5TR	\$93,635.90	\$0.00	\$0.00	\$56,934.00	\$150,569.90
2015-ESCVI-G-1YG-0011	Education Service Center, Region VI		SB	402	M0SB	\$100,252.14	\$0.00	\$0.00	\$117,395.00	\$217,647.14
2015-ESCVI-G-1YG-0013	Education Service Center, Region VI		DE	402	M0DE	\$94,093.29	\$0.00	\$0.00	\$53,086.00	\$147,179.29
2015-MADD-G-1YG-0015	Mothers Against Drunk Driving		AL	405D	M5TR	\$800,972.02	\$0.00	\$0.00	\$317,862.06	\$1,118,834.08
2015-MADD-G-1YG-0016	Mothers Against Drunk Driving		AL	405D	M5TR	\$286,153.30	\$0.00	\$0.00	\$195,954.51	\$482,107.81
2015-MADD-G-1YG-0017	Mothers Against Drunk Driving		AL	405D	M5TR	\$137,110.10	\$0.00	\$0.00	\$56,341.28	\$193,451.38
2015-MADD-G-1YG-0018	Mothers Against Drunk Driving		AL	405D	M5TR	\$134,113.48	\$0.00	\$0.00	\$41,663.39	\$175,776.87
2015-MADD-G-1YG-0019	Mothers Against Drunk Driving		AL	402	M0AL	\$153,787.99	\$0.00	\$0.00	\$46,028.93	\$199,816.92
2015-MHH-G-1YG-0072	Memorial Hermann Hospital		DE	402	M0DE	\$62,848.19	\$0.00	\$0.00	\$65,894.74	\$128,742.93
2015-NSC-G-1YG-0134	National Safety Council		DE	402	M0DE	\$318,289.03	\$0.00	\$0.00	\$117,084.38	\$435,373.41
2015-SHSU-G-1YG-0063	Sam Houston State University		AL	405D	M5TR	\$651,126.83	\$0.00	\$0.00	\$582,906.15	\$1,234,032.98
2015-SHSU-G-1YG-0133	Sam Houston State University		AL	405D	M5TR	\$155,654.82	\$0.00	\$0.00	\$67,980.59	\$223,635.41
2015-SHSU-G-1YG-0136	Sam Houston State University		AL	405D	M5TR	\$122,083.26	\$0.00	\$0.00	\$80,421.18	\$202,504.44
2015-TABC-G-1YG-0177	Texas Alcoholic Beverage Commission		AL	405D	M5TR	\$438,487.50	\$0.00	\$0.00	\$556,734.81	\$995,222.31
2015-TAC-G-1YG-0154	Texas Association of Counties		AL	402	M0AL	\$255,443.60	\$0.00	\$0.00	\$142,625.00	\$398,068.60
2015-TCJ-G-1YG-0092	Texas Center for the Judiciary		AL	405D	M5TR	\$723,799.18	\$0.00	\$0.00	\$765,423.28	\$1,489,222.46
2015-TEEXESTI-G-1YG-0160	Texas Engineering Extension Service - ESTI		EM	402	M0EM	\$493,676.93	\$0.00	\$0.00	\$717,755.16	\$1,211,432.09
2015-Texas Ag-G-1YG-0131	Texas A&M Agrilife Extension Service		DE	402	M0DE	\$84,263.76	\$0.00	\$0.00	\$22,928.08	\$107,191.84
2015-Texas Ag-G-1YG-0187	Texas A&M Agrilife Extension Service		AL	402	M0AL	\$79,416.46	\$0.00	\$0.00	\$20,413.08	\$99,829.54
2015-TJCTC-G-1YG-0111	Texas Justice Court Training Center		AL	405D	M5TR	\$138,677.87	\$0.00	\$0.00	\$142,334.06	\$281,011.93
2015-TMCEC-G-1YG-0139	Texas Municipal Courts Education Center		AL	405D	M5TR	\$339,698.96	\$0.00	\$6,600.00	\$195,152.56	\$541,451.52
2015-TMPA-G-1YG-0005	Texas Municipal Police Association		AL	405D	M5TR	\$818,522.24	\$0.00	\$0.00	\$739,827.20	\$1,558,349.44
2015-TMPA-G-1YG-0021	Texas Municipal Police Association		AL	405D	M5TR	\$560,953.54	\$0.00	\$0.00	\$447,148.00	\$1,008,101.54
2015-TST-G-1YG-0174	Texans Standing Tall		AL	405D	M5TR	\$192,832.28	\$0.00	\$5,000.00	\$43,287.18	\$241,119.46
2015-TTI-G-1YG-0024	Texas A&M Transportation Institute		AL	405D	M5TR	\$313,931.76	\$0.00	\$0.00	\$108,706.57	\$422,638.33
2015-TTI-G-1YG-0029	Texas A&M Transportation Institute		AL	405D	M5TR	\$190,112.88	\$0.00	\$0.00	\$49,084.11	\$239,196.99
2015-TTI-G-1YG-0044	Texas A&M Transportation Institute		MC	402	M0MC	\$192,588.39	\$0.00	\$0.00	\$48,173.90	\$240,762.29
2015-TTI-G-1YG-0094	Texas A&M Transportation Institute		DE	402	M0DE	\$52,850.58	\$0.00	\$0.00	\$13,223.12	\$66,073.70

Highway Safety Plan - Project Cross Reference

Training Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2015-TXCA-G-1YG-0192	Texas Counseling Association		AL	402	M0AL	\$119,875.50	\$0.00	\$0.00	\$98,734.00	\$218,609.50
2015-TxOpLife-G-1YG-0112	Texas Operation Lifesaver		RH	402	M0RH	\$72,322.00	\$0.00	\$0.00	\$54,146.00	\$126,468.00
2015-TxTechLB-G-1YG-0113	Texas Tech University - Lubbock		DE	402	M0DE	\$130,498.86	\$0.00	\$0.00	\$37,542.05	\$168,040.91
2015-UHD-G-1YG-0100	University of Houston/Downtown		AL	405D	M5TR	\$131,600.04	\$0.00	\$0.00	\$184,320.00	\$315,920.04
2015-UHD-G-1YG-0104	University of Houston/Downtown		AL	405D	M5TR	\$127,600.00	\$0.00	\$0.00	\$128,000.00	\$255,600.00
2015-UTatArl-G-1YG-0147	The University of Texas at Arlington		RS	402	M0RS	\$486,234.05	\$0.00	\$0.00	\$717,771.20	\$1,204,005.25

Training Task Summary		<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
		36	\$9,337,461.45	\$0.00	\$11,600.00	\$7,138,239.19	\$16,487,300.64

Highway Safety Plan - Project Cross Reference

NotAssigned Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
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SECTION Seven
Certification and Assurances
Appendix A to Part 1200

APPENDIX A TO PART 1200- CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Texas**

Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

General Requirements

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b) (I) (A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4- Highway Safety Act of 1966, as amended
- 49 CFR Part 18 -Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200- Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

Federal Funding Accountability and transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub-Award and Executive Compensation Reporting, August 27, 2010,

https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) The entity in the preceding fiscal year received-
 - (1) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

Non-Discrimination

(Applies to sub-recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L.

100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug Free Workplace Act of 1988 (41 USC 813)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
- The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted:
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

Buy America Act

(Applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 53230)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Political Activity (HATCH Act)

(Applies to sub-recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

Certification Regarding Federal Lobbying

(Applies to sub-recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Restriction on State Lobbying

(Applies to sub-recipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with

NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

Certification Regarding Debarment and Suspension

(Applies to sub-recipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in **connection with the department or agency's determination whether to enter into** this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly

enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (I)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings

set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion

Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Policy on Seat Belt Use

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1(888) 221-0045 or visit its website at www.trafficsafety.org.

Policy on Banning Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs

to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Section 402 Requirements

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(I)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(I)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(I)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(I)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility Law enforcement mobilizations;

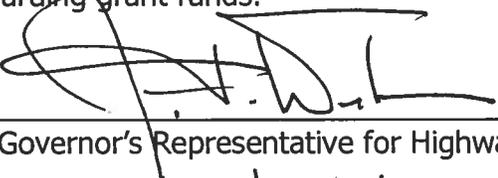
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(I)(F))

The State will actively encourage all relevant Law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 4020)

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



 Governor's Representative for Highway Safety
 6/10/14

 Date

LtGen J.F. Weber, USMC (Ret)
 Printed name of Governor's Representative for Highway Safety

SECTION Eight

Map – 21, Section 405 Application

APPENDIX D TO PART 1200
CERTIFICATION AND ASSURANCES
FOR NATIONAL PRIORITY PROGRAM GRANTS (23 U.S.C. 405)

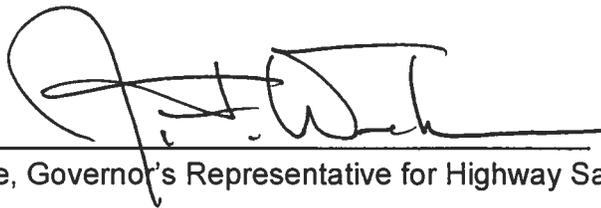
State: Texas

Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- Certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the state's application for Section 405 grants below is accurate and complete.
- Understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- Agree that, as a condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405 (b), (c), (d), (e), (f), and (g) as applicable.
- Agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal Grants.



Signature, Governor's Representative for Highway Safety

6/10/14
Date

LtGen J.F. Weber, USMC (Ret)
Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.

- The name and title of the State’s Traffic Records Coordinator is _____.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.

- [*Check one box below and fill in any blanks under that checked box.*]

The following pages in the State’s Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.

OR

If not detailed in the State’s Strategic Plan, the written description is provided as HSP attachment # _____.

- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on _____ This updated Texas’s highway safety data and Traffic Records system to address each recommendation from the Assessment conducted on 10/26/2012.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
 - A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
 - *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State’s texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY _____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

**PART 1: OCCUPANT PROTECTION
SECTION 405 (B) ATTACHMENTS**

ATTACHMENT 1.1: FY 2015 CLICK IT OR TICKET MOBILIZATION

The attached table outlines the anticipated agencies to be solicited for participation in the FY 2015 Click It or Ticket (CIOT) mobilization.

ATTACHMENT 1.1: FY 2015 CLICK IT OR TICKET MOBILIZATION

FY 2015 Click It or Ticket Mobilization		
District	City Police Departments	TxDOT AMT
AMA	City of Amarillo	\$9,000.00
AUS	City of Austin	\$60,000.00
BMT	City of Beaumont	\$7,000.00
BMT	City of Port Arthur	\$6,000.00
CRP	City of Corpus Christi	\$24,000.00
CRP	City of Beeville	\$6,000.00
CRP	City of Portland	\$6,000.00
DAL	City of Mesquite	\$5,000.00
DAL	City of Lewisville	\$6,000.00
DAL	City of Garland	\$9,000.00
DAL	City of Grand Prairie	\$9,000.00
DAL	City of Allen	\$6,000.00
DAL	City of McKinney	\$7,000.00
DAL	City of Dallas	\$60,000.00
DAL	City of Frisco	\$7,000.00
FTW	City of Arlington	\$10,000.00
HOU	City of Houston	\$50,000.00
HOU	City of LaPorte	\$3,000.00
HOU	City of Deer Park	\$3,000.00
HOU	City of Bellaire	\$3,000.00
LBB	City of Lubbock	\$15,000.00
LRD	City of Laredo	\$9,000.00
PAR	City of Paris	\$6,000.00
PAR	City of Greenville	\$3,000.00
PHR	City of McAllen	\$7,000.00
PHR	City of Harlingen	\$5,000.00
PHR	City of Brownsville	\$9,000.00
PHR	City of Mission	\$5,000.00
PHR	City of Edinburg	\$5,000.00
SAN	City of San Antonio	\$30,000.00
TYL	City of Tyler	\$7,500.00
WAC	City of Waco	\$7,000.00
WFS	City of Wichita Falls	\$10,000.00
BMT	Jefferson County Sheriff	\$7,000.00
ELP	El Paso County Sheriff	\$12,000.00
HOU	Harris County Sheriff	\$30,000.00
HOU	Galveston County Sheriff	\$11,000.00
PHR	Cameron County Sheriff	\$8,000.00
YKM	Victoria County Sheriff	\$6,000.00
DAL	Denton County Sheriff	\$20,000.00
Total Funding		\$508,500.00
# of Projects		40

ATTACHMENT 1.2: NATIONAL CPS CERTIFICATION – TECHNICIANS

TEXAS CERTIFIED CHILD SAFETY SEAT TECHNICIANS

The following summarizes the number of certified technicians in the state of Texas. The complete list begins on next page.

- 797 Certified Technicians

NATIONAL CHILD PASSENGER SAFETY CERTIFICATION

A Program of
Safe Kids Worldwide

GET A CAR SEAT CHECKED | FIND A TECH | FIND A COURSE | LOGIN

BECOME A TECH | I'M A TECH | COURSE ADMINISTRATION | ORGANIZATION MANAGEMENT | RESOURCES - FAQs

SERVICES

CPS Technician Search: Find a CPS Technician

Special needs training is provided by the Automotive Safety Program at Riley Hospital for Children in Indianapolis. Safe Kids Worldwide does not certify these individuals. ** For more information, go to www.preventinjury.org. **

Map is displayed if both city and state are part of the search criteria. To view the map, please scroll down past results list.

Search Results (797)					
Name		Location/Contact	Languages	Certification Type	Extra Training
Marisa	Abbe	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-7936 marisa.abbe@childrens.com	English	Certified Technician	
Ginger	Adair	7431 Hwy. 142	English	Certified	

		Maxwell, TX 78656 512-665-1650 gin2char65@yahoo.com		Technician	
Jescee	Adams	Jescee Adams 3009 Thunderbird Ave. McAllen, TX 78504 801-391-1576 jescee319@hotmail.com	English	Certified Technician	
Lisa	Alaniz	Parmer Medical Center 1307 Cleveland Friona, TX 79035 806-250-2754 lisaalaniz63@hotmail.com		Certified Technician	
Jesus	Alderete	Childrens Medical Center 1935 Medical District Dr. Trauma Services Dallas, TX 75235 214-456-7000 jesus.alderete@childrens.com	Spanish English	Certified Instructor	Special Needs: 4 2010 Cert Lead Approved
Larry	Aldrich	Baytown Police Dept. 3200 N. Main Baytown, TX 77521 281-420-5376 lealdrich@baytown.org	English	Certified Technician	
Edward	Aldridge	Harris County Sheriff Office 17117 Cali Drive Houston, TX 77090 281-537-1606 edward.aldridge@sheriff.hctx.net	English	Certified Technician	
JERMY	ALLEN	CITY OF CONROE POLICE DEPARTMENT	English	Certified	

		700 OLD MONTGOMERY CONROE, TX 77303 936-522-3485 jallen@cityofconroe.org		Technician	
Leah	Altom	Memorial Hermann The Woodlands 9250 Pinecroft Drive The Woodlands, TX 77380 713-897-4110 leah.altom@memorialhermann.org	English	Certified Technician	
Freddy	Alvarado	Sewell Buick GMC Truck 7474 Lemmon Ave Dallas, TX 75209 214-956-3654 rnemic@sewell.com	Spanish English	Certified Technician	
Stephanie	Anderson	Shannon Medical Center 120 East Harris San Angelo, TX 76903 325-481-6326	English	Certified Technician	
Caryl	Anselmini	Texas Childrens Hospital 11642 Township Dale Court Houston, TX 77038 832-288-3690 ceanselm@texaschildrens.org	English	Certified Technician	Special Needs: 1 2014
John	Ansiaux	Texas Children's Hospital 1919 S. Braeswood Houston, TX 77030 832-828-1313 jaansiau@texaschildrens.org	English	Certified Instructor	Special Needs: 1 2014
Mark	Anthony	Texas Department of Public Safety	Spanish	Certified	

		2901 Paredes Line Rd. Brownsville, TX 78526 956-983-1900 mark.anthony@dps.texas.gov	English	Technician	
Rickey	Antoine	Port Arthur Police Dept 645 4th street Port Arthur, TX 77640 409-984-8541 rantoine@portarthurpd.com	English	Certified Technician	
Leona	Aparicio	TEXAS DEPARTMENT OF TRANSPORTATION 1400 S Abbott Avenue Hillsboro, TX 76645 254-582-5411 leona.aparicio@txdot.gov	English	Certified Technician	
Shenequa	Aranda	Premier Baby Planning Bellaire, TX 77401 713-689-8756 sheneq@premierbabyplanning.com	English	Certified Technician	
Gerard	Argao	Fort Bend County Sheriff's Office 1410 Williams Way Richmond, TX 77469 281-238-1536 argaoger@co.fort-bend.tx.us	English	Certified Instructor	
Bethany	Arie	Texas A&M Agrilife Extension Service 2505 N. Center Street Bonham,, TX 75418 903-583-7453 bethany.arie@ag.tamu.edu	English	Certified Technician	
Micaela	Arizmendi	Beeville Angel Care	English	Certified	

		1105 W Corpus Christi Beeville, TX 78102		Technician	
Amy	Armer	P O Box 6252 Nacogdoches, TX 75962 936-462-0116 amyarmer@gmail.com	English	Certified Technician	
Melissa	Arnold	Melissa Arnold 23402 Canyon Lake Dr Spring, TX 77373 713-410-6984 marnold.cpst@gmail.com	ASL English	Certified Technician	
Plaststilla	Arnold	1953 Riverway Dr. Dallas, TX 75217 214-769-1308 PLASTSTILLA.ARNOLD@att.net	ASL English Undeclared	Certified Instructor	
Yadira	Arzola	Parkland Health & Hospital System 5201 Harry Hines BLVD Dallas, TX 75235 214-590-2224 yadira.arzola@phhs.org	Spanish English	Certified Technician	
Shirley	Ashbrook	Texas Department of Transportation/Traffic Safety 118 E. Riverside Dr. Austin, TX 78704 512-416-3261 Shirley.Ashbrook@txdot.gov	English	Certified Technician	
CALEB	ASHLEY	TX DEPT OF TRANSPORTATION 906 E Main Eastland, TX 76448	English	Certified Technician	

		254-488-2176 caleb.ashley@txdot.gov			
Evelyn	Ashley	San Angelo Community Medical Center Safe Kids 3501 Knickerbocker Rd. San Angelo, TX 76904 325-947-6985 evelyn.ashley@sacmc.com	English Undeclared	Certified Technician	
Jeryl	Atkinson	Live Oak Police Department 7618 Avery Road Live Oak, TX 78233 210-646-8480 csvjma@co.comal.tx.us	English	Certified Technician	
Dorothy	Auty	San Angelo, TX 76901 325-227-7159 d.auty@yahoo.com	English	Certified Technician	
Tara	Babcock	Scott & White Memorial Hospital 2401 S 31st Street Temple, TX 76508 254-295-7567 tbabcock@sw.org	English	Certified Technician	
Rhonda	Bagwell	Jasper Newton County Public Health District 139 West Lamar Jasper, TX 75951 409-384-6829 rbagwelljncphd@hotmail.com	English	Certified Technician	
Kimberly	Bailey	Communities In Schools Dallas Region- LawsonECS 500 Dowell	English	Certified Technician	

		McKinney, TX 75070 469-302-2431 kabailey@mckinneyisd.net			
Liberty	Bailey	Christus St. Michael Health System 2600 St. Michael Drive Texarkana, TX 75503 903-614-5558 liberty.bailey@christushealth.org	English	Certified Technician	
Allen	Baldwin, Sr.	Fort Hood Fire Department 23025 58th Street Fort Hood, TX 76544 210-326-1380 baldwin_allen@hotmail.com		Certified Technician	
Doug	Ballew	Austin/Travis Co. Health & Human Services Dept. P.O. Box 1088-A/TC HHSD-Doug B Austin, TX 787671085 512-972-5120 doug.ballew@austintexas.gov	English Undeclared	Instructor Candidate	
Jeremy	Ballew	Granbury Police 116 W Bridge St Granbury, TX 76048 817-573-2648 jballew@granbury.org	English	Certified Technician	
Deanna	Ballinger	Texas Department of Transportation 1249 N. Maddox P.O. Box 516 Dumas, TX 79029 806-935-4501 deanna.ballinger@txdot.gov	English	Certified Technician	

Lynne	Baltzer	603 Rennie Drive Katy, TX 77450 832-656-5195 drlynn69@yahoo.com	English	Certified Technician	
Craig	Barnhart	Lewisville Police Dept. 184 N. Valley Pkwy. Lewisville, TX 75067 cbarnhart@cityoflewisville.com		Certified Technician	
Robbie	Barrera	Texas Department Of Public Safety 9000 IH 35N Austin, TX 78753 512-997-4190 robbie.barrera@txdps.state.tx.us	English	Certified Technician	
Kristi	Barron	Texas Department of Transportation 4250 North Clack St. Abilene, TX 79601 (325)676-6811 Kristi.Barron@txdot.gov	English	Certified Technician	
Paul	Barron	Lewisville Police Dept. 184 N. Valley Pkwy Lewisville, TX 75067 972-219-3606 pbarron@cityoflewisville.com	English	Certified Technician	
Leanna	Barton	Cook Childrens Medical Center 801 Seventh Avenue Fort Worth, TX 76104 682-885-6522 leanna.barton@cookchildrens.org	English	Certified Technician	
Angela	Bates	Robertson County Sheriff's Office	English	Certified	

		113 W. Decherd St. Franklin, TX 77856 979-828-6671 angie.bates@sheriff.co.robertson.tx.us		Technician	
Jacob	Bayer	Firestone Complete Auto Care 2821 E Division St Arlington, TX 76011 817-633-1535 bigjacob74@yahoo.com	English	Certified Technician	
Brandie	Beall	San Angeloc Community Medical Center 1605 Parkview San Angelo, TX 76904 325-947-6370 Brandie.Beall@sacmc.com	English	Certified Technician	
Karen	Beard	Karen Beard Victoria, TX 77904 361-779-5817 kbeard0206@hotmail.com	English	Certified Instructor	Cert Lead Approved
Verna	Bearden	Texas Department of Transportation 1502 N. Austin Comanche, TX 76442 325-356-7507 Verna.Bearden@txdot.gov	English	Certified Technician	
Sarah	Beckmann	Pediatric Medical Group, Texas Children's Pediatric 3023 Kirby Drive Houston, TX 77098 713-526-6443	English	Certified Technician	

Kristen	Beckworth	Texas Children's Hospital 1919 S Braeswood Suite 2228 Houston, TX 77030 832-824-3485 klbeckwo@texaschildrens.org	English	Certified Instructor	Special Needs: 4 2008
Bryan	Bell	Texas Municipal Police Association 6200 La Calma Dr. Suite 200 Austin, TX 78752 512-454-8900 bryan.bell@tmpa.org	English	Certified Instructor	Special Needs: 8 2009 Cert Lead Approved
Karla	Bell	Missouri City, TX karla.bell@gmail.com	English	Certified Technician	
Heidi	Berard	. 6607 E US Highway 84 Gatesville, TX 76528 254-226-4727 harperberard@yahoo.com	English	Certified Technician	
Emily	Berman	Texas Childrens Hospital 4415 Lorinda Drive Houston, TX 77018 713-683-6646 erberman@texaschildrenshospital.org	English	Certified Technician	
Sarah	Berrie	Houston, TX 77077 8015208315	English	Certified Technician	
Rachel	Bettinger-Cooney	Hillcrest Baptist Medical Center 2201 MacArthur Drive, Suite 2200 Waco, TX 76708 254-202-6537 rbettingercooney@sw.org	English	Certified Instructor	Special Needs: 12 2008 Cert Lead Approved

Frederick	Biddle	Texas Department of Public Safety 2720 Industrial Blvd Abilene, TX 79605 325 795-4084 Frederick.Biddle@dps.texas.gov	English	Certified Technician	
Marina	Bigness	Family Advocacy Program Bldg 76020 Crockett Street Ft. Hood, TX 76544 254-553-2158 marina.bigness1@us.army.mil	German English	Certified Technician	
Micah	Birdwell	Austin LifeCare 1215 W Anderson Ln Austin, TX 78757 512-279-9403 micahb@austinflifecare.com	Spanish English	Certified Technician	
Tammy	Bishop	Liberty Police Department 1914 Lakeland Drive Liberty, TX 77575 936-336-5666 fwood@cityofliberty.org	English	Certified Technician	
Holly	Black	Texas Cooperative Extension 101 East Oak Palestine, TX 75801 903-723-3735 hdblack@ag.tamu.edu	English	Certified Technician	
Stuart	Blasingame	Prosper Fire Department Po Box 307 Prosper, TX 75078 972-347-2424	English	Certified Technician	

		stuart.blasingame@prosperfire.com			
David	Bode	Deer Park Police Department 2911 Center Deer Park, TX 77536 281-479-1511 dbode@deerparktx.org	English	Certified Technician	
Jenifer	Boening	Texas A&M AgriLife Extension 255 Svoboda Ln Suite 134 LaGrange, TX 78945 979-968-5831 jboening@ag.tamu.edu	English	Certified Technician	
Wendy	Bogle	Hays Consolidated School District 21009 IH 35 Kyle, TX 78640 512-268-2141 boglew@hayscisd.net	English	Certified Technician	
Dana	Bolton	Fort Worth Fire/Rescue 1300 Meadow Rose Trail Burleson, TX 76028 682-552-6391 dana.bolton@sbcglobal.net	English	Certified Technician	
Eva	Bonilla	MANA de North Texas 7801 Grassland Drive Fort Worth, TX 76133 evabonilla@yahoo.com	Spanish English	Certified Technician	
Amy	Borrego	Region 6 Education Service Center 3332 Montgomery Road Huntsville, TX 77340	English	Certified Technician	

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April	Bowen	Department of State Health Services G407 Safe Riders, Health Promotion Unit MC 1923 P.O. Box 149347 Austin, TX 78714-9347 512-776-3377 april.bowen@dshs.state.tx.us	Spanish English	Certified Instructor	
Kyle	Bradford	Depoartment of Public Safety 350 W IH 20 Garland, TX 75043 214-679-9336 kyle.bradford@dps.texas.gov		Certified Technician	
Kendra	Bratcher	N/a 27030 Villa Toscana Street San Antonio, TX 78260 210-378-2636 kendrabratcher@ymail.com	English	Certified Technician	
James	Bray	Longview Police Department 302 W Cotton Ave Longview, TX 75601 903-399-4724 jbray@longviewtexas.gov	English	Certified Technician	
Josiah	Brett	New Caney Fire Department 19870 FM 1485 West New Caney, TX 77372 jbrett@ncfd15.com	English	Certified Technician	
Cris	Brichetto	Granbury Police 116 W Bridge St	English	Certified Technician	

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Olivia	Bridgeman	Life Ambulance 510 NE J street PO Box 680 Fabens, TX 79838 olivia.bridgeman@yahoo.com	Spanish English	Certified Technician	
Sherian	Briley	San Angelo Community Medical Center 3501 Knickerbocker San Angelo, TX 76904 325-947-6611 Sherian.Briley@sacmc.com	English Undeclared	Certified Technician	
Nichole	Broemer	City of Harker Heights Parks & Recreation 400 Indian Trail Harker Heights, TX 76548 254-953-5465 nbroemer@ci.harker-heights.tx.us	Undeclared	Certified Technician	
Bobbi	Brooks	Texas AgriLife Extension Service 2251 TAMU College Station, TX 77843-2251 979-862-4658 blbrooks@ag.tamu.edu	English	Certified Technician	Special Needs: 12 2008
Jennifer	Broussard	Lake Jackson EMS 10 Oak Drive Lake Jackson, TX 77566 979-415-2716 jbroussard@ljems.org	English	Certified Technician	
Chrystal	Brown	Texas Health Harris HEB Hospital 1922 Big Bend Dr. NICU- Stormy Brown	English	Certified Technician	

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James	Brown	Parkland Health & Hospital System 5201 Harry Hines Blvd Dallas, TX 75235 214-590-2224 james.brown@phhs.org	English	Certified Technician	
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Gerald	Bryant	Texas Department of Public Safety 8802 N. Navarro Victoria, TX 77904 361-578-3498 Gerald.Bryant@dps.texas.gov	English	Certified Technician	
Stacy	Bucic	Texas Children's Hospital 6621 Fannin St MC B21-329 Houston, TX 77030 832-826-6123 slbucic@texaschildrenshospital.org	English	Certified Technician	
Sidney	Buik	New Caney Fire Department 19870 FM 1485 West New Caney, TX 77357 281-689-3112 Sbuik@NCFD15.com	English	Certified Technician	
Kristi	Bullock	Seton Edgar B. Davis Hospital 130 Hays Luling, TX 78648	English Undeclared	Certified Technician	

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Matthew	Bulls	City of Port Arthur Police Department 645 - 4th Street Port Arthur, TX 77640 409-983-8673 mbulls@portarthurpd.com	English	Certified Technician	
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John	Buster	Gatesville Police Department 200 North 8th Street Gatesville, TX 76528 254-865-2226 jcbuster@ci.gatesville.tx.us	English	Certified Technician	
David	Butler	Burleson Fire Marshal's Office 828 SW Alsbury Blvd. Burleson, TX 76028 817-426-9175 dbutler@burlesontx.com	English	Certified Technician	
Paula	Butler	Texas AgriLife Extension Service	English	Certified	

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Wayne	Buxton	New Caney Fire Department 19870 FM 1485 West New Caney, TX 77372 wbuxton@ncfd15.com	English	Certified Technician	
Carl	Cage	Haltom City Police Department 5110 Broadway Avenue Haltom City, TX 76117 817-222-7000 ccage@haltomcitytx.com	English	Certified Technician	
Cary	Cain	Children's Memorial Hermann Hospital 6411 Fannin Street Hermann Pavilion 11th Floor Dept Trauma/EMS Houston, TX 77030 713-704-0108 cary.cain@memorialhermann.org	Chinese English	Certified Technician	
CARLOS	CAMACHO	BROWNSVILLE POLICE DEPARTMENT 2900 SOUTHMOST BROWNSVILLE, TX 78521 956 548-7045 CAMACHO@COB.US	English	Certified Technician	
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Karla	Canada	Texas AgriLife Martin Co Extension Office 301 N Saint Peter PO Box 1148 Stanton, TX 79782 432-756-3316 kcanada@ag.tamu.edu	English	Certified Technician	
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Javier	Cantu	Corpus Christi Police Department 321 John Sartain St. Corpus Christi, TX 78401 361-886-2600 kbeard0206@hotmail.com	English	Certified Technician	
PRISCA	CANTU	COLUMBUS COMMUNITY HOSPITAL 110 SHULT DRIVE COLUMBUS, TX 78934 979-732-2371 PCANTU@COLUMBUSCH.COM	Spanish English	Certified Technician	
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Norma	Cardona-Price	Texas Department of State Health Services 819 Water St. Suite 290 Kerrville, TX 78028 830-896-5515 norma.cardona-price@dshs.state.tx.us	Spanish English	Certified Technician	
Vickie	Cardot	New Horizons Child Placing Agency 500 Chestnut Ste. 1101 Abilene,, TX 78602 325-998-5628 vickie.cardot@newhorizonsinc.com	English	Certified Technician	
Eddie	Carmon	Education Service Center, Region 6 3332 Montgomery Road Huntsville, TX 77340 programed55@yahoo.net		Certified Technician	
Crystal	Carr	Austin, TX 78723 512-750-1809 crystal.carr@g.austincc.edu	English	Certified Technician	
Patrick	Carr	Irving Police Department 305 N. O'connor Irving, TX 75061 972-721-2544 pcarr@cityofirving.org	English	Certified Technician	
Edgar	Carrasco	Clint Independent School District 14521 Horizon Blvd.	Spanish English	Certified Technician	

		<p>El Paso, TX 79928 915-319-3313 Edgar.carrasco@clint.net</p>			
Kristin	Cary	<p>Cook Children's Medical Center 1113 Terrace Landing Ct. Ft. Worth, TX 76179 682-888-6739 kristinwirt@hotmail.com</p>	English	Certified Technician	
Melissa	Casadei	<p>N/A 27627 Esteban Point Ln Spring, TX 77386-3739 412-915-2964 hockey826@yahoo.com</p>	English	Certified Technician	
Beatrice	Castellano	<p>Serco 502 FSS/FSFR 3060 Stanley Road Bldg.2797 Ste95 FSH, TX 78234 210-221-1505 beatrice.s.castellano.ctr@mail.mil</p>		Certified Technician	
Nancy	Cavazos	<p>Blissful Baby Consultants LLC 4811 S Jackson Rd Edinburg, TX 78539 956-492-2620 nancy@blissfulbabyusa.com</p>	English	Certified Technician	
Shane	Chaffer	<p>City of La Porte EMS 10428 Spencer Hwy. La Porte, TX 77571 281-471-9244 ChafferS@laportetx.gov</p>	English	Certified Technician	

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Alison	Chapa	Covenant Health System 3610 22nd st suite 301 Lubbock, TX 79410 806-725-5701 alisonot@hotmail.com	English	Certified Technician	
Noel	Charpentier	Fort Hood Fire Department 23025 58th Street Fort Hood, TX 76544 noel.l.charpentier.civ@mail.mil	English	Certified Technician	
Yvonne	Chavez- garza	University Health System San Antonio Texas 14322 markham glen San antonio, TX 78247 210-649-7732 yvonne.chavez-garza@uhs-sa.com	English	Certified Technician	
Randy	Chhabra	Austin/Travis County EMS 117 Turvey cv Hutto, TX 78634 512-826-1023 randy.chhabra@austintexas.gov	French English	Certified Instructor	Cert Lead Approved
Todd	Cielencki	CHRISTUS Santa Rosa Children's Hospital 333 N Santa Rosa Street 9th Floor Pedi Rehab	English	Certified Technician	

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Suzana	Ciriza	El Paso First 1145 westmoreland El Paso, TX 79925 915-532-3778 sciriza@epfirst.com	Spanish English	Certified Technician	
Melisa	Cisneros	4008 Fox Trot Dr. Fort Worth, TX 76123 817-932-3542 melisaac3@gmail.com	Spanish English	Certified Technician	
Billy	Clemons	IDS 112 East Vance Street 17 CES/CEF Goodfellow AFB, TX 76908 325-654-3532 billy.clemons@goodfellow.af.mil	English	Certified Technician	
Stephen	Closson	Montgomery county constable precicnt 1 300 south danville Willis, TX 77378 936-539-7821 sclosson@co.montgomery.tx.us	English	Certified Technician	
Logan	Cochran	15303 #A Hazy Meadow Ct College Station, TX 77845 locoformavs@gmail.com	English	Certified Technician	
Kesli	Coffelt	Epic Health Services Lubbock, TX 806-683-3276 kesli,coffelt@epichealthservices.com	English	Certified Technician	

Shari	Coker	Texas Department of Transportation 3600 S.W. Loop 286 Paris, TX 75460 903-782-1202 shari.coker@txdot.gov	English	Certified Technician	
Frances	Coleman	Texas Children's Health Plan 2450 Holcombe Blvd Suite 34-L Houston, TX 77021 832-828-1131 fjones@texaschildrens.org	English	Certified Technician	
Jane	Coleman	Hurst Police Dept. 825 Thousand Oaks Dr. Hurst, TX 76054 817-788-7146 jcoleman@hursttx.gov	Spanish English	Certified Technician	
Kenneth	Coleman	Borger Independent School District 200 E. Ninth PO Box 1177 Borger, TX 79008 806-273-1012 kenneth.coleman@borgerisd.net	English	Certified Technician	
Jill	Collett	Texas Department of Transportation 4250 N. Clack. St. Abilene, TX 79601 (325) 676-6808 jill.collett@txdot.gov	English	Certified Technician	
Dory	Collette	Dell Children's Medical Center 4900 Mueller Blvd Family Resource Center Austin, TX 78723 512-324-0000x86730	English	Certified Instructor	Special Needs: 9 2004 Cert Lead Approved

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Courtney	Collins	Texas Children's Hospital- PM&R 6621 Fannin St. MC: WT-329 Houston, TX 77030 832-826-6140 cscollin@texaschildrens.org	English	Certified Technician	
Isabel	Colunga	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd. Suite 240 Dallas, TX 75235 214-590-4455	Spanish English	Certified Instructor	Special Needs: 6 2012 Cert Lead Approved
Jessica	Colunga	Volunteer with IPCGD 3450 Shady Hollow Ln. Dallas, TX 75233 469-233-9177 jessy13_011@yahoo.com	Spanish English	Certified Technician	
Jennifer	Cone	10014 Sierra Pass Converse, TX 78109 210-269-8944 jennifer.cone@uhs-sa.com	English	Certified Technician	
David	Conner	Corpus Christi Police Department 321 John Sartain St Corpus Christi, TX 78401 361-886-2600 kbeard0206@hotmail.com	English	Certified Technician	
Erin	Contreras	Parkland Health & Hospital System Women & Family Education-Erin Contreras 5201 Harry Hines Blvd Dallas, TX 75235 850-974-6308	Spanish English	Certified Instructor	

		erin.contreras@phhs.org			
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Ladonna	Cooper	United Regional 1600 11th Street Wichita Falls, TX 76301 940-228-7586 lcooper@unitedregional.org	English	Certified Technician	
Tammie	Cooper	Cedar Hill PD 285 Uptown Blvd Ste 200 Cedar Hill, TX 75104 972-291-5181 tammie.cooper@cedarhilltx.com	English	Certified Technician	
Yvonne	Cooper	Harris County Sheriff's Office 9111 Eastex Suite #300 Houston, TX 77093 713-759-9454 yvonne.cooper@hctx.net	English	Certified Technician	
Alisa	Copeland	Hatch Baby Essentials 21601 Surrey Lane Lago Vista, TX 78645	English	Certified Technician	

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CHERYL	COSTELLO	DENTON REGIONAL MEDICAL CENTER 3535 SOUTH INTERSTATE 35 EAST DENTON, TX 76210 940-384-4288 CHERYL.COSTELLO@HCAHEALTHCARE.COM	English	Certified Technician	
Kimberly	Couch	Little Elm Police Department 88 W. Eldorado Pkwy Little Elm, TX 75068 214-975-0460	English	Certified Technician	
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Alyssa	Craig	Baylor Our Children's House-Waxahachie 1540 N Hwy 77 Waxahachie, TX 75165 alyssa.pierce1@baylorhealth.edu	English	Certified Technician	
Kevin	Crouch	Friendswood Police Department 1600 Whitaker Rd. Friendswood, TX 77546 281-996-3316	English	Certified Instructor	Cert Lead Approved
Karina	Cruz	Avance Early Head Start 4301 Dacoma Houston, TX 77092 713-470-0412 kcruz@avancehouston.org	Spanish English	Certified Technician	
JUAN	CUBA	PENITAS POLICE DEPARTMENT	Spanish	Certified	

		1111 S MAIN ST P O BOX 204 PENITAS, TX 78576 956-583-0050 JCUBA@CITYOFPENITASPD.NET	English	Technician	
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Teresa	Danner	Cook Children's NE Center Rehab 750 Mid-Cities Blvd Hurst, TX 76054 817-347-2952	English	Certified Technician	
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Sparky	Dean	Texas Department of Public Safety 2720 Industrial Blvd Abilene, TX 79605 325-795-4084 phillip.dean@dps.texas.gov	English	Certified Technician	
Todd	Deere	Texas Department of Transportation 4502 Knickerbocker Rd. San Angelo, TX 76904	English	Certified Technician	

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Lynne	Dees	University of Texas Southwestern Medical Center at 1104 Martha Drive Bedford, TX 76022 972-721-7342 lynne.dees@utsouthwestern.edu	English	Certified Technician	
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Steve	Dickens	Lewisville Police Dept. 184 N. Valley Pkwy. Lewisville, TX 75067 sdickens@cityoflewisville.com		Certified Technician	
Gina	Dicus	Department of State Health Services 1004 S. Bridge St. Brady, TX 76825 325-597-0550 gina.dicus@dshs.state.tx.us	English	Certified Technician	
Danielle	Dillard	Cook Childrens Medical Center 801 7th Ave Child Lfe Fort Worth, TX 76104 682-885-1636 dani.dillard@cookchildrens.org	English	Certified Technician	

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Marjorie	Douglas	Department of State Health Services 2408 South 37th Street Temple, TX 76504 254-778-6744 marjorie.douglas@dshs.state.tx.us	English	Certified Technician	
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Kristi	Hosea	Texas A&M University Police Mail Stop 1231 College Station, TX 77843 979-845-5281 khosea@tamu.edu	English	Certified Technician	
Jaime	Hottendorf	American Medical Response/Hunt County EMS 6706 Flamingo Rd Greenville, TX 903-217-9721 jaimeteal@att.net	English	Certified Technician	
Tenia	Houck	Department of State Health Services 216 Market Ave. Suite 160 Boerne, TX 78006 830-249-3511 Tenia.Houck@dshs.state.tx.us	English	Certified Technician	
Paula	Hudson	Knox County Hospital District 701 SE 5th Street P O Box 608 Knox City, TX 79529 940-657-3535 rghudson@windstream.net	English	Certified Technician	
Kelley	Huebner	7718 Lemmonwood Dr Dallas, TX 75231 214-802-6869 kelley@hueb.net	English	Certified Technician	
Patricia	Huerta	Department of State Health Services 601 West Sesame Drive	English	Certified Technician	

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Erin	Huff	St.David's Georgetown Hospital 2000 Scenic Drive Georgetown, TX 78626 512-639-0782 erinjhuff@gmail.com	English	Certified Technician	
Jason	Huff	Firestone complete auto care 4319 little road Arlington, TX 76016 817-572-0051 jasontireguyhuff@gmail.com	English	Certified Technician	
Connie Renee	Hughes	East Texas Pregnancy Help Center 157 West Milam Street PO Box 1125 Jasper, TX 75951 409-381-8600 renee@etphc.org	English	Certified Technician	
Jeffrey	Hughes	Wichita Falls Police Dept 710 Flood St. Wichita Falls, TX 76301 940-720-5019 jeff.hughes@wfpd.net	English	Certified Technician	
Kathryn	Hughes	Pregnancy Help Center of Lufkin 106 South Bynum Lufkin, TX 75904 936-632-9292 kathryn@choice4me.org	English	Certified Technician	
Natasha	Hull	6041 Arbor Bend Apt# 1021	English	Certified	

		Fort Worth, TX 76132 817-791-0524 natasha_hull@hotmail.com		Technician	
Johnny	Humphreys	, TX 800-252-8255	English Undeclared	Certified Instructor	Special Needs: 8 2009 Cert Lead Approved
Ryan Alyssa	Hutsell	McLane Children's Hospital, Scott & White 1901 SW HK Dodgen Loop MS-CH-1326 Temple, TX 76502 254-935-4147 rhutsell@sw.org	English	Certified Technician	
Alyssa	Hyde	Alyssa Hyde 17535 Olympic Park Ln Humble, TX 98409 alyssa.hyde@yahoo.com	English	Certified Technician	
Eduardo	Ibarra	Lufkin Police Department 300 E Shephard St Lufkin, TX 75901 936-633-0356 eibarra@lufkinpolice.com	Spanish English	Certified Technician	
Marsha	Ingle	Harris Methodist Northwest 108 Denver Tr. Azle, TX 76020 817-444-8668 marshaingle@texashealth.org	English	Certified Technician	
Jason	Ives	Friendswood Police Department 1600 Whitaker Dr. Friendswood, TX 77546	English	Certified Technician	

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Kristopher	Ivy	Hunt Regional Medical Center 163 CR 1065 Greenville, TX 75401 (903) 408-0447 kivy25@yahoo.com	English	Certified Technician	
Chancellor	Jackson	Sewell Village Cadillac 7310 Lemmon Ave Dallas, TX 75209 214-350-2000 maguirre@sewell.com	English	Certified Technician	
Jamie	Jackson	The Care Group/ Reach Therapy 9220 Kirby Drive, Suite 1000 Houston, TX 77054 7133832-100-2499 jhodges@caregrp.com	English	Certified Technician	
Medora	Jackson	Car Seats, Home Safety and More, LLC 10810 Copperwood Drive Frisco, TX 75035 972-987-5704 medorajackson@gmail.com	English	Certified Instructor	Special Needs: 3 2006 Cert Lead Approved
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Ryan	Jameson	Austin/Travis County EMS 15 Waller St Austin, TX 78702 512-972-7200	English	Certified Technician	
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Susie	Jechow	Val Verde Regional Medical Center 801 Bedell Ave. Del Rio, TX 78840 830-778-3665 susie.jechow@vvrmc.org	English	Certified Technician	
Deon	Jennings	Killeen ISD Trans Scv's 110 North W.S. Young Drive PO Box 967 Killeen, TX 76540 254-336-0170 deon.jennings@killeenisd.org	English	Certified Technician	
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Jerri	Jobe	Jeri Ann Jobe 1200 Frelsburg Road Alleyton, TX 78935 979-732-8044 Job42.15@juno.com	English	Certified Technician	
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Harris	Johnston	Sugar Land Police Department 1200 Hwy 6 Sugar Land, TX 77478 281-275-2580 hhj@sugarlandtx.gov	English	Certified Technician	
Debbie	Jones	Columbia-Brazoria ISD 708 Cr 691 West Columbia, TX 77486 979-799-1821 Debbie.Jones@cbisd.com	English	Certified Technician	
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Jenni	Jones	Jenni Jones Brazoria, TX 77422 361-443-2747 jenni_jones428@yahoo.com	English	Certified Technician	
Johnnie	Jones	Oak Point Department of Public Safety 100 Naylor Rd. Oak Point, TX 75068 972-294-0000 jjones@oakpointtexas.com	English	Certified Technician	
Katrina	Jones	DEPARTMENT OF PUBLIC SAFETY 1404 LUBBOCK BUSINESS PARK BLVD. SUITE #100 LUBBOCK, TX 79403 806-740-8893 katrina.jones@dps.texas.gov	English	Certified Technician	
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Patricia	Jones	Cherokee County Public Health 510 E. Commerce St. Jacksonville, TX 75766 903-586-6191 roycetrisha@netzero.net	English	Certified Technician	
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Clara	Kparr	Army Community Service Relocation Readiness (TCE)	English	Certified Technician	

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Lindsay	Krehbiel	Hemphill Co. Hospital 1020 S. 4th Canadian, TX 79014 806-323-6422 lindsay@hchdst.org	English	Certified Technician	
Elizabeth	Kuchta	Childrens Hospital of San Antonio 333 N. Santa Rosa St San Antonio, TX 78207 210-704-3638 elizabeth.kuchta@christushealth.org	English	Certified Technician	
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Dietra	Lee	Region 16 Early Head Start 1601 S Cleveland St Amarillo, TX 79102-4211 806-677-5427 dietra.lee@esc16.net	English	Certified Technician	
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Martha	Light	Texas Department of State Health Services 1517 West Front Street Tyler, TX 75702 903-533-5275	English	Certified Technician	

		martha.light@dshs.state.tx.us			
Janell	Lightner	Department State Health Services 312 SOUTH MAIN STREET Suite COPPERAS COVE, TX 76522 254-547-8383 janell.lightner@dshs.state.tx.us	English	Certified Technician	
Pamela	Lincoln	N/a 18114 Stockton Springs Dr. Spring, TX 77379 832-559-3951 pslincoln75@gmail.com	English	Certified Technician	
Brooke	Lloyd	3749 Turetella Dr Round Rock, TX 78681 belloyd@seton.org	English	Certified Technician	
Donna	Loesel	Texas Health Reasources Arlington, TX 817-271-0772 loesel@att.net	English	Certified Instructor	Cert Lead Approved
James	Loney	Little Elm Police 88 W. Eldorado Pkwy Little Elm, TX 75068 214-975-0460 jloney@littleelm.org	English	Certified Technician	
Colleen	Longbotham	Texas A&M AgriLife Extension Service-Retired 313 E. Angeline St. Groesbeck, TX 76642 254-729-3790 colleendl_68@yahoo.com	English	Certified Technician	
Holly	Longenbach	Holly Longenbach	English	Certified	

		6306 Sunrise Glen Ln Spring, TX 77379 719-439-3124 Holly@longenbach.com		Technician	
Veronica	Lopez	JPS Health Center for Women 1201 S. Main St. Fort Worth, TX 76104 469-236-4882 VLopez01@jpshealth.org	Spanish English	Certified Technician	
Alexander	Lord	Fellini Networks and IT LLC 1270 Crabb River Road Suite 600-107 Richmond, TX 77469 832-356-8369 ironman.sandy@yahoo.com	Spanish English	Certified Technician	
Erika	Loredo	Texas Children's Health Plan 2450 Holcombe Blvd. 34-L Houston, TX 77021 832-828-1319 eiloredo@tchp.us	Spanish English	Certified Technician	
Mindy	Lovejoy	Washington County EMS 1875 Highway 290 W Brenham, TX 77833 979-277-6267 mlovejoy@wacounty.com	English	Certified Technician	
Diolanda	Lovings	Dell Children's Hospital 4900 Mueller Blvd. Administration 3rd floor Austin, TX 78723 512-324-0000 dlovings@seton.org	Spanish English	Certified Technician	Special Needs: 2 2010

Lisa	Lozano	Val Verde Regional Medical Center 107 Blaine Rd. Del Rio, TX 78840 830-768-3435 lzrl@msn.com	English	Certified Technician	
Hannah	Luedke	Cook Children's Medical Center 801 Seventh Avenue Fort Worth, TX 76104 682-885-1636 hannah.luedke@cookchildrens.org	English	Certified Technician	
Frank	Luera	Texas Department of State Health Services 1100 West 49th Street Austin, TX 78756 800-252-8255 frank.luera@dshs.state.tx.us	English	Certified Instructor	Special Needs: 8 2009 Cert Lead Approved
Nancy	Lugo	MHMRABV-ECI 302 24TH St Bryan, TX 77803 979-361-9807 nlugo@mhmrbv.org	Spanish English	Certified Technician	
Grace	Luna	Harris County Sheriff's Office 8103 Malardcrest Dr Humble, TX 77346 281-852-2449 grace.luna@sheriff.hctx.net	English Undeclared	Certified Technician	
Kiki (Isabel)	Luna	Val Verde Safe Kids 801 Bedell Avenue Del Rio, TX 78840 830-778-3632 kiki.luna@vvrmc.org	Spanish English	Certified Instructor	Cert Lead Approved

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Jason	Mabbitt	Schertz EMS 1400 Schertz Parkway Building #7 Schertz, TX 78154 210-619-1412 jmabbitt@schertz.com	English	Certified Technician	
Arthur	Madden	Sweetwater Fire Dept 900 E. Broadway Sweetwater, TX 79556 325-235-2301 grantfire911@yahoo.com	English	Certified Technician	
Enedina	Magana	Dept of State Health Services 601 West Sesame Drive Harlingen, TX 78550 956-421-5584 nina.magana@dshs.state.tx.us	Spanish English	Certified Technician	
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Jennifer	Manka	333 North Santa Roas Street San Antonio, TX 78207 210-704-2550 jennifer.manka@christushealth.org	English Undeclared	Certified Technician	
Theresa	Manthei	Beaumont, TX 979-361-4440 theresamanthei@yahoo.com	English	Certified Technician	
Edward	Marez	Texas Department of Family and Protective Services 4201 Greenwood Corpus Christi, TX 78416 361-813-2590 edward.marez@dfps.state.tx.us	English	Certified Technician	
Rosalinda	Marez	Texas A&M AgriLife Extension Svc. Passenger Safety 578 John Kimbrough Blvd. College Station, TX 77843 979-862-4658 rosalinda.marez@ag.tamu.edu	Spanish	Certified Technician	

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Sergio	Martinez	Parkland Health & Hoapital System 5201 Harry Hines Blvd Dallas, TX 75235 214-590-2224 sergio.martinez@phhs.org	Spanish English	Certified Technician	
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Amalia	Mata	1212 N. Ave K Hereford, TX 79045 806-364-3573 asmata@ag.tamu.edu	Spanish English	Certified Technician	
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David	Merritt	TxDot 1365 North Main Paris, TX 75460 903-737-9372 David.Merritt@TxDot.gov	English	Certified Technician	
Danielle	Messier	Scott and White Healthcare	English	Certified	

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Karisa	Miller	Texas Munciple Police Association 6200 La Clama BLVD Suite 200 Austin, TX 78752 512-454-8900 karisa.miller@tmpa.org	English	Certified Technician	
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Jackie	Mitchell	Living Alternatives of Jacksonville, Inc. 805-A South Jackson Jacksonville, TX 75766 903-586-9016 baby3@suddenlinkmail.com	English	Certified Technician	
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Judy	Moore	Socorro Independent School District	English	Certified	

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Angela	Morones	Department of State Health Services 1200 East Highway 285 Falfurrias, TX 78355 361-325-1142 angela.morones@dshs.state.tx.us	English	Certified Technician	
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Teresa	Muehlberger-McMillian	Texas Department of Transportation - Pharr Distric 600 West US83 Pharr, TX 78577 956-702-6141 teresa.muehlbergermcmillian@txdot.gov	English	Certified Technician	
Luke	Mueller	Austin-Travis County EMS 11905 Bell Ave Unit B Austin, TX 78759 505-553-8840 luke.mueller@austintexas.gov	German French English	Certified Technician	
Jesus	Munera	Parkland Health & Hospital System 2824 Hollow Ridge Dr. Denton, TX 76210 940-442-2065 osbaldomunera@yahoo.com	Spanish English	Certified Technician	
Jose	Muniz Jr.	Texas Department of Public Safety 2525 N. International Blvd. Weslaco, TX 78596 956-565-7500 jacqueline.cantu@dps.texas.gov	Spanish English	Certified Technician	
Sharon	Muzny	Fayette County EMS 750 E Camp ST La Grange, TX 78945 979-968-8991 sharon.muzny@co.fayette.tx.us	English	Certified Technician	
Harpin	Myers, Jr.	Tx DPS Highway Patrol 304 Priest Drive Killeen, TX 76541 254-299-7630		Certified Technician	

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Michael	Nafziger	Eules Police Department 1102 W. Eules Blvd Eules, TX 76040 817-685-1550 mnafziger@eulesstx.gov	English	Certified Technician	
Alana	Najera	Odessa Fire/Rescue 1100 w 2nd st Odessa, TX 79763 432-257-0514 jnajera@odessa-tx.gov	English	Certified Technician	
Olga	Navarro	Texas Department of Transportation 7600 Washington Avenue Houston, TX 77007 713-802-5177 olga.navarro@txdot.gov	English	Certified Technician	
Brenda	Nava-Salinas	McAllen Medical Center UHS 301 W. Expressway 83 McAllen, TX 78503 956-632-4987 Brenda.Salinas@uhsrgv.com	Spanish English	Certified Technician	
Darrell	Nealy	Texas Department of Transportation 1123 E. Loop 304 Crockett, TX 75835 936-544-2264 cowboylookin4her_454@yahoo.com	English	Certified Technician	
Shea	Nebgen	Texas AgriLife Extension Service 95 Frederick Rd.	English	Certified Technician	

		Fredericksburg, TX 78624 830-997-3452 s-nebgen@tamu.edu			
Donald	Neighbor	City of Burnet Fire Department 104 S. Rhomberg Burnet, TX 78611 830-798-5686 donneighbor@yahoo.com	English	Certified Technician	
Alicia	Nelson	Texas A&M Transportation Institute 701 North Post Oak Suite 430 Houston, TX 77024-3827 713-686-2971 a-nelson@tamu.edu	English	Certified Technician	
Linda	New	Texas Health Resources Harris Southwest 6100 Harris Parkway Fort Worth, TX 76132 817-433-2115 spear_clan@sbcglobal.net	English	Certified Technician	
Paul	Nieto	Hillsboro Police Department Hillsboro, TX 76645 254-582-8406 pnieto@hillsborotx.org		Certified Technician	
Laura	Nobles	Laura Nobles 10627 Shaenpath San Antonio, TX 78254 912-655-7823 armygr1985@yahoo.com	ASL English	Certified Technician	
Jennifer	Northway	JNorthway Solutions JNorthway Solutions 3943 Regal Rose	English	Certified Technician	Special Needs: 6 2004

		San Antonio, TX 78259 210-393-6650 jennifer.northway@madd.org			
Sherri	O'Bryan	South Texas Health System 1400 W. Trenton Road Edinburg, TX 78539 956-632-4927 sherri.o'bryan@uhsrgv.com	English	Certified Technician	
Monica	O'Kane	Texas Department of Transportation 13301 Gateway Blvd West El Paso, TX 79928 915-790-4382 Monica.OKane@txdot.gov	Spanish English	Certified Instructor	
Jose	Ornelas	City of Beaumont Police Department 255 College Street Beaumont, TX 77701 409-880-3825 jornelas@ci.beaumont.tx.us	Spanish English	Certified Technician	
Jesus	Ortega	Horizon Police Department 14999 Darrington Horizon City, TX 79928 915-494-6439 jortega@horizoncity.org	Spanish English	Certified Technician	
Lydia	Ortiz	Stroller Spa Austin 1810 Pompton Drive Austin, TX 78757 512-779-5797 lydia@strollerspa.com	Spanish English	Certified Technician	
Matt	Ottwell	Hunt Regional Healthcare	English	Certified	

		4215 Joe Ramsey Blvd Greenville, TX 903-408-1152 mottwell@huntregional.org		Technician	
Lisa	Padilla	Parkland Health and Hospital System/Healthy Start 4917 Harry Hines Dallas, TX 75235 2114-590-1673 Lpadil@Parknet.pmh.org	Spanish English	Certified Technician	
Yolanda	Padilla	Valley Baptist Medical Center 4th Central, Rm 454 2101 Pease Street Harlingen, TX 78550 956-389-6910 yolanda.padilla@valleybaptist.net	Spanish English	Certified Technician	
Jennifer	Page	Texas Department of Transportation 9167 Hwy 6 Clifton, TX 76634 254-435-2258 Jennifer.Page@txdot.gov		Certified Technician	
Karen	Palma	Legacy Community Health Services 6441 High Star Drive Houston, TX 77074 832-548-5308 kpalma@legacycommunityhealth.org	Spanish English	Certified Technician	
Bobbi	Parker	Hurst Police Department 1501 Precinct Line Road Hurst, TX 76054 817-788-7196	English	Certified Technician	

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Danelle	Parker	Texas Health Presbyterian Hospital Plano 6200 West Parker Rd. MOBII suite g24 Plano, TX 75093 972-981-3934 danelleparker@texashealth.org	English Undeclared	Certified Instructor	Cert Lead Approved
Elizabeth	Parry	Methodist Healthcare Ministries 301 N High st Uvalde, TX 78801 830-279-2140 lparry@mhm.org	English	Certified Technician	
Seema	Patel	Texas Children's Hospital 1919 S. Braeswood Suite 5214 Houston, TX 77030 832-824-2646 sppatel@texaschildrens.org		Certified Instructor	
Kim	Patrick	National Injury Prevention Council 11608 Via Grande Dr. Austin, TX 78739 951-897-4545 kimberley@nationalinjurypreventioncouncil.org	English	Certified Instructor	Cert Lead Approved
Tiffany	Patterson	Covenant Health System Lubbock, TX 806-632-3455 patterson06@sbcgobal.net	English	Certified Technician	
John	Payne	Harris County Sheriff Office 7043 State Hwy 6 South Houston, TX 77083 281-564-5988	English	Certified Technician	

		john.payne@sheriff.hctx.net			
Martha	Payne	Texas Department of State Health Services 409 South Hill Street Meridian, TX 76665 254-435-6331 martha.payne@dshs.state.tx.us	English	Certified Technician	
Cathy	Pearson	Texas A&M AgriLife Extension 509 Main Street P.O.Box 627 Newton, TX 75966 409-379-4831 cathy.pearson@ag.tamu.edu	English	Certified Technician	
Randy	Pearson	Killeen Fire Department 207 N. 28th Street 201 N. 28th Street Killeen, TX 76541 254-501-7876 rpearson@ci.killeen.tx.us	German English	Certified Technician	
Lisa	Pebworth	United Regional Health Care System 1600 Eleventh Street Wichita Falls, TX 76301 940-764-3608 lbrown@unitedregional.org	English	Certified Technician	
Thomas	Pechal	Temple Fire & Rescue 210 North 3rd Street Temple, TX 76501 254-298-5682 tpechal@templetx.gov	English	Certified Instructor	Special Needs: 12 2008
Cassidy	Peek	Texas A&M AgriLife Extension Service - Lipscomb Co 1 Main Street PO Box 119	English	Certified Technician	

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Jaime	Pelfrey	Corpus Christi Police Department 321 John Sartain St Corpus Christi, TX 78401 361-886-2600 kbeard0206@hotmail.com	English	Certified Technician	
Jamie	Pelletier	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-3270 jamie.pelletier@childrens.com	English	Certified Technician	
Nadia	Pennington	Lewisville Police Department 1187 W MAIN ST Lewisville, TX 75067 972-219-3606 npennington@cityoflewisville.com	English	Certified Technician	
Vikki (Victoria)	Pennington	Shriner's Hospital 14343 Eastern Redbud Lane Houston, TX 77044 vpennington@shrinenet.org	English Undeclared	Certified Technician	Special Needs: 1 2014
Karen	Peoples	Texas Department of Transportation 135 Slaton Road Lubbock, TX 79404 806-748-4478 karen.peoples@txdot.gov	English	Certified Instructor	Cert Lead Approved
ALEJANDRO	PEREZ	PENITAS POLICE DEPARTMENT 1111 S MAIN ST P O BOX 204	Spanish English	Certified Technician	

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Araceli	Perez	Department of State Health Services 103 E Main St Sonora, TX 76950 325-387-2234 araceli.perez@dshs.state.tx.us	Spanish English	Certified Technician	
Austreberta	Perez	7602 Satsuma St. Houston, TX 77023 713-921-7839 berthaperez210@yahoo.com	Spanish English Undeclared	Certified Technician	
Emily	Perez	Corpus Christi Police Department 321 John Sartain ST Corpus Christi, TX 78401 361-8862600 emilyp@cctexas.com		Certified Technician	
Jolie	Person	Texas Department of State Health Services 300 Victory Dr. WTAMU Box 60968 Canyon, TX 79016-0968 806-477-1138 jolie.person@dshs.state.tx.us	English	Certified Technician	
Brian	Peters	Trophy Club Fire Department 100 Municipal Drive Trophy Club, TX 76262 682-831-4634 bpeters@trophyclub.org	English	Certified Technician	
Eric	Peters	Haltom City Police Dept	English	Certified	

		5110 Broadway Haltom City, TX 76117 817-222-7049 epeters@haltomcitytx.com		Technician	
Cheryl	Petersen	Cook Children's Medical Center 5808 Timberwolfe Lane FortWorth, TX 76135 817-237-5339 cheryl.petersen@cookchildrens.org	English	Certified Technician	
Margaret	Petrozza- Meraz	4520 Croton Circle El Paso, TX 79924 915-757-3927 mmeraz@elp.rr.com	English	Certified Technician	
Destiny	Petty	Cypress Creek EMS 7111 Five Forks Rd Spring, TX 77379 dpetty@ccems.com	English	Certified Technician	
Gary	Pflughaupt	, TX safetytalks_tg@yahoo.com	English Undeclared	Certified Technician	
Cody	Phillips	PO Box 90 2205 S. SH 5 McKinney, TX 75069 972-542-2345 Cody.Phillips@txdot.gov	English	Certified Technician	
Jacquelyn	Phillips	Pflugerville, TX 78660 mrsjvp@gmail.com	English	Certified Technician	
Holly	Pichette	Cypress Creek EMS 7111 Five Forks	English	Certified Technician	

		Spring, TX 77379 281-378-0832 hpichette@ccems.com			
Tessa	Pickard	Wearing your baby 1814 Lafamo Rd Longview, TX 75604 903-399-3234 catessapickard@gmail.com	English	Certified Technician	
Candie	Pickett	Ochiltree General Hospital 3101 Garrett Dr. Perryton, TX 79070 806-435-3606 candie.pickett@cohs.net	English	Certified Technician	
Drew	Pilkington	Texas Department Of Public Safety 8802 N. Navarro Victoria, TX 77904 361-578-3434 drew.pilkington@dps.texas.gov	English	Certified Technician	
Georgette	Pillitere	Texas Department of Transportation 8350 Eastex Freeway Beaumont, TX 77708 409-898-5719 georgette.pillitere@txdot.gov	English	Certified Technician	
James	Piper	Copperas Cove Fire Department 415 S. Main Street Copperas Cove, TX 76522 254-547-2514 jpiper@ci.copperas-cove.tx.us	ASL English	Certified Technician	
Wanda	Pizarro de	City of Conroe Police Department	Spanish	Certified	

	Vazquez	700 Old Montgomery Rd Conroe, TX 77301 936-522-3200 wvazquez@cityofconroe.org	English	Technician	
Jill	Plott	Shannon Medical Center 244 Twin Oaks San Angelo, TX 76901 325-949-9807 jillplott@hotmail.com	English Undeclared	Certified Technician	
Julie	Poindexter	Northwest Texas Healthcare System, Trauma Serv Dep 1501 S. Coulter Amarillo, TX 79106 806-354-1444 julie.poindexter@nwths.com	English Undeclared	Certified Technician	Special Needs: 10 2002
Elizabeth	Polasek	Liberty Police Department 1914 Lakeland Dr Liberty, TX 77575 936-336-5666 epolasek@cityofliberty.org	English	Certified Technician	
Charles	Polk	Nederland I.S.D. 220 17th Street Nederland, TX 77627 409-726-2231 cpolk@nederland.k12.tx.us	English Undeclared	Certified Technician	
Lindsay	Pollok	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd. Austin, TX 78723 512-324-0000x86829 ljpollok@seton.org	English	Certified Technician	

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Jonette	Poole	Army Community Service 2494 Ricker Road Fort Bliss, TX 79916 915-568-1132 jwphmp@gmail.com	English	Certified Technician	
Kristy	Poole	Harris County Sheriff Office 9111 Eastex freeway Suite 300 Houston, TX 77093 713-759-9454 kristy.poole@sheriff.hctx.net	English	Certified Technician	
Kim	Powell	City of Pampa Fire Department 203 W. Foster Ave. P.O. Box 2499 Pampa, TX 79065 806-669-5800 kpowell@cityofpampa.org	English	Certified Technician	
Laura	Pressler	United Regional Health Care System 1600 11th Street Trauma Services Wichita Falls, TX 76301 940-764-3088 lpresler@unitedregional.org	English	Certified Technician	
Fawn	Preuss	St. Joseph Regional Health Center 1530 E William J Bryan Pkwy Bryan, TX 77803 979-731-1231	English	Certified Technician	

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Loren	Price	McLane Children's Hospital Scott and White 1901 SW HK Dodgen Loop Temple, TX 76502 254-935-4147 lprice@sw.org	English	Certified Technician	
Abigail	Pritchard	Texas AgriLifeExtension Service 3600 S. Stockton Suite J Monahans, TX 79756 432-943-4112 ab-pritchard@tamu.edu	English	Certified Technician	
Julie	Prouse	Texas A&M AgriLife Extension Service 114 Kleberg 2253 TAMU College Station, TX 77843 979-458-2025 jlommert@ag.tamu.edu	English	Certified Technician	
Christy	Province	Hurst Police Department 1501 Precinct Line Rd. Hurst, TX 76054 817-788-7165 christyp@ci.hurst.tx.us	English	Certified Technician	
Jeffrey	Pruett	Flower Mound Police Department 4150 Kirkpatrick Lane Flower Mound, TX 75028 972-539-0525	English	Certified Technician	
Emily	Pruitt	NA 2101 Shirley Ln La Porte, TX 77571 2814719244	English	Certified Technician	

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Wilma	Quinn	City of Liberty Police Department 1914 Lakeland Drive Liberty, TX 77575 936-336-5666 wquinn@cityofliberty.org	English	Certified Technician	
Katie	Rabbe	The Texas KidSafe Program 3565 Vancouver Dr. Dallas, TX 75229 254-715-6719 KSRabbe@Gmail.com		Certified Instructor	
Alma	Ramirez	MPISD Child Development Center 1602 W. Ferguson Rd. P.O Box 1117 Mount Pleasant, TX 75455 903-575-2092 aramirez@mpisd.net	Spanish English	Certified Technician	
Charlie	Ramirez	Texas Department of Public Safety 1922 S.P.I.D. Corpus Christi, TX 78416 361-698-5646 charlie.ramirez@txdps.state.tx.us	English Undeclared	Certified Technician	
April	Ramos	DSHS Safe Riders 1100 W. 49th Street G407 Austin, TX 78756 512-776-6513 april.ramos@dshs.state.tx.us	English	Certified Instructor	Special Needs: 8 2009 Cert Lead Approved
Maria	Ramos	Texas Transportation Institute 4050 Rio Bravo Suite 151 El Paso, TX 79902	Spanish English	Certified Technician	

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Emily	Rangel	The Children's Shelter 2939 W Woodlawn San Antonio, TX 78228 210-212-2591 erangel@chshel.org	English	Certified Technician	
Chris	Ray	Texas Department of Public Safety 4200 Canyon Drive Amarillo, TX 79109 806-341-6841 christopher.ray@dps.texas.gov	English	Certified Technician	
Arthur	Raymond	Laredo Independent School District 3001 Autumn Circle Laredo, TX 78045 956-717-9972 araymond@laredoisd.org	English	Certified Technician	
Warren	Reaves	Harris County Sheriff's Office 9111 Eastex Frwy. #300 Houston, TX 77093 713-759-9454 Warren.Reaves@Sheriff.hctx.net	English	Certified Technician	
Anna	Red	University Medical Center of El Paso 4815 Alameda Trauma Department El Paso, TX 79905 915-521-7556 reda@umcelpaso.org	Spanish English	Certified Instructor	Special Needs: 3 2009 Cert Lead Approved
Sonia	Reece	The Children's Shelter 2939 W Woodlawn Ave.	Undeclared	Certified Technician	

		San Antonio, TX 78228 (210) 212-2500 sreece@chshel.org			
Keith	Reed	Hillcrest Baptist Medical Center 2201 MacArthur Drive Suite 2200 Waco, TX 76708 254-202-6538 kreed@hillcrest.net		Certified Instructor	
Susana	Reid	Frisco, TX 75035 972-377-4740 sc Reid40@verizon.net	Spanish English	Certified Technician	
Marla	Renfro	Medical Center Hospital Center for Women & Infants 500 W. 4th Street 4 East Odessa, TX 79761 432-640-1784 mrenfro@echd.org	English	Certified Technician	
Christy	Reyes	Avance Inc. 4281 Dacoma Houston, TX 77092 713-503-0450 creyes@avancehouston.org	Spanish English	Certified Technician	
Jaime	Reyes	Baby's & Kids 1st Furniture 5575 Richmond Ave. Houston, TX 77056 713-785-8511 Jaime.reyes0389@gmail.com	Spanish English	Certified Technician	
Rosalba	Reyes	Avance Early Head Start 4301 Dacoma	Spanish English	Certified Technician	

		Houston, TX 77092 713-812-0033 rreyes@avancehouston.org			
Kimberly	Rice	The Parenting Cottage 3818 50th St Lubbock, TX 79413 806-795-7552 kimberly@parentingcottage.org	English	Certified Technician	
Sonya	Richardson	Chillicothe hospital 303 avenue I Chillicothe, TX 79225 9408-522-5131 sonya@chillhd.org	English	Certified Technician	
DaLayna	Riddle	Hamilton Hospital 901 West Hamilton PO Box 158 Olney, TX 76374 940-564-5521 riddlemedic@yahoo.com	English	Certified Technician	
Annalisa	Riggins	Covenant Health System 6707 CR 7620 Lubbock, TX 79424 806-441-2335	English	Certified Technician	
Yolanda	Rincon	Odessa Fire Department 1100 W. 2nd St. Odessa, TX 79763 432-257-0521 yrincon@odessa-tx.gov	English	Certified Technician	
Arturo	Rivera	Eagle Pass Police Department 110 S. Monroe St.	English	Certified Technician	

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Sherri	Robelia	Texas Department of Transportation 100 South Loop Drive Waco, TX 76704 254-867-2867 sherri.Robelia@txdot.gov		Certified Technician	
Holly	Roberts	Texas Health Resources 2918 Moss Creek Ct. McKinney, TX 75070 469-422-5260 hollyroberts@texashealth.org	English	Certified Technician	
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Christine	Rodriguez	City of Austin, Neighborhood Services Unit 2800 Webberville Road Austin, TX 78702 512-972-6740 Christine.Rodriguez@austintexas.gov	English	Certified Technician	
Irene	Rodriguez	Texas A&M Transportation Institute 505 E Huntland Drive, Suite 455 Center for Transportation Safety Austin, TX 78752 512-407-1152 i-rodriquez@ttimail.tamu.edu	Spanish English	Certified Instructor	Cert Lead Approved

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Kristin	Rodriguez	Covenant Hospital Plainview 2601 Dimmitt Rd Plainview, TX 79072 806-296-4256 Kristin.Soto@covplv.org	English	Certified Technician	
Marissa	Rodriguez	Injury Prevention Center of Greater Dallas 6300 Harry Hines Ste 240 Dallas, TX 75235 214-590-4454 marissa.rodriguez@phhs.org	Spanish English	Certified Instructor	Special Needs: 6 2012 Cert Lead Approved
Nadya	Rodriguez	Fort Hood Family Advocacy Program 76020 Crockett Street Fort Hood, TX 76544 254-287-6505 nadya.i.rodriguez@us.army.mil		Certified Technician	
Rachel	Rodriguez	McAllen Fire Department 201 N. 21st St. McAllen, TX 78501 956-681-2500 rachel_rodriguez@mcallen.net	Spanish English	Certified Technician	
Valerie	Rodriguez	TOYS R US 5008 OVERTON RIDGE FORT WORTH, TX 76132 817-423-8991	English	Certified Technician	

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Maria	Rogers	Texas Department of Transportation 1817 Bob Bullock Lp. Laredo, TX 78043 (956) 712-7453 Maria.Rogers@txdot.gov	Spanish English	Certified Technician	
Raquel	Rojas	Avance Early Head Start 4301 Dacoma Houston, TX 77092 713-812-0033 rrojas@avancehouston.org	Spanish English	Certified Technician	
Leticia	Rolland-Hardy	Cooperative Extension Program 208 S. Judson Navasota, TX 77868 936-825-3495 lvrolland@ag.tamu.edu	English	Certified Technician	
Kari	Romano	Kari Romano Agency State Farm 19053 I 45 N The Woodlands, TX 77385 936-231-8133 kari@kariromanosf.com	Spanish English	Certified Technician	
Isidora	Rosales	Avance Inc. 4281 Dacoma Houston, TX 77092 713-5030534 irosales@avancehouston.org	Spanish English	Certified Technician	

Deborah	Rose	Region 19 ESC Head Start 6611 Boeing El Paso, TX 79924 915-790-4676 drose@esc19hs.net	English	Certified Technician	
Kris	Roszko	Cypress Creek EMS 7111 Five Forks Drive Spring, TX 77379 281-378-0831 kroszko@ccems.com	English	Certified Technician	
Amber	Royall	Seton Lockhart Family Health Center 300 S. Colorado Suite C Lockhart, TX 78644 512-376-9690 aroyall@seton.org	English	Certified Technician	
Angela	Rudolph	Detroit Police Dept - Police Community Services 4903 Windcross Ct. Katy, TX 77449 313-220-0543 Aj866@aol.com	English	Certified Technician	
Bryan	Ruemke	Washington County EMS 1875 HWY 290 W Brenham, TX 77833 979-277-6267 bruemke@wacounty.com	English	Certified Technician	
Eleazar	Ruiz	Wellness Pointe 1107 E. Marshall Avenue Building 2, Suite 101 Longview, TX 75601 903-236-7383 eruiz@wellnesspointe.org	Spanish English	Certified Technician	

Sergio	Ruiz	Harlingen Police Department 1018 Fair Park Blvd. Harlingen, TX 78550 956-216-5407 sruiz@harlingenpolice.com	Spanish English	Certified Technician	
Yoshio	Ruiz	Army Community Service, FAP 76020 Crockett St. Ft. Hood, TX 76544 254-287-2286 yoshio.ruiz@us.army.mil		Certified Technician	
Calley	Runnels	Texas A&M AgriLife Extension--Swisher County 310 West Broadway Tulia, TX 79088 806-995-3726 cjrunnels@tamu.edu	English	Certified Technician	
Christi	Russell	Austin LifeCare 1215 W Anderson Ln Austin, TX 78757 512-374-0626 christi@austinflifecare.com	English	Certified Technician	
Mary	Russell	South Texas Pregnancy Care Center 975 W. Court St. Seguin, TX 78155 830-303-2151 stpccsm@yahoo.com	English	Certified Technician	
Elaine	Sager	St. Mark's Medical Center One St. Mark's Place La Grange, TX 78945 979-242-2197	English	Certified Instructor	Cert Lead Approved

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CARLOS	SAGREDO	El Paso Police Department 911 N. Raynor El Paso, TX 79903	Spanish English	Certified Technician	
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Jeremiah	Salmon	Cook Children's Health Care System 801 Seventh Ave Fort Worth, TX 76104 682-885-5909 jeremiah.salmon@cookchildrens.org		Certified Technician	
John	Sampa	Texas Department of Public Safety Texas Highway Patrol -Safety Education 12230 West Road Houston, TX 77065 281-517-1336 john.sampa@dps.texas.gov	English	Certified Technician	
James	Sampson	295 Trophy Club Dr Trophy Club, TX 76227 682-831-4630 thesampson3@yahoo.com	English	Certified Technician	
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Laura	Schein	Flower Mound Police Department 4150 Kirkpatrick Ln Flower Mound, TX 75028 972-539-0525 laura.schein@flower-mound.com	English	Certified Technician	
Kevin	Schmidt	Flower Mound Police dept. 4150 Kirkpatrick. Ln Flower Mound, TX 75028 972-539-0525	English	Certified Technician	

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Shanna	Schulze	Shanna Schulze 1212 Spartanburg Ct College Station, TX 77845 979-324-2534 shannalschulze@gmail.com	English	Certified Technician	
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Kimberly	Seelman	Po 836319 Richardson, TX 75083	English	Certified Technician	
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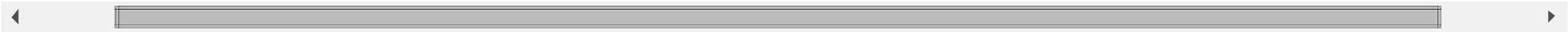
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ABOUT THE PROGRAM

National CPS Certification Training is a program of Safe Kids Worldwide, which is the certifying body and responsible for managing all aspects of the program. We work closely with the National Highway Traffic Safety Administration (responsible for the curriculum), the National Child Passenger Safety Board (provides recommendations and guidance), and State Farm (our sponsor).

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ATTACHMENT 1.3: NATIONAL CPS CERTIFICATION – INSTRUCTORS

TEXAS CERTIFIED CHILD SAFETY SEAT INSTRUCTORS

The following summarizes the number of certified instructors in the state of Texas. The complete list begins on next page.

- 81 Certified Instructors



A Program of
Safe Kids Worldwide

GET A CAR SEAT CHECKED | FIND A TECH | FIND A COURSE | LOGIN

BECOME A TECH | I'M A TECH | COURSE ADMINISTRATION | ORGANIZATION MANAGEMENT | RESOURCES - FAQs

ONLINE SERVICES

Login

CPS Technician Search: Find a CPS Technician

Special needs training is provided by the Automotive Safety Program at Riley Hospital for Children in Indianapolis. Safe Kids Worldwide does not certify these individuals. ** For more information, go to www.preventinjury.org. **

Map is displayed if both city and state are part of the search criteria. To view the map, please scroll down past results list.

Search Results (81)					
Name		Location/Contact	Languages	Certification Type	Extra Training
Jesus	Alderete	Childrens Medical Center 1935 Medical District Dr. Trauma Services Dallas, TX 75235 214-456-7000 jesus.alderete@childrens.com	Spanish English	Certified Instructor	Special Needs: 4 20 Cert Lead Approved
John	Ansiaux	Texas Children's Hospital	English	Certified	Special

		1919 S. Braeswood Houston, TX 77030 832-828-1313 jaansiau@texaschildrens.org		Instructor	Needs: 1 20
Gerard	Argao	Fort Bend County Sheriff's Office 1410 Williams Way Richmond, TX 77469 281-238-1536 argaoger@co.fort-bend.tx.us	English	Certified Instructor	
Plaststilla	Arnold	1953 Riverway Dr. Dallas, TX 75217 214-769-1308 PLASTSTILLA.ARNOLD@att.net	ASL English Undeclared	Certified Instructor	
Karen	Beard	Karen Beard Victoria, TX 77904 361-779-5817 kbeard0206@hotmail.com	English	Certified Instructor	Cert Lead Approved
Kristen	Beckworth	Texas Children's Hospital 1919 S Braeswood Suite 2228 Houston, TX 77030 832-824-3485 klbeckwo@texaschildrens.org	English	Certified Instructor	Special Needs: 4 20
Bryan	Bell	Texas Municipal Police Association 6200 La Calma Dr. Suite 200 Austin, TX 78752 512-454-8900 bryan.bell@tmpa.org	English	Certified Instructor	Special Needs: 8 20 Cert Lead Approved
Rachel	Bettinger- Cooney	Hillcrest Baptist Medical Center 2201 MacArthur Drive, Suite 2200	English	Certified Instructor	Special Needs: 12 2

		Waco, TX 76708 254-202-6537 rbettingercooney@sw.org			Cert Lead Approved
April	Bowen	Department of State Health Services G407 Safe Riders, Health Promotion Unit MC 1923 P.O. Box 149347 Austin, TX 78714-9347 512-776-3377 april.bowen@dshs.state.tx.us	Spanish English	Certified Instructor	
Susan	Burchfield	Scott & White Hospital 2401 S. 31st Street S & W Trauma Administration Temple, TX 76508 254-724-8202 sburchfield@sw.org	English	Certified Instructor	Special Needs: 12 2 Cert Lead Approved
Randy	Chhabra	Austin/Travis County EMS 117 Turvey cv Hutto, TX 78634 512-826-1023 randy.chhabra@austintexas.gov	French English	Certified Instructor	Cert Lead Approved
Dory	Collette	Dell Childrne's Medical Center 4900 Mueller Blvd Family Resource Center Austin, TX 78723 512-324-0000x86730 dcollette@seton.org	English	Certified Instructor	Special Needs: 9 20 Cert Lead Approved
Isabel	Colunga	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd. Suite 240 Dallas, TX 75235 214-590-4455	Spanish English	Certified Instructor	Special Needs: 6 20 Cert Lead Approved

Erin	Contreras	Parkland Health & Hospital System Women & Family Education-Erin Contreras 5201 Harry Hines Blvd Dallas, TX 75235 850-974-6308 erin.contreras@phhs.org	Spanish English	Certified Instructor	
Dale	Cowan	5001 Colorado Drive Killeen, TX 76542 254-258-2744 dcowan2@hot.rr.com	English	Certified Instructor	Cert Lead Approved
Kevin	Crouch	Friendswood Police Department 1600 Whitaker Rd. Friendswood, TX 77546 281-996-3316	English	Certified Instructor	Cert Lead Approved
Laura	Davila	University Medical Center of El Paso Trauma Department 4815 Alameda Ave. El Paso, TX 79905 915-521-7556 ldavila@umcelpaso.org	Spanish English	Certified Instructor	Cert Lead Approved
Lisa	Delgado	Texas Children's Hospital-Injury Prevention 1919 S. Braeswood Suite 2228 Houston, TX 77030 832-824-3481 lmdelgad@texaschildrens.org	English	Certified Instructor	Special Needs: 7 20 Cert Lead Approved
Susan	Douglass	3539 huntwick drive San Antonio, TX 78230 210-341-0184 susan.douglass@uhs-sa.com	English	Certified Instructor	Special Needs: 4 20 Cert Lead Approved
Yvonne	Duran	16523 Churchill Cove	Spanish	Certified	Cert Lead

		Selma, TX 78154 210-497-7470 yvoneduran@satx.rr.com	English	Instructor	Approved
Michael	Earney	Kerr County Sheriff's Office 400 Clearwater Paseo Kerrville, TX 78028 830-739-6640 mrearney@co.kerr.tx.us	English	Certified Instructor	Special Needs: 3 20 Cert Lead Approved
Sheila	Enloe	Harris County Sheriff's Department 7614 fallbrook houston, TX 77086 281-537-9492 sheila.enloe@sheriff.hctx.net	English Undeclared	Certified Instructor	
Sharon	Evans	Cook Children's Medical Center Trauma Services 801 Seventh Avenue Ft. Worth, TX 76104-2796 682-885-3956 sharon.evans@cookchildrens.org	English	Certified Instructor	Special Needs: 4 20 Cert Lead Approved
Katie	Foarde	Brackenridge Hospital- Trauma Services 601 E 15th St Austin, TX 78701 512-324-8351 kfoarde@seton.org	Spanish English	Certified Instructor	
Colleen	Foleen	Army Community Service Family Advocacy 2494 Ricker Road Fort Bliss, TX 79916 915-568-9129 colleen.g.foleen.ctr@mail.mil	English	Certified Instructor	Cert Lead Approved Technician Proxy Appro
RAQUEL	GARZA	City of Pearland EMS	English	Certified	

		2703 Veterans Dr. Pearland, TX 77584 281-997-5840 rgarza@ci.pearland.tx.us		Instructor	
Angelica	Gonzalez	E C Driving, LLC 823 Nolte Dr. Dallas, TX 75208 214-723-3547 angelica@ecdriiving.com	Spanish English	Certified Instructor	
Milton	Hall	PO Box 663/767 County Rd 104 Caldwell, TX 77836 000-000-0000 forgeman54@wmconnect.com	English Undeclared	Certified Instructor	Special Needs: 12 2
Lonny	Haschel	Texas Highway Patrol 624 NE Lp 820 Hurst, TX 76053 214-861-2351 lonny.haschel@dps.texas.gov	English	Certified Instructor	Special Needs: 7 20 Cert Lead Approved
Keely	Helton	, TX	English	Certified Instructor	
Maria	Hernandez	, TX 9152530625	English Undeclared	Certified Instructor	Special Needs: 3 20 Cert Lead Approved
Justin	Hill	McAllen Fire Department 201 N. 21st McAllen, TX 78501 956-789-7499 justinhill7714@yahoo.com	English	Certified Instructor	

Myrna	Hill	Texas A&M AgriLife Extension Service 578 John Kimbrough Blvd. Room 130 College Station, TX 77843 210-452-1496 mrhill@ag.tamu.edu	English	Certified Instructor	
Mari	Hodges	Baby's & Kids 1st Furniture 5575 Richmond Ave. Houston, TX 77056 832-245-4506 mari@mari-hodges.com	English	Certified Instructor	Special Needs: 10 2 Cert Lead Approved
Johnny	Humphreys	, TX 800-252-8255	English Undeclared	Certified Instructor	Special Needs: 8 20 Cert Lead Approved
Medora	Jackson	Car Seats, Home Safety and More, LLC 10810 Copperwood Drive Frisco, TX 75035 972-987-5704 medorajackson@gmail.com	English	Certified Instructor	Special Needs: 3 20 Cert Lead Approved
Bev	Kellner	Texas AgriLife Extension Service 1111 Research Parkway Suite 126 College Station, TX 77845 979-862-1782 bkellner@ag.tamu.edu	English	Certified Instructor	Special Needs: 11 2 Cert Lead Approved
Martha	Kingston	Martha Kingston 610 Goodall P.O. Box 71 Jayton, TX 79528 806-237-2236 lammykidsmommy@gmail.com	English	Certified Instructor	

Donna	Loesel	Texas Health Reasources Arlington, TX 817-271-0772 loesel@att.net	English	Certified Instructor	Cert Lead Approved
Frank	Luera	Texas Department of State Health Services 1100 West 49th Street Austin, TX 78756 800-252-8255 frank.luera@dshs.state.tx.us	English	Certified Instructor	Special Needs: 8 20 Cert Lead Approved
Kiki (Isabel)	Luna	Val Verde Safe Kids 801 Bedell Avenue Del Rio, TX 78840 830-778-3632 kiki.luna@vvrmc.org	Spanish English	Certified Instructor	Cert Lead Approved
Martha	Maldonado	Dallas Healthy Start 4917 Harry Hines Dallas, TX 75235 214-590-1792 martha.maldonado@phhs.org	Spanish English	Certified Instructor	Special Needs: 6 20 Cert Lead Approved
Jennifer	Martin	Texas Health Presbyterian Plano 6200 W. Parker Road Plano, TX 75093 1888-847-9355 CASI@texashealth.org	English	Certified Instructor	Cert Lead Approved
Vanessa	Martinez	Department of State Health Services: Safe Riders G407 Safe Riders, Health Promotion Unit MC 1923 P.O. Box 149347 Austin, TX 78714	Spanish English	Certified Instructor	

		512-776-2821 vanessa.martinez@dshs.state.tx.us			
Monica	Mayeaux	3215 Mossy Bend Lane Pearland, TX 77581 713-446-2168 monica435@gmail.com	English	Certified Instructor	
Jeffery	McGowen	Harris County Sheriff's Office 1200 Baker Street Suite 300 Houston, TX 77002 713-755-8752 Jeffery.Mcgowen@sheriff.hctx.net	English	Certified Instructor	Special Needs: 3 20 Cert Lead Approved
Jennifer	McMeens	Texas Health Harris Methodist Stephenvill 411 N. Belknap Stephenville, TX 76401 254-965-1262 jennifermcmeens@texashealth.org	English	Certified Instructor	
Ronald	Morton	Panola College 820 W. Panola Carthage, TX 75633 903-693-1153 rmorton@panola.edu	English	Certified Instructor	
Monica	O'Kane	Texas Department of Transportation 13301 Gateway Blvd West El Paso, TX 79928 915-790-4382 Monica.OKane@txdot.gov	Spanish English	Certified Instructor	
Danelle	Parker	Texas Health Presbyterian Hospital Plano 6200 West Parker Rd. MOBII suite g24	English Undeclared	Certified Instructor	Cert Lead Approved

		Plano, TX 75093 972-981-3934 danelleparker@texashealth.org			
Seema	Patel	Texas Children's Hospital 1919 S. Braeswood Suite 5214 Houston, TX 77030 832-824-2646 sppatel@texaschildrens.org		Certified Instructor	
Kim	Patrick	National Injury Prevention Council 11608 Via Grande Dr. Austin, TX 78739 951-897-4545 kimberley@nationalinjurypreventioncouncil.org	English	Certified Instructor	Cert Lead Approved
Thomas	Pechal	Temple Fire & Rescue 210 North 3rd Street Temple, TX 76501 254-298-5682 tpechal@templetx.gov	English	Certified Instructor	Special Needs: 12 2
Karen	Peoples	Texas Department of Transportation 135 Slaton Road Lubbock, TX 79404 806-748-4478 karen.peoples@txdot.gov	English	Certified Instructor	Cert Lead Approved
Katie	Rabbe	The Texas KidSafe Program 3565 Vancouver Dr. Dallas, TX 75229 254-715-6719 KSRabbe@Gmail.com		Certified Instructor	
April	Ramos	DSHS Safe Riders	English	Certified	Special

		1100 W. 49th Street G407 Austin, TX 78756 512-776-6513 april.amos@dshs.state.tx.us		Instructor	Needs: 8 20 Cert Lead Approved
Anna	Red	University Medical Center of El Paso 4815 Alameda Trauma Department El Paso, TX 79905 915-521-7556 reda@umcelpaso.org	Spanish English	Certified Instructor	Special Needs: 3 20 Cert Lead Approved
Keith	Reed	Hillcrest Baptist Medical Center 2201 MacArthur Drive Suite 2200 Waco, TX 76708 254-202-6538 kreed@hillcrest.net		Certified Instructor	
Irene	Rodriguez	Texas A&M Transportation Institute 505 E Huntland Drive, Suite 455 Center for Transportation Safety Austin, TX 78752 512-407-1152 i-rodriquez@ttimail.tamu.edu	Spanish English	Certified Instructor	Cert Lead Approved
Marissa	Rodriguez	Injury Prevention Center of Greater Dallas 6300 Harry Hines Ste 240 Dallas, TX 75235 214-590-4454 marissa.rodriquez@phhs.org	Spanish English	Certified Instructor	Special Needs: 6 20 Cert Lead Approved
Elaine	Sager	St. Mark's Medical Center One St. Mark's Place La Grange, TX 78945 979-242-2197	English	Certified Instructor	Cert Lead Approved

		e.sager@smmctx.org			
Gloria	Salazar	University Medical Center of El Paso Trauma Department 4815 Alameda Ave. El Paso, TX 79905 915-521-7984 gsalazar@thomasoncares.org	English	Certified Instructor	Cert Lead Approved
Magdalena	Santillan	Cook Children's Medical Center 801 7th Ave Fort worth, TX 76104 682-885-7242 magdalena.santillan@cookchildrens.org	Spanish English	Certified Instructor	
Karen	Slay	2629 75th Street Lubbock, TX 79423 806-745-5428 kidsarentcargo@swbell.net	English	Certified Instructor	Cert Lead Approved
Julie	Smith	3 Creekside Drive Trophy Club, TX 76262 817-490-7909 julies@flash.net	English	Certified Instructor	
Greg	Spivey	Irving Police Department 305 N Oconnor Irving, TX 75061 972-721-2747 gspivey@cityofirving.org	English	Certified Instructor	
Leslie	Stark	Texans In Motion @ Scott & White Healthcare 12129 FM 620 North Ste 600-E Austin, TX 78750 512-336-3424 lstark@sw.org	English	Certified Instructor	Special Needs: 8 20

Shelli	Stephens-Stidham	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd., Suite 240 Dallas, TX 75235 214-590-4461 shelli.stephens-stidham@phhs.org	English	Certified Instructor	Cert Lead Approved
Jena	Stone	Lake Pointe Medical Center 6800 Scenic Dr Rowlett, TX 75088 972-412-2273 jenarn@me.com	English	Certified Instructor	
Mark	Tackett	Texas Department of Public Safety 1413 Texoma Parkway Sherman, TX 75090 Mark.Tackett@txdps.state.tx.us	English	Certified Instructor	
Tracy	Tellman	Texas Dept. of Transportation 5715 Canyon Drive Amarillo, TX 79110 806-356-3295 tracy.tellman@txdot.gov	English	Certified Instructor	Cert Lead Approved
Gina	Torres	Hillcrest Health Center 2201 MacArthur Suite 2200 Waco, TX 76708 254-202-6536 vgtorres@sw.org		Certified Instructor	Cert Lead Approved
Sherrienne	Truex-Cabrera	Round Rock, TX 78664 512-709-8476 scabrera2011@att.net	Spanish English	Certified Instructor	Special Needs: 8 20 Cert Lead Approved
Javier	Valdez	Texas Children's Hospital	Spanish	Certified	Special

		2450 Holcombe, Ste. 34L NB-8365 Houston, TX 77021-1011 832-828-1315 valdez8112@sbcglobal.net	English	Instructor	Needs: 11 2
Sergio	Vega	University Health System/SAFE KIDS San Antonio 137 W Mayfield San Antonio, TX 78221 210-358-4282 sergio.vega@uhs-sa.com	Spanish	Certified Instructor	Cert Lead Approved
Lynda	Walker	Texas Municipal Police Association 6200 La Calma Drive, Suite 200 Austin, TX 78752 512-454-8900 lynda.walker@tmpa.org	English	Certified Instructor	
Dana	Walraven	Cook Children's Medical Center 801 Seventh Ave Fort Worth, TX 76104 817-885-5909 d-walraven@cookchildrens.org	English	Certified Instructor	Special Needs: 6 20 Cert Lead Approved
Beth	Warren	Texas Department of Public Safety 5805 N Lamar - Bldg C Public Education Unit Austin, TX 78752 512-424-5639 Beth.Warren@dps.texas.gov	English	Certified Instructor	Special Needs: 1 20 Cert Lead Approved
Justin	Whitmire	Haltom City Police Department 5110 Broadway Ave Haltom City, TX 76117 817-222-7049	English	Certified Instructor	

		jwhitmire@haltomcitytx.com			
Catie	Wiedenhofer	San Angelo SAFE KIDS Coalition 3501 Knickerbocker Road San Angelo, TX 76904 325-947-6130 catie.wiedenhofer@sacmc.com	English	Certified Instructor	Special Needs: 6 20 Cert Lead Approved
Jimmy	Wille	Jimmy's Pilot Service / Jimmy's Notary 1029 North Saginaw Blvd Suite F10, #103 Saginaw, TX 76179 817-755-0607 jimmy@pilotservice.us	English	Certified Instructor	Cert Lead Approved

- [Search Again](#)



ABOUT THE PROGRAM

National CPS Certification Training is a program of Safe Kids Worldwide, which is the certifying body and responsible for managing all aspects of the program. We work closely with the National Highway Traffic Safety Administration (responsible for the curriculum), the National Child Passenger Safety Board (provides recommendations and guidance), and State Farm (our sponsor).

TECHS

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ATTACHMENT 1.4: CHILD CAR SEAT INSPECTION STATIONS

The following summarizes the number of car seat inspection stations in the state of Texas. The complete list begins on next page.

- 166 Child Car Seat Inspection Stations

Child Car Seat Inspection Station Locator

THE RIGHT SEAT. THE RIGHT SIZE. THE RIGHT USE.

Inspection Stations found TX.
Jump to city starting with: A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
<p>TxDOT 4250 N Clack St Abilene, TX 79601</p> <p>By appointment ONLY</p> <p>325-676-6808</p> <p>j</p> <div style="border: 1px solid black; padding: 2px;"> <p>Counties serving Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden, Howard, Kent, Mitchell, Haskell, Shackelford, Stonewall</p> </div>
<p>TxDOT 4250 N Clack St Abilene, TX 79601</p> <p>By appointment Only</p> <p>325-676-6811</p> <div style="border: 1px solid black; padding: 2px;"> <p>Counties served Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden,</p> </div>

Howard, Kent, Mitchell, Haskell, Shackelford, Stonewall

TXDOT-Alice
2310 Old Kingsville Rd
Alice, TX 78332

by appointment

3616617050

Counties-Jim Wells, Kleberg, Nueces

Christus Spohn Hospital Alice
2500 East Main
Alice, TX 78332

9AM till 12 Noon

361-661-8972
Contact: RN Veronica Garcia

Appointment required

Texas Health Presbyterian Hospital Allen
1105 Central Expy N
Allen, TX 75013

2nd Saturday each month 9.00-12.30pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment MOB2 Parking Lot

Alpine DSHS
205 N Cockrell St
Alpine, TX 79830

BY APPOINTMENT ONLY, please call to schedule appointment.

(432)837-3877

A date & time to have your child's car seat checked for proper installation will be provided.

Northwest Texas Healthcare System
1501 S. Coulter
Amarillo, TX 79106
Potter, Carson, Randal

Monday-Friday, By Appointment

806-351-4227
Contact: Julie Poindexter

Spanish Speaking

TxDOT
5715 Canyon Dr
Amarillo, TX 79110

M-Th 8AM to 5 PM, by appointment only

806-356-3295

Counties served Armstrong, Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Potter, Randall, Roberts, Sherman

TXDOT Traffic Safety Section
5715 Canyon Drive
Amarillo, TX 79110
Potter, Carson, Randal, All Counties Texas Pan Handle

Monday-Friday, 8:00:00 AM to 4:00 PM

806-356-3295
Contact: Tracy Tellman

TxDOT
FM 563, .1 mi N. of SH 61
Anahuac, TX 77514

Tues-Fri., by apt only

409-267-3611

Counties served Chambers

Texas AgriLife Extension Service-Brazoria County
21017 County Road 171
Angleton, TX 77515
"Serving Brazoria County"

Please call to schedule an appointment! Located in Precinct 2 Building

979-864-1558 ext 115
Contact: Courtney Latour

By appointment only!

Texas Health Arlington Memorial Hospital
800 W Randol Mill Rd
Arlington, TX 76012

Contact to make an appointment

1-877-847-9355
1-877-THR-Well

NW employee parking lot

TxDOT

701 E Main St
Atlanta, TX 75551

M-F 8 AM to 5 PM, by appointment Spanish Speaking

903-799-1221

Counties served Bowie, Titus, Harrison, Marion, Upshur, Cass, Camp, Morris, Panola

Austin Safekids led by Dell Children's Medical Center
4900 Mueller
Austin, TX 78723
Travis, Williamson, Hays

Hours: please call to schedule an appointment. Bilingual CPS Technicians Available

512-324-TOTS (8687)
Contact: Tareka Wheeler

TxDOT
8902 FM-969
Austin, TX 78724

TBD Call to schedule an appointment

512-929-7221

Travis County

Texans In Motion at Scott & White Healthcare
12129 Ranch Road 620 North; Ste 600E
Austin, TX 78750
Travis, Williamson, Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason

Please call to schedule an appointment

512-336-3423

Contact: Bilingual CPS Educator/Instructor Leslie Stark

Bilingual CPS Techs available

Austin/Travis County Health & Human Services
7000 Blessing

Austin, TX 78752
Travis,

3rd Friday, By Appointment

512-972-5159

Contact: Doug Ballew

TxDOT
7901 I-35 N
Austin, TX 78753

1st & 3rd Mondays from 9-11AM Spanish Speaking

512-832-7243

counties served Travis, Williamson, Hays, Bastrop

TXDOT Austin District
7901 I-35 N
Austin, TX 78753

By Appointment ONLY 1st and 3rd Mondays 9:00 AM-11:00AM

512-832-7035
512-832-7243

Contact: Traffic Safety Specialist/CPS Tech Carol Campa Jessica Son

Bilingual-Spanish Counties Bastrop, Burnet, Blanco, Caldwell, Gillespie, Hays,,
Lee, Mason, Travis & Williamson

Department of State Health Services Safe Riders
Varied locations in Austin
Austin, TX 78756
Travis, Williamson, Hays

Safe Riders 3rd Wednesday of each Month, By Appointment

800-252-8255
Contact: Johnny Humphreys

Spanish Speaking

Baytown P.D.
1308 Apache Trail
Baytown, TX 77521
Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Monday-Friday, Monday-Friday

281-420-5376
Contact: Larry Aldridge

TxDOT
8350 US-287 N
Beaumont, TX 77708

Mon-Fri., by appointment only

409-898-5719

Counties served Jefferson, Hardin, Orange

TXDOT-Beeville

662 U.S. 181 North
Beeville, TX 78102

by appointment

3612030244

Counties-Bee, Goliad, Live Oak, Refugio

TXDOT-Brownwood
W Main St
Brady, TX 76825

by appointment

325-597-5412

McCullochcounty

Department of State Health Services
1004 S Bridge St
Brady, TX 76825
McCulloch, Concho, Mason, Menard

325.597.0550
Contact: Gina Dicus

appointment required

Washington County EMS Fitting Station
1100 E Blue Bell Rd
Brenham, TX 77833
Washington

By Appointment Only

(979)277-6267
Contact: Amanda Henson Katy Podeszwa

Department of State Health Services
2345 E Price Rd
Brownsville, TX 78521

By appointment only

956-421-5582

Cameron county

TxDOT
2493 US 183N
Brownwood, TX 76801

by appointment

325-643-0403

Counties Served Brown, Coleman, Eastland, Comanche, Stephens, McCulloch,

TxDOT
2493 US 183N
Brownwood, TX 76801

by appointment

325-643-0406

Brown County

TXDOT-Bryan
2591 North Earl Rudder Fwy

Bryan, TX 77803

Odd Friday's each month 1-4 PM

9797789777

Counties- Leon, Brazos, Robertson, Grimes, Freestone, Walker, Washington, Burleson, Madison, Milam

Texas A&M AgriLife Extension
2619 HWY 21 W
Brazos County
Bryan, TX 77803

Call to schedule an appointment

979-823-0129

Texas A&M AgriLife Extension
2619 HWY 21 W
Brazos County
Bryan, TX 77803

Call to schedule an appointment

979-823-0129

TXDOT-Bryan
2591 N Earl Rudder Fwy
Bryan, TX 77803

Odd Friday's each month 1-4 PM

9797789776

Counties-Leon, Brazos, Robertson, Grimes, Freestone, Walker, Washington,
Burleson, Madison, Milam

Texas Dept. of State Health Services/Region 1 - Community Health Services
300 Victory Drive
Canyon, TX 79016

Please call for an appointment

806-477-1138

Contact: Jolie Person

TXDOT-Childress
7599 US Hwy 287
Childress, TX 79201

every Thursday from 1-3PM

940-937-7179

Counties-Childress, Hardeman, Foard, Briscoe, Collingsworth, Cottle, Dickens,
Donley, Hall, King, Knox, Motley, Wheeler

Texas A&M Police Department
1111 Research Parkway
College Station , TX 77843
Brazos

By Appointment Only

979-845-5281

Passenger Safety, Texas AgriLife Extension Service
578 John Kimbrough Blvd RM 131
Family Development and Resource Management

College Station, TX 77843
Brazos

Hours: Monday-Friday, By Appointment Only

979- 862-4658

979-862-1782

Contact: Lilly Fuentes & Bobbi Brooks, Myrna Hill or Bev Kellner

Spanish speaker available

TXDOT -Brownwood
1502 N Austin St
Comanche, TX 76442

by appointment

325-356-7507

Comanche County

TxDOT
1502 N Austin St
Comanche, TX 76442

by appointment

325-356-7507

County Comanche

Texas Chidren Hospital
3201 LOOP 336 WEST
Tree of Life Lutheran Church
Conroe, TX 77304

By Appointment Only 832-828-1314

832-828-1314
936-539-9530

Spanish Speaking Technicians Available

Driscoll Children
3533 S Alameda St
Corpus Christi, TX 78411
Nueces, Kleberg

Monday-Friday, By Appointment

(361) 694-6700
361-851-6880
Contact: RN, BS Felicia Powell

Spanish Speaking

TXDOT-Corpus Christi
1701 TX-358 E
Corpus Christi, TX 78416

by appointment

3618082506

counties-Nueces, Kleberg, Jim Wells, Live Oak, Refugio, Goliad, Bee, Karnes,
Aransas, San Patricio

TXDOT-Corpus Christi
1701 S Padre Island Dr
Corpus Christi, TX 78416

8:00 am - 5:00 pm M-F

361-808-2381

Contact: Hazel Zepeda

Appointment required. Spanish instruction available.

Texas AgriLife Extension Service Navarro County Fitting Station
300 W 3rd Ave
Corsicana, TX 75110
Navarro

By Appointment Only

903-654-3075

Contact: Paula Butler

TxDOT
12190 US HWY 87
Dalhart, TX 79022

M-Th 8AM to 5 PM, by appointment only

806-249-2071

Counties served Dallam, Hartley

Safety Seat Experts
4505 Normandy Ave
Unit #2
Dallas, TX 75205

Hours: Monday-Saturday, By Appointment only

(214)-770-7466

**** This is a fee based service ****

University Park Fire Department

3800 University Blvd
Dallas, TX 75205
Only University Park Residents

Citizens of Service Provided to Citizens of University Park Only - Please call for an appointment, if no answer leave name & phone number

(214)-987-5380
Contact: Phylliss Mahan

If no answer, leave name & phone #. Calls returned within 24 hours

Dallas Police Department - Traffic Section
334 S. Hall
Dallas, TX 75226

by appointment only

214-670-5012
Contact: Officer Smite

call for appointment

Texas Health Presbyterian Hospital Dallas
8200 Walnut Hill Ln
Dallas, TX 75231

By Appointment Only

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Children Trauma Services
1935 Motor St.
Dallas, TX 75235
Dallas, Collins

Mondays, By Appointment

214-456-2059

By Appointment Only-please call to schedule-Spanish Speaking

Injury Prevention Center of Dallas
6300 Harry Hines Blvd.
Suite 240
Dallas, TX 75235
Dallas, Collins

Monday-Friday, Call for appointment not done at this location

214.590.4455

Contact: David Beveridge Isabel Colunga

Spanish Speaking

Texas Childrens Car Seat Hotline
1302 Center St
Deer Park Volunteer Fire Department
Deer Park, TX 77536

Spanish Speaking Technicians available upon request

832-828-1314

Texas Health Presbyterian Hospital Denton
3000 N I-35
Denton, TX 76201

1st Saturday 10-1.30pm

1-877-847-9355

1-877-THR-Well

Contact to make an appointment

Denton Police Department
601 E Hickory St.
Suite # E
Denton, TX 76205
Denton, Wise

Wednesday-Thursday-Friday, By Appointment

940-349-8181
Contact: Wanda Bodle

Denton County Health Department
535 TX-288 N Loop
Suite 288
Denton, TX 76205

by Appointment

972-434-4715
940-349-2900
Contact: Julie Wright

Spanish and English

TxDOT
1249 N Maddox Ave
Dumas, TX 79029

M-Th 8AM to 5 PM, by appointment only

806-935-4501

Counties Served Moore & Sherman

TXDOT - Brownwood
906 E Main St
Eastland, TX 76448

by appointment

254-629-3845

EastlandCounty

TXDOT-Brownwood
906 E Main St
Eastland, TX 76448

by appointment

254-629-3845

EastlandCounty

South Texas Health System
1400 W Trenton Rd
Edinburg, TX 78539

8AM-5PMBY APPOINTMEWNT

956-632-4484

Contact: Judy Castillo

SPANISH SPEAKING

El Paso Police Department-Safe Communities
911 N. Raynor
El Paso, TX 79903
El Paso

Monday-Friday, By Appointment

915-564-7352
Contact: Margaret Petrozza-Meraz

TxDOT El Paso District Office
13301 Gateway Blvd W
El Paso, TX 79928

2nd & 3rd Tuesdays from 1-3pm

915-790-4384
Contact: Monica O'Kane

Appointment Required

Eules Police Department
1102 W. Eules Blvd.
Eules, TX 76040
Tarrant

Monday-Friday, By Appointment

817-685-1686
817-835-4841
Contact: Cpl James Gordon

zip codes are 76039 & 76040

Department of State Health Services
1200 E. Highway 285
Falfurrias, TX 78355

By appointment only

956-421-5582

Brooks County

TX Health Methodist Hospital Southwest
1800 W Freeway
St Paul Lutheran Church
Fort Worth, TX 76102

3rd Wednesday 9.30-1.30pm

1-877-847-9355

1-877-THR-Well

Contact: Community Outreach Coordinator Amanda English

Contact to make an appointment

Safe Kids Tarrant County led by Cook Children?s
801 Seventh Avenue
Fort Worth, TX 76104
Tarrant and surrounding

Locations and dates vary. By appointment only. Phone line messages returned within 2 business days. Spanish-speaking.

682-885-2634

Contact: Dana Walraven

Texas Health Harris Methodist Hospital Southwest
6270 John Ryan Dr
Fort Worth, TX 76132

2nd Saturday 9.30-1pm

1-877-847-9355

1-877-THR-Well

Contact to make an appointment

TX Health Methodist Hospital Southwest
6300 John Ryan Dr

Gladney Center for Adoption
Fort Worth, TX 76132

4th Wednesday 9.30-1.30pm

1-877-847-9355

1-877-THR-Well

Contact: Community Outreach Coordinator Amanda English

Contact to make an appointment

Jimmy?s Car Seat Check
602 Aviator Drive
Fort Worth, TX 76179
Tarrant and surrounding area

Must call or email to schedule an appointment!

817-755-0607

After scheduling an appointment, arrangements will be made for a time and location to conduct a child safety seat check with parents or caregivers.jimmywille@pilotservice.org

Texas Health Harris Methodist Hospital Alliance
10864 Texas Health Trail
Fort Worth, TX 76244

3rd Saturday 9-11.30am

1-877-847-9355

1-877-THR-Well

Contact to make an appointment

Friendswood Police Department
1600 Whitaker Dr
Friendswood, TX 77546

Hours: Every other Thursday evening from 4:00pm-8:00pm By Appointment Only.

281-996-3316
Contact: Officer Crouch

TxDOT
400 E. Wasson Ave.
Gail, TX 79738

By appointment Only

806-756-4491

BordenCounty

Texas AgriLife Extension Service Lee County Fitting Station
310 South Grimes
Giddings, TX 78942
Lee

By Appointment Only

979-542-2753
Contact: Tonya Poncik

TXDOT Brownwood
US 84 & US184 North
Goldthwaite, TX 76844

by appointment

325-648-3028

MillsCounty

TXDOT-Brownwood
US 84 & US184 North
Goldthwaite, TX 76844

by appointment

325-648-3028

MillsCounty

TxDOT
114 W SH 15
Gruver, TX 79040

M-Th 8AM to 5 PM, by appointment only

806-733-2334

Hansford county

TX DEPARTMENT of State Health Services
1309 E Cemetery RD
Hallettsville, TX 77964

APPOINTMENT REQUIRED MONDAY-FRIDAY 8:00 AM- 5:00 PM

361-798-9626

COUNTIES SERVED LAVACA & GONZALES

Department of State Health Services
601 W Sesame Dr
Harlingen, TX 78550

BY APPOINTMENT ONLY

956-421-5582

Harlingen Police Department
1102 S. Commerce
Harlingen, TX 78550
Cameron, Hidalgo, Star, Willacy

956-216-5436
956-216-5529
Contact: Officer Ray DeLua/ Officer Salvador Carmona

Please call to schedule an appointment with Officer DeLua or Officer Carmona!

Valley Baptist Medical Center
2101 Pease St
Harlingen, TX 78550

8am - 5pm

956-339-6905
Contact: Yolanda Padilla

No appointment necessary

SafeKids Houston
4027 Irvington Blvd
Park Temple Baptist Church
Houston, TX 77009

3rd Wednesday every month from 9:00am-12:00pm By Appointment Only.
Check www.SafeKidsHouston.com

832-828-1314
or 713-812-0033 ext

Spanish Speaking Technicians available upon request

Harris County Sheriff's Office-Aldine Storefront
5202 Aldine Mail Rd
Houston, TX 77039

Appointment Required

281-449-6600
Contact: Deputy Luna Deputy Card

Spanish Speaking Technicians available upon request

Texas Children's Center for Childhood Injury Prevention
7400 Fannin St
Houston, TX 77054

Every Monday from 9:00am-12:00pm. By Appointment Only. Located on the 5th floor of the Parking Garage

832-822-2277

Spanish Speaking Technicians available upon request

Texas Children's Center for Childhood Injury Prevention
7400 Fannin St
(5th floor of Parking Garage)
Houston, TX 77054
Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Hours: Every Monday from 9:00am-12:00pm. By Appointment Only.

832-828-1314
Contact: Lisa Delgado

Spanish Speaking Technicians available upon request

Lone Star Chevrolet

18900 US-290 W
Houston, TX 77065

4th Friday every month from 8:30am-12:00pm By Appointment Only.

281-517-7761
or 832-828-1312
Contact: Josh Capbell

Spanish Speaking Technicians available upon request

Texas Department of Public Safety
12230 West Rd
Houston, TX 77065

Hours: Monday-Friday, By Appointment Only

281-517-1338
281-517-1337
Contact: Trooper Richard Standifer Trooper John Sampa

Contact: Trooper Richard Standifer / Trooper John Sampa

SafeKids Greater Houston
6856 Bellaire Blvd
Gethsemane United Methodist Church
Houston, TX 77074

Hours: 3rd Wednesday of every month from 9:00am-1:00pm By Appointment Only.
www.SafeKidsGreaterHouston.org

832-828-1312

Spanish Speaking Technicians available upon request

Harris County Sheriff's Office-Mission Bend Storefront
7043 TX-6

Houston, TX 77083

Appointment Required

281-564-5988

Harris County Sheriffs Dept.-Fallbrook Storefront
7614 Fallbrook Dr
Houston, TX 77086

Appointment Required

281-537-9492

Harris County Sheriff?s Dept-Cali Storefront
17117 Cali Dr
Houston, TX 77090

Appointment Required

281-537-1606

Texas Department of Public Safety
12230 West Road
Houston, TX 77092
Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Monday-Friday, By Appointment

281-517-1338

281-517-1337

Contact: Trooper Richard Standifer / Trooper John Sampa

Harris County Sheriff Department
9111 Eastex Freeway
Suite 300
Houston, TX 77093
Harris

Appointment Required

713-759-9454

Gethsemane United Methodist Church
6856 Bellaire Blvd
Houston, , TX 77074

3rd Wednesday of every month from 9:00am-1:00pm By Appointment Only.
Spanish Speaking Technicians available upon request

832-828-1312

Texas Department of State Health Services
2507 Lake Rd Suite F
Huntsville, TX 77340

Call to schedule an appointment.

936-294-2170

Department of State Health Services - Huntsville
2507 Lake Rd Suite F
Huntsville, TX 77340
Walker and Other

BY APPOINTMENT ONLY

936.294.2170
Contact: Jessica Twardeski

appointment required

First United Methodist Church of Hurst
521 W Pipeline Rd
Hurst, TX 76053

4th Tuesday 10.30-1.30pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Harris County Sheriff Office
Franz Road Storefront
19818 Franz Road
Katy, TX 77449

Appointment Required

281-647-9371

Presbyterian Hospital-Kaufman
850 Ed Hall Dr
Kaufman, TX 75142

4th Saturday 9-11.30am

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Dept of State Health Services - Kerville
819 Water Street, Ste 290

Kerrville, TX 78028

Monday-Friday 8am - 12noon and 1pm - 5pm

830-896-5515

Contact: Health Servie Tech Norma Cardona-Price

call to schedule an appointment

Kerr County Sheriff
400 Clearwater Paseo
Kerrville, TX 78028

Please call to schedule an appointment.

830-896-1216 ext.212
Contact: Michael Earney

Kerrville PD
429 Sidney Baker
Kerrville, TX 78028
Kerr

8:00am - 5:00pm

830-257-8181
Contact: Sergeant John Knoulton

Department of State Health Services
1413 E Corral Ave
Kingsville, TX 78363

By appointment only

956-421-5582

Kleberg County

Texas AgriLife Extension Service Fayette County Fitting Station
254 North Jefferson Street
La Grange , TX 78945-2213
Fayette

By Appointment Only

(979) 968-5831

TXDOT Brownwood
1133 US 283 North
Lampasas, TX 76550

by appointment

512-556-5435

LampasasCounty

Texas Department of Transportation (TxDOT)
1817 Bob Bullock Loop
Laredo, TX 78043
Web

TBD

956-712-7408
Contact: Blanca Treviño-Castro

Call for an appointment required

Doctor Hospital of Laredo
10700 McPherson Rd
Laredo, TX 78045

MON-FRIDAY 9AM TO 5 PM

956-523-2193

NO APPOINTMENT NEEDED WEBB, ZAPATA, JIM HOGG COUNTIES

Smith South Plains
2483 Highway 114 E
Levelland, TX 79336
Hockley

806-894-3191

Child Safety Seat Clinic. There will be Certified Inspectors on site to check the Child

Smith South Plains
2483 Highway 114 E
Levelland, TX 79336
Hockley

806-894-3191

Child Safety Seat Clinic. There will be Certified Inspectors on site to check the Child

Lewisville Police Department
1187 W. Main Street
Lewisville, TX 75067

Please call 972-219-3668 to make an appointment. By appointment only. Appts held on the last Tuesday of each month.

972-219-3668

TxDOT
209 Layl Dr
Liberty, TX 77575

every Friday 12-5 PM by appointment only

936-336-5669

LibertyCounty

TxDOT
209 Layl Dr
Liberty, TX 77575

every Friday 12-5 PM by appointment only

936-336-5669

LibertyCounty

TxDOT
209 Layl Dr
Liberty, TX 77575

every Friday 12-5 PM by appointment only

936-336-5669

LibertyCounty

TxDOT
209 Layl Dr
Liberty, TX 77575

every Friday 12-5 PM by appointment only

936-336-5669

LibertyCounty

TxDOT
209 Layl Dr
Liberty, TX 77575

every Friday 12-5 PM by appointment only

936-336-5669

County served

Lubbock Fire Department
515 East Ursuline Street
Lubbock, TX 79403
Lubbock, Hockley, Hale, Lynn, Crosby

Please Call to schedule an appointment

806-775-3070
806-771-5292
Contact: Doyce Ewing or Monica Pilip

Texas Department of Transportation
135 Slaton Road
Lubbock, TX 79404
Bailey, Castro, Cochran, Crosby, Dawson, Floyd, Gaines, Garza, Hale, Hockley, Lamb,
Lubbock, Lynn, Parmer, Swisher, Terry, Yoakum

806-748-4478
Contact: Karen Peoples

By appointment Monday-Friday 8AM-5PM

Texas Dept of State Health Services
6302 Lola Ave
Lubbock, TX 79424

Appointment required Hours of Operation Monday thru Friday 8AM to 5 PM; or as needed by appointment

806-783-6481

Service surrounding counties; Floyd, Childress, Hall, Castro, Crosby, Lubbock, Hockley, Baily

Injury Prevention Coalition of the South Plains Inc.
P.O. Box 53074 Lubbock
Lubbock, TX 79453
Lubbock, Hale, Hockley, Crosby, Lynn

Sunday-Saturday, By Appointment

806-745-5428
Contact: Karen Slay

TXDOT Traffic Safety Office
135 Slaton Road
Lubbock, TX 79904
Lubbock, Hale, Hockley, Crosby, Lynn

Monday-Friday, 8:00:00 AM to 4:00 PM

806-748-4478
Contact: Karen Peoples

Lufkin Police Department

300 E. Sheperd Ave.
Lufkin, TX 75902
Angelina, Polk, Nacogdoches

Sunday-Saturday, By Appointment

936-633-0356
Contact: Toby Stanaland

Marfa DSHS
101 N. Mesa
Marfa, TX 79843

BY APPOINTMENT ONLY, please call to schedule appointment.

(432) 729-5042
(432) 729-5045

A date & time to have your child's car seat checked for proper installation will be provided.

TxDOT
300 East Lp 390 N
Marshall, TX 75672

Every Tuesday from 1-4 PM

903-935-2809

Counties served Harrison & Marion

City of McAllen-Traffic Operations
210 N 20th St
McAllen, TX 78501

M-F 7am-4pmAppointment Required

956-681-2700

Contact: Sara Gonzalez

Hidalgo County

Texas Department of Public Safety

1414 N. Bicentennial

McAllen, TX 78501

Hidalgo, Willacy, Cameron

Monday thru FridayBilingual services in Spanish Available!

956-984-5647

Contact: Trooper Juan Hernandez

Walk ins welcome, please call or email Trooper Hernandez at
JuanG.Hernandez@txdps.state.tx.us!

Mission Regional Medical Center

900 S Bryan Rd

Mission, TX 78572

Hidalgo, Star

by appointment, please call

956-821-4354

Mission Regional Medical Center

900 S Bryan Rd

Mission, TX 78572

Mon-Fri 8am-5pmBy Appointment

956-821-4354

English/Spanish Speaking

Missouri City Police Department
3849 Cartwright Rd
Missouri City, TX 77459

Hours: Wednesday, By Appointment Only

281-403-8700

Missouri City Police Department
3849 Cartwright Road
Missouri City, TX 77459
Fort Bend

Monday - Friday - 8am - 4pm

281-403-8736

281-403-8700

Contact: Detective Sonny McClamrock

Ask for Detective Sonny McClamrock

Texas AgriLife Extension Service Ward County Fitting Station
3600 S Stockton Ave
Monahans, TX 79756
Ward

By Appointment Only Located in Unit # J

432-943-4112

TxDOT
2210 W Ferguson Rd
Mount Pleasant, TX 75455

Every Tuesday from 1-4 PM

903-572-8511

Counties served Titus & Upshur

Texas AgriLife Extension Service Grimes County Fitting Station
208 South Judson Street
Navasota, TX 77868
Grimes

By Appointment Only

936-873-3907

New Caney Fire Department
19870 FM 1485 West
New Caney, TX 77357

Hours: Saturday 1:00-4 PM by appointment

281-689-3112, Extension 0
Contact: Kyle Romagus

Texas AgriLife Extension Service Anderson County Fitting Station
101 East Oak Street, Corner of Oak & Sycamore St
Palestine, TX 75801
Anderson

By Appointment Only

903-723-3735

Paris EMS
150 SE 1st
Paris, TX 75460
Lamar

8am -5pm- Call prior to coming

903.784.9229

903.517.2633

Contact: Rodney Jones

Monument Chevrolet Dealership

3940 Pasadena Fwy

Pasadena, TX 77503

2nd Thursday every month from 1:00pm- 4:30pm By Appointment Only.

832-828-1312

832-828-1314

Spanish Speaking Technicians available upon request

Monument Chevrolet Dealership

3940 Pasadena Fwy

Pasadena, TX 77503

Hours: 2nd Thursday every month from 1:00pm- 4:30pm By Appointment Only.

832-828-1312

832-828-1314

Spanish Speaking Technicians available upon request

Pearland EMS-Station 4

8333 Freedom Drive

Pearland, TX 77581

3rd Friday every month from 8:30am-12:00pm By Appointment Only. Spanish Speaking Technicians available upon request

281-652-1956

Pearland EMS-Station 5
3100 Kirby Dr
Pearland, TX 77584

Hours: 3rd Friday every month from 8:30am-12:00pm By Appointment Only.

: 281-997-5840

Spanish Speaking Technicians available upon request

Childrens
7601 Preston Road
Plano, TX 75024
Collin

This Inspection Station is Only Open the last Friday of every Month! Hours are
9:30 AM thru 12:30 PM

214-456-2059
Contact: Susan Jackson

Appointment is required , so call to schedule an appointment!

Texas Health Presbyterian Hospital Plano
6200 W Parker Rd
Plano, TX 75093

1st Tuesday 9.30-1pm 3rd Tuesday 9.30-1pm 4th Saturday 9.30-1pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Presbyterian Hospital of Plano
6200 W. Parker Road
Plano, TX 75093

by appointment

1-800-477-3729

972-981-8627

Contact: Safe Kids Collins County Coordinator Miriam Wilhem

Texas A&M AgriLife Extension

186 County Road 101

Suite 1

Port Lavaca, TX 77979

8 AM-5 PM Monday thru Friday

361-552-9747

Please call to schedule an appointment!

Presidio DSHS:

One Main Center 708 Bomar

Presidio, TX 79845

BY APPOINTMENT ONLY, please call to schedule appointment.

(432) 229-1540

(432) 229-1545

A date & time to have your child's car seat checked for proper installation will be provided.

Department of State Health Services

174 S 13th St

Raymondville, TX 78580

Willacy County

by appointment only

956.421.5582
Contact: Patricia Huerta

Willacy County

Department of State Health Services
608 N Garza St
Rio Grande City, TX 78582
Star County

by appointment only, please call

956-421-5582

Starr County

Community Action Council of So. Texas
510 E Eisenhower Rd
Rio Grande City, TX 78582

Monday-Friday

956-573-5375
Contact: Victoria Ruiz Claudia Gonzalez

University Hospital/San Antonio Safe Kids
4502 Medical drive
San Antonio, TX 78229
Bexar

Monday-Friday, By Appointment

210-358-4295
Contact: Susan Douglas

Spanish Speaking

Hays County Sheriff Office
1307 Uhland Rd

San Marcos, TX 78666
Hays and Travis

M-F 8am - 12pm; by appointment only

512.393.7373
Contact: Deputy Manuel de La Rosa

Spanish Speaking

Brownwood -TXDOT
2502 W Wallace St
San Saba, TX 76877

by appointment

325-372-3527

San SabaCounty

Texas Health Presbyterin Hospital-WNJ
500 N Highland Ave
Sherman, TX 75092

7:00 AM to &:00 PM7 days/weekly

903-647-1777

Counties served Grayson, Fannin, Cooke, Bryan

TXDOT-Childress
1301 West Lonestar (SH 86)
Silverton, TX 79257

call for appointment

806-823-2386

County-Briscoe

TxDOT
111 N. Ave. V
Snyder, TX 79549

By appointment only

325-573-0143

ScurryCounty

Dept of State Health Service Sonora
103 E Main
Sonora, TX 76950
Sutton, Kimble, Schleicher Crockett

MONDAY -FRIDAY 8 AM -5 PM

325-387-2234

Southlake Fire Services
2100 W. Southlake Blvd.
Southlake, TX 76092
Tarrant, Denton

Monday-Friday, By Appointment

817-748- 8349
Contact: Renni Burt

Cypress Creek EMS
7111 Five Forks Dr
Spring, TX 77379

Hours: Every Wednesday from 9:00am-3:00pm. By Appointment Only.

281-378-0800

Cypress Creek EMS
7111 Five Forks Drive
Spring , TX 77379

Every Wednesday from 9:00am-4:00pm By Appointment Only.

281-440-9650

Texas Health Harris Methodist Hospital Stephenville
411 N Belknap Ave
Stephenville, TX 76401

1st Thursday 5.30-6.30pm 3rd Saturday 1.30-2.30pm

1-877-847-9355
1-877-THR-Well

Community Outreach Building 2Contact to make an appointment

Sugar Land Police Department-Traffic Division
1200 TX-6 S
Sugar Land, TX 77478

Hours: By Appointment Only

281-275-2580
Contact: Officer Harris Johnston

Contact: Crime Prevention Officer Harris Johnston

Sugar Land Police Department-Traffic Division
1200 State Highway 6
Sugar Land, TX 77478
Fort Bend

By Appointment Only-Sugarland Residents Only

281-275-2580

Contact: Crime Prevention Officer Amy Cummins Officer Harris Johnston

Scott & White Hospital
2401 South 31st Street
Temple, TX 76508

Call for an appointment

254-724-4967

Scott & White Hospital
2401 South 31st Street
Temple, TX 76508
Bell, Falls, Coryell, Hamilton, Lampasas, Milam

by appointment 254-724-8202

254-724-8202 beeper #0679

Contact: Trauma Injury Prevention/Outreach Coordinator Susan Burchfield

by appointment

TxDOT
520 Sowell Ln
Texarkana, TX 75501

Every Tuesday from 1-4 PM

903-838-8574

County served Bowie

United Regional
1600 11th Street
Wichita Falls, TX 76301
10 County area surrounding Wichita

8AM-4PM

940-764-2122
Contact: RN Laura Presser

TxDOT
807 US-287
Woodville, TX 75979

Mon-Fri., by appointment only

409-283-2451

County served Tyler (Jasper & Newton if needed)

TXDOT -Yoakum
403 Huck St
Yoakum, TX 77995

second Tuesday of each month from 1-4 PM

361-293-4307

Counties; AUSTIN, CALNOUN, COLORADO, DEWITT, FAYETTE, GONZALES,
JACKSON, LAVACA, MATAGORDA, VICTORIA, WHARTON

If changes need to be made in the address, phone, contact person, or hours of operation for inspection station sites, please contact [NHTSA.gov](http://www.nhtsa.gov).

[FIND ANOTHER STATION](#)

EXPLORE

- [Inspection Station Locator](#)
- [Car Seats](#)
- [On the Move](#)
- [At the Wheel](#)
- [In and Around the Car](#)
- [Car Seat Video Help](#)
- [Laws by State](#)

SAFETY PARTNERS

- [Chuggington](#)
- [Safe Kids USA](#)
- [American Academy of Pediatrics](#)
- [Children's Hospital of Philadelphia](#)
- [Governors Highway Safety Association](#)
- [American Driver and Traffic Safety Education Association](#)
- [Students Against Destructive Decisions \(SADD\)](#)
- [NOYS](#)
- [National Safety Council](#)
- [National Child Passenger Safety Board](#)

OUR SITES

- [NHTSA.gov](#)
- [Safercar.gov](#)
- [Distraction.gov](#)
- [EMS.gov](#)
- [911.gov](#)
- [TrafficSafetyMarketing.gov](#)

ABOUT US

- [Web Policies & Notices](#)
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FOLLOW US



PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM
IMPROVEMENTS
SECTION 405 (C) ATTACHMENTS

TRIPRS DATABASE NOTATION

A copy of TRCC meeting schedule for 12 months following application due date has been submitted electronically through Traffic Records Improvement Program Reporting System (TRIPRS) on [6/02/2014](#). For meetings, all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date, please review as of [5/30/14](#) on TRIPRS.

For more details of the Texas Traffic Safety Information System Strategic Plan, please refer to document uploaded to TRIPRS on [6/20/2014](#) under Full Strategic Plan.

ATTACHMENT 2.1: INTERIM PROGRESS REPORTS

The following was printed from TRIPRS and shows the interim progress reports from TRIPRS

ATTACHMENT 2.2: TRAFFIC RECORDS STRATEGIC PLAN

2015 Update to the Texas Traffic Safety Information System Strategic Plan

Prepared for

National Highway Traffic Safety Administration

Prepared By

Texas Department of Transportation *with the*

Texas Traffic Records Coordinating Committee

June 2014

1.0 Texas Traffic Records Coordinating Committee Documentation

Introduction

This Update to the 2015 Texas Traffic Safety Information System (TSIS) Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) to advance the performance and quality of the State's traffic records data.

The Role of the TRCC

The TRCC is a statewide stakeholder forum created to facilitate the planning, coordination and implementation of projects to improve the State's traffic records system. The Texas TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. As such, the TRCC is the body responsible for improving the performance and quality of the data used to support highway safety analyses and countermeasure selection in Texas.

The core membership of the Texas TRCC is described below. The State's Executive Charter (provided below) and Designation of TRCC and Traffic Records Coordinator Designation have changed from last year's plan.

Representation

Representing vehicle registration, motor carrier, roadway, and Governor's Highway Safety Representative is Carol Rawson, Division Director of the Traffic Operations Division of the TxDOT. Ms. Rawson is instrumental in bringing together some of the key elements in collecting Texas traffic records. The TRCC designated and appointed Ms. Rawson as the Traffic Records Coordinator. Representation of the vehicle information system was transitioned to the Texas Department of Motor Vehicles (DMV) during FY 2011.

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Representing Crash Records Information System (CRIS), crash data, and the Fatality Analysis Reporting System (FARS) is Debra Vermillion. Ms. Vermillion is the Director of the Crash Data and Analysis Section at TxDOT. She oversees the development, implementation, and maintenance of CRIS and the training and support of law enforcement using CRIS. She is responsible for the integrity, accuracy, analysis, and dissemination of crash data. She has over 31 years of experience in crash data collection, analysis, and reporting.

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Representing driver licensing and driver history is Joanna Mustachio. She works closely with TxDOT and is responsible for collecting, maintaining, and providing accurate driver history records and issuing quality driver licenses and identification cards.

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Representing the Department of State Health Services' Injury Epidemiology & Surveillance Branch, which houses the EMS/Trauma Registry (MAVEN), is Christopher Drucker, PhD. Dr. Drucker is the Epidemiologist Team Lead and works collaboratively with the registry's project and program managers on forwarding the important efforts in the linking process of EMS and Hospital data with crash records. Dr. Drucker is a subject matter expert on the EMS/Trauma Registry and has expertise with the epidemiology of injuries associated with and factors related to motor vehicle crashes.

- Christopher Drucker, PhD, Epidemiologist – Team Lead
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Representing adjudication and citations is the Honorable Laura A. Weiser. She is the Texas Judicial Resource Liaison for the Texas Center for the Judiciary. She ensures that there is increased training, technical assistance, and support for Texas judges handling traffic safety issues, case processing, and disposition systems for efficient and expedient disposition of traffic safety-related cases.

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Representing State Law Enforcement is Major Ron Joy. He is a Major with the Texas Highway Patrol Division of the Texas DPS. Major Joy provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

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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.

TRCC Operation

As stated in the February 2, 2006 Federal Register (Vol. 71, No. 22), the Texas TRCC:

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;
- b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;

- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and
- f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies;

A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Center for the Judiciary (TCJ) whose purpose is to provide executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS) and the Traffic Safety Information Systems Improvement Program within the State.

B. TRCC Goals

To improve the timeliness, accuracy, completeness, uniformity, and accessibility of the data of the state that is needed to identify priorities for national, state and local highways and traffic safety programs.

To provide for the comprehensive collection, maintenance and dissemination of Texas traffic safety related data in order to set the direction for traffic safety improvement measures.

To ensure that all Traffic Safety Information Systems improvement projects move forward on schedule and within budget.

C. TRCC Authority

The TRCC operates under the authority of TxDOT and shall consist of voting members from TxDPS, TxDOT, DSHS, and the TCJ

Each member shall serve at the discretion of their Department Director and shall have The authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation

D. TRCC Purpose

To evaluate the effectiveness of the committee's efforts to make improvements as needed.

To provide oversight to link state data systems within the state, such as systems that contain medical, economic data and crash information.

To provide oversight and investigate linking crash data to other crash data systems within the state with information relevant to crashes.

To ensure that all Traffic Safety Information System improvement projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's Traffic Safety Information System Strategic Plan.

E. TRCC Duties and Responsibilities

The duties of the TRCC include but are not limited to:

The TRCC will provide executive direction and oversight for the current Traffic Safety Information Systems.

The TRCC will provide executive direction and oversight for the Traffic Safety Information System Improvement Program.

The TRCC will provide executive direction, oversight and formal approval of the Traffic Safety Information System Strategic Plan.

The TRCC will have the authority to review any of the State's highway safety data and traffic records systems and to review changes to the systems before the changes are implemented.

The TRCC will provide a forum for discussion and reporting of highway safety data and traffic records issues back to the agencies and organizations that created maintain and use highway safety data and traffic records.

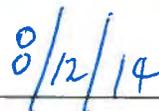
The TRCC will consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

The TRCC will represent the interests of the agencies and organizations within the traffic records system to outside organizations.

The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

I, Carol Rawson, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed



Carol Rawson P.E., Texas Department of Transportation Date
Traffic Operations Division Director
TRCC Coordinator and Chair

2.0 Assessment and Benchmarking

2.1 Status of the 2007 Traffic Record Assessment Recommendations

In October 2007, TxDOT hosted a NHTSA Technical Assessment Team to conduct the State of Texas TRA. The final TRA report made numerous recommendations. The State then identified a general timeline for initiation or completion of those recommendations. The following table provides an update on the status of those recommendations.

The State's most recent assessment or update of its highway safety data and traffic records system was completed on 3/25/2013 which updated Texas's highway safety data and Traffic Records system to address each recommendation from the Assessment conducted on 10/26/2007. All updates contained within have been approved by the Traffic Records Coordinating Committee as of 6/18/14.

Table 2.1 Status of Traffic Records Assessment Recommendations

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
1-A	Crash Information			
1-A.2	Complete the data entry of backlogged reports by February 2008 as planned.	TxDOT	Near-term	Completed:
1-A.7	Develop a process to add the CRB-3C (commercial motor vehicle (CMV) Report) information to the CRIS database.	TxDOT	Near-term	Completed:
1-A.8	Maintain the liaison role that DPS has with the over 2,000 local law enforcement agencies as the CRIS responsibility is transitioned to TxDOT.	DPS/TxDOT	Near-term	Completed:
1-A.9	Consider integrating CMV processing into the routine crash processing effort.	TxDOT	Near-term	Completed:

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
1-A.1	Develop a formal plan to support electronic reporting of crash data and assure that the plan will allow an interface with local RMSs.	TxDOT	In progress/Mid-term	Completed:
1-A.3	Establish a new standard data entry process upon completion of the backlog elimination efforts. The new process should include electronically transmitted data, as well as paper reporting.	TxDOT/DPS	In progress/Mid-term	Completed:
1-A.6	Pursue MMUCC compliance of the crash report form and the CRIS database.	TxDOT	Mid-term	Completed:

1-A.4	Include in the data entry process the ability to integrate with other databases, e.g., the driver and vehicle systems to auto-populate CRIS with driver vehicle information.	DPS/TxDOT	Research completed/Long-term	<p>TxDPS Driver License information is protected under Texas Transportation Code, chapter 730 and it is not available for use with this application. Legislation would be required to comply with this recommendation.</p> <p>TxDOT is currently designing and developing the interfaces for pre-population of the driver license, vehicle and insurance fields with source data.</p>
1-A.5	Develop a plan for improved accessibility to crash information where appropriate, i.e., web access for reporting and query capabilities.	TxDOT	Mid-term	<p>Completed:</p> <p>TxDOT provides data extract files containing all data collected to other agencies and the general public upon request. An on-line data request form is available for specific data request and the annual crash data statistics reports are published on the TxDOT website. TxDOT is currently developing and will deploy in late 2014, a web based query tool. This tool will allow the public to build and submit data queries or choose from standard queries and receive the results immediately.</p> <p>TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013.</p> <p>CRASH users are able to access crash data, through the use of a business intelligence tool, using reports and dashboards</p>
1-A.11	Develop a marketing plan to inform Texas safety partners about the availability of timely and quality crash data.	TxDOT	Long-term	This continues to be a long term project

**Table 2.1 Status of Traffic Records Assessment Recommendations
(continued)**

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
1-B	Roadway Information			
1-B.1	Include local engineering and safety professionals in strategic planning for traffic records systems.	TRCC	Near-term	No progress to report
1-B.2	Include representation on the Traffic Records Coordinating Committee of local engineering and safety professionals.	TRCC	Near-term	No progress to report
1-C	Vehicle Information			
1-C.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the Vision 21 system definition those features that would be useful to and from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	TxDOT/ DMV	Long-term	The Texas legislature created a new agency, Texas Department of Motor Vehicles, which now oversees the Vision 21 project. We will seek their participation in the TRCC.
1-D	Driver Information			
1-D.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the revised driver records system definition those features that would be useful to and useful from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	DPS	The driver information system is already being reengineered at this time; already interfacing and sharing data; there is no common identifier between DPS, TxDOT and DMV databases	Completed:
1-E	Citation/Adjudication Information			
1-E.1	Oversee and facilitate communication related to electronic citation systems, between the judiciary and law enforcement agencies throughout the State, through the TRCC.	TRCC	Not at this time; would be massive undertaking and would require statutory approval; no single citation used in TX and no Court Administration as in other states	No progress to report

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
1-E.2	Design and develop a distribution system for a statewide uniform citation which can be sequentially numbered and tracked as the basis for a citation tracking system for the State, or minimally develop a “proof of concept” with DPS.	Requires Legislative Action OCA	Not planned at this time/Long-term	No progress to report
1-E.3	Investigate the potential for a DWI tracking system using information from TCIC (Texas Crime Information Center) and the Administrative License Revocation paperwork that is sent to Driver License Division (DLD), with matches to the convictions sent from the Courts.	OCA	Near-term	Pilot has been planned but no progress has been made over the last year. OCA indicated that the Texas State Supreme Court has implemented the start of electronic records for civil cases and criminal electronic filing will be near term.
1-F Injury Surveillance System Information				
1-F.1	Continue to utilize the GETAC recommendation of acquiring one year of a full-time IT specialist to bring EMS/Trauma registry software and computers up-to-date. This will prevent intermittent crashes and downtime that may cause providers and hospitals to lose confidence in the system.	DSHS	term	Ongoing – DSHS continues to utilize a full-time IT specialist to assist with troubleshooting data processing errors in the new system (MAVEN) and issues with customer access to the system. Since implementing the new system on September 17, 2012, there has only been down time to put a new build into production.
I-F.6	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.	DSHS	Near-term	Ongoing DSHS registry staff hold stakeholder webinars presenting EMS and Hospital Summary Reports and made presentations at the 2014 Traffic Safety Conference; TxDOT Motorcycle Assessment; Texas Trauma Coordinator’s Forum; and GETAC’s Injury Prevention Committee, EMS Committee, and Trauma Systems Committee.
1-F.5	Develop an RFO to accept proposals from vendors to provide a software system to replace the current Trauma Registry software	DSHS	Term	Completed
1-F.2	Develop and sign a contract with the chosen vendor to provide Trauma software to replace the current Trauma Registry.	DSHS	Term	Completed

1-F.3	Promote the value of the data in the ISS components to traffic safety partners and stakeholders.	DSHS	Mid-term	<p>Ongoing</p> <p>DSHS staff is represented on the external traffic safety group Impaired Driver Task Force and promotes the ISS values in venues such as the Strategic Highway Safety Plan meetings.</p> <p>DSHS updates stakeholders through quarterly webinars in which progress on linking EMS and hospital data to CRIS is discussed. DSHS also provides EMS and Hospital statistics on motor vehicle related causes of injury to stakeholders and legislators as requested</p>
I-F.4	Assure that all managers of the Texas ISS components participate fully in the TRCC.	DSHS	Will work with managers through TRCC working groups/term; formal expansion of TRCC/term	<p>Ongoing</p> <p>DSHS Program and Project managers and Section Director are briefed about the TRCC activities and DSHS' involvement.</p>

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
2-A	Crash Information Quality			
2-A.3	Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and consistency.	TxDOT with DPS	Near-term A CRASH help desk that runs 24/7/365 was deployed when CRASH deployed on 10/1/2011.	Ongoing: Upon initial deployment of the 2010 CR-3 form, TxDOT and DPS worked together to train law enforcement agencies; ultimately, TxDOT assumed sole responsibility for training. TxDOT personnel provide CRASH training to law enforcement. TxDOT will deploy an Automated Training Program for CRASH training in Fall 2014
2-A.1	Establish a formalized Quality Control program for the measurement of timeliness, completeness, consistency, and accuracy of crash data.	TxDOT	Mid-term	Ongoing: TxDOT has a data correction team that audits the data entry vendor and the audit facility allows the analyst to correct or reject the record... The data entry vendor is contractually held to a 95% accuracy rate. CRIS currently has 800+ Business Rules and Edits that validate data before it is available for analysis. Data accuracy reports are generated on a regular basis and end users may submit data correction request. Identified erroneous data is corrected by the TxDOT correction team using the Crash Correction Facility (CCF) or Interactive Locator (IL) applications in CRIS.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
2-A.2	Use the results of the Quality Control program to develop baseline quality and performance measures for strategic planning purposes.	TxDOT	Mid-term	Ongoing.
2-A.4	Promote broad acceptance of electronic data capture and reporting (to CRIS) by all law enforcement agencies in the State.	TxDOT	Long-term	<p>Ongoing:</p> <p>With the deployment of CRASH in October 2011 Texas has provided demos of the CRASH application at various conferences and law enforcement agencies. Law enforcement agencies using CRASH also promote the application to other officers and agencies throughout the state. In response to law enforcement needs, TxDOT has implemented XML Submission as another option for electronic submission.</p> <p>As of 6-2-2014, 75.1 % of crash reports are submitted electronically</p>
2-A.5	Develop appropriate Internet accessibility to crash and traffic records systems.	TxDOT	No plan to do this.	<p>TxDOT is currently developing and will deploy in late 2014 a web based query tool. This tool will allow the public to build and submit data queries or choose from standard queries and receive the results immediately.</p> <p>TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013.</p> <p>TxDOT deployed an online purchase system in February 2014. This system allows individuals involved in crashes to purchase and download there crash report instantaneously.</p>

2-B	Roadway Information Quality			
2-B.1	Involve local road and safety engineers in planning for data needs.	TxDOT/ TRCC	Through working groups/Near-term; formally expanding TRCC/term	Ongoing Through working group meetings.
2-B.2	Give serious consideration to provide local agencies access to road features and crash data on their roads for highway safety programming functions.	TxDOT	COGs already are asking for this information (TTI may help TxDOT with this)/term	<p>Ongoing:</p> <p>TxDOT regularly provides crash data to anyone requesting such; data extracts of crash data are routinely provided to local entities for various safety initiatives or analysis – currently 12 MPOs/COGs and numerous local governments receive data extracts for either their region or the entire state; law enforcement agencies using CRASH have access to all data entered by their officers. Currently testing direct access to CRIS with CRASH agencies.</p> <p>TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013.</p> <p>TxDOT is currently developing and will deploy in late 2014, a web based query tool. This tool will allow local agencies, MPOs and the public to build and submit data queries or choose from standard queries and receive the results immediately</p>

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
2-C	Vehicle Information Quality			
	None.			
2-D	Driver Information Quality			
	None.			
2-E	Enforcement/Adjudication Information Quality			
2-E.1	Develop an avenue for regular feedback from the courts to police agencies related to timely filing of citations and any common errors that might occur.	Courts	Would require courts to communicate back to law enforcement/at this time	Some Progress: Dept. of Public Safety is building the Highway Safety Operational Center(HSOC) which will integrate with OCA data
2-E.2	Provide training for officers or a regularly scheduled newsletter that addresses issues with charging documents and charging language. This effort will promote both correct and uniform charging language, which will save time for officers, citizens, and court personnel.	N/A	Extensive undertaking to implement uniform charging language and would require buy-in from counties, municipalities, prosecutors, etc./Not at this time	No progress
2-E.3	Provide, pursuant to allowances by state statutes, court personnel with electronic access to driver history information.	N/A	Prosecutors have access to this information and decide what to share with judges./Not at this time	OCA's case registry system was implemented in September 2009 has been shut down due to lack of funding.
2-F	Injury Surveillance Systems Information Quality			
2-F.1	Seek legislative funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system.	DSHS	Term	Ongoing Secured DSHS matching funding for TxDOT e-Grant for FY2014 and have applied for TxDOT e-Grant funding for FY2015.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
2-F.2	Continue to work with the GETAC Injury Prevention Committee to raise awareness of the needs of the EMS/Registry and identify a legislator to champion the cause of injury prevention.	DSHS	In progress/ Near-term	<p>Ongoing</p> <p>DSHS registry staff present injury statistics quarterly to the GETAC Injury Prevention Committee, EMS committee, and Trauma Systems committee based on several state data sources. DSHS provides GETAC committees with data analyses for ad hoc injury data requests.</p> <p>Identification of a legislator to champion the cause of injury prevention is ongoing.</p>
2-F.3	Work with EMS providers and hospitals submitting data to the EMS/Trauma Registry to determine the data elements to submit to the new Trauma Registry.	DSHS	Term	<p>Ongoing</p> <p>DSHS conducts webinars with vendors and stakeholders to discuss implementation of NTDB and NEMSIS data elements in addition to Texas Custom Questions.</p> <p>Webinars were conducted with external stakeholders to generate feedback for Hospital TCQs.</p>
2-F.4	Use the hospital discharge data set to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry.	DSHS	In-progress/ Near-Term	<p>Ongoing</p> <p>Programmatic procedures for data sharing within the agency have been identified.</p> <p>DSHS registry staff now has access to 2012 and 2013 (Q1 and Q2 only) hospital discharge data.</p>

2-F.8	Continue to promote the usefulness of the EMS/Registry data by working with injury prevention planners, producing data reports, and presenting at injury prevention conferences.	DSHS	In progress/ Near-term	Ongoing DSHS registry staff promotes the usefulness of the registry data by presenting data and statistics to various GETAC committees in addition to other external forums such as the 2014 Traffic Safety Conference. Future venues for data presentations include Texas EMS Conference (Nov. 2014), and TETAF's Texas EMS & Trauma System Day (Aug. 2014).
2-F.11	Assure that all managers of the key components of a statewide Injury Surveillance System are aware of and participate fully in the TRCC.	DSHS	Not formally expanding TRCC at this time, but will incorporate through working groups/ Near-term	Ongoing DSHS Injury and Project managers and Section Director are briefed about the TRCC activities and DSHS involvement.
2-F.5	Undertake a 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.	DSHS	In-progress/ Term	Ongoing. DSHS used external linking software to experiment with linking EMS/Trauma Registry data to the CRIS data in order to identify data factors to take into consideration when building the linking specifications for the EMS/Trauma Registry within the registry (MAVEN).

**Table 2.1 Status of Traffic Records Assessment Recommendations
(continued)**

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
2-F.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.	DSHS and TxDOT	In-progress/ near-Term DSHS is currently working on the algorithm for linking records that will be included in the programming for the new trauma registry record linking function within the registry (MAVEN).	DSHS has worked with Consilience to create the interface to import crash data. DSHS used external linking software to determine the best approaches to linking data and the results were 17% of 2010 records from the EMS/Trauma Registry successfully linked to a CRIS record. It is estimated the percentage of linked records will increase due to data validity rules introduced in the new EMS/Trauma Registry system in September 2012 that will increase the number of records with valid demographic data needed to produce a successful match (e.g. first and last name, etc.). TxDOT provides a data extract file to DSHS to use in their EMS/Trauma Registry system to link crash data with EMS and Hospital records.
2-F.10	Collaborate with all data-sharing partners in the developing protocols, memoranda of understanding, and data sharing agreements and methodologies that will enable the injury prevention and traffic safety community to conduct analytical and research activities as authorized users. This should be done under the guidance of the TRCC.	DSHS	Not yet started/Mid-term	DSHS will begin to pursue collaboration once the EMS/Trauma Registry linking algorithm is completed.

2-F.6	Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System.	N/A	In progress	<p>DSHS is currently working on the programmatic procedures for data sharing within the agency.</p> <p>SB156 amends the Texas Health and Safety Code, sec. 108.013 to authorize the Department of State Health Services (DSHS) to share data records with patient identifiers collected from hospital discharge reports (not included in the public Use data) with other programs in the agency, allowing for linkage between public health databases.</p> <p>Effective 9/1/12</p>
2-F.7	Investigate the feasibility of establishing a statewide emergency department database.	DSHS	Possible reporting of TBI and SCI that are treated at the hospital for less than 48 hours.	DSHS has obtained TxDOT e-Grant funding for FY2014 to develop, test, enhance, and deliver a final interface for emergency department data submission.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
3-A	Program Management and Evaluation			
	None			
3-B	Research and Program Development			
3-B.1	Encourage and provide resources for the development of a citation tracking system, based on a review by the TRCC of the most viable place to develop and house such a system.	N/A	Will reconsider at another time; legislative action will be required/at this time	No progress
3-C	Policy Development			
3-C.1	Address in the Strategic Plan where the responsibility for highway safety policy development should reside.	TxDOT		Traffic Operations Division manages highway safety policy
3-D	Private Sector and Public Requests			
3-D.1	Continue to produce and update the Motor Vehicle Crash report when more current data become available.	TxDOT	Near-term	Completed
3-D.3	Seek opportunities to provide crash data to the injury prevention and surveillance community once the new crash data become available.	TxDOT	Complete	Crash data requests can now be made through the TxDOT website. Additionally, DSHS is provided a file of data specific to their needs.
3-D.2	Begin strategizing for methods of dealing with public and private sector data requests in an easy and timely fashion; this could include web access to a compiled database where users can define and manipulate their own queries.	TxDOT	On Going	Crash data requests can now be made through the TxDOT website. TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013. TxDOT is currently developing and will deploy in late 2014, a web based query tool. This tool will allow local agencies, MPOs and the public to build and submit data queries or choose from standard queries and receive the results immediately

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
4-A	Coordination			
4-A.1	Add local law enforcement and local traffic engineers to the TRCC membership, and other appropriate stakeholders and transportation safety advocates.	TxDOT/ TRCC	Will outreach to additional traffic record stakeholders through working groups/ Near-term	No progress
4-A.2	Provide an opportunity for members of the TRCC to present information regarding their individual data collection, use, or ownership.	TRCC	term	In progress; TRCC members are communicating and sharing challenges/ successes at TRCC meetings
4-A.3	Form a TRCC subcommittee to develop an inventory of data elements and a data dictionary for all components of the diverse traffic records system.	TxDOT		Completed:
4-A.4	Continue, through the TRCC, to plan for electronic data collection and transmission by law enforcement and courts, using electronic crash and citation systems.	TxDOT/DPS	Issue regarding multiple citation forms in use statewide/ Long-term	Completed:
4-A.5	Provide adequate administrative support to the TRCC chair.	TxDOT	Near-term	Ongoing
4-B	Strategic Planning			
4-B.1	Task the TRCC with the responsibility to follow up on the NHTSA review of the 2007 Section 408 grant submission and consider the suggestions cited above.	TxDOT	The State did not receive any questions from NHTSA; State is considering and acting on recommendations from the TRA	The State is acting on recommendations as documented in this table.
4-B.2	Use the recommendations in this Assessment and begin the process for a Traffic Records Strategic Plan and any future Section 408 grant submissions.	TxDOT	Near-term	Completed
4-B.6	Develop benchmark and performance measures in future Plan updates collaboratively with the project manager, other traffic records partners that may be affected by the project results, and the Traffic Records Coordinator to assure consensus is reached on the appropriate measures to be monitored for progress.	TRCC with consultant support	Completed April 2008	Completed

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
4-B.3	Assign the TRCC (restructured as recommended in Section 4-A of this assessment) with the responsibility for the development and implementation of the Traffic Records Strategic Plan.	TRCC	TRCC will not be formally expanded at this time; TRCC has been providing input to Strategic Plan since December 2007/ Near-term	The TRCC is implementing the Traffic Records Strategic Plan - ongoing.
4-B.4	Establish project management procedures for each project proposed in the Plan.	TxDOT with TRCC (and project leaders)	Near-term/ Ongoing	TxDOT manages projects funded with Section 405c funds through the eGrants system.
4-B.5	Establish a progress reporting and monitoring system to track all projects listed in the Plan regardless of funding sources.	TxDOT/ Project Managers	Currently, only active projects go in eGrants; Other projects are managed by FIMS; Near-term	No changes made; FFY2013 Section 405c grant-funded projects include performance measure tracking.
4-C	Training and Staff Capabilities			
4-C.1	Determine the training needs for users to better understand the value and application of safety data.	Each core system owner	Not planned; Long-term	Training is currently performed by DSHS and TTI
4-C.2	Develop a clearinghouse to provide information about data service and resources that can assist in analyzing safety data.	N/A	Not at this time	No change in progress.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	2015 Status of Activity
4-C.3	Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.	TxDOT	Not started; Near-term	<p>In Progress:</p> <p>Upon initial deployment of the 2010 CR-3 form, TxDOT and DPS worked together to train law enforcement agencies; ultimately, TxDOT assumed sole responsibility for training.</p> <p>TxDOT personnel provide CRASH training to law enforcement.</p> <p>A CRASH help desk that runs 24 hours a day/7 days a week/365 days a year was deployed when CRASH deployed on 10/1/2011.</p> <p>TxDOT will deploy an Automated Training Program for CRASH training in Fall 2014.</p>
4-C.4	Consider including safety stakeholders in training courses offered through the judicial associations to better understand the processing of traffic-related offenses and their impact on traffic safety programs.	N/A	Current TRCC membership does not have control over this.	No change in progress.

2.2 Core System Status

This section provides an update on the status of core systems. More extensive documentation regarding the progress made on individual systems can be found in the minutes of the Texas TRCC meetings.

Crash Data System (CDS)

With training complete on the revised 2010 crash report form; resources were dedicated to the development of the Crash Reporting and Analysis for Safer Highways (CRASH) component of the Crash Records Information System (CRIS). The CRASH component was developed with input from local law enforcement officers around the state and the State Highway Patrol. The component was completed and deployed in October 2011. CRASH allows officers to submit data directly to the state's crash repository by keying crash data from their desktop, laptop or in-car patrol unit. The component has built in edits that guide and assist the officer in properly completing the report. Along with this component the state provides a 24-hour, 7-day a week, 365- days a year TxDOT Help Desk. This allows law enforcement to receive immediate assistance whenever it is convenient or necessary. , TxDOT implemented XML Submission in July 2012 as another option for electronic submission.

Injury Surveillance Systems

The Department of State Health Services (DSHS) houses the official state EMS/Trauma Registry (MAVEN) which was implemented in September 2012. Implementation of the new system included conducting system demonstrations in Austin, Dallas, and Houston as well as providing over 80 training webinars to EMS and hospital staff responsible for reporting to the EMS/Trauma Registry. DSHS Registry Program has hired two contractors - an IT Specialist and a Project Manager. The responsibility of the IT Specialist includes maintaining the current registry, fixing minor defects, and making minor improvements. Since there has been an IT Specialist on board (for more than 2 years), the Registry has been steadily working, with down time only for regular maintenance. The EMS/Trauma Registry built by Consilience includes file interfaces to process the data file previously accepted by TRAC-IT in order to allow time for NEMSIS to finalize version 3 and for vendors to create software to report NEMSIS v3. The current EMS/Trauma Registry was built to include all NEMSIS v3 specifications as well as all National Trauma Data Bank (NTDB) specifications. DSHS has converted 2010 through 2012 data into the new system. DSHS plans on moving to NTDB and NEMSIS reporting of national standards by July and August, 2014, respectively.

Roadway System

The Transportation Planning and Programming Division of TxDOT is the owner of the roadway file. Significant improvements to the accuracy of the GIS data and Roadway Inventory were achieved in 2013. The current mainframe system houses all inventory data for 300,000+ miles of roads. The GIS data mirrors the legacy data in spatial format. However, the TRM system is the document of record for roadways at TxDOT.

The GIS data is continually improved using the latest Imagery and GPS data to verify/correct the roadways. Additional detail has been added to the GIS roadway network for local streets (streets with a functional classification of local) and federal roads. The TxDOT GIS roadway network now includes all on system roadbeds, frontage roads, ramps, turnarounds and connectors as well as functionally classified city streets, county roads, local streets and federal roads. Data quality was increased by developing new QA/QC tools for the GIS data and Roadway Inventory. The tools help identify routing problems and any differences between the legacy inventory system and GIS data.

Driver Licensing System

The Driver License System (DLS) managed by the - Texas DPS contains over 16 million active records. The Texas DPS Driver License Division issues driver licenses and administers programs for enforcement and compliance of driver safety.

Vehicle Registration System

The 81st Texas legislature created a new agency in 2009, the Texas Department of Motor Vehicles, which now oversees the vehicle registration system and the Vision 21 project. The Vehicle Titles and Registration Division (formerly within TxDOT) business processes have not been reviewed in several years and need updating and streamlining to gain maximum efficiency and production. The Vision 21 plan is to effect these changes and design the automated system to support the revised business processes. The Vision 21 project addresses the need to update the legacy registration and titling system and subsystems for Texas vehicles. New technology and programming techniques can enable a more robust, agile environment, and respond more quickly to new requests, including legislative mandates. Plans are to design the system around the newly designed business processes, statutes, policies, and procedures. The project will deliver a system that: 1) is more responsive to customers; 2) is more timely and responsive to law enforcement; 3) meets the changing demands of society for more information available at any time; 4) provides the motoring public secure access to their vehicle information; 5) ensures improved data integrity and security; 6) increases the efficiency and effectiveness of processing revenue collection and distribution; and 7) has real-time or near real-time environment, thus moving out of the batch processing mode.

Citation/Adjudication System

The Automated Registry (AR) system was implemented in September 2009 and is currently shut down due to funding.

3.0 Traffic Records Strategic Action Plan

3.1 Status of the Texas TSIS Strategic Action Plan

Table 3.1 provides an update on the specific actions or projects that were recommended to advance the accessibility, accuracy, completeness, integration, timeliness, and uniformity of traffic records in Texas and to strengthen the TRCC program. Table 3.2 provides the status of recent traffic records projects.

Table 3.1 Action Plan

Objective	Activity/Description	2014 Status Update
1. Improve the Leadership and Coordination of the TRCC	<p>1.1 Formalize and Focus TRCC Meetings <i>Purpose:</i> To develop standing agenda items to be discussed every meeting. <i>Description:</i></p> <ul style="list-style-type: none"> • System development updates by agencies. • Status of other projects defined in this Action Plan, including contractor progress if they are used. • Status of grant applications and requests. • Presentation of recent data analyses and data use by members. <p><i>Measurement of Progress:</i> Regular meetings of the TRCC.</p>	<p><i>Measurement of Progress:</i> TRCC meetings were held. The dates for the TRCC meetings were August 19, 2013 February 5, 2014 April 17, 2014 Planned Meetings are: August 6, 2014 October 8, 2014 March 18, 2015</p>

	<p>1.2 TRCC Working Groups <i>Purpose:</i> To develop smaller working groups for vetting specific issues. <i>Description:</i> Form at least three separate committees which will be subgroups below the TRCC, but not part of the TRCC:</p> <ul style="list-style-type: none"> • Citation and Adjudication Information Outreach; • Web-Based Data Entry; and • Data User Needs (outreach to MPOs, etc.). <p><i>Measurement of Progress:</i> Number of meetings and annual reports to the TRCC by subgroups.</p>	<p>A User Group consisting of law enforcement officers has met six (6) times since June 2009. The meetings were to revise the CR-3 form to be used effective January 2010 and to capture requirements for the CRASH component of CRIS. The User Group participated in the decision making for determining which data fields would be included on the revised CR-3 form. Once the form was finalized, members of the User Group taught the TxDOT sponsored Train-the-Trainer sessions to law enforcement officers statewide. After deployment of the form, the User Group turned its' attention to developing requirements for the CRASH component.</p> <p><i>Measurement of Progress:</i> On Going The User Group completed its task of assisting with the re-design of the CR-3 form and the development of requirements for the design and development of CRASH. The CRASH component was deployed in October 2011.</p>
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Table 3.1 Action Plan (continued)

Objective	Activity/Description	2014 Status Update
	<p>1.3 TRCC Stakeholder Outreach <i>Purpose:</i> To collect and share information regarding core system development by participating in other committee and meetings. <i>Description:</i> A representative of the TRCC or TxDOT will attend and report back to the TRCC on other information system projects and initiatives, such as:</p> <ul style="list-style-type: none"> • GETAC meetings; and • OCA and CJIT meetings <p><i>Measurement of Progress:</i> Number of meetings attended by TRCC representative.</p>	<p>TRCC representatives attended all quarterly held GETAC meetings in 2012, the quarterly Texas Trauma Coordinators Forum, the EMS Conference, and all RSWG meetings held through June 2012. The RSWG was discontinued in July 2012 due to its mission being completed to provide stakeholder input for the data elements to be collected. A new workgroup was created in November 2012 whose mission is to assist in stakeholder communication regarding questions and issues with how the new system functions. DSHS continues to provide monthly stakeholder webinars to provide updates concerning the building of the new system</p> <p><i>Measurement of Progress:</i> Four GETAC meetings (including several different committee meetings), 4 Trauma Coordinator meetings, one EMS Conference, and 12 stakeholder webinars were attended by TRC representatives.</p>
	<p>1.4 Apply for first and successive year grants under Section 405c of MAP-21 (State Traffic Safety Information System Improvements).</p>	<p>The Texas TRCC is applying for subsequent year funding in FY2015.</p>

<p>1. Improve the Leadership and Coordination of the TRCC (continued)</p>	<p>1.5 Retain consultant support to TRCC <i>Purpose:</i> To provide consultant support to TxDOT and TRCC to further the leadership and coordination of the newly reconvened Texas TRCC; gain lessons learned from other states. <i>Description:</i> Retain a consultant to support TxDOT and the TRCC to:</p> <ul style="list-style-type: none"> • Support the momentum achieved by the TRCC in the past fiscal year; • Conduct outreach to potential working group members and stakeholders; • Conduct annual update to the strategic plan; • Assist with pursuing commission approval of additional TRCC membership; and • Assist with preparation of future 408 grant applications. <p><i>Measurement of Progress:</i> Number of meetings prepared, facilitated, and documented; completed grant applications; additional as tasks are defined by TxDOT.</p>	<p>Consultant contract expired and was not renewed. TxDOT staff supports the TRCC by :</p> <ul style="list-style-type: none"> • Facilitating meetings • Conducting annual update to the strategic plan; • Preparing 405c grant applications and interim progress reports. <p><i>Measurement of Progress:</i> Three TRCC meetings were facilitated; an update to the Strategic Plan was prepared; and preparation of the Section 405c grant application.</p>
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Table 3.1 Action Plan (continued)

Objective	Activity/Description	2015 Status Update
<p>Improve the Individual Core Data Systems</p>	<p>2.1 Crash Record Information System (CRIS) Enhancements</p> <p><i>Purpose:</i> To expand the functionality of CRIS and improve accessibility, accuracy, completeness, timeliness, and consistency of the system.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> A. Web Data Entry Public Internet; B. Web Services for CRIS Data Requests; C. Regular XML; D. Texas On-line Component; E. Data Entry of the Commercial Vehicle Crash Report into CRIS; F. Extended Data Entry Modification; and G. Data Entry of Public Crash Report into CRIS. <p><i>Measurement of Progress:</i> Individual to each</p>	<p>A. Completed: Web Data Entry Public Internet: The Crash Reporting and Analysis for Safer Highways (CRASH) application offers law enforcement officers the option of submitting crash data via their desktops computers, laptops or in-car computers via the internet. This application was developed with assistance from law enforcement officers. <i>Measurement of Progress:</i> Deployment of CRASH.</p> <p>2. Completed: The component was deployed in October 2011.</p> <p>B. In Progress Web Services for CRIS Data Requests: Aggregate crash data is available to stakeholders and the general public via the TxDOT website. However, the website does not provide the option of manipulating data online at this time. <i>Measurement of Progress:</i> Online ability to perform some level of analysis.</p> <p>C. Completed: Regular XML</p> <p>D. Completed <i>Measurement of Progress:</i> Crash reports available online</p> <p>E. Completed: Data Entry of Commercial Vehicle Crash Report into CRIS. <i>Measurement of Progress:</i> Complete. CMV Data is currently being entered into CRIS.</p> <p>F. *Completed: Extended Data Entry Modification *Completed: Currently all data from the Texas crash report (CR-3) is being captured in CRIS. <i>Measurement of Progress:</i> Complete. We currently capture all data on crash report.</p> <p>G. In Progress: Data Entry of Public Crash Report into CRIS: No progress. <i>Measurement of Progress:</i> Driver Crash Report entered into an automated system such as CRIS.* Modify Standard Extract to Support DSHS <i>Measurement of Progress:</i> Complete. An extract is available for DSHS. * CRASH Help Desk <i>Measurement of Progress:</i> Completed: A call center/help desk is available to support law enforcement officers using CRASH. *CRASH Agency Support <i>Measurement of Progress:</i> Currently we have ongoing technical support to assist law enforcement agencies get set up for CRASH.</p>

Objective	Activity/Description	2015 Status Update
<p>2. Improve the Individual Core Data Systems (continued)</p>	<p>2.2 Texas EMS/Trauma Registry First Responder Emergency Department (FRED) Project</p> <p><i>Purpose:</i> The Trauma Registry First Responders Emergency Department (FRED) Project will implement improvements identified by internal and external stakeholders of the EMS/Trauma Registry. The project addresses new requirements in data reporting, data sharing and linking, abbreviated injury scoring capability, NEMSIS data certification, and interoperability and timeliness reporting with our stakeholders. The need for analytics reporting will be developed as the EMS/Trauma Registry's usefulness is tied to providing improvements in prevention of trauma and injuries to the people of Texas.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> • ISS Injury Severity Scoring - DSHS will provide the logic to use for the calculations. Calculations are based on already existing data in the trauma events. • TxDOT Data Extract - Format to be decided on the file extract from TxDOT to link with EMS and hospital data. • Analytics, Public Use Data Files - DSHS will provide datasets for analytics to be used by internal staff and external stakeholders. Purpose is to generate datasets by specific facilities and regions. • Data Sharing - Implementation of functions to share data between EMS and hospitals. • Improved Case Data Linking - Improve linking of events including data from new senders (First Responders and Emergency Departments). <p><i>Measurement of Progress:</i> Implementation of the above project deliverables during FY2015.</p>	<p>Progress made on this task includes the completion of:</p> <p>Business case planning and vendor contracts negotiated for FY2015.</p> <p><i>Measurement of Progress:</i> Project planning has been completed. Statements of work have been developed</p>

<p>3. Broaden availability and distribution of traffic safety data to all safety practitioners.</p>	<p>3.1 <i>Continue to produce and update the Motor Vehicle Crash report when more current data become available.</i></p> <p><i>Purpose:</i> To provide most recent years of data in standard, easy-to-understand format for planning by TxDOT and other safety stakeholders.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> • Complete cleansing of CRIS data; • Conduct detailed analysis of 2008 - 2013 crash data; • Produce updated version of Motor Vehicle Crash Report; and • Distribute report to TRCC, public health community, advocacy groups, universities, etc. <p><i>Measurement of Progress:</i> Production of Report.</p>	<p>Progress made on this task includes the following:</p> <p><i>Measurement of Progress:</i> Production of Report.</p> <p>Completed:</p> <ul style="list-style-type: none"> • Data entry and reconciliation (cleansing of CRIS data) has been completed. • TxDOT has produced annual summary reports for years 2003-2013 and posted the reports to their website. Years within retention period are updated annually and the previous year's reports are added. Crash data requests can now be made through the TxDOT website. • Extract crash data files are available to DSHS, universities, MPO's/COG's, advocacy groups, law enforcement, general public, etc. upon request. • The Crash Reporting and Analysis for Safer Highways (CRASH) application allows direct entry of crash data into CRIS and in turn, the information is electronically returned to the RMS after processing by TxDOT. Effective 01/01/10, commercial motor vehicle (CMV) data fields are incorporated into 2010 CR-3 form and data is being captured in CRIS. <p><i>Measurement of Progress:</i> Deployment of CRASH.</p> <p>Completed: The CRASH application was deployed in October 2011.</p>
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Table 3.1 Action Plan (continued)

Objective	Activity/Description	2014 Status Update
<p>3. Broaden availability and distribution of traffic safety data to all safety practitioners.</p>	<p>3.2 <i>Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.</i></p> <p><i>Purpose:</i> train law enforcement on new CRIS and additional functionalities as they come on-line (i.e., Web Data Entry).</p> <p><i>Description (Tasks):</i> Develop training program for law enforcement to improve data quality on crash report; execute training with state and local police departments.</p> <p><i>Measurement of Progress:</i> Number of training sessions conducted by TxDOT.</p>	<p>TxDOT revised the crash report form (CR-3). Once the revision of the form was complete, TxDOT teamed up with experienced law enforcement trainers from the Texas Department of Public Safety to teach other law enforcement officers statewide how to complete the form.</p> <p><i>Measurement of Progress:</i> To date, TxDOT has conducted 402 training sessions with law enforcement agencies throughout Texas.</p> <p>TxDOT personnel provide CRASH training to law enforcement. Completed,</p> <p>TxDOT and the Traffic Operations Division has allocated long-term resources (personnel) whose primary function is to support the law enforcement community with training and improved crash reporting.</p> <p>A TxDOT help desk that runs hours a day/7 days a week/365 days a year was deployed when CRASH deployed on 10/1/2011.</p> <p>TxDOT will deploy an Automated Training Program for CRASH training in Fall 2014.</p>

4.0 Performance Measures

Performance Measure #1: Timeliness of Crash Reporting

A. Performance Measure Used to Track Improvements

Crash/Timeliness 2 - Availability of reports to the public.

B. Narrative Description of Calculation / Estimation Method

C-T-2: The percentage of crash reports entered into the database within 30 days after the crash

C. Date: April 1, 2012 – March 31, 2013

Baseline Value for Measure: 80.1%

D. Date: April 1, 2013 - March 31, 2014

Current Value for Measure: 88.4%

E. Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates

Traffic Records Assessment Reference Number 1-A.1 and 1-A.3 (Management and System Issues/Recommendations) document TxDOT's efforts to implement an electronic reporting system. Additionally, Traffic Records Assessment Reference Number 4-A.4 documents TxDOT's' efforts to capture crash data electronically.

Required Data	April 1, 2012 – March 31, 2013	April 1, 2013 – March 31, 2014
Number of crash reports submitted	498,740	524,309
Average number of days between date of crash and availability in warehouse	24.78	16.12
Number of crash records available for reporting within 30 days of the date of crash	399,387	463,579
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	80.08%	88.42%

Performance Measure #2

TIMELINESS of the EMS/Trauma Registry

A. Performance Measure Used to Track Improvements

Timeliness of the Registry Data - The *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS record was accepted by the Registry. I-T-01B

B. Narrative Description of Performance Measure Calculation

Baseline Period:

The number of EMS records submitted to the Registry was 2,446,776. The average number of days from when an EMS run occurred to when that record was submitted to the Registry was 117 days.

Performance Period:

The number of EMS records submitted to the Registry was 2,260,652. The average number of days from when an EMS run occurred to when that record was submitted to the Registry was 70 days.

Baseline Period	Performance Period
April 1, 2012 – March 31, 2013	April 1, 2013 – March 31, 2014
The mean number of days from when the EMS run occurred to when the EMS record was submitted to the Registry. 117 Days	The mean number of days from when the EMS run occurred to when the EMS record was submitted to the Registry. 70 Days
Improvement	
Records reported on average 47 days earlier to the Registry (40.2% Improvement)	

- C. **Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Injury Surveillance System Information, 2-F.5

Performance Measure #3 UNIFORMITY of the EMS/Trauma Registry

- A. **Performance Measure Used to Track Improvements**
Uniformity of Registry data elements - The *number* of required data elements collected by the Registry that are National Emergency Medical Service Information System (NEMSIS) I-U-02.

- B. **Narrative Description of Performance Measure Calculation**
Baseline Period:

The number of data elements that were NEMSIS - compliant and collected by the Registry was 58 out of 166. The number of data elements for NTDB was 61 out of 130.

Performance Period:

The number of data elements that were NEMSIS - compliant and collected by the Registry was 166 out of 166. The number of data elements for NTDB was 130 out of 130.

Baseline Period	Performance Period
April 1, 2012 – March 31, 2013	April 1, 2013 – March 31, 2014
Number of NEMSIS-compliant data elements: 58 out of 166	Number of NEMSIS-compliant data elements: 166 out of 166

- C. **Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Injury Surveillance System Information, 2-F.3

D. Qualitative Narrative

UNIFORMITY qualitative analysis

The attached excel files contain a sample NEMSIS record from the Baseline Period (April 1, 2012 – March 31, 2013; file name = Baseline_Period_Sample_Record.xlsx) and the Performance Period (April 1, 2013 – March 31, 2014; file name = Performance_Period_Sample_Record.xlsx). The NEMSIS data elements (columns AU) that were answered (columns AV) in the sample records are highlighted in green. If a value is not entered for a non-required NEMSIS data element, the data element will not be populated on the EMS record. As a result, the sample records do not show all NEMSIS data elements for both periods.

Submitting NEMSIS Data to National Organization

The State of Texas now has the ability to generate data extracts for the national NEMSIS organization as a direct result of becoming NEMSIS compliant. It is expected that the State of Texas will be the largest contributor of NEMSIS data nationally as it currently collects more than 2.5 million EMS runs. Texas will be able to benchmark its EMS system with other similar states based on a range of factors including size, population, and geographical variation.

Improving Texas' EMS Response System

In order to improve patients' health, it is necessary to identify areas along the patient care spectrum that may negatively impact desirable outcomes. For example, the EMS response for critical situations (e.g., motor vehicle crash) can impact the care patients receive; therefore, it is necessary to understand all contributing factors. The baseline and performance periods collected data regarding EMS travel times from dispatch of the EMS unit to patient arrival at the destination. Although these data elements indicate the duration of travel times, various factors may have contributed to the underlining duration. The performance period includes NEMSIS data elements to ascertain such information. Data elements "Type of Dispatch Delay", "Type of Response Delay", "Type of Scene Delay", and "Type of Transport Delay" can provide valuable information to understand mechanisms that contributed to the overall travel times by EMS units. Such qualitative analyses can improve the overall EMS response which has direct implications on patient care and overall patient health outcome.

E. Quantitative Baseline Sample	
NEMSIS data elements are highlighted with the color GREEN	
QUESTION_ID	VALUE
EVENT_DATE	06/04/2013
EVENT_TYPE_NEMSIS	NEMSIS
ICD9_ICD10_ICD9	ICD9
PATIENT_CARE_REPORT_NUMBER	2500
SOFTWARE_CO_ID	888999
SOFTWARE_CREATOR	Consilience Software, Inc.
SOFTWARE_NAME	Maven
SOFTWARE_VERSION	5.x
CALL_TYPE_ID_TRAUMA	TRAUMA
EMS_AGENCY_ENTITY_TYPE	EMS Facility
EMS_AGENCY_NAME	204287662
EMS_AGENCY_NUMBER	227998
EMS_RESPONSE_NUMBER	9
EMS_UNIT_CALL_SIGN	8
EMS_VEHICLE_UNIT_NUMBER	30
FIRST_EMS_UNIT_ON_SCENE_YES	YES
TYPE_SERVICE_REQUESTED_911_RESPONSE	911_RESPONSE
DESTINATION_CODE	000002
DESTINATION_COUNTRY	USA
DESTINATION_HEART_RATE	105
DESTINATION_NAME	000002
DESTINATION_RESPIRATORY_RATE_NULL_VALUES	UNABLE_TO_COMPLETE
DESTINATION_STATE	TX
DESTINATION_SYSTOLIC_BLOOD_PRESSURE	75
DESTINATION_TYPE_OTHER_EMS_RESPONDER_GROUND	OTHER_EMS_RESPONDER_GROUND
EMS_TRANSPORT_METHOD_GROUND_AMBULANCE	GROUND_AMBULANCE
INCIDENT_PATIENT_DISPOSITION_PATIENT_TREATED_TRANSPORT	PATIENT_TREATED_TRANSPORTED_B
AGE_YEARS	28
BIRTH_DATE	06/13/1984
CITY	Addison
COUNTRY	USA
COUNTY	Atascosa County
DRIVERS_LICENSE_NUMBER	12345678
FIRST_NAME	Zlatan
LAST_NAME	Ibrahimovich
MEDICAL_SURGICAL_HISTORY	NR
RACE_ASIAN	ASIAN
SEX_MALE	MALE
STATE	TX
STATE_ISSUING_DRIVERS_LICENSE	TX
STREET_ADDRESS	12345
ZIP_CODE	75001
CLOSEST_RELATIVE_GUARDIAN_COUNTRY	USA
CLOSEST_RELATIVE_GUARDIAN_STATE	TX
EMPLOYER_COUNTRY	USA
EMPLOYER_STATE	TX
GLASGOW_COMA_SCORE_EYE_NOT_RECORDED	NOT_RECORDED
GLASGOW_COMA_SCORE_MOTOR_NOT_RECORDED	NOT_RECORDED
GLASGOW_COMA_SCORE_TOTAL_NULL_VALUES	NOT_RECORDED
GLASGOW_COMA_SCORE_VERBAL_NOT_RECORDED	NOT_RECORDED
HEART_RATE	75
PROCEDURE	175180005
PROCEDURE_PERFORMED_DATE_NULL_VALUES	KNOWN
RESPIRATORY_RATE_NULL_VALUES	NOT_RECORDED
SYSTOLIC_BLOOD_PRESSURE	105
VITAL_SIGNS_TAKEN_DATE_NULL_VALUES	NOT_RECORDED
AED_USED_PRIOR_EMS_ARRIVAL_NO	NO
ARRIVED_AT_PATIENT_TIME	19:00
ASSOCIATED_SYMPTOMS	07
CARDIAC_ARREST_NO	NO
CAUSE_OF_INJURY	810.0
CAUSE_OF_INJURY_ADDITIONAL_CAT	NOT_APPLICABLE
CAUSE_OF_INJURY_CAT	E810-E819
CAUSE_OF_INJURY_SUB_CAT	E810
COMPLAINT_NULL_VALUES	NOT_APPLICABLE
COMPLAINT_TYPE	NOT_RECORDED
CPR_PROVIDED_PRIOR_EMS_ARRIVAL_NO	NO
DURATION_COMPLAINT_NULL_VALUES	NOT_RECORDED
DURATION_COMPLAINT_UNIT_NOT_RECORDED	NOT_RECORDED
INCIDENT_CITY	Addison
INCIDENT_COUNTY	TX-47
INCIDENT_DATE	06/02/2014
INCIDENT_FACILITY_CODE_NULL_VALUES	NOT_APPLICABLE
INCIDENT_LOCATION_IN_UNITED_STATES_YES	YES
INCIDENT_LOCATION_TYPE	849.5
INCIDENT_LOCATION_TYPE_ICD9_ICD10	Y92.41
INCIDENT_OCCURRED_PATIENT_HOME_NO	NO
INCIDENT_STATE	TX
INCIDENT_STREET_ADDRESS	1234
INCIDENT_ZIP_CODE	75001
MUTUAL_AID_UNKNOWN	UNKNOWN
PATIENT_ARRIVED_AT_DESTINATION_DATE	06/06/2013
PATIENT_ARRIVED_AT_DESTINATION_TIME_NULL_VALUES	NOT_RECORDED
POSSIBLE_INJURY_YES	YES
PRIMARY_SYMPTOM	01
PROTECTIVE_DEVICES_NONE	NONE
PSAP_CALL_DATE	06/04/2013
PSAP_CALL_TIME	18:00
TYPE_CPR_PROVIDED_NOT_APPLICABLE	NOT_APPLICABLE
UNIT_ARRIVED_ON_SCENE_TIME	18:20
UNIT_BACK_IN_SERVICE_TIME_NULL_VALUES	NOT_RECORDED
UNIT_EN_ROUTE_TIME	18:10
UNIT_LEFT_SCENE_TIME_NULL_VALUES	NOT_RECORDED
UNIT_NOTIFIED_DISPATCH_TIME	18:05
USE_OCCUPANT_SAFETY_EQUIPMENT_NOT_RECORDED	NOT_RECORDED

F. Qualitative Performance Sample	
NEMSIS data elements are highlighted with the color GREEN	
QUESTION_ID	VALUE
EVENT_DATE	06/02/2014
EVENT_TYPE_NEMSIS	NEMSIS
ICD9_ICD10_ICD9	ICD9
PATIENT_CARE_REPORT_NUMBER	2500
SOFTWARE_CO_ID	888999
SOFTWARE_CREATOR	Consilience Software, Inc.
SOFTWARE_NAME	Maven
SOFTWARE_VERSION	5.x
ADDITIONAL_RESPONSE_MODE_DESCRIPTOR_SPEED_ENHANCED	SPEED_ENHANCED
COMPLAINT_REPORTED_DISPATCH	CHEST_PAIN_NON_TRAUMATIC
CREW_MEMBER_ID	5556742
CREW_MEMBER_LEVEL_EMT_INTERMEDIATE	EMT_INTERMEDIATE
CREW_MEMBER_NAME	Jerry Jones
CREW_MEMBER_RESPONSE_ROLE_PRIMARY_PATIENT_CAREGIVER_SCENE	PRIMARY_PATIENT_CAREGIVER_SCENE
EMD_PERFORMED_NO	NO
EMS_AGENCY_NUMBER	227998
CALL_TYPE_ID_TRAUMA	TRAUMA
EMS_AGENCY_ENTITY_TYPE	EMS Facility
EMS_AGENCY_NAME	204287662
EMS_RESPONSE_NUMBER	9
EMS_UNIT_CALL_SIGN	8
EMS_VEHICLE_UNIT_NUMBER	30
FIRST_EMS_UNIT_ON_SCENE_YES	YES
INCIDENT_NUMBER	456222879
LEVEL_CARE_THIS_UNIT_ALS_PARAMEDIC	ALS_PARAMEDIC
PRIMARY_ROLE_UNIT_GROUND_TRANSPORT	GROUND_TRANSPORT
RESPONSE_MODE_SCENE_EMERGENT	EMERGENT
TYPE_DISPATCH_DELAY_HIGH_CALL_VOLUME	HIGH_CALL_VOLUME
TYPE_DISPATCH_DELAY_TECHNICAL_FAILURE	TECHNICAL_FAILURE
TYPE_RESPONSE_DELAY_CROWD	CROWD
TYPE_RESPONSE_DELAY_STAFF_DELAY	STAFF_DELAY
TYPE_SCENE_DELAY_CROWD	CROWD
TYPE_SCENE_DELAY_STAFF_DELAY	STAFF_DELAY
TYPE_SERVICE_REQUESTED_911_RESPONSE	911_RESPONSE
TYPE_TRANSPORT_DELAY_CROWD	CROWD
TYPE_TRANSPORT_DELAY_STAFF_DELAY	STAFF_DELAY
TYPE_TRANSPORT_DELAY_TRAFFIC	TRAFFIC
TYPE_TURN_AROUND_DELAY_WEATHER	WEATHER
ADDITIONAL_TRANSPORT_MODE_DESCRIPTOR_NOT_RECORDED	NOT_RECORDED
AIRWAY_COMPLICATIONS_ENCOUNTERED_NOT_APPLICABLE	NOT_APPLICABLE
AIRWAY_CREW_MEMBER_ID_NULL_VALUES	NOT_APPLICABLE
AIRWAY_DEVICE_BEING_CONFIRMED_NOT_APPLICABLE	NOT_APPLICABLE
AIRWAY_DEVICE_PLACEMENT_CONFIRMATION_DATE_NULL_VALUES	NOT_APPLICABLE
AIRWAY_DEVICE_PLACEMENT_CONFIRMATION_TIME_NULL_VALUES	NOT_APPLICABLE
AIRWAY_DEVICE_PLACEMENT_CONFIRMED_METHOD_NOT_APPLICABLE	NOT_APPLICABLE
CONDITION_PATIENT_AT_DESTINATION_UNCHANGED	UNCHANGED
CREW_MEMBER_COMPLETING_THIS_REPORT_NULL_VALUES	NOT_RECORDED
DESTINATION_CITY	Addison
DESTINATION_CODE	0000002
DESTINATION_COUNTRY	USA
DESTINATION_COUNTY	TX-47
DESTINATION_HEART_RATE	105
DESTINATION_NAME	0000002
DESTINATION_PREARRIVAL_ACTIVATION	YES_ADULT_TRAUMA
DESTINATION_PREARRIVAL_ACTIVATION_DATE_NULL_VALUES	NOT_RECORDED
DESTINATION_PREARRIVAL_ACTIVATION_TIME_NULL_VALUES	NOT_RECORDED
DESTINATION_RESPIRATORY_RATE_NULL_VALUES	UNABLE_TO_COMPLETE
DESTINATION_STATE	TX
DESTINATION_SYSTOLIC_BLOOD_PRESSURE	75
DESTINATION_TYPE_OTHER_EMS_RESPONDER_GROUND	OTHER_EMS_RESPONDER_GROUND
DESTINATION_ZIP_CODE_NULL_VALUES	NOT_RECORDED
ED_DISPOSITION	09
EMS_TRANSPORT_METHOD_GROUND_AMBULANCE	GROUND_AMBULANCE
HOSPITAL_DESIGNATION_HOSPITAL_GENERAL	HOSPITAL_GENERAL
HOSPITAL_DISPOSITION	01
HOSPITAL_IN_PATIENT_DESTINATION_HOSPITAL_MED_SURG	HOSPITAL_MED_SURG
HOW_PATIENT_MOVED_FROM_AMBULANCE_STRETCHER	STRETCHER

Qualitative Performance Sample Cont.	
INCIDENT_PATIENT_DISPOSITION_PATIENT_TREATED_TRANSPORTED_BY_EM	PATIENT_TREATED_TRANSPORTED_BY_EMS
INDICATIONS_FOR_INVASIVE_AIRWAY_NOT_RECORDED	NOT_RECORDED
INDIVIDUAL_DETERMINING_AIRWAY_DEVICE_PLACEMENT_NOT_APPLICABLE	NOT_APPLICABLE
REASON_CHOOSING_DESTINATION_PATIENTS_PHYSICIANS_CHOICE	PATIENTS_PHYSICIANS_CHOICE
TRANSPORT_MODE_FROM_SCENE_EMERGENT_IMMEDIATE_RESPONSE	EMERGENT_IMMEDIATE_RESPONSE
ASSESSMENT_TIME_NULL_VALUES	NOT_RECORDED
ASSESSMENT_CONDUCTED_BACK_SPINE	BACK_SPINE
ASSESSMENT_CONDUCTED_CHEST	CHEST
ASSESSMENT_DATE	06/02/2014
BACK_SPINE_EXAM_FINDING_LOCATION_BACK_GENERAL	BACK_GENERAL
ESTIMATED_BODY_WEIGHT_KG	45.5
EXAM_DONE_NULL_VALUES	NO
LENGTH_BASED_TAPE_MEASURE_NOT_RECORDED	NOT_RECORDED
AGE_YEARS	29
BIRTH_DATE	06/13/1984
CITY	Addison
COUNTRY	USA
COUNTY	Atascosa County
CURRENT_MEDICATIONS	161
ADVANCE_DIRECTIVES_NOT_RECORDED	NOT_RECORDED
ALCOHOL_DRUG_USE_INDICATORS_NOT_APPLICABLE	NOT_APPLICABLE
BARRIERS_PATIENT_CARE_LANGUAGE	LANGUAGE
CURRENT_MEDICATION_DOSE_UNIT	METERED_DOSE
DRIVERS_LICENSE_NUMBER	12345678
FIRST_NAME	Zlatan
LAST_NAME	Ibrahimovich
MEDICAL_HISTORY_OBTAINED_FROM_PATIENT	PATIENT
MEDICAL_SURGICAL_HISTORY	NR
MEDICATION_ALLERGIES	1001473
RACE_ASIAN	ASIAN
SEX_MALE	MALE
STATE	TX
STATE_ISSUING_DRIVERS_LICENSE	TX
STREET_ADDRESS	12345
ZIP_CODE	75001
CLOSEST_RELATIVE_GUARDIAN_COUNTRY	USA
CLOSEST_RELATIVE_GUARDIAN_STATE	TX
CMS_SERVICE_LEVEL_ALS_LEVEL_1_EMERGENCY	ALS_LEVEL_1_EMERGENCY
EMPLOYER_COUNTRY	USA
EMPLOYER_STATE	TX
PRIMARY_METHOD_PAYMENT	INSURANCE
CARDIAC_RHYTHM_ELECTROCARDIOGRAPHY_NOT_APPLICABLE	NOT_APPLICABLE
APGAR_1_UNABLE_TO_COMPLETE	UNABLE_TO_COMPLETE
APGAR_5_UNABLE_TO_COMPLETE	UNABLE_TO_COMPLETE
BLOOD_GLUCOSE_LEVEL_NULL_VALUES	NOT_APPLICABLE
CARBON_DIOXIDE_NULL_VALUES	NOT_APPLICABLE
CARBON_MONOXIDE_NULL_VALUES	NOT_APPLICABLE
DIASTOLIC_BLOOD_PRESSURE	75
ECG_TYPE_NOT_APPLICABLE	NOT_APPLICABLE
EMS_HEALTHCARE_PROFESSIONAL_TYPE_PERFORMING_PROCEDURE_NOT	NOT_RECORDED
GLASGOW_COMA_SCORE_EYE_NOT_RECORDED	NOT_RECORDED
GLASGOW_COMA_SCORE_MOTOR_NOT_RECORDED	NOT_RECORDED
GLASGOW_COMA_SCORE_QUALIFIER_NOT_RECORDED	NOT_RECORDED
GLASGOW_COMA_SCORE_TOTAL_NULL_VALUES	NOT_RECORDED
GLASGOW_COMA_SCORE_VERBAL_NOT_RECORDED	NOT_RECORDED
HEART_RATE	75
LABORATORY_IMAGING_RESULT_DATE	06/02/2014
LABORATORY_RESULT_TYPE_ALCOHOL_BLOOD	ALCOHOL_BLOOD
MEDICATION_ADMINISTERED_ROUTE	ORAL
MEDICATION_CREW_ID_NULL_VALUES	NOT_RECORDED
MEDICATION_DOSAGE	2
MEDICATION_DOSAGE_UNITS	OTHER
EMS_HEALTHCARE_PROFESSIONAL_TYPE_ADMINISTERING_MEDICATION_NC	NOT_RECORDED
MEDICATION_ADMINISTERED_PRIOR_EMS_CARE_NOT_RECORDED	NOT_RECORDED
MEDICATION_ADMINISTERED_TIME_NULL_VALUES	NOT_APPLICABLE
MEDICATION_COMPLICATION_NOT_APPLICABLE	NOT_APPLICABLE
MEDICATION_ADMINISTERED_DATE_NULL_VALUES	NOT_APPLICABLE
MEDICATION_GIVEN	161
MEDICATION_GIVEN_PN	MAT
MEDICATION_RESPONSE_NOT_RECORDED	NOT_RECORDED
METHOD_BLOOD_PRESSURE_MEASUREMENT_CUFF_AUTOMATED	CUFF_AUTOMATED
METHOD_ECG_INTERPRETATION_NOT_APPLICABLE	NOT_APPLICABLE
NUMBER_PROCEDURE_ATTEMPTS_NULL_VALUES	NOT_RECORDED
OBTAINED_PRIOR_UNITS_EMS_CARE_NO	NO
PAIN_SCALE_TYPE_OTHER	OTHER
PAIN_SCORE_8	8
PROCEDURE	175180005

Qualitative Performance Sample Cont.

PROCEDURE_AUTHORIZATION_ON_SCENE	ON_SCENE
PROCEDURE_COMPLICATION_NOT_RECORDED	NOT_RECORDED
PROCEDURE_CREW_MEMBER_ID_NULL_VALUES	NOT_RECORDED
PROCEDURE_PERFORMED_DATE_NULL_VALUES	NOT_APPLICABLE
PROCEDURE_PERFORMED_PRIOR_EMS_CARE_NO	NO
PROCEDURE_PERFORMED_TIME_NULL_VALUES	NOT_RECORDED
PROCEDURE_PN	UTC
PROCEDURE_SUCCESSFUL_NOT_RECORDED	NOT_RECORDED
PROTOCOLS_USED	GENERAL_BACK_PAIN
PROTOCOL_AGE_CATEGORY_ADULT_ONLY	ADULT_ONLY
PULSE_OXIMETRY_NULL_VALUES	NOT_APPLICABLE
PULSE_RHYTHM_REGULAR	REGULAR
REPERFUSION_CHECKLIST_NOT_RECORDED	NOT_RECORDED
RESPIRATORY_EFFORT_NORMAL	NORMAL
RESPIRATORY_RATE_NULL_VALUES	EXAM_FINDING_NOT_PRESENT
RESPONSE_TO_PROCEDURE_NOT_RECORDED	NOT_RECORDED
RESPONSIVENESS_LEVEL_PAINFUL	PAINFUL
REVISED_TRAUMA_SCORE_PN	UTC
STROKE_SCALE_SCORE_NOT_APPLICABLE	NOT_APPLICABLE
STROKE_SCALE_TYPE_NOT_APPLICABLE	NOT_APPLICABLE
STUDY_RESULT_PRIOR_EMS_CARE_NO	NO
SYSTOLIC_BLOOD_PRESSURE	105
TEMPERATURE	30
TEMPERATURE_METHOD_ORAL	ORAL
VASCULAR_ACCESS_LOCATION_NOT_RECORDED	NOT_RECORDED
VITAL_SIGNS_TAKEN_DATE	06/02/2014
VITAL_SIGNS_TAKEN_DATE_NULL_VALUES	KNOWN
VITAL_SIGNS_TAKEN_TIME	18:00
AED_USED_PRIOR_EMS_ARRIVAL_NO	NO
AIRBAG_DEPLOYMENT_NO_AIRBAG_PRESENT	NO_AIRBAG_PRESENT
ANY_RETURN_SPONTANEOUS_CIRCULATION_NOT_RECORDED	NOT_RECORDED
ARREST_WITNESSED_NOT_APPLICABLE	NOT_APPLICABLE
ARRIVED_AT_PATIENT_DATE	06/02/2014
ARRIVED_AT_PATIENT_TIME	19:00
ASSOCIATED_SYMPTOMS	07
CARDIAC_ARREST_DATE_NULL_VALUES	NOT_APPLICABLE
CARDIAC_ARREST_ETIOLOGY_NOT_APPLICABLE	NOT_APPLICABLE
CARDIAC_ARREST_NO	NO
CARDIAC_ARREST_TIME_NULL_VALUES	NOT_APPLICABLE
CARDIAC_RHYTHM_ON_ARRIVAL_AT_DESTINATION	NOT_APPLICABLE
CAUSE_OF_INJURY	810.0
CAUSE_OF_INJURY_ADDITIONAL_CAT	NOT_APPLICABLE
CAUSE_OF_INJURY_CAT	E810-E819
CAUSE_OF_INJURY_SUB_CAT	E810
CHIEF_COMPLAINT_ANATOMIC_LOCATION_CHEST	CHEST
CHIEF_COMPLAINT_ORGAN_SYSTEM_GLOBAL_GENERAL	GLOBAL_GENERAL
COMPLAINT_NULL_VALUES	NOT_APPLICABLE
COMPLAINT_TYPE	NOT_RECORDED
CPR_PROVIDED_PRIOR_EMS_ARRIVAL_NO	NO
DESTINATION_PATIENT_TRANSFER_CARE_DATE	06/02/2014
DESTINATION_PATIENT_TRANSFER_CARE_TIME	21:00
DURATION_COMPLAINT_NULL_VALUES	NOT_RECORDED
DURATION_COMPLAINT_UNIT_NOT_RECORDED	NOT_RECORDED
EMS_CALL_COMPLETED_DATE	06/02/2014
EMS_CALL_COMPLETED_TIME	18:15
END_EMS_CARDIAC_ARREST_EVENT_NOT_APPLICABLE	NOT_APPLICABLE
FIRST_MONITORED_ARREST_RHYTHM_PATIENT_NOT_RECORDED	NOT_RECORDED
HEIGHT_OF_FALL_NULL_VALUES	NOT_RECORDED
INCIDENT_CITY	Addison
INCIDENT_COUNTY	TX-47
INCIDENT_DATE	06/02/2014
INCIDENT_FACILITY_CODE_NULL_VALUES	NOT_APPLICABLE
INCIDENT_LOCATION_IN_UNITED_STATES_YES	YES
INCIDENT_LOCATION_TYPE	849.5
INCIDENT_LOCATION_TYPE_ICD9_ICD10	Y92.41
INCIDENT_OCCURRED_PATIENT_HOME_NO	NO
INCIDENT_STATE	TX
INCIDENT_STREET_ADDRESS	1234
INCIDENT_TIME	17:50
INCIDENT_ZIP_CODE	75001
LOCATION_PATIENT_IN_VEHICLE	FRONT_SEAT_LEFT_SIDE_OR_MOTORCYCLE
MAIN_AREA_VEHICLE_IMPACTED_BY_COLLISION_12	12
MASS_CASUALTY_INCIDENT_NO	NO

Qualitative Performance Sample Cont.

MECHANISM_OF_INJURY_PENETRATING	PENETRATING
MILE_POST_MAJOR_ROADWAY_NULL_VALUES	NOT_RECORDED
MUTUAL_AID_UNKNOWN	UNKNOWN
NUMBER_PATIENTS_AT_SCENE_SINGLE	SINGLE
PATIENT_ARRIVED_AT_DESTINATION_DATE	06/02/2014
PATIENT_ARRIVED_AT_DESTINATION_TIME_NULL_VALUES	NOT_RECORDED
PATIENT_INITIAL_CONDITION_AT_SCENE_YELLOW	YELLOW
POSSIBLE_INJURY_YES	YES
PRIMARY_SYMPTOM	01
PROTECTIVE_DEVICES_NONE	NONE
PROVIDER_PRIMARY_IMPRESSION	786.5
PROVIDER_PRIMARY_IMPRESSION_ICD9_ICD10	R07.89
PROVIDER_SECONDARY_IMPRESSION	789
PROVIDER_SECONDARY_IMPRESSION_ICD9_ICD10	R10
PSAP_CALL_DATE	06/02/2014
PSAP_CALL_TIME	18:00
REASON_CPR_RESUSCITATION_DISCONTINUED_NOT_APPLICABLE	NOT_APPLICABLE
RESUSCITATION_ATTEMPTED_EMS_NOT_ATTEMPTED_SIGNS_OF_CIRCULATION	NOT_ATTEMPTED_SIGNS_OF_CIRCULATION
RESUSCITATION_DISCONTINUED_DATE_NULL_VALUES	NOT_APPLICABLE
RESUSCITATION_DISCONTINUED_TIME_NULL_VALUES	NOT_APPLICABLE
SCENE_APARTMENT_SUITE_ROOM_NULL_VALUES	NOT_RECORDED
SCENE_CROSS_STREET_DIRECTIONS_NULL_VALUES	NOT_RECORDED
SYMPTOM_ONSET_LAST_NORMAL_DATE_NULL_VALUES	NOT_RECORDED
SYMPTOM_ONSET_LAST_NORMAL_TIME_NULL_VALUES	NOT_RECORDED
THERAPEUTIC_HYPOTHERMIA_INITIATED_NOT_RECORDED	NOT_RECORDED
TRANSFER_EMS_PATIENT_CARE_DATE	06/02/2014
TRANSFER_EMS_PATIENT_CARE_TIME	20:00
TRAUMA_CENTER_CRITERIA_FLAIL_CHEST	FLAIL_CHEST
TRAUMA_CENTER_CRITERIA_SYSTOLIC_BLOOD_PRESSURE	SYSTOLIC_BLOOD_PRESSURE
TRIAGE_CLASSIFICATION_MCI_PATIENT_NOT_APPLICABLE	NOT_APPLICABLE
TYPE_CPR_PROVIDED_NOT_APPLICABLE	NOT_APPLICABLE
UNIT_ARRIVED_ON_SCENE_DATE	06/02/2014
UNIT_ARRIVED_ON_SCENE_TIME	18:20
UNIT_BACK_IN_SERVICE_DATE	06/02/2014
UNIT_BACK_IN_SERVICE_TIME_NULL_VALUES	NOT_RECORDED
UNIT_EN_ROUTE_DATE	06/02/2014
UNIT_EN_ROUTE_TIME	18:10
UNIT_LEFT_SCENE_DATE	06/02/2014
UNIT_LEFT_SCENE_TIME_NULL_VALUES	NOT_RECORDED
UNIT_NOTIFIED_DISPATCH_DATE	06/02/2014
UNIT_NOTIFIED_DISPATCH_TIME	18:05
USE_OCCUPANT_SAFETY_EQUIPMENT_NOT_RECORDED	NOT_RECORDED
VEHICULAR_PEDESTRIAN_OTHER_INJURY_RISK_FACTOR_MOTORCYCLE_CRASH	MOTORCYCLE_CRASH
MEDICAL_FACTORS_NONE	NONE
CLOTHING_TYPE_SHORTS	SHORTS
INCIDENT_SCENE_OTHER	OTHER
INTENT_NON_INTENTIONAL	NON_INTENTIONAL
PATIENT_TREATED_HOSPITAL_YES	YES
PATIENT_UNCONSCIOUS_NO	NO
PERSONAL_FLOATATION_DEVICE	OTHER
RESCUE_ASSISTANCE_PROVIDER	EMS
RESCUE_ASSISTANCE_UNKNOWN	UNKNOWN
WEATHER_YES	YES

5.0 FY2015 Proposed Projects

FY2015 Proposed Traffic Records Projects - Summary				
Requesting Agency	FY 15 Approved	Adjusted Match	FY 15 Grand Total	Synopsis
Texas Department of State Health Services - ISG	\$ 1,586,978.75	\$ 403,963.87	\$ 1,990,942.62	EMS/Trauma Registry Improve record linking; new record sharing capacity for EMS & trauma; analytics to query data, customer training for reports & AIS, dissemination of linked data reports with indepth MV analysis.
Texas Municipal Police Association	\$ 536,165.11	\$ 551,390.89	\$ 1,087,556.00	LEADRS - Increase impaired driving reporting (LEADRS cases), enhance DWI training, Blood Alcohol Concentration (BAC) support, and continued development of a statewide tracking system utilizing LEADRS.
Texas A&M Transportation Institute	\$ 181,626.49	\$ 45,428.43	\$ 227,054.92	DDACTS - A high visibility law enforcement approach focusing on location based policing and data evaluation. Community resources will be used to address and reduce crime, crashes and traffic violations.
Department of Public Safety	\$ 971,588.00		\$ 971,588.00	Highway Safety Operations Center - See Supporting Documentation
CRIS/CRASH	\$ 164,713.00		\$ 164,713.00	CRASH Interface to Agency RMS - See Supporting Documentation
CRIS/CRASH	\$ 39,295.00		\$ 39,295.00	CRASH Pre-population of Fields (TexasSure Insurance) - See Supporting Documentation
CRIS/CRASH	\$ 45,000.00		\$ 45,000.00	Automated Program Call - See Supporting Documentation
CRIS/CRASH	\$ 82,500.00		\$ 82,500.00	Intelligent Definition Phase 2 - See Supporting Documentation
CRIS/CRASH	\$ 92,720.00		\$ 92,720.00	Intelligent Definition Phase 1 - See Supporting Documentation
CRIS/CRASH	\$ 78,500.00		\$ 78,500.00	Unique Intersection Identifier - See Supporting Documentation
CRIS/CRASH	\$ 199,350.00		\$ 199,350.00	Big Data - See Supporting Documentation
CRIS/CRASH	\$ 168,500.00		\$ 168,500.00	Standards and Compliance - See Supporting Documentation
CRIS/CRASH	\$ 105,825.00		\$ 105,825.00	MSTR Render Map - See Supporting Documentation
CRIS/CRASH	\$ 870,000.00		\$ 870,000.00	CRIS Help Desk Services - See Supporting Documentation
CRIS/CRASH	\$ 280,000.00		\$ 280,000.00	Agency Support - See Supporting Documentation
CRIS/CRASH	\$ 904,000.00		\$ 904,000.00	CRIS Entry - See Supporting Documentation
CRIS/CRASH	\$ 210,000.00		\$ 210,000.00	User Management - See Supporting Documentation
CRIS/CRASH	\$ 320,000.00		\$ 320,000.00	Automated Annual Spatial Load - See Supporting Documentation
FARS Staffing	\$ 25,315.00		\$ 25,315.00	FARS Staffing - Support for FARS entry
CRIS/CRASH Match		\$2,924,309.00	\$2,924,309.00	CRIS/CRASH Match - Crash records and Data Analysis Operations
FY2015 Proposed Traffic Records Projects	\$ 6,862,076.35	\$ 1,000,783.19	\$ 10,787,168.54	

As of June 18, 2014, the Texas Traffic Records Coordinating Committee (TRCC) has moved to accept the Traffic Safety Information System Strategic Plan in its entirety as affirmed by the TRCC chair.



Carol Rawson, Chair



Date

TRCC Members vote in the affirmative:

Judge Laura Weiser, Center for Judiciary

Christopher Drucker, Department of State Health Services

Major Ron Joy, Department of Public Safety

Debra Vermillion, Texas Department of Transportation

TRCC Members vote not present:

JoeAnna Mastracchio, Department of Public Safety



TRCC

Monday, August 19 2013
2pm -4 p.m.

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2014 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2013

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer

New Members

JoeAnna Masracchio – DPS

Maj. Ron Joy – DPS

Guests

Frank Marrero and Timothy Fitten - NHTSA

- **Updates on Projects**

TxDOT CRIS/CRASH - Debra Vermillion

405c Funding FY2013 - FY2014 and TR Reallocation – Terry Pence

Department of Public Safety Projects – JoeAnna Masracchio and Major Ron Joy

Department State Health Services – Tammy Sajak

Texas Center for the Judiciary – Judge Laura Weiser

- **TRCC Discussion Items**

Accomplishments and Gaps – Freddie Summer

Updated Strategic Plan (GO Team)

Information Sharing/Reciprocity (DPS to DSHS, DSHS to TxDOT, TxDMV to DSHS, Insurance to TxDOT, other)

TRCC Member Expansion (TxDMV, CJIT, TxDOT TPP, etc.)

Program Development (Funding for Crash Investigator Training, other future program needs?)

ATTENDEES

Carol Rawson
Terry Pence
Debra Vermillion
Freddie Summer
Tammy Sajak
Ron Joy
JoeAnna Masracchio
Laura Weiser
Frank Marrero
Timothy Fitten
Margo McCormick
Rob Klein
Other

HANDOUTS

Agenda

GO Team

Minutes

CRIS/CRASH Update – Debra Vermillion

- Help Desk Staffing in needing improvements
- Round Rock PD has been trained
- Submission Services:
100 agencies in CRASH
Harris County and Austin PD included
- STEP Agency requirements for Electronic submission of Crash reports planned for FY2015

EMS/Trauma Registry Update – Tammy Sajak

GTEC Trauma System Committee improvements

- Website Help Upgrade/Customer Service requirements
- Looking at data elements that are most useful

Training

- How to use system and check for errors
- Screen shots available in help screens

New Build in Database

- Reports generator improvements. Indicator report for users
- Importing of records for FY2013
- Web based data entry
*NEMSIS compliant in FY2014

Traffic Records Funding 405c– Terry Pence

- Consolidation Crash and Analysis under Debra Vermillion
- FY2013 has an expected additional \$ 2.6 Million + \$835,000
- FY2014 has an expected \$ 2.6 million available

Citation and Adjudication – Hon. Laura Weiser

- DWI Conferences are prime focus
- Work with DWI Court in San Antonio
- Standard form for citations
- Feasibility is low
- Work with CJIS for eCitations recommended



TRCC

Wednesday, February 5 2014
2pm -4 p.m.

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2014 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2013

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer
- **Updates on Projects**
 - TxDOT CRIS/CRASH - Debra Vermillion
 - Department of Public Safety Projects – JoeAnna Masracchio and Major Ron Joy
 - Department State Health Services – Tammy Sajak
 - Texas Center for the Judiciary – Judge Laura Weiser
- **TRCC Discussion Items**
 - Accomplishments and Gaps – Freddie Summer
 - TRIPRS Training
 - Update Strategic Plan (GO Team)
 - TRCC Member Expansion (TxDMV, CJIT, TxDOT TPP, TDI etc.)

ATTENDEES

Carol Rawson
 Terry Pence
 Debra Vermillion
 Freddie Summer
 Tammy Sajak
 Ron Joy
 JoeAnna Masracchio
 Laura Weiser
 Frank Marrero
 Timothy Fitten
 Margo McCormick
 Rob Klein
 Steve Ratke
 Rodney Baumgartner
 Other

HANDOUTS

Agenda
 2014 Strategic Plan

Minutes

Attending Designees, Carol Rawson, Maj. Ron Joy, Tammy Sajak, Debra Vermillion, Judge Laura Weiser

Other Attendees, Terry Pence, Frank Marrero, Rob Klein, Freddie Summer

Debra Vermillion – TxDOT CRIS CRASH Update

- 1 FY2014 Project Update
- Crash Report purchase available online February 23, 2014
- Partnership with DPS – Link on each other Website and Cards for how to get your crash record to DPS
- CRASH Query Tool for public August 2014
- Crash Form change will occur 1/1/15
- DMV release of vehicle data sharing in progress after long hiatus

Major Ron Joy – DPS

- State Crash Team User Group is active
- TLETS system interface is still in progress

Tammy Sajak – DSHS EMS/Trauma Registry

- Staffing update – 6 new staff
- Tracking of customer service – RAC D project in Abeline
- Technical, NTDB and NEMSIS Improvements
- Ongoing trainings
- Fire Fighter data upload at nearly over 80% submission rate

Rob Klein – DSHS Project Manager

- Enhancement are being reviewed DSHS Finance
- 2 year plan in progress
- Web Service in progress for ease of sharing data between TxDOT and DSHS

Judge Laura Weiser – Center for Judiciary

- Ignition Interlock training for judges
- San Antonio DWI Court
- Meeting in Valley between Judges, Prosecutors, Defense, and Law Enforcement
- Meeting with all level of judges in FY15

Accomplishments

- Tammy Sajak and Larbi Hanni trained in TRIPRS
- Traffic Safety Section access to Dashboard

Strategic Plan

- Will a portion of the State Highway Strategic Plan
- Next meeting date will be revised to meet SHSP deadline and new projects for FY2015



TRCC

Thursday, April 17, 2014
9 a.m. – 12 p.m.
TxDOT Austin District

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2014 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2013

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer
- **Voting Items**
 - Project Approval for FY2015 (See Attached List)
 - Project Presentations
 - Department State and Human Services – Christopher Drucker and Rob Klein
 - CRIS/CRASH – Margo McCormick
 - Department of Public Safety - Maj. David Palmer
- **TRCC Discussion Items**
 - 2015 Update to the Texas Traffic Safety Information System Strategic Plan
 - Subcommittees (Impaired Driving, Other Subcommittees)

Minutes:

Introductions

DSHS Vacancy on the TRCC – Commission to appoint a new designee

1st Presenter – Rob Klein with DSHS PowerPoint of FY 2015 Project and distribution of slides to attendees

2nd Presenter – Maj David Palmer of DPS - HSOC Project

3rd Presenter – Margo McCormick for TxDOT – CRIS/CRASH Power Point with handouts

Discussion:

Holly Doran with Center for Judiciary confirmed that Texas State Supreme Court has mandated records to become digital. Office of Court Administrators tasked with development of data base.

Call for vote for FY2015 Projects – Vote YES unanimous

Meeting called 11:42 a.m.

ATTENDEES

Carol Rawson
Terry Pence
Debra
Vermillion
Freddie Summer
Christopher Drucker
Margo McCormick
Rob Klein
Holly Doran
Maj. David Palmer

HANDOUTS

Agenda
2015 Project List

**PART 3: IMPAIRED DRIVING COUNTERMEASURES
SECTION 405 (D) ATTACHMENTS**

MID RANGE STATE NOTATION

The Texas Department of Transportation (TxDOT) will continue to meet with the Texas Impaired Driving Task Force to update the statewide impaired driving strategic plan that meets the requirements outlined in MAP-21. The statewide plan was submitted to NHTSA and is attached as attachment #3.1.

ATTACHMENT 3.1: TEXAS IMPAIRED DRIVING STRATEGIC PLAN

- State of Texas - Statewide Impaired Driving Strategic Plan

A report to
TEXAS DEPARTMENT OF TRANSPORTATION
Approved by the
TEXAS IMPAIRED DRIVING TASK FORCE
Submitted by the
TEXAS A&M TRANSPORTATION INSTITUTE



Texas Impaired Driving Plan

June 2014

TEXAS IMPAIRED DRIVING PLAN

by

Melissa N. Walden, P.E., Ph.D.
Senior Research Scientist
Texas A&M Transportation Institute

Prepared by the
Texas A&M Transportation Institute
on behalf of
Texas Department of Transportation
approved by the
Texas Impaired Driving Task Force

Revised: June 2014
Originated: August 2013

TEXAS A&M TRANSPORTATION INSTITUTE
College Station, Texas 77843-313



June 23, 2014

To Whom It May Concern:

The Texas Statewide Impaired Driving Task Force serves in an advisory and strategic capacity to not only help identify problems and countermeasures, but also to help drive solutions for the impaired driving problem in Texas. The task force includes representatives from a diverse set of stakeholder organizations that are involved with addressing impaired driving issues in the state.

In accordance with MAP-21, a qualifying criteria for Section 405 Impaired Driving Countermeasure Grant funding for Mid-Range States, Texas is in this category, is to submit a statewide impaired driving plan developed by a statewide impaired driving task force that addresses the problem of impaired driving. This plan was originally developed in 2013 and the following document is the 2014 revision of the Texas Impaired Driving Plan as approved by the Texas Statewide Impaired Driving Task Force. This plan will guide the task force and the state as we enter the 2015 fiscal year.

The Texas Department of Transportation serves as the Governors Highway Safety Office for Texas and I fully support the efforts of the Texas Impaired Driving Task Force. This impaired driving plan provides a comprehensive strategy for preventing and reducing impaired driving behavior in Texas.

Sincerely,

Carol T. Rawson, P.E., Director
Traffic Operations Division

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The Texas Impaired Driving Plan has been developed and regularly revised as a means to support the Alcohol and Other Drug Countermeasures Program within the Texas Department of Transportation (TxDOT). The Plan is intended to be a dynamic roadmap that also integrates initiatives not directly related to TxDOT, but that serve to address the problem of impaired driving as a critical concern in Texas.

FRAMEWORK FOR THE TEXAS IMPAIRED DRIVING PLAN

The Texas Impaired Driving Plan is a comprehensive document that is intended to lead the reader through the State's approach to addressing the issue of impaired driving. The Texas Impaired Driving Task Force has developed and approved this Plan in preparation for submission through the Texas Department of Transportation (TxDOT) to the National Highway Traffic Safety Administration (NHTSA) in accordance with MAP-21. 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.

In an effort to ensure that the consumers of this Plan understand the contents of this Plan, Texas has included a discussion of the Plan's framework so that the reader is aware of items contained in this document. It was essential to include a number of exhibits in the appendices in order to provide the required information in the Plan, but not all of these items are referenced directly in the narrative portion of the Plan. This discussion of the Plan's framework will serve as a summary guide for the reader.

The Texas Impaired Driving Plan is organized according to the *Uniform Guidelines for State Highway Safety Program, Guideline Number 8 - Impaired Driving*. The Plan includes the following sections:

- **Background** - Development of the Statewide Task Force and operational definitions
- **Problem Identification** - Data analysis and performance metrics
- **Program Management and Strategic Planning** - Task Force, strategic planning, program management, resources, data and records, and communications program
- **Prevention** - Promotion of responsible alcohol service, promotion of transportation alternatives, conducting community-based programs related to schools, employers, community coalitions, and traffic safety programs
- **Criminal Justice System** - Laws, enforcement, publicizing high visibility enforcement, prosecution, adjudication, administrative sanctions, and driver licensing programs

- **Communication Program** - Development of a year-round plan, focus on knowledge and awareness, changing attitudes, influencing and sustaining behavior, market research, media relations, public affairs/advocacy
- **Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation** - Screening, assessment, treatment, recovery, health care settings, and monitoring impaired drivers
- **Program Evaluation and Data** - Establish and maintain a records system to inform the Alcohol and Other Drug Countermeasures Program

The Appendices are intended to provide additional background information that support the Plan's narrative. The Appendices also provide documentation in terms of the history and progress of the Impaired Driving Task Force.

- **Appendix A – Impaired Driving Task Force with Individual and Representative Organization** - Detailed list of individual members of the Task Force as well as the organizations they represent
- **Appendix B – Texas Impaired Driving Task Force and Working Group Procedures** - Summary of the general procedures for the development, maintenance, and operation of the Texas Impaired Driving Task Force and the smaller working groups
- **Appendix C – Alcohol and Other Drug Countermeasures Projects According to Focus Area** - A listing of projects from the FY 2013 – 2015 grant years that support the objectives of TxDOT's Alcohol and Other Drug Countermeasures Program according to the area that the project targets [media, law enforcement, judiciary, etc.] – illustrates the breadth and depth of the program
- **Appendix D - Texas Alcohol and Other Drug Countermeasures Program – Assessment Matrix June 2014 Revision** - The internal assessment matrix that has been used to track the progress towards the NHTSA State Alcohol Program Assessment recommendation from November 2010
- **Appendix E – Local and Statewide Coalitions**
- **Appendix F – Agenda, Attendance, and After Action Report - June 2014 Texas Impaired Driving Forum**
- **Appendix G – Agenda, Attendance, and After Action Report - April 2014 Texas Impaired Driving Forum**
- **Appendix H – Agenda, Attendance, and After Action Report - July 2013 Texas Impaired Driving Forum**

- **Appendix I – Agenda, Attendance, and After Action Report – September 2012 Texas Impaired Driving Forum**
- **Appendix J – Agenda, Attendance, and After Action Report – September 2011 Texas Impaired Driving Forum**
- **Appendix K – Approval Form for Impaired Driving Plan** - The individual approval form for each of the Texas Impaired Driving Working Group members related to the 2014 Plan

BACKGROUND

Texas, in cooperation with local and regional jurisdictions and tribal governments, has developed a comprehensive Highway Safety Plan (HSP). Although that Plan contains a component that addresses impaired driving, it was determined that Texas needed an Impaired Driving Plan that provides additional detail related to the reduction of the number of impaired driving crashes that result in fatalities and severe injuries as well as impaired driving in general. Throughout this Plan, the term *impaired driving* is used to mean operating a motor vehicle while under the influence of alcohol and/or drugs, including prescription, over-the-counter, or illicit substances. The Texas Impaired Driving Plan was developed in accordance and reflects all elements set forth in NHTSA's *Uniform Guidelines for State Highway Safety Programs, Number 8 – Impaired Driving*. This Plan is revised on an annual basis with input and the approval of the Texas Statewide Impaired Driving Task Force.

Operational Definitions

Alcohol-Related Crashes – Crashes where at least one of the drivers had a BAC of 0.08 g/dL or above at the time of the crash.

Crash Reporting – Various data sources contribute to forming problem identifications, and project and program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the TxDOT file are classified as K, A, B, or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:

- K = At least one person was killed
- A = Incapacitating injury
- B = Non-incapacitating injury
- C = the most severe injury sustained was a possible injury

Driving Under the Influence (DUI) – Texas statute provides a provision for any detectable amount of alcohol when a person is under 21 years of age. This is considered a DWI vs. a DUI when the BAC is at or above 0.08. The Texas statute that covers DUI is ABC 106.041 Driving Under the Influence by Minor.

Driving While Intoxicated (DWI) – A person commits an offense of DWI if the individual is operating a motor vehicle in a public place and has lost the normal use of their mental and/or physical faculties due to the introduction of alcohol and/or other drugs, or is at or above a 0.08 BAC.

Impaired/Impairment – The condition of being unable to perform as a consequence of physical or mental unfitness. Related to DWI, this unfitness was caused by the consumption of alcohol

and/or other drugs and is evidenced by a BAC of at or above 0.08 g/dL or the observation of a driver who has lost the normal use of their mental and physical faculties.

Recidivism – Refers to a person’s relapse into criminal behavior often after a person receives sanctions or undergoes intervention for a previous crime. Recidivism is measured by criminal acts that resulted in rearrests, reconviction, or return to prison with or without a new sentence within a three year period following the individual’s release. In terms of this Plan, an example of recidivism would be a person who is arrested for an impaired driving offense, such as DWI, and is rearrested for another impaired driving offense within three years of the first arrest.

Texas Impaired Driving Plan – The document is intended to specifically support and inform the Texas Alcohol and Other Drug Countermeasures Program. The Plan was developed based on the requirements of MAP-21 and NHTSA’s *Uniform Guidelines for State Highway Safety Programs*. The major sections in the Plan are Program Management, Prevention, Criminal Justice System, Communication Program, Screening, Assessment, Treatment and Rehabilitation, and Program Evaluation and Data.

Texas Impaired Driving Program Internal Assessment Matrix – Following the NHTSA Alcohol Assessment in November 2010, Texas began utilizing an internal impaired driving matrix as a discussion and action item tool with the Impaired Driving Task Force. The matrix detailed the final recommendations from the NHTSA team with special emphasis on the priority recommendations. This matrix tool is an easy to read document that details the recommendation, implementation status, and any commentary or references that are specific to that recommendation. The Impaired Driving Program Internal Assessment Matrix is revised at least once a year based on input from the Impaired Driving Task Force, and this revision process is facilitated by the Texas A&M Transportation Institute (TTI).

Texas Impaired Driving Task Force – A group of individuals and organizations representing the diverse stakeholders who are involved with impacting the impaired driving problem in the state of Texas. This group has representatives from a cross-section of organizations covering the areas of prevention, the criminal justice system, media development and education, advocacy, research, driver licensing and traffic records, traffic safety program management, as well as public health, screening, and treatment. Texas is a large, diverse state, so the members of the Task Force provide for representation in terms of various aspects of the impaired driving problem, potential solutions as well as geographic and demographic perspectives. At a minimum, the Task Force meets twice a year and is supported administratively by a grant administered by the Texas A&M Transportation Institute (TTI).

Texas Impaired Driving Working Group – A subgroup of the Texas Impaired Driving Task Force that meets twice a year to address ad hoc items related to the Impaired Driving Plan or specific issues connected to the impaired driving problems in the State. This group has the same type of representation as the Texas Impaired Driving Task Force, but is limited to one representative per

area of expertise (e.g., one individual from the judicial area who will represent that area's perspectives). This approach allows the Impaired Driving Working Group to address items as needed with a quick turnaround. Each member is responsible for communicating with others in their area of expertise and bringing their integrated perspectives to the Working Group.

Basis of Determination

The Texas Impaired Driving Plan has been organized in accordance with the general areas stated in NHTSA's *Uniform Guidelines for State Highway Safety Programs, Number 8 - Impaired Driving*. This format is also consistent with the internal assessment matrix that Texas has utilized as a discussion tool for the Task Force. The internal assessment was developed based on the recommendations from the NHTSA State Alcohol Assessment that was completed in November 2010. This Plan addresses the recommendations of the assessment team, but also moves beyond individual recommendations to ensure that the Texas Impaired Driving Plan serves as a framework for continuous improvement in the problem of crashes attributed to impaired drivers.

PROBLEM IDENTIFICATION

Alcohol impaired driving continues to be an issue in Texas. Texas ranks in the top 10 states nationally (4th) for the fifth consecutive year for alcohol-related fatalities per 100 million vehicle miles traveled. *Alcohol-related* 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.

The following graphs provide an overview of the problem of impaired driving in the state of Texas. Although the trends indicate improvement in the number of alcohol-related fatalities involving adults and those under the age of 21 years old, it is important to recognize that Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving. The Impaired Driving Task Force is a critical component to address this problem.

All projects supported by the Texas Department of Transportation (TxDOT) Traffic Safety Section are based on thorough problem identification that utilizes state and federal crash data as well as other data related to geographic and demographic aspects of traffic safety and driver behavior. Data-driven problem identification is a critical element of Texas' strategic and operational planning in traffic safety and operations. The State and, more specifically, the Impaired Driving Task Force use education, encouragement, enforcement, engineering, and evaluation in order to develop strategies for addressing identified problems and targeted groups. In order to ensure that the State is making progress, performance metrics have been identified and stakeholder input and participation has been demonstrated through the creation and maintenance of this Plan.

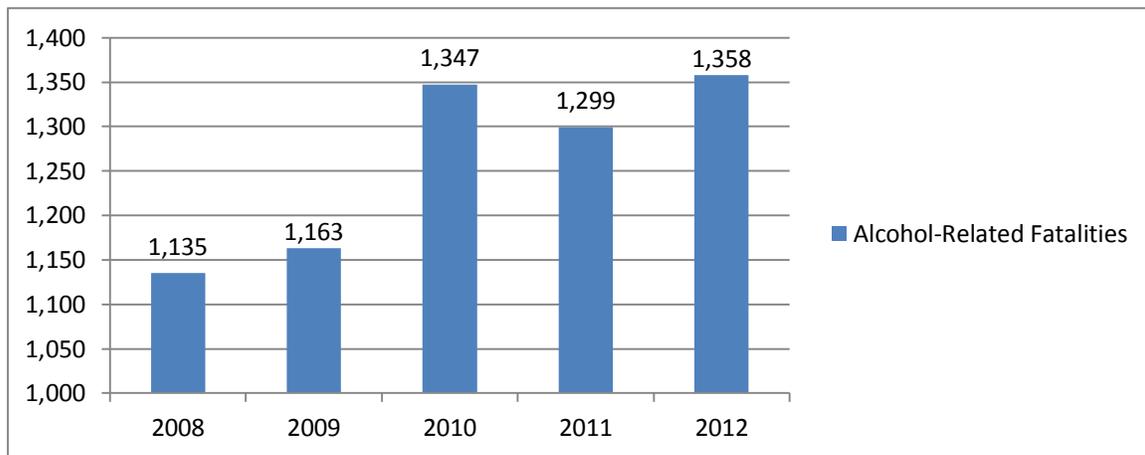
During the course of developing and revising this Plan, the Task Force members identified a number of potential performance measures that could be used to illustrate the impact of countermeasures and demographic changes on the number of alcohol-related fatalities. The Task Force agreed that further discussion related to additional performance measures should be referred to an ad hoc subcommittee to be vetted and presented to the full Task Force at its next meeting. Based on this decision, this version of the plan focuses on performance measure typically used by TxDOT in reporting to federal agencies including NHTSA. Texas reports alcohol-related crash statistics to NHTSA in terms of the following:

- Number of fatalities involving driver or motorcycle operator with 0.08 BAC or above
- Rate of alcohol-related fatalities per 100 MVMT
- Percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator

The metrics associated with fatal injuries attributed to crashes involving at least one driver under the influence of alcohol is provided in the following figures:

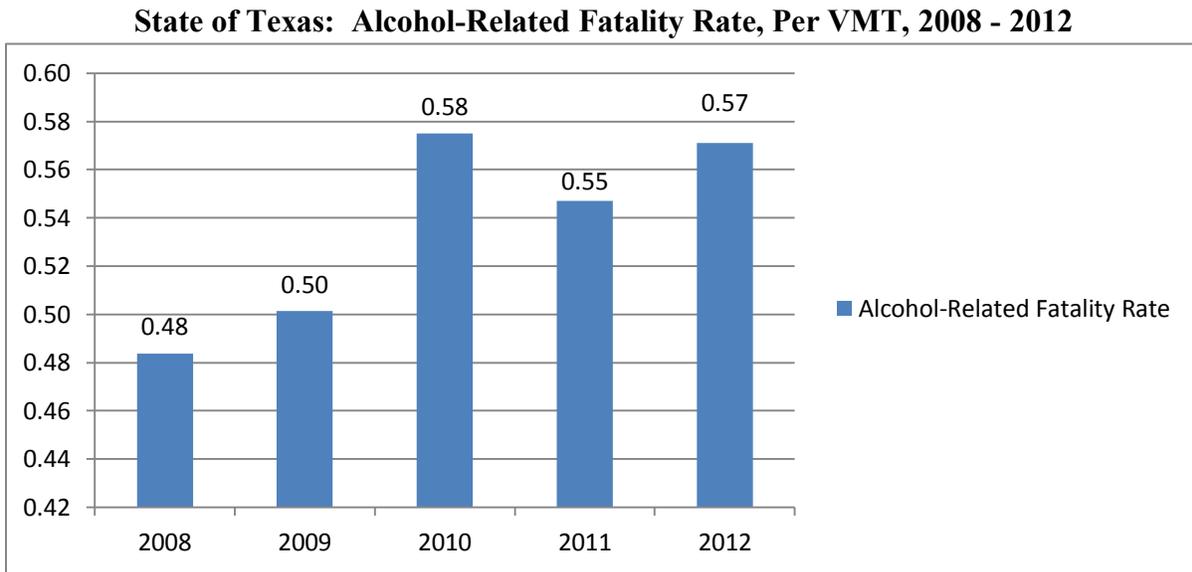
Figure 1. Alcohol-Related Fatalities, 2008 - 2012

State of Texas: Alcohol-Related Fatalities, 2008-2012



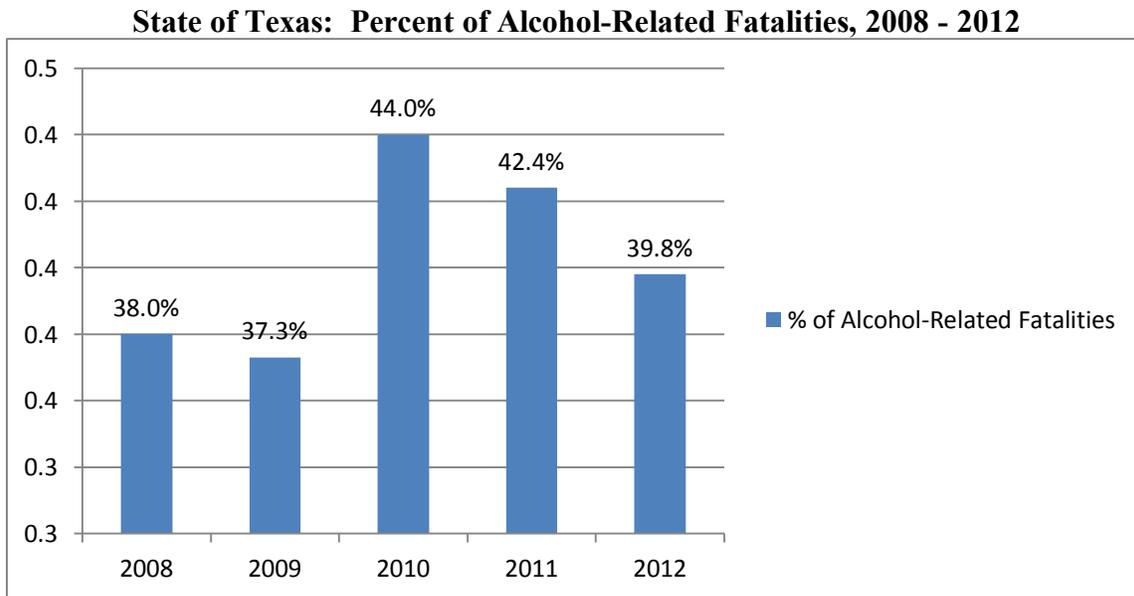
Source: FARS. (April 21st, 2014).

Figure 2. Alcohol-Related Fatality Rate, Per VMT, 2008 - 2012



Source: FARS. (April 21st, 2014).

Figure 3. Percent of Alcohol-Related Fatalities, 2008 - 2012



Source: FARS. (April 21st, 2014).

PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Task Force

The Texas Statewide Impaired Driving Task Force has evolved over the last ten years. What began as a loosely structured meeting with representatives primarily from enforcement, training, and TxDOT, the Texas Statewide Impaired Driving Task Force has developed into a multi-faceted representation of individuals and organizations focused on the elimination of impaired driving in an effort to reduce fatal and severe injury crashes. At present, the group consists primarily of representatives from subgrantees associated with the TxDOT Alcohol and Other Drug Countermeasures Program in the HSP. The Texas Statewide Impaired Driving Task Force continually identifies new members to ensure that the group reflects all aspects of the problem of impaired driving. If an area is not part of the group of TxDOT subgrantees, then non-affiliated individuals or organizations will be invited to join the group. The Texas Statewide Impaired Driving Task Force includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving. A summary of the participating organizations is contained in Table 1. The list of current members of the Texas Statewide Impaired Driving Task Force is included in Appendix A of this Plan. Each member is identified according to organization, and each organization is identified based on the area of expertise that they represent (law enforcement, underage, criminal justice, etc.).

As the following list illustrates, the Texas Impaired Driving Task Force has representation that addresses the impaired driving process as well as demographic and geographic considerations. The Task Force membership reflects that diversity recommended in NHTSA's *A Guide for Statewide Impaired Driving Task Forces* and *Uniform Guidelines for State Highway Safety Programs, Number 8 – Impaired Driving* including, but not limited to, the following:

- Law Enforcement, including Training and Education
- Judicial
- Prosecution
- Research
- Pre-K-12 and Post-Secondary Educators
- Alcoholic Beverage Commission
- Advocacy
- Marketing (Public Information and Education) and Advertising Agencies
- Medical and Public Health
- Prevention
- Treatment
- Probation and Parole
- Employer-Based and Employee-Focused
- Municipalities
- Research

- Community Coalitions
- Driver Education/Training
- Other Stakeholders, including Interlock Ignition Providers and Distributors

Table 1. Texas Impaired Driving Task Force Membership According to Organization and Area of Expertise.

Organization	Prevention	Enforcement – Local	Enforcement - State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
AAA - Texas	X									X			X	X	X	X	X		X	X
Baylor Scott and White – Hillcrest, Texas RED Program	X									X	X					X			X	X
Baylor Scott and White Health – Hillcrest, TeenSafe	X									X	X					X				X
Bexar County District Attorney’s Office		X			X														X	X
City of San Antonio - Police Department		X																	X	X
Collin County - District Attorney’s Office		X			X														X	X
Educational Service Center - 14	X															X				X
Educational Service Center - 6	X													X		X				X
Enviromedia (Ad Agency)	X									X						X			X	X
GDC Marketing	X									X						X			X	X
Harris County		X																	X	X
Harris County Constable Precinct 4		X																	X	X

Organization	Prevention	Enforcement – Local	Enforcement - State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Harris County District Attorney's Office		X			X														X	X
Houston-Galveston Area Council		X											X						X	X
Law Enforcement Mobile Video Institute				X												X			X	X
MADD – Bexar County	X														X				X	X
MADD – El Paso County	X														X				X	X
MADD - Harris and Montgomery Counties	X														X				X	X
MADD – Smith and Gregg Counties	X														X				X	X
MADD - Travis, Cameron, Hidalgo, and Dallas Counties	X														X				X	X
Montgomery County District Attorney's Office		X			X														X	X
National Injury Prevention Council						X	X	X							X				X	X
National Safety Council	X									X					X	X		X	X	X
NHTSA – Region 6 Office														X					X	X
Sam Houston State University – College of Criminal Justice				X			X									X		X	X	X

Organization	Prevention	Enforcement – Local	Enforcement - State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Sherry Matthews Advocacy Marketing (Ad Agency)	X										X					X			X	X
Smart Start, Inc.								X								X				
Tarrant County District Attorney’s Office		X			X														X	X
Texans Standing Tall	X			X						X					X	X				X
Texas A&M AgriLife Extension Service	X							X								X			X	X
Texas A&M Transportation Institute - Center for Alcohol and Drug Education Studies	X						X	X	X							X	X		X	X
Texas A&M Transportation Institute - Center for Transportation Safety	X			X				X		X						X	X		X	X
Texas A&M Transportation Institute – Teens in the Driver Seat	X													X		X	X			X
Texas Alcoholic Beverage Commission	X		X																X	X
Texas Association of Counties	X					X	X	X								X			X	X
Texas Center for the Judiciary						X	X	X	X							X			X	
Texas Department of Public Safety			X	X				X				X							X	X

Organization	Prevention	Enforcement – Local	Enforcement - State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Department of State Health Services	X								X		X						X		X	X
Texas Department of Transportation - District Traffic Safety Specialist													X						X	X
Texas Department of Transportation - Statewide Program Managers														X					X	X
Texas District and County Attorneys Association				X	X			X								X			X	X
Texas Education Agency	X															X				X
Texas Education Agency Driver Training	X															X				X
Texas Justice Court Training Center						X										X			X	X
Texas Municipal Courts Education Center	X					X		X								X			X	X
Texas Municipal Police Association	X			X										X	X	X			X	X
Texas Professional Driver Education Association	X											X	X	X		X			X	X
Texas School Safety Center	X															X				X
Travis County Attorney’s Comprehensive Underage Drinking Prevention Program	X	X														X				X

Organization	Prevention	Enforcement – Local	Enforcement - State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Travis County Attorney's Office		X			X														X	X
University Medical Center of El Paso	X										X					X			X	X
University of Houston Downtown				X												X			X	X

Currently, the Texas Statewide Impaired Driving Task Force meets twice a year. The first meeting is traditionally conducted by the Texas Center for the Judiciary (TCJ) as part of its TxDOT grant. It is typically held in January. The timing of this meeting allows subgrantees (especially those with new grants) to highlight their project activities. This meeting also allows media subgrantees to reveal new campaigns and products. Subgrantees also discuss potential proposals for the upcoming grant year and may receive a NHTSA update, if appropriate. Each attendee leaves this meeting with a clear understanding of the projects associated with the TxDOT Alcohol and Other Drug Countermeasures Program. Task Force members also have the opportunity to network, which allows for collaborative programming to address impaired driving.

The second Texas Statewide Impaired Driving Task Force meeting is facilitated by the Texas A&M Transportation Institute (TTI) and is customarily held in the spring. This meeting is held early enough so that revisions can be made to the Impaired Driving Plan prior to being submitted to NHTSA. The timing of these meetings will change depending on the timeline associated with TxDOT requirements as they relate to NHTSA deadlines. The TxDOT Alcohol and Other Drug Countermeasures Program Manager may take some time to highlight a new grant or any other pertinent information, but the primary goal of this meeting is to discuss the progress toward the priority recommendations from the NHTSA assessment (2010), as well as strategies and planned actions outlined in the Texas Impaired Driving Plan. The group also examines potential gaps in the program based on its individual expertise and familiarity with programs internal or external to the state of Texas. The format for this meeting is different from the one conducted by TCJ. This session includes breakout groups charged with addressing specific issues. The Task Force also discusses legislative issues according to how it might impact the implementation or maintenance of effective impaired driving countermeasures. This meeting also has an associated output – the updated internal assessment document addressing the progress towards NHTSA recommendations and a revised version of the Texas Impaired Driving Plan as well as other related items brought forward by the Task Force.

The primary focus of the Texas Impaired Driving Task Force is to prepare and maintain the Texas Impaired Driving Plan. This Plan has evolved from a simplified internal assessment into a detailed document that provides both strategic and operational direction for the State and TxDOT specifically in terms of eliminating the problem of impaired driving on Texas roadways. The complete standard operating procedures for the Texas Impaired Driving Task Force have been included in Appendix B of this Plan, but the major items of responsibility are as follows:

- Identify specific impaired driving problems in Texas spanning the entire process (prevention to enforcement to adjudication to treatment)
- Identify and recommend methods to reduce impaired driving in Texas
- Identify obstacles impeding the deployment of effective countermeasures in Texas including the evaluation of such countermeasures

- Identify and address unintended consequences that have or may result from the implementation of countermeasures including laws, campaigns, and processes
- Establish and maintain an effective network of stakeholders to communicate and work collaboratively to address the problem of impaired driving in Texas

In Texas, the Impaired Driving Task Force is a very large organization. In order to operate effectively, the State identified representatives from specific groups to serve on the Texas Impaired Driving Working Group. Members of this group represent the following types of stakeholders:

- TxDOT - State Highway Safety Office Representative
- Law Enforcement
- Prosecution - Traffic Safety Resource Prosecutor
- Adjudication - Representative from the Statewide Judicial Training Organizations
- Probation
- Treatment and Rehabilitation
- Education - Including Driver Education, Law Enforcement, and General: Pre-K-12 or Post-Secondary
- Communications - Representative from one of the Media Development Organizations
- Research
- Data and Records
- Public Health/Medical
- Advocacy
- Employer
- Community Coalitions
- Prevention Groups

In addition to the Working Group, ad-hoc subgroups are formed as required to address particular issues related to one area of the impaired driving problem in the State. An example of this type of subgroup is the individuals who review the results of the legislative session to determine how new or revised statutes affect the issue of impaired driving in the State.

Strategic Planning

The most recent strategic planning session for the Texas Traffic Safety Program addressed the period including FY 2012–FY 2016. The session reevaluated the program areas, goals, strategies, and reviewed the traffic safety program mission statement.

The TxDOT Traffic Safety Section (TRF-TS) in the Traffic Operations Division (TRF) sought public comments by posting a Request for Comments (RFC) on the Texas Register and sending e-mail notifications to all registered users of eGrants. Comments were received from:

- TxDOT traffic safety and engineering professionals within TRF at Austin headquarters
- TxDOT Traffic Safety Specialists
- NHTSA Region 6
- Texas A&M Transportation Institute
- San Antonio Metropolitan Planning Organization
- Texas Education Agency
- Law Enforcement Mobile Video Institute
- Texas Center for the Judiciary

The organizations listed above account for those who made formal comment through the call posted in the Texas register. The overall strategic planning process has also been supported through workshops in the past. In the case of the Alcohol and Other Drug Countermeasures Program, program partners (those with TxDOT Traffic Safety projects) and other members of the Texas Impaired Driving Task Force not only meet regularly as a group, but also provide input to TxDOT on an ad hoc basis. This integration has provided the program with both strategic and operational support from a diverse, consistent set of stakeholders.

As an outgrowth of the overall strategic planning process, Texas develops specific goals for the traffic safety program along with specific strategies and associated performance measures.

The following are the Goals, Strategies, and Performance Measures established for the Alcohol and Other Drug Countermeasures Program Area for the Texas Highway Safety Plan through the State's strategic planning process:

Goals

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

Strategies

- Increase and sustain high visibility enforcement of DWI laws
- Improve BAC testing and reporting to the State's crash records information system
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns
- Increase the number of law enforcement task forces and coordinated enforcement campaigns
- Increase training for anti-DWI advocates
- Increase intervention efforts
- Improve and increase training for law enforcement officers
- Improve DWI processing procedures
- Improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers
- Increase the use of warrants for mandatory blood draws

- 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
- Increase enforcement of driving under the influence by minors laws
- Increase public education and information, concentrating on youth age 5–13 and 14–20, including parent education on drinking

In order for the strategic planning to be an integral part of the Texas Impaired Driving Plan, the goals and strategies are not only part of the internal operations of the program, but integrated into the actions of the Impaired Driving Task Force. The following are the performance measures that have been identified as metrics to assess the impact of the Alcohol and Other Drug Countermeasures Program.

Performance Measures

- Number of DUI-related (alcohol or other drugs) KAB crashes
- Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
- Number of impaired-driving arrests made during grant funded enforcement activities
- Number of 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year olds

It is the intention of the Texas Impaired Driving Task Force to identify secondary performance measures related to crashes, program deployment, youth, and other items in order to better understand the impact of countermeasures on the number of fatal and serious injury crashes where at least one driver is deemed to be impaired by alcohol and/or other drugs.

Program Management

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TRF-TS) in the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The program management staff is located at the Austin headquarters, and the traffic safety specialist field staff is stationed across the State in support of the 25 TxDOT districts. Federal funding is secured from the National Highway Traffic Safety Administration (NHTSA), a division of the U.S. Department of Transportation (USDOT). Over 300 traffic safety grants are awarded annually to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. One hundred and thirty-six alcohol and other drug countermeasures projects were planned in the Texas Highway Safety Plan for FY 2013, 164 projects were planned for FY 2014, and 117 projects are planned for FY 2015.

The Alcohol and Other Drug Countermeasures Program has developed strong relationships with a diverse set of program partners as well as other individuals and organizations not currently subgrantees of TxDOT. This network not only addresses the goals and strategies associated with the Alcohol and Other Drug Countermeasures Program but also provides expert resources for the

program in an ad hoc capacity. The program partners work together with TxDOT to create a multi-faceted, cohesive program, as opposed to a group of projects, in order to address the problem of impaired driving in Texas.

Resources

The Texas Highway Safety Plan Alcohol and Other Drug Countermeasures Program Area has a comprehensive approach to addressing the problem of impaired driving in Texas. A list of current and tentatively approved projects for the program is included in Appendix C. The following table provides a fiscal summary for FY 2014-2015:

Table 2. Fiscal Summary for FY 2014 - FY 2015

	FY 2014 Planned	FY 2014 Award	FY 2015 Planned
Federal	\$22,956,348	\$16,270,971	\$18,640,713
State	\$1,480,846	\$250,000	\$1,300,000
Program Income	\$28,350	\$17,850	\$21,600
Match	\$19,984,707	\$10,387,806	\$13,410,825
Total	\$44,450,251	\$26,926,627	\$33,373,138

Currently, some of the costs associated with addressing the impaired driving issues in Texas are supported by fines related to offenses. The Texas Legislature has been hesitant in recent years to impose additional fines. The Impaired Driving Task Force continues to examine ways that fines could be applied in order to support traffic safety initiatives from a fiscal perspective.

Data and Records

The primary source of data used for traffic safety programs originates from information collected by law enforcement officers at a crash site. This information is then input into a statewide crash database referred to in Texas as TxDOT’s Crash Records Information System (CRIS). Texas has spent significant time and resources upgrading its crash records system so that local and state level stakeholders have accurate and complete datasets to analyze. The crash system data is combined with other sources including the U.S. Census, Fatality Analysis Reporting System (FARS), and other localized databases to ensure that the State’s impaired driving program is fully supported in regards to data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, encouragement, and evaluation activities throughout the State. This part of the impaired driving program also satisfies the need for integration with the Traffic Records Coordinating Committee (TRCC). TRCC is comprised of designees from TxDOT, DSHS, Texas Department of Public Safety (TxDPS), and Center for Judiciary, who are also members of the Impaired Driving Task Force. Additionally, the Texas A&M Transportation Institute, also a program partner, provides extensive data analysis to TxDOT and facilitates the development of the Texas Strategic Highway Safety Plan.

- *Crash Reporting* – Various data sources contribute to forming problem identifications, and project and program evaluation. The majority of the data originates from TxDOT’s Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the TxDOT file are classified as K, A, B, or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:
 - K = at least one person was killed
 - A = incapacitating injury
 - B = non-incapacitating injury
 - C = the most severe injury sustained was a possible injury.
- *Location Specific* – Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected from TxDOT.
- *Other Location* – 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. Seat belt and child passenger safety seat use data derives from local and statewide observational surveys. Health, injury, and emergency response data obtained from the Texas Department of State Health Services (DSHS).
- *CRIS* – CRIS data supports problem identifications at statewide and local levels. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Crash File are not always in sync.

PREVENTION

In the area of impaired driving, NHTSA recommends that prevention programs should include public health approaches, such as interventions that alter social norms related to drinking and driving, change the occurrence of risky behaviors, as well as create safer environments. Texas encourages prevention through a diverse and culturally responsive set of multi-faceted approaches including public health, advocacy, communication campaigns, alcohol service restrictions, employer programs, safe community initiatives, driver education, and educational outreach. This is achieved through local, state, and national partnerships in conjunction with evidence-based strategies and best practices that encompass all age groups in rural and urban settings. The following subsections detail efforts being made by Task Force members to promote and educate Texans on responsible alcohol consumption.

Promotion of Responsible Alcohol Service

The Texas Impaired Driving Task Force works with TxDOT subgrantees and other local and statewide organizations to promote policies and best practices to prevent drinking and driving,

drinking by underage individuals, and any alcohol service to minors at the statewide and community level. Additionally, the group focuses on policies and best practices that prevent over-service to those individuals aged 21 and over. Education is promoted and provided by Task Force members, TxDOT, and other organizations to ensure voluntary compliance with responsible alcohol service.

One organization which works to promote responsible alcohol service is the Texas Alcohol Beverage Commission (TABC). TABC regulates third party, seller-server schools available throughout Texas and online. The program covers Texas' underage and over-service laws, and prevention strategies. These schools train about 350,000 people each year. This certification is valid for two years. TABC offers a Manager's Awareness Program (MAP) for owners and managers of licensed establishments to encourage voluntary compliance through education. Topics presented during MAP training include: responsible management practices, exemption from administrative action (safe harbor), civil liability for the licensed establishment, minors, private clubs, intervention techniques, signs of intoxication, refusing sales, policies and procedures, and checking employee certification for seller/server training. During FY 2013, TABC enforcement agents and auditors provided MAP training to 1,382 managers and other retail employees. Additionally, TABC offers a companion education program, known as SERVE, for all employees of licensed locations to deter violations and promote voluntary compliance with the Texas Alcoholic Beverage Code. Both the MAP and SERVE programs are offered free of charge to licensed retailers and their employees. Texas also promotes responsible social hosting at non-retail locations within communities. Education and campaigns related to best practices for social hosting and DWI prevention are utilized related to Zero Tolerance laws and responsible consumption of alcohol.

Risk-Based Enforcement

TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business behavior that could lead to serious violations. This process includes looking for pre-determined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are: increased inspection frequency for retailers with past histories of public safety violations, a greater emphasis on "after hours" establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of its complaint investigations to give investigations involving allegations of public safety offenses first priority in terms of time and resources.

Priority Inspection

TABC identifies retailers whose premises have been the scene of an offense with public safety implications, or that have been the subject of multiple complaints alleging such violations. Once identified, these retailers are assigned to one of five priority levels, which determine the frequency of TABC inspections. Priority levels are assigned based on the severity and number of

past violations or complaints, and on the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes, so long as no new violations are observed, a business will progress downward through the priority tiers. Inspections become less frequent with each downward step among the tiers. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when they are leaving licensed premises. These public safety violations are alcohol age-law offenses, intoxication offenses, prohibited hours offenses, drug-related offenses, disturbances of the peace, and human trafficking. Vice offenses such as prostitution are also considered when assigning priority status. Violations indicative of retailer financial stress are also reviewed because such offenses have been found to occur concurrently with or as a precursor to actual public safety offenses.

As part of this program, TABC also provides free training opportunities to retail managers and employees in an attempt to prevent future violations. Field offices are required to offer these opportunities to all retailers qualifying for the two highest tiers but routinely make them available to all other retailers as well. As result of its training initiatives, some 20,000 retail managers and employees were exposed to illegal sales recognition and prevention "best practices" techniques.

During FY 2013, 4,315 retailers qualified for priority status. TABC enforcement agents conducted over 21,000 inspections of these priority status retailers as the year progressed. These inspections produced nearly 300 criminal cases and over 500 administrative cases, mostly involving additional public safety offenses. Due to this model of compliance, the percent of inspections of priority locations resulting in the discovery of public safety violations has steadily declined, falling from 12.8 percent in FY 2006, to 6.1 percent by the end of FY 2013.

Promotion of Transportation Alternatives

TxDOT supports several projects related to responsible transportation choices including media campaigns and programs that directly support alternatives to driving after drinking. In FY 2013 and 2014, TxDOT implemented the following media campaigns aimed to prevent impaired driving: Christmas/New Year Holiday Campaign, Project Celebration, Impaired Driving Mobilization STEP Grant Program, Hispanic Impaired Driving Campaign, Labor Day, Football Season Impaired Driving, and College and Young Adult.

The Texas Impaired Driving Task Force members and their respective organizations work with other agencies which are not funded by TxDOT in order to continue to address this important component of an integrated Impaired Driving Plan. Some of these initiatives include: university peer-to-peer programs such as CARPOOL at Texas A&M University and Driving Jacks at Stephen F. Austin University; transportation alternatives at Fiesta and Fort Worth Stockyards;

small businesses providing alternative transportation and employer incentive programs; taxi voucher programs; and extended hours of public transportation.

As demand for alternative sober rides home have increased, private-for-profit companies have emerged to meet this need. One such type is a membership company which guarantees a ride or spare driver for the impaired person. Sober Monkeys, for example, not only provides a ride home for the intoxicated individual, but it also provides a professional sober driver for the intoxicated person's vehicle. Companies such as URide, Uber, and Lyft provide safe rides home much like a taxi would. Another example of safe transportation for those who intend to drink is shuttles to and from night life areas. These services allow individuals to schedule a ride to and from their destination. Some cities such as Austin are attempting to encourage the public to utilize these alternative modes of transportation by not ticketing or towing vehicles that are left overnight in the downtown area.

Conduct Community-Based Programs

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings including schools, employers, public health institutions, coalitions, local and state safety programs, parents and caregivers, community and professional organizations as well as advocacy groups.

Education

Texas employs community-based programs to reach students in both early education through 12th grade schools and post-secondary college campuses. The programs use public information and education simulators as well as training initiatives to engage students, parents and caregivers, teachers, administrators, volunteers, and student services staff to affect the social norms by engaging individuals in the educational environment.

Texas driver education programs are required to teach a minimum of six hours of alcohol awareness to all students in their programs. This early education is designed to prevent young drivers from getting behind the wheel intoxicated.

Further, the municipal courts have launched a public outreach program using judges and court staff as resources on impaired driving issues in schools and communities.

Additionally, there are a number of Texas trauma-based hospitals that conduct education and outreach about the effects of impaired, distracted, and unsecured driving. For example, Baylor Scott and White – Hillcrest employs the Texas RED and TeenSafe programs, which are designed to impact risky teen driving behavior.

Employers

Another approach to building a traffic safety culture of preventing impaired driving is through employers. The workplace is a critical area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers, but also the employer through lost

work time, poor performance, and potential liability. Impaired driving that occurs within someone's family can also impact the worker, co-workers, and employer. Traffic safety incorporated into the safety culture can impact the employee and their family members. It is important to look at Employee Assistance Programs as well as employee health fairs as opportunities to address driver behavior in the area of impairment. Traffic safety education and outreach incorporated into the safety culture is more far reaching than just the employer and the employee.

Community Groups and Coalitions

An additional approach is to engage community groups, coalitions and organizations, courts, government agencies as well as local traffic safety programs in impaired driving prevention. These organizations can include those groups that have or have not historically addressed traffic safety. In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of entities to provide education and disseminate information that raises awareness and may, subsequently, change impaired driving behavior through evidence-based prevention strategies that facilitate environmental changes. TxDOT has worked to create or facilitate the continuation of local coalitions. These coalitions primarily focus on traffic safety in general terms, but all of the coalitions include impaired driving as an area of interest. The name of a coalition does not always provide a complete picture of the activities that are undertaken or supported by the coalition. It is important to note that the local nature and membership diversity of these groups allows for effective dissemination of information as well as provides for input resources as the State level for strategic and operational initiatives. One such organization is Texans Standing Tall; this organization hosts regional forums and trainings based on initiatives that start at the community level to address impaired driving.

For a more comprehensive list of local and statewide coalitions and their respective Traffic Safety Specialists, please see Appendix E.

CRIMINAL JUSTICE SYSTEM

It is critical that in order for a State impaired driving program to be effective, it must engage all facets of the criminal justice system including law enforcement, prosecution, judiciary, and probation/community supervision. Each of these elements addresses general and specific deterrence. In order for deterrence to be effective, a multidisciplinary approach that ensures each criminal justice component is educated and engaged in its particular aspect of the issue of impaired driving must be used. For more than ten years, Texas has effectively involved law enforcement through adjudication in its Alcohol and Other Drug Countermeasures Program. The following sections detail how Texas addresses the engagement of the criminal justice system into the State's impaired driving program.

Laws

NHTSA has utilized evidence-based research to identify effective countermeasures that are recommended to states to reduce impaired driving. According to NHTSA guidelines, each state is expected to enact impaired driving laws that are sound, rigorous, and easy to enforce and administer. These laws should clearly: define the offenses, contain provisions that facilitate effective enforcement, and establish effective consequences. The guidelines provide specific suggestions to define offenses, provide facilitation for effective enforcement, and establish penalties for the offenses. Details related to the guidelines and how Texas laws address each one are included in Table 3.

The Texas statute information is detailed according to the following:

- Penal Code (PC) – A body of laws relating to crimes and offenses and the penalties associated with their commission
- Transportation Code (TC) – Provides definition of rules, offenses and penalties for activities related to the transportation system
- Alcohol Beverage Code (ABC) – Comprised of statutes related to the sale and consumption of alcoholic beverages
- Code of Criminal Procedure (CCP) – The main legislation related to the procedure for the administration of criminal law
- Health and Safety Code (HSC) – Comprised of statutes and regulations related to individuals and organizations providing health care records associated with these activities

Table 3. Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving.

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Define Offenses to Include	Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly;	PC 49.04 DWI PC 49.045 DWI With Child Passenger PC 49.07 Intoxication Assault PC 49.08 Intoxication Manslaughter
	Driving with a blood alcohol concentration (BAC) limit of .08 grams per deciliter, making it illegal “per se” to operate a vehicle at or above this level without having to prove impairment;	PC 49.01 (2)B Definitions TC 724.001 (9) Definitions
	Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense;	PC 49.04 (D) DWI PC 49.09 Enhanced Offenses & Penalties
	Zero Tolerance for underage drivers, making it illegal “per se” for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater);	ABC 106.041 Driving Under the Influence by Minor (<i>Texas statute provides for a provision of any detectable amount of alcohol when a person is < 21 years of age. Considered a DWI vs. a DUI when the BAC is .08 or above.</i>)
	Repeat offender with increasing sanctions for each subsequent offense;	PC 49.09 Enhanced Offenses & Penalties ABC 106.041 Driving Under the Influence by Minor
	BAC test refusal with sanctions at least as strict or stricter than a high BAC offense;	TC 524.022 Period of Suspension
	Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions;	TC 521.202 Ineligibility for License TC 521.292 Department Determination for License Suspension TC 521.457 Driving While License Invalid
	Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270);	PC 49.04(c) Driving While Intoxicated PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle
	Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.	TC 545.413 Safety Belts Offense TC 545.412 Child Passenger Safety Seat System Offense

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Include Provisions to Facilitate Effective Enforcement	Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs);	<i>Texas does not have a statute allowing sobriety checkpoints to be conducted in the state.</i>
	Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers;	<i>Texas case law and statutes prohibit results from these devices being presented to the jury. Statutes neither expressly authorize nor prohibit the use of passive alcohol sensors.</i>
	Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs;	TC 724.011 Consent to Taking a Specimen
	Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.	TC 724.012b Taking of a Specimen
Laws Should Establish Effective Penalties	Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;	TC 521.372 Automatic Suspension for Certain Drugs
	Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the State’s “per se” level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock;	TC 724.032 Officer Duties for License Suspension TC 724.033 Issuance by Department of Notice of Suspension in Denial TC 724.035 Suspension in Denial of License TC 524.022 Period of Suspension
	Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment;	PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial CCP 42.12 § 13 DWI Community Supervision CCP 17.441 Conditions Requiring Motor Vehicle Ignition Interlock TC 524 Administrative Suspension of Driver’s License for Failure to Pass Test for Intoxication TC 521.457 Driving While License Invalid

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Establish Effective Penalties	Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring;	<i>Texas does not have a statute that requires assessment for alcohol or other drug abuse problems for all impaired driving offenders. Article 42.12 §13 (a)(2) allows a judge to order an assessment for alcohol or other drug abuse problems and requires an assessment for subsequent offense.</i>
	Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.	ABC 106.02 Purchase of Alcohol by Minor ABC 106.071 Punishment for Alcohol Related Offense by Minor ABC 106.04 Consumption of Alcohol by Minor ABC 106.05 Possession of Alcohol by Minor ABC 106.07 Misrepresentation of Age by a Minor ABC 106.115 Attendance at an Alcohol Awareness Course; License Suspension PC 49.02 Public Intoxication

Law Enforcement

Texas law enforcement includes state and local officers from the Texas Department of Public Safety (TxDPS), police agencies (municipalities, university, school districts, etc.), sheriff offices, and constables as well as agents with the Texas Alcoholic Beverage Commission (TABC) and Texas Parks and Wildlife.

One of the primary goals in the Statewide Alcohol Assessment by NHTSA was to increase training provided to Texas law enforcement officers in the area of driving while intoxicated/driving under the influence of drugs. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to see driving while intoxicated as an important component of their enforcement activities. Texas has provided a long-standing program on updated case law, enforcement techniques such as in-car mobile video and/or officer body worn camera recording of driving while intoxicated, boating while intoxicated, drugged driving offenses, standardized field sobriety testing, and blood search warrant procedures on a statewide basis. Texas also provides the Drug Evaluation Classification Program and Advanced Roadside Impaired Driving Enforcement Education.

Texas has been fortunate to have developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, prevention, etc. that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities.

Publicizing High Visibility Enforcement

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to roll out media campaigns in the form of events, distributed materials as

well as earned and purchased media. One way Texas is implementing high visibility enforcement is through No-Refusal initiatives.

No-Refusal initiatives are a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings together law enforcement, prosecutors, magistrates, and medical personnel in a collective effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement is able to quickly obtain search warrants from “on call” judges in order to take blood samples from suspected intoxicated drivers who refuse voluntary breath or blood tests. No-Refusal initiatives thus take away the driver’s ability to refuse to provide scientific evidence of intoxication. Currently operating in a number of jurisdictions, No-Refusal initiatives are a good example of how high visibility enforcement is publicized using a local and statewide media. No-Refusal initiatives are publicized at the local level consistent with when they are deployed (i.e., full-time, holidays, or weekend). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives.

Prosecution

Texas is fortunate to have strong support at the state and local levels in regards to prosecuting DWI offenders. The grant supporting the Traffic Safety Resource Prosecutor is administered by the Texas District and County Attorneys Association (TDCAA). This association provides technical assistance, training, education, and case resources for prosecutors processing impaired driving cases. The Traffic Safety Resource Prosecutor (TSRP) has been a long-standing, critical member of the Texas Impaired Driving Task Force and instrumental in integrating representatives from law enforcement through adjudication to improve DWI processing in the State. The TSRP has been a significant champion in the No-Refusal initiatives by providing training and technical assistance throughout the State.

At the local level, prosecutors have joined in implementing integrated approaches to address their impaired driving problem. Several local prosecutors are members of the Texas Impaired Driving Task Force and provide a practical perspective related to processing DWI cases through the criminal justice system. They are responsible for implementing the No-Refusal programs in their jurisdictions.

The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in regards to prosecuting DWI cases.

Adjudication

Texas has a unique judicial system. Different types of courts have specific roles in dealing with the impaired driving problem in the State. The Alcohol and Other Drugs Countermeasures Program has worked to improve communication between each of these courts to ensure a comprehensive approach to address the impaired driving program. Each court type can emphasize how its court impacts the overall problem of impaired driving. The Texas court

system typically becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriate conditions of bond, including mandatory controlled substance testing and/or the installation of an ignition interlock device.

Bond conditions are important in DWI cases in Texas because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases, mandated, to order ignition interlock and other innovative approaches to conditions of bond to decrease the rate of recidivism.

After a charging instrument is filed with a trial court, that court is responsible for properly adjudicating the charge and imposing a disposition. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial.

Trial courts include specialized DWI/drug courts where recidivism, screening, and treatment are addressed over a longer period with the goal of reducing the probability of a driver reoffending. Other courts, without the DWI/drug court approach, may use more traditional approaches to DWI cases, but they are encouraged to utilize ignition interlock and other innovative approaches to decrease the rate of recidivism.

Each of the different courts has a statewide association that is funded to provide technical assistance and provide education specifically related to impaired driving. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues in the State.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the Texas Impaired Driving Task Force have also trained judges in smaller jurisdictions to employ the precepts of a DWI/drug court to create hybrid approaches.

The courts that deal with underage alcohol offenses or public intoxication have the opportunity to impact offenders prior to them driving impaired while other courts are dealing directly with DWI cases.

Community Supervision/Probation

Offenders who have been convicted of an impaired driving offense have two sentencing options: jail time or probation, also known in Texas as community supervision. In most cases, an offender is placed on probation for a period of six to twenty-four months. During this time, the offender will likely be required to: report to the probation department or assigned probation officer monthly; pay any fines, court costs, probation fees, and treatment costs ordered; complete community service (no less than 24 hours, no more than 100 hours); attend an approved Texas DWI Education course within the first six months of supervision; attend a Victim Impact Panel; complete an alcohol and drug evaluation to determine any substance abuse issues; and complete

random substance testing (usually urinalysis and/or breathalyzer). These general probation conditions can be amended by the court or prosecution (prior to disposition) to allow the unique needs of the offender be met. Additionally, the court may amend these conditions at its discretion.

The most common addition to the “standard” probation conditions is an ignition interlock device. While some cases mandate an ignition interlock be ordered, a court may assign this at their discretion as well. When an ignition interlock device is ordered, it is typically ordered for half of the supervision period

It is important to note an offender cannot receive deferred adjudication for an impaired driving offense in the state of Texas. As a result, many prosecutors have developed Pre-Trial Diversion programs. These programs function much in the same way a deferred adjudication would. Most Pre-Trial Diversion programs require the offender to complete a period of supervision successfully in exchange for the charge against them to be dismissed, typically with the understanding that if they are arrested a second time for an impaired driving offense they will be treated as a repeat offender. Pre-Trial Diversion programs vary in length and requirements from county to county. Each is run at the discretion of the prosecutor’s office in that county.

Ignition Interlock Program

An ignition interlock is an alcohol-specific device that is wired into the ignition of a vehicle to prevent the driver from starting the vehicle after consuming alcohol. The device requires the driver to provide a breath sample in order for the vehicle to start. Once the vehicle is started, the device requires the driver to provide additional breath samples at randomly occurring intervals.

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an ignition interlock should be ordered when the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if this is a subsequent impaired driving offense for the offender.

For offenders placed on probation for intoxication assault or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. In the state of Texas, ignition interlock is not mandated for all first offenders. However, first offenders with a BAC of .15 or above or who are under the age of 21 at the time of arrest must be ordered an ignition interlock when placed on probation.

Typically, an offender who is ordered an ignition interlock will be required to have the device installed within 30 days of judgment. Offenders are usually required to keep the device installed in their vehicle for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement.

Administrative Sanctions and Driver Licensing Program

Texas utilizes administrative sanctions related to impaired driving offenses for both adult and underage individuals. The license sanctions are intended to serve as both general and specific deterrence tactics as well as to help to prevent and monitor impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. The information on graduated driver licensing (GDL), zero-tolerance laws, and the requirements related to ignition interlock devices are integrated into the administrative sanctions and driver licensing program in Texas. This information is also part of the driver education curriculum.

Administrative License Revocation (ALR) is a traffic safety countermeasure. An ALR law authorizes police to confiscate the drivers licenses of individuals arrested on the suspicion of driving under the influence of alcohol and/or other drugs who either refuse to submit to a chemical test (breath or blood) or whose test results indicate a blood alcohol concentration (BAC) above the per se limit of 0.08. Drivers are given a notice of suspension that allows them to drive temporarily during such time the suspension may be challenged through an administrative hearing. If the suspension is not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work.

Table 4. ALR Sanctions for Adults

Refuses to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater, following an arrest DWI/BWI	90 days	First offense
	1 year	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest

Table 5. ALR Sanctions for Minors

Refuses to provide a specimen following an arrest for DUI/BUI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount), following an arrest DWI/BWI or was not requested to provide a specimen following an arrest for an offense	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

In addition to these administrative initiatives, Texas is working with prosecution, judiciary, and probation professionals to maximize the effective use of ignition interlock devices to reduce recidivism associated with impaired driving.

COMMUNICATION PROGRAM

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multi-lingual materials, care has been taken to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 6. These efforts represent event-specific, holiday, and year-long efforts. The communication plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

Table 6. Communication Projects and Campaigns

Project Title	Organization	FY 13	FY 14	FY 15
Christmas/New Year Holiday Campaign	Texas Department of Transportation	X	X	X
Project Celebration	Texas Department of Transportation	X	X	X

Project Title	Organization	FY 13	FY 14	FY 15
Impaired Driving Mobilization STEP Grant Program	Texas Department of Transportation	X	X	X
Hispanic Impaired Driving Campaign	Texas Department of Transportation	X	X	X
Labor Day	Texas Department of Transportation	X	X	X
Football Season Impaired Driving	Texas Department of Transportation	X	X	X
College and Young Adult	Texas Department of Transportation	X	X	X
Faces of Drunk Driving PI&E Campaign	Texas Department of Transportation	X		
DWI March for Change	AAA Texas and the Travis County Underage Drinking Prevention Program	X	X	X

The Texas Impaired Driving Task Force and TxDOT Traffic Safety staff (headquarters and district level) in conjunction with their creative agency partners have developed strong relationships with the following types of organizations in order to maximize the impact of all communications:

- Corporations - Valero, HEB, AMI, and Clear Channel Communications, etc.
- Business and Professional Associations - Representing restaurants, convenience stores, insurance, colleges, business alliances, chambers of commerce, etc.
- Professional Development Groups - Leadership Program for Young Hispanics, etc.
- Youth and College Groups - Teens/U in the Driver Seat and other young driver programs
- Festival and Event Groups - San Antonio’s Fiesta, Fort Worth Stock Show, Circuit of the Americas in Austin, Republic of Texas (ROT) Rally, and college football tailgating and game time
- Alternative Transportation Opportunities - Pre-paid vouchers for cabs, etc.
- Distributor’s Campaign and Education Programs
- Community Outreach Activities – National Night Out, 100 Club, etc.

TxDOT Traffic Safety, in partnership with its creative agency partners, focuses on educating Texas across the state about the important issue of impaired driving by reaching the public through a variety of means. These include but are not limited to:

- TV – Public Service Announcements (PSAs) and Paid Advertising
- Radio – Public Service Announcements (PSAs) and Paid Advertising
- Billboards

- Gas Station Pump Topper Advertisements
- Convenience Store Point of Purchase Reminders
- Parking Lot Banners at Amusement Parks and Other Entertainment Venues
- Posters and Public Information Cards
- Press Releases and Media Events
- News Interviews (Print, TV, Online)
- Online Advertising
- Social Media
- Mobile Advertising
- Bus Wraps
- Sports Sponsorships

In addition to these mass media tactics, the communications plan includes a serious grassroots campaign to educate the public through word-of-mouth. TxDOT has 25 districts which are staffed with Traffic Safety Specialists (TSSs) who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high-schools and colleges, sponsor parade floats, and personally distribute educational materials to local employers. Many of the TSSs are organizing their own local safety coalitions, comprised of local law enforcement, business leaders, and concerned citizens to address this complex issue at the local level.

For many of the impaired driving campaigns, the creative ad agencies design tours, such as the traveling jail cell for the Labor Day Campaign: *Drink. Drive. Go to Jail.* These tours travel to the major metro areas, college campuses, and rural safety fairs to spread the word about drinking and driving. These tours frequently include a drawing for a prize for anyone who takes a pledge not to drink and drive is entered into the drawing.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly distribute educational DVDs with videos showing the consequences of drinking and driving. In the past, these have included documentary-style videos telling the stories of the victims of intoxicated driving and their families. They have also included interviews of real people who have been charged with DWI, telling others about the adverse consequences.

TxDOT Traffic Safety and its ad agency partners regularly perform market research to determine what messages and tactics will best reach the target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month drawn by the booming economy. Based on this important research, subtle changes to campaigns have been made. One example is “planning ahead” instead of waiting until the drinking begins. Another example is replacing the term “designated driver” with “sober driver”

since it has been discovered that frequently the designated driver is the one who is the least intoxicated.

Coalitions serve as the mouthpiece to the communication program. In order to maximize the reach of these coalitions, Task Force members advocate for both greater cooperation within individual coalitions and also between established and emerging local, regional, and statewide coalitions. While there are a number of coalitions dedicated to raising impaired driving awareness, their efforts may go unnoticed by coalitions in distant and even surrounding jurisdictions. In the future, Task Force members would like to compile and maintain an exhaustive database containing contact and event-specific information for each individual coalition. The database would also serve as a platform for facilitating discussion, reporting efforts, and sharing materials and best practices between groups. Creating and maintaining a central coalition database would help to expand the reach of the important outreach materials that have already been produced.

ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Based on research related to substance abuse in general and impaired driving in particular, a number of offenders have alcohol and/or other drug dependency problems that require complex solutions and approaches for effective intervention. The primary reason that screening, assessment, treatment, and rehabilitation are included in the Texas Impaired Driving Plan is to prevent crashes and fatalities by addressing the root cause of a large portion of the impaired driving problem.

This area has been a challenge for the Texas Impaired Driving Task Force to affect. It has been difficult to identify and maintain the appropriate individuals or organizations to serve on the Task Force since its primary focus is not specifically tied to traffic safety. The Task Force has identified potential representatives in order to better integrate these disciplines into the regular functions of the Task Force.

In addition to incorporating effective representation into the operations of the Task Force, Texas has worked to encourage employers, educators, community supervision/probation officers, and health care professionals to implement policies and procedures that assist them in screening and assessing individuals so that they might be referred for treatment.

Screening and Assessment

The primary manner in which Texas encourages employers, educators, probation officers, and health care professionals to identify and intervene with individuals who they deem as in need of appropriate treatment is to educate them on the signs of impairment or substance abuse. These educational initiatives target employers, schools (K-12 and higher education), probation, law enforcement, and health care. From the point of identification, organizations are encouraged to

develop processes to refer people to treatment opportunities. This identification and assessment is not required by law, but the basis of this encouragement is general safety, liability, loss of resources, and costs related to absences or criminal processing. For example, probation departments across the state of Texas handle screening of DWI offenders differently. Some departments screen offenders in-house while others refer offenders to licensed providers within the community. Each probation department follows the policies and procedures established by the courts in their jurisdiction and departments. Additionally, Texas provides for DWI or Drug Courts that incorporate screening, assessment, and treatment into its process.

Screening and Brief Intervention

One evidence-based screening that has been implemented by stakeholders is Screening and Brief Intervention Referral to Treatment (SBIRT) or Screening and Brief Intervention (SBI). SBIRT involves a short screening designed to identify both real and potential problem alcohol use. It should also motivate an individual to moderate any harmful behaviors identified. Research indicates that the majority of impaired driving problems are caused by individuals who perceive themselves to be “moderate drinkers”. They underestimate the amount of alcohol consumed in the setting prior to driving and/or how intoxicated they are. The majority of the population driving impaired are risky drinkers (or self-defined moderate drinkers who are unknowingly too impaired to drive); fewer impaired drivers are those who are in need of treatment. As such, research indicates SBI can dramatically reduce impaired driving incidents as well as other injuries sustained under the influence of alcohol. Current statewide grants that are utilizing SBIRT or SBI are: Texans Standing Tall’s *Screening and Brief Intervention for Risky Alcohol Use and Related Behavior Among College Students*, Texas A&M AgriLife Extension Service’s *Watch UR BAC*, and Texas A&M Transportation Institute’s *Alcohol and Ignition Interlock Training for Adult Probation Officers*.

The Impaired Driving Task Force strongly considers SBIRT and SBI are effective countermeasures against impaired driving. The Task Force would like to see additional professionals trained in SBIRT and SBI to implement this strategy statewide.

Treatment and Rehabilitation

With the exception of DWI/Drug Courts, the Texas Impaired Driving Task Force is not directly engaged in treatment and rehabilitation activities. However, the Task Force works with health care and other professionals related to treatment and rehabilitation. Texas rural judges are being educated on how to employ innovative approaches to assess and treat offenders in areas where treatment options are limited by engaging community-based options. Local courts are using minor in possession and public intoxication citations as a means to employ early intervention. Self-assessment and treatment referral are part of alcohol education courses required for a wide range of alcohol and drug-related offenses.

While there are no federal funds related to traffic safety available in this area, the Task Force still considers Treatment and Rehabilitation to be a valid countermeasure and will continue to pursue other available funding and collaborative opportunities.

Monitoring Impaired Drivers

In Texas, DWI offenders can be monitored through court-ordered probation. Additionally, offenders may be monitored through pre-trial diversion programs, which have been created because Texas does not allow for deferred adjudication of DWI offenses. Typically, offenders in Pre-Trial Diversion programs are monitored by probation departments or courts. Elements of DWI supervision may include ignition interlocks or other monitoring devices, chemical assessment, treatment or rehabilitation, and other sanctions. In addition to ignition interlock, probation departments may require offenders to have an in-home alcohol monitoring device, a transdermal alcohol monitoring device, or a portable alcohol monitoring device. These sanctions are typically applied on a case-by-case basis.

Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. Members of the Texas Impaired Driving Task Force are involved with educating the judiciary and probation to engage offenders so that they will comply with the elements of their sentencing.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should not be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

Texas has established funding for DWI/Drug Courts, which integrate screening and assessment, treatment and rehabilitation while monitoring impaired drivers. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.

PROGRAM EVALUATION AND DATA

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the State. The Texas Impaired Driving Task Force and the TxDOT Alcohol and Other Drugs Countermeasures Program rely primarily on crash data from the Texas Crash Records Information System (CRIS) and NHTSA's Fatality Analysis Reporting System (FARS). Additionally, the State utilizes various forms of demographic databases such as the U.S. Census. As projects and programs develop, program partners initiate surveys that explore attitudes and reactions to laws, educational campaigns, and cultural issues related to impaired driving.

When programs or processes are evaluated in relation to impaired driving, researchers use data from criminal histories, drivers licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the State. For the purpose of research and evaluation, efforts are being made to try to connect data from criminal histories and drivers licensing, so that stakeholders can assess the impact of countermeasures on DWI and more specifically recidivism. While TRCC is currently working to coordinate CRIS, DSHS, DPS, and Court Records, an impaired driving database would ideally encompass these and additional records.

In order to establish an impaired driving database, all possible sources of data will need to be identified. While multiple impaired driving stakeholders collect relevant data, it is important to consider that some data will be protected by Health Insurance Portability and Accountability Act (HIPAA) and other confidentiality regulations. Standard operating procedures will need to be established to de-identify this protected data while still linking it to the other sources in the database.

Once potential organizations and data sources are identified, a custodian of records will need to be identified. This entity will likely be responsible for merging all of the available data into one database, as well as maintenance of the database.

The first identifiable step is to survey impaired driving stakeholders for the data types they have, sources they use, and any potential barriers to sharing their data. Additionally, this will give the Task Force information on who is willing to share their data, and if any incentives are needed for stakeholders to share their data. Understanding what data is available, will allow stakeholders to better understand how to move forward in establishing an impaired driving database.

SUMMARY

The Texas Impaired Driving Task Force and the Texas Impaired Driving Plan have evolved over the last ten years to include all aspects of the impaired driving continuum. The Texas Impaired Driving Plan encompasses the areas of: Program Management and Strategic Planning, Prevention, Criminal Justice, Communications, Alcohol and Other Drug Misuse, and Program Evaluation and Data to use a multifaceted approach affecting the issue of impaired driving. By taking this holistic approach, the Task Force can significantly impact impaired driving in the State. New and innovative projects are funded each year by TxDOT's Traffic Safety Alcohol and Other Drug Countermeasures Program to address all of the diverse components of the impaired driving program. The Task Force and the Plan are robust in nature and will continue to change and evolve as processes and laws change in the State. Both the Task Force and the Plan will

continue to improve, so that the State can make progress toward eliminating the deadly and far-reaching problem of impaired driving.

Appendix A – Impaired Driving Task Force with Individual and Representative Organization

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**Members of the Task Force who represent the Texas Alcohol Beverage Commission were required, per agency policy, to submit this Plan to their legal counsel prior to signing the approval form. TABC has been an integral part of the Task Force and the Plan development.*

Appendix B – Texas Impaired Driving Task Force and Working Group Procedures

The Impaired Driving Task Force administrator, currently Melissa Walden from Texas A&M Transportation Institute, reports directly to their organization or agency, but is responsible to the TxDOT Alcohol and Other Drug Countermeasures Program Manager based on the goals and objectives outlined in a Traffic Safety Grant. The Impaired Driving Task Force administrator is responsible for maintaining the operations of the Task Force and working group as well as facilitating the required meetings. The administrator will generate required reporting to meet the intent and expectations that TxDOT and NHTSA has for a state level impaired driving task force.

Texas Impaired Driving Task Force – Consists of representation from all aspects of the impaired driving process. Many of the members will be subgrantees with TxDOT Traffic Safety grants, but the Task Force membership will not be limited to these individuals and/or organizations. The Task Force is expected to have a large number of participants. The Task Force will be operational in nature and focus on specific issues, challenges, and/or projects/programs. At least one member of each organization represented on the Task Force must be represented at each Task Force meeting.

Texas Impaired Driving Working Group – Consists of representation from the general areas with a single representative from law enforcement, prosecution, judiciary, prevention, treatment, research, and advocacy. Additionally, TxDOT and NHTSA will have a standing representative on the Working Group. The intent of this Working Group is to be strategic. The panel members will be responsible to communicating with Task Force representatives who are related to their part of the impaired driving process. An example of this relationship is the judicial panel member may be an individual within the Texas Center for the Judiciary, but they need to represent the interests of all judicial levels in the state including, but limited to municipal and county judges, justices of the peace and court staff.

The Texas Impaired Driving Task Force and Working Group must embrace and document a mission/purpose that is consistent with TxDOT and NHTSA has for a state level impaired driving task force type group. A formal document needs to be submitted to TxDOT indicating the purpose of each group, what their objectives are for the grant year, and what areas they are investigating.

- The Texas Impaired Driving Task Force and Working Group administrator is required to provide performance related information to TxDOT through monthly performance reports in the TxDOT eGrants system. This information will also be available to NHTSA through eGrants.
- The Texas Impaired Driving Task Force and Working Group administrator is required to make a short presentation twice during the grant year to TxDOT (attendees can include Traffic Safety Section Manager, Traffic Safety Program Managers, NHTSA, and other stakeholders).

- All Texas Impaired Driving Task Force and Working Group administrator must be sent to TxDOT electronically for review. The final version of presentations will be posted on the impaired driving website (www.dyingtodrink.org).
- After action reports from all Texas Impaired Driving Task Force and Working Group meetings will be published within 2 weeks of meeting unless there are extenuating circumstances involved. The TxDOT Alcohol and Other Drug Countermeasures Program Manager must be notified immediately of any potential delay. The final version of the after action reports will be posted on the impaired driving website (www.dyingtodrink.org).
- A follow up status on action items will be submitted to the TxDOT Alcohol and Other Drug Countermeasures Program Manager and published on the website as appropriate.
- The Texas Impaired Driving Task Force and Working Group administrator is responsible for: ensuring that a calendar for their groups are maintained; minutes are taken at meetings, documenting and tracking all action items generated during the meetings, and should anticipate reporting attendance at all meetings.

The Texas Impaired Driving Task Force and Working Group are not bound by formal state meeting and records requirements, the business of these groups will be conducted in a spirit of openness and participation so that the recommendations of the Texas Impaired Driving Task Force and/or Working Group reflect both the expertise of its members and the input of the people of Texas at the state and local levels. The Texas Impaired Driving Task Force and Working Group do not make final decisions on matters, but will provide TxDOT and other stakeholders with recommendations related to the issue of impaired driving.

Texas Impaired Driving Working Group Membership or Participation:

The individuals and organizations that participate in the Texas Impaired Driving Task Force and Working Group represent the subgrantees associated with the Alcohol and Other Drug Countermeasures Program within TxDOT's Traffic Safety Section as well as other stakeholders related to the impaired driving problem in the state. The specific participants in the Texas Impaired Driving Task Force and Working Group may vary somewhat based on the types of grants supported by TxDOT funding as well as the willingness of non-funded entities related to impaired driving issues to participate. The goal of the group is to have each step of the process related to dealing with the issues of impaired driving. The following process areas should be represented in the Texas Impaired Driving Task Force and/or Working Group:

- Prevention
- Public Information and Education - Awareness
- Law Enforcement - Training, technical assistance, and/or operations including liquor law enforcement
- Prosecution - Education and/or technical assistance
- Judicial - Education and/or technical assistance
- Probation - Education and/or technical assistance
- Traffic Safety Research and Evaluation
- Crash Data Collection and Analysis
- Safe Community/Coalition - Focused on impaired driving issues

- Research
- Advocacy
- Treatment
- TxDOT Alcohol and Other Drug Countermeasures Program Manager and other TxDOT staff as appropriate
- National Highway Traffic Safety Administration (NHTSA) Regional Representative
- Employer

The proposed Texas Impaired Driving Working Group will meet twice annually to investigate methods of reducing the incidents of drunk and impaired driving and develop recommendations for the state of Texas regarding the enhancement of government services, education, and intervention to prevent drunk and impaired driving.

The proposed membership of the Texas Impaired Driving Task Force and/or Working group will include, but may not be limited to, the following types of representatives (or their designee):

- Governor's Highway Safety Coordinator - Director of TxDOT's Traffic Safety Section
- TxDOT's Program Manager for Alcohol & Other Drug Countermeasures Program
- A representative from TxDOT's Crash Analysis group
- A representative from the Office of Court Administration
- A senior administrator with the Texas Department of Public Safety (TxDPS) with experience in making arrests for drunk or impaired driving
- A representative with the Texas Department of Public Safety (TxDPS) with responsibility for driver's license records
- A representative from drivers licensing division of TxDPS.
- A representative of the state agency responsible dealing with alcohol and drug abuse with responsibilities for human services. (This representative could be an individual in the private sector with experience in the area of treatment.)
- The director of the division of probation services or his or her designee
- A representative of a statewide law enforcement liaison group with experience in making arrests for drunk or impaired driving (this individual will represent the interests of local law enforcement).
- A representative of a statewide association of chiefs of police with experience in making arrests for drunk or impaired driving
- A representative of a statewide organization of county sheriffs with experience in making arrests for drunk or impaired driving
- A representative from a public health facility (trauma center, large hospital, etc.) with an experience dealing with traffic safety issues related to alcohol and/or other drug impairment
- A representative of a statewide association for the training of the judiciary with experience in adjudicating impaired driving cases: arrests for drunk or impaired driving
- A representative of a statewide organization of victims of drunk or impaired driving
- A representative of a statewide organization of district attorneys with experience in prosecuting drunk or impaired driving offenses (Texas Resource Prosecutor from the

Texas District and County Attorneys Association) **(May also want to include a practicing state’s attorney to include local perspective).**

- A representative of a statewide organization of criminal defense attorneys with experience in defending persons charged with drunk or impaired driving offenses **(May also want to include a practicing defense attorney to include local perspective).**
- A representative of a statewide organization that represents persons who sell alcoholic beverages at retail establishments
- A representative of a statewide organization that represents distributors of alcoholic beverages or the businesses involved in selling alcohol in Texas
- A representative from the Texas Alcoholic Beverage Commission (TABC) who is responsible for monitoring and investigating alcohol sales, distribution and consumption laws within the state.
- A representative from the Texas Department of Public Safety Breath Alcohol Testing Unit that is responsible for the chemical analysis of biological samples (breath and blood) collected as evidence in criminal cases (This could be the Scientific Director, technical supervisor, or high level chemist.)
- A representative from the State Office of Administrative Hearings who is responsible for enforcing administrative sanctions upon driver licenses of vehicle operators who refused to provide breath and/or blood sample for toxicological evaluation related to DWI charges (Could be administrative law judge or ALR Attorney).
- A representative from the Breath Alcohol Ignition Interlock Device industry to provide insight and clarity regarding installation, operating and monitoring as well as information on the introduction of legislation or the statutory requirements that are presently in place
- A representative from media development organizations that product public information and educational materials related to TxDOT’s impaired driving program
- A representative from prevention focused organizations that target youth and adult public information and education
- A representative from advocacy groups directly focused on eradicating impaired driving
- A representative from public health organizations such as emergency room personnel to provide input based on a medical perspective
- A representative from a DWI court
- A representative from a national and statewide employer focused organization

Appendix C – Alcohol and Other Drug Countermeasures Projects According to Focus Area

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Alamo Area Council of Governments	Effective Investigation of Impaired Driving Cases		X				X		X	X											X				X	X	
Bexar County	Bexar County DWI Court		X	X	X		X			X	X	X	X	X												X	
Bexar County District Attorney's Office	No-Refusal Initiative	X	X	X			X			X															X	X	
Brazos County Attorney's Office	Comprehensive Underage Drinking Program	X	X				X															X			X	X	
City of Cedar Park Police Department	STEP WAVE DWI			X			X																		X	X	
City of Edinburg Police	STEP DWI		X	X			X																		X	X	
City of San Antonio - Police Department	STEP DWI	X		X			X																		X	X	

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Collin County - District Attorney's Office	DWI No-Refusal Mandatory Blood Draw Program	X	X	X			X			X															X	X
Drug Alcohol and Tobacco Education	Your Decisions Save Lives: Understanding the True Impact of Alcohol and Drugs			X	X																	X			X	X
Education Service Center – Region 6	Alcohol Drugs and Safety Education Program AD-A-STEP for Life	X	X	X	X																	X				X
El Paso County Constable's Office, Pct. 4	STEP WAVE DWI	X	X				X																		X	X
Fiesta San Antonio	Fiesta Safe Ride		X		X	X									X										X	X
Galveston County Criminal District Attorney	DWI No-Refusal Mandatory Blood Draw for Holiday and Festivals Weekends	X	X	X		X				X															X	X
Harris County Constable – Pct. 6	STEP DWI						X																		X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Harris County Constable Precinct 4	STEP DWI	X	X	X			X																		X	X	
Harris County District Attorney's Office	Search Warrants Stop Impaired Drivers: No Refusal	X	X	X			X			X																X	X
Hillcrest Baptist Medical Center	TeenSafe	X	X	X	X										X	X						X				X	
Hillcrest Baptist Medical Center	Texas RED Program	X	X	X	X										X	X						X				X	
Houston-Galveston Area Council	STEP WAVE DWI	X	X	X			X																		X	X	
Montgomery County District Attorney's Office	Search Warrants Stop Drunk Drivers	X	X	X			X			X																X	X
Mothers Against Drunk Driving	Take The Wheel - Bexar County	X	X	X	X																X	X				X	X
Mothers Against Drunk Driving	Take The Wheel - Dallas, Travis, Cameron, and Hidalgo Counties	X	X	X	X																X	X				X	X
Mothers Against Drunk Driving	Take The Wheel - El Paso County	X	X	X	X																X	X				X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Mothers Against Drunk Driving	Take The Wheel - Harris and Montgomery Counties	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Smith and Gregg Counties	X	X	X	X																X	X			X	X
National Injury Prevention	Texas Specific Interlock Penetration Study		X	X									X				X						X		X	
National Safety Council	Our Driving Concern: Texas Employer Traffic Safety Program	X	X	X	X										X						X	X	X	X	X	X
Safe City Abilene	Safety-City Alcohol Awareness		X		X																	X				X
Sam Houston State University	Drug Impairment Training for Texas Community Supervision and Parole Officers		X	X					X			X										X			X	X
Sam Houston State University	Drug Impairment Training for Texas Employers	X	X	X					X													X		X	X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Sam Houston State University	Impaired Driving Initiatives - DECP, ARIDE, and DITEP	X	X	X					X													X			X	X
Tarrant County District Attorney's Office	No-Refusal Program	X	X	X			X			X															X	X
Texans Standing Tall	High Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol	X	X	X	X																X	X				X
Texans Standing Tall	Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students		X	X	X									X		X									X	X
Texans Standing Tall	Zero-Alcohol for Youth Campaign to Reduce DUI-Related Crashes Among Drivers Under 21 Statewide: Yr2	X	X	X	X																X	X				X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M AgriLife Extension Service	Alcohol and Other Drugs Parent Education Pilot Program	X	X	X	X																	X			X	X
Texas A&M AgriLife Extension Service	Alcohol Awareness Program	X	X	X	X								X									X			X	X
Texas A&M Transportation Institute	A Public Awareness Campaign to Educate the Public on Reporting Alcohol Impaired Drivers	X	X		X				X						X							X			X	X
Texas A&M Transportation Institute	Alcohol and Drug Training for Texas DPS Blood and Breath Alcohol Forensic Scientists		X						X	X												X			X	X
Texas A&M Transportation Institute	Alcohol and Ignition Interlock Training for Texas Adult Probation Personnel	X	X	X	X							X	X									X	X		X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M Transportation Institute	Attitudes of Ignition Interlock Devices for First and Subsequent Offenders		X		X								X										X		X	X
Texas A&M Transportation Institute	Evaluation of the Texas Administrative License Revocation (ALR) Program	X	X														X						X		X	X
Texas A&M Transportation Institute	Expand Peer-to-Peer Program for Decreasing Alcohol-Impaired Driving by College Students	X	X	X	X	X										X						X			X	X
Texas A&M Transportation Institute	Improving Toxicology Reporting in Alcohol Related Fatal Driver Crashes	X	X	X			X	X	X											X			X		X	X
Texas A&M Transportation Institute	Jump Starting the Madrina-Padrino Program in Communities of Greatest Need		X		X											X						X			X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Texas A&M Transportation Institute	No Refusal Programs: Evaluating the Impact on Impaired Driving Crashes in Texas		X						X	X													X		X		
Texas A&M Transportation Institute	Statewide Impaired Driving Working Group and Impaired Driving Website	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Texas A&M Transportation Institute	Teens in the Driver Seat Program Outreach Enhancement with Assemblies			X	X													X	X			X				X	
Texas Alcoholic Beverage Commission	Marketing Practices Educational Project	X			X		X	X	X													X			X	X	
Texas Alcoholic Beverage Commission	Source Investigations for Law Enforcement		X				X	X	X	X												X			X	X	
Texas Alcoholic Beverage Commission	Special Event Education		X		X		X	X	X													X			X	X	

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Alcoholic Beverage Commission	TABC Promoting Retailer Integrity while Delivering Education (PRIDE) project			X	X			X														X			X	X
Texas Association of Counties	Rural Courts Impaired Driving Liaison Project	X	X	X	X						X	X										X			X	X
Texas Association, Family, Career and Community	Alcohol and Drunk Driving Awareness Education			X	X																	X			X	X
Texas Center for the Judiciary	Texas Judicial Resource Liaison and DWI Judicial Education	X	X	X							X	X	X	X								X			X	X
Texas Counseling Association	Alcohol and Other Drug Prevention Guidance and Counseling Toolkit			X	X									X		X						X			X	X
Texas Department of Public Safety	Evidential Breath and Blood Alcohol Testing		X	X				X								X									X	X
Texas Department of Transportation	Christmas/New Year Holiday Campaign*	X	X	X	X										X							X			X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Department of Transportation	College and Young Adult*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Faces of Drunk Driving PI&E Campaign	X			X										X							X			X	X
Texas Department of Transportation	Football Season Impaired Driving*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Hispanic Impaired Driving Campaign*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Impaired Driving Mobilization Incentives STEP Grant Program	X	X	X	X		X	X							X										X	X
Texas Department of Transportation	Impaired Driving Mobilization STEP Grant Program*	X	X	X	X		X	X							X										X	X
Texas Department of Transportation	Labor Day (Includes a multi-day impaired driving summit)*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Local Match Requirement Fulfillment	X	X	X	X										X										X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Department of Transportation	Project Celebration*	X	X	X	X										X							X				X
Texas District and County Attorneys Association	DWI Resource Prosecutor	X	X	X					X	X			X									X			X	X
Texas Education Agency, Education Service Center - Region 13	Alcohol and Other Drugs Education Module Revision of the Driver Education Model Program and Training	X	X		X																	X				X
Texas Justice Court Training Center	Texas Justice Court Training Center Traffic Safety Initiative	X	X	X							X											X			X	X
Texas Municipal Courts Education Center	Municipal Traffic Safety Initiatives	X	X	X	X					X	X		X									X			X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Municipal Police Association	Comprehensive Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) Impaired Driving Project	X	X	X	X				X													X			X	X
Texas Municipal Police Association	Focus on Reducing Impaired Driving Among Youth: A Statewide Approach	X	X	X	X				X													X			X	X
Texas Municipal Police Association	Reducing Alcohol and Drug Abuse on Campus	X			X				X													X			X	X
Texas Municipal Police Association	Standardized Field Sobriety Testing (SFST) Refresher Training Course	X	X	X	X				X													X			X	X
Titus County Sheriff's Office	STEP WAVE DWI			X			X																		X	X

Organization	Project Title	FY 13	FY 14	FY 15	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Travis County Attorney's Office - Travis County Underage Drinking Coalition	Comprehensive Underage Drinking Prevention Program	X	X	X	X		X			X												X				X
University Medical Center of El Paso	Strengthening Our Families	X			X											X						X			X	X
University of Houston Downtown	Mobile Video Instructor Training Course	X	X	X					X													X			X	X
University of Houston Downtown	SFST/Blood Warrant/Mobile Video Updates	X	X	X					X													X			X	X

*The following ad agencies partner with TxDOT to develop and deploy project campaigns listed above: Sherry Matthews Advocacy Marketing, Enviromedia, and GDC.

Appendix D – Texas Alcohol and Other Drug Countermeasures Program – Assessment Matrix

Note: This matrix summarizes the recommendations that were made by the NHTSA State Alcohol Assessment Team (November 2010). These recommendations are not binding to the state, but rather represent good practices that the assessment team referenced based on initiatives in other states. Since each state is different in terms of geography, demographics, statutes, etc., these recommendations are offered as suggestions. TxDOT periodically reviews the progress towards or reasons why particular recommendations may not be appropriate. This matrix is used as part of the discussion between TxDOT and NHTSA.

*Recommendations are categorized according as: Completed, On-Going, In-Progress, Requires Legislative Action, Not Currently Being Addressed. Priority Recommendations are in **Bold** based on the NHTSA State Alcohol Assessment conducted in 2010.*

	Recommendations	Status (Revised June 2014)	Comments/References
I.	PROGRAM MANAGEMENT AND STRATEGIC PLANNING		
1-A	State, Local and Tribal DWI Task Forces or Commissions		
	Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the 2010 Impaired Driving Assessment Report.	Complete On-Going	Texas has created an Impaired Driving Task Force that is facilitated by the Texas A&M Transportation Institute on behalf of TxDOT. The Task Force includes, but is not limited to, representation from prevention, criminal justice, communication, treatment/rehabilitation, research, advocacy, public health, and education. The Task Force revises/approves the state's Impaired Driving Plan as well as establishing subcommittees to focus on specific aspects of the impaired driving issue and report back to the entire Task Force membership.
	Implement recommendations from the Impaired Driving Assessment Report with priorities set by the DWI Task Force.	On-Going	The Texas Impaired Driving Task Force meets periodically throughout the year (in whole and in-part) to review the implementation status of the assessment's recommendations. This matrix is intended to track the progress of activities related to the assessment recommendations. The implementation efforts will be an on-going process until impaired driving is no longer a significant traffic safety issue in the state.

	Recommendations	Status (Revised June 2014)	Comments/References
	Document and evaluate the impact of the San Antonio Traffic Jam coalition model and if proven successful build similar regional and local coalitions where appropriate.	Complete On-Going	TxDOT has recommended that other Districts/local communities adopt the Traffic Jam approach to ensure traffic safety initiatives are coordinated between agencies and organizations (with and without TxDOT grants). Community coalitions are an active part of the efforts to address impaired driving. See appendices for a list of the current community coalitions.
1-B	Strategic Planning		
	Undertake the state's strategic planning process in a holistic, coordinated and comprehensive manner.	Complete On-Going	The strategic planning process is coordinated by TxDOT for the entire Traffic Safety Program and includes a diverse set of stakeholders from state and local levels.
	Implement remaining recommendations from the 2007 Traffic Records Assessment.	In-Progress	The Traffic Records Working Group meets separately, but has representation from the Impaired Driving Task Force.
1-C	Program Management		
	Conduct training on the eGrant system for the new Traffic Safety Specialists who have recently transferred or been hired as part of the Texas Traffic Safety Section (TRF-TS)	On-Going	Training is on-going and on-line help is available as needed basis. Traffic Safety personnel participate in the training with alongside sub-grantees to maximize communication.
	Conduct program evaluation in addition to an administrative evaluation of the Impaired Driving Program area.	On-Going	Targeted evaluations continue and an evaluation component has been implemented as appropriate on selected projects.
1-D	Resources		
	Fill the Traffic Safety Section vacant program manager and Traffic Safety Specialist positions as soon as possible.	On-Going	TxDOT works diligently to fill program manager and traffic safety specialist positions as vacancies arise. The section has also added supervisor and lead positions to boost the efficiency of the section. Traffic Safety staff meet regularly which has enhanced the continuity across the state.
	Import NHTSA sponsored training in Program Management, Safe Communities, Impaired Driving and Financial Management for all program managers and traffic safety specialists.	In-Progress	TxDOT traffic safety staff attend NHTSA training on a regular basis. Annual grant delivery meetings are also held with subgrantees to provide continuous project management training.

	Recommendations	Status (Revised June 2014)	Comments/References
	Establish funding based on portions of fines, court costs, etc., to support long term projects and promote self-sufficiency.	In-Progress, but Requires Legislative Action	This recommendation has been discussed at length among the program partners. Implementation of this recommendation would require legislative action. During the last Texas legislature, representatives introduced very few bills that required a fiscal note since school financing and the overall state budget was a major issue.
1-E	Data and Records		
	Develop a statewide DWI tracking system and designate the appropriate agency to act as its custodian.	In-Progress	This recommendation will be very difficult and expensive to implement statewide. The program partners are examining ways to link existing data to address this issue.
	Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADRS).	In-Progress	TxDOT continues to support the LEADRS program to address this issue and believes it is a priority in making the system viable for the majority of law enforcement agencies in the state.
1-F	Communication Program		
	See Section IV for Recommendations		
II.	PREVENTION		
2-A	Responsible Alcohol Service		
	Increase the State excise tax rates for all alcoholic beverages to equal the national average.	Requires Legislative Action Not Currently Being Addressed	Even though the use of fees to support project self-sufficiency is a priority by stakeholders, the perception of raising any taxes (including fees) has met with little support. The excise tax is not calculated according to a % of the price of the alcohol, but rather as a flat tax. Changing this formula would be beneficial to funding fiscal requirements related to dealing with impaired driving. The significant Texas liquor lobby would fight this potential change with considerable resources.
	Dedicate a portion of the State excise tax on alcohol to alcohol control enforcement, impaired driving countermeasures and alcohol abuse prevention and treatment services.	Requires Legislative Action Not Currently Being Addressed	
2-B	Transportation Alternatives		
	Require that designated driver programs stress no alcohol for the designated driver.	On-Going	TxDOT and program partners have stressed designated driver programs and alternative transportation options as an acceptable substitute to driving after drinking especially in conjunction with holiday periods and special events
	Continue to develop public/private partnerships designed to promote alternative methods of transportation.	On-Going	

	Recommendations	Status (Revised June 2014)	Comments/References
	Ensure alternative transportation programs do not encourage or enable excessive drinking.	On-Going	
	Require that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption.	On-Going	TxDOT has remained consistent with this message in terms of funding projects and awareness/educational campaigns.
	Recommendations	Status (Revised June 2014)	Comments/References
2-C	Community-Based Programs		
2-C-1	Schools		
	Provide schools with current, accurate impaired driving information to assure that Texas Essential Knowledge and Skills (TEK) for Health Education are met.	Complete On-Going	Projects that support this recommendation have been in place for several years.
	Replicate <i>Shattered Dreams</i> and other prevention strategies in schools throughout Texas.	Complete On-Going	Shattered Dreams or similar programs are available in most parts of the state. Currently, individual schools or districts must fund the implementation of Shattered Dreams in the local areas.
	Establish a college alcohol abuse/impaired driving prevention consortium.	Complete On-Going	Programs, educational and awareness, such as peer-to-peer and social norm change are being implemented at post-secondary institutions.
2-C-2	Employers		
	No Recommendations		
2-C-3	Community Coalitions and Traffic Safety Programs		
	Coordinate the Safe Communities model with Drug Free Communities, Strategic Prevention Framework-State Incentive Grant (SPF-SIG), and other local traffic safety and substance abuse prevention coalitions throughout Texas.	In-Progress	Texas is utilizing a Safe Communities type model to engage stakeholders at the local level to address traffic safety as a threat to the community. Impaired subcommittees are often part of this approach to provide specific attention to that problem then report back to the larger group.
	Provide funding to sustain community coalitions developed under the Strategic Prevention Framework-State Incentive Grant (SPF-SIG).	In-Progress	
III.	CRIMINAL JUSTICE SYSTEM		

	Recommendations	Status (Revised June 2014)	Comments/References
3-A	Laws		
	Enact a statute that allows well planned and fairly executed sobriety checkpoints.	Requires Legislative Action	The statute related to sobriety checkpoints has been introduced in the legislature during the last several legislative sessions without success. Texas has taken another approach to address the problem of impaired driving in an aggressive manner (enforcement and deterrence). No-Refusal activities have met this need and what began as a focused weekend effort in select areas has spread to a diverse set of jurisdictions.
	Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.	Requires Legislative Action	The license is "removed" from the impaired driver, but a temporary permit is issued. Even without a valid license, drivers are choosing to continue to drive. There is an ALR evaluation report submitted to TxDOT in October will serve as a significant discussion document as to the effectiveness of ALR in Texas.
3-B	Enforcement		
	Enact a statute that allows well planned and fairly executed sobriety checkpoints.	Requires Legislative Action	The statute related to sobriety checkpoints has been introduced in the legislature during the last several legislative sessions without success. Texas has taken another approach to address the problem of impaired driving in an aggressive manner (enforcement and deterrence). No-Refusal activities have met this need and what began as a focused weekend effort in select areas has spread to a diverse set of jurisdictions.
	Implement mandatory SFST refresher certifications.	Complete	Two program partners provide this training throughout the state to ensure that the SFST Update is available and that law enforcement officers can maintain their certification in this area.
	Expand utilization of DRE officers in DWI mobilizations and fatality collision investigations.	Complete On-Going	DREs are incorporated in to mobilizations, no-refusal enforcement activities, and fatal crash investigations.
	Expand development and deployment of the LEADRS.	Complete On-Going	Texas is in the process of expanding the LEADRS program.
	Increase use of TABC agents in STEP/IDM activities.	Complete On-Going	TABC agents are incorporated in to mobilizations, source and crash investigations.
3-C	Publicizing High Visibility Enforcement		

	Recommendations	Status (Revised June 2014)	Comments/References
	Expand the use of awareness surveys to measure the effectiveness of the media campaign.	Complete On-Going	Currently using this approach on media campaigns as well as program/project evaluations.
	Expand the use of the TxDOT web site to promote impaired driving related PIE materials.	Complete	TxDOT and their media contractors work diligently with subgrantees to disseminate the information and make media easily accessible/usable.
3-D	Prosecution		
	Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.	Complete On-Going	This action was completed as part of the FY13 project administered by the Texas District and County Attorneys Association (TDCAA). A meeting was held at the elected prosecutor's conference in December 2013 to discuss this.
3-E	Adjudication		
	Analyze the filings and dispositions from all courts, statewide and link to the arrest data and prosecution information for each court to identify weaknesses both geographically and systemically to strengthen efforts to improve the adjudication of impaired driving.	Not Currently Being Addressed	This is very difficult to accomplish in Texas due to the court structure and lack of a comprehensive, statewide database related to DWI. There are ways of tackling this analysis in those counties where data streams exist. One approach might be to look at this analysis through sampling (similar approach that occupant protection utilizing for their surveys). Texas could designate specific counties within the state as sample counties and pull the necessary at that level in order to provide a viable estimation for the state as a whole.
	Apply the analysis to planning and management of resources to improve the adjudication of impaired driving.	Not Currently Being Addressed	This is being addressed in other ways since the analysis of convictions is not available at a depth necessary to address specific geographic or other systematic challenges.
	Continue to develop and improve the science content in the judicial education about alcohol and other drugs.	On-Going	By utilizing judicial liaisons at multiple levels, the state educates judges using experts in the field. The liaisons work with state and national resources to ensure that they provide quality information to those judges hearing impaired driving cases. Each of the judicial training centers in the state hold annual educational conferences that address impaired driving specifically.
	Map the judicial education resources and see where and how synergies might be created.	On-Going	Judicial education is coordinated statewide.
	Review the probation education and the DWI court education and identify opportunities to share education resources.	In-Progress	Some of this analysis has been completed and has resulted in additional training for the target audiences.

	Recommendations	Status (Revised June 2014)	Comments/References
V.	ALCOHOL AND OTHER DRUG MISUSE: Screening, Assessment, Treatment and Rehabilitation		
5-A	Screening and Assessment		
5-A-1	Criminal Justice System		
	Require, develop and implement a program of screening and assessment for all DWI offenders prior to sentencing.	Not Currently Being Addressed	
	Provide results of screening and assessment and treatment recommendations to courts for consideration in sentencing of DWI offenders.	Not Currently Being Addressed	
	Require completion of appropriate treatment, as determined by standardized screening and assessment as a condition of relicensing.	Not Currently Being Addressed	Currently, relicensing is based only as a function of time elapsed. Individuals do not need to complete a screening or assessment to regain their license.
5-A-2	Medical or Health Care Settings		
	Implement Screening Brief Intervention Referral and Treatment in all hospital emergency rooms in Texas.	Not Currently Being Addressed	
	Provide insurance coverage for Screening Brief Intervention and Treatment services.	Not Currently Being Addressed	
	Repeal Alcohol Exclusion Laws in Texas.	Not Currently Being Addressed	
5-B	Treatment and Rehabilitation		
	Require, develop and implement a program of screening, assessment and treatment for all DUI offenders prior to sentencing.	Requires Legislative Action	Recent legislative changes allow cities and counties to fund and hire juvenile case managers to work with DUI offenders.
5-C	Monitoring Impaired Drivers		
	Expand the use of DWI Courts for monitoring DWI offenders.	In-Progress	Judicial training entities are working with DWI courts as well as assisting other courts with developing a “DWI court” type docket in those areas without one.
	Support training for clergy to provide substance abuse counseling in rural areas.	Not Currently Being Addressed	Texas will investigate how it can incorporate this into the program.
	Continue to coordinate messages related to impaired driving campaigns with national campaigns to ensure a consistent message is delivered.	Complete	Careful attention is given to providing and maintaining a consistent message regarding impaired driving.

	Recommendations	Status (Revised June 2014)	Comments/References
VI.	PROGRAM EVALUATION AND DATA		
6-A	Evaluation		
	Develop a database or system to collect requisite data to demonstrate the number of DWI arrests in the state annually, and the timeliness and consistency of sanctions or disposition of the adjudicatory process.	Not Currently Being Addressed	Different entities in the state are discussing the possibility of developing and implementing such a database.
	Evaluate the success of impaired driving countermeasures being used in the state.	On-Going	Evaluations are currently being performed on countermeasures deployed in the state.
6-B	Data and Records		
	Fund efforts to improve data quality as a priority, in order that future funding decisions are made based on the most cost-effective data-driven and evidence-based information that is available.	In-Progress	TxDOT has worked to implement the Crash Records Information System (CRIS) and CRASH, secure internet application for law enforcement agencies to process crash reports electronically and remotely. These two improvements to data gathering has been a major improvement in TxDOT and other stakeholders being able to apply data driven approaches to the issue of impaired driving. As a compliment to this crash data, addressing the issues related to arrest and conviction data would be another significant improvement to evaluating the cost-effectiveness and evidence-based decisions related to impaired driving.
	Establish a technology subcommittee within the Traffic Records Coordinating Committee.	Not Currently Being Addressed	
6-C	Information and Records Systems (including Licensing)		
	Participate actively in the Traffic Records Coordinating Committee to stay apprised of opportunities to be involved in any database changes or development that would impact the transmission of electronic conviction data to the Driver License Division.	On-Going	

Appendix E – Local and Statewide Coalitions

TxDOT District	TxDOT TSS	Organization Name	Organization Contact	Title	Phone	Email
Abilene	Jill Collett	Abilene District Traffic Safety Coalition	Jill Collett	Traffic Safety Specialist	325-676-6808	jill.collett@txdot.gov
Bryan	Terri Miller	Brazos Valley Injury Prevention Coalition	Cindy Kovar	Coalition Program Coordinator	979-862-1921	cmkovar@ag.tamu.edu
Brownwood	Jeannie Luckey	Brownwood Traffic Safety Coalition	Jeannie Luckey	Traffic Safety Specialist	325-643-0403	jeannie.luckey@txdot.gov
Lubbock	Karen Peoples	Child Fatality Review Prevention Coalition	Tricia Vowels	Manager, Community Health Services	806-783-6482	ricia.vowels@dshs.state.tx.us
Dallas	Susan Clark / Robert White	Citizens for Traffic Safety	Carrie Nie	Associate Director (of the Injury Prevention Center of Greater Dallas)	214-590-4455	carrie.nie@phhs.org
Bryan	Terri Miller	Coalition for Alcohol Responsible Education (CARE)	Ed Frank	President	979-361-4906	efrank@brazoscountytexas.gov
Austin	Jessica Son	Crossroads Coalition	Jessica Son	Traffic Safety Specialist	512-832-7243	jessica.son@txdot.gov
Dallas	Susan Clark / Robert White	DalTaSC	Susan Clark / Robert White	Traffic Safety Specialist	214-320-6220 / 214-320-6235	susan.clark@txdot.gov / robert.white@txdot.gov
Dallas	Susan Clark / Robert White	DWI Task Force	Linda Baker	Senior Secretary (to Dallas County Commissioner)	214-653-6670	lbaker@dallascounty.org
Lufkin	Allison Beck	Group United Against Roadway Deaths (GUARD)	Allison Beck	Traffic Safety Specialist	936-633-4315	allison.beck@txdot.gov
Waco	Sherri Robelia	Hill County Substance Abuse Coalition (HCYSAC)	Tina Lincoln	Chief Juvenile Probation Officer	254-582-9553	tinalincon@gmail.com

TxDOT District	TxDOT TSS	Organization Name	Organization Contact	Title	Phone	Email
Lubbock	Karen Peoples	Hockley County VOICES Coalition	Sip Gutierrez	Coalition Director	806-317-6132	VOICEScoalition@hotmail.com
Houston	Garry Rand / Olga Navarro	Houston Injury Data Coalition	Garry Rand / Olga Navarro	Traffic Safety Specialist	713-802-5187 / 713-802-5177	garry.rand@txdot.gov / olga.navarro@txdot.gov
Beaumont	Georgette Pillitere	Injury Prevention Coalition of SE Texas	Georgette Pillitere	Traffic Safety Specialist	409-898-5719	georgette.pillitere@txdot.gov
Lubbock	Karen Peoples	Injury Prevention Coalition of the South Plains	Karen Slay	Executive Director	806-745-5428	kidsarentcargo@swbell.net
Lubbock	Karen Peoples	Lamb County Health and Safety Coalition	Taiya Jones	Program Specialist	806-783-6481	taiya.jones@dshs.state.tx.us
Bryan	Terri Miller	Law Enforcement Advisory Group	Laura D. Mooney	Co-Chair	979-862-1911	ldmooney@ag.tamu.edu
Lubbock	Karen Peoples	Lubbock County VOICES Coalition	Teresa Alvarado	VOICES Coordinator	806-766-0307	talvarado@STARCARELubbock.org
Lubbock	Karen Peoples	Lubbock County Youth Alcohol Coalition	Karen Peoples / Teresa Alvarado	Program Director	806-748-4478	karen.peoples@txdot.gov
Atlanta	Irene Webster	NE Texas Traffic Safety Coalition	Irene Webster	Traffic Safety Specialist	903-799-1221	irene.webster@txdot.gov
Lubbock	Karen Peoples	Partners for Parenting Coalition	Sheila Rhodes	Pediatric Nurse Practitioner, Community Health Services	806-783-6482	sheila.rhodes@dshs.state.tx.us
Tyler	Wanda Ealey	Pay Attention East Texas (PAET)	Wanda Ealey	Traffic Safety Specialist	903-510-9225	wanda.ealey@txdot.gov
Pharr	Ruby Martinez	Rio Grande Valley Traffic Safety Coalition	Ruby Martinez	Traffic Safety Specialist	956-782-2508	ruby.martinez@txdot.gov
El Paso	Monica O'Kane	Safety Traffic Regional Operations Networking Group (STRONG)	Monica O'Kane	Traffic Safety Specialist	915-790-4384	monica.okane@txdot.gov

TxDOT District	TxDOT TSS	Organization Name	Organization Contact	Title	Phone	Email
Lubbock	Karen Peoples	South Plains Coalition for Child Abuse and Children's Protection Team	Carmen Aguirre / Carolyn Simpson	Executive Director	806-740-0251	caguirre@safeplace4kids.org
Brownwood	Jill Collett	Taylor Alliance for Prevention	Megan Miller	Coalition Coordinator	325-673-2242 ex. 122	megan.miller@arcadatx.org
Waco	Sherri Robelia	Teen Safe Driving Coalition	Tori Lineberry	Coalition Leader	254-202-8523	tlineberry@sw.org
San Antonio	Robbi Smith	Traffic Jam Coalition	Robbi Smith	Traffic Safety Specialist	210-731-5219	robbi.smith@txdot.gov
Yoakum	Pat Eifert	Tri-County Coalition	Pat Eifert	Traffic Safety Specialist	361-293-4307	pat.eifert@txdot.gov
Waco	Sherri Robelia	Voices Against Substance Abuse (VASA)	Josh Caballero	Drug and Alcohol Prevention Specialist	254-741-9222	jcaballero@voiceinc.org
Waco	Sherri Robelia	Waco District Coalition	Sherri Robelia	Traffic Safety Specialist	254-745-2120	sherri.robelia@txdot.gov

Appendix F – Agenda, Attendance, and After Action Report – June 2014 Impaired Driving Task Force Meeting



Texas Impaired Driving Task Force Meeting

June 3, 2014

9:30 AM

Introductions & Charge for Meeting

Discussion on future Impaired Driving Forums

Discussion of Impaired Driving Clearinghouse

Identification of potential performance metrics and data

(What performance metrics would be effective to help us understand how well Texas is doing in improving the problem of impaired driving in the state?)

Review of the Impaired Driving Plan

- PROGRAM MANAGEMENT AND STRATEGIC PLANNING
- PREVENTION
- CRIMINAL JUSTICE SYSTEM (may be subdivided into two groups)
- COMMUNICATION PROGRAM
- ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION
- PROGRAM EVALUATION AND DATA

Explanation of the plan's editing/approval process

3:00 pm

Adjourn

Attendance

First Name	Last Name	Organization
Shirley	Ashbrook	Texas Department of Transportation
Lauralea	Bauer	Texas Department of Transportation
Steve	Bockenfeld	Abilene Police Department - Safety City
Bobbi	Brooks	Texas A&M AgriLife Extension Service - Watch UR BAC
Debbie	Callahan	Texas Professional Driver Education Association
Carol	Campa	Texas Department of Transportation
Mindy	Carroll	Texas Alcoholic Beverage Commission
Myra	Constable	Mothers Against Drunk Driving
Anne	Crosby	Enviromedia
Maury	Dennis	Texas A&M Transportation Institute
William	Diggs	Texas Department of Public Safety
Holly	Doran	Texas Center for the Judiciary
Christopher	Drucker	Department of State Health Services
Paige	Ericson	Texas A&M Transportation Institute
Luis A.	Gonzalez	Texas Department of Transportation
Jaime	Gutierrez	MADD
Kevin	Harris	College Station Police Department
Russell	Henk	Texas A&M Transportation Institute
Kim	Hodges	National Injury Prevention Council
David	Hodges	Texas Association of the Counties
Ray	Killebrew	Cedar Park Police Department
Jim	Kuboviak	Law Enforcement Mobile Video Institute
Hope	Lochrige	Texas Municipal Courts Education Center
Cecelia	Marquart	Sam Houston State University
Dottie	McDonald	Smart Start, Inc.
David	McGarah	Texas Standardized Field Sobriety Test Program
Tracie	Mendez	Texas Department of Transportation
Marla	Miller	Texans Standing Tall
Laura Dean	Mooney	Texas A&M AgriLife Extension Service - Watch UR BAC
Anna	Mudd	Texas Department of Public Safety
Terry	Pence	Texas Department of Transportation
Marcie	Perez	Texas A&M Transportation Institute
Jena	Prescott	Texas A&M Transportation Institute
Sherri	Robelia	Texas Department of Transportation
Lisa	Robinson	National Safety Council - Texas Employer Safety Program
Frank	Saenz	Texas Department of Transportation
Janet	Sandera	Texas A&M AgriLife Extension Service
Marsha	Scott	Texas Department of Transportation

First Name	Last Name	Organization
Gabby	Sewing	Texans Standing Tall
Gloria	Souhami	Travis County Underage Drinking Prevention Program
Freddie	Summer	Texas Department of Transportation
Jason	Summers	College Station Police Department
Jay	Tedder	Texas Department of Public Safety
Kara	Thorp	AAA - Texas & New Mexico
Angela	Tidwell	MADD
Melissa	Walden	Texas A&M Transportation Institute
Troy	Walden	Texas A&M Transportation Institute
Carole	Wall	Texas Municipal Police Association - FRIDAY/ADAPT
Mariah	Walton	Texas A&M AgriLife - Watch UR BAC
Laura A.	Weiser	Texas Center for the Judiciary
Kristy	Whitley	Cedar Park Police Department
John	Wilkerson	Texas Municipal Police Association - LEADRS
Dan	Worley	Baylor Scott and White - Hillcrest

Sign-in sheets with original signatures are maintained in the project file at Texas A&M Transportation Institute

After Action Report

The main focus of the Texas Impaired Driving Task Force meeting on June 3, 2014, was to conduct a detailed review of the Texas Impaired Driving Plan developed the previous year. The entirety of the meeting was dedicated to a detailed review of the plan, including reviewing suggestions made during the April 2014 Task Force meeting as well as written comments submitted between the two meetings. The results of the June meeting are reflected in the updated Texas Impaired Driving Plan that will be submitted to NHTSA on or before July 1, 2014.

In addition to the revisions that were incorporated into the Plan, the Task Force identified additional items to be discussed prior to the next revision of the Plan. Task Force members discussed ways to expand the scope of the activities of the Task Force. Additionally, the members identified specific individuals and/or organizations who should be invited to join the Task Force in order to ensure that all parts of the impaired driving process are represented.

Appendix G – Agenda, Attendance, and After Action Report – April 2014 Impaired Driving Task Force Meeting



Texas Impaired Driving Task Force Meeting

April 10, 2014

8:30 am	Check-in
9:00 am	Introductions and review from the Impaired Driving Forum
9:45 am	Charge for the meeting
10:00 am	Break
10:15 am	Breakout into Groups (see attachment to this email) <ul style="list-style-type: none">• PROGRAM MANAGEMENT AND STRATEGIC PLANNING• PREVENTION• CRIMINAL JUSTICE SYSTEM (may be subdivided into two groups)• COMMUNICATION PROGRAM• ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION• PROGRAM EVALUATION AND DATA
11:45 am	Lunch
12:30 pm	Groups report back 10-15min each Task Force input on overall plan & identify gaps
2:30 pm	Follow-up discussion and explanation of the Plan's editing/approval process
3:00 pm	Adjourn

Attendance

First Name	Last Name	Organization
Shirley	Ashbrook	Texas Department of Transportation
Lauralea	Bauer	Texas Department of Transportation
Amy	Borrego	Education Service Center - 6
Carol	Campa	Texas Department of Transportation
Mindy	Carroll	Texas Alcoholic Beverage Commission
Susan	Clark	Texas Department of Transportation
Anne	Crosby	Enviromedia
Rob	Daniel	Texas Justice Court Training Center
Michael	Davis	Alamo Area Council of Governments
William	Diggs	Texas Department of Public Safety
Holly	Doran	Texas Center for the Judiciary
David	Dorman	MADD - Take the Wheel (Smith and Gregg Counties)
Christopher	Drucker	Texas Department of State Health Services
Maghan	Ellington	Texas Municipal Police Association (SFST)
Paige	Ericson	Texas A&M Transportation Institute
Casey	Goetz	Texas Department of Public Safety
Ruth Ellen	Gruber	Sherry Matthews Marketing
Kevin	Harris	College Station Police Department
Sam	Haynes	Texas A&M Transportation Institute
Russell	Henk	Texas A&M Transportation Institute
Kimberly	Hodges	National Injury Prevention Council
David	Hodges	Texas Association of Counties
Jim	Hollis	Texas Department of Transportation
Nicole	Holt	Texans Standing Tall - Executive Director
Jim	Kuboviak	Law Enforcement Mobile Video Institute – Uni. of Houston Downtown
Tori	Lineberry	Baylor Scott and White –Hillcrest, RED Program
Hope	Lochridge	Texas Municipal Courts Education Center
Celeste	Lunceford	Texas Department of State Health Services
Cecil	Marquart	Sam Houston State University
Carlee	McConnell	Texans Standing Tall
Tracie	Mendez	Texas Department of Transportation
Laura Dean	Mooney	Texas A&M AgriLife Extension
Terry	Pence	Texas Department of Transportation
Marcie	Perez	Texas A&M Transportation Institute
Jena	Prescott	Texas A&M Transportation Institute
Sherri	Robelia	Texas Department of Transportation
Lisa	Robinson	National Safety Council
Frank	Saenz	Texas Department of Transportation
Nina	Saint	SafeWay Driving Systems

Marsh	Scott	Texas Department of Transportation
Gabby	Sewing	Texans Standing Tall - High Visibility Enforcement to Reduce Social Access
Jessica	Son	Texas Department of Transportation
James	Tedder	Texas Department of Public Safety
Dannell	Thomas	Education Service Center - 6
Angela	Tidwell	MADD - Central Texas
Troy	Walden	Texas A&M Transportation Institute
Melissa	Walden	Texas A&M Transportation Institute
Carole	Wall	Texas Municipal Police Association (FRIDAY/ADAPT)
Beth	Wammack	GDC
Laura	Weiser	Texas Center for the Judiciary
John	Wilkerson	Texas Municipal Police Association (Texas LEADRS)

After Action Report

The main focus of the Texas Impaired Driving Task Force meeting on April 10, 2014, was to conduct a detailed review of the Texas Impaired Driving Plan developed the previous year. The majority of the meeting was dedicated to breakout sessions. Task Force members split into groups based on area of expertise and experience to discuss individual sections of the Impaired Driving Plan. Each group reported their suggested changes and modifications to the Task Force for feedback. The Task Force was also informed of the process for revisions and submission to NHTSA for this fiscal year. The results of the April meeting were incorporated into a draft of the Impaired Driving Plan, which will be presented at the June 2014 Task Force meeting.

Appendix H – Agenda, Attendance, and After Action Report – July 2013 Impaired Driving Task Force Meeting



Texas Impaired Driving Task Force Meeting

July 30, 2013

- 9:30-10:00** Check-in
- 10:00-10:30** Introductions **All Participants**
Attendees will introduce themselves and identify their organization/project.
- 10:30-10:45** Purpose of the Texas Impaired Driving Task Force
TTI/NHTSA/TxDOT
- 10:45-11:15** Overview of the Texas Impaired Driving Plan **TTI/TxDOT**
- 11:15-11:45** Detailed Discussion of Texas Impaired Driving Plan
- I. Program Management**
 - II. Prevention**
 - III. Criminal Justice System**
 - IV. Communication Program**
 - V. Alcohol & Other Drug Misuse: Screening, Assessment, Treatment, & Rehabilitation**
 - VI. Program Evaluation & Data**
 - VII. Other Documentation**
- 11:45-12:30** Lunch/Networking
- 12:30-2:30** Detailed Discussion of Texas Impaired Driving Plan (Continued)
- 2:30-3:00** Closing Remarks and Next Steps

Attendance

Name	Organization	Email
Steven A. Tellez	Texas DPS - San Antonio	steven.tellez@dps.texas.gov
Jim Kuboviak	University of Houston / LEMVI	kuboviak@lemvi.com
Frank Saenz	TxDOT	frank.saenz@txdot.gov
W. Clay Abbott	TDCAA	abbott@tdcaa.com
Kandace Fierro	ThinkStreet	kandace@thinkstreet.net
Troy Walden	Texas A&M Transportation Institute	t-walden@ttimail.tamu.edu
Samantha Atchison	Texas A&M Transportation Institute	s-atchison@tamu.edu
Stacey Tisdale	Texas A&M Transportation Institute	s-tisdale@tamu.edu
Melissa Walden	Texas A&M Transportation Institute	mwalden@tamu.edu
Laura Dean-Mooney	Texas A&M AgriLife Extension	ldmooney@ag.tamu.edu
Bobbi Brooks	Texas A&M AgriLife Extension	blbrooks@ag.tamu.edu
Freddie Summer	TxDOT	freddie.summer@txdot.gov
Shalandra Rogers	MADD	shalandra.rogers@madd.org
Angela Cotton Tidwell	MADD	angela.cotton@madd.org
Nina Saint	ESC, Region 13	nina.saint@esc13.txed.net
Amy Borrego	ESC, Region 6	aborrego@esc6.net
Gloria Souhami	Travis Cty Underage Drinking Prevention Program	gloria-souhami@co.travis.tx.us
Torry McGee	Texas A&M AgriLife Extension	temcgee@ag.tamu.edu
Rob Daniel	Texas Justice Court Training Center	rd48@txstate.edu
David Dorman	MADD	david.dorman@madd.org
Myra Constable	MADD	myra.constable@madd.org
Lisa Robinson	NSC	lisa.robinson@nsc.org
Cecelia Marquart	SHSU	icc_cpm@shsu.edu
Kristi Metzger	TX Dept. of State and Health Services	kristi.metzger@dshs.state.tx.us
Lee Ann Bell	Texas A&M Transportation Institute	l-bell@tamu.edu
Marcie Perez	Texas A&M Transportation Institute	m-perez@ttimail.tamu.edu
Carl Trebesh	MADD - Dallas	carl.trebesh@madd.org
Steve Ross	Texans Standing Tall	sross@texansstandingtall.org
Frank Marrero	NHTSA	frank.marrero@dot.gov
Mark Atkinson	Texas Center for the Judiciary	matkinson@yourhonor.com
William Diggs	TxDPS	william.diggs@dps.texas.gov
Nicole Holt	Texans Standing Tall	nholt@texansstandingtall.org
Kelly McCaffrey	Texans Standing Tall	kmccaffrey@texansstandingtall.org
Marsha Scott	TxDOT	marsha.scott@txdot.gov
John Wilkerson	TMPA/Youth Alcohol	john.wilkerson@tmpa.org
Caleb Williams	TMPA/LEADRS	caleb.williams@tmpa.org
Ray Dittrich	Texas SFST	ray.dittrich@txsfst.org
Karisa Miller	TMPA/LEL	karisa.miller@tmpa.org

Name	Organization	Email
Toni Hale	TABC	toni.hale@tabc.state.tx.us
David Hodges	Texas Association of Counties	davidh@county.org

After Action Report

The main focus of the Texas Impaired Driving Task Force meeting on July 30, 2013 was to conduct a detailed review of the Texas Impaired Driving Plan developed this year. The entirety of the meeting was dedicated to a detailed review of the Plan. The results of that meeting are reflected in the Texas Impaired Driving Plan that will be submitted to NHTSA on or before September 1, 2013.

In addition to the revisions that were incorporated into the Plan, the Task Force identified additional items to be discussed prior to the next revision of the Plan. The Task Force is planning on creating ad hoc and standing committees to facilitate detailed discussion in critical or specialized areas including, but not limited to: forensics and testing, legislative, law enforcement, technology, and prevention. The smaller groups will meet separately and report back to the full Task Force. Additionally, the members identified specific individuals and/or organizations that should be invited to join the Task Force in order to meet the requirements that all parts of the impaired driving process are represented.

Appendix I – Agenda, Attendance, and After Action Report – September 2012 Impaired Driving Task Force Meeting



Texas Impaired Driving Task Force Meeting

Where: Texas Department of Transportation (TxDOT) – Austin District
7901 North IH 35 – Austin (512)832-7000

When: Wednesday, September 26, 2012
Meeting - 9:30 a.m. – 3:30 p.m. with a working lunch

9:30-9:45	Welcome	Jim Hollis
9:45-10:15	Introductions <i>Attendees will introduce themselves and identify their organization/project.</i>	All Participants
10:15-10:30	Initiatives in Impaired Driving (NHTSA/TxDOT) and/or NHTSA	TxDOT
10:30-11:30	The Problem of Impaired Driving: Statistics and Challenges in the Process	Clay Abbott Melissa Walden
11:30-12:30	Lunch/Networking	
12:30-1:00	Overview of Upcoming Legislative Session	All Participants
1:00-1:30	Progress Made Towards the Gaps Identified in the NHTSA Assessment & Explanation of Breakout Sessions <i>(Documentation from the NHTSA assessment will be provided prior to the meeting)</i>	Melissa Walden
1:30-2:30	Breakout Sessions (includes a short break)	All Participants
2:30-3:15	Breakout Sessions Report Back to Group Facilitate the Identification of Critical Items	All Participants
3:15-3:30	Closing Remarks and Adjourn	

Attendance

Group	First Name	Last Name	Organization
<i>1</i>	Reita	Hill	MADD Texas State Office
<i>1</i>	Regina	Guthrie	Sam Houston State University
<i>1</i>	Richard	Lusby	TEA Driver Training
<i>1</i>	Nicole	Holt	Texans Standing Tall
<i>1</i>	David	Hodges	Texas Association of Counties
<i>1</i>	Holly	Doran	Texas Center for the Judiciary
<i>1</i>	Jim	Hollis	Texas Department of Transportation
<i>1</i>	Karen	Peoples	Texas Department of Transportation
<i>1</i>	Mona Lisa	Zertuche	Texas Department of Transportation
<i>1</i>	Clay	Abbott	Texas District and County Attorneys Association
<i>1</i>	Rob	Daniel	Texas Justice Court Training Center
<i>2</i>	Jane	Roden	Collin County - District Attorney's Office
<i>2</i>	Eric	Cadow	Harris County
<i>2</i>	Hank	Griffith	Harris County
<i>2</i>	Paige	Ericson	Texas A&M Transportation Institute
<i>2</i>	Troy	Walden	Texas A&M Transportation Institute
<i>2</i>	Joey	Estrada	Texas Alcoholic Beverage Commission
<i>2</i>	William	Diggs	Texas Department of Public Safety
<i>2</i>	Terrie	Roberts	Texas Department of Public Safety
<i>2</i>	Terri	Miller	Texas Department of Transportation
<i>2</i>	Jessica	Son	Texas Department of Transportation
<i>2</i>	Regan	Mettaeur	Texas Municipal Courts Education Center
<i>2</i>	Deadra	Stark	Texas Municipal Courts Education Center
<i>2</i>	Ray	Dittrich	Texas Municipal Police Association
<i>2</i>	Audrey	Hukari	Texas Municipal Police Association
<i>3</i>	Nina	Saint	Educational Service Center - 13
<i>3</i>	Donnell	Thomas	Educational Service Center - 6
<i>3</i>	Chassati	Bauman	Hillcrest TeenSafe
<i>3</i>	Tori	Lineberry	Hillcrest TeenSafe
<i>3</i>	Lauren	Powell	Hillcrest TeenSafe
<i>3</i>	Dan	Worley	Hillcrest TeenSafe
<i>3</i>	Steve	Ross	Texans Standing Tall
<i>3</i>	Russell	Henk	Texas A&M Transportation Institute
<i>3</i>	Bobbi	Brooks	Texas AgriLife Extension Service
<i>3</i>	Torry	McGee	Texas AgriLife Extension Service
<i>3</i>	Lauralea	Bauer	Texas Department of Transportation
<i>3</i>	Wanda	Ealey	Texas Department of Transportation
<i>3</i>	Gloria	Souhami	Travis County Attorney's Office
<i>4</i>	Todd	Keagle	Harris County District Attorney's Office
<i>4</i>	Jim	Kuboviak	Law Enforcement Mobile Video Institute

Group	First Name	Last Name	Organization
4	Warren	Diepraam	Montgomery County District Attorney's Office
4	Shanna	House	Sam Houston State University
4	Lee Ann	Bell	Texas A&M Transportation Institute
4	Maury	Dennis	Texas A&M Transportation Institute
4	John	Graber	Texas A&M Transportation Institute
4	Mindy	Carroll	Texas Alcoholic Beverage Commission
4	Michele	Mund	Texas Association of Counties
4	Mark	Atkinson	Texas Center for the Judiciary
4	Robbie	Barrera	Texas Department of Public Safety
4	Robbi	Branch	Texas Department of Transportation
4	Carol	Campa	Texas Department of Transportation
4	Hope	Lochridge	Texas Municipal Courts Education Center
4	Bryan	Bell	Texas Municipal Police Association
5	Lauren	Crawford	Enviromedia
5	Heather	Miller	Enviromedia
5	Debby	Young	National Safety Council
5	Alex	Cantu	Texans Standing Tall
5	Marcie	Perez	Texas A&M Transportation Institute
5	Stacey	Tisdale	Texas A&M Transportation Institute
5	Clint	Harnden	Texas AgriLife Extension Service
5	Shirley	Ashbrook	Texas Department of Transportation
5	Frank	Saenz	Texas Department of Transportation
5	Candice	House	ThinkStreet
5	Mark	Scholz	ThinkStreet

After Action Report

Break Out Sessions– Group 1: DWI Task Force & Excise Tax

Each group has been assigned a specific section of the priority recommendations from the NHTSA assessment which was completed in the fall of 2010. The state has made progress towards these recommendations, but we are looking for discussion/suggestions in regards to the next steps required to make a substantive impact on the number impaired driving instances and, subsequently, the number of alcohol related crashes and associated fatalities.

You group will discuss the following items and suggest specific ways that each can be addressed including the resources (individuals, organizations, legislature, etc.) that need to be engaged to make changes. If there needs to be any exploration or research completed before moving forward with any of these items then please identify that as well. Some of these issues are more complex than others and we recognize that you may not get through all of the items.

Each group has a flip chart to record their discussion/recommendations. Each group has a TTI representative who will help to keep the group on point and record the information from the discussion. Each group needs to designate one person (not the TTI representative) to share their discussion with the larger group at the end of the break out session.

- Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the October, 2010 Impaired Driving Assessment Report.
 - Increase the state excise tax rates for all alcoholic beverages to equal the national average.
 - Establish funding based on portions of fines, court costs, etc., to support long term projects and promote self-sufficiency.
1. What would the expectations of the Task Force be in regards to impaired driving?
 2. Should a particular organization facilitate the administration of the Task Force? If so, who would be possible candidates to fulfill this role?
 3. Which organizations should be represented on the Task Force?
 4. Are there particular individuals who need to be part of the Task Force?
 5. How should the Task Force operate?
 6. Should the Task Force “produce” any products or documentation that could be used to educate others on the problems of impaired driving in the state?
 7. What would make having an Impaired Driving Task Force worthwhile? (in addition to fulfilling the recommendation)
 8. Is it an option to look at the state excise tax for alcoholic beverages?
 9. Could an increase in this tax help fund initiatives like the Task Force, prevention and treatment programs, etc.?
 10. What are the obstacles to addressing the excise tax on alcoholic beverages?
 11. What would the steps be to increase the excise taxes in Texas?
 12. How difficult would it be to designate this type of funding to address the impaired driving problem in the state?

Group 1 Feedback

- Excise Tax:
 - Past surcharges (rule changes vs. legislation)
 - Excise Taxes are pretty taboo in the legislative environment
 - Impacts the alcohol manufactures not individuals
 - Evidence-based research from the Surgeon General, NIAA, and CDC and others state that raising the excise tax would decrease youth consumption of alcohol and would lead to fewer impaired driving incidents
 - Underage drinking costs Texas \$1.8 billion annually, according to research published by the American Journal of Preventive Medicine. Increasing excise taxes correlates with lowered rates of youth consumption and the consequences associated with underage and risky drinking, including traffic accidents and fatalities.

- Purpose of Task Force:
 - Regional
 - Networking and shared resources to impact impaired driving problem (prosecutor mentoring, etc.) – local representation- set goals for group (or at least communicate)
 - State
 - Statewide forum
 - Look at SA Task Force Model
 - Who do we hold accountable (one person covers)
 - Get examples of current taskforces
 - Resource guide (not just TxDOT related)
- Small committee on purpose system of smaller committees
- Regional approach
 - Districts
 - Groups of districts
 - Urban
 - Rural
- Develop best practices
- Come together once a year (impaired driving forum)
- Look at state from a data perspective (need/population)
 - Statewide conversation on a regional level
- Look at multiple models
- Put elected officials on the committee
- Forensic committee
 - Local representatives
 - Look at how this works
- Multiple types of groups → same message
- Chris Burnett (gov office) →engage the COGs (24)
- Prosecution
- Law Enforcement
- Advocacy
- Higher Education (as appropriate)
 - (200 college campus locations)
- Judicial
- Health Services (public health, safety, hospital)

Break Out Sessions– Group 2: DWI Tracking System

Each group has been assigned a specific section of the priority recommendations from the NHTSA assessment which was completed in the fall of 2010. The state has made progress towards these recommendations, but we are looking for discussion/suggestions in regards to the next steps required to make a substantive impact on the number impaired driving instances and, subsequently, the number of alcohol related crashes and associated fatalities.

You group will discuss the following items and suggest specific ways that each can be addressed

including the resources (individuals, organizations, legislature, etc.) that need to be engaged to make changes. If there needs to be any exploration or research completed before moving forward with any of these items then please identify that as well. Some of these issues are more complex than others and we recognize that you may not get through all of the items.

Each group has a flip chart to record their discussion/recommendations. Each group has a TTI representative who will help to keep the group on point and record the information from the discussion. Each group needs to designate one person (not the TTI representative) to share their discussion with the larger group at the end of the break out session.

- Develop a statewide DWI tracking system and designate the appropriate agency to act as its custodian.
 - Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADRS).
 - Develop a database or system to collect requisite data to demonstrate the number of DWI arrests in the state annually, and the timeliness and consistency of sanctions or disposition of adjudicatory process.
1. Is it possible to have a DWI tracking system in Texas?
 2. What are the challenges associated with the development of such a system?
 3. Are there systems in place that could be linked to address the intent of a DWI tracking system?
 4. What would the expectations of a DWI tracking system?
 5. Should a particular organization facilitate the administration of a DWI tracking system? If so, who would be possible candidates to fulfill this role?
 6. Should there be a working group to help formulate and facilitate the development of such a system?
 7. What would be the barriers to deploying such a system?
 8. Should the system be able to “produce” any products or data on a regular basis that could be used to educate others on the problems of impaired driving in the state?
 9. What would make having a DWI tracking system be worthwhile? (in addition to fulfilling the recommendation)
If so, why?
 10. How would the development and maintenance of a DWI tracking system be funded? Is it an option to look at the state excise tax for alcoholic beverages?
 11. What would the steps be to develop and deploy a DWI tracking system in Texas?

Group 2 Feedback

- DWI Tracking Benefits:
 - 1) Real-time reporting structure for law enforcement enhancement
 - 2) Statistics
 - 3) Coordination between departments

- What would facilitate DWI Tracking?
 - 1) Legislation
 - 2) Inter-agency corporation
 - 3) A “host” to house tracking system → DPS?
- Practical Problems
 - 1) Expensive
 - a. Human Capital } Maintenance
 - b. Fiscal Capital } Maintenance
 - 2) Difficult
 - a. How to implement it?
 - b. Create from scratch?
 - 3) Could our efforts be better put somewhere else
 - a. Is it necessary?
 - 4) What info is included & how will it be used?

Break Out Sessions – Group 3: Underage Prevention & Education

Each group has been assigned a specific section of the priority recommendations from the NHTSA assessment which was completed in the fall of 2010. The state has made progress towards these recommendations, but we are looking for discussion/suggestions in regards to the next steps required to make a substantive impact on the number impaired driving instances and, subsequently, the number of alcohol related crashes and associated fatalities.

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- Provide schools with current, accurate impaired driving information to ensure that the Texas Essential Knowledge and Skills for Health Education are met.
 - Replicate Shattered Dreams and other prevention strategies in schools throughout the state.
 - Establish a college alcohol abuse/impaired driving prevention consortium.
1. How are we providing K-12 accurate information related to impaired driving?

2. Do we understand how that is impacting decision making? Does the work have impact and how do we measure it? If we don't measure it, how can we do that?
3. How successful is the state at curbing underage drinking, driving, and riding?
4. What are we doing at the post-secondary level to impact underage drinking and drinking and driving in general?
5. Does Shattered Dreams make a difference? How do we know? Are there other similar programs in place in Texas?
6. What do we need to do at the secondary level to influence young drivers to avoid drinking and/or driving while under the influence?
7. Do we have a college alcohol abuse/impaired driving prevention consortium at the state, regional or local levels? If not, what steps do we need to take to establish one? Do we need one? What would be the expectations of this consortium? How would this group be facilitated/administered?
8. Regardless of the NHTSA recommendations, what are three (doable) items/initiatives that could significantly impact the underage drinking/driving problem in Texas? (Can address issues related to enforcement, prosecution, adjudication, probation, sale of alcohol, etc.) – if you want to include more that is fine, but we want the items to be doable and we want you to identify what will have to be done to accomplish each of the items.

Group 3 Feedback

1) K-12 TEKS Specs Met

- Online for reference
- Knowledge & skills key –leverage point for program entry
- E.g., economic impact, writing about impact of alcohol
 - Travis County UDDP (4th/5th grade) plus 9-12
 - Texans Standing Tall
 - TDTSE At (Robots/Alcohol Drug Safety)
 - AgriLife (DWI Prevention Simulator)
- Project celebration
- DASH- Student Council
- Driver Ed Counsel →TEA

2) TDS pre-post assessments

- Awareness & Self-reported behavior
- Anecdotal→Change in culture/social norms
 - no alcohol is O.K. now
- TEKS school survey (statewide)

3) E.g. underage drinking down

- Tobacco use down
 - Track/document total reach of programs (e.g. # of students reached)
- General→ Need to let communities know about resources available
- 911 PSA (Robertson County Coalition)

- News media→ Mike Chrisholm
 - Law enforcement involvement & follow up critical→ need support of community (e.g. star QB)
 - School resource officers a good contact
 - TASA/TASB directory (issuing for state resources (?))
 - SARC (sexual assault) connection related to alcohol/drugs
- 4/6) Need more info re: fake ideas, consequences, etc. for college-age (post HS) group
- Uni. Driver Seat
 - Freshmen Learning Community (Sam Houston)
 - UDDP (booths/workshops at freshmen orientation)
 - Alcohol summit→ sessions re: alcohol/drugs (1 week)
- 7) State Health Services (CCP) DSHS
- Substance abuse grants
 - General (#2) Texans Standing Tall Document
 - Alcohol use, etc. → Higher Education Report Card
 - Local coalitions
 - Focus on college (18-25) moving forward
 - 18-21 working youth (non-college students) –MADD take the wheel?
 - 6th street opportunity
- 3) Create Linkage with Driver’s Ed Schools
- 4) Take closer look at Shattered Dreams and how it can be improved, costs reduced, streamlined, etc.
- 5) Improving distribution of current materials via Social Media, (movie theaters, etc.) other innovative distribution ideas.
- Blood and pore impact is short-linked;
 - Young people know “it’s not real’
 - Very expensive/resource-intensive
 - School time too difficult/distracts from tight schedules
 - “Every is Minutes”; Ghost out/White out
 - “True stories/testimonials” more effective
 - Source of funds/programs? TABC?
 - Mini-grants no longer offered
 - Widely varied implementation
 - Needs better coordination
- 8) 1. Cohort/ ongoing work group (establish)
2. Outreach mechanism to raise awareness of programs focused on alcohol (e.g. presentations/workshops at school-oriented conferences)

Break Out Sessions – Group 3: Criminal Justice System

Each group has been assigned a specific section of the priority recommendations from the NHTSA assessment which was completed in the fall of 2010. The state has made progress towards these recommendations, but we are looking for discussion/suggestions in regards to the next steps required to make a substantive impact on the number impaired driving instances and, subsequently, the number of alcohol related crashes and associated fatalities.

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Each group has a flip chart to record their discussion/recommendations. Each group has a TTI representative who will help to keep the group on point and record the information from the discussion. Each group needs to designate one person (not the TTI representative) to share their discussion with the larger group at the end of the break out session.

- Enact a statute that allows well planned and fairly executed sobriety checkpoints.
 - Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.
 - Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.
 - Expand the utilization of DRE officers in DWI mobilizations and fatality collision investigations.
1. What is the probability of enacting a statute to allow sobriety check points in Texas?
 2. How are no-refusal initiatives addressing the issue of impaired driving?
 3. How does a no-refusal process compare in intent to sobriety checkpoints? Can we make an argument that no-refusal is addressing the intent of sobriety checkpoint just using a different angle?
 4. Regardless of the NHTSA recommendations, what are three (doable) items/initiatives that could significantly impact the DWI problem in Texas? (Can address issues related to enforcement, prosecution, adjudication, probation, ALR, etc.) – if you want to include more that is fine, but we want the items to be doable and we want you to identify what will have to be done to accomplish each of the items.
 5. How critical is the utilization of DRE in mobilizations and/or fatality collision investigations?

GROUP 4 Feedback

Sobriety checkpoints won't get out of committee

- Legislatures do not want to own consequences if they get stopped

- Watered down legislation that would not have been effective
- Little support from either party. Most of the Texas public is against the idea of stopping innocent people.

ALR

- ALR not as successful as previously thought – People will drive on a suspended license anyway. There is a low probability they will get caught. There are no other alternatives for them.
- Defense uses it as discovery.
- Trend is for police officers not to go to ALR - why jeopardize criminal DUI case for an administrative hearing (LEO point)
- Better than what TX had before where Justice of the Peace makes decision. JP wants to get elected again and in rural areas is very close to the people. Doesn't want to arrest voters.

Occupational License

- o Lack in enforcement
- o Can now get fee for probation
- o Judges are being more educated about consequences of giving an occupational permit to someone who later gets another DUI while driving with occupational.
- o Probation officers can now oversee all IID usage
- o 49.09H shall order IID and keep up for 1 year
 - Needs to be revamped
- o IID + treatment = most successful method of reducing recidivism

Indigence

- o Harris does not contract, all IID vendors must have IID indigence fund (sliding pay scale based on your income and ability to pay)

2013 Grant TDCAA: Hold a listening session for elected prosecutors

- Already on December agenda

Some states are saying that if reducing DUI to Class C then Ignition Interlock must be used/cannot be waived. Texas should look into this. Gets people into treatment and allows you to monitor their driving even when charges are reduced.

DRE

- Train more
- 3 upcoming classes for a total of 420 total DRE's (60 new by the end of 2013)

No Refusals

- All in favor of procedure
- Blood – can't argue medical certainty. Juries love it. Because of all the crime shows juries want to see forensic evidence. Blood test gives them that. This has really helped increase DUI conviction rates and pre-trial pleas.

- Sobriety checkpoints are just publicity. No refusals are for convictions. In many ways, no refusals are better than check points because it allows the officer to see the person driving impaired before stopping them. Strengthens the case.
- Advertising No Refusals is like sobriety checkpoints in that LEO is going to catch you.
- No Refusal may be stronger message
 - Sobriety checkpoints – privacy concern (driving privileges vs. rights) (No PC.)

Look at statewide uniform template for occupational DL. That way people who file for occupational but do not have a lawyer can do it right the first time.

Expunge not favorable – range of punishment needs to be in line with the crime.

Effectively combating DUI requires justice be done in a way that doesn't hurt first time offenders for the rest of their lives, but still reduces recidivism, allows you to go after repeat offenders, and avoids any negative side effects for society. This led many at the table to want deferred adjudication (DA) for DUIs.

- DA works well when combined with no refusal blood test. People don't want to go to trial with blood test evidence against them. DA gives people an out.
- DA gets people on IID and into rehab which reduces recidivism
- IID is good because it allows someone to still drive, but makes sure they are not drinking and driving. Problem with ALR is people keep driving without being monitored and without insurance. Huge societal cost.
- People can file for non-disclosure if they successfully complete the terms of their probation. This hides their record from private entities (including potential employers) but is still visible to law enforcement in case they get a second DUI.
- Defense bar opposed to DA because it will reduce the number of people who fight a DUI.

Break Out Sessions – Group 5: Effectiveness of Media

Each group has been assigned a specific section of the priority recommendations from the NHTSA assessment which was completed in the fall of 2010. The state has made progress towards these recommendations, but we are looking for discussion/suggestions in regards to the next steps required to make a substantive impact on the number impaired driving instances and, subsequently, the number of alcohol related crashes and associated fatalities.

You group will discuss the following items and suggest specific ways that each can be addressed including the resources (individuals, organizations, legislature, etc.) that need to be engaged to make changes. If there needs to be any exploration or research completed before moving forward with any of these items then please identify that as well. Some of these issues are more complex than others and we recognize that you may not get through all of the items.

Each group has a flip chart to record their discussion/recommendations. Each group has a TTI representative who will help to keep the group on point and record the information from the

discussion. Each group needs to designate one person (not the TTI representative) to share their discussion with the larger group at the end of the break out session.

- Expand the use of awareness surveys to measure the effectiveness of the media campaign
1. What methods are used to measure the awareness of the target audience related to media campaigns?
 2. How do we coordinate between campaigns to measure overlap of messaging?
 3. What ways can we better coordinate between programs/projects to ensure a consistent message (not between media developers but between other programs/project and subgrantees)?
 4. Should there be consistency between programs with the regards to websites? If so, how do we do that?
 5. How can we coordinate awareness measurement (especially pre-countermeasures) to determine the need for media and/or other types of projects that address impaired driving?
 6. What are your biggest challenges to developing media campaigns related to impaired driving? What can we do to address these barriers/challenges?
 7. What other methods outside of traditional media type initiatives should other subgrantees be doing to ensure they are delivering the correct message? Sell their programs/projects?
 8. Regardless of the NHTSA recommendations, what are three (doable) items/initiatives that could significantly impact the DWI problem in Texas in terms of media? – if you want to include more that is fine, but we want the items to be doable and we want you to identify what will have to be done to accomplish each of the items.

GROUP 5 Feedback

1. Informal survey/discussion with intended target audiences (ideally with neutral lead); entry/exit polling at events, workshops, presentations, etc.
2. No concern re: overlap, but message should be consistent
3. Local coalition (San Antonio (Austin in works)) development; use TxDOT as HUB; TSS regional schedule of activities by sub-grantee via shared online tool
4. Overall message consistency is critical but auton. websites – too many audiences, etc.
5. Determine scope of problem, then determine types and size of media
-----Create database of information sub-grantees need --- other campaigns add to survey where applicable/possible
6. Budget
Timing
Breaking through the clutter with Budget and Timing
7. Social Media, PR (make contacts with local media)
- 8 Peer-to-peer programs (especially with youth and teens)

-Establish contacts with local media directors

-KNOW YOUR AUDIENCE

LEGISLATIVE ISSUES

- FRSA – Failure to Stop and Render Aid
- Deferred Adjudication
- Resources for labs
- Rehab. In prisons
- Search Warrants
- Increase Punishment Ranges
- Dramshop
- Reduce Surcharges
- License Suspension
- Pre-trial Diversions
- Funding through court cost and pooling of those funds
- Alcohol Excise Taxes

Appendix J – Agenda, Attendance, and After Action Report – September 2011 Impaired Driving Task Force Meeting



Texas Impaired Driving Task Force Meeting

Where: Texas Association of Counties Headquarters
Event Center – 4th Floor
1210 San Antonio Street, Austin

When: Thursday, September 1, 2011
9:30 a.m. – 2:30 p.m. (Lunch will be provided)

Introductions

All

All partners will be prepared to introduce (one main representative from each group) themselves and any of their colleagues from their organization. They will also provide a very brief description of their organization and projects/programs related to traffic safety.

Overview of NHTSA Initiatives in Impaired Driving

Frank Saenz

Review the Gaps Identified in the NHTSA Assessment

Melissa Walden

(Note: We will provide documentation on all of the gaps, but focus on the top 4-5 that TxDOT and the partners feel are critical and we have the ability to address)

Charge for the Meeting

Melissa Walden

(Note: Explain the purpose of breaking up into small groups and the expected outcomes)

Meet in Teams

All

Teams Report Back to Group

All

Facilitate the Identification of Critical Items

Melissa Walden

Adjourn

Attendance

First Name	Last Name	Organization
Clay	Abbott	Texas District and County Attorneys Association
Mark	Atkinson	Texas Center for the Judiciary
Robbie	Barrera	Texas Department of Public Safety
Chassati	Bauman	Hillcrest TeenSafe
LeeAnn	Bell	Texas A&M Transportation Institute
Bryan	Bell	Texas Municipal Police Association
Rob	Daniel	Texas Justice Court Training Center
Maury	Dennis	Texas A&M Transportation Institute
Ray	Dittrich	Texas Municipal Police Association
Joey	Estrada	Texas Alcoholic Beverage Commission
David	Hodges	Texas Association of Counties
Candice	House	ThinkStreet
Jim	Kuboviak	Law Enforcement Mobile Video Institute
Tori	Lineberry	Hillcrest TeenSafe
Hope	Lochridge	Texas Municipal Courts Education Center
Lisa	Robinson	Texas Municipal Courts Education Center
Marcie	Perez	Texas A&M Transportation Institute
Lauren	Powell	Hillcrest TeenSafe
Frank	Saenz	Texas Department of Transportation
Gloria	Souhami	Travis County Attorney's Office
Melissa	Walden	Texas A&M Transportation Institute
Dan	Worley	Hillcrest TeenSafe
Debby	Young	National Safety Council

After Action Report

The Texas Alcohol and Other Drug Countermeasures Internal Assessment Matrix was revised during this meeting. There was no specific meeting minutes generated with the exception of the revised matrix that was submitted to TxDOT. The group met as a whole and in break-out sessions to discuss the progress being made towards addressing the NHTSA recommendations from the State Alcohol Program Assessment conducted in the fall of 2010. The following includes the discussion topics and the legislative update that was presented to the Task Force members.

NHTSA's Technical Assessment of the Texas Alcohol Program

PRIORITY RECOMMENDATIONS

PROGRAM MANAGEMENT AND STRATEGIC PLANNING

- Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the October, 2010 Impaired Driving Assessment Report.
- Implement recommendations from the Impaired Driving Assessment Report with priorities set by the DWI Task Force.
- Undertake the state's strategic planning process in a holistic, coordinated and comprehensive manner.
- Fill the Traffic Safety Section vacant program manager and Traffic Safety Specialist positions as soon as possible.
- Establish funding based on portions of fines, court costs, etc., to support long term projects and promote self-sufficiency.
- Develop a statewide DWI tracking system and designate the appropriate agency to act as its custodian.
- Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADRS).

PREVENTION

- Increase the State excise tax rates for all alcoholic beverages to equal the national average.

CRIMINAL JUSTICE SYSTEM

- Enact a statute that allows well planned and fairly executed sobriety checkpoints.
- Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.
- Expand utilization of DRE officers in DWI mobilizations and fatality collision investigations.
- Expand development and deployment of the LEADRS.
- Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.
- Increase probation resources for the management impaired driving cases.
- Commission an assessment of ALR in Texas to establish best practices and identify the most effective design and focus on ways to optimize interactions between administrative and criminal proceedings.

ALCOHOL AND OTHER DRUG MISUSE: Screening, Assessment, Treatment and Rehabilitation

- Require completion of appropriate treatment, as determined by standardized screening and assessment as a condition of relicensing.
- Repeal Alcohol Exclusion Laws in Texas.
- Support training for clergy to provide substance abuse counseling in rural areas.

PROGRAM EVALUATION AND DATA

- Develop a database or system to collect requisite data to demonstrate the number of DWI arrests in the state annually, and the timeliness and consistency of sanctions or disposition of adjudicatory process.

Detailed Review of the Priority Recommendations

General questions about the recommendations:

- Are the priority recommendations currently being addressed? If so, how?
- If the priority recommendations are not being addressed, can the Texas program move forward to address the recommendation? If not, are there other activities that can meet the intent of the recommendation?
- Rank the recommendations and determine the practicality of implementing the recommendation.

Specific questions related to individual recommendations:

- NHTSA recommends a statewide DWI Task Force consisting of high level membership from stakeholder organizations to review the recommendations of the NHTSA assessment. Does this group of program partners meet the intent of a statewide DWI Task Force? If not, what organizations and/or individuals need to be present to address the recommendations and/or other issues related to impaired driving in the state?
- We have undertaken a holistic strategic planning practice for a number of years with the program partner group, how can we better communicate that to NHTSA so that they accept the process as coordinated and comprehensive?
- How can we investigate the feasibility of establishing funding based on portions of fines, court costs, etc. in an effort to fiscally support the impaired driving programs in the state?
- Do we believe that a statewide DWI tracking system is feasible? Can it be accomplished on a statewide level or do we need to approach it by taking a sample from existing databases in an effort to determine the productivity/efficiency of the DWI process?
- How well are we doing in addressing the middleware issues to allow enforcement agencies to access and/or better utilize LEADRS?
- What would the process be to change the excise tax rates for alcoholic beverages to meet the national average? Is addressing this recommendation even feasible?
- What are the chances of sobriety checkpoints being supported through the legislative process? If we assume that sobriety checkpoints have a low probability of legislative success, how can we equate other countermeasures, especially no refusal activities, to the perceived success of sobriety checkpoints in regards to deterring impaired driving?
- TxDOT has funded a project to evaluate the ALR process. Is it possible to strengthen the ALR process to actually remove impaired drivers from the road in a timely manner?
- How are we utilizing DRE officers as part of DWI mobilizations and/or fatal crashes?
- How can officers trained through the ARIDE curriculum augment the recommendation to have DREs as part of the DWI mobilizations or on site during fatal crash investigations?
- How can we expand the deployment of the LEADRS program?
- Have we conducted a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving? If so, what were the results? If not, is this something that we can include in a current or future TxDOT project? Would a survey be appropriate in combination with focus groups

to ensure all elected have a chance to participate?

- NHTSA recommended increasing the resources for the management of impaired driving cases in the area of probation/community service. Given that the limited financial resources associated with all state services, how can we improve the community supervision process related to impaired drivers so that we can maximize the impact of probation on the prevention of impaired driving?
- NHTSA recommended that Texas require completion of appropriate treatment as determined by standardized screening and make that a condition of relicensing. How do we address this recommendation? Is it adequate that we are using this approach through DWI/Drug court approach? Is this practical considering the judicial system in Texas?
- What is the process to repeal the Alcohol Exclusion Laws that provide challenges for gathering evidence related to impaired driving crashes?
- What would be approaches to monitor impaired drivers? NHTSA recommends incorporating clergy (faith based representatives) into the substance abuse counseling incorporate this concept in order to address the real issues of treatment?
- NHTSA recommends that Texas develop a database/system to collect data related to DWI arrests, consistency/timeliness of the sanctions and disposition of the adjudicatory process. Texas' has a diverse set of agencies with varying degrees of technology/data collection capabilities. The Legislature has set a requirement that DPS produce a report detailing information related to DWI convictions. Texas expends a significant amount of resources addressing the problem of impaired driving and it is important to evaluate the effect of the application of these resources. Is a statewide DWI tracking system feasible? If so, how can it be accomplished? If not, is there another approach that can meet the need for process assessment/evaluation?

Texas Legislature - Bills Signed by the Governor 82nd Legislature Regular Session (Report Date: 6/22/2011)

[HB 11](#) Author: Cook | Hilderbran | Kolkhorst | Schwertner | Lozano
Sponsor: Eltife
Last Action: 05/28/2011 E Effective on 9/1/11
Caption: Relating to reports filed with the comptroller regarding certain alcoholic beverage sales; providing a penalty.

Impact: Reporting required will improve auditing and tax collection by the state comptroller of public accounts for sales of certain alcoholic beverages.

[HB 27](#) Author: Guillen
Sponsor: Ellis
Last Action: 06/17/2011 E Effective on 9/1/11
Caption: Relating to the payment of fines and costs by defendants who are unable to pay the fines and costs in misdemeanor cases. Post judgment relation requires a hearing to determine indengency.

Impact: Allows defendants who are unable to immediately pay fines and court fees the option of doing so in designated interval payments.

[HB 588](#) Author: Guillen
Sponsor: Whitmire
Last Action: 06/17/2011 E Effective on 9/1/11
Caption: Relating to surcharges under the Driver Responsibility Program. Lump sum payment (??? Indigent direction??? Judges have the ability to determine indengency) waving of surcharges.

Impact: H.B. 588 provides for the advance payment of surcharges under the driver responsibility program and mandates a compliance incentive program. H.B. 588 amends current law relating to surcharges under the Driver Responsibility Program. Requires, rather than authorizes, the Texas Department of Public Safety (DPS) to offer a holder of a driver's license on which a surcharge has been assessed an incentive for compliance with the law and efforts at rehabilitation, including a reduction of a surcharge or a decrease in the length of an installment plan. Provides that if a person makes a single upfront surcharge payment, DPS will not be required to take further action concerning points, for convictions of certain Intoxicated driver offenses, for driving with license invalid or without financial responsibility, or for conviction of driving without a valid license.

[HB 1009](#) Author: Callegari
Sponsor: Hegar
Last Action: 06/17/2011 E See remarks for effective date
Caption: Relating to procedures for obtaining informed consent before certain postmortem examinations or autopsies.

Impact: *Requires that a decedent's relative be given an opportunity to consent to the autopsy through a plain language form that provides an opportunity for the family to place restrictions on the autopsy as well as control the disposition of organs and tissues after the procedure. The bill also allows a decedent's family to request that a physician not affiliated with the institution where their family member died review the autopsy, or perform the autopsy at another hospital or institution.*

This does not apply to an autopsy that is ordered by a justice of the peace or medical examiner who determines the autopsy is required under this chapter or other law.

[HB 1137](#) Author: Darby | Flynn | Driver | Berman
Sponsor: Estes
Last Action: 06/17/2011 E Effective on 9/1/11
Caption: Relating to the transmission of records regarding over-the-counter sales of ephedrine, pseudoephedrine, and norpseudoephedrine and a person's civil liability for certain acts arising from the sale of those products.

Impact: *H.B. 1137 amends current law relating to the transmission of records regarding over-the-counter sales of ephedrine, pseudoephedrine, and norpseudoephedrine and a person's civil liability for certain acts arising from the sale of those products. before completing an over-the-counter sale of a product containing ephedrine, pseudoephedrine, or norpseudoephedrine, to: display a driver's license or other form of government-issued identification containing the person's photograph and indicating that the person is 16 years of age or older, and sign for the purchase; including the name and date of birth of the person making the purchase, the address of the purchaser, the date and time of the purchase, the type of identification displayed by the person and the identification number, and the item and number of grams purchased; and transmit the record of sale.*

Prohibits a business establishment from selling to a person who makes over-the-counter purchases of one or more products containing ephedrine, pseudoephedrine, or norpseudoephedrine within any calendar day: more than 3.6 grams of ephedrine, pseudoephedrine, norpseudoephedrine, or a combination of those substances and within any 30-day period, more than nine grams of ephedrine, pseudoephedrine, norpseudoephedrine, or a combination of those

substances.

[HB 1199](#) Author: Gallego | Martinez Fischer
Sponsor: Davis
Last Action: 06/17/2011 E Effective on 9/1/11
Caption: Relating to the penalty for certain intoxication offenses.

1st time BAC above 0.15 everything affects all PI&E

Separate offense on DWI, aggravated intox. offense, upgrades to a might as well be dead level – this is looked at in the punishment phase.

Training issue for including this in the indictment

Impact: *H.B. 1199 creates a penalty for an intoxication assault if the commission of the offense leaves a person in a persistent vegetative state. Amends Section 49.09, Penal Code, by adding Subsection (b-4), to provide that an offense under Section 49.07 (Intoxication Assault) is a felony of the second degree if it is shown on the trial of the offense that the person caused serious bodily injury to another in the nature of a traumatic brain injury that results in a persistent vegetative state.*

[HB 1205](#) Author: Turner | Allen | Aliseda | Rodriguez, Eddie | Gallego
Sponsor: Ellis
Last Action: 06/17/2011 Effective on 9/1/11
Caption: Relating to the procedures for reducing or terminating community supervision and the establishment of certain time credits through which a defendant's period of community supervision is reduced.

Impact: *The bill makes its provisions relating to time credits apply only to a defendant who is granted community supervision, including deferred adjudication community supervision, for an offense punishable as a state jail felony or a third degree felony, other than an intoxication for alcoholic beverage offense, an offense involving family violence, or an offense included as a reportable conviction or adjudication under the sex offender registration program.*

[HB 2118](#) Author: Coleman | Giddings | King, Phil | Sheets
Sponsor: Estes
Last Action: 06/17/2011 E Effective on 9/1/11
Caption: Relating to adding certain synthetic compounds to Penalty Group 2 of the Texas Controlled Substances Act.

Impact: *H.B. 2118 amends current law relating to adding certain synthetic compounds to Penalty Group 2 of the Texas Controlled Substances Act. This bill does not expressly grant any additional rulemaking authority to a state officer, institution, or agency.*

[HB 3474](#) Author: Gallego
Sponsor: Watson
Last Action: 06/17/2011 E Effective on 9/1/11
Caption: Relating to criminal offenses regarding the possession or consumption of alcoholic beverages by a minor and providing alcoholic beverages to a minor. Safe haven for minors.

Impact: *H.B. 3474 amends Sections 106.04 (Consumption of Alcohol by a Minor) and 106.05 (Possession of Alcohol by a Minor), Alcoholic Beverage Code, to provide limited immunity from prosecution for a person under 21 years of age who reports a medical emergency, i.e., a possible alcohol overdose, for that person or for another minor. The limited immunity would only apply to consumption of alcohol by a minor or possession of alcohol by a minor. The individual must comply with certain conditions, including that the minor requested emergency medical assistance in response to a possible alcohol overdose, that the minor was the first to request medical assistance, and that the minor who first requested assistance remained at the scene until the medical assistance arrived and cooperated with medical and law enforcement personnel.*

H.B. 3474 strengthens the probationary requirements for providing alcohol to a minor in certain environments, such as binge drinking or forcing or coercing consumption of alcohol. The bill outlines possible community supervision or probation options under Section 106.06 (Purchase of Alcohol for a Minor; Furnishing Alcohol to a Minor), Alcoholic Beverage Code, including 20 to 40 hours of community service, an alcohol awareness course, and a driver's license suspension or denial of the issuance of a driver's license.

H.B. 3474 amends current law relating to criminal offenses regarding the possession or consumption of alcoholic beverages by a minor and providing alcoholic beverages to a minor.

[SB 364](#) Author: Ogden

Sponsor: Brown

Last Action: 06/17/2011 E Effective on 9/1/11

Caption: Relating to statistical information on the prosecution of certain offenses relating to the operating of a motor vehicle while intoxicated.

Impact: *DWI reporting – non-funded mandate, forms requiring changes, hearing in the interim. S.B 364 amends the government code to require DPS to compile and maintain statistical information on the prosecution of offenses relating to the operation of a motor vehicle while intoxicated including information on: number of arrests; number of arrests resulting in release with no charges; number of charges resulting in plea of not guilty and a trial; plea of guilty or nolo contendere; charges resulting in a conviction for the offense charges in the indictment complaint or other charging instrument; charges resulting in a conviction for an offense not originally charged in the indictment, complaint or other charging instrument and the number of charges ending in dismissals.*

Requires each law enforcement agency, court and attorneys office to report the information on the form provided for by the DPS so that the data can be collected and later analyzed. The bill requires DPS to report on those agencies, courts or attorney's office who fail to report the information as required. Report is due to legislature no later than the 15th of February annually.

[SB 1787](#) Author: Patrick

Sponsor: Martinez Fischer

Last Action: 06/17/2011 E Effective on 9/1/11

Caption: Relating to the information provided by a peace officer before requesting a specimen to determine intoxication

Impact: *Changes DIC 24 “if you refuse the BAC the officer may request a search warrant for blood” for those counties that do not do blood search warrants*

Appendix K – Approval Form for Impaired Driving Plan

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: WW. Clay Abbott

Date: 2014-06-23 16:27:17

Agency/Organization: TDCAA

Position/Title: DWI Resource Prosecutor

I, W. Clay Abbott, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

W Clay Abbott

Digitally signed by W Clay Abbott
DN: cn=W Clay Abbott, o=TDCAA, ou, email=abbott@tdcaa.com, c=US
Date: 2014.06.23 16:24:07 -0500

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Samantha Akins

Date: 2014-06-23 10:08:41

Agency/Organization: Texas Municipal Police Association

Position/Title: FRIDAY & ADAPT Program Coordinator

I, Samantha Akins, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

As an alternate member, I would like to add my support to the plan.

Electronic Signature:

Samantha Akins

Digitally signed by Samantha Akins
DN: cn=Samantha Akins, o=TMPA, ou, email=samantha.akers@tmpa.org,
c=US
Date: 2014.06.23 10:04:50 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Richard Alpert

Date: 2014-06-18 15:31:06

Agency/Organization: Tarrant County District Attorneys Office

Position/Title: Assistant Criminal District Attorney

I, Richard Alpert, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

rbalpert

Digitally signed by rbalpert
DN: c=US, st=Texas, l=Fort Worth, o=Tarrant County, ou=ADCert2,
cn=rbalpert, email=rbalpert@tarrantcountytx.gov
Date: 2014.06.17 07:35:54 -0500'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: David G. Baker

Date: 2014-06-26 08:29:30

Agency/Organization: Texas Department of Public Safety

Position/Title: Lieutenant Colonel

I, David G. Baker, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

David G Baker

Digitally signed by David G Baker
DN: cn=David G Baker, o=Texas Department of Public Safety, ou=Director's Office, email=david.baker@dps.texas.gov, c=US
Date: 2014.06.25 16:57:21 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Lauralea Bauer, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Digitally signed by Lauralea Bauer
DN: cn=Lauralea Bauer, o=TxDOT, ou=Traffic Safety,
email=Lauralea.Bauer@txdot.gov, c=US
Date: 2014.06.23 11:10:57 -0500

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Lee Ann Bell

Date: 2014-06-20 10:23:44

Agency/Organization: Texas A&M Transportation Institute

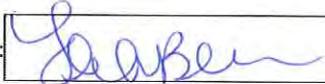
Position/Title: Transportation Researcher

I, Lee Ann Bell, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Steven Bockenfeld

Date: 2014-06-20 09:27:17

Agency/Organization: Safety City/Abilene Police Department

Position/Title: Police Services Assistant

I, Steven E. Bockenfeld, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Steven Bockenfeld

Digitally signed by Steven Bockenfeld
DN: cn=Steven Bockenfeld, o=Safety City, ou=Safety City/Abilene Police
Department, email=steven.bockenfeld@abilenetx.com, c=US
Date: 2014.06.20 09:22:44 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Amy Borrego

Date: 2014-06-13 17:24:35

Agency/Organization: Region 6 Education Service Center

Position/Title: Safety Education Training Specialist

I, Amy Borrego, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Amy Borrego

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Lindsey Bradley

Date: 2014-06-23 08:42:18

Agency/Organization: Brown Distributing Company

Position/Title: Marketing/Corporate Social Responsibility

I, Lindsey Bradley, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Lindsey Bradley

Digitally signed by Lindsey Bradley
DN: cn=Lindsey Bradley, o=Brown Distributing, ou,
email=lindseyb@austinbud.com, c=US
Date: 2014.06.23 08:38:16 -05 00'

Print Form

Submit by E-mail

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Debora E. Callahan, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Carol Campa

Date: 2014-06-23 09:21:27

Agency/Organization: Texas Department of Transportation

Position/Title: Traffic Safety Program Lead Worker

I, Carol Campa, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Carol Campa

Digitally signed by Carol Campa
DN: cn=Carol Campa, o=Texas Department of Transportation, ou=Traffic
Operations Division, email=carol.campa@txdot.gov, c=US
Date: 2014.06.23 09:00:06 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Mindy Carroll

Date: 2014-06-18 15:32:36

Agency/Organization: Texas Alcoholic Beverage Commission

Position/Title: Director of Education

I, Mindy Carroll, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHT5A as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Mindy Carroll

Digitally signed by Mindy Carroll
DN: cn=Mindy Carroll, o=Texas Alcoholic Beverage Commission, ou=Education and Prevention Division, email=mindy.carroll@tabc.state.tx.us, c=US
Date: 2014.06.18 08:05:07 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Jill Collett, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Susan Cotter

Date: 2014-06-13 17:24:35

Agency/Organization: Harris Co. Sheriff's Office

Position/Title: Sergeant

I, Susan Cotter, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

I approve of the Texas Impaired Driving Plan.

I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Anne Crosby

Date: 2014-06-20 09:28:45

Agency/Organization: EnviroMedia

Position/Title: Account Supervisor

I, Anne Crosby, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Anne Crosby**
Digitally signed by Anne Crosby
DN: cn=Anne Crosby, o, ou, email=acrosby@enviromedia.com, c=US
Date: 2014.06.18 15:28:33 -0600

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Rob Daniel

Date: 2014-06-18 16:00:07

Agency/Organization: Texas Justice Court Training Center

Position/Title: Program Attorney

I, Rob Daniel, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Rob Daniel**
Digitally signed by Rob Daniel
DN: cn=Rob Daniel, o=TJCTC, ou, email=rd48@txstate.edu, c=US
Date: 2014.06.18 15:55:12 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Mike Davis

Date: 2014-06-20 09:32:50

Agency/Organization: Alamo Area Council of Governments

Position/Title: Law Enforcement Academy Supervisor

I, Mike Davis, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

I approve and support the Texas Impaired Driving Plan as an AACOG representative and as the Chair of the Bexar County DWI Task Force.

Electronic Signature: **Mike Davis**
Digitally signed by Mike Davis
DN: cn=Mike Davis, o=AACOG Alamo Area Regional Law Enforcement Academy,
ou=Public Safety Department/Criminal Justice Division, email=mdavis@aacog.com, c=US
Date: 2014.06.20 09:23:19 -0500

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: maurice Dennis

Date: 2014-06-17 09:26:38

Agency/Organization: tti

Position/Title: sr res sc

I, maurice dennis, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

M. E. Dennis

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: warren diepraam

Date: 2014-06-23 12:43:32

Agency/Organization: Montgomery County DAO

Position/Title: Bureau Chief of Specialized Prosecutions

I, Warren Diepraam, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

The plan is generally an accurate assessment of the state of DWI law in Texas today.

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Holly Doran, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Holly Doran
DN: cn=Holly Doran, o=Texas Center for the Judiciary, ou,
email=hollyd@yourhonor.com, c=US
Date: 2014.06.23 09:08:10 -05'00'

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, David Dorman, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **David Dorman**
Digitally signed by David Dorman
DN: cn=David Dorman, o=Mothers Against Drunk Driving, ou=Take The Wheel Program, email=david.dorman@madd.org, c=US
Date: 2014.06.18 15:59:26 -05'00'

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Christopher Drucker

Date: 2014-06-17 15:31:23

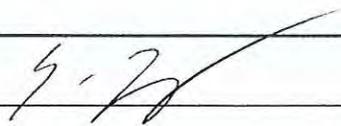
Agency/Organization: DSHS

Position/Title: Injury Epidemiologist

I, Christopher Drucker, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Maghan Ellington, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Maghan Ellington
DN: cn=Maghan Ellington, o=TMPA, ou=Texas SFST Training Program,
email=maghan.ellington@txsfst.org, c=US
Date: 2014.06.23 08:38:44 -05'00'

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Paige Ericson

Date: 2014-06-19 12:02:53

Agency/Organization: TTI

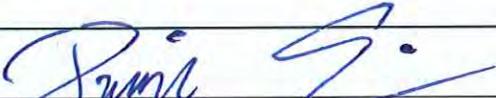
Position/Title: Research Associate

I, Paige Ericson, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Jaime Gutierrez

Date: 2014-06-18 17:54:00

Agency/Organization: MAAD

Position/Title: State Ex Director

I, Jaime Gutierrez, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation

Electronic Signature: Jaime Gutierrez

Print Form

Submit by E-mail



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Russell Henk, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



[Print Form](#)

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Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: David Hodges

Date: 2014-06-16 13:00:38

Agency/Organization: Texas Association of Counties

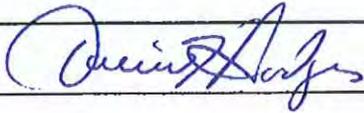
Position/Title: Judicial Education Director

I, David Hodges, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Kimberley Hodges, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Jim Hollis, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Jeff Kaufman

Date: 2014-06-24 11:26:11

Agency/Organization: Houston-Galveston Area Council

Position/Title: Transportation Operations Coordinator

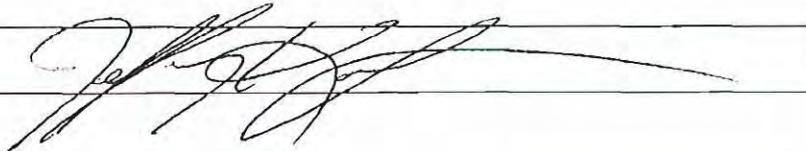
I, Jeff Kaufman, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

If it's not too late, you may wish to include something about repealing the Uniform Accident and Sickness Policy Provision Law (UPPL), which will allow other hospitals to do blood draws without getting penalized from insurance companies.

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

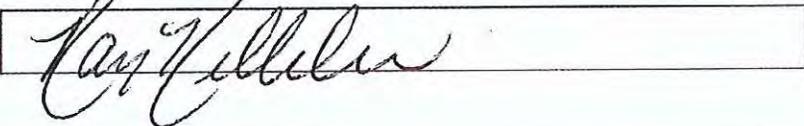
Position/Title:

I, Ray Killebrew, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Alex Kone

Date: 2014-06-20 15:39:58

Agency/Organization: Capital Area Metropolitan Planning Organization

Position/Title: Senior Planner

I, Alex Kone, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Alex Kone

Digitally signed by Alex Kone
DN: cn=Alex Kone, o=Capital Area Metropolitan Planning Organization,
ou=Senior Planner, email=alex.kone@campotexas.org, c=US
Date: 2014.06.20 15:39:38 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Jim Kuboviak, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Jim Kuboviak
DN: cn=Jim Kuboviak, o=LEMVI, ou, email=kuboviak@lemvi.com, c=US
Date: 2014.06.18 09:24:18 -05'00'

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Tori Lineberry, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Hope Lochridge

Date: 2014-06-19 10:44:34

Agency/Organization: Texas Municipal Courts Education Center

Position/Title: Executive Director

I, Hope Lochridge, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Hope Lochridge**
Digitally signed by Hope Lochridge
DN: cn=Hope Lochridge, o=TMCEC, ou, email=hope@tmcec.com, c=US
Date: 2014.06.19 10:32:05 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

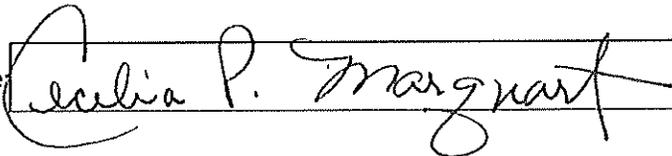
I, Cecelia P Marquart, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

I'd like to note that I think that Parole and Coalitions need to be added to the list on Page 13--Program Management and Strategic Planning.

Electronic Signature



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Steven C. McCraw

Date: 2014-06-26 08:29:41

Agency/Organization: Texas Department of Public Safety

Position/Title: Director

I, Steve McCraw, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Steven C. McCraw

Digitally signed by Steven C. McCraw
DN: cn=Steven C. McCraw, o=Texas Department of Public Safety, ou,
email=steven.mccraw@dps.texas.gov, c=US
Date: 2014.06.26 08:08:06 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dottie McDonald, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Dottie McDonald
DN: cn=Dottie McDonald, o=Smart Start, Inc., ou,
email=dmcDonald@smartstartinc.com, c=US
Date: 2014.06.20 16:54:07 -05 00

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, David McGarah, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: John McNamee

Date: 2014-06-23 10:03:31

Agency/Organization: MADD Southeast Texas

Position/Title: Affiliate Executive Director

I, John McNamee, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

john.mcnamee@madd.org

Digitally signed by john.mcnamee@madd.org
DN: cn=john.mcnamee@madd.org
Date: 2014.06.23 10:03:05 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Laura Dean-Mooney, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Laurie Naumann

Date: 2014-06-23 09:37:14

Agency/Organization: Texas A&M AgriLife Extension Service

Position/Title: Program Coordinator

I, Laurie Naumann, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Laurie Naumann

Digitally signed by Laurie Naumann
DN: cn=Laurie Naumann, o, ou, email=laurie.naumann@ag.tamu.edu, c=US
Date: 2014.06.23 09:35:40 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Terry Pence

Date: 2014-06-24 09:32:55

Agency/Organization: Texas Department of Transportation

Position/Title: Traffic Safety Director

I, Terry Pence, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Terry A. Pence

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Karen Peoples

Date: 2014-06-23 08:55:27

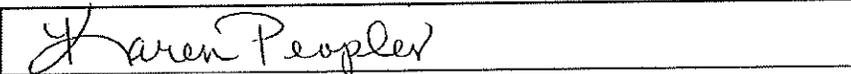
Agency/Organization: TxDOT

Position/Title: TSS

I, Karen Peoples, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Lauren Powell

Date: 2014-06-23 13:08:22

Agency/Organization: TeenSafe

Position/Title: Coordinator

I, Lauren Powell, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Lauren Powell

Digitally signed by Lauren Powell
DN: cn=Lauren Powell, o=TeenSafe, ou=TeenSafe, email=LaPowell@sw.org,
c=US
Date: 2014.06.23 13:05:40 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Jena Prescott

Date: 2014-06-18 15:28:55

Agency/Organization: TTI

Position/Title: Program Coordinator

I, Jena Prescott, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Jena Prescott**
Digitally signed by Jena Prescott
DN: cn=Jena Prescott, o=Texas A&M Transportation Institute, ou, email=j-
prescott@tti.tamu.edu, c=US
Date: 2014.06.16 14:40:44 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Cathy Quaid

Date: 2014-06-19 10:35:47

Agency/Organization: MADD North Texas

Position/Title: Law Enforcement Program Specialist

I, Cathy Quaid, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

I feel the plan is very comprehensive and covers all the areas that I think need to be addressed.

Electronic Signature: **Cathy Quaid**
Digitally signed by Cathy Quaid
DN: cn=Cathy Quaid, o=MADD, ou, email=cathy.quaid@madd.org, c=US
Date: 2014.06.19 10:26:02 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Garry Rand, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

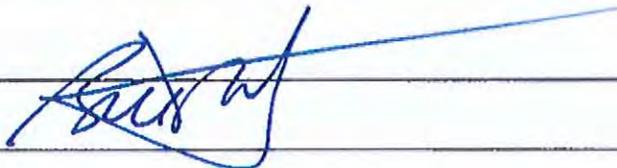
I, Bill Reed, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

This plan appears to be comprehensive and should effectively address the identified issues.

Electronic Signature:



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Sherri Robelia, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Lisa Robinson

Date: 2014-06-18 15:30:55

Agency/Organization: National Safety Council

Position/Title: Program Manager

I, Lisa Robinson, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Lisa R. Robinson**
Digitally signed by Lisa R. Robinson
DN: cn=Lisa R. Robinson, o=National Safety Council, ou=ODC Texas
Employer Safety Program, email=lrobinson5@cabfeone.net, c=US
Date: 2014.06.16 17:34:44 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Rudy Rodriguez

Date: 2014-06-20 19:30:54

Agency/Organization: Mothers Against Drunk Driving-South Texas

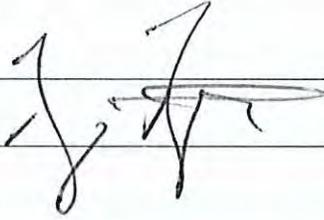
Position/Title: Program Specialist

I, Rudy Rodriguez, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Frank Saenz, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TXDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Nina Jo Saint, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Janet Sandera

Date: 2014-06-23 10:34:24

Agency/Organization: Texas A&M Agrilife Extension Service

Position/Title: Program Coordinator

I, Janet Sandera, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: janet.sandera@agnet.tamu.edu

Digitally signed by janet.sandera@agnet.tamu.edu
DN: cn=janet.sandera@agnet.tamu.edu
Date: 2014.06.23 10:33:22 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Gabby Sewing

Date: 2014-06-24 11:43:08

Agency/Organization: Texas Standing Tall

Position/Title: Program Coordinator & Strategy Specialist

I, Gabby Sewing, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Gabby Sewing

Digitally signed by Gabby Sewing
DN: cn=Gabby Sewing, o=Texas Standing Tall, ou,
email=gsewing@texasstandingtall.org, c=US
Date: 2014.06.24 11:39:41 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Gloria Souhami, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Doug Stratton

Date: 2014-06-23 08:45:00

Agency/Organization: GDC Marketing & Ideation

Position/Title: Director of Account Service

I, Doug Stratton, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Douglas C Stratton

Digitally signed by Douglas C Stratton
DN: cn=Douglas C Stratton, o=GDC Marketing & Ideation, ou,
email=dstratton@gdc-co.com, c=US
Date: 2014.06.22 12:05:34 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Freddie Summer, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Freddie Summer
DN: cn=Freddie Summer, o=TxDOT, ou=Traffic Operations,
email=freddie.summer@txdot.gov, c=US
Date: 2014.06.20 16:52:58 -05'00'

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: James Tedder

Date: 2014-06-18 15:32:25

Agency/Organization: Texas Department of Public Safety

Position/Title: Deputy Scientific Director

I, James Tedder, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

James Tedder

Digitally signed by James Tedder
DN: cn=James Tedder, o=Texas Department of Public Safety, ou=Law Enforcement Support, email=james.tedder@dps.texas.gov, c=US
Date: 2014.06.18 06:26:56 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

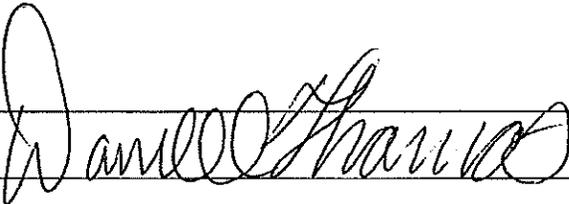
Position/Title:

I, Dannell Thomas, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Kara Thorp

Date: 2014-06-19 11:58:25

Agency/Organization: AAA Texas

Position/Title: Public Affairs Specialist

I, Kara Thorp, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

The recommendations contained within the plan represent an extremely comprehensive summary and approach to reducing the incidences of drinking and driving injuries and fatalities within the state of Texas. It is imperative that we take steps to reduce incidences of DUI/DWI in Texas, which remains one of the top states for drinking and driving injury and death nationwide.

Electronic Signature: **Kara Thorp**
Digitally signed by Kara Thorp
DN: cn=Kara Thorp, o=AAA Texas, ou=Public Affairs, email=thorp.kara@aaa-texas.com, c=US
Date: 2014.06.19 11:30:26 -0500

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Khris Thurmond, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Digitally signed by khris.thurmond@agnet.tamu.edu
DN: cn=khris.thurmond@agnet.tamu.edu
Date: 2014.06.24 09:02:55 -05'00'

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Angela Tidwell

Date: 2014-06-24 10:45:29

Agency/Organization: Mothers Against Drunk Driving

Position/Title: Law Enforcement Program Specialist

I, Angela Tidwell, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Angela Tidwell

Digitally signed by Angela Tidwell
DN: cn=Angela Tidwell, o, ou, email=angela.tidwell@madd.org, c=US
Date: 2014.06.24 10:46:08 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Blanca N. Treviño-Castro

Date: 2014-06-20 16:35:00

Agency/Organization: Texas Department of Transportation

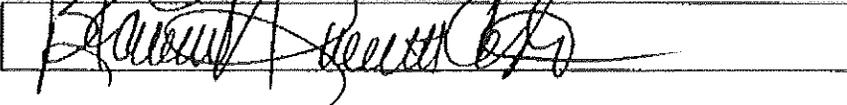
Position/Title: Traffic Safety Specialist

I, Blanca N. Treviño-Castro, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

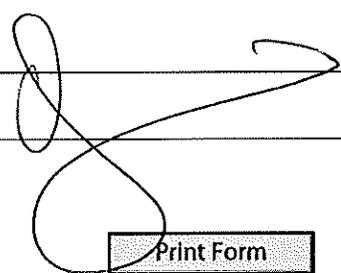
Position/Title:

I, Melissa Walden, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Troy D. Walden

Date: 2014-06-18 15:29:10

Agency/Organization: TTI

Position/Title: Associate Research Scientist

I, Troy D. Walden, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Carole Wall, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Carole Wall
DN: cn=Carole Wall, o=Texas Municipal Police Association, ou=F.R.I.D.A.Y.
and A.D.A.P.T, email=carole.wall@tmpa.org, c=US
Date: 2014.06.19 11:03:04 -0500

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Laura A. Weiser

Date: 2014-06-18 15:28:32

Agency/Organization: Texas Center for the Judiciary

Position/Title: Judicial Resource Liaison

I, Laura A. Weiser, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Digitally signed by Laura Weiser
DN: cn=Laura Weiser, o=Texas Center for the Judiciary, ou,
email=lweiser@yourhonor.com, c=US
Date: 2014.06.16 13:39:17 -0500'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 14 Texas Impaired Driving Plan Review/Approval Form

Name: Dan Worley

Date: 2014-06-19 13:21:10

Agency/Organization: Baylor Scott and White-Hillcrest, Texas RED

Position/Title: Program Coordinator

I, Dan Worley, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Dan Worley

Digitally signed by Dan Worley
DN: cn=Dan Worley, o=Baylor Scott and White-Hillcrest Medical Center,
ou=Texas RED Program, email=dworley@sw.org, c=US
Date: 2014.06.19 13:15:20 -05'00'

Print Form

Submit by E-mail

**PART 5: MOTORCYCLIST SAFETY
SECTION 405 (F) ATTACHMENTS**

Executive Summary:

DPS is the state agency designated by the Governor to establish and administer the motorcycle operator training and safety program pursuant to Texas Administrative Code, Chapter 31.1 (5). The Texas Department of Transportation partners with DPS by meeting routinely to exchange ideas and discuss issues related to motorcycle safety.

The DPS is responsible for the State's mandated basic operator trainings and licensing of the course instructors. DPS is also responsible for certification of instructors, certification of ranges / sites for training, and quality control procedures.

The DPS Motorcycle Safety Unit (MSU) administers the Texas Motorcycle Operator Training and Safety program and the ATV Education and Certification program. Contracted basic and advanced motorcycle operator training courses are offered in more than 200 locations across Texas. The courses include 15 hours of instruction consisting of five (5) hours of classroom and ten (10) hours of range activities.

39,541 Texans attended motorcycle training from June of 2013 through May of 2014. The MSU also provides oversight of the following programs; Moped Certification, Rider Coach Training and Approval. TxDPS has approximately 456 Rider Coaches who teach at 217 locations across the state of Texas.

In addition to the training courses offered by DPS, TxDOT utilizes Highway Safety Funding to educate motorcycle riders and vehicle drivers about roadway safety and sharing the road with motorcyclist. TxDOT administers a grant with the Texas A&M Transportation Institute (TTI) that is responsible for developing and implementing a statewide motorcycle safety outreach program. TxDOT and DPS along with other State and private organizations utilize this grant to coordinate the State's motorcycle safety program.

In addition to the outreach grant, TxDOT administers a grant with the Texas A&M Transportation Institute (TTI) that is responsible for developing and implementing instructor training materials. These materials allow instructors to gain their in-service training requirements to renew certification, allowing Texas to retain instructors that might have had to let their certification lapse.

TxDOT has also worked with DPS to help provide additional training resources including the purchase of training motorcycles and portable training facilities. The partnership established between the TxDOT and DPS allows Texas to address the motorcycle safety program in a comprehensive and coordinated manner that benefits the citizens of the State of Texas.

ATTACHMENT 5.1: TEXAS TRANSPORTATION CODE CHAPTER 662

Texas Title 7: Vehicles and Traffic.

- Sec. 662.001 – Designated State Agency
- Sec. 662.002 – Purpose of Program; Curriculum
- Sec. 662.003 – Program Director
- Sec. 662.004 – Motorcycle Safety Coordinator
- Sec. 662.005 – Contracts
- Sec. 662.006 – Unauthorized Training Prohibited
- Sec. 662.007 – Fee for Course

TEXAS TRANSPORTATION CODE

TRANSPORTATION CODE

TITLE 7. VEHICLES AND TRAFFIC

SUBTITLE G. MOTORCYCLES AND OFF-HIGHWAY VEHICLES

CHAPTER 662. MOTORCYCLE OPERATOR TRAINING AND SAFETY

Sec. 662.001. DESIGNATED STATE AGENCY. The governor shall designate a state agency to establish and administer a motorcycle operator training and safety program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.002. PURPOSE OF PROGRAM; CURRICULUM. (a) The purpose of the motorcycle operator training and safety program is:

(1) to make available to motorcycle operators:

(A) information relating to the operation of motorcycles; and

(B) courses in knowledge, skills, and safety relating to the operation of motorcycles; and

(2) to provide information to the public on sharing roadways with motorcycles.

(b) The program shall include curricula developed by the Motorcycle Safety Foundation.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.003. PROGRAM DIRECTOR. The designated state agency shall employ as program director a person who is certified as a chief instructor by the Motorcycle Safety Foundation.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

Sec. 662.004. MOTORCYCLE SAFETY COORDINATOR. (a) The designated state agency shall employ a motorcycle safety coordinator.

(b) The coordinator shall supervise the motorcycle operator training and safety program and shall determine:

- (1) locations at which courses will be provided;
- (2) fees for the courses;
- (3) qualifications for instructors;
- (4) instructor certification requirements; and
- (5) eligibility requirements for program sponsors.

(c) The program must include instructor certification requirements developed by the Motorcycle Safety Foundation.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.005. CONTRACTS. The designated state agency may license or contract with qualified persons to administer or operate the motorcycle operator training and safety program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.006. UNAUTHORIZED TRAINING PROHIBITED. A person may not offer training in motorcycle operation for a consideration unless the person is licensed by or contracts with the designated state agency.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.007. FEE FOR COURSE. A person may charge, for a course under the motorcycle operator training and safety program, a fee that is reasonably related to the costs of administering the course.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

Sec. 662.008. DENIAL, SUSPENSION, OR CANCELLATION OF APPROVAL. (a) The designated state agency may deny, suspend, or cancel its approval for a program sponsor to conduct or for an instructor to teach a course offered under this chapter if the applicant, instructor, or sponsor:

(1) does not satisfy the requirements established under this chapter to receive or retain approval;

(2) permits fraud or engages in a fraudulent practice with reference to an application to the agency;

(3) induces or countenances fraud or a fraudulent practice by a person applying for a driver's license or permit;

(4) permits fraud or engages in a fraudulent practice in an action between the applicant or license holder and the public; or

(5) fails to comply with rules of the state agency.

(b) Before the designated state agency may deny, suspend, or cancel the approval of a program sponsor or an instructor, notice and opportunity for a hearing must be given as provided by:

(1) Chapter 2001, Government Code; and

(2) Chapter 53, Occupations Code.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995. Amended by Acts 2001, 77th Leg., ch. 1420, Sec. 14.838, eff. Sept. 1, 2001.

Sec. 662.009. RULES. The designated state agency may adopt rules to administer this chapter.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.010. NONAPPLICABILITY OF CERTAIN OTHER LAW. Chapter 332, Acts of the 60th Legislature, Regular Session, 1967 (Article 4413(29c), Vernon's Texas Civil Statutes), does not apply to training offered under this chapter.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.011. MOTORCYCLE EDUCATION FUND ACCOUNT. (a) Of each fee collected under Sections 521.421(b) and (f) and Sections 522.029(f) and (g), the Department of Public Safety shall send \$5 to the comptroller for deposit to the credit of the motorcycle education fund account.

(b) Money deposited to the credit of the motorcycle education fund account may be used only to defray the cost of administering the motorcycle operator training and safety program.

(c) The comptroller shall report to the governor and legislature not later than the first Monday in November of each even-numbered year on the condition of the account. The report must contain:

(1) a statement of the amount of money deposited to the credit of the account for the year;

(2) a statement of the amount of money disbursed by the comptroller from the account for the year;

(3) a statement of the balance of money in the account;

(4) a list of persons and entities that have received money from the account, including information for each person or entity that shows the amount of money received; and

(5) a statement of any significant problems encountered in administering the account, with recommendations for their solution.

Added by Acts 1997, 75th Leg., ch. 165, Sec. 30.155, eff. Sept. 1, 1997; Acts 1997, 75th Leg., ch. 1156, Sec. 4, eff. Sept. 1, 1997. Amended by Acts 2001, 77th Leg., ch. 657, Sec. 2, eff. Sept. 1, 2001.

Amended by:

Acts 2009, 81st Leg., R.S., Ch. [1391](#), Sec. 9, eff. September 1, 2009.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

Sec. 662.012. REPORTS. (a) The designated state agency shall require each provider of a motorcycle operator training and safety program to compile and forward to the agency each month a report on the provider's programs. The report must include:

(1) the number and types of courses provided in the reporting period;

(2) the number of persons who took each course in the reporting period;

(3) the number of instructors available to provide training under the provider's program in the reporting period;

(4) information collected by surveying persons taking each course as to the length of any waiting period the person experienced before being able to enroll in the course;

(5) the number of persons on a waiting list for a course at the end of the reporting period; and

(6) any other information the agency reasonably requires.

(b) The designated state agency shall maintain a compilation of the reports submitted under Subsection (a) on a by-site basis. The agency shall update the compilation as soon as practicable after the beginning of each month.

(c) The designated state agency shall provide without charge a copy of the most recent compilation under Subsection (b) to any member of the legislature on request.

Added by Acts 2001, 77th Leg., ch. 657, Sec. 3, eff. Sept. 1, 2001.

ATTACHMENT 5.2: TEXAS ADMINISTRATIVE CODE, CHAPTER 31

The following summarizes the Texas Standard Motorcycle RiderCoach.

- Approved standards for approved motorcycle operator training course for the State of Texas.

Texas Administrative Code

- TITLE 37** PUBLIC SAFETY AND CORRECTIONS
PART 1 TEXAS DEPARTMENT OF PUBLIC SAFETY
CHAPTER STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR
31 TRAINING COURSE

Rules

- [§31.1](#) Definitions
- [§31.2](#) Contracted Motorcycle Operator Training Site Sponsor
- [§31.3](#) Standard Motorcycle RiderCoach
- [§31.4](#) Student Admission Requirements
- [§31.5](#) Verification of Standard Motorcycle Operator Training Course Completion
- [§31.6](#) Approved Standard Motorcycle Operator Training Course
- [§31.7](#) Motorcycle Requirements
- [§31.8](#) Notice and Hearing Requirements
- [§31.9](#) Suspension
- [§31.10](#) Technical Assistance Visits
- [§31.11](#) Notification of Legal Actions
- [§31.12](#) Licensed Motorcycle Operator Training Sponsor

[<<Prev Rule](#)

Texas Administrative Code

[Next Rule>>](#)[TITLE 37](#)

PUBLIC SAFETY AND CORRECTIONS

[PART 1](#)

TEXAS DEPARTMENT OF PUBLIC SAFETY

[CHAPTER 31](#)

STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR TRAINING COURSE

RULE §31.1

Definitions

The following words and terms when used in this chapter have the following meanings unless the context indicates otherwise.

- (1) **Advanced Motorcycle Operator Training Course**--A course of instruction, based on a curriculum developed by the Motorcycle Safety Foundation, designed to provide experienced motorcyclists with additional skills and knowledge found to be lacking in accident-involved motorcyclists. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8.
- (2) **Basic Motorcycle Operator Training Course**--A course of instruction, based on a curriculum developed by the Motorcycle Safety Foundation, designed to teach new or inexperienced motorcyclists basic riding skills and defensive street riding strategies. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8.
- (3) **Contract Applicant**--A person applying for a contract from the department to provide standard motorcycle operator training courses.
- (4) **Contracted Motorcycle Operator Training Site**--An appropriate and safe place where standard motorcycle operator training is conducted by a contracted motorcycle operator training sponsor.
- (5) **Department**--Texas Department of Public Safety. The department is the state agency designated by the governor to establish and administer the motorcycle operator training and safety program.
- (6) **License Applicant**--A person applying for a license from the department to provide specialized motorcycle operator training.
- (7) **Licensed Motorcycle Operator Training Site**--An appropriate and safe place where specialized motorcycle operator training is conducted by a licensed specialized motorcycle operator training sponsor.
- (8) **Mobile Site Sponsor**--A public or private entity bound by contract to locally administer the motorcycle operator training program in locations serviced by the department's mobile training unit. The department provides the course equipment, material, and instructional staff. In its role as a mobile site sponsor, this entity is not an agent, servant, or employee of the department or the state of Texas.
- (9) **Motorcycle Operator Training and Safety Program**--The motorcycle operator training and safety program makes information and courses in knowledge, skills, and safety relating to the operation of motorcycles available to all motorcycle operators in this state. It also provides information to the general public on sharing the roadway with motorcycles.

(10) Motorcycle Safety Unit--An administrative unit within the department assigned with the responsibility for establishing and administering the motorcycle operator training and safety program.

(11) Motorcycle Safety Foundation (MSF)--A national, nonprofit organization whose purpose is to improve the safety of motorcyclists on the nation's streets and highways. The MSF provides programs in rider education, licensing improvement, public information, and research.

(12) Specialized Motorcycle Instructor/Trainer--An individual who has established sufficient credibility in teaching a form of specialized motorcycle operator training, and teaches such courses through a licensed motorcycle operator training site. This individual, unless directly employed by the department as a specialized motorcycle safety instructor, is not an agent, servant, or employee of the department or state of Texas.

(13) Specialized Motorcycle Operator Training Courses--Courses designed to teach knowledge and skills not addressed, or only lightly addressed, in standard motorcycle operator training courses, but considered by the department to be beneficial to public safety. These courses may include, but are not limited to, teaching the operation of trikes (i.e. three wheeled motorcycles), sidecar rigs, towing trailers behind motorcycles, trikes, or sidecar rigs, higher speed street skills taught on race tracks, or courses offered by a particular motorcycle manufacturer. Motorcycle courses taught by law enforcement agencies to law enforcement officers are exempt from licensing under this definition.

(14) Sponsor--A public or private entity contracted or licensed by the department to provide motorcycle operator training. In its role as a motorcycle operator training sponsor, this entity is not an agent, servant, or employee of the department or the state of Texas.

(15) Standard Motorcycle RiderCoach--An individual certified and approved to teach the standard motorcycle operator training courses in Texas through contracted motorcycle operator training sites. This individual must meet the requirements set forth in §31.3 of this title (relating to Standard Motorcycle RiderCoach. This individual, unless directly employed by the department as a motorcycle safety instructor, is not an agent, servant, or employee of the department or the state of Texas.

(16) Standard Motorcycle Operator Training Courses--Basic or advanced courses, or motorcycle safety RiderCoach preparation courses, based on Motorcycle Safety Foundation curricula. These courses may not include information specific to any particular motorcycle brand, manufacturer, distributor, or dealership. These courses are offered by entities contracted to the Department of Public Safety and if satisfactorily completed, earn students the standardized Motorcycle Operator Training Course Completion Card, MSB-8, required for minors to obtain a motorcycle license, or to waive the state's skill test for a motorcycle license.

Source Note: The provisions of this §31.1 adopted to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747

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OPERATOR TRAINING COURSE****RULE §31.2****Contracted Motorcycle Operator Training Site Sponsor**

(a) person may not offer training in motorcycle operation for a consideration unless the person is licensed by, or contracts with the department. Approval for a contract will be denied unless a sponsor applicant meets the following requirements. The applicant must demonstrate the capacity to register students, collect and account for tuition and state reimbursements as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, submit and maintain all required records, and contract with, schedule, and compensate approved instructors as appropriate. All contract applicants:

(1) must have access to a riding area for on-cycle training that is:

(A) a paved surface, including asphalt, concrete, or other all weather surface of suitable traction; and

(B) large enough to safely accommodate any motorcycle training range approved by the department, as flat as possible, secure from vehicular and pedestrian traffic, and free of surface hazards and obstacles;

(2) permanent sites must also have access to:

(A) a secure storage area to physically and environmentally protect training motorcycles and other course equipment;

(B) a classroom, not located in a private residence, that is large enough to seat all students and RiderCoaches comfortably and that contains at least one adequate desk or equivalent seating and writing surface for each student, and at least one instructor's desk, table, or podium;

(C) audiovisual presentation equipment for the classroom, including a chalkboard or equivalent; and

(D) a first aid kit and at least one five-pound Class ABC fire extinguisher, or equivalent, for the riding area.

(b) The department may deny, suspend, or cancel its approval for a program sponsor to conduct a course or for a RiderCoach to teach courses offered under this section if the applicant, sponsor, or RiderCoach does not satisfy the requirements of subsection (a) of this section;

(1) is convicted under the laws of this state, another state, or the United States, of any felony or offense involving moral turpitude, tampering with a governmental record, driving while intoxicated, or driving under the influence of drugs, or an offense committed as a result of the person's criminally negligent operation of a motor vehicle.

(A) these particular crimes relate to conducting and teaching courses because the sponsor and RiderCoaches are required to be of good reputation, character, and moral conduct, to deal honestly with members of the

public, keep records on behalf of the department, and to recognize the importance of, encourage, and practice safe driving and riding techniques.

(B) a conviction for an offense other than a felony will not be considered by the department, under this subsection, if a period of more than five years has elapsed since the date of the conviction or of the release of the person from the confinement or supervision imposed for that conviction, whichever is the later date.

(C) for the purposes of this section, a person is convicted of an offense when an adjudication of guilt on an offense is entered against the person by a court of competent jurisdiction, whether or not the sentence is subsequently probated and the person is discharged from probation;

(2) cannot provide sufficient information and documentation to enable the department to evaluate or reevaluate the applicant's request for approval;

(3) knowingly presents or allows to be presented to the department any false or misleading information relating to a request for approval;

(4) permits or engages in any fraud or fraudulent practice concerning an application or, in any action between the applicant or licensee and the public, induces or countenances any fraud or fraudulent practice on the part of an applicant for a driver's license or permit;

(5) knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding the motorcycle operator training program; or

(6) knowingly allows RiderCoach to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.

(c) In determining the present fitness of a person who has been convicted of a crime and in determining whether a criminal conviction directly related to an occupation, the department shall consider those factors stated in Occupations Code, Chapter 53.

(d) The department may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(e) The department may cancel its approval if:

(1) it was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or

(2) if the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension; or

(3) any offense involving tampering with a government record or driving while intoxicated where the offense occurred within the previous five years.

(f) Each sponsor must designate a program administrator to be responsible for signing contracts with the

department, instructors, or students and for signing any forms required of the sponsor. The program administrator must also be designated by the sponsor to be the custodian of all records, which shall be kept for a period of at least three years from the date of the final performance report under the contract.

(g) If the sponsor is an organization, that organization shall designate one of its members as the chief school official. If the sponsor is an individual, that person shall also be the program administrator.

(h) The control of the sponsor is considered to have changed:

(1) in the case of sole proprietorship, when more than 50% of the controlling interest has been sold or transferred;

(2) in the case of a partnership or a corporation, when more than 50% of the controlling interest has been sold or transferred; or

(3) when the board of directors, officers, shareholders, or similar governing body has been changed to such an extent as to significantly alter the management and control of the sponsor.

(i) When control of the sponsor has changed, as outlined in subsection (g) of this section, the sponsor must notify the department. The contract will then be canceled and renegotiated through the appropriate rules and regulations.

Source Note: The provisions of this §31.2 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747

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RULE §31.3

Standard Motorcycle RiderCoach

(a) A person may not instruct or offer instruction in motorcycle operation to the public for a consideration without authorization from the department. To qualify for authorization, a RiderCoach must be approved by the department. The department may deny approval unless a RiderCoach applicant meets the following requirements. The applicant must agree to teach the training courses in accordance with the department's rules, policies, procedures, and approved curricula and must:

- (1) hold a current national certification from the Motorcycle Safety Foundation (MSF);
- (2) be a high school graduate or possess a valid GED;
- (3) possess a current, valid Texas motorcycle license or an equivalent license from the applicant's state of residence;
- (4) be a licensed driver for at least five years;
- (5) meet the current driving record evaluation standards established by the Texas Department of Public Safety for school bus drivers pursuant to Texas Transportation Code, §521.022 by supplying a certified copy of an out-of-state driving history if requested;
- (6) be free from addiction to alcoholic beverages or drugs; and
- (7) be physically competent to conduct classroom and on-cycle instruction, including technically correct riding demonstrations.

(b) An applicant for approval to instruct an advanced motorcycle operator training course must meet all the requirements to instruct as identified in subsection (a) of this section, plus attend a department-approved curriculum update, and be able to perform technically correct riding demonstrations on his or her personal motorcycle.

(c) The department may deny or suspend its approval if the instructor fails to meet or continue to meet the requirements of subsections (a) and (b) of this section or if the instructor, as an individual, fails to meet or continue to meet the requirements of §31.2(b) of this title (relating to Contracted Motorcycle Operator Training Site Sponsor).

(d) The department may cancel its approval if:

- (1) it was based on false or incorrect information or mistake; or

(2) the discrepancy causing the suspension under §31.2 of this title (relating to Contracted Motorcycle Operator Training Site Sponsor), §31.3 of this title (relating to Standard Motorcycle RiderCoach, §31.4 of this title (relating to Student Admission Requirements), §31.5 of this title (relating to Verification of Standard Motorcycle Operator Training Course Completion), §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses), and §31.7 of this title (relating to Motorcycle Requirements) has not been corrected within the time limit prescribed by a suspension.

(e) A RiderCoach approved by the department may teach both the classroom and on-cycle phases of the courses for which the approval was granted.

(f) RiderCoaches approved by the department may not:

(1) give instructions or allow a student to receive instruction in motorcycle safety if either the RiderCoach or student is using or exhibits any evidence of effect from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.; or

(2) complete, issue, or validate a certificate of course completion to a person who has not successfully completed the course. A period of absence for any portion of scheduled course instruction will require that student repeat that portion of instruction prior to issuance of the certificate of completion.

Source Note: The provisions of this §31.3 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343

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RULE §31.4

Student Admission Requirements

(a) Basic motorcycle operator training courses are open to any person who is:

- (1) physically and mentally capable of being licensed in Texas as a motorcycle operator; and
- (2) at least 15 years old on the day the course begins.

(b) A person who is 15 years old but is less than 18 years old may not enroll into a basic motorcycle operator training course unless he or she has a Class C instructional permit or an unrestricted Class C, or higher, driver license.

(c) The advanced motorcycle operator training course is restricted to individuals with a current motorcycle (Class M) driver's license. Each student must provide his or her own motorcycle that meets the requirements of §31.7 of this title (relating to Motorcycle Requirements).

Source Note: The provisions of this §31.4 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective December 25, 2003, 28 TexReg 11343

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RULE §31.5

Verification of Standard Motorcycle Operator Training Course Completion

(a) The sponsor will issue a Standardized Motorcycle Operator Training Course Completion Card, MSB-8 to all students who have successfully completed the Department-Approved Basic or Advanced Motorcycle Operator Training Course as outlined in §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses).

(1) The MSB-8 indicating completion of the department-approved Basic Motorcycle Operator Training Course, is issued to verify:

(A) that a student age 15 or over, has met the educational training requirements for a motorcycle driver's license.

(B) that a student has successfully completed the training requirements to qualify for a motorcycle driver's license skills test waiver, providing the student already has an unrestricted Class A, B, or C driver's license.

(2) An MSB-8, indicating completion of the department-approved Advanced Motorcycle Operator Training Course, will be issued by the course sponsor to every student completing the approved advanced motorcycle operator training course.

(b) The department will accept only an original signature of the instructor or designated school official on form MSB-8.

Source Note: The provisions of this §31.5 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective August 11, 1995, 20 TexReg 5617; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222

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RULE §31.6

Approved Standard Motorcycle Operator Training Course

(a) Except as modified by subsection (c) of this section, the department adopts the educational, safety, and RiderCoach standards, by reference, of the most current versions of the following Motorcycle Safety Foundation (MSF) courses:

- (1) the approved basic motorcycle operator training course is the MSF Basic RiderCourse;
- (2) the approved advanced motorcycle operator training course is the Experienced RiderCourse Skills Plus (ERC) element of the MSF Experienced RiderCourse Suites; and
- (3) the approved RiderCoach preparation course is the MSF RiderCourse Preparation Course curriculum.

(b) Approved course curricula are available for inspection at the department's Austin headquarters.

(c) In addition to these curricula requirements, the minimum standards for motorcycle operator training courses include the following:

- (1) The student to instructor ratio for the basic and advanced course classroom instruction may not exceed 36 students per instructor.
- (2) The student to RiderCoach ratio for on-cycle instruction may not exceed six students per instructor until the instructor has taught more than six courses. Once this has occurred and the RiderCoach has requested in writing and received written permission from the department, they may teach up to eight students alone. In no case will there be more than 12 students on the range at any given time.
- (3) The department may change these ratios on a case-by-case basis when such change is justified after considering the available facilities, the safety of the students and RiderCoach(s), and the efficient conduct of the course.

(4) A separate motorcycle must be available for each individual student during all on-cycle instruction.

(d) All participants and RiderCoaches must wear protective gear when participating in the on-cycle portion of the course. The minimum protective gear is as follows:

- (1) a motorcycle helmet that meets Department of Transportation standards;
- (2) eye protection;
- (3) over-the-ankle, sturdy footwear (not cloth, canvas, etc.);

- (4) long-sleeved shirt or jacket;
 - (5) long, non-flare denim pants or equivalent; and
 - (6) full-fingered gloves, preferably leather.
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Source Note: The provisions of this §31.6 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747

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RULE §31.7

Motorcycle Requirements

(a) A motorcycle must be rejected for use by the RiderCoach(s) if it fails to meet the requirements of this section or if, in the discretion of the RiderCoach, the motorcycle is unsafe or inappropriate for the rider, a RiderCoach, another student, or any other person permitted in the riding area. A motorcycle may be deemed unsafe because of modification, damage, lack of maintenance, nonstandard configuration, or any other substantial safety reason.

(b) Student-owned motorcycles used in the basic or advanced motorcycle operator training courses may be a moped, motor-driven cycle or motorcycle of any engine displacement, seat height or weight and must:

- (1) meet all the requirements for operation on public highways;
- (2) have proof of adequate insurance coverage available for inspection by the lead RiderCoach; and
- (3) pass a safety inspection conducted by the RiderCoach.

(c) A student may use a borrowed motorcycle if the student can show written permission from the owner to use the motorcycle in the course and if it meets the requirements of paragraphs (1), (2), and (3) of subsection (b).

(d) A student electing to use a personal or borrowed motorcycle in the basic motorcycle operator training course must sign a waiver form stating that they accept all liability for damages caused by, or to the vehicle.

(e) A motorcycle provided by a sponsor for use in the basic motorcycle operator training course must meet a minimum of two of the following criteria based on the original equipment manufacturer's specifications without modifications:

- (1) an engine displacement of 500cc or less;
- (2) an unladen weight of 400 pounds or less; or,
- (3) a seat height of 30 inches or less.

(f) Sponsors may not provide a training motorcycle to a student for use in the advanced motorcycle operator training course. If a sponsor provides a motorcycle to a student for use in the basic motorcycle operator training course, the motorcycle:

- (1) must meet the safety requirements of subsection (a) of this section;
- (2) may, but is not required to, be registered, inspected, or insured for operation on public highways.

(g) Motorcycles, trikes, sidecar rigs, or any other combinations of motorcycle equipment used in specialized motorcycle training courses must be in safe operating condition, as determined by the trainer, at the time of use.

Source Note: The provisions of this §31.7 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747

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RULE §31.8

Notice and Hearing Requirements

If the department intends to deny, suspend, or cancel a contract or a license of a program sponsor or approval of a standard motorcycle instructor, notice and opportunity for hearing must be given as provided by Texas Government Code, Chapter 2001 and 1 TAC §§155.1-155.59 (relating to Rules of Procedure).

Source Note: The provisions of this §31.8 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222

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RULE §31.9

Suspension

The term of suspension under §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor) and §31.3 of this title (relating to Standard Motorcycle RiderCoach may not exceed one year. The term of suspension may be reduced by the Motorcycle Safety Unit Coordinator if corrective actions have been taken and the reason for suspension no longer exists. If the reason for suspension still exists at the end of the suspension period, the suspension automatically elevates to cancellation of approval. To regain approval, a sponsor or RiderCoach whose approval has been canceled must reapply and meet all current requirements for approval.

Source Note: The provisions of this §31.9 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192 ; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343

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RULE §31.10

Technical Assistance Visits

(a) To ensure quality training courses are offered statewide, Technical Assistance Visits (TAVs) will be scheduled and conducted at each of the contracted permanent motorcycle operator training program sites. During the TAV, the focus will be on the quality of the information presented and the sponsor and/or RiderCoaches adherence to requirements outlined in §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor), §31.3 of this title (relating to Standard Motorcycle RiderCoach, §31.4 of this title (relating to Student Admission Requirements), §31.5 of this title (relating to Verification of Standard Motorcycle Operator Training Course Completion), §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses), and §31.7 of this title (relating to Motorcycle Requirements).

(b) The TAVs will be conducted by department personnel or by persons contracted by the department to perform them.

(c) While conducting the TAV, the evaluator will observe the RiderCoach using the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved RiderCourse Preparation Course. Based on observations, the evaluator will provide the RiderCoach with suggestions to improve his/her curriculum presentations. RiderCoaches not meeting the requirements of the approved criteria and unwilling to accept and adopt suggestions for improvement will be suspended as outlined in §31.3 of this title (relating to Standard Motorcycle RiderCoach. Remedial actions necessary to remove the suspension will be determined by the Motorcycle Safety coordinator and may include, but is not limited to:

- (1) attending a department-sponsored RiderCoach curriculum refresher course;
- (2) attending all or portions of a department-sponsored RiderCoach Preparation Course; or
- (3) present an entire course under the supervision of a Motorcycle Safety Unit staff member, an approved RiderCoach Trainer, or other individual expressly designated by the department to perform such duties.

(d) A department representative may observe specialized motorcycle operator training sites, courses, and trainers for adherence to generally accepted instructional quality and safety practices relative to the type of specialized training for which a license has been issued. Licensed sponsors of specialized motorcycle operator training must provide department representatives access to their sites and instructors for such observations.

Source Note: The provisions of this §31.10 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747

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RULE §31.11

Notification of Legal Actions

All sponsors shall notify the Motorcycle Safety Unit with the details of any legal action which has been filed against the sponsor, its officers, or its contracted instructors within 30 days of such action.

Source Note: The provisions of this §31.11 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective May 10, 2000, 25 TexReg 4192

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RULE §31.12

Licensed Motorcycle Operator Training Sponsor

(a) An entity wishing to offer specialized motorcycle operator training must submit a written request to the department.

- (1) The request must state the type of training to be offered,
- (2) the perceived benefits to public safety; and,
- (3) describe how the applicant intends to offer such training in a safe and prudent manner.

(b) The department may allow such training by issuing a letter of agreement with the entity setting forth the responsibilities and limits of the sponsor and the department.

(c) The letter of agreement shall be considered a license to offer specialized motorcycle operator training for the period set forth in the letter of agreement.

(d) The department may deny or revoke a license to offer specialized training if the applicant:

- (1) cannot provide sufficient information and documentation to enable the department to evaluate or reevaluate the applicant's request for a license;
- (2) knowingly presents or allows to be presented to the department any false or misleading information relating to a request for a license;
- (3) knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding specialized motorcycle operator training;
- (4) knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.;
- (5) is convicted under the laws of this state, another state, or the United States, of any felony or offense involving moral turpitude, tampering with a governmental record, driving while intoxicated or driving under the influence of drugs, or an offense committed as a result of the person's criminally negligent operation of a motor vehicle:

(A) these particular crimes relate to conducting and teaching courses because the sponsor and instructors are required to be of good reputation, character, and moral conduct, to deal honestly with members of the public, keep records on behalf of the department, and to recognize the importance of, encourage, and practice safe

driving and riding techniques;

(B) a conviction for an offense other than a felony will not be considered by the department, under this paragraph, if a period of more than five years has elapsed since the date of the conviction or of the release of the person from the confinement or supervision imposed for that conviction, whichever is the later date

(C) for the purposes of this section, a person is convicted of an offense when an adjudication of guilt on an offense is entered against the person by a court of competent jurisdiction, whether or not the sentence is subsequently probated and the person is discharged from probation.

(6) The department may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

Source Note: The provisions of this §31.12 adopted to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747

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ATTACHMENT 5.3: MOTORCYCLE TRAINING LOCATIONS

The following summarizes the number of motorcycle operator training locations in the state of Texas. The complete list on the next page.

- Approximately 217 training locations across Texas as of May 1st, 2014.
- Website: www.dps.texas.gov/msb

Texas Motorcycle Registrations by County and Training Availability

State of Texas County	Number of Motorcycle Registrations		State of Texas County	Number of Motorcycle Registrations	
	Training Site in the County	No Training Site in this County		Training Site in the County	No Training Site in this County
ANDERSON		993	KARNES		156
ANDREWS		390	KAUFMAN		2,361
ANGELINA	1,396		KENDALL	996	
ARANSAS		636	KENEDY		6
ARCHER		279	KENT		24
ARMSTRONG		43	KERR		1,270
ATASCOSA		660	KIMBLE		88
AUSTIN		771	KING		1
BAILEY		75	KINNEY		73
BANDERA		742	KLEBERG		484
BASTROP	1,818		KNOX		63
BAYLOR		63	LAMAR	1,269	
BEE	383		LAMB		185
BELL	8,483		LAMPASAS		712
BEXAR	24,262		LASALLE		60
BLANCO		286	LAVACA		314
BORDEN		5	LEE		324
BOSQUE		485	LEON		347
BOWIE		1,908	LIBERTY		1,968
BRAZORIA	7,538		LIMESTONE	482	
BRAZOS	2,469		LIPSCOMB		82
BREWSTER		388	LIVE OAK		215
BRISCOE		44	LLANO		569
BROOKS		85	LOVING		4
BROWN	824		LUBBOCK	4,509	
BURLESON		469	LYNN		96
BURNET	1,108		MADISON		177
CALDWELL		584	MARION		270
CALHOUN		530	MARTIN		88
CALLAHAN		374	MASON		94
CAMERON	4,033		MATAGORDA		816
CAMP		244	MAVERICK	475	
CARSON		200	MCCULLOCH		178
CASS		660	MCLENNAN	4,637	
CASTRO		115	MCMULLEN		18
CHAMBERS		1,029	MEDINA		865
CHEROKEE		753	MENARD		30
CHILDRESS		148	MIDLAND	2,892	
CLAY		313	MILAM		467
COCHRAN		54	MILLS		60
COKE		79	MITCHELL		199
COLEMAN		166	MONTAGUE		546
COLLIN	14,593		MONTGOMERY	11,007	
COLLINGSWORTH		47	MOORE		441
COLORADO		477	MORRIS		301

COMAL	3,582		MOTLEY		17
COMANCHE		201	NACOGDOCHES		948
CONCHO		40	NAVARRO		799
COOKE		1,012	NEWTON		247
CORYELL	1,767		NOLAN		367
COTTLE		20	NUECES	5,848	
CRANE		117	OCHILTREE		263
CROCKETT		90	OLDHAM		26
CROSBY		98	ORANGE		2,012
CULBERSON		46	PALO PINTO		872
DALLAM	129		PANOLA		595
DALLAS	25,512		PARKER		3,579
DAWSON		228	PARMER		120
DEAF SMITH		267	PECOS		292
DELTA		93	POLK	1,273	
DENTON	13,435		POTTER	2,288	
DEWITT		346	PRESIDIO		120
DICKENS		59	RAINS		295
DIMMIT		133	RANDALL		3,309
DONLEY		56	REAGAN		68
DUVAL		121	REAL		85
EASTLAND		473	RED RIVER		228
ECTOR	3,175		REEVES		138
EDWARDS		54	REFUGIO		123
ELLIS	3,829		ROBERTS		28
EL PASO	10,722		ROBERTSON		259
ERATH		653	ROCKWALL		2,049
FALLS		210	RUNNELS		194
FANNIN		733	RUSK		1,023
FAYETTE		534	SABINE		268
FISHER		65	SAN AUGUSTINE		172
FLOYD		96	SAN JACINTO		669
FOARD		13	SAN PATRICIO		1,660
FORT BEND	7,639		SAN SABA		77
FRANKLIN		262	SCHLEICHER		44
FREESTONE		383	SCURRY	525	
FRIO		180	SHACKELFORD		63
GAINES		361	SHELBY		423
GALVESTON	8,294		SHERMAN		50
GARZA		109	SMITH	4,143	
GILLESPIE		569	SOMERVELL		248
GLASSCOCK		20	STARR		245
GOLIAD		129	STEPHENS		268
GONZALES		234	STERLING		27
GRAY		675	STONEWALL		19
GRAYSON	3,513		SUTTON		70
GREGG	2,313		SWISHER		117
GRIMES		552	TARRANT	32,278	
GUADALUPE		3,053	TAYLOR	3,100	
HALE		540	TERRELL		27
HALL		36	TERRY		251
HAMILTON		183	THROCKMORTON		28
HANSFORD		116	TITUS	515	

HARDEMAN		93	TOM GREEN	2,477	
HARDIN		1,399	TRAVIS	17,054	
HARRIS	50,236		TRINITY		296
HARRISON	1,590		TYLER		400
HARTLEY		119	UPSHUR		1,055
HASKELL		93	UPTON		83
HAYS	3,275		UVALDE		390
HEMPHILL		95	VAL VERDE	736	
HENDERSON		1,910	VAN ZANDT		1,229
HIDALGO	5,343		VICTORIA	1,594	
HILL		847	WALKER	852	
HOCKLEY		534	WALLER		878
HOOD		1,662	WARD		273
HOPKINS		778	WASHINGTON	645	
HOUSTON		414	WEBB	2,188	
HOWARD		697	WHARTON		646
HUDSPETH		42	WHEELER		119
HUNT	2,194		WICHITA	3,433	
HUTCHINSON		808	WILBARGER		273
IRION		44	WILLACY		226
JACK		186	WILLIAMSON	8,717	
JACKSON		259	WILSON		877
JASPER		752	WINKLER		157
JEFF DAVIS		59	WISE		1,919
JEFFERSON	4,326		WOOD		1,146
JIM HOGG		52	YOAKUM		151
JIM WELLS		578	YOUNG		451
JOHNSON	4,390		ZAPATA		153
JONES		348	ZAVALA		114
222,171		39,024	113,933		47,570

Total Number of Registered Motorcycles	422,698
Total # of Counties With Training	55
Total # of Counties Without Training	199
Total # Registered MC in Counties with Training	336,104
Total # Registered MC in Counties without Training	86,594
% of Registered MC in County with Training Available	79.5%

Texas Department of Public Safety - Motorcycle Safety Unit Training Program Sites

ABILENE
Abilene Safety Instruction
325/672-3484

ALPINE TEMP. CLOSED
Sul Ross State University
432/837-8614

ALVIN
Alvin Community College
281/756-3787

AMARILLO
Amarillo College**
806/371-2902

ARLINGTON**
Motorcycle Training Center
1-800-410-4549
Texas R.I.D.E.R.
817/246-4016

AUSTIN
Austin Moto Academy
512/789-8226
Moto Fun
512/341-0930
Total Rider
512/522-5844

BEAUMONT
Motorcycle U Rider Training
409/727-6694

BEDFORD**
Adam Smith's Texas H-D***
817/267-2646
Motorcycle Training Center***
1-800-410-4549
Texas R.I.D.E.R.
817/246-4016

BEEVILLE
Coastal Bend College*
361/354-2633

BOERNE
Javelina H-D***
830/755-5202

BRENHAM
Training Wheels*
979/696-5600

BROWNWOOD
Abilene Motorcycle Instruction
325/518-1536

BUDA
Moto Fun
512/341-0930

BURLESON**
Motorcycle Training Center
1-800-410-4549

CARROLLTON**
Motorcycle Training Center
1-800-410-4549
RiderCourse Center
972/317-6322

CEDAR HILL**
Motorcycle Training Center
1-800-410-4549

COLLEGE STATION
Training Wheels
979/696-5600

CORPUS CHRISTI
Coastal Cycle Academy
361/558-5148

DALHART
Saddle-Up Motorcycle Training
806/370-0464

DALLAS**
RiderCourse Center
972/317-6322

DEL RIO TEMP. CLOSED
S.E. Motorcycle Training*
830/776-9555

DENISON
American Ace Motorcycle Rider
Course
972/878-8156

DENTON
Motorcycle Training Center
1-800-410-4549
Texas Best Rider***
972/317-6322

EAGLE PASS
S.E. Motorcycle Training*
830/776-9555

EDINBURG
Coastal Cycle Academy
361/558-5148

ELGIN
Texas Two Wheel
855/428-7433

EL PASO
Motorcycle Training Center
1-800-410-4549
El Paso Community College
915/831-7118

FORT WORTH**
Lone S.T.A.R. Bikers***
940/594-8144
Pride of Texas Motorcycle
Training
817/454-0842
RiderCourse Center
972/317-6322
Tarrant County College
817/515-7758

FRISCO
Texas R.I.D.E.R.
817/246-4016

GATESVILLE
Geo-Center Motorcycle**
Training
254/214-6627

GRAND PRAIRIE
Longhorn H-D***
972/988-1903

GREENVILLE
Motorcycle Training Center
1-800-410-4549

HARKER HEIGHTS
Total Rider
512/522-5844

HARLINGEN
TSTC Harlingen
956/364-4606
1-800-852-8784

HOUSTON
(east)
Boss Hoss Cycles
713/645-2677
San Jacinto College (North)
281/459-7119
(north)
Awesome Cycles
281/293-7663
Motorcycle Rentals of Houston
281/897-7121
Lone Star College
281/618-5602
(southeast)
Motorcycle Rentals of Houston
281/897-7121
(west)
Spring Branch ISD
713/251-1695

HUNTSVILLE
Training Wheels*
979/696-5600

HUTTO
Total Rider
512/522-5844

IRVING**
GO Motorcycle Training School
496/804-6080

KELLER**
GO Motorcycle Training School
496/804-6080

KILLEEN
Texas Motor Sports***
254/526-7800

LA MARQUE
Motorcycle Rentals of Houston***
281/897-7121

LAREDO
Gregory's Driving School
956/722-6151

LEWISVILLE
Lone S.T.A.R. Bikers***
940/594-8144

LIVINGSTON
H&H Eastex Motor Sports
281/468-2499

LONGVIEW
Motorsports Training Center
1-877-855-7433

LUBBOCK
Motorcycle Training Center
1-800-410-4549
Saddle-Up Motorcycle Training
806/370-0464

LUFKIN
Angelina College
936/633-5206
Lufkin Motorcycle Sales
936/637-7555

MAGNOLIA
Motorcycle Training Center
1-800-410-4549

MARBLE FALLS
The Ride Company
512/438-9388

MARSHALL
Motorsports Training Center
1-877-855-7433

MCALLEN
Keep It On 2
956/207-5087

MCKINNEY
North Texas Motorcycle Safety
Course
214/733-0855

MESQUITE**
Motorcycle Training Center
1-800-410-4549

MIDLAND
Motorcycle Training Center
1-800-410-4549

MOUNT PLEASANT
Motorsports Training Center***
1-877-855-7433

NORTH RICHLAND HILLS**
RiderCourse Center
972/317-6322

ODESSA
Lone S.T.A.R. Bikers***
940/594-8144

PARIS
Paris H-D***
903/784-4545

PASADENA
San Jacinto College (Central)
281/476-1838
San Jacinto H-D***
281/991-4275

PLANO**
Texas Motorcycle Training
214/763-1888

PORT ARTHUR
Motorcycle U Rider Training
409/727-6694

PRINCETON
North Texas Motorcycle Safety
Course
214/733-0855

RICHARDSON
Motorcycle Training Center
1-800-410-4549

ROSENBERG
Motorcycle Training Center
1-800-410-4549

SAN ANTONIO
Caliente H-D***
210/681-2254
Motorcycle Training Center
1-800-410-4549
Southwest Motorcycle Training
210/623-8330
The Motorcycle School
210/849-2898

SNYDER
Western Texas College*
325/574-6580

SOUTHLAKE
Motorcycle Training Center
1-800-410-4549

TYLER
Motorsports Training Center
903/561-8371

VICTORIA
Victoria College
361/582-2528

WACO
Geo-Center Motorcycle
Training
254/214-6627
Motorcycle Training Center
1-800-410-4549

WAXAHACHIE
American Ace Motorcycle Rider
Course
972/878-8156

WICHITA FALLS
Red River H-D***
940/264-7743
Vernon College
940/766-3369

* Mobile Site

** Dallas/Ft. Worth

*** 3WBRC

*** H-D 3WBRC

ATTACHMENT 5.4: DPS MSU Quality Control Program

- DPS MSU internal policy detailing quality control measures at certified sites.
-

Technical Assistance Visit INVITATION TO BID

The Texas Department of Public Safety Motorcycle Safety Unit (DPS-MSU) seeks bids to conduct Technical Assistance Visits (TAV) at Texas motorcycle operator training sites. The period of this contract begins upon award of a contract and ends August 31, 2015.

The Purpose of a TAV is to observe RiderCoaches presenting the basic motorcycle operator training course, provide technical assistance to RiderCoaches experiencing problems with the technical or presentation aspects of the curricula, and to ensure:

- The program meets all administrative requirements as specified in the Department's Administrative Rules.
- The RiderCoaches use and adhere to the Department's approved curricula as identified in the Administrative Rules. This includes all safety and educational standards as well as adherence to Adult Learning Principles and the Motor Skills Development Training process as recommended by the Motorcycle Safety Foundation (MSF).

The contractor shall employ or contract with only MSF certified and Texas DPS-MSU approved RiderCoach Trainers or RiderCoachs specifically approved by the DPS-MSU Program Director to conduct TAV site visits. The contract bid is inclusive of all expenses incurred while performing and reporting on a Technical Assistance Visit. Contract pricing must include all sites listed on the attached site list for FY2014/2015 plus two Quality Assurance Workshops each year of the contract period attended by each TAV Team member employed by the contractor at DPS-MSU offices in Austin, Texas with dates to be determined.

The Department will provide the contractor with the following:

- Appropriate forms for reporting the Technical Assistance Visit findings.
- The sponsor name and phone number.
- The physical location of the course to be evaluated.
- Copies of approved, custom range design and range exercise modifications if applicable.

The FY2014/2015 Sponsor list on the following pages are for one 16 hour Technical Assistance Visit for each of the 82 specific training sites during the contract period.

For further information, contact:

John G. Young, Program Director
Texas Department of Public Safety
Motorcycle Safety Unit
PO Box 4087
Austin, Texas 78773-0257
(512) 424-2021 or toll free 1-800-292-5787.

Sponsor List - TAV FY14-15

[Sponsor Name]	Range Add 1	Range Add 2	Range City
ABILENE MOTORCYCLE INSTRUCTION	3206 MILAM DRIVE	GORDONWOOD STADIUM	BROWNWOOD
ABILENE SAFETY INSTRUCTION	S 14TH ST 3/4 MILE PAST REBECCA LANE	6750 US277 SOUTH	ABILENE
ALVIN COMMUNITY COLLEGE	CAMPUS BLDG B	3110 MUSTANG RD.	ALVIN
AMARILLO COLLEGE	6222 W. 9TH AVE		AMARILLO
AUSTIN MOTO ACADEMY	DART BOWL	5700 GROVER AVENUE	AUSTIN
AUSTIN MOTO ACADEMY	HIGHLAND MALL	6001 AIRPORT BLVD	AUSTIN
AWESOME CYCLES, INC.	PARKING LOT OF TUMBLEWEED	13101 KUYKENDAHL RD.	HOUSTON
BOSS HOSS CYCLES OF HOUSTON	6604 SOUTH LOOP EAST		HOUSTON
COASTAL CYCLE ACADEMY, INC.	WHATABURGER FIELD	734 E. PORT AVE	CORPUS CHRISTI
COASTAL CYCLE ACADEMY, INC.	UTPA ATHLETIC COMPLEX	1201 UNIVERSITY DR	EDINBURG
EL PASO COMMUNITY COLLEGE	MISSION DEL PASO CAMPUS	10700 GATEWAY EAST	EL PASO
GALVESTON COLLEGE	BALL HIGH SCHOOL LOT	4323 AVE O	GALVESTON
GOLD WING ROAD RIDERS ASSOCIATION	10266 JORDAN ST.		SPRING HILL
GREGORYS DRIVING SCHOOL, INC.	HWY 59, 17 MILES EAST OF LAREDO		LAREDO
LONE S.T.A.R. BIKERS	1320 SOUTH STEMMONS FREEWAY		LEWISVILLE
LONE STAR COLLEGE	24037 W. HARDY ROAD	952 GIBSON ST.	SPRING
LUFKIN MOTORCYCLE SALES AND SALVAGE	HUNTINGTON HIGH SCHOOL	LSC SYSTEM TRANSPORTATION INSTITUTE	HUNTINGTON
MOTO FUN	500 FM 967		Buda
MOTORCYCLE RENTALS OF HOUSTON, LP	ALMEDA MALL	555 ALMEDA MALL	HOUSTON
MOTORCYCLE RENTALS OF HOUSTON, LP	MANCUSO HD	12710 CROSSROADS PARK DRIVE	HOUSTON
MOTORCYCLE RENTALS OF HOUSTON, LP	1000 FM 2004	GULF GREYHOUND PARK - WEST PARKING LOT	LAMARQUE
MOTORCYCLE TRAINING CENTER	4310 Hwy 3,	Fort Bend County Fairgrounds,	Rosenberg
MOTORCYCLE TRAINING CENTER	1908 Central Drive,	NEC 183 & Central Drive,	Bedford
MOTORCYCLE TRAINING CENTER	770 Davis Drive,	Reese Technology Center	Lubbock
MOTORCYCLE TRAINING CENTER	3737 Molley Drive,	Easifield College,	Mesquite
MOTORCYCLE TRAINING CENTER	1849 Central Drive,	NEC 183 & Central Drive,	Bedford
MOTORCYCLE TRAINING CENTER	9700 Gateway N. Blvd.,	Cohen Stadium,	El Paso
MOTORCYCLE TRAINING CENTER	2063 Town East Mall,	South range	Mesquite
MOTORCYCLE TRAINING CENTER	2925 E. Division Street,	South range	Arlington
MOTORCYCLE TRAINING CENTER	3515 Lions Lair Road,	Greenville High School	Greenville
MOTORCYCLE TRAINING CENTER	2925 E. Division Street,	North range	Arlington
MOTORCYCLE TRAINING CENTER	517 SW Johnson Ave	Kerr Middle School,	Burleson
MOTORCYCLE TRAINING CENTER	501 S. Plano Road,	North range	Richardson
MOTORCYCLE TRAINING CENTER	14th Street,	TSTC Waco Campus	Waco
MOTORCYCLE TRAINING CENTER	901 North Loop 1604 West,	Alzafar Shrine Temple	San Antonio
MOTORCYCLE TRAINING CENTER	1441 W. TRINITY MILLS ROAD	I-35E AND HWY 190	CARROLLTON
MOTORCYCLE TRAINING CENTER	CEDAR HILL HIGH SCHOOL 1 LONGHORN BLVD		CEDAR HILL
MOTORCYCLE TRAINING CENTER	UNT RESEARCH PARK PARKING LOT 10	3940 NORTH ELM ST	DENTON
MOTORCYCLE TRAINING CENTER	DRAGON STADIUM RANGE 4 SOUTHEAST	1085 KIMBALL AVE	SOUTHLAKE
MOTORCYCLE TRAINING CENTER	11510 FM 1488 - EAST	SUPERIOR BUSINESS PARK	MAGNOLIA
MOTORCYCLE TRAINING CENTER	3600 N GARFIELD ST EAST RANGE		MIDLAND
MOTORCYCLE U RIDER TRAINING	MEMORIAL STADIUM PARKING LOT	2500 JEFFERSON DR	PORT ARTHUR
MOTORCYCLE U RIDER TRAINING	GOLDEN TRIANGLE POWERSPORTS	30 IH 10 N	BEAUMONT
MOTORCYCLE U RIDER TRAINING	1170 MONTROSE AVENUE	FAMILY WORSHIP CENTER	BEAUMONT
MOTORSPORTS TRAINING CENTER	HARVEY CONVENTION CENTER	2000 W. FRONT ST.	TYLER
MOTORSPORTS TRAINING CENTER	PIRATE STADIUM	1709 PINE TREE ROAD	LONGVIEW
MOTORSPORTS TRAINING CENTER	CENTRAL MALL SE CORNER LOT	2400 RICHMOND ROAD	TEXARKANA
MOTORSPORTS TRAINING CENTER	TYLER JUNIOR COLLEGE	1417 E. DEVINE	TYLER
MOTORSPORTS TRAINING CENTER	TEXAS STATE TECHNICAL COLLEGE	2400 EASTEND BLVD S.	MARSHALL
MOTORSPORTS TRAINING CENTER	2886 FM 1735	PO BOX 1307	MT. PLEASANT
NORTH TEXAS MOTORCYCLE SAFETY COURSE	MCKINNEY FOOTBALL STADIUM	1 DUVALL STREET	MCKINNEY
PREFERRED MOTORCYCLE TRAINING, LLC	LEGACY H-D	12100 W. HWY EAST	ODESSA

Sponsor List - TAV FY14-15

[Sponsor Name]	Range Add 1	Range Add 2	Range City1
PRIDE OF TEXAS MOTORCYCLE TRAINING	LAGRAVE FIELD	301 NORTHEAST 6th STREET	FT WORTH
RIDERCOURSE CENTER, INC.	STANDRIDGE FOOTBALL STADIUM	1334 VALWOOD PKWY	CARROLLTON
RIDERCOURSE CENTER, INC.	BIRDVILLE STADIUM	9200 MID CITIES BLVD	NORTH RICHLAND HILLS
RIDERCOURSE CENTER, INC.	RIDGEMAR MALL	1888 GREEN OAKS RD	FORT WORTH
RIDERCOURSE CENTER, INC.	VALLEY VIEW MALL	13321 PRESTON @635 LBJ FWY	DALLAS
RIDERCOURSE CENTER, INC.	STANDRIDGE STADIUM	1334 VALWOOD PKWY	CARROLLTON
SADDLE-UP MOTORCYCLE TRAINING	FM 3139	DALHART MUNICIPAL AIRPORT	DALHART
SADDLE-UP MOTORCYCLE TRAINING	3900 10TH STREET	TEXAS TECH UNIVERSITY - NORTH	LUBBOCK
SAN JACINTO COMMUNITY COLLEGE DISTRICT	18060 SPENCER HWY LOT 2 EAST	LOT 16 WEST	PASADENA
SAN JACINTO COMMUNITY COLLEGE DISTRICT	13735 BEAMER ROAD		HOUSTON
SOUTHWEST MOTORCYCLE TRAINING	10492 HAWK AVE.		WALL
SOUTHWEST MOTORCYCLE TRAINING	KOC HALL	5763 RAY ELLISON DR.	SAN ANTONIO
SPRING BRANCH ISD	3020 N. BRYANT		SAN ANGELO
SPRING BRANCH ISD	9016 WESTVIEW		HOUSTON
TARRANT COUNTY COLLEGE	901 YORKCHESTER		HOUSTON
TEXAS MOTOR SPORTS	FIRE ACADEMY RANGE NW CAMPUS	4801 MARINE CREEK PKWY	FORT WORTH
TEXAS MOTORCYCLE TRAINING	Vive Le Arts	3401 S. WS Young Blvd	Killeen
TEXAS R.I.D.E.R.	COLLIN CREEK MALL	811 N. CENTRAL EXPY	PLANO
TEXAS R.I.D.E.R.	UTA ARLINGTON	DOUG RUSSELL RD. LOT 50	ARLINGTON
TEXAS TWO WHEEL	PENNINGTON FIELD	1501 CENTRAL DR.	BEDFORD
TEXAS TWO WHEEL	SPJST LODGE #18	702 N. HWY 95	ELGIN
THE MOTORCYCLE SCHOOL	WHARTON COUNTY JUNIOR COLLEGE	911 E. BOLING HWY	WHARTON
TOTAL RIDER	4918 FREDERICKSBURG RD.		SAN ANTONIO
TOTAL RIDER	SON'S OF BARTEK	171 FM3219	KILLEEN
TOTAL RIDER	500 VFW DRIVE		AUSTIN
TRAINING WHEELS	HUTTO HIGH SCHOOL		HUTTO
TSTC HARLINGEN	A+ M HIGH SCHOOL	1801 HARVEY MITCHELL PARKWAY S.	COLLEGE STATION
VERNON COLLEGE	AVIATION TECH BLDG "T" PARKING LOT	2813 CENTRAL FREEWAY EAST	HARLINGEN
VICTORIA COLLEGE	WF SKILLS TRAINING CENTER	2200 E. RED RIVER	WICHITA FALLS
	PARKING LOT S		VICTORIA

Technical Assistance Visits GUIDELINES AND PROCEDURES

I. Purpose. The Purpose of the Technical Assistance Visit (TAV) is to observe RiderCoaches (RCs) presenting the basic motorcycle operator training course, provide technical assistance to RCs experiencing problems with the technical aspects of the curricula and to ensure:

- A. The program meets all administrative requirements as specified in the Department's Administrative Rules.
- B. The RCs use and adhere to the Department's approved curricula as identified in the Administrative Rules. This includes all safety and educational standards as well as adherence to Adult Learning Principles and the Motor Skills Development Training process as recommended by the Motorcycle Safety Foundation.
- C. Verify the condition of training motorcycles to confirm each is safe for training.

II. Scheduling your Visit and Notification of Pertinent Parties.

You must develop a site visitation schedule that allows you to conduct all the TAVs that you are contracted for prior to the expiration date of the contract. Before the third working day of each month provide the Motorcycle Safety Unit (MSU) a monthly visitation schedule.

All classroom units and range activities, are to be evaluated. If circumstances such as split schedules or weather prevent TAVs of a full 16 hours it is the Contractor's responsibility to notify the MSU of the situation as soon as practical.

The MSU will notify sponsors which sites have been selected for TAVs in a current two (2) year contract. The appropriate Contractor and the MSU will decide if sponsors and/or RCs are to be notified of the exact date of a TAV.

III. Conducting the Technical Assistance Visit.

Most training sites have been visited by a RiderCoach Trainer or a Motorcycle Safety Unit staff member; however some sponsors and RCs may feel threatened by your presence. Remember that the intent of the TAV is to evaluate and provide assistance to and encourage RC improvement, not to intimidate them. The impression that you make when you conduct your visit is a direct reflection on the Motorcycle Operator Training Program throughout the state. You are expected to act in a professional and courteous manner.

Whenever possible Contractors should arrive at a site before training activities begin. You should not interrupt training by arriving late.

The MSU will supply electronic copies of classroom and range assessment forms for use in TAVs. The MSU will provide the assessment forms. You may be asked to submit the assessment forms and notes of your visit to the MSU when your visit is complete. Quality information from you is essential for justifying any future course of action the Department may consider.

Contractors should assist RCs by coaching, facilitating, or modeling the conduct of the course as needed. Contractors should not damage RCs credibility in front of students. Discrete corrective activities should be used unless a safety emergency calls for immediate intervention.

After your evaluation each day, debrief the RCs. During the debriefing, identify any problem areas, including continuous improvement action needed. Don't forget to identify and commend exceptional areas.

IV. Following the Technical Assistance Visit.

Contractor will return assessment forms and any additional notes to the MSU within ten days of the visit. Every thirty (30) days the contractor will submit an invoice for completed work. The MSU will verify invoice for work complete with assessment forms received and authorize payment.

V. Quality Assurance Workshop

The Contractor and the TAV team members employed or contracted shall attend a total of four (4) Workshops during the contract period, two (2) each year. Generally one every six (6) months. The purpose of the Quality Assurance Workshops are to meet with the Program Director and MSU staff to identify issues affecting the quality of the program and formulate solutions with the overall goal of enhancing the Motorcycle Safety Training Program.

ATTACHMENT 5.5: MC Program Cooperation between TxDOT and DPS

- Letter from Carol Rawson, P.E. Director of Traffic Operations detailing cooperation between TxDOT and DPS, the designated State authority.
-



Texas Department of Transportation®

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

June 5, 2014

Georgia S. Chakiris, Regional Administrator
National Highway Traffic Safety Administration
819 Taylor Street, Room 8A38
Fort Worth, TX 76102

Dear Ms. Chakiris:

The Texas Department of Public Safety (DPS) is the state agency designated by the Governor to establish and administer the motorcycle operator training and safety program pursuant to Texas Administrative Code, Chapter 31.1(5). Texas Department of Transportation (TxDOT) partners with DPS by meeting routinely to exchange ideas and discuss issues related to motorcycle safety.

DPS is responsible for the State's mandated basic operator trainings and licensing of the course instructors. TxDOT utilizes Highway Safety Funding to educate motorcycle riders and vehicle drivers about roadway safety and sharing the road with motorcyclist. TxDOT administers a grant with the Texas A&M Transportation Institute that is responsible for developing and implementing a statewide motorcycle safety program. TxDOT and DPS along with other State and private organizations utilize this grant to coordinate the State's motorcycle safety program. TxDOT has also worked with DPS to help provide additional training resources including the purchase of training motorcycles and portable training facilities.

The partnership established between TxDOT and DPS allows Texas to address the motorcycle safety program in a comprehensive and coordinated manner that benefits the citizens of the State of Texas.

Sincerely,

Carol T. Rawson, P.E., Director
Traffic Operations Division

ATTACHMENT 5.6: Texas Statewide Media Market Outreach

- Executive Summary Media Market Coverage
-

Motorcycle Program – Motorist Awareness Campaign

During FY 2014 The State of Texas conducted a “Look Twice for Motorcycles” paid media campaign targeting 25- to 54-year old Texans (general market / Hispanic) statewide, with a special emphasis on TxDOT districts that represent the highest percentage of motorcycle registrations. TxDOT budgeted \$500,000 for this campaign, and required an additional \$500,000 of match to ensure a \$1,000,000 media campaign was conducted.

Paid media reached 18- 24-year-olds as well. Texas targeted seven TxDOT districts (Austin, Dallas, Fort Worth, Houston, San Antonio, Tyler and Waco), which represents:

- 69.2 % of all motorcycle registrations in Texas
- 64.1 percent of all motorcycle fatality crashes in Texas
- Seven TxDOT Districts containing 64 Counties

Paid media tactics included radio, online, mobile, convenience store, billboards and PSA distribution. The paid media flight ran from May 5 – May 24th.

Texas also went to six markets with the Look Twice for Motorcycles event booth. Event visitors were able to pledge to always look twice for motorcycles and put themselves in a motorcyclist’s shoes by taking a photo on a motorcycle. The photos were branded with a Look Twice campaign photo skin that could be viewed instantly and shared on event visitors’ social media networks.

Four motorcycle procession media photo opportunities were staged as part of the campaign to help gain media coverage for the campaign. Riding with bikes emblazoned with Look Twice and Share the Road flags, Patriot Guard Riders were recruited to lead these processions throughout the state. Local police department motorcycle units helped set up routes and escorted the riders to create a spectacle for media and local communities.

Educational materials including infographics, push cards, and kids’ coloring game pages, were sent to the Traffic Safety Specialists (TSS) located in TxDOT’s 25 District Offices as well as other campaign partners like the National Safety Council. Local media and outreach efforts were conducted in the smaller market areas by the TSSs.

Texas also leveraged the TxDOT Facebook and Twitter platforms during the month of May to push out infographics about motorcycle safety features, crash statistics and other topics related to motorcycle safety and motorist awareness of motorcycles to Texans.

In addition,

- Produced 5 “Look Twice for Motorcycles” billboard vinyls.
- Created and produced new convenience store advertisements – posters, window clings and pump toppers.
- Coordinated with VIA (bus service) in San Antonio for added value transit placements.

- Produced eight static infographics (in English and Spanish) and animated one infographic to be used as a pre-roll video (in English).
- Developed social media content to be posted to TxDOT's Facebook and Twitter platforms during May, National Motorcycle Safety Awareness Month. Updated the Look Twice TxDOT Facebook tab to include 2013 statistics.
- Developed campaign media talking points, a statewide press release, media advisories and infographics in English and Spanish for statewide media use.
- Distributed statewide English and Spanish TV and radio PSAs to stations participating in the motorcycle safety awareness campaign.
- Secured added media value for the federal funds spent.
- TxDOT utilized over 700 dynamic message signs (highway electronic message boards) located throughout the state to display a traffic safety messages as part of the Motorcycle Awareness Campaign. The "SHARE THE ROAD, LOOK TWICE FOR MOTORCYCLES" message was displayed from May 5, 2014 and continued through May19, 2014. (See attached documentation)
- Texas reached out to motorcycle advocacy groups for input on motorcycle safety awareness through the Motorcycle Campaign.

TxDOT works closely with the Texas A&M Transportation Institute (TTI) through a traffic safety grant each year to promote statewide motorcycle public information and education programs and efforts. TTI and TxDOT conducted an annual statewide motorcycle safety forum in Bryan Texas on May 8th, 2014, and quarterly motorcycle coalition meetings. TTI oversees, and updates on a regularly basis, the website LOOK LEARN LIVE: <http://www.looklearnlive.org/>. This site promotes motorcycle public awareness and education to the public on a daily basis.

Terry Pence

From: Carol Rawson
Sent: Friday, May 02, 2014 11:57 AM
To: !DDO DIST REGION
Cc: !DDO ADM; Robin Frisk; Brian Burk; Penny Buller; James Moore; David Rodrigues; James Lewis; #Traffic Engineers
Subject: Texas Motorcycle Awareness Campaign - Dynamic Message Signs
Attachments: DMSforMotorcycleAwareness.xls

Our permanent dynamic message signs (DMS) continue to provide an excellent opportunity to get our traffic safety messages out to the public. We are asking you to support the Texas Motorcycle Awareness Campaign by displaying the attached message on your permanent DMS for the period starting after the morning peak on May 5, 2014 and ending before the morning peak on May 19, 2014.

As always, this DMS message should not pre-empt needed traffic messages, incident-related messages, Emergency Operation Center (EOC) messages, or Amber/Silver/Blue alerts. In areas with a large number of DMS, this message should be displayed on a few signs along the corridor even during peak times when travel times are being displayed.

SHARE THE ROAD
LOOK TWICE
FOR MOTORCYCLES

Your assistance in this effort is greatly appreciated.

Thanks,

Carol

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TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

The breakdown of the media markets and coverage of registrations and Fatals are as follows:

Austin	Major Media Market	2014 # Motorcycle Registrations	2012 FARS MC Fatals Per County
Travis	Primary County	17,054	20
Bastrop	Surrounding County	1,808	3
Blanco	Surrounding County	286	1
Burnet	Surrounding County	1,108	2
Caldwell	Surrounding County	584	2
Gillespie	Surrounding County	569	3
Hays	Surrounding County	3,275	4
Lee	Surrounding County	324	0
Llano	Surrounding County	569	1
Mason	Surrounding County	94	0
Williamson	Surrounding County	8,717	6
Totals		34,388	42

Dallas / Fort Worth	Major Media Market	2014 # Motorcycle Registrations	2012 FARS MC Fatals Per County
Dallas	Primary County	25,512	38
Collin	Surrounding County	14,593	11
Denton	Surrounding County	13,435	9
Ellis	Surrounding County	3,829	0
Hunt	Surrounding County	2,194	3
Kaufman	Surrounding County	2,361	4
Navarro	Surrounding County	799	0
Rockwall	Surrounding County	2,049	2
Tarrant	Primary County	32,278	16
Erath	Surrounding County	653	2
Hood	Surrounding County	1,662	1
Jack	Surrounding County	186	0
Johnson	Surrounding County	4,390	6
Palo Pinto	Surrounding County	872	2
Parker	Surrounding County	3,579	3
Somervell	Surrounding County	248	1
Wise	Surrounding County	1,919	2
Totals		110,559	100

Houston	Major Media Market	2014 # Motorcycle Registrations	2012 FARS MC Fatals Per County
Harris	Primary County	50,236	55
Brazoria	Surrounding County	7,538	11
Chambers	Surrounding County	1,029	0
Fort Bend	Surrounding County	7,639	4
Galveston	Surrounding County	8,294	8
Grimes	Surrounding County	552	1
Liberty	Surrounding County	1,968	0
Montgomery	Surrounding County	11,007	6
San Jacinto	Surrounding County	669	4
Waller	Surrounding County	878	0
Totals		89,810	89

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2015

San Antonio	Major Media Market	2014 # Motorcycle Registrations	2012 FARS MC Fatafs Per County
Bexar	Primary County	24,262	21
Atascosa	Surrounding County	660	0
Comal	Surrounding County	3,582	4
Frio	Surrounding County	180	0
Gonzales	Surrounding County	234	0
Guadalupe	Surrounding County	3,053	4
Kendall	Surrounding County	996	0
Kerr	Surrounding County	1,270	2
McMullin	Surrounding County	18	0
Medina	Surrounding County	865	0
Uvalde	Surrounding County	390	2
Wilson	Surrounding County	877	0
Totals		36,387	33

Tyler	Major Media Market	2014 # Motorcycle Registrations	2012 FARS MC Fatafs Per County
Smith	Primary County	4,143	6
Cherokee	Surrounding County	753	1
Gregg	Surrounding County	2,313	5
Henderson	Surrounding County	1,910	1
Rusk	Surrounding County	1,023	1
Van Zandt	Surrounding County	1,229	2
Wood	Surrounding County	1,146	2
Totals		12,517	18

Waco	Major Media Market	2014 # Motorcycle Registrations	2012 FARS MC Fatafs Per County
McLennan	Primary County	4,637	6
Bosque	Surrounding County	485	0
Coryell	Surrounding County	1,767	2
Falls	Surrounding County	210	0
Hamilton	Surrounding County	183	0
Hill	Surrounding County	847	0
Limestone	Surrounding County	842	1
Totals		8,971	9

	Raw #	% Covered
Total State Wide Registrations 2014	422,698	
Total MC Registrations Covered by Media	292,632	69.2%
Total State Wide Fatafs 2012	454	
Total Fatafs Covered by Media	291	64.1%

FY 2014 SOWR

Motorist Awareness of Motorcycles, Traffic Safety Campaign

October 29, 2013

Scope of Work

The selected vendor(s) will assist the Texas Department of Transportation (TxDOT) and its partners to develop a public awareness campaign to educate and encourage safe driving in regards to motorcycle traffic on the roadways of Texas. This will be a paid media campaign and public education outreach. The TxDOT project will focus on increasing public awareness of the presence of motorcycles and motorcycle traffic resulting from increased traffic and congestion in the state, particularly the metropolitan areas. The campaign will start the spring of 2014 and extend through to the end of FY2014. It will have a concentrated focus prior to and during the month of May, which is National Motorcycle Safety Awareness Month.

The purpose of this campaign is to enhance motorist awareness of the presence of motorcycles on or near roadways and to encourage safe driving practices in order to avoid injuries to motorcycles. The goal of course, is to reduce crashes, injuries, and fatalities involving motorcyclists.

TxDOT reserves the right to withdraw or reduce the amount of an award or to cancel any blanket purchase order release resulting from this process if adequate funding is not received from the National Highway Traffic Safety Administration (NHTSA) or other funding sources or due to legislative changes.

NOTE: After the SOWR is awarded, vendor should be prepared to scale back the scope of this proposal if funding is reduced. For this campaign, the funding may not be fully obligated and may be reduced as much as 50 percent or more.

Background

Motorcycle fatalities and crashes in Texas have followed the national trend for the previous ten years and motorcycle crashes are heavily overrepresented in the total number of motor vehicle crashes. Motorcycles registrations comprise approximately 2% of the motoring public in Texas, yet they account for approximately 15% of all traffic fatalities. This trend has remained constant with little to no statistically significant change over the last ten years. This campaign will focus on (but is not limited to) seven areas: Houston, Austin, San Antonio, Dallas, Fort Worth, Waco, and Tyler TxDOT Districts.

This campaign should be designed to educate motorists regarding the presence of motorcycles on the highways of Texas, becoming more aware to be observant of motorcycles to prevent crashes. Many Texans may not be used to sharing the road with motorcycles, and we are urging them to give driving their full attention to prevent right of way violations and other causation factors for vehicle/motorcycle crashes.

The program requires a communication plan that is designed to educate motorists in those counties or jurisdictions where motorcycle crashes are the highest (using data from the most recent calendar year).

Texas Statistics

Texas has experienced growth in the number of motorcycles on its roads over the course of time, as well as additional licensed operators. As of June, 2013, Texas shows 403,632 vehicles registered as a motorcycle, which has almost doubled since 2000. Of all the motorcyclists who are involved in fatal crashes in Texas, 20-29 year olds have the highest percentage of deaths overall, followed closely by the 40-49 years of age range. These two age groups account for 46.6% of all motorcyclists killed on Texas roadways. Crashes involving a motorcycle and another vehicle account for approximately 50% of all fatal motorcycle crashes.

The TxDOT districts of Houston, Dallas, Fort Worth, Austin, San Antonio, Waco, and Tyler are comprised of 62 counties, which is only 24.4% of all the counties in Texas.

These seven TxDOT districts represent 70.6% of all motorcycle registrations in Texas.

These seven TxDOT districts also represent 70.0% of all fatal motorcycle crashes, and represent 66.2% of all motorcycle fatality crashes.

SOW Eligibility

Vendors eligible to submit responses to this request for SOW are media vendors who have a current Master Blanket Purchase Order issued from TxDOT.

Traffic Safety Funding

The traffic safety grant program derives from the National Highway Safety Act of 1966 (23 USC §401, et seq.), and the Texas Traffic Safety Act of 1967 (Transportation Code, Chapter 723). Traffic Safety is an integral part of the TxDOT and works through TxDOT's 25 districts for local projects. The program is administered at the state level by TxDOT's Traffic Operations Division. TxDOT executive director is the designated Governor's Highway Safety Representative.

Funding Constraints

SOWs selected for inclusion in the Highway Safety Plan (HSP) become cost reimbursable blanket purchase order releases. Federal and state grant funds cannot be used for lobbying and supplanting is prohibited. The funding year for this project is during the Federal Fiscal Year 2014 – starting October 1, 2013 – and will not extend beyond the 2014 Federal Fiscal Year, which ends on September 30, 2014. However, it includes an option to renew for an additional one-year period (FY2015) based on the availability of funding and agency standing.

Budget and Matching Funds

The project budget for the FY 2014 Motorist Awareness of Motorcycles campaign is not to exceed a maximum TxDOT reimbursable amount of \$ 500,000. (Final awarded amount will be contingent on funding). In addition, the proposal should include a plan to secure a minimum of 50 percent match for the total budget amount. For example; for a reimbursable budget amount of \$ 500,000, the match requirement would be a minimum of \$ 500,000 for a total budget of \$1,000,000.

Projected Term of Service

The projected Term of Service is October 1, 2013 through September 30, 2014 with an option to renew for 12 additional months contingent upon renewal of the Master Blanket Purchase Order and funding availability.

PROJECT DELIVERABLES

Tasks will include, but are not limited to the following:

Campaign Planning: Development of Marketing & Communication Strategies

- Provide a project overview. Please include your strategy, goals and objectives, target audience, key messages and overview of tactics.
- Provide a timeline for all anticipated campaign activities, and include a listing of key personnel with their roles and responsibilities.
- Develop a detailed project budget. The project budget is not to exceed a maximum TxDOT reimbursable amount of \$500,000.00 and will include a plan to secure a minimum of dollar for dollar matching funds. Budget information is critical in the final determination of a SOW award.

A strong SOW budget supports the objective, performance measures, and activities that are proposed to affect the Project. The proposed budget must be realistic and reasonable, allowable, and necessary and must include only cost-eligible line items. Include as much specific information as possible for all costs in the categories of Labor, Travel, Contractual Services, and Other Miscellaneous. Vendor(s) shall indicate the amount of funds that will be used for the required match.

Examples of information to be included in the detailed budget are:

- Number of personnel and their pay rates
- Estimated means and length of travel
- Contractual services
- Details of other miscellaneous costs
- Matching funds amount

NOTE: Any standard-size printing (on standard paper stock) for this project may be done internally by the TxDOT print shop assuming an adequate turn-around time is allowed. Any printing done by the TxDOT print shop would not impact the vendor's budget. The vendor will provide the TxDOT Project Manager the necessary specifications prior to development of any print materials to ensure these items can be printed internally.

Creative Development: Branding and Original Creative Concepts

- Provide a Creative/Branding Plan. Include recommendations and illustrations for a custom-designed creative concept, direction and/or branding.
- Note: Vendor will NOT design a unique direction/brand for the Motorcycle Awareness Initiative. We will use the slogan “*Look Twice for Motorcycles*” with the sub-head of “*Share the Road.*” –Just as we did last year.

Using last year’s campaign concept and branding as a starting point, indicate any adjustments, new variations, or new twists that you might incorporate to effectively build awareness of the Motorcycle Awareness Initiative – and to be used as a recurring theme in all media and materials.

NOTE: Any new, custom-designed creative elements proposed on the SOWR will be contingent on maximum or near-maximum federal funding obligated to TxDOT. If the funding is reduced by 50 percent or more, the vendor shall use the only existing creative materials.

- Utilizing the creative concept outlined in Creative/Branding (above) design a variety of materials for television, radio, outdoor, and/or internet. Vendor will be required to provide materials in English as well as some of the materials in Spanish (limited).
- Provide recommendations for collateral, printed educational pieces, or additional promotional ancillary items to support the major media platforms.

Media Planning & Placements: Message Distribution

- Provide a measurable comprehensive Paid-Media Placement Plan. Craft an efficient paid-media mix for this initiative for, but not limited to television, radio, print, outdoor signs, and internet. In addition, vendor will be asked to secure free and leveraged air time, so this media plan may include some leveraged (non-paid) elements.
- Identify unique and unusual methods for delivery and placement of key themes.
- Provide a matrix showing the following for each paid media platform: placement/reach; number & name of markets; number, length & frequency of advertisements; estimated total airtime or GRPs; estimated impressions.

Public Relations Plan

- Provide a detailed Public Relations Plan. Vendors will identify resources for capturing and utilizing non-paid media through publicity activities designed to reach audiences at the grass-roots level. This may include press releases, promotional activities, civic engagement, sporting events, earned media, and social media. This may also include details on how the vendor will creatively utilize TxDOT’s Traffic Safety Specialists and Public Information Officers spread around the state to get the message to the public at the local level. Additionally, the

vendor should give information on the efficient use of the TxDOT sub-grantee partners to distribute collateral materials and information.

- Highlight any specific plans to incorporate the use of social media technologies such as Blogs, Facebook, and Twitter to engage in interactive dialogue with potential audiences.
- Give special details for any plans to design and execute special TxDOT media events to support the campaign strategy and initiatives. Provide exact details such as number/name of proposed markets where events will be organized, and strategies for attracting/engaging the public.
- Include special attention and details on Hispanic outreach. Provide culturally appropriate grass-roots strategies and activities designed to specifically reach out to the Hispanic Texans.

NOTE: To date, this campaign has only included a limited number of elements in Spanish (radio, posters). We would like to continue making some elements available in Spanish – but not everything will need to be produced in both languages.

Campaign Enhancement: Value Added Opportunities

- Provide a detailed Value Added Plan. This plan should clearly show how the vendor plans to identify and engage resources that can provide the non-paid media and value added contributions required.
- Provide a list of potential partners and relationships. Detail the ways they will contribute to the Value Added Plan.

Campaign Program Measurement: Message Evaluation

- Provide a Campaign Evaluation Plan. The vendor(s) will evaluate all activities and generate a report that will effectively measure the campaign and program results, identify activities, resources, lessons-learned, critique and suggestions for improving future public awareness efforts related to this project.

NOTE: The vendor(s) selected will also be required to provide comprehensive reports for the various tasks listed in this document. Frequency of reporting will be agreed upon by designated TxDOT Project Manager and the selected vendor(s). These reports may include but are not limited to the following:

- Regular reporting on milestones achieved, and any problems on milestones
- A detailed media report for all placements to include reach and frequency.
- A final comprehensive report that captures project goals and objectives and identifies how each goal was accomplished. This report should include examples of all deliverables as well as collateral materials, if any, that were distributed.
- A summary of the campaign for our TxDOT's Annual Report.
- Vendors will be required to enter billings and performance reports into eGrants.

Response Submission

General Formatting:

Each submission should be formatted in sections as indicated below. Proposals should be submitted electronically by email in PDF letter-size format to Connie Knesek. Finished submittals shall be limited to a maximum of 60 pages. Please include only the information specified in each section.

Project Deliverables:

This section of the vendor's submission should address each of the items outlined in Project Deliverables.

Each item should be addressed in the order presented in this document.

NOTE: The vendor should be specific when creating their submission. Detailed, measurable data is critical in the final determination of a SOW award. For example, when presenting your Media Placement Plan, the information should be quantifiable including all relevant performance indicators such as number & name of markets, frequency of ad placement, estimated total amount of air time, or estimated number of online impressions (for web advertising).

AWARDING THE SOW

TxDOT's Evaluation Process

Each respondent must submit a response to the Statement of Work Request (SOWR) based on established criteria set forth in this SOWR:

(a) If only one vendor submits a response to the SOWR, a TxDOT evaluation committee will evaluate the response based on established criteria set forth in their written Statement of Work, and may award an SOW to such vendor if the Statement of Work Response meets the criteria outlined in section of this document under the heading "Project Deliverables" *[or alternatively, set forth in this Statement of Work Request, if there are additional criteria they must meet]*. Respondents shall not contact members of the evaluation team. TxDOT may request that the vendor, including key personnel, participate in discussions or oral presentations with TxDOT prior to making an award to evaluate the respondent's capability to perform the service.

(b) If more than one vendor submits a response to the SOWR, then each vendor who submits a response, including key personnel, shall participate in an oral presentation with TxDOT. A TxDOT evaluation committee will evaluate and score each oral presentation. Oral presentations shall be evaluated based on the respondent's ability to best satisfy TxDOT requirements set forth in this Statement of Work Request. Respondents shall not contact members of the evaluation team.

(c) For details regarding discussions or oral presentations, please see Attachment A titled Supplemental Terms and Conditions; Section 1, Discussions or Oral Presentation. Vendors selected to provide oral presentations will be evaluated according to each respondent's ability

to best satisfy TxDOT's requirements.

Pre-Proposal Project Meeting

A pre-proposal meeting is not scheduled this proposal.

Questions Concerning Proposal

- Start date for submission of questions: October 29, 2013
- Last date for submission of questions: December 6, 2013, COB (5pm) CST.
- TxDOT Response to Questions to be completed: December 13, 2013 COB CST.

All questions and inquiries concerning this SOW shall be submitted via e-mail to: Purchaser:

Connie Knesek, CTPM, CTCM

E-mail: connie.knesek@txdot.gov

PROPOSAL SUBMISSION

Vendor should notify the TxDOT Procurement Division Contract Manager in writing of their intention to participate no later than December 17, 2013, COB (5pm) CST. Failure by the vendor to notify TxDOT in writing may disqualify the vendor from further consideration.

Vendor will provide a written Project SOW Response no later than Friday, January 24, 2013, COB (5PM) CST to Connie Knesek via drop box at <https://ftp.dot.state.tx.us/dropbox/> at above email in order to be accepted for an oral presentation. Any questions or concerns regarding this SOW can be directed to Connie Knesek, Procurement Division Contract Manager at (512) 416-4720.

Supplemental Terms and Conditions
Attachment A

1. DISCUSSIONS OR ORAL PRESENTATIONS: TxDOT may request that selected respondents, including key or respondent personnel participate in discussions or oral presentations.

OPTION 1 - Discussions

- 1.1. The respondent and TxDOT may discuss and clarify various requirements of the solicitation, vendor response, discuss any negotiable points, further confirm proposed personnel qualifications and determine the respondent's capability to perform the service. A TxDOT evaluation committee may evaluate and score each discussion.

- 1.1.1. The initial evaluation score of the qualifications and submission information will be replaced with the discussion meeting score.

- 1.1.2. TxDOT will advise each respondent in writing of the location, date and time of the scheduled discussion meeting. A minimum of one weeks' notice will be given to the respondent(s) selected for the discussion phase.

- 1.1.3. TxDOT may provide the respondent with a list of proposed key or respondent personnel required to attend and participate in the meeting.

- 1.1.4. Respondent and proposed key or respondent personnel should be prepared to address any questions that may be asked by TxDOT evaluators.

OPTION 2 – Oral Presentation

- 1.2. The TxDOT evaluation committee will evaluate and score each oral presentation. All responses will be evaluated according to the respondent's ability to best satisfy TxDOT requirements.

- 1.2.1. The initial evaluation score of the qualifications and submission information will be replaced with the oral presentation score.

- 1.2.2. TxDOT will advise each respondent in writing of the location, date and time of the scheduled oral presentation. A minimum of one weeks' notice will be given to the respondent(s) selected for the oral presentation phase.

- 1.2.3. TxDOT may provide the respondent with a list of proposed key personnel required to attend and participate in the meeting.

- 1.2.4. Respondent and proposed key or respondent personnel should be prepared to address any questions that may be asked by TxDOT evaluators.

- 1.2.5. TxDOT reserves the right to continue discussions with selected respondent(s).

- 1.3. **NEGOTIATIONS:** Upon completion of discussions or oral presentation evaluation scoring, TxDOT reserves the right to enter into negotiations with one or more selected respondents.
- 1.4. **STEP 4 – BEST AND FINAL OFFER (BAFO):** TxDOT reserves the right to request a BAFO from selected respondent(s).
 - 1.4.1. The respondent(s) shall submit a final price and any added value. If more than one respondent reaches this level, the negotiated terms, references, BAFO and added values will be the considered in the award. TxDOT will make the final determination on the best value.
 - 1.4.2. TxDOT may award the purchase order for the service without requesting a BAFO.
2. **AWARD:** TxDOT reserves the right to award a purchase order(s) to the company that provides the best value to TxDOT in performance of this service. TxDOT may award to a single vendor, multiple vendors, or use any combination that best serves the interest of TxDOT.
 - 2.1. **BEST VALUE:** TxDOT will be the sole judge of best value. Best value criteria may include, but are not limited to:
 - 2.1.1. Best meets the goals and objectives of the solicitation as stated in the Service Requirements.
 - 2.1.2. Best meets the quality and reliability of the proposed goods and services.
 - 2.1.3. Effect of the proposed solution on agency productivity.
 - 2.1.4. Provides the most customer focused solution that will best meet the needs of the traveling public.
 - 2.1.5. Experience in successfully providing services in the solicitation.
3. **PURPOSE OF STATEMENT OF WORK:** The only purpose of this SOWR is to ensure uniform information in the solicitation of SOWs and procurement of services. This SOWR is not construed as a purchase agreement or contract or as a commitment of any kind, nor does it commit TxDOT to pay for cost incurred prior to the execution of a formal agreement unless such costs are specifically authorized in writing by TxDOT.
4. **RIGHT TO CANCEL OR REISSUE SOWR:** TxDOT reserves the right to cancel or reissue this SOWR in part or its entirety or decline to issue a contract or grant based on this SOWR.
5. **RIGHT TO CORRECT ERRORS:** TxDOT reserves the right to correct any error(s) and/or Make changes to this solicitation as it deems necessary. Corrections and/or changes will be posted on the TxDOT Website prior to the date of award at:
<https://www.txdot.gov/apps/egrants/eGrantsResources/SOW.html>.

6. RIGHT TO NEGOTIATE FINAL TERMS: TxDOT reserves the right to negotiate the final terms of any and all contracts or grant agreements with selected vendor(s) and any such terms negotiated as a result of this SOW which may be renegotiated and/or amended in order to successfully meet the needs of TxDOT.
7. RIGHT TO WITHDRAW, REDUCE AWARD AMOUNT OR CANCEL RELEASE: TxDOT reserves the right to withdraw or reduce the amount of an award or to cancel any blanket purchase order release resulting from this process if adequate funding is not received from the National Highway Traffic Safety Administration (NHTSA) or other funding sources or due to legislative changes.
8. INFLUENCING TXDOT STAFF: Vendors shall not offer or provide any gratuities, favors, or anything of monetary value to any officer, member, employee, or agent of TxDOT, for the purpose of influencing the award of any SOW.
9. CONFLICT OF INTEREST: No employee, officer, or agent of TxDOT shall participate in the selection, award, or administration of an agreement supported by federal and/or state funds if a conflict of interest or potential conflict or appearance of impropriety would be involved.
10. RIGHT TO REQUEST ADDITIONAL INFORMATION: TxDOT reserves the right to clarify, explain or verify any aspect of a response to the SOWR and to require the submission of any price, technical or other revision to the SOWR that results from negotiations conducted with the presumptive selected Vendor(s).
11. RIGHT TO DISQUALIFY: TxDOT reserves the right to deem non-responsive or disqualify any response to this SOWR that is determined to not comply with or conform to terms and conditions and requirements herein contained.
12. DEBRIEFING: Vendors not awarded the blanket purchase order release may obtain a prompt explanation concerning the reasons that the SOW submitted by the unsuccessful vendor was not selected for a blanket purchase order release. Unsuccessful Vendors, who wish to be debriefed, must request the debriefing in writing. Vendors must notify the Contract Manager of their request for a debriefing within five business days of notification to the Vendor that they were unsuccessful.
13. PROTEST PROCEDURE: Respondent's may protest any award as detailed below.
 - 13.1. AUTHORITY: 43TAC, §9.3, Protest of Department Purchases under the State Purchasing and General Services Act.
 - 13.2. RIGHT TO PROTEST: Any actual or prospective bidder or offeror who is aggrieved in connection with the solicitation, evaluation, or award of a purchase made by the department under the State Purchasing and General Services Act may file a written protest.

- 13.3. FILING DEADLINES: A protest must be made within 10 working days after the aggrieved person knows, or should have known, of the action or fact causing the complaint. Untimely protests may not be considered unless the Texas Transportation Commission determines the appealing party has demonstrated good cause for the delay, or that a protest raises issues significant to procurement practices or procedures.
- 13.4. HANDLING PROTESTS: The protest must be in writing and:
 - 13.4.1. Addressed to the Director of Purchasing for purchases made on behalf of a division, and submitted to the Director of the General Services Division and
 - 13.4.2. Copies sent by protestor to all identifiable interested parties (defined as a vendor that has submitted a response for the purchase involved).
- 13.5. CONTENTS OF PROTEST: The protest must be sworn and must contain all of the following:
 - 13.5.1. Statutory or regulatory provision of the Act or the rules that the action is alleged to have violated
 - 13.5.2. Specific description of the violation
 - 13.5.3. Precise statement of the relevant facts
 - 13.5.4. Issue to be resolved
 - 13.5.5. Argument and authorities in support of the protest, and
 - 13.5.6. Statement confirming that copies of the protest have been mailed or delivered to other identified interested parties.
- 13.6. SUSPENSION OF AWARD: If a protest or appeal of a protest has been filed, then the department will not proceed with the solicitation or the award of the purchase until the executive director or his or her designee, not below the level of division director, consults with the director of general services and makes a written determination that the award of the purchase should be made without delay to protect substantial interests of the department.
- 13.7. INFORMAL RESOLUTION: The director of purchasing may informally resolve the dispute, including:
 - 13.7.1. Soliciting written responses to the protest from other interested parties; and
 - 13.7.2. Resolving the dispute by mutual agreement.

13.8. WRITTEN DETERMINATION: If the protest is not resolved by agreement, the director of purchasing will issue a written determination to the protesting party and interested parties which sets forth the reason for the determination. The director of purchasing may determine that:

13.8.1. No violation has occurred; or

13.8.2. A violation has occurred and it is necessary to take remedial action which may include:

13.8.2.1. Declaring the purchase void;

13.8.2.2. Reversing the award; and

13.8.2.3. Re-advertising the purchase using revised specifications.

13.9. APPEAL

13.9.1. An interested party may appeal the determination to the executive director. The written appeal must be received in the executive director's office no later than 10 working days after the date of the determination. The appeal is limited to a review of the determination.

13.9.2. The appealing party must mail or deliver copies of the appeal to the director of purchasing and other interested parties with an affidavit that such copies have been provided.

13.9.3. The general counsel shall review the protest, the determination, and the appeal, and prepare a written opinion with recommendation to the executive director.

13.9.4. The executive director may:

13.9.4.1. Issue a final written determination; or

13.9.4.2. Refer the matter to the commission for its consideration at a regularly scheduled open meeting.

13.10. The commission may consider oral presentations and written documents presented by the department and interested parties. The chair shall set the order and the amount of time allowed for presentation. The commission's determination of the appeal shall be adopted by minute order and reflected in the minutes of the meeting.

13.11. The decision of the commission or executive director shall be final.

13.12. FILING DEADLINE: Unless the commission determines that the appealing party has demonstrated good cause for delay or that a protest or appeal raises issues significant to procurement practices or procedures, a protest or appeal that is not filed timely will not be considered.

13.13. DOCUMENT RETENTION: The department shall maintain all documentation on the purchasing process that is the subject to a protest or appeal in accordance with the retention schedule of the department.

ATTACHMENT 5.7: TEXAS MOTORCYCLE SAFETY COALITION

Strategic Action Plan for Motorcycles, 2013 - 2018

Texas Strategic Action Plan for Motorcycles

2013–2018





ACKNOWLEDGMENTS

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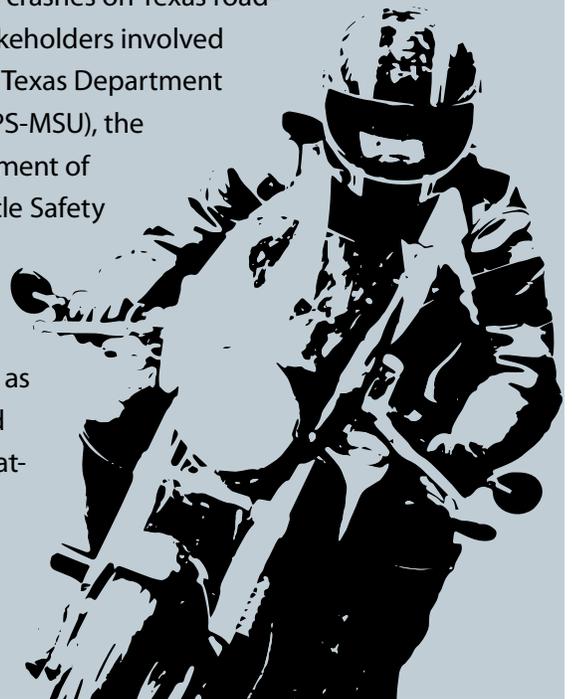


EXECUTIVE SUMMARY

The *Texas Strategic Action Plan for Motorcycles: 2013-2018* provides an integrated approach to identify implementable strategies and action steps to make the road environment and infrastructure safer for motorcyclists and other powered two- and three-wheelers in the State of Texas. The development of this plan spanned an 18-month period between August 2011 and February 2013 during the completion of Texas Department of Transportation (TxDOT) Project 0-6712, "Evaluation of the Measures and the Development of a Plan to Reduce the Number and Mitigate the Severity of Crashes Involving Motorcyclists on Texas Highways."

Several activities were completed during the course of the project to aid in the plan's development. The activities included a review of published literature on motorcycle safety countermeasures, a review of Intelligent Transportation System (ITS) and other advanced technologies for motorcycles and other vehicles, an analysis of motorcycle crash and injury data, and a statewide survey of motorcycle riders. These activities culminated in a list of potential motorcycle crash and injury countermeasures that were evaluated and prioritized in a workshop attended by motorcycle safety experts and advocates. A separate report, *Development of a Statewide Motorcycle Safety Plan for Texas: Research Report*, fully documents all steps completed under the project.

The five-year plan includes detailed strategies and action steps to reduce the number of motorcycle fatalities, injuries, and crashes on Texas roadways. It provides guidance to TxDOT and key stakeholders involved with improving motorcycle safety, including the Texas Department of Public Safety - Motorcycle/ATV Safety Unit (DPS-MSU), the Texas Education Agency (TEA), the Texas Department of State Health Services (DSHS), the Texas Motorcycle Safety Coalition (TMSC), law enforcement, local agencies, motorcycle clubs/groups, motorcyclists, and dealers. The plan is dynamic –as strategies are implemented, other strategies can be added as identified. The goal of the plan is to focus limited funding and resources on the areas with the greatest opportunity to reduce motorcycle fatalities, serious injuries, and crashes in Texas.





Crashes occurring between 8 p.m. and 6 a.m. are more severe than crashes occurring between 6 a.m. and 8 p.m. This may be related to alcohol involvement, difficultly detecting adverse road conditions, higher speeds, etc.

DATA FINDINGS

- Helmet use influences crash injury severity and reduces the chances of fatal and incapacitating injuries.
- Single-vehicle crashes are less likely to result in fatal or incapacitating injuries, compared to multi-vehicle crashes.
- Older riders tend to suffer more severe injuries in a crash compared to younger riders.
- Crashes occurring between 8 p.m. and 6 a.m. are more severe than crashes occurring between 6 a.m. and 8 p.m. This may be related to alcohol involvement, difficultly detecting adverse road conditions, higher speeds, etc.
- Roadway curvature (both horizontal and vertical) is correlated with motorcycle crash severity. These features increase the likelihood of more severe crashes. Horizontal curves have a more pronounced effect than the vertical curves on influencing crash severity.
- Riding under the influence of alcohol or drugs has a strong correlation with crash severity. Riding after drinking significantly increases the probability of a fatality, regardless if the crash occurs in an urban or rural area.
- Crashes involving higher speeds or lane indiscipline (failure to stay within lane of travel) are more severe in comparison to crashes without these two contributing factors.
- Crashes occurring on higher speed limit roads (such as interstate, U.S., and state highways) tend to be more severe than those occurring on other roads (such as city streets and county roads). In rural areas, crashes occurring on FM roads are more likely to result in more severe (fatal or incapacitating) injuries.



DATA CONCLUSIONS

- Continue efforts to increase helmet use, and educate riders about the effects of alcohol and drug use on riding skills and crash injury severity.
- Educate older riders about increased risks to severe injuries when involved in a crash.
- Inform riders about the increased crash risks associated with night time riding. Encourage riders to use high visibility gear, especially during evening and night time hours.
- Increase rider awareness about greater crash risks on roadway segments with horizontal and vertical curves.
- Speed limits should be uniformly enforced.
- Reiterate the consequences of speed, alcohol, and unsafe riding in rider training programs. Encourage safe riding.

Continue efforts to increase helmet use, and educate riders about the effects of alcohol and drug use on riding skills and crash injury severity.



The project goal was to develop a broad-based plan that includes strategies and action steps aimed to prevent and/or mitigate motorcycle crashes and injuries.

PLAN DEVELOPMENT

The project goal was to develop a broad-based plan that includes strategies and action steps to prevent and/or mitigate motorcycle crashes and injuries. The plan will serve as a blue print to reduce motorcycle crashes, fatalities, and injuries on Texas roadways and provide a baseline from which the districts and TxDOT can measure and track implemented countermeasures and programs, and if necessary, make changes over time.

The plan development was based on:

- A review of published literature on countermeasures for reducing the incidence of and/or the severity of motorcycle-involved crashes and related injuries.
- A review of existing and emerging Intelligent Transportation System (ITS) and other technologies for motorcycles and vehicles.
- An analysis of motorcycle crash and injury data from 2006 through 2010.
- A survey of Texas motorcyclists capturing rider demographics, riding histories, training and licensing status, use of protective gear, crash involvement, and attitudes toward motorcycle safety countermeasures.
- A workshop in which motorcycle safety experts evaluated and prioritized potential crash countermeasures for inclusion in this plan.

The plan includes:

- Countermeasures to reduce motorcycle crashes.
- Countermeasures to reduce motorcyclist crash injury severity.
- ITS technologies to improve motorcycle safety.
- Implementation and outreach.

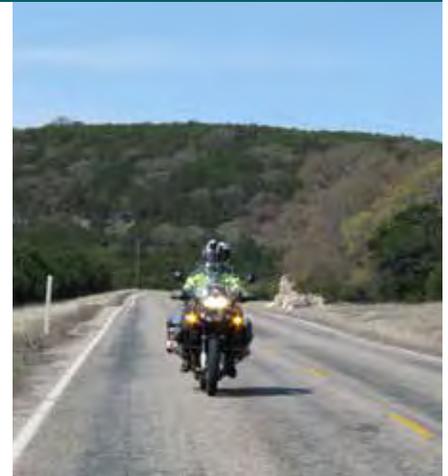
IMPLEMENTATION AND OUTREACH

A comprehensive approach for implementing the research findings is essential. Fortunately, Texas has several mechanisms and resources in place to ensure the successful implementation of the plan. Texas has been proactive in addressing motorcycle safety issues over the past decade through the leadership and support of TxDOT and many other diverse agencies and groups. Through the collaborative efforts of the National Highway Traffic Safety Administration (NHTSA), TxDOT, traffic safety specialists, TxDPS Motorcycle/ATV Safety Unit staff, Texas Motorcycle Safety Coalition (TMSC) members, TTI, and motorcycle safety instructors and trainers provide a strong infrastructure of support for broad-based implementation.

The TMSC will play a key role in the implementation of many of the countermeasures identified in this plan.

The TMSC serves as a public forum for addressing strategies to improve motorcycle safety; discusses effective programs, regulations, and other opportunities to improve motorcycle safety; reviews, proposes, and makes recommendations concerning motorcycle-related legislation; and serves to promote rider safety and inform the public about being aware of motorcycles and sharing the road safely. Representatives from engineering, planning, enforcement, education, emergency response, research, government agencies and organizations, and motorcyclists including riders, motorcycle groups, and organizations actively participate in the TMSC.

Outreach will include posting the plan on www.LookLearnLive.org (a dedicated website to promote motorcycle safety in Texas) to generate awareness and support. Other opportunities include advertising in Texas motorcycle magazines such as TMRA Folly, the Clubhouse, Ride Texas, etc. and through presentations at traffic and motorcycle safety conferences.



Texas Motorcycle Safety Coalition (TMSC) will oversee the implementation of the plan.



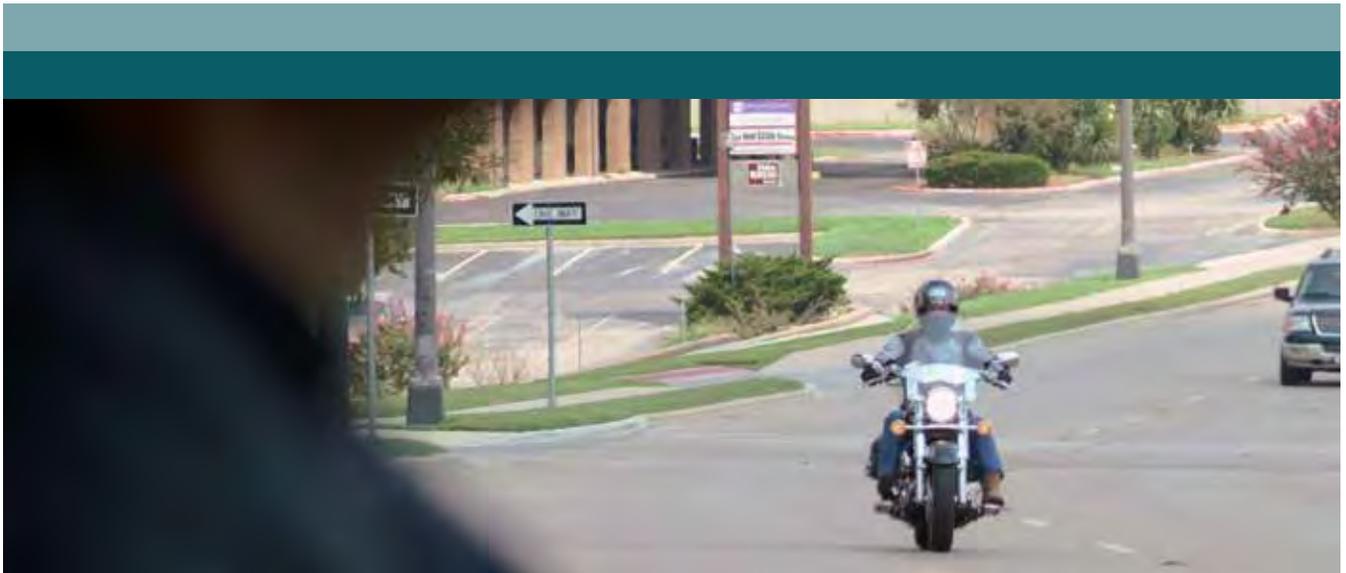
**67% of crashes involved
new motorcycles (5 years old
or newer).**

The plan also benefits the larger traffic safety community, government, researchers, industry, highway designers, law enforcement, medical community, safety trainers/instructors, motorcycle rights groups, and enthusiasts who are committed to doing whatever is necessary to make motorcycling safer in Texas. Many of these people will be instrumental in the implementation of countermeasures and outreach activities identified in this plan.

BACKGROUND

After a two-year decline, motorcycle deaths in Texas increased by 10% in 2011, from 435 in 2010 to 479 (NHTSA, FARS). During the same period, motorcycle registrations also grew by 3%, from 424,218 to 437,878. In 2011 (TDS, 2011), Texas experienced a decrease in the number of motor vehicle traffic deaths. The increased percentage of motorcyclist deaths offset gains in road traffic deaths. When compared to all traffic fatalities, the percentage of motorcycle deaths is significant, accounting for 16% of total traffic fatalities in 2011.

Inattention is a significant factor in all motor vehicle crashes, especially motorcycle crashes. One half (50%) of car-motorcycle crashes are caused by drivers because they generally do not see the motorcyclist in time or they misjudged the bikes approaching speed. More and more drivers are talking on cell phones and texting while driving, making it more important than ever to remind drivers to pay attention and look for motorcycles.



Riders should take precautions, such as making themselves more visible, wearing protective gear, using turn signals, riding unimpaired, and allowing time for responding to heavy traffic periods and hazardous roadway conditions.

Nonuse of helmets is also a major factor in the state's motorcycle fatalities.

One-half of all traffic crashes involving motorcyclists are single vehicle. Many of these crashes are preventable. Riding under the influence of alcohol is a major problem. In 2010, 36% of Texas motorcycle riders killed had a BAC of 0.08 g/ml or higher compared to 29% in the US (FARS, 2011). Nonuse of helmets is also a major factor in motorcycle fatalities. In 2010, 41% of Texas riders killed did not wear a helmet compared to 58% nationally (FARS, 2011). Some of these deaths may have been avoided if riders had been properly trained on how to handle road conditions and curves.

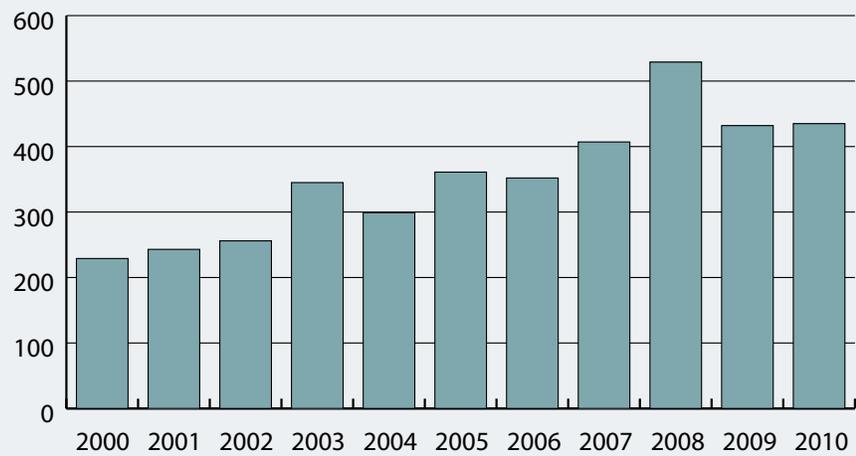
Summary of Texas Motorcycle Crash Statistics

	Motorcycle crashes	Total traffic crashes	% of total	Motorcycle fatalities	Total traffic fatalities	% of total	Motorcycle injuries	Total traffic injuries	% of total
2003	6,425	459,725	1.4	345	3,822	9.0	6,024	308,360	2.0
2004	6,542	447,037	1.5	294	3,700	7.9	6,144	288,228	2.1
2005	7,894	463,830	1.7	359	3,558	10.1	7,285	292,655	2.5
2006	8,268	437,290	1.9	351	3,521	10.0	7,632	271,126	2.8
2007	8,617	458,289	1.9	408	3,463	11.8	7,814	266,318	2.9
2008	10,642	439,527	2.4	531	3,477	15.3	9,719	243,866	4.0
2009	9,044	428,667	2.1	432	3,089	14.0	8,213	232,580	3.5
2010	7,701	391,101	2.0	435	3,050	14.2	7,043	217,381	3.2

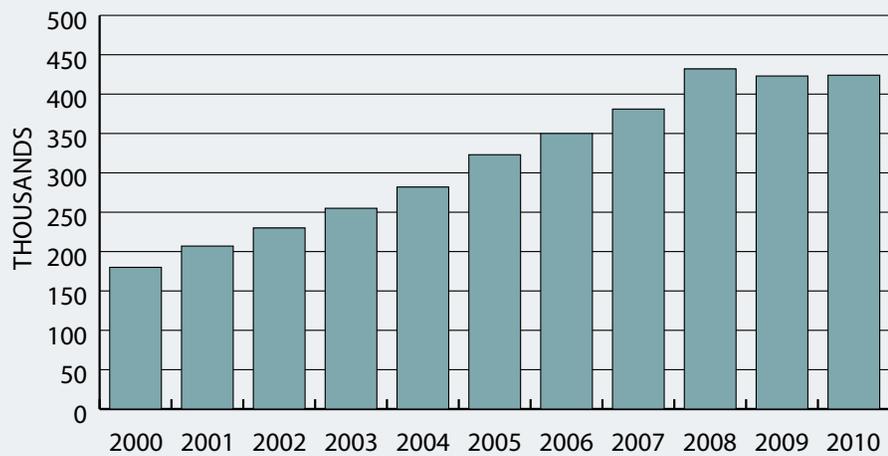
Source: Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS) as of August 14, 2010. 2010 data as of February 28, 2013.



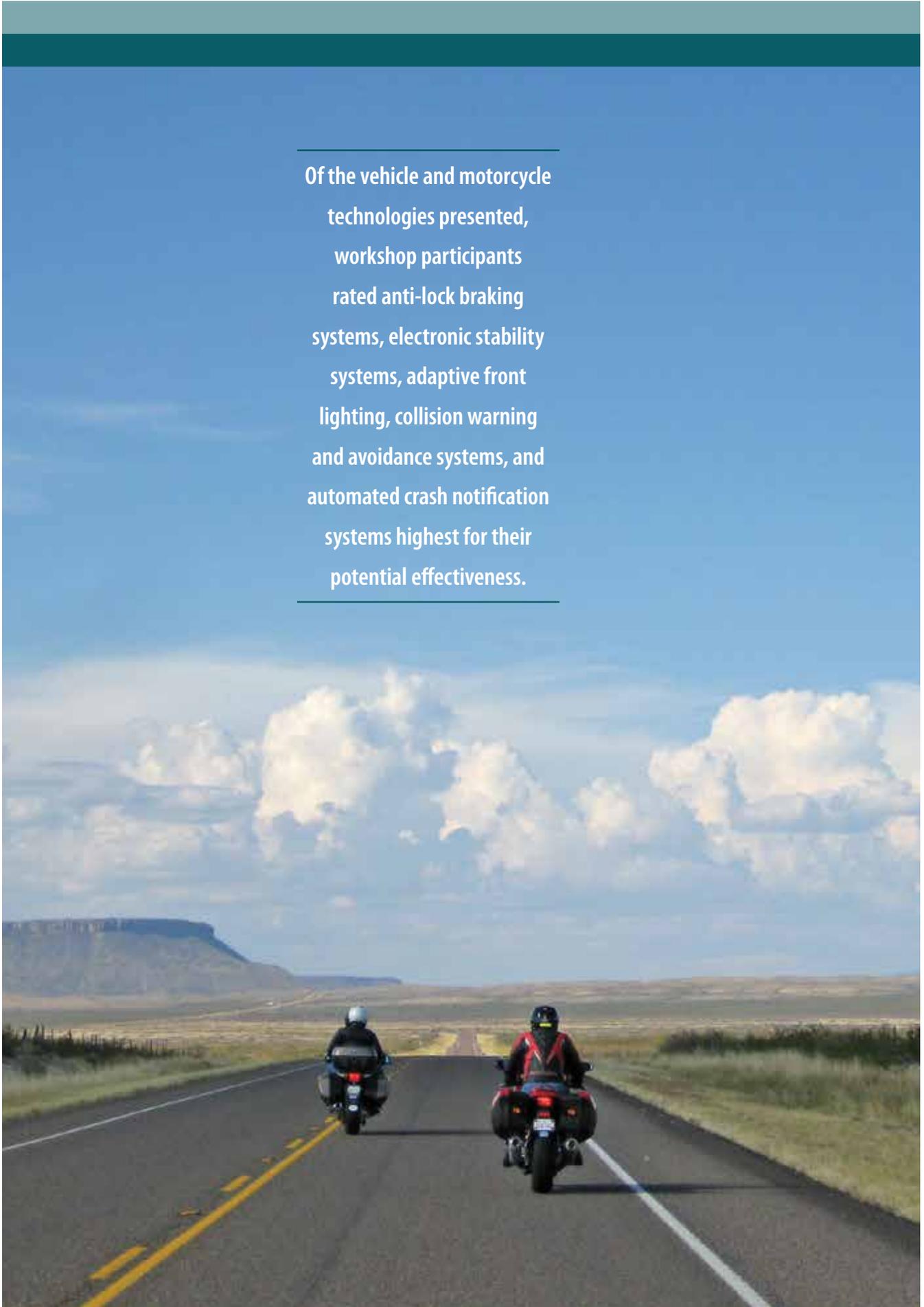
Texas Motorcycle Fatalities 2000–2010



Texas Motorcycle Registrations 2000–2010



Of the vehicle and motorcycle technologies presented, workshop participants rated anti-lock braking systems, electronic stability systems, adaptive front lighting, collision warning and avoidance systems, and automated crash notification systems highest for their potential effectiveness.





46% of crashes and 38% of fatal crashes occurred in cities with populations of 100,000 or more; rural areas represented 31% of total crashes and 44% of fatal crashes.

Characteristics of Those Involved

- 92% of motorcyclists involved in crashes were male.
- 67% of motorcyclists involved in crashes were between 21 and 50 years old.
- 67% of crashes involved newer motorcycles (5 years old or newer).

Contributing Factors

- In 1.6% of crashes, the rider was under the influence of alcohol.
- 27% of crashes involved excessive speed.
- 7% of crashes involved inattention.
- 5% involved a faulty evasive action.

Where Crashes Occurred

- 46% of crashes and 38% of fatal crashes occurred in cities with populations of 100,000 or more; rural areas represented 31% of total crashes and 44% of fatal crashes.
- 37% of crashes and 25% of fatal crashes happened on city streets.
- 26% of crashes and 31% of fatal crashes happened on U.S. and state highways.
- 17% of crashes and 25% of fatal crashes happened on farm-to-market roads.
- 27% of crashes and 26% of fatal crashes occurred at intersections.



When Crashes Occurred

- Most motorcycle crashes occurred on Saturday and Sunday; the least occurred on Monday.
- 60% of all motorcycle crashes occurred between noon and 8:59 p.m. On weekdays, the most crashes occurred between 6 and 9 a.m.; on weekends, the largest number occurred between 9 a.m. and noon.

Most motorcycle crashes occurred on Saturday and Sunday; the least occurred on Monday.

Other Characteristics of Crashes

- 52% of all motorcycle crashes were single vehicle.

Helmet Usage by Age, Ethnicity, and Gender: Texas, 2006–2010

Helmet Use by	Level	All (KABC) Crashes		Fatal (K) Crashes	
		Count	Percent	Count	Percent
Motorcyclist Age	20	3,279	95.4%	115	93.5%
	21<30	9,589	94.2%	509	91.2%
	31–40	7,004	92.4%	389	87.8%
	41–50	7,432	90.9%	458	87.2%
	51–60	5,384	91.6%	327	88.4%
	> 60	1,855	92.3%	139	90.3%
	Total	34,943	92.7%	1,939	89.1%
Motorcyclist Ethnicity	White	25,047	92.7%	1,422	88.7%
	Hispanic	6,226	91.6%	310	88.8%
	Black	2,989	95.2%	176	92.1%
	Asian	355	97.0%	12	100.0%
	Other	147	95.9%	15	100.0%
Motorcyclist Gender	Male	32,704	92.6%	1,874	89.1%
	Female	2,179	94.5%	63	90.0%

Source: Data on crashes involving motorcycles from 2006–2010 obtained from TxDOT CRIS.



Texas riders were surveyed to capture information about riding history and training, protective gear use, crash experiences, and demographic characteristics.

TEXAS RIDER SURVEY

Texas riders were surveyed to capture information about riding history and training, protective gear use, crash experiences, and demographic characteristics. A total of 1,507 riders responded to the online survey. Findings include:

- Male - 85% with an average age of 52.5 years. The largest age group was 50 to 59 years, representing 35 percent of respondents.
- Approximately 70 percent of respondents ride primarily for recreation.
- Most respondents ride on a mixture of roadway types, with rural roads and highways predominating; however, 38% ride on city streets at least part of the time.
- The most common motorcycle type overall and among respondents aged 18–49 is a cruiser (40% of all riders, 47% of riders 18–49). Touring motorcycles are more popular among riders 50 and older; dual-purpose and sport bikes were frequent choices for riders aged 18–29.
- Nearly all of the riders surveyed (96.5%) hold a motorcycle license, endorsement, or learner’s permit, and most (74%) have been riding for more than 10 years. About 72% have completed one or more motorcycle training courses; of these, 82% rated the training courses they took as highly effective for improving safe riding skills.



- Most surveyed riders wear safety gear most or all of the time; 84% wear DOT-approved helmets, 89% wear boots, 85% wear gloves, 73% wear protective eyewear, and 57% wear protective jackets. Protective pants, reflective clothing, and body armor were all worn by more than 20% of riders. Of the riders who do not choose to wear a helmet, the most frequent reason given was “personal freedom.”
- When asked about alcohol consumption, 69% of surveyed riders stated that during the past year, they had not consumed any alcohol within an hour of riding. Another 28% had consumed one to two drinks within an hour of riding; 3% had consumed three or more drinks.
- Over half (56%) of surveyed riders have been in at least one motorcycle crash. Characteristics of these self-reported crashes are similar in many ways to the statistics revealed by the analysis of crash data described in the next section. A contributing factor mentioned by 47% of riders who had been involved in a crash that involved another vehicle was “the vehicle driver said he/she didn’t see me.”



THE AIM OF THE PLAN

In an environment where motorcycles and other two- and three-wheeled motor vehicles are an increasing component in roadway vehicle-mix in Texas, the plan seeks to identify strategies and action steps that will:

- Reduce the rate of motorcycle crashes per registered motorcycles.
- Reduce the rate of fatal and severe motorcycle injuries by 15% by 2015, as compared to 2010.*

*Goal established in the *Texas Strategic Highway Safety Plan, Report of Progress 2012*.

KEY FOCUS AREAS

The plan is organized under 13 key focus areas. For each area, the plan identifies several initiatives and action steps, prioritized by motorcycle safety experts who participated in a one-day workshop. The group prioritized and ranked approximately 73 crash reduction countermeasures on the basis of their effectiveness in preventing motorcycle crashes and in reducing the severity of injuries to riders. The initiatives under each key area are not listed in any particular order of importance.

GOAL: Improve awareness among motorcyclists of their vulnerability in a crash and ways to increase conspicuity.

MOTORCYCLE/RIDER CONSPICUITY	TIMEFRAME
Educate motorcycle riders in conspicuity products, techniques, and strategies	2 Years
Increase motorcyclists' use of high-visibility clothing, conspicuity products	3-5 Years
Encourage visibility enhancements for motorcycles, such as auxiliary headlights, auxiliary brake lights, headlight modulators, position lamps, underbody LED lighting, etc.	3-5 Years
Compile and distribute information on legal lighting/technology options in Texas	2 Years
Enhance training on strategic lane positioning for increasing motorcyclist conspicuity in traffic	3-5 Years
Encourage industry participation	3-5 Years

GOAL: Increase motorists' awareness of the presence of motorcycles on the road.

MOTORIST AWARENESS OF MOTORCYCLES	TIMEFRAME
Increase motorist knowledge/awareness about sharing the road with motorcyclists and other vulnerable road users: <ul style="list-style-type: none"> • Produce brochure on TxDOT's "Share the Road" sign program and process for requesting a sign • Update and add information on sharing the road and rider conspicuity in the Texas driver's education handbook • Develop smartphone application (e.g., a game called "How Many Motorcycles Have You Seen Today?"), YouTube/social media, etc. 	2 Years
Support the use of emerging vehicle technologies (add-on or original from manufacturer)	3-5 Years
Enact legislation that permits drivers who are ticketed for right of way (ROW) violations involving a motorcycle to attend a motorcycle safety class or other modified course emphasizing motorcycle awareness	3-5 Years
Add questions about sharing the road on Texas driver's license exam, i.e. (a) about #1 type of collision (turning left in front of a motorcycle); (b) why are motorcycles difficult to see? Add course content about scanning for motorcycles (legislative change required)	3-5 Years

GOAL: Ensure proper licensing of all motorcycle operators riding on public roadways in Texas.

LICENSING	TIMEFRAME
Revise regulations to require specific license for operators of 3-wheel motorcycles	2 Years
Enact legislation to require a motorcycle endorsement before registering a motorcycle	3-5 Years
Encourage law enforcement to use a zero tolerance approach regarding unlicensed riders	3-5 Years
Require proof of motorcycle endorsement before issuing parking permits (large employers, state and local government agencies, university campuses, etc.)	3-5 Years

GOALS: Provide training to all riders who need or seek it; increase motorcyclists' knowledge of the benefits of advance training, including awareness of hazards, motorcycle operation techniques, and conspicuity.

RIDER EDUCATION AND TRAINING	TIMEFRAME
Increase/reallocate funding toward safety training: <ul style="list-style-type: none"> • Improve type and quantity of motorcycles used for rider training • Update quality assurance plan to increase the number of site and instructor visits and standardizes the review and remediation process 	2 Years
Promote importance of rider training to new and experienced motorcyclists	2 Years
Educate riders on potential roadway obstacles (pavement markers, manhole covers, steel plates, etc.) and collision avoidance	2 Years
Revise and update DPS motorcycle operator's manual and translate into Spanish	3-5 Years
Expand course availability for three-wheeled vehicles classified as motorcycles OR change classification of vehicles	3-5 Years

GOAL: Reduce the number of crashes in which motorcyclists are impaired by alcohol or other drugs.

IMPAIRED RIDING	TIMEFRAME
Encourage zero BAC/reduced BAC laws for all motorcycle riders	3-5 Years
Promote peer-to-peer outreach among riders discouraging drinking and riding	2 Years
Engage rider's group leadership to discourage alcohol use at motorcycle events	2 Years
Explore effectiveness of alcohol interlock devices for motorcycles	3-5 Years
Promote Bikers Responsibility Initiative (BRI) and taking responsibility for actions	2 Years

GOALS: Reduce the number of speed-related motorcycle crashes and increase motorcyclists knowledge on the dangers of excessive speed.

SPEEDING	TIMEFRAME
Include motorcycles in speeding enforcement activities	2 Years
Develop outreach/education to riders about dangers of excessive speed	2 Years
Educate riders about selecting a motorcycle compatible with skill level	2 Years

GOAL: Increase the usage of all protective equipment by motorcyclists and passengers.

PERSONAL PROTECTIVE GEAR	TIMEFRAME
Conduct PI&E campaign to promote using motorcycle safety gear (helmets, jacket, pants, footwear, etc.)	2 Years
Work with riders' groups and dealerships to promote the use of protective gear	2 Years
Provide training for law enforcement on identifying non-DOT compliant helmets	3-5 Years

GOAL: Accommodate the safety needs of motorcyclists in road design, construction, and maintenance.

ROADWAY/INFRASTRUCTURE	TIMEFRAME
Communicate roadway condition information (construction, maintenance, hazardous locations) on DOT websites, social media, and 511)	2 Years
Include information regarding fresh seal-coat and milled surface areas during construction. Add potential for crowd-sourcing roadway condition information. Develop a smartphone application	2 Years
Post specific warnings for motorcyclists where unavoidable hazardous conditions exist (reduced traction, roadway surface irregularities)	3-5 Years

GOAL: Encourage and support legislative initiatives that promote motorcycle safety.

LEGISLATION AND REGULATIONS	TIMEFRAME
Reinstate universal helmet use law	3-5 Years
Re-examine and update motorcycle laws: <ul style="list-style-type: none"> • Review, streamline, and modernize terminology and laws • Coordinate among all agencies responsible for motorcycle laws, definitions, and regulations (DPS, DOT, DMV, and other) to develop legislation specifying who is in charge of what regarding motorcycles • Review committee comprised of TxDOT, law enforcement, DMV licensing, TMSC 	3-5 Years

GOAL: Ensure that state and local motorcycle safety program include and involve a law enforcement component.

LAW ENFORCEMENT	TIMEFRAME
Create a quick reference guide for law enforcement officers specific to motorcycles with statute references. Develop a website with this information for print-out. Consider designing as a mobile website or application instead of printing hard copies	2 Years
Increase funding for motorcycle safety efforts by law enforcement	3-5 Years

GOALS: Incorporate plan initiatives with TxDOT Traffic Safety motorcycle safety program goals and objectives. Ensure funding of projects that support the initiatives outlined in the plan. Ensure funding of projects that support the initiatives outlined in the plan.

PROGRAM MANAGEMENT	TIMEFRAME
Increase funding for motorcycle safety by elevating their importance to state highway safety office	3-5 Years
Focus resources in the top 10 counties for motorcycle fatalities and identify countermeasures that work then develop best practices tools for use statewide	3-5 Years

GOALS: Ensure availability of accurate data on motorcycle crashes, injuries, and fatalities to assist state and local agencies prioritize motorcycle safety activities. Conduct targeted studies on motorcycle-related issues to ensure that motorcycle safety decisions are data-driven.

PROGRAM EVALUATION AND DATA	TIMEFRAME
Add motorcycle specific information to the Texas traffic crash report for increased understanding of motorcycle crashes; promote inter- and intra-agency efforts to link crash, injury, licensing, violation, training, and registration records	2 Years
Conduct detailed evaluation of police-reported motorcycle crash reports to determine contributing crash causation factors. Compare findings to existing training materials and adjust curricula to address the issues	3-5 Years
Conduct research to determine why motorcyclists are unlicensed and how to reach out to this group	2 Years
Develop partnerships with trauma centers, health department, insurance agencies, and dealerships (if possible) for data sharing	2 Years
Determine the impact of funded research and programs on reducing motorcycle crashes, injuries, and fatalities: <ul style="list-style-type: none"> • Fatigue • Edge drop-off design • Use mileage data (from vehicle inspection data) to normalize crash rates 	3-5 Years
Investigate simulation and computer modeling to better understand motorcycle crash risk and injuries	3-5 Years

GOALS: Ensure that motorcycles are included for key technology that improves safety by making other road users more aware of their presence and movements, and motorcycles more visible to other road users.

MOTORCYCLE AND VEHICLE TECHNOLOGIES/ITS	TIMEFRAME
Promote availability and benefits of technologies that improve motorcyclist safety and increase rider conspicuity	3-5 Years
Engage with the motorcycle industry to encourage the development and promotion of motorcycles with safety-related technologies	3-5 Years

ITS TECHNOLOGIES

Workshop participants ranked up to five technologies that they felt had the most potential for reducing motorcycle crashes and injuries. Based on weighted scores, the top five technologies included anti-lock braking systems, electronic stability program, adaptive front lighting, airbag vest, and airbag system.

TECHNOLOGY	WEIGHTED TOTAL SCORE (10 PARTICIPANTS)
Anti-lock Braking Systems	37
Electronic Stability Program	18
Adaptive Front Lighting	15
Airbag Vest	15
Airbag System	14
Collision Warning and Avoidance Systems	12
Electronic Licenses or Smart Cards	11
Curve Speed Warnings	10
Brake Assist	8
Linked Braking Systems	8
Crash Data Recorder	7
Helmet Mounted Displays	7
Road Surface Condition Monitoring	7
Lane Keeping and Departure Warnings	6
Pedestrian Detection System	5
Driver Status Monitoring	4
Speed Alert/Limiting Systems	4
Automated Crash Notification System	3
Rearview Displays	2



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APPENDIX 1: GRANTS TRACKING SYSTEM HSP-1 FY 2015

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-YG-00-53	2015 STATEWIDE TRAFFIC SAFETY CONFERENCE	\$.00	\$41,625.91	\$.00	\$47,458.03	\$47,458.03	\$47,458.03
	PA-2015-YG-02-28	EGRANTS BUSINESS ANALYSIS SERVICES	\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
	PA-2015-YG-02-29	EGRANTS SOFTWARE ENHANCEMENT	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	PA-2015-YG-02-30	eGrants Software Support Services	\$.00	\$50,000.00	\$.00	\$.00	\$.00	\$.00
	PA-2015-YG-PA-00	Traffic Safety Program Operations	\$.00	\$3,011,689.00	\$.00	\$.00	\$.00	\$.00
	Planning and Administration	Total	\$.00	\$3,103,314.91	\$.00	\$522,458.03	\$522,458.03	\$47,458.03
Alcohol								
	AL-2015-YE-00-05	City of San Antonio Police Department ST	\$.00	\$337,745.00	\$.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00
	AL-2015-YE-00-38	City of Edinburg Police Department STEP	\$.00	\$13,807.24	\$.00	\$55,205.66	\$55,205.66	\$13,807.24
	AL-2015-YE-00-92	Harris County Constable Pct 6 STEP DWI	\$.00	\$20,530.65	\$.00	\$43,130.00	\$43,130.00	\$20,530.65
	AL-2015-YE-00-98	Harris County Constable Pct 4 STEP DWI	\$.00	\$12,750.86	\$.00	\$47,139.83	\$47,139.83	\$47,139.83
	AL-2015-YG-00-04	DPS Evidential Breath and Alcohol Testin	\$.00	\$337,745.00	\$.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00
	AL-2015-YG-00-49	Bexar County DWI Court	\$.00	\$43,671.18	\$.00	\$125,000.00	\$125,000.00	\$125,000.00
	AL-2015-YG-00-65	Your Decisions Save Lives Program	\$.00	\$29,090.34	\$.00	\$86,069.58	\$86,069.58	\$86,069.58
	AL-2015-YG-01-54	Rural Courts Liaison Program	\$.00	\$142,625.00	\$.00	\$255,443.60	\$255,443.60	\$255,443.60
	AL-2015-YG-01-68	TeenSafe Program	\$.00	\$182,923.49	\$.00	\$217,117.28	\$217,117.28	\$.00
	AL-2015-YG-01-87	Alcohol and Other Drugs Parent Education	\$.00	\$20,413.08	\$.00	\$79,416.46	\$79,416.46	\$79,416.46
	AL-2015-YG-01-92	Alcohol and other Drug Prevention Toolki	\$.00	\$98,734.00	\$.00	\$119,875.50	\$119,875.50	\$119,875.50
	AL-2015-YG-01-97	Tarrant County No Refusal Blood Draw Pro	\$.00	\$111,063.81	\$.00	\$200,870.00	\$200,870.00	\$200,870.00
	Alcohol Total		\$.00	\$1,351,099.65	\$.00	\$3,229,267.91	\$3,229,267.91	\$2,948,152.86
Emergency Medical Services								
	EM-2015-YG-01-60	Rural / Frontier EMS Education and Train	\$.00	\$717,755.16	\$.00	\$493,676.93	\$493,676.93	\$493,676.93

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	Emergency Medical Services		\$.00	\$ 717,755.16	\$.00	\$ 493,676.93	\$ 493,676.93	\$ 493,676.93
	Total							
Motorcycle Safety								
	MC-2015-YG-00-37	Motorcyclist Safety Equipment Use Progra	\$.00	\$ 39,292.19	\$.00	\$ 157,111.63	\$ 157,111.63	\$.00
	MC-2015-YG-00-43	Statewide Motorist Awareness Safety Outr	\$.00	\$ 59,307.59	\$.00	\$ 236,584.40	\$ 236,584.40	\$.00
	MC-2015-YG-00-44	Increasing Retention and Recruitment of	\$.00	\$ 48,173.90	\$.00	\$ 192,588.39	\$ 192,588.39	\$.00
	Motorcycle Safety Total		\$.00	\$ 146,773.68	\$.00	\$ 586,284.42	\$ 586,284.42	\$.00
Occupant Protection								
	OP-2015-YG-01-45	Statewide Passenger Safety Education and	\$.00	\$ 900,000.00	\$.00	\$ 889,896.37	\$ 889,896.37	\$.00
	OP-2015-YG-01-56	Texas KidSafe Program	\$.00	\$ 320,626.92	\$.00	\$ 259,565.98	\$ 259,565.98	\$.00
	Occupant Protection Total		\$.00	\$ 1,220,626.92	\$.00	\$ 1,149,462.35	\$ 1,149,462.35	\$.00
Pedestrian/ Bicycle Safety								
	PS-2015-YG-00-60	Bike Walk Safe Alamo Area	\$.00	\$ 1,800.16	\$.00	\$ 7,200.64	\$ 7,200.64	\$.00
	PS-2015-YG-01-06	Please Be Kind to Cyclists Educational V	\$.00	\$ 52,050.00	\$.00	\$ 178,840.30	\$ 178,840.30	\$ 178,840.30
	PS-2015-YG-01-61	Elbowz Racing Bicycle Safety Program	\$.00	\$ 30,000.00	\$.00	\$ 113,230.40	\$ 113,230.40	\$ 113,230.40
	PS-2015-YG-01-73	Austin Bright Cyclist Program	\$.00	\$ 5,414.00	\$.00	\$ 21,300.00	\$ 21,300.00	\$ 21,300.00
	PS-2015-YG-01-78	College Active Transport Safety (CATS)	\$.00	\$ 84,878.00	\$.00	\$ 228,150.00	\$ 228,150.00	\$.00
	PS-2015-YG-01-81	BikeTexas Police Educaton Project	\$.00	\$ 86,771.00	\$.00	\$ 259,477.50	\$ 259,477.50	\$.00
	Pedestrian/ Bicycle Safety Total		\$.00	\$ 260,913.16	\$.00	\$ 808,198.84	\$ 808,198.84	\$ 313,370.70
Police Traffic Services								
	PT-2015-YE-00-02	City of Galveston Police Department STEP	\$.00	\$ 23,388.49	\$.00	\$ 48,230.00	\$ 48,230.00	\$ 48,230.00
	PT-2015-YE-00-05	City of El Paso Police Department STEP C	\$.00	\$ 126,240.72	\$.00	\$ 219,264.64	\$ 219,264.64	\$ 219,264.64
	PT-2015-YE-00-06	City of Lubbock Police Department STEP C	\$.00	\$ 60,251.60	\$.00	\$ 60,251.60	\$ 60,251.60	\$ 60,251.60
	PT-2015-YE-00-07	City of Benbrook Police Department STEP	\$.00	\$ 5,897.93	\$.00	\$ 10,953.56	\$ 10,953.56	\$ 10,953.56
	PT-2015-YE-00-08	City of Mission Police Department STEP C	\$.00	\$ 26,914.23	\$.00	\$ 80,567.80	\$ 80,567.80	\$ 80,567.80

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	PT-2015-YE-00-09	City of Rowlett Police Department STEP C	\$.00	\$21,053.94	\$.00	\$21,049.26	\$21,049.26	\$21,049.26
	PT-2015-YE-00-10	City of Denton Police Department STEP Co	\$.00	\$120,419.05	\$.00	\$95,830.00	\$95,830.00	\$95,830.00
	PT-2015-YE-00-11	Texas Department of Public Safety STEP C	\$.00	\$19,378,197.46	\$.00	\$1,368,254.65	\$1,368,254.65	\$.00
	PT-2015-YE-00-12	City of Grand Prairie Police Department	\$.00	\$201,978.18	\$.00	\$201,978.16	\$201,978.16	\$201,978.16
	PT-2015-YE-00-13	City of Wichita Falls Police Department	\$.00	\$22,108.02	\$.00	\$87,785.95	\$87,785.95	\$87,785.95
	PT-2015-YE-00-15	City of Irving Police Department STEP Co	\$.00	\$139,126.00	\$.00	\$169,768.00	\$169,768.00	\$169,768.00
	PT-2015-YE-00-16	City of Amarillo Police Department STEP	\$.00	\$201,592.60	\$.00	\$161,078.40	\$161,078.40	\$161,078.40
	PT-2015-YE-00-17	City of Alice Police Department STEP Wav	\$.00	\$657.52	\$.00	\$2,286.92	\$2,286.92	\$2,286.92
	PT-2015-YE-00-18	City of Keller Police Department STEP Co	\$.00	\$31,393.56	\$.00	\$31,360.00	\$31,360.00	\$31,360.00
	PT-2015-YE-00-19	City of Austin Police Department STEP Co	\$.00	\$386,138.38	\$.00	\$999,998.20	\$999,998.20	\$999,998.20
	PT-2015-YE-00-20	City of Waco Police Department STEP Comp	\$.00	\$26,139.71	\$.00	\$101,636.28	\$101,636.28	\$101,636.28
	PT-2015-YE-00-21	City of Arlington Police Department STEP	\$.00	\$79,621.97	\$.00	\$278,815.00	\$278,815.00	\$278,815.00
	PT-2015-YE-00-22	City of Fort Worth Police Department STE	\$.00	\$43,688.30	\$.00	\$174,758.80	\$174,758.80	\$174,758.80
	PT-2015-YE-00-24	Tom Green County Sheriff's Office STEP C	\$.00	\$26,410.39	\$.00	\$41,280.85	\$41,280.85	\$41,280.85
	PT-2015-YE-00-25	City of Fort Worth Police Department STE	\$.00	\$14,485.38	\$.00	\$57,047.21	\$57,047.21	\$57,047.21
	PT-2015-YE-00-26	City of Laredo Police Department STEP Co	\$.00	\$41,971.00	\$.00	\$94,000.00	\$94,000.00	\$94,000.00
	PT-2015-YE-00-27	Harris County Sheriff's Office STEP Comp	\$.00	\$362,264.02	\$.00	\$362,264.02	\$362,264.02	\$326,264.02
	PT-2015-YE-00-28	City of Laredo Police Department STEP CM	\$.00	\$22,532.27	\$.00	\$52,499.00	\$52,499.00	\$52,499.00
	PT-2015-YE-00-29	City of San Juan Police Department STEP	\$.00	\$2,026.24	\$.00	\$7,793.24	\$7,793.24	\$7,793.24
	PT-2015-YE-00-30	City of Texarkana Police Department STE	\$.00	\$16,445.49	\$.00	\$20,639.80	\$20,639.80	\$20,639.80
	PT-2015-YE-00-31	City of Halthom City Police Department S	\$.00	\$46,303.81	\$.00	\$53,115.30	\$53,115.30	\$53,115.30
	PT-2015-YE-00-33	City of Hurst Police Department STEP Com	\$.00	\$23,007.64	\$.00	\$47,203.20	\$47,203.20	\$47,203.20
	PT-2015-YE-00-35	El Paso County Sheriff's Office STEP Com	\$.00	\$33,805.89	\$.00	\$83,255.24	\$83,255.24	\$83,255.24
	PT-2015-YE-00-36	City of Harlingen Police Department STEP	\$.00	\$27,417.69	\$.00	\$60,462.37	\$60,462.37	\$60,462.37

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	PT-2015-YE-00-39	City of Odessa Police Department STEP Co	\$.00	\$9,933.11	\$.00	\$39,247.58	\$39,247.58	\$39,247.58
	PT-2015-YE-00-42	City of Houston Police Department STEP C	\$.00	\$1,218,807.63	\$.00	\$703,214.88	\$703,214.88	\$703,214.88
	PT-2015-YE-00-43	City of Houston Police Department STEP C	\$.00	\$544,322.19	\$.00	\$296,779.41	\$296,779.41	\$296,779.41
	PT-2015-YE-00-46	Harris County Constable Pct 1 STEP Compr	\$.00	\$87,461.24	\$.00	\$87,461.24	\$87,461.24	\$87,461.24
	PT-2015-YE-00-47	City of North Richland Hills Police Depa	\$.00	\$19,504.11	\$.00	\$48,523.12	\$48,523.12	\$48,523.12
	PT-2015-YE-00-48	City of Eagle Lake Police Department STE	\$.00	\$11,006.99	\$.00	\$18,614.00	\$18,614.00	\$18,614.00
	PT-2015-YE-00-49	City of Garland Police Department STEP C	\$.00	\$143,829.21	\$.00	\$249,889.80	\$249,889.80	\$249,889.80
	PT-2015-YE-00-50	City of Brownsville Police Department ST	\$.00	\$33,643.39	\$.00	\$60,676.68	\$60,676.68	\$60,676.68
	PT-2015-YE-00-52	Bexar County Sheriff's Office STEP Compr	\$.00	\$125,776.74	\$.00	\$499,985.20	\$499,985.20	\$499,985.20
	PT-2015-YE-00-54	City of Midland Police Department STEP C	\$.00	\$26,364.52	\$.00	\$21,000.00	\$21,000.00	\$21,000.00
	PT-2015-YE-00-55	City of Plano Police Department STEP Com	\$.00	\$99,028.72	\$.00	\$146,719.80	\$146,719.80	\$146,719.80
	PT-2015-YE-00-56	City of LaPorte Police Department STEP C	\$.00	\$46,879.36	\$.00	\$50,664.78	\$50,664.78	\$50,664.78
	PT-2015-YE-00-58	City of Longview Police Department STEP	\$.00	\$18,043.02	\$.00	\$71,325.18	\$71,325.18	\$71,325.18
	PT-2015-YE-00-59	City of Bryan Police Department STEP Com	\$.00	\$12,278.43	\$.00	\$28,335.35	\$28,335.35	\$28,335.35
	PT-2015-YE-00-60	City of Corpus Christi Police Department	\$.00	\$40,266.75	\$.00	\$98,082.00	\$98,082.00	\$98,082.00
	PT-2015-YE-00-61	City of Weatherford Police Department ST	\$.00	\$6,164.00	\$.00	\$23,769.00	\$23,769.00	\$23,769.00
	PT-2015-YE-00-62	City of Southlake Police Department STEP	\$.00	\$19,644.21	\$.00	\$39,617.50	\$39,617.50	\$39,617.50
	PT-2015-YE-00-67	El Paso ISD Police Department STEP Compr	\$.00	\$8,145.41	\$.00	\$26,342.40	\$26,342.40	\$26,342.40
	PT-2015-YE-00-68	City of Killeen Police Department STEP C	\$.00	\$28,033.57	\$.00	\$99,246.00	\$99,246.00	\$99,246.00
	PT-2015-YE-00-69	City of Frisco Police Department STEP Co	\$.00	\$39,691.94	\$.00	\$117,091.20	\$117,091.20	\$117,091.20
	PT-2015-YE-00-70	City of McAllen Police Department STEP C	\$.00	\$20,020.00	\$.00	\$80,070.00	\$80,070.00	\$80,070.00
	PT-2015-YE-00-71	City of Tyler Police Department STEP Com	\$.00	\$19,879.16	\$.00	\$76,321.00	\$76,321.00	\$76,321.00
	PT-2015-YE-00-73	City of Euless Police Department STEP Co	\$.00	\$76,438.59	\$.00	\$70,000.00	\$70,000.00	\$70,000.00
	PT-2015-YE-00-74	City of Pasadena Police Department STEP	\$.00	\$90,438.10	\$.00	\$90,438.10	\$90,438.10	\$90,438.10

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	PT-2015-YE-00-75	City of Palmhurst Police Department STEP	\$.00	\$3,284.69	\$.00	\$13,067.56	\$13,067.56	\$13,067.56
	PT-2015-YE-00-76	City of Dickinson Police Department STEP	\$.00	\$4,884.00	\$.00	\$19,404.00	\$19,404.00	\$19,404.00
	PT-2015-YE-00-77	City of Kyle Police Department STEP Comp	\$.00	\$4,900.00	\$.00	\$19,600.00	\$19,600.00	\$19,600.00
	PT-2015-YE-00-78	City of Allen Police Department STEP Com	\$.00	\$28,090.00	\$.00	\$53,000.00	\$53,000.00	\$53,000.00
	PT-2015-YE-00-79	City of Georgetown Police Department STE	\$.00	\$6,967.94	\$.00	\$6,715.94	\$6,715.94	\$6,715.94
	PT-2015-YE-00-80	Dallas County Sheriff's Office STEP Comp	\$.00	\$259,901.60	\$.00	\$393,096.00	\$393,096.00	\$393,096.00
	PT-2015-YE-00-81	City of Kilgore Police Department STEP W	\$.00	\$4,958.50	\$.00	\$19,114.00	\$19,114.00	\$19,114.00
	PT-2015-YE-00-83	Harris County Constable Pct 7 STEP Compr	\$.00	\$75,901.76	\$.00	\$186,063.36	\$186,063.36	\$186,063.36
	PT-2015-YE-00-86	City of Sugar Land Police Department STE	\$.00	\$41,943.16	\$.00	\$109,973.34	\$109,973.34	\$109,973.34
	PT-2015-YE-00-87	Town of Addison Police Department STEP C	\$.00	\$6,696.96	\$.00	\$16,080.00	\$16,080.00	\$16,080.00
	PT-2015-YE-00-89	Taylor County Sheriff's Office STEP Comp	\$.00	\$2,733.95	\$.00	\$10,175.56	\$10,175.56	\$10,175.56
	PT-2015-YE-00-91	City of Dallas Police Department STEP Co	\$.00	\$274,669.49	\$.00	\$999,998.16	\$999,998.16	\$95,830.00
	PT-2015-YE-00-95	Jefferson County Sheriff's Office STEP C	\$.00	\$14,155.18	\$.00	\$44,976.84	\$44,976.84	\$44,976.84
	PT-2015-YE-00-96	City of New Braunfels Police Department	\$.00	\$43,959.40	\$.00	\$80,075.98	\$80,075.98	\$80,075.98
	PT-2015-YE-01-01	City of Beaumont Police Department STEP	\$.00	\$25,149.48	\$.00	\$75,470.94	\$75,470.94	\$75,470.94
	PT-2015-YG-00-02	Statewide Distracted Driver Education an	\$.00	\$512,330.00	\$.00	\$906,890.72	\$906,890.72	\$.00
	Police Traffic Services Total		\$.00	\$25,567,603.98	\$.00	\$10,990,544.07	\$10,990,544.07	\$7,775,230.54
Driver Education								
	DE-2015-YG-00-13	Texas Traffic Safety Education Staff Imp	\$.00	\$53,086.00	\$.00	\$94,093.29	\$94,093.29	\$94,093.29
	DE-2015-YG-00-23	Teens in the Driver's Seat Program	\$.00	\$509,395.05	\$.00	\$597,290.04	\$597,290.04	\$597,290.04
	DE-2015-YG-00-72	Distraction Reduction among Motivated St	\$.00	\$65,894.74	\$.00	\$62,848.19	\$62,848.19	\$62,848.19
	DE-2015-YG-00-73	Austin School District Driver Education	\$.00	\$18,586.62	\$.00	\$24,477.22	\$24,477.22	\$24,477.22
	DE-2015-YG-00-91	Statewide Mobile Communication Device Us	\$.00	\$16,620.72	\$.00	\$66,440.90	\$66,440.90	\$66,440.90
	DE-2015-YG-00-94	Texas Driver Attitudes and Awareness of	\$.00	\$13,223.12	\$.00	\$52,850.58	\$52,850.58	\$52,850.58

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local	
	DE-2015-YG-01-13	Development of Interactive Animation Too	\$.00	\$37,542.05	\$.00	\$130,498.86	\$130,498.86	\$130,498.86	
	DE-2015-YG-01-31	Texas A&M Agrilife Extension Service Saf	\$.00	\$22,928.08	\$.00	\$84,263.76	\$84,263.76	\$84,263.76	
	DE-2015-YG-01-34	Texas Employer Traffic Safety Program	\$.00	\$117,084.38	\$.00	\$318,289.03	\$318,289.03	\$318,289.03	
	DE-2015-YG-01-40	Driving on the Right Side of the Road Pr	\$.00	\$61,564.80	\$.00	\$159,437.96	\$159,437.96	\$159,437.96	
	DE-2015-YG-01-55	Hillcrest Mature Driver Program	\$.00	\$92,455.66	\$.00	\$173,089.80	\$173,089.80	\$173,089.80	
	DE-2015-YG-01-85	Lubbock Safety City Program	\$.00	\$55,246.50	\$.00	\$34,885.65	\$34,885.65	\$34,885.65	
	DE-2015-YG-99-73	Street Smarts TV PSA / On the Road in Te	\$.00	\$600,000.00	\$.00	\$.00	\$.00	\$.00	
	DE-2015-YG-99-74	Drive Friendly Drive Smart Media Campaig	\$.00	\$500,000.00	\$.00	\$.00	\$.00	\$.00	
	DE-2015-YG-99-75	Distracted Driving Media Campaign	\$.00	\$1,200,000.00	\$.00	\$1,200,000.00	\$1,200,000.00	\$.00	
	DE-2015-YG-99-76	Energy Sector Media Campaign	\$.00	\$1,200,000.00	\$.00	\$.00	\$.00	\$.00	
	DE-2015-YG-99-78	Circuit of the Americas Multiple Media P	\$.00	\$.00	\$.00	\$77,500.00	\$77,500.00	\$.00	
	DE-2015-YG-99-79	Beehive Storage of Materials Warehouse	\$.00	\$.00	\$.00	\$125,000.00	\$125,000.00	\$.00	
	Driver Education Total		\$.00	\$4,563,627.72	\$.00	\$3,200,965.28	\$3,200,965.28	\$1,798,465.28	
	Railroad/ Highway Crossings								
	RH-2015-YG-01-12	Railroad Safety Awareness Operation Life	\$.00	\$54,146.00	\$.00	\$72,322.00	\$72,322.00	\$.00	
	Railroad/ Highway Crossings Total		\$.00	\$54,146.00	\$.00	\$72,322.00	\$72,322.00	\$.00	
	Roadway Safety								
	RS-2015-YG-01-47	Texas City/County Work Zone Training Pro	\$.00	\$717,771.20	\$.00	\$486,234.05	\$486,234.05	\$486,234.05	
	RS-2015-YG-99-68	IH 35 Work Zone Safety Media Campaign	\$.00	\$1,000,000.00	\$.00	\$.00	\$.00	\$.00	
	RS-2015-YG-99-69	Work Zone Safety Week Media Campaign	\$.00	\$200,000.00	\$.00	\$.00	\$.00	\$.00	
	Roadway Safety Total		\$.00	\$1,917,771.20	\$.00	\$486,234.05	\$486,234.05	\$486,234.05	
	Safe Communities								
	SA-2015-YG-01-30	Brazos Valley Injury Prevention Coalitio	\$.00	\$54,000.00	\$.00	\$138,807.28	\$138,807.28	\$138,807.28	
	SA-2015-YG-01-44	Nueces County Safe Communities Program	\$.00	\$34,260.02	\$.00	\$59,077.39	\$59,077.39	\$59,077.39	

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	Safe Communities Total		\$0.00	\$88,260.02	\$0.00	\$197,884.67	\$197,884.67	\$197,884.67
	Pupil Transportation Safety							
	SB-2015-YG-00-11	School Bus Safety Training 101 Program	\$0.00	\$117,395.00	\$0.00	\$100,252.14	\$100,252.14	\$100,252.14
	Pupil Transportation Safety Total		\$0.00	\$117,395.00	\$0.00	\$100,252.14	\$100,252.14	\$100,252.14
	Speed Management							
	SC-2015-00-40-00	City of Deer Park Police Department STEP	\$0.00	\$51,862.53	\$0.00	\$49,000.00	\$49,000.00	\$49,000.00
	SC-2015-YE-00-23	City of Texas City Police Department STE	\$0.00	\$33,425.40	\$0.00	\$33,425.40	\$33,425.40	\$33,425.40
	SC-2015-YE-00-32	Montgomery County Sheriff's Office STEP	\$0.00	\$27,102.87	\$0.00	\$57,383.40	\$57,383.40	\$57,383.40
	SC-2015-YE-00-34	City of Farmer's Branch Police Departmen	\$0.00	\$60,989.64	\$0.00	\$48,251.00	\$48,251.00	\$48,251.00
	SC-2015-YE-00-44	City of Queen City Police Department STE	\$0.00	\$6,244.50	\$0.00	\$4,707.00	\$4,707.00	\$4,707.00
	SC-2015-YE-00-45	City of Lewisville Police Department STE	\$0.00	\$20,240.77	\$0.00	\$80,988.05	\$80,988.05	\$80,988.05
	SC-2015-YE-00-63	City of Mesquite Police Department STEP	\$0.00	\$25,928.50	\$0.00	\$69,784.99	\$69,784.99	\$69,784.99
	SC-2015-YE-00-66	City of Mansfield Police Department STEP	\$0.00	\$40,614.32	\$0.00	\$64,186.00	\$64,186.00	\$64,186.00
	SC-2015-YE-00-88	City of Meridian Police Department STEP	\$0.00	\$1,477.50	\$0.00	\$2,103.75	\$2,103.75	\$2,103.75
	SC-2015-YE-01-00	City of Brenham Police Department STEP S	\$0.00	\$14,813.46	\$0.00	\$36,270.00	\$36,270.00	\$36,270.00
	SC-2015-YE-01-03	City of Bullard Police Department STEP S	\$0.00	\$597.65	\$0.00	\$2,363.30	\$2,363.30	\$2,363.30
	Speed Management Total		\$0.00	\$283,297.14	\$0.00	\$448,462.89	\$448,462.89	\$448,462.89
	NHTSA 402 Total		\$0.00	\$39,392,584.54	\$0.00	\$22,286,013.58	\$22,286,013.58	\$14,609,188.09
	MAP 21 405b OP High							
	405b High HVE							
	M1HVE-2015-YG-99-89	Click it or Ticket Enforcement Blitz	\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	405b High HVE Total		\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	405b High Training							
	M1TR-2015-YG-00-78	Child Passenger Safety Seat Technician T	\$0.00	\$26,600.61	\$0.00	\$48,240.77	\$48,240.77	\$0.00

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	405b High Training Total		\$.00	\$26,600.61	\$.00	\$48,240.77	\$48,240.77	\$.00
	405b High Public Education							
	M1PE-2015-YG-99-85	Child Passenger Safety Seat Media Campai	\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	M1PE-2015-YG-99-86	Click it or Ticket Media Campaign	\$.00	\$2,000,000.00	\$.00	\$2,000,000.00	\$2,000,000.00	\$.00
	M1PE-2015-YG-99-87	Click it or Ticket for Teens Media Campa	\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	405b High Public Education Total		\$.00	\$3,000,000.00	\$.00	\$3,000,000.00	\$3,000,000.00	\$.00
	405b High Community CPS Services							
	M1CPS-2015-YG-00-77	Give Kids a Boost Program	\$.00	\$55,754.19	\$.00	\$103,143.40	\$103,143.40	\$.00
	M1CPS-2015-YG-01-28	Passenger Safety Project @ Texas A&M Agr	\$.00	\$204,103.00	\$.00	\$378,879.48	\$378,879.48	\$378,879.48
	405b High Community CPS Services Total		\$.00	\$259,857.19	\$.00	\$482,022.88	\$482,022.88	\$378,879.48
	405b High CSS Purchase/ Distribution							
	M1CSS-2015-YG-00-62	El Paso Safety In Motion Initiative	\$.00	\$37,759.31	\$.00	\$87,846.59	\$87,846.59	\$87,846.59
	M1CSS-2015-YG-01-03	Increasing Child Restraint Usage in Grea	\$.00	\$306,488.54	\$.00	\$191,286.64	\$191,286.64	\$191,286.64
	M1CSS-2015-YG-01-17	Texans in Motion at Scott and White Heal	\$.00	\$66,060.80	\$.00	\$239,797.82	\$239,797.82	\$.00
	M1CSS-2015-YG-02-06	Austin/Travis County EMS Child Safety Se	\$.00	\$8,562.50	\$.00	\$32,550.00	\$32,550.00	\$.00
	405b High CSS Purchase/ Distribution Total		\$.00	\$418,871.15	\$.00	\$551,481.05	\$551,481.05	\$279,133.23
	405b High OP Information System							
	M1OP-2015-YG-00-89	Occupant Restraint Observational Surveys	\$.00	\$83,391.37	\$.00	\$333,433.12	\$333,433.12	\$.00
	M1OP-2015-YG-00-90	Nighttime Occupant Restraint Observation	\$.00	\$15,946.94	\$.00	\$63,743.86	\$63,743.86	\$.00
	M1OP-2015-YG-00-96	Click it or Ticket Evaluation Survey	\$.00	\$12,353.78	\$.00	\$49,389.16	\$49,389.16	\$.00
	M1OP-2015-YG-99-88		\$.00	\$.00	\$.00	\$60,000.00	\$60,000.00	\$.00
	405b High OP Information System Total		\$.00	\$111,692.09	\$.00	\$506,566.14	\$506,566.14	\$.00
	MAP 21 405b OP High Total		\$.00	\$3,817,021.04	\$.00	\$5,088,310.84	\$5,088,310.84	\$658,012.71
	MAP 21 405c Data Program							
	405c Data Program							
	M3DA-2015-YG-00-14	Texas Advanced DUI/DWI Reporting (LEADRS	\$.00	\$603,500.00	\$.00	\$586,845.98	\$586,845.98	\$.00

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	M3DA-2015-YG-00-81	Data Driven Approaches to Crime and Traf	\$.00	\$45,428.43	\$.00	\$181,626.49	\$181,626.49	\$.00
	M3DA-2015-YG-01-57	Dissemination of Linked Data Reports	\$.00	\$403,963.87	\$.00	\$1,586,978.75	\$1,586,978.75	\$.00
	M3DA-2015-YG-02-39	CRASH Agency Support	\$.00	\$.00	\$.00	\$280,000.00	\$280,000.00	\$.00
	M3DA-2015-YG-02-40	CRASH Automated Spatial Load	\$.00	\$.00	\$.00	\$320,000.00	\$320,000.00	\$.00
	M3DA-2015-YG-02-41	CRASH Automated Program Call	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$.00
	M3DA-2015-YG-02-42	CRASH Big Data	\$.00	\$.00	\$.00	\$199,350.00	\$199,350.00	\$.00
	M3DA-2015-YG-02-43	CRASH Interface to Agency RMS	\$.00	\$.00	\$.00	\$164,713.00	\$164,713.00	\$.00
	M3DA-2015-YG-02-44	CRASH Pre-Population of Fields	\$.00	\$.00	\$.00	\$39,295.00	\$39,295.00	\$.00
	M3DA-2015-YG-02-45	TRF-TS Crash Records and Data Analysis O	\$.00	\$2,924,309.00	\$.00	\$.00	\$.00	\$.00
	M3DA-2015-YG-02-46	CRIS Entry	\$.00	\$.00	\$.00	\$904,000.00	\$904,000.00	\$.00
	M3DA-2015-YG-02-47	CRIS Help Desk Services	\$.00	\$.00	\$.00	\$870,000.00	\$870,000.00	\$.00
	M3DA-2015-YG-02-48	FARS Support	\$.00	\$.00	\$.00	\$25,315.00	\$25,315.00	\$.00
	M3DA-2015-YG-02-49	CRASH Intelligent Definition Phase 1	\$.00	\$.00	\$.00	\$92,720.00	\$92,720.00	\$.00
	M3DA-2015-YG-02-50	CRASH Intelligent Definition Phase 2	\$.00	\$.00	\$.00	\$82,500.00	\$82,500.00	\$.00
	M3DA-2015-YG-02-51	CRASH MSTR Render Map	\$.00	\$.00	\$.00	\$105,825.00	\$105,825.00	\$.00
	M3DA-2015-YG-02-52	CRASH Standards and Compliance	\$.00	\$.00	\$.00	\$168,500.00	\$168,500.00	\$.00
	M3DA-2015-YG-02-53	CRASH Unique Intersection Identifier	\$.00	\$.00	\$.00	\$78,500.00	\$78,500.00	\$.00
	M3DA-2015-YG-02-54	CRASH User Management	\$.00	\$.00	\$.00	\$210,000.00	\$210,000.00	\$.00
	M3DA-2015-YG-02-62	State Traffic Records Systems Citation D	\$.00	\$242,897.00	\$.00	\$971,588.00	\$971,588.00	\$.00
	405c Data Program Total		\$.00	\$4,220,098.30	\$.00	\$6,912,757.22	\$6,912,757.22	\$.00
	MAP 21 405c Data Program Total		\$.00	\$4,220,098.30	\$.00	\$6,912,757.22	\$6,912,757.22	\$.00
	MAP 21 405d Impaired Driving Mid							
	405d Mid HVE							
	M5HVE-2015-YE-00-37	City of Cedar Park Police Department STE	\$.00	\$8,894.61	\$.00	\$26,523.98	\$26,523.98	\$26,523.98

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	M5HVE-2015-YE-00-72	Titus County Sheriff's Office STEP Wave	\$.00	\$3,467.50	\$.00	\$10,257.69	\$10,257.69	\$10,257.69
	M5HVE-2015-YE-00-97	Houston Galveston Area Council STEP Wave	\$.00	\$36,700.00	\$.00	\$140,657.40	\$140,657.40	\$140,657.40
	M5HVE-2015-YE-99-99	TRF-TS IDM Blitz Grants	\$.00	\$600,000.00	\$.00	\$1,200,000.00	\$1,200,000.00	\$1,200,000.00
	M5HVE-2015-YG-00-20	Bexar County No Refusal Initiative	\$.00	\$57,404.56	\$.00	\$206,217.44	\$206,217.44	\$206,217.44
	M5HVE-2015-YG-00-47	State Wide Impaired Driving Task Force	\$.00	\$54,190.28	\$.00	\$216,559.37	\$216,559.37	\$216,559.37
	M5HVE-2015-YG-00-74	DWI Resource Prosector	\$.00	\$455,592.00	\$.00	\$618,407.50	\$618,407.50	\$618,407.50
	M5HVE-2015-YG-01-24	Montgomery County No Refusal Blood Draw	\$.00	\$83,274.70	\$.00	\$126,429.56	\$126,429.56	\$126,429.56
	M5HVE-2015-YG-01-32	Collin County DWI No Refusal Blood Draw	\$.00	\$14,494.99	\$.00	\$55,380.00	\$55,380.00	\$.00
	M5HVE-2015-YG-01-66	Harris County No Refusal Blood Draw Prog	\$.00	\$89,860.00	\$.00	\$359,440.03	\$359,440.03	\$359,440.03
	M5HVE-2015-YG-01-84	Galveston County No Refusal Blood Draw P	\$.00	\$3,714.40	\$.00	\$13,123.04	\$13,123.04	\$13,123.04
	405d Mid HVE Total		\$.00	\$1,407,593.04	\$.00	\$2,972,996.01	\$2,972,996.01	\$2,917,616.01
405d Mid Ignition Interlock								
	M5II-2015-YG-01-86	Texas Specific Interlock Study Medium Co	\$.00	\$18,207.00	\$.00	\$72,024.00	\$72,024.00	\$.00
405d Mid Ignition Interlock Total			\$.00	\$18,207.00	\$.00	\$72,024.00	\$72,024.00	\$.00
405d Mid BAC Testing/ Reporting								
	M5BAC-2015-YG-00-80	Improving BAC Reporting Performance	\$.00	\$22,733.69	\$.00	\$90,863.52	\$90,863.52	\$.00
405d Mid BAC Testing/ Reporting Total			\$.00	\$22,733.69	\$.00	\$90,863.52	\$90,863.52	\$.00
405d Mid Paid/ Earned Media								
	M5PEM-2015-YG-00-22	Comprehensive Underage Drinking Preventi	\$.00	\$228,409.08	\$.00	\$171,407.85	\$171,407.85	\$.00
	M5PEM-2015-YG-00-25	Teens in the Driver's Seat Program	\$.00	\$22,481.26	\$.00	\$88,451.47	\$88,451.47	\$.00
	M5PEM-2015-YG-01-02	Texas Reality Education for Drivers (RED	\$.00	\$95,220.22	\$.00	\$210,533.00	\$210,533.00	\$.00
	M5PEM-2015-YG-01-07	Statewide Youth Leadership Council To Re	\$.00	\$66,331.50	\$.00	\$264,338.19	\$264,338.19	\$.00
	M5PEM-2015-YG-01-22	Alcohol and Drug Driving Awareness Educa	\$.00	\$38,438.86	\$.00	\$30,756.48	\$30,756.48	\$.00
	M5PEM-2015-YG-01-29	Watch UR BAC Program	\$.00	\$160,237.02	\$.00	\$465,869.25	\$465,869.25	\$.00

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	M5PEM-2015-YG-01-93	Screening and Intervention among College	\$.00	\$65,329.34	\$.00	\$255,526.44	\$255,526.44	\$.00
	M5PEM-2015-YG-99-94	Project Celebration Mini Grants	\$.00	\$300,000.00	\$.00	\$.00	\$.00	\$.00
	M5PEM-2015-YG-99-95	Hispanic Impaired Driving Campaign	\$.00	\$600,000.00	\$.00	\$600,000.00	\$600,000.00	\$.00
	M5PEM-2015-YG-99-96	Labor Day Impaired Driving Campaign	\$.00	\$1,500,000.00	\$.00	\$1,500,000.00	\$1,500,000.00	\$.00
	M5PEM-2015-YG-99-97	College and Young Adult Impaired Driving	\$.00	\$1,000,000.00	\$.00	\$1,000,000.00	\$1,000,000.00	\$.00
	M5PEM-2015-YG-99-98	Christmas and New Year Impaired Driving	\$.00	\$1,000,000.00	\$.00	\$1,000,000.00	\$1,000,000.00	\$.00
	M5PEM-2015-YG-99-99	Football Season Impaired Driving Media C	\$.00	\$2,000,000.00	\$.00	\$.00	\$.00	\$.00
	405d Mid Paid/ Earned Media		\$.00	\$7,076,447.28	\$.00	\$5,586,882.68	\$5,586,882.68	\$.00
	Total							
405d Mid Training								
	M5TR-2015-TG-00-10	AD-A-STEP For Life training and Educatio	\$.00	\$56,934.00	\$.00	\$93,635.90	\$93,635.90	\$93,635.90
	M5TR-2015-YG-00-05	Texas DWI Detection and Field Sobriety P	\$.00	\$739,827.20	\$.00	\$818,522.24	\$818,522.24	\$.00
	M5TR-2015-YG-00-15	Take the Wheel Program in Dallas, Camero	\$.00	\$317,862.06	\$.00	\$800,972.02	\$800,972.02	\$800,972.02
	M5TR-2015-YG-00-16	Take the Wheel Program in Harris and Mon	\$.00	\$195,954.51	\$.00	\$286,153.30	\$286,153.30	\$286,153.30
	M5TR-2015-YG-00-17	Take the Wheel Program in Bexar County	\$.00	\$56,341.28	\$.00	\$137,110.10	\$137,110.10	\$137,110.10
	M5TR-2015-YG-00-18	Take the Wheel Program in El Paso County	\$.00	\$41,663.39	\$.00	\$134,113.48	\$134,113.48	\$134,113.48
	M5TR-2015-YG-00-19	Take the Wheel Program in Smith and Greg	\$.00	\$46,028.93	\$.00	\$153,787.99	\$153,787.99	\$153,787.99
	M5TR-2015-YG-00-21	Law Enforcement Training to Reduce Impai	\$.00	\$447,148.00	\$.00	\$560,953.54	\$560,953.54	\$.00
	M5TR-2015-YG-00-24	Decreasing Alcohol Consumption Peer to P	\$.00	\$108,706.57	\$.00	\$313,931.76	\$313,931.76	\$313,931.76
	M5TR-2015-YG-00-29	Alcohol Ignition Interlock Training for	\$.00	\$49,084.11	\$.00	\$190,112.88	\$190,112.88	\$190,112.88
	M5TR-2015-YG-00-63	DECP, ARIDE, and DITEP	\$.00	\$582,906.15	\$.00	\$651,126.83	\$651,126.83	\$651,126.83
	M5TR-2015-YG-00-92	Texas Judicial Resource Liaison and Educ	\$.00	\$765,423.28	\$.00	\$723,799.18	\$723,799.18	\$723,799.18
	M5TR-2015-YG-01-00	Mobile Video Training Course	\$.00	\$184,320.00	\$.00	\$131,600.04	\$131,600.04	\$.00
	M5TR-2015-YG-01-04	SFST / Blood Warrants / Mobile Video Upd	\$.00	\$128,000.00	\$.00	\$127,600.00	\$127,600.00	\$.00
	M5TR-2015-YG-01-11	Texas Justice Court Traffic Safety Initi	\$.00	\$142,334.06	\$.00	\$138,677.87	\$138,677.87	\$138,677.87

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	M5TR-2015-YG-01-33	Drug Impairment Training for Texas Emplo	\$.00	\$67,980.59	\$.00	\$155,654.82	\$155,654.82	\$155,654.82
	M5TR-2015-YG-01-36	Drug Impairment Training for Probation a	\$.00	\$80,421.18	\$.00	\$122,083.26	\$122,083.26	\$122,083.26
	M5TR-2015-YG-01-39	Municipal Traffic Safety Initiatives	\$.00	\$201,752.56	\$.00	\$339,698.96	\$339,698.96	\$.00
	M5TR-2015-YG-01-74	Enhanced Visibility to Reduce Underage S	\$.00	\$43,287.18	\$.00	\$192,832.28	\$192,832.28	\$192,832.28
	M5TR-2015-YG-01-77	TABC Promoting Retailer Integrity (PRIDE	\$.00	\$556,734.81	\$.00	\$438,487.50	\$438,487.50	\$438,487.50
	405d Mid Training Total		\$.00	\$4,812,709.86	\$.00	\$6,510,853.95	\$6,510,853.95	\$4,532,479.17
405d Mid Other Based on Problem ID								
	M5OT-2015-YE-99-98	TRF-TS Incentive Grants	\$.00	\$.00	\$.00	\$60,000.00	\$60,000.00	\$60,000.00
	405d Mid Other Based on Problem ID Total		\$.00	\$.00	\$.00	\$60,000.00	\$60,000.00	\$60,000.00
	MAP 21 405d Impaired Driving Mid Total		\$.00	\$13,337,690.87	\$.00	\$15,293,620.16	\$15,293,620.16	\$7,510,095.18
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2015-YG-99-92	Motorist Awareness Media Campaign	\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	405f Motorcyclist Awareness Total		\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	MAP 21 405f Motorcycle Programs Total		\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	NHTSA Total		\$.00	\$61,267,394.75	\$.00	\$50,080,701.80	\$50,080,701.80	\$22,777,295.98
	Total		\$.00	\$61,267,394.75	\$.00	\$50,080,701.80	\$50,080,701.80	\$22,777,295.98