



**Llano County - Highway 29**

# **Texas Annual Grant Application Fiscal Year 2024**



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Governor, State of Texas

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### Updates to the 3HSP

This is the first year of FY 2024 – 2026 triennial highway safety plan and there are no updates to the performance plan, public participation and engagement, countermeasure strategies and performance report.

### Project and Subrecipient Information

#### Overview

Proposals were solicited between the period November 11, 2022 and January 04, 2023 from state and local governments, educational institutions, and non-profit organizations eligible for General Traffic Safety and Selective Traffic Enforcement Program (STEP) grants.

We contract with media agencies to create traffic safety campaigns and partner with law enforcement to support these campaigns through high-visibility enforcement mobilizations.

Traffic Safety 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 and Bicycle Safety (PS)
07	Police Traffic Services (PT)
08	Speed Control (SC)
09	Traffic Records (TR)
10	Driver Education and Behavior (DE)
11	Railroad / Highway Crossing (RH)
12	Roadway Safety (RS)
13	Safe Communities (SC)
14	School Bus Safety (SB)



## 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

Planned Activity Name: 2024-TxDOT-G-1YG-0153      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

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

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

**Budget:**

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

Planned Activity Name: 2024-TxDOT-G-1YG-0154      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

Title / Desc. **eGrants BA**

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

**Budget:**

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

Planned Activity Name Division Organization Name  
 2024-TxDOT-G-1YG-0156 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

Title / Desc. **Beehive PI&E Management FY24**

*Beehive Specialty will store and manage TxDOT Traffic Safety Program PI&E inventory for statewide distribution. PO is attached in lieu of grant agreement.*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$160,000.00	\$0.00	\$0.00	\$0.00	<b>\$160,000.00</b>

Planned Activity Name Division Organization Name  
 2024-TxDOT-G-1YG-0157 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

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

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

**Budget:**

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

Planned Activity Name Division Organization Name  
 2024-TxDOT-G-1YG-0158 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

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

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

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$150,000.00	\$0.00	\$0.00	\$0.00	<b>\$150,000.00</b>

# Planning and Administration

## Budget Module: PA - 01

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	5	\$5,354,000.00	\$885,000.00					\$4,469,000.00			
Enforcement	0										
Evaluation	0										
Public Information and Education	0										
Training	0										
<b>TOTALS:</b>	<b>5</b>	<b>\$5,354,000.00</b>	<b>\$885,000.00</b>					<b>\$4,469,000.00</b>			

## Goals

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

## Strategies

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

## Project Descriptions

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*Planned Activity Name* 2024-BexarCoD-G-1YG-0108 *District* SAT *Organization Name* Bexar County District Attorney's Office

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

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

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

*Objectives*

- Attend 9 local Traffic JAM meetings by 9/30/2024
- Produce 12 press releases for local media on a monthly basis with data related to the No Refusal program by 9/30/2024
- Obtain 2000 voluntary breathalyzer tests from those arrested for misdemeanor DWI offenses by 9/30/2024
- Obtain 1500 pleas on misd DWI cases, reducing the number of hours police officers are required to testify by 9/30/2024
- Arrest 4300 individuals charged with misdemeanor DWI related offenses by 9/30/2024
- Obtain 1525 convictions on cases of those individuals charged with misdemeanor DWI by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5BAC	\$18,848.00	\$0.00	\$0.00	\$21,084.80	<b>\$39,932.80</b>

*Planned Activity Name* 2024-DentonPD-G-1YG-0092 *District* DAL *Organization Name* City of Denton Police Department

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

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

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

*Objectives*

- Collect 660 DWI blood draws between the hours of 8pm and 6am, done in-house safely and to save time by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5BAC	\$125,000.00	\$0.00	\$0.00	\$43,050.00	<b>\$168,050.00</b>

Planned Activity Name District Organization Name  
 2024-FortBend-G-1YG-0100 HOU Fort Bend County District Attorney's Office

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

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

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

**Objectives**

- Train 125 Local law enforcement with intoxicated driving training events by 9/30/2024
- Produce 7 Press releases/events about the No Refusal Program by 9/30/2024
- Coordinate 23 Nights of No Refusal operations by 9/30/2024
- Collect 12 Data sets obtained pursuant to blood search warrants executed monthly by 9/30/2024
- Utilize 100 Blood search warrants or consensual blood draws against DWI suspects by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$41,498.68	\$0.00	\$0.00	\$10,374.67	<b>\$51,873.35</b>

Planned Activity Name District Organization Name  
 2024-HarrisDA-G-1YG-0090 HOU Harris County District Attorney

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

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

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

**Objectives**

- Develop 1 Strategic Operation Plan by 11/30/2023
- Coordinate 144 Shifts of No Refusal by 9/30/2024
- Conduct 15 Press Release/Media Events About the No Refusal Program by 9/30/2024
- Provide 1150 Blood Search Warrants to Arresting and DWI Officers by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$241,500.27	\$0.00	\$0.00	\$60,375.07	<b>\$301,875.34</b>

Planned Activity Name District Organization Name  
 2024-HarrisDA-G-1YG-0097 HOU Harris County District Attorney

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

Title / Desc. **Intoxication Source Prevention**

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

**Objectives**

- Conduct 15 Training Sessions to Local Law Enforcement and Retailers by 9/30/2024
- Develop 1 Strategic Operation Plan by 11/30/2023
- Distribute 10 Press Release /Media Events about the Intoxication Source Investigation & Prevention Program by 9/30/2024
- Participate in 50 Criminal Complaints Filed Against Alcohol Source Establishments and/or Individuals by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$250,000.00	\$0.00	\$0.00	\$88,516.20	<b>\$338,516.20</b>

Planned Activity Name District Organization Name  
 2024-MCDAO-G-1YG-0091 HOU Montgomery County District Attorney's Office

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

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

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

**Objectives**

- Conduct 68 outreach activities to educate the public on No Refusal and Driving While Intoxicated (DWI) by 9/30/2024
- Conduct 120 No Refusal Enforcement Operations during the fiscal year by 9/30/2024
- Evaluate 150 cases to determine the effect of No Refusal Operations on time to get blood draw by 9/30/2024
- Train 12 groups of law enforcement officers or agencies on Driving While Intoxicated (DWI) and No Refusal by 9/30/2024
- Evaluate 1000 Driving While Intoxicated (DWI) arrests for the suitability of getting a blood warrant by 9/30/2024
- Acquire 300 Blood Samples from Driving While Intoxicated (DWI) refusal suspects during No Refusal Operations by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$139,944.00	\$0.00	\$0.00	\$98,781.74	<b>\$238,725.74</b>

<i>Planned Activity Name</i> 2024-TABC-G-1YG-0023	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Alcoholic Beverage Commission
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Enforcement

*Title / Desc.* **Texas Alcoholic Beverage Commission DUI and DWI Reduction Project**

*TABC seeks to reduce alcohol impaired and DUI-related crashes and fatalities. Activities will include enforcement and compliance, as well as the education of law enforcement, retailers, and the public.*

*Objectives*

- Create 1 strategic plan that provides a data driven approach to achieving grant objectives by 11/30/2023
- Create 1 toolkit to be distributed by 9/30/2024
- Conduct 10000 inspections at licensed alcoholic beverage locations by 9/30/2024
- Produce 1 video series to increase TABC education efforts to reduce sales to minors or intoxicated persons and by 9/30/2024
- Produce 5 video course series to train the public and retail staff by 9/30/2024
- Train 4000 commissioned peace officers on alcoholic beverage enforcement operations/laws by 9/30/2024
- Educate 3000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2024

*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	\$499,902.96	\$0.00	\$0.00	\$346,288.50	<b>\$846,191.46</b>

<i>Planned Activity Name</i> 2024-TDPS-G-1YG-0008	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Public Safety
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Enforcement

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

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

*Objectives*

- Develop 1 strategic plan that addresses the implementation of overtime, Intoxilyzers, and operator classes by 11/30/2023
- Achieve 20% decrease in average turnaround time for drug toxicology cases after receipt by 9/30/2024
- Complete 95% blood alcohol cases submitted to the crime laboratory within 30 days of receipt by 9/30/2024

*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	\$982,958.96	\$0.00	\$0.00	\$378,000.00	<b>\$1,360,958.96</b>



Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2024-TxDOT-G-1YG-0159 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

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

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

Budget:

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

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2024-TTI-G-1YG-0046 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

Title / Desc. **Texas Impaired Driving Task Force**

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

Objectives

- Distribute 4 Texas Impaired Driving Task Force newsletters by 9/30/2024
- Provide 1 Technical Advisory Team to the TxIDTF Executive Committee by 9/30/2024
- Support 4 Texas Impaired Driving Task Force Meetings by 9/30/2024
- Revise 1 Texas Impaired Driving Plan by 8/31/2024
- Plan 1 Texas Impaired Driving Forum by 5/15/2024
- Develop 1 Texas Impaired Driving Task Force Strategic Plan by 12/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$304,966.59	\$0.00	\$0.00	\$76,289.41	<b>\$381,256.00</b>

Planned Activity Name Division Organization Name  
 2024-TTI-G-1YG-0066 TRF-TS Texas A&M Transportation Institute

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

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

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

**Objectives**

- Complete 1 final report on ways to improve the reporting of BAC and toxicology testing data in Texas by 9/30/2024
- Support 15 death investigators with missing toxicology reports by 9/30/2024
- Complete 1 crash analysis to improve BAC reporting for TxDOT traffic records by 7/31/2024
- Distribute 1 educational material to 254 death investigator offices to improve BAC reporting rates by 6/30/2024
- Evaluate 25 jurisdictions' BAC reporting procedures by 2/29/2024
- Create 1 strategic plan document for the grant by 11/30/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$83,999.33	\$0.00	\$0.00	\$21,007.68	<b>\$105,007.01</b>

Planned Activity Name Division Organization Name  
 2024-UTMBG-G-1YG-0096 TRF-TS The University of Texas Medical Branch at Galveston

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

Title / Desc. **Is It Worth It?: Speaking Up About Drinking and Drugged Driving**

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

**Objectives**

- Coordinate 2 Is It Worth It driving simulators and/or impaired goggles during Red Ribbon Week by 9/30/2024
- Coordinate 5 Is It Worth It? programs on college campuses by 9/30/2024
- Conduct 8 Is It Worth It? youth programs at middle and high school events by 9/30/2024
- Coordinate 1 presentation with Texas A&M Agrilife Extension by 9/30/2024
- Conduct 3 Simulations with driving simulator and/or impaired goggles on UTMB campuses by 9/30/2024
- Develop 1 Impaired driving motor vehicle scenario live event by 9/30/2024
- Administer 250 Is It Worth It? participant pre/post questionnaires to participants ages 15+ by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$87,398.10	\$0.00	\$0.00	\$23,573.20	<b>\$110,971.30</b>

*Planned Activity Name* 2024-EIPasoDA-G-1YG-0088 *District* ELP *Organization Name* El Paso District Attorney's Office

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

*Title / Desc.* **El Paso DAO Get A Ride Home**

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

*Objectives*

- Plan 1 visit per month to local restaurants/bars to increase knowledge of ride share program by 9/30/2024
- Purchase 2400 ride share credits for patrons who have consumed alcohol and need to get home safe by 9/30/2024
- Provide 3000 informational posters and flyers to restaurant/bars with ride-share information by 9/1/2024
- Educate 2 Law Enforcement agencies regarding the ride-share program by 1/31/2024
- Send 3 informational packets to 3 social media outlets by 2/29/2024
- Conduct 1 Visit per month to varied establishments where informational posters placed and replace by 7/31/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$49,600.00	\$0.00	\$0.00	\$15,538.01	<b>\$65,138.01</b>

*Planned Activity Name* 2024-TXSDY-G-1YG-0142 *Division* TRF-TS *Organization Name* Texans for Safe and Drug Free Youth

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

*Title / Desc.* **Statewide Youth Leadership Council and Youth-focused Mini-Conference to Reduce Impaired Driving**

*Youth-led Statewide Youth Leadership Council and youth-focused mini-conference will increase awareness and compliance of Texas' underage drinking laws to prevent and reduce impaired driving.*

*Objectives*

- Develop 1 Strategic Operational Plan by 12/31/2023
- Evaluate 1 Statewide Youth Mini-Conference by 9/30/2024
- Conduct 1 Mini-Conference to support TX youth's efforts to prevent underage drinking and impaired driving by 9/30/2024
- Support 1 Youth Leadership Council (YLC) by promoting it to broader communities by 9/30/2024
- Evaluate 1 Youth Leadership Council (YLC) trainings provided by Texans for Safe and Drug Free Youth by 9/30/2024
- Coordinate 4 opportunities for Youth Leadership Council (YLC) development and public education by 9/30/2024
- Provide 1 training for Youth Leadership Council (YLC) members by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$150,000.00	\$0.00	\$0.00	\$49,995.92	<b>\$199,995.92</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-Texas Ag-G-1YG-0031	TRF-TS	Texas A&M Agrilife Extension Service

*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Public Information and Education  
*Title / Desc.* **Texas A&M AgriLife Extension Watch UR BAC Alcohol and Drug Awareness Program.**

*Education and awareness program on the dangers of impaired driving to reduce alcohol and other drug related crashes and fatalities. Including the Reality Education for Drivers (RED) Program.*

*Objectives*

- Conduct 48 Reality Education For Drivers programs to increase traffic safety education for drivers ages 15–25 by 9/30/2024
- Conduct 10 demonstrations on the use of ignition interlock and/or other alcohol monitoring technologies by 9/15/2024
- Develop 1 Strategic Operation Plan that outlines the program by 9/15/2024
- Create 80 social media posts and/or public outreach articles for information dissemination by 9/30/2024
- Participate in 300 programs to educate the public about the dangers of impaired driving and underage drinking by 9/30/2024
- Conduct 8 programs to educate law enforcement/security officers on current alcohol and drug trends by 9/30/2024
- Conduct 30 parent/adult programs to increase the awareness of alcohol and drug trends by 9/15/2024
- Provide 10 counties or cities with an initiative to increase intervention efforts and reduce impaired driving by 9/15/2024
- Support 4 Anti-DWI public information and education campaigns to reduce impaired driving by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$974,837.77	\$0.00	\$0.00	\$334,181.76	<b>\$1,309,019.53</b>



<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0059	TRF-TS	Texas A&M Transportation Institute

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

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

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

*Objectives*

- Develop 1 Strategic Operational Plan by 12/31/2023
- Maintain 2 award programs for top TDS and UDS program schools completing traffic safety outreach by 8/31/2024
- Develop 1 Zero Tolerance & Other Drug Education messaging guides for high school age groups by 9/15/2024
- Develop 1 age-appropriate TEKS-aligned teaching unit focused on impaired driving for the junior high program by 8/15/2024
- Coordinate 8 youth leadership meetings of the Teen and Collegiate Advisory Boards focused on traffic safety by 9/15/2024
- Provide 200 student teams with age-appropriate Zero Tolerance and Other Drug resource kits by 9/30/2024
- Implement 4 Health-education based workshops focused on impaired driving (virtual or in-person) by 8/31/2024
- Distribute 1 guide for collaboration with partners to facilitate college campus impaired driving outreach by 6/30/2024
- Participate in 20 impaired driving prevention outreach activities (online or in-person) by 9/15/2024
- Maintain 9 established social media platforms' presences and continue to increase outreach on all platforms by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$389,999.97	\$0.00	\$0.00	\$97,553.21	<b>\$487,553.18</b>

<i>Planned Activity Name</i> 2024-TCINC-G-1YG-0134	<i>District</i> LKF	<i>Organization Name</i> The Coalition, Inc.
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Public Information and Education  
*Title / Desc.* **Drug-Free Council (DFC) expansion for Polk County**

*The Drug-Free Council program will use environmental strategies to reduce underage drinking, reduce DUI/DWI citations and lower the number of alcohol-related crashes in Polk County.*

**Objectives**

- Provide 500 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2024
- Educate 300 youth on the dangers of alcohol use through presentations by 9/30/2024
- Develop 1 Strategic Operation Plan for program activities by 12/29/2023
- Complete 1 Project Sticker Shock campaign (educational campaign to warn adults of alcohol consequences) by 9/30/2024
- Implement 2 new Drug-Free Council (DFC) student groups for Polk County by 9/30/2024
- Coordinate 32 alcohol compliance checks in conjunction with the Polk County Sheriff's Department by 9/30/2024
- Educate 100 adults and parents on the danger of underage alcohol use by 9/30/2024

**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	\$74,999.95	\$0.00	\$0.00	\$42,524.09	<b>\$117,524.04</b>

<i>Planned Activity Name</i> 2024-TCINC-G-1YG-0145	<i>District</i> TYL	<i>Organization Name</i> The Coalition, Inc.
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Public Information and Education  
*Title / Desc.* **Drug-Free Council (DFC) expansion for Southern Cherokee County**

*The Drug-Free Council program will use environmental strategies to reduce underage drinking, reduce DUI/DWI citations and lower the number of alcohol-related crashes in Cherokee County.*

**Objectives**

- Provide 400 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2024
- Educate 200 youth on the dangers of alcohol use through presentations by 9/30/2024
- Develop 1 Strategic Operation Plan for program activities by 12/31/2023
- Complete 1 Project Sticker Shock campaign (educational campaign to warn adults of alcohol consequences) by 9/30/2024
- Implement 2 new Drug-Free Council (DFC) student groups for Southern Cherokee County by 9/30/2024
- Coordinate 15 alcohol retailer visits to Southern Cherokee County by 9/30/2024
- Educate 75 adults and parents on the danger of underage alcohol use by 9/30/2024

**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	\$49,999.93	\$0.00	\$0.00	\$29,313.68	<b>\$79,313.61</b>

Planned Activity Name *District* *Organization Name*  
 2024-Travis C-G-1YG-0087 AUS Travis County Attorney's UDPP

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information and Education  
 Title / Desc. **Comprehensive Underage Drinking Prevention Program (UDPP)**

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

**Objectives**

- Conduct 1 year round public information and education (PI&E) campaign in the tri-county area by 9/30/2024
- Conduct 4 Underage Drinking Prevention Task Force Meetings by 9/30/2024
- Maintain 12 partnerships with agencies that can collaborate with UDPP on underage drinking prevention by 9/30/2024
- Collect 12 months of underage drinking/DUI-crash statistics in Travis, Hays and Williamson Counties and US by 9/30/2024
- Participate in 30 community events in Travis, Hays and Williamson Counties by 9/30/2024
- Conduct 300 classes of underage drinking prevention/anti-DWI presentations to youth and adults by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$141,447.09	\$0.00	\$0.00	\$175,589.44	<b>\$317,036.53</b>

Planned Activity Name *Division* *Organization Name*  
 2024-TxDOT-G-1YG-0155 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information and Education  
 Title / Desc. **Project Celebration**

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

**Budget:**

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

Planned Activity Name *Division* *Organization Name*  
 2024-TxDOT-G-1YG-0163 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information and Education  
 Title / Desc. **Statewide Impaired Driving Campaign**

*Develop and implement a statewide impaired driving campaign that integrates six flighted campaigns with unified messaging via media, PR, outreach, print, partnerships, and other awareness efforts.*

**Budget:**

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

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-MADD-G-1YG-0003	TRF-TS	Mothers Against Drunk Driving

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

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

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

*Objectives*

- Educate 17000 Teens, Youth and Young Adults in Power of Youth by 9/30/2024
- Develop 1 Strategic Operational Plan by 9/30/2024
- Conduct 1 Statewide MADD 'Texas Town Hall' Meeting by 9/30/2024
- Implement 20 Program Area DWI/DUI Underage Drinking Prevention awareness/PR/Communication Initiatives by 9/30/2024
- Educate 1300 Parents and Other Adults on the Power of Parents Program by 9/30/2024
- Conduct 7 Law Enforcement Recognition and Award Activities by 9/30/2024
- Conduct 400 Law Enforcement Outreach (LEO) activities statewide by 9/30/2024
- Coordinate 7 Impaired Driving Roundtables for Law Enforcement and Community Stakeholders by 9/30/2024
- Conduct 100 Community Outreach Activities informing members of the public on the dangers of DWI/DUI by 9/30/2024
- Participate in 200 Community Coalition/Taskforce Meetings/Partnership Activities in support of DWI/DUI prevention by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$745,849.54	\$0.00	\$0.00	\$248,544.60	<b>\$994,394.14</b>



Planned Activity Name 2024-TTI-G-1YG-0065 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

**Objectives**

- Complete 1 final technical memorandum detailing project efforts by 9/30/2024
- Conduct 2 trainings for judges, community correction departments, jailers, and public defenders by 9/30/2024
- Develop 1 on-demand training with existing presentation information by 9/30/2024
- Conduct 3 trainings for traffic safety stakeholders, & community on impaired driving and mental health by 6/30/2024
- Complete 2 focus groups to identify how probation officers enhance probationers' motivation by 3/31/2024
- Create 1 strategic plan document for the grant year by 12/31/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$89,982.38	\$0.00	\$0.00	\$22,507.25	<b>\$112,489.63</b>

Planned Activity Name 2024-TTI-G-1YG-0067 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

**Objectives**

- Attend 1 conference on impaired driving that discusses ignition interlocks by 9/30/2024
- Participate in 3 outreach events to educate target audience about ignition interlock devices by 9/30/2024
- Update 3 in-person ignition interlock curriculums and instructor handbooks by 7/15/2024
- Complete 1 technical memorandum on changes to ignition interlock device law changes from 2017 to present. by 8/15/2024
- Complete 18 ignition interlock trainings for criminal justice system personnel by 9/30/2024
- Create 1 strategic plan by 12/31/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5II	\$200,000.00	\$0.00	\$0.00	\$50,031.36	<b>\$250,031.36</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0069	TRF-TS	Texas A&M Transportation Institute

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

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

*This project addresses the education of the general public, through a train-the-trainer format, regarding the effects of marijuana impairment related to driving.*

*Objectives*

- Attend 1 national marijuana conference by 9/30/2024
- Conduct 2 presentations to traffic safety stakeholders on the dangers of marijuana-impaired driving by 9/30/2024
- Conduct 4 train the trainer trainings with safety coalitions or other appropriate organizations by 9/30/2024
- Produce 2 revisions to the online training materials for individuals to educate the public on marijuana by 8/31/2024
- Produce 2 curriculum updates based on new materials about marijuana and driving for the general public by 8/31/2024
- Create 1 module about cannabis-impaired driving by 6/30/2024
- Create 1 strategic plan by 12/31/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$83,000.00	\$0.00	\$0.00	\$20,769.31	<b>\$103,769.31</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-TAMUHSC-G-1YG-0120	BRY	Texas A&M University Health Science Center

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

*Title / Desc.* **Minor in Possession Adjudicated Programming (MIPAP): An Evidence-based, Online, and Immersive Course**

*Develop an evidence-based, online, interactive English- and Spanish-language alcohol education program for minor in possession offenders that adheres to best-practice online learning guidelines.*

*Objectives*

- Submit 1 data-driven strategic operational plan to the Texas Department of Transportation. by 1/5/2024
- Submit 1 online education program for MIP offenders to the Texas Department of Licensure and Regulation by 8/30/2024
- Develop 1 innovative alcohol education program with consulting partners by 6/28/2024
- Conduct 1 systematic and comprehensive literature review of current scientific and legal literature by 2/28/2024

*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	\$86,527.54	\$0.00	\$0.00	\$21,722.65	<b>\$108,250.19</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TAC-G-1YG-0094	TRF-TS	Texas Association of Counties

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

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

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

*Objectives*

- Provide 2 Resources for impaired driving adjudication assistance to county judges by 9/30/2024
- Plan 1 Impaired Driving Curriculum by 9/30/2024
- Educate 360 Constitutional County Judges by 9/30/2024
- Develop 1 Strategic Operational Plan by 9/30/2024

*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	M5CS	\$174,990.24	\$0.00	\$0.00	\$48,330.65	<b>\$223,320.89</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TCJ-G-1YG-0011	TRF-TS	Texas Center for the Judiciary

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

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

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

*Objectives*

- Develop 1 Strategic Operational Plan by 12/31/2023
- Manage 1 Texas Judges' DWI Resource website by 9/30/2024
- Conduct 1 Impaired Driving Symposium by 8/30/2024
- Conduct 2 DWI Summit meetings by 7/31/2024
- Conduct 2 DWI Court Team Conferences by 4/30/2024
- Conduct 9 impaired driving education breakout sessions at TCJ Conferences by 9/30/2024
- Maintain 1 Texas Judicial Resource Liaison by 9/30/2024

*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	M5CS	\$762,586.57	\$0.00	\$0.00	\$648,569.23	<b>\$1,411,155.80</b>

Planned Activity Name Division Organization Name  
 2024-TDCAA-G-1YG-0045 TRF-TS Texas District and County Attorneys Association

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

Title / Desc. **DWI Resource Prosecutor**

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

**Objectives**

- Conduct 2 week-long Prosecutor Trial Skills programs and provide students with publications by 7/31/2024
- Conduct 1 Train the Trainer program for prosecutors and prosecutor support staff by 4/1/2024
- Develop 1 Strategic Plan by 11/30/2023
- Conduct 1 statewide Task Force meeting of DWI prosecutors by 8/1/2024
- Conduct 26 regional DWI programs for prosecutors and police officers by 9/30/2024
- Provide 2 publications to all Texas Prosecutors or all Texas prosecutor offices by 9/30/2024
- Provide 1 publication to all new investigators at TDCAA's Annual Investigator School by 3/4/2024
- Provide 1 DWI Resource Prosecutor to provide technical assistance to Prosecutors and Traffic Safety Partners by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$697,950.17	\$0.00	\$0.00	\$336,856.70	<b>\$1,034,806.87</b>

Planned Activity Name Division Organization Name  
 2024-TJCTC-G-1YG-0020 TRF-TS Texas Justice Court Training Center

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

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

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

**Objectives**

- Develop 1 strategic operational plan by 12/31/2023
- Participate in 1 seminar focusing on DWI law and impaired driving issues impacting all levels of the judiciary by 9/30/2024
- Provide 6 hours of education to at least 15 judges at new judge seminars in three stages by 9/30/2024
- Distribute 10 multi-media "articles related to project areas to all clientele by 9/30/2024
- Provide 12 hours of instruction to judges and court personnel through in-person or virtual and online programs by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$124,956.37	\$0.00	\$0.00	\$31,265.27	<b>\$156,221.64</b>

<i>Planned Activity Name</i> 2024-TMCEC-G-1YG-0098	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Courts Education Center
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Training

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

*MTSI provides education on traffic safety issues to municipal judges, court personnel, and teachers while encouraging them to participate in traffic safety outreach.*

*Objectives*

- Update 2 units of MTSI curriculum and resources by 9/30/2024
- Conduct 3 teacher trainings for educators based on MTSI concepts by 9/30/2024
- Develop 1 Strategic Operational Plan by 7/31/2024
- Produce 4 traffic safety related articles in TMCEC's quarterly legal journal based on MTSI concepts by 9/30/2024
- Conduct 1 teacher traffic safety workshop based on MTSI concepts by 9/30/2024
- Conduct 1 workshop to educate municipal courts on using teen court to promote traffic safety by 9/30/2024
- Conduct 1 statewide traffic safety conference and awards ceremony (MTSI Conference) by 8/31/2024
- Conduct 1 joint impaired driving symposium for judges by 9/30/2024
- Conduct 16 training courses on traffic safety issues to judicial professionals based on MTSI concepts by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$600,000.00	\$0.00	\$15,000.00	\$135,015.53	<b>\$750,015.53</b>

<i>Planned Activity Name</i> 2024-TMPA-G-1YG-0004	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Police Association
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*Primary Countermeasure Strategy ID :* Alcohol and Other Drug Counter Measures Training

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

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

*Objectives*

- Update 1 Strategic Plan by 9/30/2024
- Update 1 set of training materials for students attending training by 9/30/2024
- Conduct 1704 hours of impaired driving and/or drug impairment training by 9/30/2024

*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	M5CS	\$1,000,000.00	\$0.00	\$0.00	\$276,900.00	<b>\$1,276,900.00</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TMPA-G-1YG-0006	TRF-TS	Texas Municipal Police Association

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

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

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

*Objectives*

- Manage 1 DRE enforcement evaluation reimbursement program by 9/30/2024
- Conduct 3 Specialized DWI related training courses by 9/30/2024
- Conduct 1 Drug Recognition Expert Instructor Development Course by 9/30/2024
- Conduct 45 Advanced Roadside Impaired Driving Enforcement (ARIDE) courses for Texas peace officers by 9/30/2024
- Complete 1 Strategic training plan by 12/31/2023
- Revise 1 Texas enhanced IACP DECP standards by 1/31/2024
- Conduct 12 DRE In-Service training courses by 9/30/2024
- Conduct 3 DRE Certification Schools by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$999,999.39	\$0.00	\$0.00	\$305,095.00	<b>\$1,305,094.39</b>

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

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	48	<b>\$3,946,123.85</b>	\$139,944.00			\$2,659,708.87				\$1,146,470.98	\$139,944.00
Evaluation	3	<b>\$597,234.31</b>	\$392,364.69			\$83,999.33				\$120,870.29	
Public Information and Education	9	<b>\$9,355,580.82</b>	\$1,506,284.83			\$3,589,599.88		\$250,000.00		\$4,009,696.11	\$141,447.09
Training	12	<b>\$7,726,449.75</b>	\$814,938.75			\$4,750,903.45			\$15,000.00	\$2,145,607.55	
<b>TOTALS:</b>	<b>72</b>	<b>\$21,625,388.73</b>	<b>\$2,853,532.27</b>			<b>\$11,084,211.53</b>		<b>\$250,000.00</b>	<b>\$15,000.00</b>	<b>\$7,422,644.93</b>	<b>\$281,391.09</b>



## Goals

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

## Strategies

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

## Project Descriptions

Task: **Training**

Emergency Medical Services EM - 03

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TEEXESTI-G-1YG-0095	TRF-TS	Texas Engineering Extension Service ESTI

*Primary Countermeasure Strategy ID :* Emergency Medical Services Training

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

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

### Objectives

- Create 1 Strategic Operation Plan - Texas Highway Safety Program by 8/30/2024
- Maintain 6 TEEX/ESTI Rural/ Frontier EMS Education website by 8/30/2024
- Train 300 students who will complete an initial EMS education course by 8/30/2024
- Conduct 250 hours of continuing education (CE) training. by 8/30/2024
- Certify 80 students as initial EMS Providers by 9/30/2024
- Conduct 25 EMS initial education courses with at least 10 students per course by 9/30/2024
- Attend 5 meetings and/or conferences focusing on schools and school districts by 6/30/2024
- Attend 12 Conference /Meetings to promote and distribute information about the grant by 8/31/2024

### Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	EM	\$313,687.94	\$0.00	\$0.00	\$731,938.53	<b>\$1,045,626.47</b>

# Emergency Medical Services

Budget Module: EM - 03

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information and Education	0										
Training	1	\$1,045,626.47	\$313,687.94							\$731,938.53	
<b>TOTALS:</b>	1	\$1,045,626.47	\$313,687.94							\$731,938.53	

## 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 and Education**

Motorcycle Safety MC - 04

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0057	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Motorcycle Safety Public Information and Education

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

*Public education and outreach employing rider safety stakeholders to raise motorists' and motorcyclists' knowledge of safely sharing the road with motorcyclists.*

### Objectives

- Evaluate 1 Strategic Operational Plan and Outreach Activities by 9/20/2024
- Complete 1 NHTSA Motorcycle Safety Program Assessment by 9/20/2024
- Participate in 5 Traffic Safety Specialist Coalition Activities to Present Motorcyclist Safety Information by 9/20/2024
- Provide 4 Motorcycle Safety Awareness Presentations to Community Stakeholders by 9/20/2024
- Create 240 New Social Media and Website Content Updates, and Perform Website Support as Needed by 9/20/2024
- Distribute 50 Motorcycle Dealership Educational Safety items by 9/20/2024
- Conduct 4 Texas Motorcycle Safety Coalition Task Force Activities by 9/20/2024
- Conduct 3 Texas Motorcycle Safety Coalition Activities by 9/20/2024
- Attend 3 Statewide Motorist and Motorcyclist Events to Distribute Awareness and Educational Materials by 9/13/2024
- Develop 1 Strategic Operational Plan by 3/31/2024

### Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MC	\$324,984.85	\$0.00	\$0.00	\$81,278.85	<b>\$406,263.70</b>

Planned Activity Name *Division* *Organization Name*  
 2024-TTI-G-1YG-0068 TRF-TS Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information and Education

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

*A data linkage and outreach project that investigates the lack of motorcycle endorsements, a mailing campaign to encourage riders to complete training, and shares information on motorcycle training.*

**Objectives**

- Participate in 1 national traffic safety, motorcycle safety, or traffic records conference by 9/30/2024
- Provide 1 presentation to Texas traffic safety stakeholders by 9/30/2024
- Complete 1 mass mailing to untrained riders in the State by 9/15/2024
- Evaluate 1 FY 2023 mailing campaign by 9/30/2024
- Develop 1 centralized online location for training and licensing information by 9/1/2024
- Survey 1 set of riders as they complete motorcycle safety training by 9/30/2024
- Support 1 set of motorcycle riders through motorcycle safety training by 8/15/2024
- Create 1 strategic plan by 12/31/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$100,000.00	\$0.00	\$0.00	\$25,011.76	<b>\$125,011.76</b>

Planned Activity Name *Division* *Organization Name*  
 2024-TxDOT-G-1YG-0170 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information and Education

Title / Desc. **Motorcycle Safety Awareness Look Twice for Motorcycles. PI&E Campaign (State)**

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

**Budget:**

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

Planned Activity Name *Division* *Organization Name*  
 2024-TxDOT-G-1YG-0171 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information and Education

Title / Desc. **Motorcycle Safety Awareness Look Twice for Motorcycles PI&E Campaign (Federal)**

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

**Budget:**

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

# Motorcycle Safety

## Budget Module: MC - 04

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information and Education	4	\$1,831,275.46	\$424,984.85				\$320,000.00	\$330,000.00		\$756,290.61	
Training	0										
<b>TOTALS:</b>	<b>4</b>	<b>\$1,831,275.46</b>	<b>\$424,984.85</b>				<b>\$320,000.00</b>	<b>\$330,000.00</b>		<b>\$756,290.61</b>	

## Goals

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

## Strategies

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

## Project Descriptions

Task: **Enforcement**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TxDOT-G-1YG-0160	TRF-TS	TxDOT - Traffic Safety

*Primary Countermeasure Strategy ID :* Occupant Protection Enforcement

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

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

### Budget:

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

<i>Planned Activity Name</i> 2024-TTI-G-1YG-0072	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID :* Occupant Protection Evaluation

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

*Under this grant, a statewide seat belt use survey, an urban longitudinal seat belt use survey, and a child restraint use survey will be conducted.*

*Objectives*

- Conduct 1 statewide survey of seat belt use adhering to NHTSA guidelines by 9/15/2024
- Conduct 1 seat belt use survey of front seat occupants in 18 Texas cities by 6/30/2024
- Submit 3 final reports of survey results by 9/30/2024
- Conduct 1 child restraint use survey in 14 Texas cities by 5/31/2024

*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	M1OP	\$330,000.00	\$0.00	\$0.00	\$82,565.54	<b>\$412,565.54</b>

<i>Planned Activity Name</i> 2024-TTI-G-1YG-0075	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID :* Occupant Protection Evaluation

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

*Conduct a seat belt use survey before, during, and after the Click It or Ticket campaign to measure the campaign's impact on belt wearing behavior.*

*Objectives*

- Submit 4 Summary memos reporting Click It or Ticket survey results for 10 cities by 9/30/2024
- Submit 4 Summary memos reporting Teen Click It or Ticket survey results by 9/30/2024
- Conduct 3 Observational survey waves in 10 Click It or Ticket cities by 6/30/2024
- Conduct 3 Observational survey waves in 5 Teen Click It or Ticket cities by 6/30/2024
- Develop 1 Strategic Operations Plan by 11/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1OP	\$60,000.00	\$0.00	\$0.00	\$15,011.44	<b>\$75,011.44</b>



Planned Activity Name *2024-TTI-G-1YG-0077* Division *TRF-TS* Organization Name *Texas A&M Transportation Institute*

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Nighttime Occupant Restraint and Cell Phone Use**

*Eighteen cities are surveyed during nighttime hours using curbside observation of occupant seat belt use and driver cell phone use for talking or texting.*

Objectives

- Conduct 18 city surveys of nighttime seat belt and cell phone use by 9/30/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$84,000.00	\$0.00	\$0.00	\$21,016.83	<b>\$105,016.83</b>

Planned Activity Name *2024-TTI-G-1YG-0079* Division *TRF-TS* Organization Name *Texas A&M Transportation Institute*

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Youth Occupant Protection Observation Survey**

*An observational survey of 5-18 year-olds in 9 Texas cities to measure seat belt, cell phone, and bicycle helmet use.*

Objectives

- Conduct 1 survey of youth occupant protection and other traffic safety behaviors in 9 Texas cities by 9/30/2024
- Plan 9 city surveys of 5-18 year-old seat belt, booster seat, bicycle helmet, and teen cell phone use by 12/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$35,000.00	\$0.00	\$0.00	\$8,757.15	<b>\$43,757.15</b>

<i>Planned Activity Name</i> 2024-DCMCCT-G-1YG-0009	<i>District</i> AUS	<i>Organization Name</i> Dell Children's Medical Center of Central Texas
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*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education

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

*Child passenger safety education and inspection services in Bastrop, Caldwell, Hays, Travis, and Williamson Counties as well as technician certification training and capacity building.*

**Objectives**

- Produce 80 Social media posts or other web-based content to promote KIC services by 9/30/2024
- Distribute 20000 Printed CSS information cards to organizations and caregivers in the 5-county service area by 9/30/2024
- Conduct 1 NHTSA approved CPST course by 9/30/2024
- Conduct 1 NHTSA approved CPST renewal testing course by 9/30/2024
- Distribute 600 Child safety seats at events in the 5-county service area by 9/30/2024
- Conduct 700 Child safety seat inspections at events in the 5-county service area by 9/30/2024
- Teach 6 Continuing education credit hours for CPSTs to maintain certification by 9/30/2024
- Conduct 4 KIC partnership coalition meetings to support local partner development and operations by 9/30/2024
- Attend 20 Community events to share CSS information to caregivers by 9/30/2024
- Develop 1 Strategic Operational Plan by 12/31/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$200,000.00	\$0.00	\$0.00	\$58,174.86	<b>\$258,174.86</b>

<i>Planned Activity Name</i> 2024-DrisHosp-G-1YG-0042	<i>District</i> CRP	<i>Organization Name</i> Driscoll Children's Hospital
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*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education

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

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

**Objectives**

- Create 1 Strategic Operation Plan by 11/30/2023
- Provide 100% new and existing CPS Technicians with mentorship program by 9/30/2024
- Participate in 3 National Safety Campaigns by 9/30/2024
- Conduct 2 National Child Passenger Safety Certification courses by 9/30/2024
- Conduct 12 distracted/impaired driving events utilizing DWIPOD goggles and simulator by 9/30/2024
- Educate 2500 parents and guardians in classes/events on child passenger safety by 9/30/2024
- Distribute 800 car seats to qualified families in the ten county TxDOT Corpus Christi district by 9/30/2024
- Distribute 300 bicycle helmets by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$263,543.00	\$0.00	\$0.00	\$118,050.09	<b>\$381,593.09</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-DrisHosp-G-1YG-0043	PAR	Driscoll Children's Hospital

*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education

*Title / Desc.* **SAFE ON ALL ROADS (SOAR)**

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

*Objectives*

- Develop 1 Strategic Operation Plan by 11/30/2023
- Educate 2500 parents and guardians in classes/events on child passenger safety by 9/30/2024
- Support 3 National Safety Campaigns by 9/30/2024
- Conduct 2 National Child Passenger Safety Certification courses by 9/30/2024
- Conduct 12 distracted and impaired driving events by 9/30/2024
- Maintain 1 child passenger safety technician mentorship program by 9/30/2024
- Conduct 125 child passenger safety check up events and/or education classes. by 9/30/2024
- Distribute 767 car seats to qualified families in the eight county Pharr district by 9/30/2024
- Distribute 200 bicycle helmets by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$249,987.00	\$0.00	\$0.00	\$112,284.73	<b>\$362,271.73</b>

Planned Activity Name Division Organization Name  
 2024-Texas Ag-G-1YG-0030 TRF-TS Texas A&M Agrilife Extension Service

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

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

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

Objectives

- Conduct 6 Operation Kids classes targeting officers to support enforcement of child safety seat laws by 8/30/2024
- Maintain 3 online transportation safety courses for childcare providers by 8/31/2024
- Conduct 7 National Child Passenger Safety Technician Certification Trainings by 9/15/2024
- Develop 1 Strategic Operation Plan that outlines the program by 9/30/2024
- Distribute 1800 child safety seats to families in need by 9/30/2024
- Coordinate 2020 child safety seat in-person/virtual inspections by 9/30/2024
- Participate in 56 child safety seat checkup events in historically low-use and/or high need communities by 9/30/2024
- Implement 6 activities to promote new CPS technician mentoring and retention of current technicians by 9/30/2024
- Participate in 150 activities promoting public information and education resources to support grant objectives by 9/30/2024
- Participate in 400 educational programs on occupant protection, distracted driving, speeding and in and around vehicles by 9/30/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$1,078,920.32	\$0.00	\$0.00	\$373,466.20	<b>\$1,452,386.52</b>

Planned Activity Name District Organization Name  
 2024-TTI-G-1YG-0078 HOU Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

Title / Desc. **Anticipatory Guidance on Child Passenger Safety Triggered Through Pediatric Clinic Visits**

*This project aims to increase education on correct child restraint use at pediatric clinics by disseminating size and age appropriate anticipatory guidance.*

Objectives

- Produce 3 sets of information and education pieces for use and distribution at clinics by 3/31/2024
- Coordinate 4 participating medical sites for implementation of outreach on correct child seat use by 9/30/2024
- Evaluate 1 outreach project for improving correct child restraint use by 9/30/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$30,000.00	\$0.00	\$0.00	\$7,505.27	<b>\$37,505.27</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-TCH-G-1YG-0024	HOU	Texas Children's Hospital

*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education

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

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

*Objectives*

- Develop 1 Strategic Plan for Implementation of Grant in High Priority Areas by 9/30/2024
- Conduct 150 Surveys of parents and caregivers who attend a local inspection station or event by 9/30/2024
- Distribute 35000 Educational materials on child passenger safety to the community by 9/30/2024
- Conduct 50 Media exposures related to child passenger safety by 9/30/2024
- Conduct 2000 Child safety seat inspections at community events and inspection stations by 9/30/2024
- Distribute 1000 Child restraint systems to low-income/vulnerable populations at inspection stations and events by 9/30/2024
- Coordinate 2 Child Passenger Safety Technician training courses by 9/30/2024
- Conduct 25 Child Passenger Safety Events by 9/30/2024
- Coordinate 4 CEU and specialized training classes focused on CPS technician retention by 9/30/2024
- Teach 25 Car seat safety classes for parents and professionals by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$275,000.00	\$0.00	\$0.00	\$258,265.51	<b>\$533,265.51</b>

*Planned Activity Name* 2024-TDSHS-G-1YG-0127 *Division* TRF-TS *Organization Name* Texas Department of State Health Services

*Primary Countermeasure Strategy ID* : Occupant Protection Public Information and Education

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

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

*Objectives*

- Update 1 Strategic Plan that outlines Safe Riders outreach by 4/30/2024
- Coordinate 6 Regional Child Safety Seat Checkup Events in Collaboration with Texas Regional Partners by 9/30/2024
- Coordinate 1 Texas Child Passenger Safety Technician Retention program by 9/30/2024
- Support 1 National CPS Week by 9/30/2024
- Conduct 4 Statewide CPS Certification Trainings for Technicians by 9/30/2024
- Conduct 6 Program Meetings/Trainings/Site Visits with Distribution Site Partners by 9/30/2024
- Distribute 2400 Child Safety Seats to Distribution Site Partners and Community Stakeholders by 9/30/2024

*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	\$525,000.00	\$0.00	\$0.00	\$251,000.00	<b>\$776,000.00</b>

*Planned Activity Name* 2024-TxHSTF-G-1YG-0089 *Division* TRF-TS *Organization Name* Texas Heatstroke Task Force

*Primary Countermeasure Strategy ID* : Occupant Protection Public Information and Education

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

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

*Objectives*

- Produce 36 social media postings on THTF social media accounts by 9/30/2024
- Produce 2 rapid response kits to send to THTF members following a PVH death by 9/30/2024
- Maintain 475 volunteer members in the THTF by 9/30/2024
- Conduct 1 virtual meeting for THTF members by 4/30/2024
- Conduct 3 news media stories by 9/30/2024
- Conduct 5 child vehicular heatstroke presentations to groups and/or conferences by 9/30/2024
- Conduct 4 temperature comparison demonstrations at public venues by 9/30/2024
- Distribute 10 activity logs to THTF members by 9/30/2024
- Distribute 10 email updates to THTF members by 9/30/2024
- Develop 1 Strategic Operational Plan by 12/31/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$24,649.94	\$0.00	\$0.00	\$6,410.11	<b>\$31,060.05</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TxDOT-G-1YG-0166	TRF-TS	TxDOT - Traffic Safety

*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education

*Title / Desc.* **Click It or Ticket. Public Information and Education Campaign**

*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:**

<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	\$1,600,000.00	\$0.00	\$0.00	\$1,600,000.00	<b>\$3,200,000.00</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TxDOT-G-1YG-0169	TRF-TS	TxDOT - Traffic Safety

*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education

*Title / Desc.* **Youth Occupant Protection Traffic Safety Campaign**

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

**Budget:**

<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	\$700,000.00	\$0.00	\$0.00	\$700,000.00	<b>\$1,400,000.00</b>



<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-WISH-G-1YG-0118	DAL	Women & Infants Specialty Health

*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education

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

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

**Objectives**

- Conduct 2 National Child Passenger Safety (CPS) Certification Training Courses by 9/28/2024
- Implement 1 Mentoring program for North Texas Child Passenger Safety (CPS) technicians by 9/30/2024
- Coordinate 3 Meetings with local CPS coalitions or other local traffic safety partners to support CPS initiatives by 9/25/2024
- Educate 10000 Families with children 0-8 years of age at PHHS or through other community partners by 9/30/2024
- Create 2 Child Passenger Safety (CPS) update newsletters and distribute them to CPS technicians by 9/20/2024
- Conduct 6 Community car seat/booster seat check-up events by 9/30/2024
- Conduct 2 Child Passenger Safety Advocate (CPSA) presentations for Parkland staff or other community advocates by 9/25/2024
- Identify 2 Child Passenger Safety Continuing Education (CEU) opportunities for re-certifying technicians by 9/28/2024
- Conduct 200 Child occupant restraint use observations of newborns discharge at Parkland Health (PH) by 9/30/2024
- Conduct 200 Child occupant restraint use observations of children 0-8 years of age at PH COPC Clinic by 9/30/2024

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$70,000.00	\$0.00	\$0.00	\$30,734.77	<b>\$100,734.77</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-SafetyCi-G-1YG-0117	ABL	Safety City Abilene

*Primary Countermeasure Strategy ID :* Occupant Protection Training

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

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

*Objectives*

- Educate 500 School age children through a variety of after school, summer, or other outreach programs. by 9/30/2024
- Educate 6000 School age children in pedestrian, bicycle, railroad, bus, seatbelt, and traffic safety. by 9/30/2024
- Distribute 6000 Educational material to enhance pedestrian, bicycle, railroad, bus, seat belt, and traffic safety. by 9/30/2024
- Develop 1 A Strategic Operational Plan that outlines the programs goal and objectives by 11/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$10,012.54	\$0.00	\$0.00	\$5,661.00	<b>\$15,673.54</b>

# Occupant Protection

## Budget Module: OP - 05

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	40	\$600,000.00		\$500,000.00						\$100,000.00	
Evaluation	4	\$636,350.96		\$509,000.00						\$127,350.96	
Public Information and Education	11	\$8,532,991.80	\$2,162,100.26	\$2,855,000.00						\$3,515,891.54	\$333,543.00
Training	1	\$15,673.54	\$10,012.54							\$5,661.00	\$10,012.54
<b>TOTALS:</b>	<b>56</b>	<b>\$9,785,016.30</b>	<b>\$2,172,112.80</b>	<b>\$3,864,000.00</b>						<b>\$3,748,903.50</b>	<b>\$343,555.54</b>

## Goals

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

## Strategies

- Improve data collection on pedestrian/bicyclist fatalities and serious injuries.
- Improve identification of problem areas for pedestrians/bicyclists.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.
- Increase public information and education on motorists' responsibilities pertaining to pedestrian and bicycle safety.

## Project Descriptions

Task: **Evaluation**

*Pedestrian and Bicyclist Safety PS - 06*

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0019	FTW	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Evaluation

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

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

### *Objectives*

- Evaluate 1 information and education outreach program for pedestrians near bus stops by 9/30/2024
- Distribute 3 types of outreach materials by 9/12/2024
- Develop 3 outreach materials (e.g., pedestrian fact sheet, driver fact sheet, bus poster) by 6/30/2024
- Develop 1 list of 60 high risk bus stop locations by 4/30/2024
- Obtain 1 geometric, environment, land use and traffic variables at bus stops by 3/31/2024
- Demonstrate 1 strategic operational plan by 9/30/2024
- Identify 2 sets of bus stops in Fort Worth with high and low pedestrian crash frequency by 12/31/2023

### *Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$120,000.00	\$0.00	\$0.00	\$30,013.51	<b>\$150,013.51</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-UTatArli-G-1YG-0128	DAL	The University of Texas at Arlington

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Evaluation

*Title / Desc.* **App-based Crowd Sourcing of Bicycle and Pedestrian Conflict Data**

*Creating an app to collect conflict data for safety decisions for pedestrians and pedalcyclists represents a critical need because their crashes more often end in serious and fatal severities.*

*Objectives*

- Collect 500 vulnerable road user conflicts in Collin, Dallas, Denton and/or Tarrant counties by 8/31/2024
- Enroll 30 App users by 5/31/2024
- Develop 1 app for recording conflict data for vulnerable road users by 5/31/2024
- Collect 10 user descriptions of app features by 11/30/2023
- Evaluate 1 app for recording conflict data for vulnerable road users by 8/31/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$84,997.18	\$0.00	\$0.00	\$27,998.00	<b>\$112,995.18</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-CFRS-G-1YG-0111	HOU	Citizens for Road Safety

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

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

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

*Objectives*

- Participate in 10 Texas Pedestrian and Road Safety Coalitions and Groups to Gain Knowledge by 8/31/2024
- Produce 1 2024 Report on Pedestrian Injuries, Incidents and Problem Areas in Fort Bend County by 8/31/2024
- Conduct 6 Training for Law Enforcement on State Laws Applicable to Pedestrian Safety & Lisa Torry Smith Act by 8/31/2024
- Conduct 18 Public Information & Education Sessions on Pedestrian Safety & Lisa Torry Smith Act (LTSA) by 8/31/2024
- Develop 4 Training and Educational Resources for the New Texas Pedestrian Law, the Lisa Torry Smith Act by 6/14/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$349,108.50	\$0.00	\$0.00	\$138,847.00	<b>\$487,955.50</b>

*Planned Activity Name* 2024-LubbockP-G-1YG-0144 *District* LBB *Organization Name* City of Lubbock Parks & Recreation

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

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

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

*Objectives*

- Educate 7500 students from elementary to middle school proper bicycle and riding techniques by 9/30/2024
- Educate 7550 student/group participants on motor vehicle safety by 9/30/2024
- Complete 3 professional training seminars or conferences by 9/30/2024
- Develop 2 one alliance with an outside organization and one partnership with other businesses for safer street by 9/30/2024
- Educate 7550 elementary to middle school students in safe pedestrian behavior while participating at Safety City by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$25,035.40	\$0.00	\$6,000.00	\$11,682.00	<b>\$42,717.40</b>

*Planned Activity Name* 2024-ESCVI-G-1YG-0016 *Division* TRF-TS *Organization Name* Education Service Center, Region VI

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

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

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

*Objectives*

- Develop 1 Strategic Operation Plan by 9/30/2024
- Identify 1 set of content material and activities to be used as training aids for training sessions by 9/30/2024
- Conduct 15 presentations/trainings in the S.H.A.R.E. Program by 9/30/2024
- Analyze 100 participant evaluations to determine the overall effectiveness of the S.H.A.R.E. Program by 9/30/2024
- Conduct 3 Bicycle Rodeo Event by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$54,349.83	\$0.00	\$0.00	\$18,125.60	<b>\$72,475.43</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-Ghisallo-G-1YG-0040	AUS	Ghisallo Foundation

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

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

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

*Objectives*

- Develop 1 strategic Operation Plan that demonstrates a data-driven project by 9/30/2024
- Produce 0 transit-based PI&E to promote safe driver, cyclist, and pedestrian behaviors and relevant Texas laws by 9/30/2024
- Distribute 40 reflective tape packs during community engagement to individuals at risk of crashes at night by 9/30/2024
- Distribute 75 bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2024
- Distribute 80 helmets to youth and adults without safe helmets by 9/30/2024
- Obtain 5 earned media segments airing covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2024
- Distribute 6000 PI&E materials covering relevant Texas State laws, rights, responsibilities for pedestrian and pedal by 9/30/2024
- Educate 100 adult participants about bike safety and Texas State Law via clinics and presentations. by 9/30/2024
- Educate 2000 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2024
- Educate 600 youth participants on in--depth bicycle safety skills and TX State Laws via Bike Club by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$175,000.01	\$0.00	\$0.00	\$58,619.00	<b>\$233,619.01</b>



<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-Ghisallo-G-1YG-0041	SAT	Ghisallo Foundation

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

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

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

*Objectives*

- Develop 1 Strategic Operation Plan that demonstrates a data-driver project by 11/30/2023
- Distribute 50 reflective stickers during community engagement to individuals at risk of crashes at night by 9/30/2024
- Distribute 40 bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2024
- Distribute 30 helmets to youth and adults without safe helmets by 9/30/2024
- Conduct 400 earned media segments covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2024
- Distribute 4500 PI&E materials covering relevant Texas State laws and rights and responsibilities by 9/30/2024
- Participate in 10 community events to provide PI&E related to driver, cyclist, and pedestrian safety by 9/30/2024
- Educate 200 adult participants about bike safety and Texas State Law via clinics and presentations by 9/30/2024
- Educate 2000 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2024
- Educate 80 youth participants on in--depth bicycle safety skills and TX State Laws via Bike Clubs by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$125,000.00	\$0.00	\$0.00	\$31,358.20	<b>\$156,358.20</b>

<i>Planned Activity Name</i> 2024-TTI-G-1YG-0049	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education

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

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

**Objectives**

- Create 1 Infographic summarizing crash analysis findings by 7/31/2024
- Complete 1 Summary memorandum by 9/30/2024
- Develop 1 Strategic operational plan by 12/31/2023
- Produce 1 Safety video covering safe and proper use of pedestrian & bicycle signs, signals and/or markings by 7/31/2024
- Achieve 5000 Social media engagements by 9/30/2024
- Distribute 400 Safety messages to adult pedestrians, cyclists and motorists via social media by 9/30/2024
- Conduct 2 Bicycle/Pedestrian Safety Presentations to Adult Texans by 9/30/2024
- Conduct 1 Crash analysis of fatal ped & bike crashes with a contributing factor of “other or none listed” by 5/31/2024

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$119,989.71	\$0.00	\$0.00	\$30,013.42	<b>\$150,003.13</b>

<i>Planned Activity Name</i> 2024-TTI-G-1YG-0051	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education

*Title / Desc.* **Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws**

*This project aims to identify barriers to understanding pedestrian and bicycle safety laws in Texas, as well as educate the public on these laws.*

**Objectives**

- Produce 1 Final Report by 9/30/2024
- Develop 1 Strategic operational plan by 12/31/2023
- Attend 3 Community coalition meetings to promote the resources and materials developed under the grant by 9/30/2024
- Distribute 10 Supplemental curriculum and video developed in FY23 to driver education companies by 9/30/2024
- Complete 2 Focus groups with Texas driver education stakeholders by 9/30/2024
- Survey 300 Texans on pedestrian and bicycle laws and behavior by 6/30/2024

**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	405G	BGPE	\$99,995.87	\$0.00	\$0.00	\$25,013.41	<b>\$125,009.28</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0056	TRF-TS	Texas A&M Transportation Institute

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

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

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

*Objectives*

- Develop 1 Strategic Operational Plan by 12/31/2023
- Administer 1 student led activity and evaluation for distracted walking behavior at TDS program school by 9/15/2024
- Maintain 1 Texas youth pedestrian and bicyclist Power BI data visualization dashboard for TTIs & TxDOT's use by 9/15/2024
- Distribute 130 peer leader workbooks to high school age teens to advance safer access to school by 9/15/2024
- Maintain 3 social media channels for education & awareness on state laws applicable to pedestrian & bike safety by 9/15/2024
- Administer 2 pedestrian and bike safety presentations (in-person/virtual) to educate youth & evaluate workshop by 9/15/2024
- Attend 3 collaborative partnership outreach events in Texas to focus on pedestrian & bicyclists safety by 9/15/2024
- Provide 7 activities that educate youth on motorists, pedestrian and bicyclists responsibilities & state laws by 9/15/2024
- Provide 130 print educational toolkits to student teams at the junior high and high school level by 9/15/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$200,000.00	\$0.00	\$0.00	\$50,041.02	<b>\$250,041.02</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0058	TRF-TS	Texas A&M Transportation Institute

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

*Title / Desc.* **Statewide Pedestrian and Motorist Outreach and Support to Address Pedestrian Safety Behaviors**

*Public education and information outreach employing pedestrian safety groups and pedestrians to raise both pedestrian and motorists' knowledge of pedestrian safety and associated laws.*

*Objectives*

- Evaluate 1 Pedestrian Campaign Outreach by 9/27/2024
- Develop 1 Pedestrian Safety Resource Library by 8/23/2024
- Create 1 Pedestrian Safety Technical Brief by 9/2/2024
- Conduct 3 Pedestrian Safety Webinars by 9/24/2024
- Conduct 1 Pedestrian Safety Forum by 9/13/2024
- Provide 5 Traffic Safety Specialist Coalition Presentations by 9/13/2024
- Conduct 3 Statewide Pedestrian Safety Coalition Meetings by 7/31/2024
- Create 1 Pedestrian Support and Strategic Outreach Plan by 3/22/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$189,182.55	\$0.00	\$0.00	\$47,325.21	<b>\$236,507.76</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-TCH-G-1YG-0025	HOU	Texas Children's Hospital

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

*Title / Desc.* **Pedestrian and Bicycle Safety Education and Outreach**

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

*Objectives*

- Educate 7500 Children about safe pedestrian and/or bicyclist skills and behaviors by 9/30/2024
- Develop 1 Strategic Plan for Implementation of Grant in High Priority Areas by 9/30/2024
- Conduct 100 Surveys focused on the walking or biking behaviors of children and adults by 9/30/2024
- Coordinate 20 Media exposures about pedestrian and/or bicycle safety by 9/30/2024
- Distribute 30000 Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2024
- Distribute 650 Helmets to children with bicycles, that are in need of appropriately fitted helmets by 9/30/2024
- Coordinate 15 Pedestrian safety events by 9/30/2024
- Coordinate 20 Bicycle safety events and/or bicycle rodeos by 9/30/2024
- Conduct 75 Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$110,000.00	\$0.00	\$0.00	\$77,538.02	<b>\$187,538.02</b>

Planned Activity Name 2024-TxDOT-G-1YG-0164 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **BSDS-Pedestrian Safety: Pedestrian Safety Public Education and Awareness Campaign**

*This campaign aims to reduce the number of pedestrians hurt or killed in crashes by raising awareness of pedestrian safety issues and encouraging safe traffic behaviors among drivers and pedestrians.*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$2,900,000.00	\$0.00	\$0.00	\$2,900,000.00	<b>\$5,800,000.00</b>

Planned Activity Name 2024-TxDOT-G-1YG-0167 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **BSDS-Ped/Bike State Laws: Pedestrian and Bicycle State Law Public Education and Awareness Campaign**

*This public outreach campaign is aimed at educating drivers, pedestrians, and bicyclists on state laws applicable to pedestrian and bicycle safety and encouraging safe and smart traffic behaviors.*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405G	BGPE	\$1,500,000.00	\$0.00	\$0.00	\$1,500,000.00	<b>\$3,000,000.00</b>

Planned Activity Name 2024-FarmCity-G-1YG-0140 Division TRF-TS Organization Name Farm & City

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

Title / Desc. **Safe Streets for Texans - Phase II**

*To provide trainings for city and county staff to effectively adopt Vision Zero goals and action plans and take advantage of federal safety funding.*

**Objectives**

- Evaluate 25 Safe Streets For Texans Phase II trainings by 9/30/2024
- Teach 25 Safe Streets For Texans trainings by 9/30/2024
- Create 1 strategic plan during the FY24 grant year by 11/30/2023
- Update 1 Safe Streets For Texans training program by 1/31/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$66,760.80	\$0.00	\$0.00	\$19,668.84	<b>\$86,429.64</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-FarmCity-G-1YG-0146	TRF-TS	Farm & City

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Training

*Title / Desc.* **Pedestrian Safety Trainings for Law Enforcement**

*To provide trainings for law enforcement on state laws related to pedestrian and bicycle safety, and how a Vision Zero approach can make our streets safer for people of all ages and abilities.*

*Objectives*

- Evaluate 10 Pedestrian Safety Trainings for Law Enforcement by 9/30/2024
- Teach 10 Pedestrian Safety Trainings for Law Enforcement by 9/30/2024
- Create 1 strategic plan during the FY24 grant year by 11/30/2023
- Develop 1 Pedestrian Safety Trainings for Law Enforcement program by 1/31/2024

*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	405G	BGTR	\$66,238.30	\$0.00	\$0.00	\$18,252.96	<b>\$84,491.26</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0050	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Training

*Title / Desc.* **Law Enforcement Training on Pedestrian and Bicyclist Laws**

*To train law enforcement on state laws related to pedestrian and bicycle safety and provide resources for their enforcement efforts.*

*Objectives*

- Develop 1 Final Report by 9/30/2024
- Develop 1 Strategic operational plan by 12/31/2023
- Attend 3 Community coalitions to share available resources and promote trainings by 9/30/2024
- Train 75 Law enforcement officers on state pedestrian and bicyclist laws by 9/30/2024
- Update 1 Curriculum for workshops on state pedestrian and bicyclist laws by 1/31/2024
- Distribute 1000 Project resources by 9/30/2024

*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	405G	BGTR	\$99,995.61	\$0.00	\$0.00	\$25,011.19	<b>\$125,006.80</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0053	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Training

*Title / Desc.* **Adolescent Child Safety Education Focusing on Pedestrians/Bicyclists Aged 11-14 Years Old**

*This project will provide educational curriculum and technology supplement (Virtual Reality experience) targeting adolescent pedestrians and bicyclists regarding critical safety concepts.*

*Objectives*

- Distribute 1 Developed E-Curriculum and Video Throughout the Web-Page by 9/15/2024
- Develop 1 Curriculum for Target Lesson by 4/25/2024
- Develop 1 Educational Virtual Reality Adapted Video by 8/20/2024
- Develop 1 Scenario Including Identified Risk Situations and Safe Behaviors to the Situations by 3/22/2024
- Complete 1 List of High-Risk Situations at Young Pedestrian/Bicyclists-Involved Crashes by 2/15/2024
- Develop 1 FY2024 Strategic Plan to Reduce KA Crashes Involving Adolescent Pedestrians and Bicyclists by 11/30/2023
- Acquire 1 Institutional Review Board Approval by 11/10/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$130,000.00	\$0.00	\$0.00	\$32,520.31	<b>\$162,520.31</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0054	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Training

*Title / Desc.* **Pedestrian Safety Improvement of Older Vulnerable Users in Texas**

*This project targets improving transportation safety for older pedestrians aged 65 years or older through a safety assessment, educational kit development, and educational outreach.*

*Objectives*

- Complete 1 Educational Sessions at the Top 5 Communities Experiencing High Volume of Crashes by 9/30/2024
- Develop 1 Website to Disseminate an Electronic Copy of Educational Kit by 7/31/2024
- Develop 1 Brochure and Educational Kit for Older Pedestrian Mid-Block Safety Improvement by 6/15/2024
- Complete 1 Safety Assessment using the Dataset Prepared by 3/15/2024
- Provide 1 Summary of Literature Review on Safety of Older Pedestrians by 2/15/2024
- Develop 1 FY2024 Strategic Plan by 11/30/2023
- Acquire 1 Institutional Review Board Approval by 12/15/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$110,000.00	\$0.00	\$0.00	\$27,517.19	<b>\$137,517.19</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0062	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Training

*Title / Desc.* **Safer Streets with Shared Micromobility: Identifying and Addressing Safety Risks for Vulnerable Road**

*This project will educate stakeholders on micromobility traffic safety issues by examining current practices, and identifying evidence-based approaches to enhance safety for vulnerable road users.*

*Objectives*

- Develop 1 Safer Streets for Micromobility Project Strategic Plan by 12/30/2023
- Develop 3 infographics addressing traffic safety risks of micromobility by 9/30/2024
- Develop 1 reference guide for law enforcement by 8/31/2024
- Complete 3 micromobility traffic safety trainings with safety coalitions or other appropriate organizations by 9/30/2024
- Develop 1 curriculum on micromobility safety by 7/31/2024
- Survey 150 micromobility users on unreported crashes and safety issues by 8/15/2024
- Complete 1 literature review on micromobility use and traffic safety by 3/31/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$99,999.62	\$0.00	\$0.00	\$25,008.91	<b>\$125,008.53</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0071	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Training

*Title / Desc.* **Street Coaching for Pedestrians & Cyclists: Putting Laws Into Practice on University Campuses**

*This project will change behaviors related to pedestrian & bicycle safety by engaging students, staff, and law enforcement on a large university campus regarding existing pedestrian and bicycle laws.*

*Objectives*

- Revise 1 law enforcement mobilization plan that addresses pedestrian and bicycle traffic law enforcement by 8/15/2024
- Develop 3 ped/bike law pocket guide for distribution to students, staff, and campus safety stakeholders by 9/30/2024
- Distribute 1 pedestrian and bicycle traffic law trainings to 10 university-based organizations by 9/15/2024
- Establish 1 group of local traffic safety stakeholders to serve in an advisory capacity by 4/30/2024
- Conduct 2 focus group meetings with stakeholders who use proximate university roadway systems by 4/30/2024
- Complete 1 crash analysis for a selected university campus by 4/15/2024
- Develop 1 Street Coaching Project Strategic Plan by 12/31/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405G	BGTR	\$200,000.00	\$0.00	\$0.00	\$50,023.04	<b>\$250,023.04</b>



# Pedestrian and Bicyclist Safety

Budget Module: PS - 06

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	2	\$263,008.69	\$204,997.18							\$58,011.51	
Public Information and Education	12	\$10,742,224.75	\$4,247,666.00				\$1,599,995.87		\$6,000.00	\$4,888,562.88	\$349,108.50
Training	7	\$970,996.77	\$406,760.42				\$366,233.91			\$198,002.44	
<b>TOTALS:</b>	<b>21</b>	<b>\$11,976,230.21</b>	<b>\$4,859,423.60</b>				<b>\$1,966,229.78</b>		<b>\$6,000.00</b>	<b>\$5,144,576.83</b>	<b>\$349,108.50</b>

## Goals

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

## Strategies

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

## Project Descriptions

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Planned Activity Name Division Organization Name  
 2024-TxDOT-G-1YG-0175 TRF-TS TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

*Provide enhanced sustained enforcement covering multiple offenses, focusing on Speed, DWI, Intersection Traffic Control (ITC), Occupant Protection (OP) or Distracted Driving (DD) violations.*

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2024-Abilene-S-1YG-00068	City of Abilene Police Department	402	PT	\$54,999.01	\$15,960.24	<b>\$70,959.25</b>
2024-AltonPD-S-1YG-00004	City of Alton Police Department	402	PT	\$11,997.25	\$3,002.35	<b>\$14,999.60</b>
2024-AlvinPD-S-1YG-00047	City of Alvin Police Department	402	PT	\$11,549.91	\$3,391.05	<b>\$14,940.96</b>
2024-AmarilloPD-S-1YG-00070	City of Amarillo Police Department	402	PT	\$151,455.00	\$38,116.53	<b>\$189,571.53</b>
2024-AngletonPD-S-1YG-00110	City of Angleton Police Department	402	PT	\$12,000.00	\$3,028.37	<b>\$15,028.37</b>
2024-AnsonPD-S-1YG-00124	City of Anson Police Department	402	PT	\$11,988.00	\$3,110.40	<b>\$15,098.40</b>
2024-aransasPD-S-1YG-00121	City of Aransas Pass Police Department	402	PT	\$11,971.20	\$3,268.55	<b>\$15,239.75</b>
2024-Arlington-S-1YG-00006	City of Arlington Police Department	402	PT	\$237,000.00	\$59,250.00	<b>\$296,250.00</b>
2024-AustinPD-S-1YG-00066	City of Austin Police Department	402	PT	\$591,000.01	\$147,749.60	<b>\$738,749.61</b>
2024-Balcones-S-1YG-00131	City of Balcones Heights Police Department	402	PT	\$11,973.52	\$4,541.67	<b>\$16,515.19</b>
2024-Beaumont-S-1YG-00064	City of Beaumont Police Department	402	PT	\$89,970.00	\$27,818.72	<b>\$117,788.72</b>
2024-BertramPD-S-1YG-00103	The City of Bertram Police Department	402	PT	\$11,268.40	\$2,892.72	<b>\$14,161.12</b>
2024-BexarCoSO-S-1YG-00034	Bexar County Sheriff's Office	402	PT	\$323,147.26	\$86,917.80	<b>\$410,065.06</b>
2024-BexarPR3-S-1YG-00109	Bexar County Constable Pct 3	402	PT	\$11,974.30	\$3,195.79	<b>\$15,170.09</b>
2024-BishopPD-S-1YG-00126	City of Bishop Police Department	402	PT	\$8,429.46	\$2,193.81	<b>\$10,623.27</b>
2024-BordenCoSO-S-1YG-00076	Borden County Sheriff's Office	402	PT	\$11,990.22	\$3,012.20	<b>\$15,002.42</b>
2024-BrownsPD-S-1YG-00049	City of Brownsville Police Department	402	PT	\$77,974.04	\$19,703.82	<b>\$97,677.86</b>
2024-BullardPD-S-1YG-00029	City of Bullard Police Department	402	PT	\$11,995.62	\$3,189.75	<b>\$15,185.37</b>
2024-CameronPD-S-1YG-00088	City of Cameron Police Department	402	PT	\$11,997.00	\$3,016.12	<b>\$15,013.12</b>
2024-CdrPrkPD-S-1YG-00122	City of Cedar Park Police Department	402	PT	\$11,697.43	\$3,016.20	<b>\$14,713.63</b>
2024-CedarPD-S-1YG-00051	City of Cedar Hill Police Department	402	PT	\$11,932.50	\$3,879.26	<b>\$15,811.76</b>
2024-Chambers-S-1YG-00115	Chambers County Sheriff's Office	402	PT	\$19,419.10	\$6,249.07	<b>\$25,668.17</b>
2024-ClydePD-S-1YG-00107	City of Clyde Police Department	402	PT	\$11,974.56	\$3,252.83	<b>\$15,227.39</b>
2024-ColemnPD-S-1YG-00118	City of Coleman Police Department	402	PT	\$11,995.74	\$3,102.10	<b>\$15,097.84</b>
2024-ColStaPD-S-1YG-00069	City of College Station Police Department	402	PT	\$32,964.32	\$8,287.56	<b>\$41,251.88</b>
2024-ComancheCOSO-S-1YG-00111	Comanche County Sheriff's Office	402	PT	\$11,970.00	\$3,324.66	<b>\$15,294.66</b>
2024-CorpusPD-S-1YG-00031	City of Corpus Christi Police Department	402	PT	\$167,000.00	\$42,669.75	<b>\$209,669.75</b>
2024-CrockettPD-S-1YG-00086	City of Crockett Police Department	402	PT	\$8,982.75	\$2,264.44	<b>\$11,247.19</b>
2024-Dallas-S-1YG-00002	City of Dallas Police Department	402	PT	\$770,750.00	\$204,515.99	<b>\$975,265.99</b>
2024-DeerPark-S-1YG-00041	City of Deer Park Police Department	402	PT	\$43,991.76	\$17,368.89	<b>\$61,360.65</b>
2024-DibollPD-S-1YG-00100	City Of Diboll Police Department	402	PT	\$11,986.28	\$3,011.62	<b>\$14,997.90</b>
2024-Dickinson-S-1YG-00027	City of Dickinson Police Department	402	PT	\$11,976.79	\$3,049.29	<b>\$15,026.08</b>

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2024-DriscollPD-S-1YG-00043	City of Driscoll Police Department	402	PT	\$14,229.00	\$3,561.15	<b>\$17,790.15</b>
2024-EagleLkPD-S-1YG-00101	City of Eagle Lake Police Department	402	PT	\$11,969.00	\$3,029.62	<b>\$14,998.62</b>
2024-EarlyPD-S-1YG-00093	City of Early Police Department	402	PT	\$11,990.00	\$3,308.97	<b>\$15,298.97</b>
2024-EastlaPD-S-1YG-00130	City of Eastland Police Department	402	PT	\$11,986.76	\$3,188.89	<b>\$15,175.65</b>
2024-EdinbuPD-S-1YG-00078	City of Edinburg Police Department	402	PT	\$36,999.58	\$9,941.79	<b>\$46,941.37</b>
2024-EIPasoISD-S-1YG-00061	City of El Paso ISD Police Department	402	PT	\$11,568.96	\$3,200.19	<b>\$14,769.15</b>
2024-EIPasoPD-S-1YG-00011	City of El Paso Police Department	402	PT	\$219,999.20	\$55,209.42	<b>\$275,208.62</b>
2024-EulesS-S-1YG-00094	City of Eules Police Department	402	PT	\$36,964.65	\$9,423.70	<b>\$46,388.35</b>
2024-FBCoCP3-S-1YG-00077	Fort Bend County Constable Precinct 3	402	PT	\$19,677.92	\$5,147.53	<b>\$24,825.45</b>
2024-FBCoSO-S-1YG-00013	Fort Bend County Sheriff's Office	402	PT	\$49,860.00	\$12,817.62	<b>\$62,677.62</b>
2024-FortBendPct1-S-1YG-00009	Fort Bend County Constable Precinct 1	402	PT	\$19,532.25	\$5,315.04	<b>\$24,847.29</b>
2024-Fortworth-S-1YG-00072	City of Fort Worth Police Department	402	PT	\$259,016.37	\$64,872.00	<b>\$323,888.37</b>
2024-FranklinCOSO-S-1YG-00104	Franklin County Sheriff's Office	402	PT	\$11,979.67	\$3,581.92	<b>\$15,561.59</b>
2024-FriscoPD-S-1YG-00056	City of Frisco Police Department	402	PT	\$64,904.45	\$16,407.32	<b>\$81,311.77</b>
2024-GalCOSO-S-1YG-00019	Galveston County Sheriff's Office	402	PT	\$27,963.78	\$7,016.11	<b>\$34,979.89</b>
2024-Galveston-S-1YG-00060	City of Galveston Police Department	402	PT	\$33,932.31	\$8,703.64	<b>\$42,635.95</b>
2024-GarlandPD-S-1YG-00015	City of Garland Police Department	402	PT	\$113,989.53	\$28,630.12	<b>\$142,619.65</b>
2024-GrandPra-S-1YG-00053	City of Grand Prairie Police Department	402	PT	\$78,505.37	\$19,924.66	<b>\$98,430.03</b>
2024-GrapevinePD-S-1YG-00081	City of Grapevine Police Department	402	PT	\$11,972.38	\$3,154.13	<b>\$15,126.51</b>
2024-HamlinPD-S-1YG-00096	The City of Hamlin Police Department	402	PT	\$11,997.00	\$3,273.09	<b>\$15,270.09</b>
2024-HarkerHPD-S-1YG-00030	City of Harker Heights Police Department	402	PT	\$11,987.03	\$2,996.76	<b>\$14,983.79</b>
2024-Harlingen-S-1YG-00057	City of Harlingen Police Department	402	PT	\$36,000.00	\$9,041.51	<b>\$45,041.51</b>
2024-Harris4-S-1YG-00112	Harris County Constable Precinct 4	402	PT	\$49,995.95	\$12,644.96	<b>\$62,640.91</b>
2024-HarrisCo-S-1YG-00036	Harris County Sheriff's Office	402	PT	\$400,887.55	\$100,236.96	<b>\$501,124.51</b>
2024-HarrisP1-S-1YG-00038	Harris County Constable Precinct 1	402	PT	\$74,995.80	\$19,043.99	<b>\$94,039.79</b>
2024-HarrisP2-S-1YG-00135	Harris County Constable Precinct 2	402	PT	\$24,996.92	\$6,309.26	<b>\$31,306.18</b>
2024-HarrisP5-S-1YG-00039	Harris County Constable Precinct 5	402	PT	\$49,830.88	\$12,484.12	<b>\$62,315.00</b>
2024-HawleyPD-S-1YG-00116	City of Hawley Police Department	402	PT	\$11,991.42	\$3,010.75	<b>\$15,002.17</b>
2024-HendersonCoSO-S-1YG-00062	Henderson County Sherriff's Office	402	PT	\$29,988.50	\$7,635.07	<b>\$37,623.57</b>
2024-HondoPD-S-1YG-00083	City Of Hondo Police Department	402	PT	\$12,064.48	\$3,247.62	<b>\$15,312.10</b>
2024-HoustonPD-S-1YG-00026	City of Houston Police Department	402	PT	\$999,999.31	\$503,874.71	<b>\$1,503,874.02</b>
2024-InglesidePD-S-1YG-00080	City of Ingleside Police Department	402	PT	\$11,990.00	\$3,132.40	<b>\$15,122.40</b>
2024-Irving-S-1YG-00014	City of Irving Police Department	402	PT	\$102,992.01	\$25,851.18	<b>\$128,843.19</b>
2024-JacintPD-S-1YG-00089	City of Jacinto City Police Department	402	PT	\$11,998.38	\$3,018.79	<b>\$15,017.17</b>
2024-JacksboroPD-S-1YG-00129	The City of Jacksboro Police Department	402	PT	\$11,956.79	\$3,023.28	<b>\$14,980.07</b>
2024-JacksonviPD-S-1YG-00018	City of Jacksonville Police Department	402	PT	\$11,970.07	\$3,012.86	<b>\$14,982.93</b>
2024-JeffersonCoSO-S-1YG-00117	Jefferson County Sheriff's Office	402	PT	\$24,984.75	\$6,985.74	<b>\$31,970.49</b>
2024-KempnerPD-S-1YG-00136	The City of Kempner Police Department	402	PT	\$10,340.00	\$2,683.86	<b>\$13,023.86</b>
2024-KilleenPD-S-1YG-00065	City of Killeen Police Department	402	PT	\$49,998.00	\$12,549.50	<b>\$62,547.50</b>
2024-KylePD-S-1YG-00044	City of Kyle Police Department	402	PT	\$11,948.00	\$3,193.16	<b>\$15,141.16</b>

Task: **Enforcement**

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2024-LaJoyaPD-S-1YG-00092	The City of La Joya Police Department	402	PT	\$11,997.71	\$3,582.15	<b>\$15,579.86</b>
2024-LaPorte-S-1YG-00022	City of La Porte Police Department	402	PT	\$26,972.12	\$7,122.31	<b>\$34,094.43</b>
2024-LaredoPD-S-1YG-00040	City of Laredo Police Department	402	PT	\$94,996.32	\$29,448.86	<b>\$124,445.18</b>
2024-LongviPD-S-1YG-00085	City of Longview Police Department	402	PT	\$39,992.00	\$10,002.57	<b>\$49,994.57</b>
2024-ManorPD-S-1YG-00113	City of Manor Police Department	402	PT	\$11,995.64	\$3,005.99	<b>\$15,001.63</b>
2024-McAllenPD-S-1YG-00024	City of McAllen Police Department	402	PT	\$71,000.00	\$17,750.00	<b>\$88,750.00</b>
2024-McKinney-S-1YG-00098	City of McKinney Police Department	402	PT	\$45,000.00	\$12,726.00	<b>\$57,726.00</b>
2024-Mesquite-S-1YG-00016	City of Mesquite Police Department	402	PT	\$38,343.26	\$9,592.12	<b>\$47,935.38</b>
2024-Mission-S-1YG-00021	City of Mission Police Department	402	PT	\$37,000.00	\$9,417.02	<b>\$46,417.02</b>
2024-MissouriPD-S-1YG-00035	City of Missouri City Police Department	402	PT	\$22,992.00	\$6,019.20	<b>\$29,011.20</b>
2024-MoCoP1Co-S-1YG-00025	Montgomery County Constables Office Pct 1	402	PT	\$11,946.52	\$3,645.59	<b>\$15,592.11</b>
2024-MontgoSO-S-1YG-00012	Montgomery County Sheriff's Office	402	PT	\$123,960.00	\$40,435.75	<b>\$164,395.75</b>
2024-MooreCoSO-S-1YG-00097	Moore County Sheriff's Office	402	PT	\$11,971.50	\$3,744.69	<b>\$15,716.19</b>
2024-MtVernonPD-S-1YG-00045	City of Mount Vernon Police Department	402	PT	\$11,953.89	\$3,767.87	<b>\$15,721.76</b>
2024-NewBraun-S-1YG-00037	City of New Braunfels Police Department	402	PT	\$46,236.00	\$12,136.95	<b>\$58,372.95</b>
2024-NRichland-S-1YG-00005	City of North Richland Hills Police Department	402	PT	\$27,998.00	\$7,535.68	<b>\$35,533.68</b>
2024-Odessa-S-1YG-00017	City of Odessa Police Department	402	PT	\$39,623.98	\$10,386.65	<b>\$50,010.63</b>
2024-PalaciosPD-S-1YG-00108	City of Palacios Police Department	402	PT	\$9,388.18	\$2,352.94	<b>\$11,741.12</b>
2024-PasadePD-S-1YG-00050	City of Pasadena Police Department	402	PT	\$80,923.00	\$80,923.00	<b>\$161,846.00</b>
2024-pearlaPD-S-1YG-00079	City of Pearland Police Department	402	PT	\$11,986.00	\$3,056.43	<b>\$15,042.43</b>
2024-PharrPD-S-1YG-00073	City of Pharr Police Department	402	PT	\$11,982.50	\$3,794.61	<b>\$15,777.11</b>
2024-PlanoPD-S-1YG-00075	City of Plano Police Department	402	PT	\$107,929.58	\$30,932.62	<b>\$138,862.20</b>
2024-PortArthur-S-1YG-00067	City of Port Arthur Police Department	402	PT	\$19,260.12	\$5,188.68	<b>\$24,448.80</b>
2024-ProgresoPD-S-1YG-00114	City of Progreso Police Department	402	PT	\$11,992.92	\$3,041.21	<b>\$15,034.13</b>
2024-ProsperPD-S-1YG-00059	Town of Prosper Police Department	402	PT	\$11,975.62	\$3,120.85	<b>\$15,096.47</b>
2024-RichlandHillsPD-S-1YG-00132	City of Richland Hills Police Department	402	PT	\$11,949.75	\$3,548.02	<b>\$15,497.77</b>
2024-RosenbPD-S-1YG-00033	City of Rosenberg Police Department	402	PT	\$12,000.00	\$3,588.43	<b>\$15,588.43</b>
2024-SanAntPD-S-1YG-00010	City of San Antonio Police Department	402	PT	\$843,000.00	\$295,725.01	<b>\$1,138,725.01</b>
2024-SansomPD-S-1YG-00052	City of Sansom Park Police Department	402	PT	\$11,966.94	\$3,257.55	<b>\$15,224.49</b>
2024-SantaFe-S-1YG-00003	City of Santa Fe Police Department	402	PT	\$11,999.43	\$3,448.63	<b>\$15,448.06</b>
2024-ShallowaterPD-S-1YG-00133	The City of Shallowater Police Department	402	PT	\$3,991.96	\$1,113.76	<b>\$5,105.72</b>
2024-SouthlakePD-S-1YG-00095	City of Southlake Police Department	402	PT	\$24,963.00	\$8,420.38	<b>\$33,383.38</b>
2024-SouthSPPD-S-1YG-00023	City of Southside Place Police Department	402	PT	\$11,640.00	\$2,910.35	<b>\$14,550.35</b>
2024-SplendorPD-S-1YG-00032	City of Splendor Police Department	402	PT	\$11,799.00	\$3,010.81	<b>\$14,809.81</b>
2024-Sugarland-S-1YG-00048	City of Sugar Land Police Department	402	PT	\$32,996.00	\$9,481.32	<b>\$42,477.32</b>
2024-SullivanPD-S-1YG-00046	City of Sullivan City Police Department	402	PT	\$11,561.40	\$2,908.63	<b>\$14,470.03</b>
2024-TDPS-S-1YG-00008	Texas Department of Public Safety	402	PT	\$291,361.18	\$72,840.30	<b>\$364,201.48</b>
2024-TexarkPD-S-1YG-00082	City of Texarkana Police Department	402	PT	\$11,984.00	\$3,898.22	<b>\$15,882.22</b>
2024-TexasCityPD-S-1YG-00099	City of Texas City Police Department	402	PT	\$16,942.62	\$16,942.62	<b>\$33,885.24</b>

Task: **Enforcement**

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2024-Tomgreen-S-1YG-00058	Tom Green County	402	PT	\$31,000.00	\$7,980.79	<b>\$38,980.79</b>
2024-Tyler PD-S-1YG-00074	City of Tyler Police Department	402	PT	\$67,993.07	\$18,006.90	<b>\$85,999.97</b>
2024-Universal City PD-S-1YG-00128	City of Universal City Police Department	402	PT	\$11,971.56	\$3,001.92	<b>\$14,973.48</b>
2024-VictoriaPD-S-1YG-00090	City of Victoria Police Department	402	PT	\$25,971.50	\$6,517.64	<b>\$32,489.14</b>
2024-WacoPD-S-1YG-00042	City of Waco Police Department	402	PT	\$109,713.11	\$27,454.41	<b>\$137,167.52</b>
2024-WallerCOSO-S-1YG-00102	Waller County Sheriff's Office	402	PT	\$21,359.40	\$6,764.31	<b>\$28,123.71</b>
2024-WallerPD-S-1YG-00134	City of Waller Police Department	402	PT	\$12,000.00	\$3,000.00	<b>\$15,000.00</b>
2024-WhartonPD-S-1YG-00106	City of Wharton Police Department	402	PT	\$11,977.56	\$3,419.56	<b>\$15,397.12</b>
2024-WhitePD-S-1YG-00091	City of White Settlement Police Department	402	PT	\$11,990.42	\$3,077.40	<b>\$15,067.82</b>
2024-WichitaPD-S-1YG-00007	City of Wichita Falls Police Department	402	PT	\$41,947.62	\$10,535.49	<b>\$52,483.11</b>
2024-WillowParkPD-S-1YG-00125	City of Willow Park Police Department	402	PT	\$11,965.09	\$2,991.28	<b>\$14,956.37</b>
2024-Wylie-S-1YG-00028	City of Wylie Police Department	402	PT	\$11,899.65	\$11,899.65	<b>\$23,799.30</b>

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
123	402	PT	\$8,418,636.56	\$0.00	\$0.00	\$2,609,507.66	<b>\$11,028,144.22</b>

Planned Activity Name **2024-TxDOT-G-1YG-0176** Division **TRF-TS** Organization Name **TxDOT - Traffic Safety**

Primary Countermeasure Strategy ID : **Police Traffic Services Enforcement**

Title / Desc. **STEP CMV**

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

**Related SubProjects:**

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2024-AmarilloPD-S-CMV-00036	City of Amarillo Police Department	402	PT	\$58,909.00	\$15,133.90	<b>\$74,042.90</b>
2024-Arlington-S-CMV-00002	City of Arlington Police Department	402	PT	\$74,000.00	\$18,497.23	<b>\$92,497.23</b>
2024-AustinPD-S-CMV-00029	City of Austin Police Department	402	PT	\$74,000.00	\$20,252.90	<b>\$94,252.90</b>
2024-BertramPD-S-CMV-00032	The City of Bertram Police Department	402	PT	\$11,268.40	\$2,892.72	<b>\$14,161.12</b>
2024-BexarPR3-S-CMV-00040	Bexar County Constable Pct 3	402	PT	\$11,974.30	\$3,195.79	<b>\$15,170.09</b>
2024-Chambers-S-CMV-00041	Chambers County Sheriff's Office	402	PT	\$11,656.50	\$3,751.06	<b>\$15,407.56</b>
2024-CuneyPD-S-CMV-00005	City of Cuney Police Department	402	PT	\$11,883.00	\$2,996.87	<b>\$14,879.87</b>
2024-DeerPark-S-CMV-00016	City of Deer Park Police Department	402	PT	\$11,977.48	\$3,172.40	<b>\$15,149.88</b>
2024-DriscollPD-S-CMV-00017	City of Driscoll Police Department	402	PT	\$8,550.00	\$2,182.58	<b>\$10,732.58</b>
2024-EdinbuPD-S-CMV-00031	City of Edinburg Police Department	402	PT	\$11,998.51	\$3,224.00	<b>\$15,222.51</b>
2024-FBCoCP3-S-CMV-00035	Fort Bend County Constable Precinct 3	402	PT	\$11,995.87	\$3,090.13	<b>\$15,086.00</b>
2024-FBCoSO-S-CMV-00004	Fort Bend County Sheriff's Office	402	PT	\$49,860.00	\$12,817.62	<b>\$62,677.62</b>
2024-FortBendPct1-S-CMV-00003	Fort Bend County Constable Precinct 1	402	PT	\$11,959.40	\$3,539.94	<b>\$15,499.34</b>
2024-Fortworth-S-CMV-00028	City of Fort Worth Police Department	402	PT	\$78,652.61	\$20,568.26	<b>\$99,220.87</b>
2024-GrandPra-S-CMV-00023	City of Grand Prairie Police Department	402	PT	\$35,862.33	\$9,101.86	<b>\$44,964.19</b>
2024-GrapevinePD-S-CMV-00033	City of Grapevine Police Department	402	PT	\$11,972.38	\$3,154.13	<b>\$15,126.51</b>
2024-Harlingen-S-CMV-00025	City of Harlingen Police Department	402	PT	\$12,000.00	\$3,017.77	<b>\$15,017.77</b>
2024-HarrisCo-S-CMV-00020	Harris County Sheriff's Office	402	PT	\$109,972.07	\$27,518.55	<b>\$137,490.62</b>
2024-HarrisP1-S-CMV-00013	Harris County Constable Precinct 1	402	PT	\$54,997.80	\$14,000.44	<b>\$68,998.24</b>
2024-HarrisP5-S-CMV-00014	Harris County Constable Precinct 5	402	PT	\$49,830.88	\$12,484.12	<b>\$62,315.00</b>
2024-HondoPD-S-CMV-00037	City Of Hondo Police Department	402	PT	\$12,064.48	\$3,247.62	<b>\$15,312.10</b>
2024-HoustonPD-S-CMV-00008	City of Houston Police Department	402	PT	\$349,997.43	\$175,057.42	<b>\$525,054.84</b>
2024-KempnerPD-S-CMV-00044	The City of Kempner Police Department	402	PT	\$10,340.00	\$2,683.86	<b>\$13,023.86</b>
2024-KylePD-S-CMV-00018	City of Kyle Police Department	402	PT	\$11,948.00	\$3,193.16	<b>\$15,141.16</b>
2024-LaPorte-S-CMV-00007	City of La Porte Police Department	402	PT	\$11,975.25	\$3,386.60	<b>\$15,361.85</b>
2024-LaredoPD-S-CMV-00015	City of Laredo Police Department	402	PT	\$103,996.29	\$32,238.85	<b>\$136,235.14</b>
2024-McAllenPD-S-CMV-00009	City of McAllen Police Department	402	PT	\$52,000.00	\$13,000.00	<b>\$65,000.00</b>
2024-MissouriPD-S-CMV-00022	City of Missouri City Police Department	402	PT	\$11,930.00	\$3,096.60	<b>\$15,026.60</b>
2024-MooreCoSO-S-CMV-00039	Moore County Sheriff's Office	402	PT	\$11,971.50	\$3,744.69	<b>\$15,716.19</b>
2024-NewBrau-S-CMV-00012	City of New Braunfels Police Department	402	PT	\$38,736.00	\$10,168.20	<b>\$48,904.20</b>
2024-PasadePD-S-CMV-00019	City of Pasadena Police Department	402	PT	\$11,986.00	\$11,986.00	<b>\$23,972.00</b>
2024-pearlaPD-S-CMV-00034	City of Pearland Police Department	402	PT	\$11,986.00	\$3,056.43	<b>\$15,042.43</b>
2024-PharrPD-S-CMV-00027	City of Pharr Police Department	402	PT	\$11,982.50	\$3,794.61	<b>\$15,777.11</b>
2024-ProgresoPD-S-CMV-00042	City of Progreso Police Department	402	PT	\$11,992.92	\$3,041.21	<b>\$15,034.13</b>



Task: <b>Enforcement</b>					Police Traffic Services PT - 07		
2024-RefugioPD-S-CMV-00030	City of Refugio Police Department	402	PT	\$11,924.42	\$3,033.57	<b>\$14,957.99</b>	
2024-RosenbPD-S-CMV-00011	City of Rosenberg Police Department	402	PT	\$12,000.00	\$3,588.43	<b>\$15,588.43</b>	
2024-Sugarland-S-CMV-00024	City of Sugar Land Police Department	402	PT	\$11,978.00	\$3,438.19	<b>\$15,416.19</b>	
2024-SullivanPD-S-CMV-00021	City of Sullivan City Police Department	402	PT	\$11,561.40	\$2,908.63	<b>\$14,470.03</b>	
2024-Tomgreen-S-CMV-00026	Tom Green County	402	PT	\$12,000.00	\$3,129.64	<b>\$15,129.64</b>	
2024-WallerCOSO-S-CMV-00038	Waller County Sheriff's Office	402	PT	\$36,721.25	\$11,471.65	<b>\$48,192.90</b>	
2024-Wylie-S-CMV-00010	City of Wylie Police Department	402	PT	\$11,899.64	\$2,974.92	<b>\$14,874.56</b>	

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
41	402	PT	\$1,484,311.60	\$0.00	\$0.00	\$486,832.55	<b>\$1,971,144.15</b>

Task: <b>Training</b>					Police Traffic Services PT - 07		
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Planned Activity Name	Division	Organization Name
2024-IADLEST-G-1YG-0126	TRF-TS	International Association of Directors of Law Enforcement Standards and Training

Primary Countermeasure Strategy ID : Police Traffic Services Training

Title / Desc. **Reducing Large Commercial Motor Vehicle Crashes Through Data, Analysis, and Officer Training**

The project seeks to increase motorist safety by reducing the frequency of large vehicle and bus crashes through a focused approach grounded in accurate and timely crash data and officer training.

**Objectives**

- Teach 35 Large Truck and Bus Traffic Enforcement Training (T&BTET) workshops by 9/30/2024
- Develop 1 a Strategic Operation Plan that outlines the program by 11/30/2023

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$115,998.67	\$0.00	\$0.00	\$29,050.00	<b>\$145,048.67</b>

Planned Activity Name	Division	Organization Name
2024-TMPA-G-1YG-0007	TRF-TS	Texas Municipal Police Association

Primary Countermeasure Strategy ID : Police Traffic Services Training

Title / Desc. **Texas Law Enforcement Liaison STEP Support**

The LEL Program supports the TxDOT Traffic Safety Specialists with STEP grants and traffic safety events. We also instruct courses on a variety of traffic safety topics.

**Objectives**

- Develop 1 Strategic Plan for deploying personnel and resources by 9/30/2024
- Teach 540 Training hours to law enforcement officers and civilians by 9/30/2024
- Attend 15 Traffic Safety Specialist or highway safety partner events by 9/30/2024
- Assist 15 Child Passenger Safety events and trainings upon request by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$1,199,998.58	\$0.00	\$0.00	\$301,537.50	<b>\$1,501,536.08</b>



# Police Traffic Services

Budget Module: PT - 07

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	164	\$12,999,288.37	\$9,902,948.16							\$3,096,340.21	\$19,805,896.32
Evaluation	0										
Public Information and Education	0										
Training	2	\$1,646,584.75	\$1,315,997.25							\$330,587.50	
<b>TOTALS:</b>	<b>166</b>	<b>\$14,645,873.12</b>	<b>\$11,218,945.41</b>							<b>\$3,426,927.71</b>	<b>\$19,805,896.32</b>

## Goals

- To reduce the number of speed-related fatal and serious injuries

## Strategies

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

## Project Descriptions

Task: **Enforcement**

Speed Control SC - 08

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TxDOT-G-1YG-0161	TRF-TS	TxDOT - Traffic Safety

*Primary Countermeasure Strategy ID :* Speed Control Enforcement

*Title / Desc.* **STEP Speed**

*Coordinate and conduct yearly Operational Slowdown mobilization consisting of increased speed enforcement and earned media activities.*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
40	402	SC	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>

Planned Activity Name: 2024-TTI-G-1YG-0055      District: SAT      Organization Name: Texas A&M Transportation Institute

Primary Countermeasure Strategy ID: Speed Control Evaluation

Title / Desc. **Traffic Safety Improvement of Speeding-related Crashes Involving Drivers Aged 16-24 Years Old**

*This project will develop educational materials including an Augmented Reality safety experience and conduct outreach activities targeting young drivers in the speeding overrepresented communities.*

Objectives

- Distribute 1 Developed Materials Throughout Social Media and Traffic Safety Specialists by 9/30/2024
- Complete 3 Educational activities at the three communities experiencing high volume of speeding-related crashes by 9/15/2024
- Develop 1 Brochure of Traffic Safety Facts, Recommendations and AR Video to Prevent Speeding on Texas Roadways by 7/31/2024
- Develop 1 Educational Augmented Reality Adapted Video by 6/30/2024
- Complete 1 Safety Assessment using the Dataset Prepared by 12/31/2023
- Develop 1 FY2024 Strategic Plan to Reduce Speeding-Related KA Crashes Involving Younger Drivers by 11/30/2023
- Acquire 1 Institutional Review Board Approval by 10/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SC	\$100,000.00	\$0.00	\$0.00	\$25,015.62	<b>\$125,015.62</b>

Planned Activity Name: 2024-TxDOT-G-1YG-0162      Division: TRF-TS      Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Speed Control Public Information and Education

Title / Desc. **BSDS-Speed: Speeding Public Education and Awareness Campaign**

*This public outreach campaign is aimed at reminding motorists of the consequences of speeding and encouraging them to follow the posted speed limit and drive to conditions.*

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SC	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	<b>\$8,000,000.00</b>

# Speed Control

## Budget Module: SC - 08

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	40	\$600,000.00	\$500,000.00							\$100,000.00	\$500,000.00
Evaluation	1	\$125,015.62	\$100,000.00							\$25,015.62	
Public Information and Education	1	\$8,000,000.00	\$4,000,000.00							\$4,000,000.00	\$4,000,000.00
Training	0										
<b>TOTALS:</b>	<b>42</b>	<b>\$8,725,015.62</b>	<b>\$4,600,000.00</b>							<b>\$4,125,015.62</b>	<b>\$4,500,000.00</b>

## Goals

- To improve the timeliness, accuracy, completeness, uniformity, integration, and/or accessibility of traffic records in Texas.

## Strategies

- Develop, Implement, Maintain, and Provide one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the "Model Performance Measures for State Traffic Records Systems..
- Improve the intake, tracking, analysis and reporting of crash data.
- Improve the integration of traffic records between state agencies and local entities.

## Project Descriptions

Task: <b>Evaluation</b>	Traffic Records TR - 09
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Planned Activity Name	Division	Organization Name
2024-TTI-G-1YG-0063	TRF-TS	Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)**

To provide technical assistance to the Texas TRCC by coordinating the FY2024 Traffic Records Program Assessment and providing technical assistance to TxDOT including maintaining data dashboards.

### Objectives

- Produce 1 Final Report by 9/30/2024
- Update 2 TRCC web data tools including TxSTORM and other data dashboards by 9/30/2024
- Complete 1 set of questions for each critical database selected for STRAP review by 9/30/2024
- Produce 1 Update the Texas Traffic Records Information System (TSIS) Strategic Plan with Data Quality Program by 5/31/2024

### Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$139,999.99	\$0.00	\$0.00	\$35,012.34	<b>\$175,012.33</b>

<i>Planned Activity Name</i> 2024-TTI-G-1YG-0064	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID :* Traffic Records Evaluation

*Title / Desc.* **Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier**

*Conduct pilot test to integrate the Universal Unique Identifier (UUID) into crash records in RAC A&B and identify how other states are using UUID to link crash and EMS/Trauma datasets.*

*Objectives*

- Identify 1 method other states are utilizing to link crash and EMS/Trauma records using the UUID. by 9/30/2024
- Evaluate 1 the pilot test and determine feasibility of expanding the pilot to other jurisdictions or state-wide by 8/15/2024
- Implement 1 pilot test that integrates the UUID into crash records on the scene of crashes that occur within t by 9/30/2024

*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	\$135,399.98	\$0.00	\$0.00	\$33,879.93	<b>\$169,279.91</b>

<i>Planned Activity Name</i> 2024-TDPS-G-1YG-0026	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Public Safety
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*Primary Countermeasure Strategy ID :* Traffic Records Evaluation

*Title / Desc.* **State Traffic Records System Improvement and Expansion of Crash Data Analysis**

*HSOC will continue to identify trends and develop statistical findings related to traffic citations, crashes, and proactive enforcement by providing employee salaries and equipment for data analysis.*

*Objectives*

- Provide 80% of analytical deliverables generated by the established deadline by 9/30/2024
- Maintain 98% citation data with no inaccurate critical data elements by 9/30/2024

*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	\$966,972.96	\$0.00	\$0.00	\$322,324.32	<b>\$1,289,297.28</b>

Planned Activity Name 2024-TDSHS-G-1YG-0129 Division TRF-TS Organization Name Texas Department of State Health Services

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System**

Statewide data registry system collecting emergency medical service data and trauma center data, used for analysis of health outcomes related to motor vehicle crashes as well as other related uses.

Objectives

- Update 1 FY 2023 EMS/TR strategic plan implementation goals by 9/30/2024
- Implement 2 National data standards for EMS and Trauma by 9/30/2024
- Produce 3 Motor vehicle crash (MVC) annual trend reports by 9/30/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$944,056.15	\$0.00	\$0.00	\$278,028.53	<b>\$1,222,084.68</b>

Planned Activity Name 2024-TMPA-G-1YG-0005 Division TRF-TS Organization Name Texas Municipal Police Association

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **Law Enforcement Advanced Data Reporting System (LEADRS)**

Law Enforcement Advanced Data Reporting System to include creating an analytical data module for analyzing data from DWI arrest through court adjudication.

Objectives

- Maintain 1 Statewide DWI Tracking database by 9/30/2024
- Conduct 125 LEADRS trainings or presentations to law enforcement, prosecutors, judges, and other stakeholders by 9/30/2024
- Develop 1 LEADRS Program Strategic Plan by 11/30/2023
- Develop 1 LEADRS Program Needs Assessment by 10/31/2023

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,198,558.72	\$0.00	\$0.00	\$315,767.60	<b>\$1,514,326.32</b>

Planned Activity Name 2024-CRIS-G-1YG-0173 Division TRF-TS Organization Name CRIS

Primary Countermeasure Strategy ID : Traffic Records Program Management

Title / Desc. **Crash Records Information System Help Desk**

Agency support provided by the TxDOT technical team has increased adoption through assistance the team provides with installing and configuring the agency identity provider(IDP) and the development.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,375,000.00	\$0.00	\$0.00	\$0.00	<b>\$1,375,000.00</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-CRIS-G-1YG-0174	TRF-TS	CRIS

*Primary Countermeasure Strategy ID :* Traffic Records Program Management

*Title / Desc.* **Crash Records Information System Program Operations**

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

**Budget:**

<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	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	<b>\$2,800,000.00</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-IADLEST-G-1YG-0130	TRF-TS	International Association of Directors of Law Enforcement Standards and Training

*Primary Countermeasure Strategy ID :* Traffic Records Training

*Title / Desc.* **Using Data Driven Strategies and Agency Analytical Training to Reduce Crashes and Save Lives**

*The project will increase the quality of data submitted by law enforcement agencies and its analytical capacity allowing a focused data driven strategy to reduce crashes and save lives.*

**Objectives**

- Conduct 2 evaluations to determine the impact of the DDACTS model by 9/30/2024
- Provide 300 hours of onsite and remote analytical assistance to agencies in support of initiating DDACTS by 9/30/2024
- Provide 11 individualized law enforcement agencies with DDACTS training and support by 9/30/2024
- Conduct 9 in-person and virtual analytical training workshops by 9/30/2024
- Develop 1 a Strategic Operation Plan that outlines the program by 11/30/2023

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	TR	\$422,499.01	\$0.00	\$0.00	\$105,770.00	<b>\$528,269.01</b>



# Traffic Records

## Budget Module: TR - 09

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	2	\$4,175,000.00			\$1,375,000.00			\$2,800,000.00			
Enforcement	0										
Evaluation	5	\$4,370,000.52			\$3,384,987.80					\$985,012.72	
Public Information and Education	0										
Training	1	\$528,269.01	\$422,499.01							\$105,770.00	
<b>TOTALS:</b>	<b>8</b>	<b>\$9,073,269.53</b>	<b>\$422,499.01</b>		<b>\$4,759,987.80</b>			<b>\$2,800,000.00</b>		<b>\$1,090,782.72</b>	

## Goals

- To increase public knowledge, perception and understanding of driver education and traffic safety for all road users
- To reduce the number of crashes and injuries related to distracted driving.

## Strategies

- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Implement and evaluate countermeasures to reduce the incidence of distracted driving.
- Improve the recording of distracted driving as a contributing factor on crash reports.
- Provide assistance to update the drivers' education curriculum and administrative standards.

## Project Descriptions

Task: **Evaluation**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i> 2024-TTI-G-1YG-0074	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Primary Countermeasure Strategy ID :* Driver Education and Behavior Evaluation

*Title / Desc.* **Statewide Driver Attitude and Awareness Survey**

*Conduct a survey to assess statewide driver attitude and awareness of traffic safety programs in Texas, and to measure self-reported traffic safety related behaviors.*

### Objectives

- Conduct 1 Survey of a minimum of 2,400 Texans throughout the State on traffic safety issues by 9/30/2024

### Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$44,000.00	\$0.00	\$0.00	\$11,007.33	<b>\$55,007.33</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0076	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Evaluation

*Title / Desc.* **Statewide and Urban Area Mobile Communication Device Use Surveys**

*Observational surveys to estimate statewide and urban area mobile communication device use (cell phone and other devices for calling or texting) by Texas drivers.*

*Objectives*

- Conduct 1 Statewide survey of mobile communication device use in Texas by 9/30/2024
- Plan 1 statewide survey of mobile communication device use in Texas by 2/20/2024
- Conduct 18 City surveys of driver cell phone use in Texas by 9/30/2024
- Plan 1 Observational survey of cell phone use in 18 Texas cities by 11/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$105,500.00	\$0.00	\$0.00	\$26,383.49	<b>\$131,883.49</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0052	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Public Information and Education

*Title / Desc.* **Traffic Safety Improvement of Senior Drivers in Texas**

*This project targets improving safety for senior drivers aged 80 years old and older through a safety assessment, educational outreach and hands-on training on in-vehicle crash avoidance systems.*

*Objectives*

- Complete 8 Educational Sessions at the Top 5 Communities Experiencing High Volume of Crashes by 9/30/2024
- Develop 1 Brochure- Traffic Safety Facts, Recommendations & Effective In-vehicle Technology for Senior Drivers by 6/30/2024
- Complete 1 Safety Assessment using the Dataset Prepared by 5/10/2024
- Provide 1 Summary of Literature Review on Safety Issues of Senior Drivers and In-vehicle Technology by 1/5/2024
- Develop 1 FY2024 Strategic Plan by 11/30/2023
- Acquire 1 Institutional Review Board Approval by 12/15/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$114,400.00	\$0.00	\$0.00	\$28,617.87	<b>\$143,017.87</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TTI-G-1YG-0060	TRF-TS	Texas A&M Transportation Institute

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Public Information and Education

*Title / Desc.* **Statewide Peer-to-Peer Traffic Safety Program for Youth ages 11 to 25**

*Statewide peer-to-peer program to address driving risks for youth through assemblies, workshops, educational resource kits, peer messaging, and a smartphone app to motivate safe driving behavior.*

*Objectives*

- Develop 1 youth traffic safety report related to youth crash data, program findings, and risk factors by 9/15/2024
- Implement 1 modification plan for Teens in the Driver Seat Junior High Program based on evaluation by 9/15/2024
- Maintain 1 smartphone app that focuses on reducing distracted driving among young drivers by 9/30/2024
- Develop 1 Strategic Operational Plan by 12/31/2023
- Conduct 25 interactive safe driving leadership presentations, delivered by speaker Tyson Dever by 8/31/2024
- Administer 3 program evaluation/measurements (distracted driving, seat belt use, driver behavior) at YTS schools by 9/30/2024
- Provide 215 student teams in Texas with age-appropriate resource kits and educational best practice instructions by 9/30/2024
- Coordinate 2 opportunities in Peer Leadership for YTS student teams and partners by 7/31/2024
- Develop 1 health education-based workshop focused on seat belt use among youth by 8/31/2024
- Conduct 1 youth traffic safety summit with theme of reducing all risks for YTS program partners by 8/1/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$807,273.00	\$0.00	\$0.00	\$201,886.74	<b>\$1,009,159.74</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TxDOT-G-1YG-0168	TRF-TS	TxDOT - Traffic Safety

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Public Information and Education

*Title / Desc.* **Distracted Driving Talk. Text. Crash.. Public Information and Education Campaign**

*This multimedia statewide campaign is aimed at raising awareness about the dangers of driving distracted and motivating drivers to reduce distractions in the car, in particular cell phone use.*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	<b>\$2,400,000.00</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-ESCVI-G-1YG-0018	TRF-TS	Education Service Center, Region VI

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Training

*Title / Desc.* **Texas Traffic SAFETY Education Staff Improvement Program. Safety Alliance For Educating Texas Youth**

*Program will provide 9 Teen Driver Education staff development workshops to 300 instructors. Training will be presented by instructor trainers using a variety of current topics & marketed statewide.*

*Objectives*

- Develop 1 Strategic Operation Plan by 9/30/2024
- Revise 1 Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2024
- Analyze 250 Pre & Post Assessments to determine overall effectiveness of Staff Improvement Program by 9/30/2024
- Provide 4 Driver Education Phase 1 License On Line Courses by 9/30/2024
- Conduct 9 Continuing Education Trainings for Driver Education Instructors by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$174,972.57	\$0.00	\$0.00	\$58,342.50	<b>\$233,315.07</b>

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-NSC-G-1YG-0035	TRF-TS	National Safety Council

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Training

*Title / Desc.* **Our Driving Concern: Texas Employer Transportation Safety**

*Our Driving Concern will provide employer transportation safety outreach, education & training to decrease the number of crashes in the state of Texas & reduce the number of deaths on Texas roadways.*

*Objectives*

- Conduct 1 Texas Employer Traffic Safety Awards Program by 9/20/2024
- Conduct 2 Advisory Committee meetings by 9/20/2024
- Provide 50 educational opportunities to employers, employees, associations, coalitions & other program partners by 9/20/2024
- Develop 1 strategic plan for delivery of the Employer Transportation Safety Program by 11/30/2023

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$549,026.73	\$0.00	\$0.00	\$162,394.12	<b>\$711,420.85</b>

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2024-TCINC-G-1YG-0121	LKF	The Coalition, Inc.

*Primary Countermeasure Strategy ID :* Driver Education and Behavior Training

*Title / Desc.* **Drug-Free All Star (DFAS) & Drug-Free Council (DFC) for Angelina County**

*The DFAS and DFC programs will use environmental strategies to reduce underage drinking, reduce DUI/DWI citations and lower the number of alcohol-related crashes in Angelina County.*

*Objectives*

- Develop 1 Strategic Operation Plan for program activities by 11/30/2023
- Provide 1300 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2024
- Educate 500 youth on the dangers of alcohol use through presentations by 9/30/2024
- Complete 2 Project Sticker Shock campaigns (educational campaigns to warn adults of alcohol consequences) by 9/30/2024
- Establish 2 new Drug-Free Council student groups as an expansion of the Drug-Free All Star program by 9/30/2024
- Maintain 2 Drug-Free Council (DFC) student groups by 5/31/2024
- Coordinate 40 alcohol compliance checks in conjunction with the Angelina County Sheriff's Department by 9/30/2024
- Educate 300 adults and parents on the danger of underage alcohol use by 9/30/2024

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$94,999.95	\$0.00	\$0.00	\$78,076.46	<b>\$173,076.41</b>



# Driver Education and Behavior

Budget Module: DE - 10

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	2	\$186,890.82	\$149,500.00							\$37,390.82	
Public Information and Education	3	\$3,552,177.61	\$2,121,673.00							\$1,430,504.61	
Training	3	\$1,117,812.33	\$818,999.25							\$298,813.08	
<b>TOTALS:</b>	<b>8</b>	<b>\$4,856,880.76</b>	<b>\$3,090,172.25</b>							<b>\$1,766,708.51</b>	



## Goals

- To reduce Fatal and Serious Injury crashes at railroad/highway crossings

## Strategies

- Increase education of law enforcement concerning laws governing railroad/highway crossings.
- Increase public education and information on railroad/highway crossing safety.

## Project Descriptions

Task: **Public Information and Education**

Railroad / Highway Crossing RH - 11

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TxOpLife-G-1YG-0027	TRF-TS	Texas Operation Lifesaver

*Primary Countermeasure Strategy ID :* Railroad / Highway Crossing Public Information and Education

*Title / Desc.* **Highway-Railroad Safety Awareness**

*Provide highway-railroad crossing safety training to Law Enforcement personnel and rail safety education presentations to the public. Administer the statewide rail safety program.*

### Objectives

- Conduct 300 Classes and programs from Texas Operation Lifesaver list of services by 9/30/2024
- Implement 1 Strategic Plan for reducing KA crashes at highway-rail grade crossings by 5/31/2024

### Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	RH	\$73,299.38	\$0.00	\$0.00	\$22,726.56	<b>\$96,025.94</b>

# Railroad / Highway Crossing

Budget Module: RH - 11

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information and Education	1	\$96,025.94	\$73,299.38							\$22,726.56	
Training	0										
<b>TOTALS:</b>	<b>1</b>	<b>\$96,025.94</b>	<b>\$73,299.38</b>							<b>\$22,726.56</b>	

## Goals

- To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level
- To reduce the number of traffic crashes, injuries, and fatalities in work zones.
- To reduce large truck (“Semi- Trailer” or “Truck-Tractor”) crashes, injuries and fatalities.

## Strategies

- Improve highway design and engineering through training.
- Increase public education and information on roadway safety.
- Provide traffic safety problem identification to local jurisdictions.
- Provide training on roadway safety issues.

## Project Descriptions

Task: **Public Information and Education**

Roadway Safety RS - 12

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-TxDOT-G-1YG-0165	TRF-TS	TxDOT - Traffic Safety

*Primary Countermeasure Strategy ID :* Roadway Safety Public Information and Education

*Title / Desc.* **BSDS-General: Be Safe. Drive Smart.. Public Education and Awareness Campaign (WZ, Energy, General)**

*This multimedia campaign is aimed at addressing challenging driving conditions across the state, educating drivers about the rules of the road, and promoting safe driving practices.*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,671,000.00	\$0.00	\$2,671,000.00	<b>\$5,342,000.00</b>

Task: **Training**

Roadway Safety RS - 12

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-UTatArl-G-1YG-0139	TRF-TS	The University of Texas at Arlington

*Primary Countermeasure Strategy ID :* Roadway Safety Training

*Title / Desc.* **2024 Work Zone Safety Training Program**

*University of Texas at Arlington (UTA) to provide work zone traffic safety training skills to City/County employees.*

**Objectives**

- Develop 1 a data-driven strategic operational plan to work zone traffic solutions by 9/30/2024
- Educate 1862 Texas city and county workers on work zone traffic control safety by 9/30/2024
- Administer 133 classes for Texas city and county workers on work zone traffic control safety by 9/30/2024

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	\$349,985.37	\$0.00	\$0.00	\$99,199.88	<b>\$449,185.25</b>

# Roadway Safety

## Budget Module: RS - 12

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information and Education	1	\$5,342,000.00						\$2,671,000.00		\$2,671,000.00	
Training	1	\$449,185.25	\$349,985.37							\$99,199.88	
<b>TOTALS:</b>	<b>2</b>	<b>\$5,791,185.25</b>	<b>\$349,985.37</b>					<b>\$2,671,000.00</b>		<b>\$2,770,199.88</b>	

## 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 and Education**

Safe Communities SA - 13

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-Texas Ag-G-1YG-0032	TRF-TS	Texas A&M Agrilife Extension Service

*Primary Countermeasure Strategy ID :* Safe Communities Public Information and Education

*Title / Desc.* **Mature Drivers and Risky Road Users**

*Statewide traffic safety education targeting drivers 55+ and all ages of bicyclists/pedestrians. Programs offered in-person and/or virtually.*

### Objectives

- Pilot 8 programs for Mature Drivers in partnership with Municipal Courts/Law Enforcement by 8/31/2024
- Participate in 32 events, fairs, webinars, or similar; to network, to educate or receive education by 8/31/2024
- Develop 1 Strategic Plan that outlines high priority traffic safety areas for programming by 9/30/2024
- Participate in 32 educational programs to raise awareness for safety of vulnerable road users by 9/6/2024
- Conduct 80 educational presentations on traffic safety for mature drivers with a target age of 55+ by 9/15/2024
- Participate in 50 CarFit events to assist mature drivers in optimal safety while driving by 9/30/2024
- Conduct 6 virtual or in-person bimonthly meetings of the Mature Driver Coalition by 9/15/2024

### 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	SA	\$599,783.81	\$0.00	\$0.00	\$205,781.51	<b>\$805,565.32</b>

# Safe Communities

## Budget Module: SA - 13

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information and Education	1	\$805,565.32	\$599,783.81							\$205,781.51	
Training	0										
<b>TOTALS:</b>	<b>1</b>	<b>\$805,565.32</b>	<b>\$599,783.81</b>							<b>\$205,781.51</b>	

## 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>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2024-ESCVI-G-1YG-0015	TRF-TS	Education Service Center, Region VI

*Primary Countermeasure Strategy ID :* School Bus Training

*Title / Desc.* **School Bus Safety Training 101 Program**

*This program is designed to identify and implement several school bus safety units that will be utilized in training sessions to educate school bus transportation personnel and students.*

### Objectives

- Develop 1 Strategic Operation Plan by 9/30/2024
- Identify 1 set of content material to be utilized in the Bus Safety Training 101 Program by 9/30/2024
- Conduct 1 School Bus Safety 101 Conference by 9/30/2024
- Conduct 12 School Bus Transportation personnel trainings in the Bus Safety Training 101 Program by 9/30/2024
- Conduct 8 PreK-5th grade Bus Safety 101 Program Trainings to Students by 9/30/2024

### 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	SB	\$182,000.00	\$0.00	\$0.00	\$60,685.80	<b>\$242,685.80</b>

# School Bus

## Budget Module: SB - 14

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405G	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information and Education	0										
Training	1	\$242,685.80	\$182,000.00							\$60,685.80	
<b>TOTALS:</b>	<b>1</b>	<b>\$242,685.80</b>	<b>\$182,000.00</b>							<b>\$60,685.80</b>	



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

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

Unique Identifier	Planned Activity Name
109674	2024-BexarCoD-G-1YG-0108
109588	2024-DentonPD-G-1YG-0092
109642	2024-FortBend-G-1YG-0100
109088	2024-HarrisDA-G-1YG-0090
109611	2024-HarrisDA-G-1YG-0097
109093	2024-MCDAO-G-1YG-0091
108798	2024-TABC-G-1YG-0023
108730	2024-TDPS-G-1YG-0008
112626	2024-TxDOT-G-1YG-0159
112627	2024-TxDOT-G-1YG-0160
112628	2024-TxDOT-G-1YG-0161
112642	2024-TxDOT-G-1YG-0175
112643	2024-TxDOT-G-1YG-0176

## High-Visibility Enforcement (HVE) Strategies

### Planned HVE Strategies to support national mobilizations

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

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

Unique Identifier	Planned Activity Name	Activity Description
112626	2024-TxDOT-G-1YG-0159	STEP Impaired Driving Mobilization
112627	2024-TxDOT-G-1YG-0160	STEP Click It Or Ticket
112628	2024-TxDOT-G-1YG-0161	STEP Speed
112642	2024-TxDOT-G-1YG-0175	STEP Comprehensive
112643	2024-TxDOT-G-1YG-0176	STEP CMV

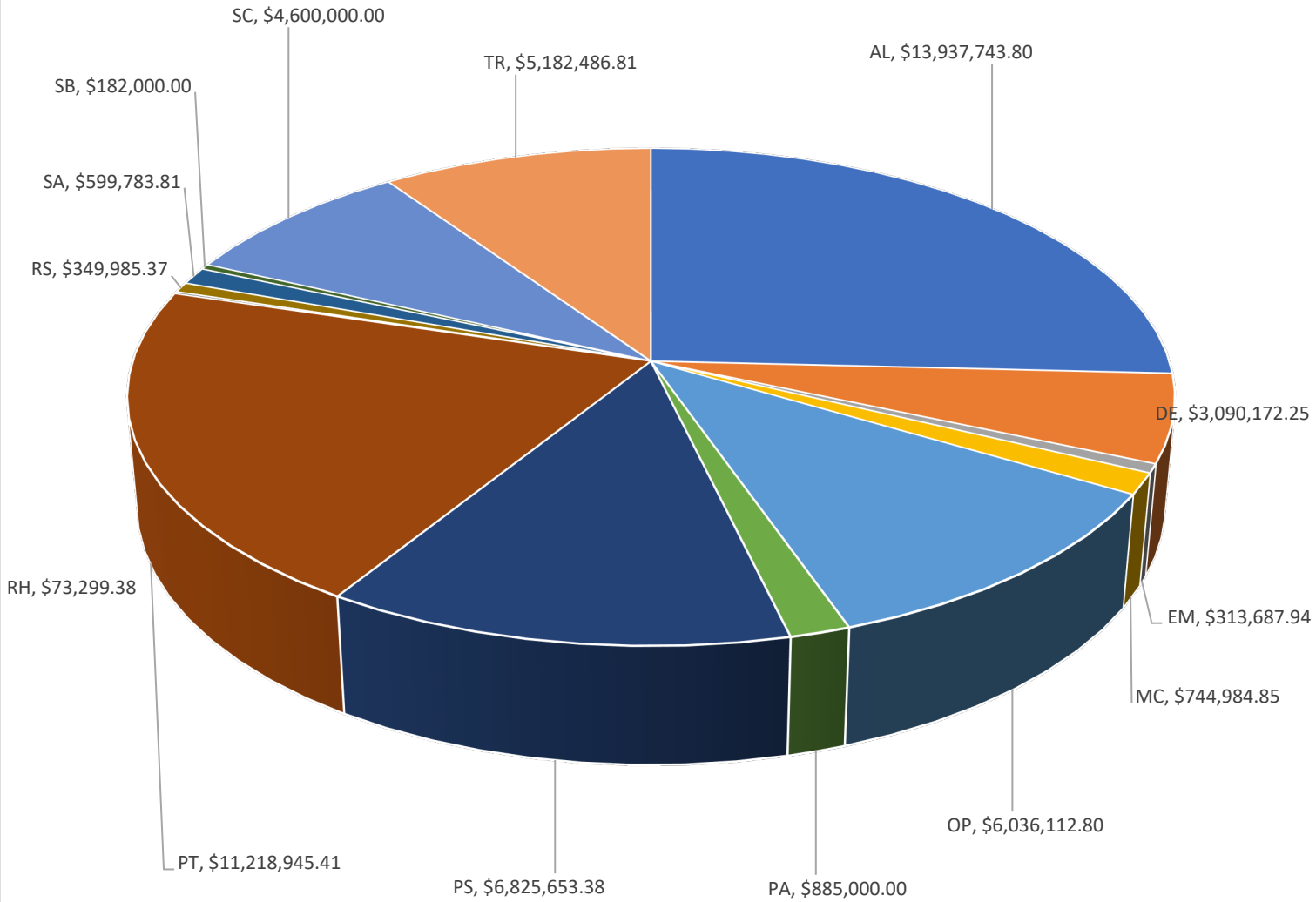
## SUMMARY OF PLANNED FUNDING

Program Area	# Proj	Total	FEDERAL					MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F* / 405G**	STATE	INCOME	LOCAL	
Planning and Administration	5	\$5,354,000.00	\$885,000.00					\$4,469,000.00	\$0.00	\$0.00	
Alcohol and Other Drug Counter Measures	72	\$21,625,388.73	\$2,853,532.27			\$11,084,211.53		\$250,000.00	\$15,000.00	\$7,422,644.93	\$281,391.09
Emergency Medical Services	1	\$1,045,626.47	\$313,687.94					\$0.00	\$0.00	\$731,938.53	
Motorcycle Safety	4	\$1,831,275.46	\$424,984.85				\$320,000.00	\$330,000.00	\$0.00	\$756,290.61	
Occupant Protection	56	\$9,785,016.30	\$2,172,112.80	\$3,864,000.00				\$0.00	\$0.00	\$3,748,903.50	\$343,555.54
Pedestrian and Bicyclist Safety	21	\$11,976,230.21	\$4,859,423.60				\$1,966,229.78	\$0.00	\$6,000.00	\$5,144,576.83	\$349,108.50
Police Traffic Services	166	\$14,645,873.12	\$11,218,945.41					\$0.00	\$0.00	\$3,426,927.71	\$9,902,948.16
Speed Control	42	\$8,725,015.62	\$4,600,000.00					\$0.00	\$0.00	\$4,125,015.62	\$4,500,000.00
Traffic Records	8	\$9,073,269.53	\$422,499.01		\$4,759,987.80			\$2,800,000.00	\$0.00	\$1,090,782.72	
Driver Education and Behavior	8	\$4,856,880.76	\$3,090,172.25					\$0.00	\$0.00	\$1,766,708.51	
Railroad / Highway Crossing	1	\$96,025.94	\$73,299.38					\$0.00	\$0.00	\$22,726.56	
Roadway Safety	2	\$5,791,185.25	\$349,985.37					\$2,671,000.00	\$0.00	\$2,770,199.88	
Safe Communities	1	\$805,565.32	\$599,783.81					\$0.00	\$0.00	\$205,781.51	
School Bus	1	\$242,685.80	\$182,000.00					\$0.00	\$0.00	\$60,685.80	
<b>TOTALS:</b>	<b>388</b>	<b>\$95,854,038.51</b>	<b>\$32,045,426.69</b>	<b>\$3,864,000.00</b>	<b>\$4,759,987.80</b>	<b>\$11,084,211.53</b>	<b>\$2,286,229.78</b>	<b>\$10,520,000.00</b>	<b>\$21,000.00</b>	<b>\$31,273,182.71</b>	<b>\$15,377,003.29</b>

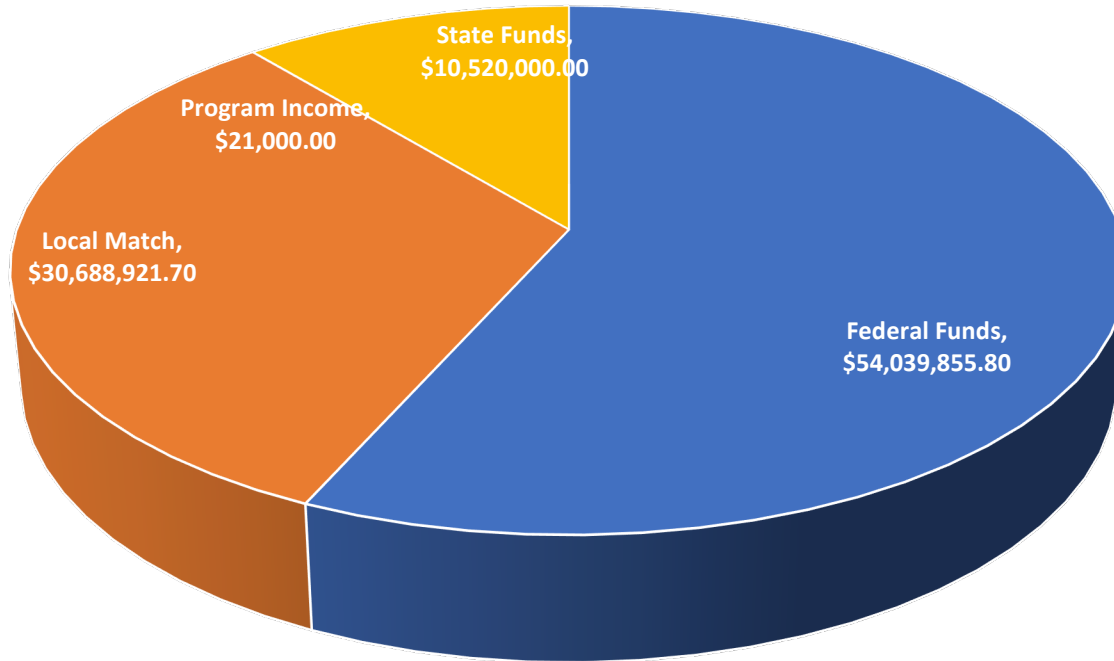
\* 405F Motorcycle Projects

\*\* 405G Nonmotorized Safety Projects

### FY 2024 Planned Program Amounts - Federal Funds



### FY 2024 Planned Program Funds



**Project Cross Reference**

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-BexarCoD-G-1YG-0108	Bexar County District Attorney's Office		AL	405D	M5BAC	\$18,848.00	\$0.00	\$0.00	\$21,084.80	<b>\$39,932.80</b>
2024-DentonPD-G-1YG-0092	City of Denton Police Department		AL	405D	M5BAC	\$125,000.00	\$0.00	\$0.00	\$43,050.00	<b>\$168,050.00</b>
2024-FortBend-G-1YG-0100	Fort Bend County District Attorney's Office		AL	405D	M5BAC	\$41,498.68	\$0.00	\$0.00	\$10,374.67	<b>\$51,873.35</b>
2024-HarrisDA-G-1YG-0090	Harris County District Attorney		AL	405D	M5HVE	\$241,500.27	\$0.00	\$0.00	\$60,375.07	<b>\$301,875.34</b>
2024-HarrisDA-G-1YG-0097	Harris County District Attorney		AL	405D	M5OT	\$250,000.00	\$0.00	\$0.00	\$88,516.20	<b>\$338,516.20</b>
2024-MCDAO-G-1YG-0091	Montgomery County District Attorney's Office		AL	402	AL	\$139,944.00	\$0.00	\$0.00	\$98,781.74	<b>\$238,725.74</b>
2024-TABC-G-1YG-0023	Texas Alcoholic Beverage Commission		AL	405D	M5HVE	\$499,902.96	\$0.00	\$0.00	\$346,288.50	<b>\$846,191.46</b>
2024-TDPS-G-1YG-0008	Texas Department of Public Safety		AL	405D	M5HVE	\$982,958.96	\$0.00	\$0.00	\$378,000.00	<b>\$1,360,958.96</b>
2024-TxDOT-G-1YG-0159	TxDOT - Traffic Safety		AL	405D	M5HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>
2024-TxDOT-G-1YG-0160	TxDOT - Traffic Safety		OP	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>
2024-TxDOT-G-1YG-0161	TxDOT - Traffic Safety		SC	402	SC	\$500,000.00	\$0.00	\$0.00	\$100,000.00	<b>\$600,000.00</b>
<b>CMV STEP</b>										
2024-AmarilloPD-S-CMV-00036	City of Amarillo Police Department		PT	402	PT	\$58,909.00	\$0.00	\$0.00	\$15,133.90	<b>\$74,042.90</b>
2024-Arlington-S-CMV-00002	City of Arlington Police Department		PT	402	PT	\$74,000.00	\$0.00	\$0.00	\$18,497.23	<b>\$92,497.23</b>
2024-AustinPD-S-CMV-00029	City of Austin Police Department		PT	402	PT	\$74,000.00	\$0.00	\$0.00	\$20,252.90	<b>\$94,252.90</b>
2024-BertramPD-S-CMV-00032	The City of Bertram Police Department		PT	402	PT	\$11,268.40	\$0.00	\$0.00	\$2,892.72	<b>\$14,161.12</b>
2024-BexarPR3-S-CMV-00040	Bexar County Constable Pct 3		PT	402	PT	\$11,974.30	\$0.00	\$0.00	\$3,195.79	<b>\$15,170.09</b>
2024-Chambers-S-CMV-00041	Chambers County Sheriff's Office		PT	402	PT	\$11,656.50	\$0.00	\$0.00	\$3,751.06	<b>\$15,407.56</b>
2024-CuneyPD-S-CMV-00005	City of Cuney Police Department		PT	402	PT	\$11,883.00	\$0.00	\$0.00	\$2,996.87	<b>\$14,879.87</b>
2024-DeerPark-S-CMV-00016	City of Deer Park Police Department		PT	402	PT	\$11,977.48	\$0.00	\$0.00	\$3,172.40	<b>\$15,149.88</b>
2024-DriscollPD-S-CMV-00017	City of Driscoll Police Department		PT	402	PT	\$8,550.00	\$0.00	\$0.00	\$2,182.58	<b>\$10,732.58</b>
2024-EdinbuPD-S-CMV-00031	City of Edinburg Police Department		PT	402	PT	\$11,998.51	\$0.00	\$0.00	\$3,224.00	<b>\$15,222.51</b>
2024-FBCoCP3-S-CMV-00035	Fort Bend County Constable Precinct 3		PT	402	PT	\$11,995.87	\$0.00	\$0.00	\$3,090.13	<b>\$15,086.00</b>
2024-FBCoSO-S-CMV-00004	Fort Bend County Sheriff's Office		PT	402	PT	\$49,860.00	\$0.00	\$0.00	\$12,817.62	<b>\$62,677.62</b>
2024-FortBendPct1-S-CMV-00003	Fort Bend County Constable Precinct 1		PT	402	PT	\$11,959.40	\$0.00	\$0.00	\$3,539.94	<b>\$15,499.34</b>
2024-Fortworth-S-CMV-00028	City of Fort Worth Police Department		PT	402	PT	\$78,652.61	\$0.00	\$0.00	\$20,568.26	<b>\$99,220.87</b>
2024-GrandPra-S-CMV-00023	City of Grand Prairie Police Department		PT	402	PT	\$35,862.33	\$0.00	\$0.00	\$9,101.86	<b>\$44,964.19</b>
2024-GrapevinePD-S-CMV-00033	City of Grapevine Police Department		PT	402	PT	\$11,972.38	\$0.00	\$0.00	\$3,154.13	<b>\$15,126.51</b>
2024-Harlingen-S-CMV-00025	City of Harlingen Police Department		PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,017.77	<b>\$15,017.77</b>
2024-HarrisCo-S-CMV-00020	Harris County Sheriff's Office		PT	402	PT	\$109,972.07	\$0.00	\$0.00	\$27,518.55	<b>\$137,490.62</b>

**Project Cross Reference**

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-HarrisP1-S-CMV-00013	Harris County Constable Precinct 1		PT	402	PT	\$54,997.80	\$0.00	\$0.00	\$14,000.44	<b>\$68,998.24</b>
2024-HarrisP5-S-CMV-00014	Harris County Constable Precinct 5		PT	402	PT	\$49,830.88	\$0.00	\$0.00	\$12,484.12	<b>\$62,315.00</b>
2024-HondoPD-S-CMV-00037	City Of Hondo Police Department		PT	402	PT	\$12,064.48	\$0.00	\$0.00	\$3,247.62	<b>\$15,312.10</b>
2024-HoustonPD-S-CMV-00008	City of Houston Police Department		PT	402	PT	\$349,997.43	\$0.00	\$0.00	\$175,057.42	<b>\$525,054.84</b>
2024-KempnerPD-S-CMV-00044	The City of Kempner Police Department		PT	402	PT	\$10,340.00	\$0.00	\$0.00	\$2,683.86	<b>\$13,023.86</b>
2024-KylePD-S-CMV-00018	City of Kyle Police Department		PT	402	PT	\$11,948.00	\$0.00	\$0.00	\$3,193.16	<b>\$15,141.16</b>
2024-LaPorte-S-CMV-00007	City of La Porte Police Department		PT	402	PT	\$11,975.25	\$0.00	\$0.00	\$3,386.60	<b>\$15,361.85</b>
2024-LaredoPD-S-CMV-00015	City of Laredo Police Department		PT	402	PT	\$103,996.29	\$0.00	\$0.00	\$32,238.85	<b>\$136,235.14</b>
2024-McAllenPD-S-CMV-00009	City of McAllen Police Department		PT	402	PT	\$52,000.00	\$0.00	\$0.00	\$13,000.00	<b>\$65,000.00</b>
2024-MissouriPD-S-CMV-00022	City of Missouri City Police Department		PT	402	PT	\$11,930.00	\$0.00	\$0.00	\$3,096.60	<b>\$15,026.60</b>
2024-MooreCoSO-S-CMV-00039	Moore County Sheriff's Office		PT	402	PT	\$11,971.50	\$0.00	\$0.00	\$3,744.69	<b>\$15,716.19</b>
2024-NewBraun-S-CMV-00012	City of New Braunfels Police Department		PT	402	PT	\$38,736.00	\$0.00	\$0.00	\$10,168.20	<b>\$48,904.20</b>
2024-PasadePD-S-CMV-00019	City of Pasadena Police Department		PT	402	PT	\$11,986.00	\$0.00	\$0.00	\$11,986.00	<b>\$23,972.00</b>
2024-pearlaPD-S-CMV-00034	City of Pearland Police Department		PT	402	PT	\$11,986.00	\$0.00	\$0.00	\$3,056.43	<b>\$15,042.43</b>
2024-PharrPD-S-CMV-00027	City of Pharr Police Department		PT	402	PT	\$11,982.50	\$0.00	\$0.00	\$3,794.61	<b>\$15,777.11</b>
2024-ProgresoPD-S-CMV-00042	City of Progreso Police Department		PT	402	PT	\$11,992.92	\$0.00	\$0.00	\$3,041.21	<b>\$15,034.13</b>
2024-RefugioPD-S-CMV-00030	City of Refugio Police Department		PT	402	PT	\$11,924.42	\$0.00	\$0.00	\$3,033.57	<b>\$14,957.99</b>
2024-RosenbPD-S-CMV-00011	City of Rosenberg Police Department		PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,588.43	<b>\$15,588.43</b>
2024-Sugarland-S-CMV-00024	City of Sugar Land Police Department		PT	402	PT	\$11,978.00	\$0.00	\$0.00	\$3,438.19	<b>\$15,416.19</b>
2024-SullivanPD-S-CMV-00021	City of Sullivan City Police Department		PT	402	PT	\$11,561.40	\$0.00	\$0.00	\$2,908.63	<b>\$14,470.03</b>
2024-Tomgreen-S-CMV-00026	Tom Green County		PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,129.64	<b>\$15,129.64</b>
2024-WallerCOSO-S-CMV-00038	Waller County Sheriff's Office		PT	402	PT	\$36,721.25	\$0.00	\$0.00	\$11,471.65	<b>\$48,192.90</b>
2024-Wylie-S-CMV-00010	City of Wylie Police Department		PT	402	PT	\$11,899.64	\$0.00	\$0.00	\$2,974.92	<b>\$14,874.56</b>
<b>Subtotals</b>		<b># of Projects:</b>	41			<b>\$1,484,311.60</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$486,832.55</b>	<b>\$1,971,144.15</b>
<b>Comprehensive STEP</b>										
2024-Abilene-S-1YG-00068	City of Abilene Police Department		PT	402	PT	\$54,999.01	\$0.00	\$0.00	\$15,960.24	<b>\$70,959.25</b>
2024-AltonPD-S-1YG-00004	City of Alton Police Department		PT	402	PT	\$11,997.25	\$0.00	\$0.00	\$3,002.35	<b>\$14,999.60</b>
2024-AlvinPD-S-1YG-00047	City of Alvin Police Department		PT	402	PT	\$11,549.91	\$0.00	\$0.00	\$3,391.05	<b>\$14,940.96</b>
2024-AmarilloPD-S-1YG-00070	City of Amarillo Police Department		PT	402	PT	\$151,455.00	\$0.00	\$0.00	\$38,116.53	<b>\$189,571.53</b>
2024-AngletonPD-S-1YG-00110	City of Angleton Police Department		PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,028.37	<b>\$15,028.37</b>

**Project Cross Reference**

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-AnsonPD-S-1YG-00124	City of Anson Police Department		PT	402	PT	\$11,988.00	\$0.00	\$0.00	\$3,110.40	<b>\$15,098.40</b>
2024-aransasPD-S-1YG-00121	City of Aransas Pass Police Department		PT	402	PT	\$11,971.20	\$0.00	\$0.00	\$3,268.55	<b>\$15,239.75</b>
2024-Arlington-S-1YG-00006	City of Arlington Police Department		PT	402	PT	\$237,000.00	\$0.00	\$0.00	\$59,250.00	<b>\$296,250.00</b>
2024-AustinPD-S-1YG-00066	City of Austin Police Department		PT	402	PT	\$591,000.01	\$0.00	\$0.00	\$147,749.60	<b>\$738,749.61</b>
2024-Balcones-S-1YG-00131	City of Balcones Heights Police Department		PT	402	PT	\$11,973.52	\$0.00	\$0.00	\$4,541.67	<b>\$16,515.19</b>
2024-Beaumont-S-1YG-00064	City of Beaumont Police Department		PT	402	PT	\$89,970.00	\$0.00	\$0.00	\$27,818.72	<b>\$117,788.72</b>
2024-BertramPD-S-1YG-00103	The City of Bertram Police Department		PT	402	PT	\$11,268.40	\$0.00	\$0.00	\$2,892.72	<b>\$14,161.12</b>
2024-BexarCoSO-S-1YG-00034	Bexar County Sheriff's Office		PT	402	PT	\$323,147.26	\$0.00	\$0.00	\$86,917.80	<b>\$410,065.06</b>
2024-BexarPR3-S-1YG-00109	Bexar County Constable Pct 3		PT	402	PT	\$11,974.30	\$0.00	\$0.00	\$3,195.79	<b>\$15,170.09</b>
2024-BishopPD-S-1YG-00126	City of Bishop Police Department		PT	402	PT	\$8,429.46	\$0.00	\$0.00	\$2,193.81	<b>\$10,623.27</b>
2024-BordenCoSO-S-1YG-00076	Borden County Sheriff's Office		PT	402	PT	\$11,990.22	\$0.00	\$0.00	\$3,012.20	<b>\$15,002.42</b>
2024-BrownsPD-S-1YG-00049	City of Brownsville Police Department		PT	402	PT	\$77,974.04	\$0.00	\$0.00	\$19,703.82	<b>\$97,677.86</b>
2024-BullardPD-S-1YG-00029	City of Bullard Police Department		PT	402	PT	\$11,995.62	\$0.00	\$0.00	\$3,189.75	<b>\$15,185.37</b>
2024-CameronPD-S-1YG-00088	City of Cameron Police Department		PT	402	PT	\$11,997.00	\$0.00	\$0.00	\$3,016.12	<b>\$15,013.12</b>
2024-CdrPrkPD-S-1YG-00122	City of Cedar Park Police Department		PT	402	PT	\$11,697.43	\$0.00	\$0.00	\$3,016.20	<b>\$14,713.63</b>
2024-CedarPD-S-1YG-00051	City of Cedar Hill Police Department		PT	402	PT	\$11,932.50	\$0.00	\$0.00	\$3,879.26	<b>\$15,811.76</b>
2024-Chambers-S-1YG-00115	Chambers County Sheriff's Office		PT	402	PT	\$19,419.10	\$0.00	\$0.00	\$6,249.07	<b>\$25,668.17</b>
2024-ClydePD-S-1YG-00107	City of Clyde Police Department		PT	402	PT	\$11,974.56	\$0.00	\$0.00	\$3,252.83	<b>\$15,227.39</b>
2024-ColemnPD-S-1YG-00118	City of Coleman Police Department		PT	402	PT	\$11,995.74	\$0.00	\$0.00	\$3,102.10	<b>\$15,097.84</b>
2024-ColStaPD-S-1YG-00069	City of College Station Police Department		PT	402	PT	\$32,964.32	\$0.00	\$0.00	\$8,287.56	<b>\$41,251.88</b>
2024-ComancheCOSO-S-1YG-00111	Comanche County Sheriff's Office		PT	402	PT	\$11,970.00	\$0.00	\$0.00	\$3,324.66	<b>\$15,294.66</b>
2024-CorpusPD-S-1YG-00031	City of Corpus Christi Police Department		PT	402	PT	\$167,000.00	\$0.00	\$0.00	\$42,669.75	<b>\$209,669.75</b>
2024-CrockettPD-S-1YG-00086	City of Crockett Police Department		PT	402	PT	\$8,982.75	\$0.00	\$0.00	\$2,264.44	<b>\$11,247.19</b>
2024-Dallas-S-1YG-00002	City of Dallas Police Department		PT	402	PT	\$770,750.00	\$0.00	\$0.00	\$204,515.99	<b>\$975,265.99</b>
2024-DeerPark-S-1YG-00041	City of Deer Park Police Department		PT	402	PT	\$43,991.76	\$0.00	\$0.00	\$17,368.89	<b>\$61,360.65</b>
2024-DibollPD-S-1YG-00100	City Of Diboll Police Department		PT	402	PT	\$11,986.28	\$0.00	\$0.00	\$3,011.62	<b>\$14,997.90</b>
2024-Dickinson-S-1YG-00027	City of Dickinson Police Department		PT	402	PT	\$11,976.79	\$0.00	\$0.00	\$3,049.29	<b>\$15,026.08</b>
2024-DriscollPD-S-1YG-00043	City of Driscoll Police Department		PT	402	PT	\$14,229.00	\$0.00	\$0.00	\$3,561.15	<b>\$17,790.15</b>
2024-EagleLkPD-S-1YG-00101	City of Eagle Lake Police Department		PT	402	PT	\$11,969.00	\$0.00	\$0.00	\$3,029.62	<b>\$14,998.62</b>
2024-EarlyPD-S-1YG-00093	City of Early Police Department		PT	402	PT	\$11,990.00	\$0.00	\$0.00	\$3,308.97	<b>\$15,298.97</b>



**Project Cross Reference**

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-EastlaPD-S-1YG-00130	City of Eastland Police Department		PT	402	PT	\$11,986.76	\$0.00	\$0.00	\$3,188.89	<b>\$15,175.65</b>
2024-EdinbuPD-S-1YG-00078	City of Edinburg Police Department		PT	402	PT	\$36,999.58	\$0.00	\$0.00	\$9,941.79	<b>\$46,941.37</b>
2024-EIPasoISD-S-1YG-00061	City of El Paso ISD Police Department		PT	402	PT	\$11,568.96	\$0.00	\$0.00	\$3,200.19	<b>\$14,769.15</b>
2024-EIPasoPD-S-1YG-00011	City of El Paso Police Department		PT	402	PT	\$219,999.20	\$0.00	\$0.00	\$55,209.42	<b>\$275,208.62</b>
2024-EulesS-S-1YG-00094	City of Eules Police Department		PT	402	PT	\$36,964.65	\$0.00	\$0.00	\$9,423.70	<b>\$46,388.35</b>
2024-FBCoCP3-S-1YG-00077	Fort Bend County Constable Precinct 3		PT	402	PT	\$19,677.92	\$0.00	\$0.00	\$5,147.53	<b>\$24,825.45</b>
2024-FBCoSO-S-1YG-00013	Fort Bend County Sheriff's Office		PT	402	PT	\$49,860.00	\$0.00	\$0.00	\$12,817.62	<b>\$62,677.62</b>
2024-FortBendPct1-S-1YG-00009	Fort Bend County Constable Precinct 1		PT	402	PT	\$19,532.25	\$0.00	\$0.00	\$5,315.04	<b>\$24,847.29</b>
2024-Fortworth-S-1YG-00072	City of Fort Worth Police Department		PT	402	PT	\$259,016.37	\$0.00	\$0.00	\$64,872.00	<b>\$323,888.37</b>
2024-FranklinCOSO-S-1YG-00104	Franklin County Sheriff's Office		PT	402	PT	\$11,979.67	\$0.00	\$0.00	\$3,581.92	<b>\$15,561.59</b>
2024-FriscoPD-S-1YG-00056	City of Frisco Police Department		PT	402	PT	\$64,904.45	\$0.00	\$0.00	\$16,407.32	<b>\$81,311.77</b>
2024-GalCOSO-S-1YG-00019	Galveston County Sheriff's Office		PT	402	PT	\$27,963.78	\$0.00	\$0.00	\$7,016.11	<b>\$34,979.89</b>
2024-Galveston-S-1YG-00060	City of Galveston Police Department		PT	402	PT	\$33,932.31	\$0.00	\$0.00	\$8,703.64	<b>\$42,635.95</b>
2024-GarlandPD-S-1YG-00015	City of Garland Police Department		PT	402	PT	\$113,989.53	\$0.00	\$0.00	\$28,630.12	<b>\$142,619.65</b>
2024-GrandPra-S-1YG-00053	City of Grand Prairie Police Department		PT	402	PT	\$78,505.37	\$0.00	\$0.00	\$19,924.66	<b>\$98,430.03</b>
2024-GrapevinePD-S-1YG-00081	City of Grapevine Police Department		PT	402	PT	\$11,972.38	\$0.00	\$0.00	\$3,154.13	<b>\$15,126.51</b>
2024-HamlinPD-S-1YG-00096	The City of Hamlin Police Department		PT	402	PT	\$11,997.00	\$0.00	\$0.00	\$3,273.09	<b>\$15,270.09</b>
2024-HarkerHPD-S-1YG-00030	City of Harker Heights Police Department		PT	402	PT	\$11,987.03	\$0.00	\$0.00	\$2,996.76	<b>\$14,983.79</b>
2024-Harlingen-S-1YG-00057	City of Harlingen Police Department		PT	402	PT	\$36,000.00	\$0.00	\$0.00	\$9,041.51	<b>\$45,041.51</b>
2024-Harris4-S-1YG-00112	Harris County Constable Precinct 4		PT	402	PT	\$49,995.95	\$0.00	\$0.00	\$12,644.96	<b>\$62,640.91</b>
2024-HarrisCo-S-1YG-00036	Harris County Sheriff's Office		PT	402	PT	\$400,887.55	\$0.00	\$0.00	\$100,236.96	<b>\$501,124.51</b>
2024-HarrisP1-S-1YG-00038	Harris County Constable Precinct 1		PT	402	PT	\$74,995.80	\$0.00	\$0.00	\$19,043.99	<b>\$94,039.79</b>
2024-HarrisP2-S-1YG-00135	Harris County Constable Precinct 2		PT	402	PT	\$24,996.92	\$0.00	\$0.00	\$6,309.26	<b>\$31,306.18</b>
2024-HarrisP5-S-1YG-00039	Harris County Constable Precinct 5		PT	402	PT	\$49,830.88	\$0.00	\$0.00	\$12,484.12	<b>\$62,315.00</b>
2024-HawleyPD-S-1YG-00116	City of Hawley Police Department		PT	402	PT	\$11,991.42	\$0.00	\$0.00	\$3,010.75	<b>\$15,002.17</b>
2024-HendersonCoSO-S-1YG-00062	Henderson County Sherriff's Office		PT	402	PT	\$29,988.50	\$0.00	\$0.00	\$7,635.07	<b>\$37,623.57</b>
2024-HondoPD-S-1YG-00083	City Of Hondo Police Department		PT	402	PT	\$12,064.48	\$0.00	\$0.00	\$3,247.62	<b>\$15,312.10</b>
2024-HoustonPD-S-1YG-00026	City of Houston Police Department		PT	402	PT	\$999,999.31	\$0.00	\$0.00	\$503,874.71	<b>\$1,503,874.02</b>
2024-InglesidePD-S-1YG-00080	City of Ingleside Police Department		PT	402	PT	\$11,990.00	\$0.00	\$0.00	\$3,132.40	<b>\$15,122.40</b>
2024-Irving-S-1YG-00014	City of Irving Police Department		PT	402	PT	\$102,992.01	\$0.00	\$0.00	\$25,851.18	<b>\$128,843.19</b>

**Project Cross Reference**

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-JacintPD-S-1YG-00089	City of Jacinto City Police Department		PT	402	PT	\$11,998.38	\$0.00	\$0.00	\$3,018.79	<b>\$15,017.17</b>
2024-JacksboroPD-S-1YG-00129	The City of Jacksboro Police Department		PT	402	PT	\$11,956.79	\$0.00	\$0.00	\$3,023.28	<b>\$14,980.07</b>
2024-JacksonVDPD-S-1YG-00018	City of Jacksonville Police Department		PT	402	PT	\$11,970.07	\$0.00	\$0.00	\$3,012.86	<b>\$14,982.93</b>
2024-JeffersonCoSO-S-1YG-00117	Jefferson County Sheriff's Office		PT	402	PT	\$24,984.75	\$0.00	\$0.00	\$6,985.74	<b>\$31,970.49</b>
2024-KempnerPD-S-1YG-00136	The City of Kempner Police Department		PT	402	PT	\$10,340.00	\$0.00	\$0.00	\$2,683.86	<b>\$13,023.86</b>
2024-KilleenPD-S-1YG-00065	City of Killeen Police Department		PT	402	PT	\$49,998.00	\$0.00	\$0.00	\$12,549.50	<b>\$62,547.50</b>
2024-KylePD-S-1YG-00044	City of Kyle Police Department		PT	402	PT	\$11,948.00	\$0.00	\$0.00	\$3,193.16	<b>\$15,141.16</b>
2024-LaJoyaPD-S-1YG-00092	The City of La Joya Police Department		PT	402	PT	\$11,997.71	\$0.00	\$0.00	\$3,582.15	<b>\$15,579.86</b>
2024-LaPorte-S-1YG-00022	City of La Porte Police Department		PT	402	PT	\$26,972.12	\$0.00	\$0.00	\$7,122.31	<b>\$34,094.43</b>
2024-LaredoPD-S-1YG-00040	City of Laredo Police Department		PT	402	PT	\$94,996.32	\$0.00	\$0.00	\$29,448.86	<b>\$124,445.18</b>
2024-LongviPD-S-1YG-00085	City of Longview Police Department		PT	402	PT	\$39,992.00	\$0.00	\$0.00	\$10,002.57	<b>\$49,994.57</b>
2024-ManorPD-S-1YG-00113	City of Manor Police Department		PT	402	PT	\$11,995.64	\$0.00	\$0.00	\$3,005.99	<b>\$15,001.63</b>
2024-McAllenPD-S-1YG-00024	City of McAllen Police Department		PT	402	PT	\$71,000.00	\$0.00	\$0.00	\$17,750.00	<b>\$88,750.00</b>
2024-McKinney-S-1YG-00098	City of McKinney Police Department		PT	402	PT	\$45,000.00	\$0.00	\$0.00	\$12,726.00	<b>\$57,726.00</b>
2024-Mesquite-S-1YG-00016	City of Mesquite Police Department		PT	402	PT	\$38,343.26	\$0.00	\$0.00	\$9,592.12	<b>\$47,935.38</b>
2024-Mission-S-1YG-00021	City of Mission Police Department		PT	402	PT	\$37,000.00	\$0.00	\$0.00	\$9,417.02	<b>\$46,417.02</b>
2024-MissouriPD-S-1YG-00035	City of Missouri City Police Department		PT	402	PT	\$22,992.00	\$0.00	\$0.00	\$6,019.20	<b>\$29,011.20</b>
2024-MoCoP1Co-S-1YG-00025	Montgomery County Constables Office Pct 1		PT	402	PT	\$11,946.52	\$0.00	\$0.00	\$3,645.59	<b>\$15,592.11</b>
2024-MontgoSO-S-1YG-00012	Montgomery County Sheriff's Office		PT	402	PT	\$123,960.00	\$0.00	\$0.00	\$40,435.75	<b>\$164,395.75</b>
2024-MooreCoSO-S-1YG-00097	Moore County Sheriff's Office		PT	402	PT	\$11,971.50	\$0.00	\$0.00	\$3,744.69	<b>\$15,716.19</b>
2024-MtVernonPD-S-1YG-00045	City of Mount Vernon Police Department		PT	402	PT	\$11,953.89	\$0.00	\$0.00	\$3,767.87	<b>\$15,721.76</b>
2024-NewBrau-S-1YG-00037	City of New Braunfels Police Department		PT	402	PT	\$46,236.00	\$0.00	\$0.00	\$12,136.95	<b>\$58,372.95</b>
2024-NRRichland-S-1YG-00005	City of North Richland Hills Police Department		PT	402	PT	\$27,998.00	\$0.00	\$0.00	\$7,535.68	<b>\$35,533.68</b>
2024-Odessa-S-1YG-00017	City of Odessa Police Department		PT	402	PT	\$39,623.98	\$0.00	\$0.00	\$10,386.65	<b>\$50,010.63</b>
2024-PalaciosPD-S-1YG-00108	City of Palacios Police Department		PT	402	PT	\$9,388.18	\$0.00	\$0.00	\$2,352.94	<b>\$11,741.12</b>
2024-PasadePD-S-1YG-00050	City of Pasadena Police Department		PT	402	PT	\$80,923.00	\$0.00	\$0.00	\$80,923.00	<b>\$161,846.00</b>
2024-pearlaPD-S-1YG-00079	City of Pearland Police Department		PT	402	PT	\$11,986.00	\$0.00	\$0.00	\$3,056.43	<b>\$15,042.43</b>
2024-PharrPD-S-1YG-00073	City of Pharr Police Department		PT	402	PT	\$11,982.50	\$0.00	\$0.00	\$3,794.61	<b>\$15,777.11</b>
2024-PlanoPD-S-1YG-00075	City of Plano Police Department		PT	402	PT	\$107,929.58	\$0.00	\$0.00	\$30,932.62	<b>\$138,862.20</b>
2024-PortArthur-S-1YG-00067	City of Port Arthur Police Department		PT	402	PT	\$19,260.12	\$0.00	\$0.00	\$5,188.68	<b>\$24,448.80</b>

**Project Cross Reference**

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-ProgresoPD-S-1YG-00114	City of Progreso Police Department		PT	402	PT	\$11,992.92	\$0.00	\$0.00	\$3,041.21	<b>\$15,034.13</b>
2024-ProsperPD-S-1YG-00059	Town of Prosper Police Department		PT	402	PT	\$11,975.62	\$0.00	\$0.00	\$3,120.85	<b>\$15,096.47</b>
2024-RichlandHillsPD-S-1YG-00132	City of Richland Hills Police Department		PT	402	PT	\$11,949.75	\$0.00	\$0.00	\$3,548.02	<b>\$15,497.77</b>
2024-RosenbPD-S-1YG-00033	City of Rosenberg Police Department		PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,588.43	<b>\$15,588.43</b>
2024-SanAntPD-S-1YG-00010	City of San Antonio Police Department		PT	402	PT	\$843,000.00	\$0.00	\$0.00	\$295,725.01	<b>\$1,138,725.01</b>
2024-SansomPD-S-1YG-00052	City of Sansom Park Police Department		PT	402	PT	\$11,966.94	\$0.00	\$0.00	\$3,257.55	<b>\$15,224.49</b>
2024-SantaFe-S-1YG-00003	City of Santa Fe Police Department		PT	402	PT	\$11,999.43	\$0.00	\$0.00	\$3,448.63	<b>\$15,448.06</b>
2024-ShallowaterPD-S-1YG-00133	The City of Shallowater Police Department		PT	402	PT	\$3,991.96	\$0.00	\$0.00	\$1,113.76	<b>\$5,105.72</b>
2024-SouthlakePD-S-1YG-00095	City of Southlake Police Department		PT	402	PT	\$24,963.00	\$0.00	\$0.00	\$8,420.38	<b>\$33,383.38</b>
2024-SouthSPD-S-1YG-00023	City of Southside Place Police Department		PT	402	PT	\$11,640.00	\$0.00	\$0.00	\$2,910.35	<b>\$14,550.35</b>
2024-SplendorPD-S-1YG-00032	City of Splendor Police Department		PT	402	PT	\$11,799.00	\$0.00	\$0.00	\$3,010.81	<b>\$14,809.81</b>
2024-Sugarland-S-1YG-00048	City of Sugar Land Police Department		PT	402	PT	\$32,996.00	\$0.00	\$0.00	\$9,481.32	<b>\$42,477.32</b>
2024-SullivanPD-S-1YG-00046	City of Sullivan City Police Department		PT	402	PT	\$11,561.40	\$0.00	\$0.00	\$2,908.63	<b>\$14,470.03</b>
2024-TDPS-S-1YG-00008	Texas Department of Public Safety		PT	402	PT	\$291,361.18	\$0.00	\$0.00	\$72,840.30	<b>\$364,201.48</b>
2024-TexarkPD-S-1YG-00082	City of Texarkana Police Department		PT	402	PT	\$11,984.00	\$0.00	\$0.00	\$3,898.22	<b>\$15,882.22</b>
2024-TexasCityPD-S-1YG-00099	City of Texas City Police Department		PT	402	PT	\$16,942.62	\$0.00	\$0.00	\$16,942.62	<b>\$33,885.24</b>
2024-Tomgreen-S-1YG-00058	Tom Green County		PT	402	PT	\$31,000.00	\$0.00	\$0.00	\$7,980.79	<b>\$38,980.79</b>
2024-Tyler PD-S-1YG-00074	City of Tyler Police Department		PT	402	PT	\$67,993.07	\$0.00	\$0.00	\$18,006.90	<b>\$85,999.97</b>
2024-Universal City PD-S-1YG-00128	City of Universal City Police Department		PT	402	PT	\$11,971.56	\$0.00	\$0.00	\$3,001.92	<b>\$14,973.48</b>
2024-VictoriaPD-S-1YG-00090	City of Victoria Police Department		PT	402	PT	\$25,971.50	\$0.00	\$0.00	\$6,517.64	<b>\$32,489.14</b>
2024-WacoPD-S-1YG-00042	City of Waco Police Department		PT	402	PT	\$109,713.11	\$0.00	\$0.00	\$27,454.41	<b>\$137,167.52</b>
2024-WallerCOSO-S-1YG-00102	Waller County Sheriff's Office		PT	402	PT	\$21,359.40	\$0.00	\$0.00	\$6,764.31	<b>\$28,123.71</b>
2024-WallerPD-S-1YG-00134	City of Waller Police Department		PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,000.00	<b>\$15,000.00</b>
2024-WhartonPD-S-1YG-00106	City of Wharton Police Department		PT	402	PT	\$11,977.56	\$0.00	\$0.00	\$3,419.56	<b>\$15,397.12</b>
2024-WhitePD-S-1YG-00091	City of White Settlement Police Department		PT	402	PT	\$11,990.42	\$0.00	\$0.00	\$3,077.40	<b>\$15,067.82</b>
2024-WichitaPD-S-1YG-00007	City of Wichita Falls Police Department		PT	402	PT	\$41,947.62	\$0.00	\$0.00	\$10,535.49	<b>\$52,483.11</b>
2024-WillowParkPD-S-1YG-00125	City of Willow Park Police Department		PT	402	PT	\$11,965.09	\$0.00	\$0.00	\$2,991.28	<b>\$14,956.37</b>
2024-Wylie-S-1YG-00028	City of Wylie Police Department		PT	402	PT	\$11,899.65	\$0.00	\$0.00	\$11,899.65	<b>\$23,799.30</b>

**Subtotals**      # of Projects: 123      \$8,418,636.56      \$0.00      \$0.00      \$2,609,507.66      **\$11,028,144.22**

*Federal Funds   State Funding   Prog. Income   Local Match   Project Total*

**Project Cross Reference**

**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
<b>Enforcement Task Summary</b>		<b># Projects:</b>	292			\$13,702,601.03	\$0.00	\$0.00	\$4,442,811.19	<b>\$18,145,412.22</b>

**Project Cross Reference**

**Evaluation Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-TDPS-G-1YG-0026	Texas Department of Public Safety		TR	405C	M3DA	\$966,972.96	\$0.00	\$0.00	\$322,324.32	<b>\$1,289,297.28</b>
2024-TDSHS-G-1YG-0129	Texas Department of State Health Services		TR	405C	M3DA	\$944,056.15	\$0.00	\$0.00	\$278,028.53	<b>\$1,222,084.68</b>
2024-TMPA-G-1YG-0005	Texas Municipal Police Association		TR	405C	M3DA	\$1,198,558.72	\$0.00	\$0.00	\$315,767.60	<b>\$1,514,326.32</b>
2024-TTI-G-1YG-0019	Texas A&M Transportation Institute		PS	402	PS	\$120,000.00	\$0.00	\$0.00	\$30,013.51	<b>\$150,013.51</b>
2024-TTI-G-1YG-0046	Texas A&M Transportation Institute		AL	402	AL	\$304,966.59	\$0.00	\$0.00	\$76,289.41	<b>\$381,256.00</b>
2024-TTI-G-1YG-0055	Texas A&M Transportation Institute		SC	402	SC	\$100,000.00	\$0.00	\$0.00	\$25,015.62	<b>\$125,015.62</b>
2024-TTI-G-1YG-0063	Texas A&M Transportation Institute		TR	405C	M3DA	\$139,999.99	\$0.00	\$0.00	\$35,012.34	<b>\$175,012.33</b>
2024-TTI-G-1YG-0064	Texas A&M Transportation Institute		TR	405C	M3DA	\$135,399.98	\$0.00	\$0.00	\$33,879.93	<b>\$169,279.91</b>
2024-TTI-G-1YG-0066	Texas A&M Transportation Institute		AL	405D	M5BAC	\$83,999.33	\$0.00	\$0.00	\$21,007.68	<b>\$105,007.01</b>
2024-TTI-G-1YG-0072	Texas A&M Transportation Institute		OP	405B	M1OP	\$330,000.00	\$0.00	\$0.00	\$82,565.54	<b>\$412,565.54</b>
2024-TTI-G-1YG-0074	Texas A&M Transportation Institute		DE	402	DE	\$44,000.00	\$0.00	\$0.00	\$11,007.33	<b>\$55,007.33</b>
2024-TTI-G-1YG-0075	Texas A&M Transportation Institute		OP	405B	M1OP	\$60,000.00	\$0.00	\$0.00	\$15,011.44	<b>\$75,011.44</b>
2024-TTI-G-1YG-0076	Texas A&M Transportation Institute		DE	402	DE	\$105,500.00	\$0.00	\$0.00	\$26,383.49	<b>\$131,883.49</b>
2024-TTI-G-1YG-0077	Texas A&M Transportation Institute		OP	405B	M1OP	\$84,000.00	\$0.00	\$0.00	\$21,016.83	<b>\$105,016.83</b>
2024-TTI-G-1YG-0079	Texas A&M Transportation Institute		OP	405B	M1OP	\$35,000.00	\$0.00	\$0.00	\$8,757.15	<b>\$43,757.15</b>
2024-UTatArli-G-1YG-0128	The University of Texas at Arlington		PS	402	PS	\$84,997.18	\$0.00	\$0.00	\$27,998.00	<b>\$112,995.18</b>
2024-UTMBG-G-1YG-0096	The University of Texas Medical Branch at Galveston		AL	402	AL	\$87,398.10	\$0.00	\$0.00	\$23,573.20	<b>\$110,971.30</b>

<b>Evaluation Task Summary</b>	<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
	17	\$4,824,849.00	\$0.00	\$0.00	\$1,353,651.92	<b>\$6,178,500.92</b>

**Project Cross Reference**

**Program Management Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-CRIS-G-1YG-0173	CRIS		TR	405C	M3DA	\$1,375,000.00	\$0.00	\$0.00	\$0.00	<b>\$1,375,000.00</b>
2024-CRIS-G-1YG-0174	CRIS		TR	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	<b>\$2,800,000.00</b>
2024-TxDOT-G-1YG-0153	TxDOT - Traffic Safety		PA	State	State	\$0.00	\$4,414,000.00	\$0.00	\$0.00	<b>\$4,414,000.00</b>
2024-TxDOT-G-1YG-0154	TxDOT - Traffic Safety		PA	402	PA	\$575,000.00	\$0.00	\$0.00	\$0.00	<b>\$575,000.00</b>
2024-TxDOT-G-1YG-0156	TxDOT - Traffic Safety		PA	402	PA	\$160,000.00	\$0.00	\$0.00	\$0.00	<b>\$160,000.00</b>
2024-TxDOT-G-1YG-0157	TxDOT - Traffic Safety		PA	State	State	\$0.00	\$55,000.00	\$0.00	\$0.00	<b>\$55,000.00</b>
2024-TxDOT-G-1YG-0158	TxDOT - Traffic Safety		PA	402	PA	\$150,000.00	\$0.00	\$0.00	\$0.00	<b>\$150,000.00</b>

<b>Program Management Task Summary</b>		<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
		7	\$2,260,000.00	\$7,269,000.00	\$0.00	\$0.00	<b>\$9,529,000.00</b>

**Project Cross Reference**

**Public Information and Education Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-CFRS-G-1YG-0111	Citizens for Road Safety		PS	402	PS	\$349,108.50	\$0.00	\$0.00	\$138,847.00	<b>\$487,955.50</b>
2024-DCMCCT-G-1YG-0009	Dell Children's Medical Center of Central Texas		OP	402	OP	\$200,000.00	\$0.00	\$0.00	\$58,174.86	<b>\$258,174.86</b>
2024-DrisHosp-G-1YG-0042	Driscoll Children's Hospital		OP	402	OP	\$263,543.00	\$0.00	\$0.00	\$118,050.09	<b>\$381,593.09</b>
2024-DrisHosp-G-1YG-0043	Driscoll Children's Hospital		OP	402	OP	\$249,987.00	\$0.00	\$0.00	\$112,284.73	<b>\$362,271.73</b>
2024-EIPasoDA-G-1YG-0088	El Paso District Attorney's Office		AL	405D	M5OT	\$49,600.00	\$0.00	\$0.00	\$15,538.01	<b>\$65,138.01</b>
2024-ESCVI-G-1YG-0016	Education Service Center, Region VI		PS	402	PS	\$54,349.83	\$0.00	\$0.00	\$18,125.60	<b>\$72,475.43</b>
2024-Ghisallo-G-1YG-0040	Ghisallo Foundation		PS	402	PS	\$175,000.01	\$0.00	\$0.00	\$58,619.00	<b>\$233,619.01</b>
2024-Ghisallo-G-1YG-0041	Ghisallo Foundation		PS	402	PS	\$125,000.00	\$0.00	\$0.00	\$31,358.20	<b>\$156,358.20</b>
2024-LubbockP-G-1YG-0144	City of Lubbock Parks & Recreation		PS	402	PS	\$25,035.40	\$0.00	\$6,000.00	\$11,682.00	<b>\$42,717.40</b>
2024-TCH-G-1YG-0024	Texas Children's Hospital		OP	402	OP	\$275,000.00	\$0.00	\$0.00	\$258,265.51	<b>\$533,265.51</b>
2024-TCH-G-1YG-0025	Texas Children's Hospital		PS	402	PS	\$110,000.00	\$0.00	\$0.00	\$77,538.02	<b>\$187,538.02</b>
2024-TCINC-G-1YG-0134	The Coalition, Inc.		AL	405D	M5PEM	\$74,999.95	\$0.00	\$0.00	\$42,524.09	<b>\$117,524.04</b>
2024-TCINC-G-1YG-0145	The Coalition, Inc.		AL	405D	M5PEM	\$49,999.93	\$0.00	\$0.00	\$29,313.68	<b>\$79,313.61</b>
2024-TDSHS-G-1YG-0127	Texas Department of State Health Services		OP	405B	M1PE	\$525,000.00	\$0.00	\$0.00	\$251,000.00	<b>\$776,000.00</b>
2024-Texas Ag-G-1YG-0030	Texas A&M Agrilife Extension Service		OP	402	OP	\$1,078,920.32	\$0.00	\$0.00	\$373,466.20	<b>\$1,452,386.52</b>
2024-Texas Ag-G-1YG-0031	Texas A&M Agrilife Extension Service		AL	402	AL	\$974,837.77	\$0.00	\$0.00	\$334,181.76	<b>\$1,309,019.53</b>
2024-Texas Ag-G-1YG-0032	Texas A&M Agrilife Extension Service		SA	402	SA	\$599,783.81	\$0.00	\$0.00	\$205,781.51	<b>\$805,565.32</b>
2024-Travis C-G-1YG-0087	Travis County Attorney's UDPP		AL	402	AL	\$141,447.09	\$0.00	\$0.00	\$175,589.44	<b>\$317,036.53</b>
2024-TTI-G-1YG-0049	Texas A&M Transportation Institute		PS	402	PS	\$119,989.71	\$0.00	\$0.00	\$30,013.42	<b>\$150,003.13</b>
2024-TTI-G-1YG-0051	Texas A&M Transportation Institute		PS	405G	BGPE	\$99,995.87	\$0.00	\$0.00	\$25,013.41	<b>\$125,009.28</b>
2024-TTI-G-1YG-0052	Texas A&M Transportation Institute		DE	402	DE	\$114,400.00	\$0.00	\$0.00	\$28,617.87	<b>\$143,017.87</b>
2024-TTI-G-1YG-0056	Texas A&M Transportation Institute		PS	402	PS	\$200,000.00	\$0.00	\$0.00	\$50,041.02	<b>\$250,041.02</b>
2024-TTI-G-1YG-0057	Texas A&M Transportation Institute		MC	402	MC	\$324,984.85	\$0.00	\$0.00	\$81,278.85	<b>\$406,263.70</b>
2024-TTI-G-1YG-0058	Texas A&M Transportation Institute		PS	402	PS	\$189,182.55	\$0.00	\$0.00	\$47,325.21	<b>\$236,507.76</b>
2024-TTI-G-1YG-0059	Texas A&M Transportation Institute		AL	402	AL	\$389,999.97	\$0.00	\$0.00	\$97,553.21	<b>\$487,553.18</b>
2024-TTI-G-1YG-0060	Texas A&M Transportation Institute		DE	402	DE	\$807,273.00	\$0.00	\$0.00	\$201,886.74	<b>\$1,009,159.74</b>
2024-TTI-G-1YG-0068	Texas A&M Transportation Institute		MC	402	MC	\$100,000.00	\$0.00	\$0.00	\$25,011.76	<b>\$125,011.76</b>
2024-TTI-G-1YG-0078	Texas A&M Transportation Institute		OP	405B	M1PE	\$30,000.00	\$0.00	\$0.00	\$7,505.27	<b>\$37,505.27</b>
2024-TxDOT-G-1YG-0155	TxDOT - Traffic Safety		AL	State	State	\$0.00	\$250,000.00	\$0.00	\$0.00	<b>\$250,000.00</b>
2024-TxDOT-G-1YG-0162	TxDOT - Traffic Safety		SC	402	SC	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	<b>\$8,000,000.00</b>

**Project Cross Reference**

**Public Information and Education Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-TxDOT-G-1YG-0163	TxDOT - Traffic Safety		AL	405D	M5PEM	\$3,265,000.00	\$0.00	\$0.00	\$3,265,000.00	<b>\$6,530,000.00</b>
2024-TxDOT-G-1YG-0164	TxDOT - Traffic Safety		PS	402	PS	\$2,900,000.00	\$0.00	\$0.00	\$2,900,000.00	<b>\$5,800,000.00</b>
2024-TxDOT-G-1YG-0165	TxDOT - Traffic Safety		RS	State	State	\$0.00	\$2,671,000.00	\$0.00	\$2,671,000.00	<b>\$5,342,000.00</b>
2024-TxDOT-G-1YG-0166	TxDOT - Traffic Safety		OP	405B	M1PE	\$1,600,000.00	\$0.00	\$0.00	\$1,600,000.00	<b>\$3,200,000.00</b>
2024-TxDOT-G-1YG-0167	TxDOT - Traffic Safety		PS	405G	BGPE	\$1,500,000.00	\$0.00	\$0.00	\$1,500,000.00	<b>\$3,000,000.00</b>
2024-TxDOT-G-1YG-0168	TxDOT - Traffic Safety		DE	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	<b>\$2,400,000.00</b>
2024-TxDOT-G-1YG-0169	TxDOT - Traffic Safety		OP	405B	M1PE	\$700,000.00	\$0.00	\$0.00	\$700,000.00	<b>\$1,400,000.00</b>
2024-TxDOT-G-1YG-0170	TxDOT - Traffic Safety		MC	State	State	\$0.00	\$330,000.00	\$0.00	\$330,000.00	<b>\$660,000.00</b>
2024-TxDOT-G-1YG-0171	TxDOT - Traffic Safety		MC	405F	M11X	\$320,000.00	\$0.00	\$0.00	\$320,000.00	<b>\$640,000.00</b>
2024-TxHSTF-G-1YG-0089	Texas Heatstroke Task Force		OP	402	OP	\$24,649.94	\$0.00	\$0.00	\$6,410.11	<b>\$31,060.05</b>
2024-TxOpLife-G-1YG-0027	Texas Operation Lifesaver		RH	402	RH	\$73,299.38	\$0.00	\$0.00	\$22,726.56	<b>\$96,025.94</b>
2024-TXSDY-G-1YG-0142	Texans for Safe and Drug Free Youth		AL	405D	M5OT	\$150,000.00	\$0.00	\$0.00	\$49,995.92	<b>\$199,995.92</b>
2024-WISH-G-1YG-0118	Women & Infants Specialty Health		OP	402	OP	\$70,000.00	\$0.00	\$0.00	\$30,734.77	<b>\$100,734.77</b>

<b>Public Information and Education Task Summar</b>		<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
		43	\$23,500,387.88	\$3,251,000.00	\$6,000.00	\$21,500,453.82	<b>\$48,257,841.70</b>



**Project Cross Reference**

**Training Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2024-ESCVI-G-1YG-0015	Education Service Center, Region VI		SB	402	SB	\$182,000.00	\$0.00	\$0.00	\$60,685.80	<b>\$242,685.80</b>
2024-ESCVI-G-1YG-0018	Education Service Center, Region VI		DE	402	DE	\$174,972.57	\$0.00	\$0.00	\$58,342.50	<b>\$233,315.07</b>
2024-FarmCity-G-1YG-0140	Farm & City		PS	402	PS	\$66,760.80	\$0.00	\$0.00	\$19,668.84	<b>\$86,429.64</b>
2024-FarmCity-G-1YG-0146	Farm & City		PS	405G	BGTR	\$66,238.30	\$0.00	\$0.00	\$18,252.96	<b>\$84,491.26</b>
2024-IADLEST-G-1YG-0126	International Association of Directors of Law Enforcement Standards and Training		PT	402	PT	\$115,998.67	\$0.00	\$0.00	\$29,050.00	<b>\$145,048.67</b>
2024-IADLEST-G-1YG-0130	International Association of Directors of Law Enforcement Standards and Training		TR	402	TR	\$422,499.01	\$0.00	\$0.00	\$105,770.00	<b>\$528,269.01</b>
2024-MADD-G-1YG-0003	Mothers Against Drunk Driving		AL	405D	M5OT	\$745,849.54	\$0.00	\$0.00	\$248,544.60	<b>\$994,394.14</b>
2024-NSC-G-1YG-0035	National Safety Council		DE	402	DE	\$549,026.73	\$0.00	\$0.00	\$162,394.12	<b>\$711,420.85</b>
2024-SafetyCi-G-1YG-0117	Safety City Abilene		OP	402	OP	\$10,012.54	\$0.00	\$0.00	\$5,661.00	<b>\$15,673.54</b>
2024-TAC-G-1YG-0094	Texas Association of Counties		AL	405D	M5CS	\$174,990.24	\$0.00	\$0.00	\$48,330.65	<b>\$223,320.89</b>
2024-TAMUHSC-G-1YG-0120	Texas A&M University Health Science Center		AL	405D	M5TR	\$86,527.54	\$0.00	\$0.00	\$21,722.65	<b>\$108,250.19</b>
2024-TCINC-G-1YG-0121	The Coalition, Inc.		DE	402	DE	\$94,999.95	\$0.00	\$0.00	\$78,076.46	<b>\$173,076.41</b>
2024-TCJ-G-1YG-0011	Texas Center for the Judiciary		AL	405D	M5CS	\$762,586.57	\$0.00	\$0.00	\$648,569.23	<b>\$1,411,155.80</b>
2024-TDCAA-G-1YG-0045	Texas District and County Attorneys Association		AL	405D	M5CS	\$697,950.17	\$0.00	\$0.00	\$336,856.70	<b>\$1,034,806.87</b>
2024-TEEXESTI-G-1YG-0095	Texas Engineering Extension Service ESTI		EM	402	EM	\$313,687.94	\$0.00	\$0.00	\$731,938.53	<b>\$1,045,626.47</b>
2024-TJCTC-G-1YG-0020	Texas Justice Court Training Center		AL	402	AL	\$124,956.37	\$0.00	\$0.00	\$31,265.27	<b>\$156,221.64</b>
2024-TMCEC-G-1YG-0098	Texas Municipal Courts Education Center		AL	402	AL	\$600,000.00	\$0.00	\$15,000.00	\$135,015.53	<b>\$750,015.53</b>
2024-TMPA-G-1YG-0004	Texas Municipal Police Association		AL	405D	M5CS	\$1,000,000.00	\$0.00	\$0.00	\$276,900.00	<b>\$1,276,900.00</b>
2024-TMPA-G-1YG-0006	Texas Municipal Police Association		AL	405D	M5TR	\$999,999.39	\$0.00	\$0.00	\$305,095.00	<b>\$1,305,094.39</b>
2024-TMPA-G-1YG-0007	Texas Municipal Police Association		PT	402	PT	\$1,199,998.58	\$0.00	\$0.00	\$301,537.50	<b>\$1,501,536.08</b>
2024-TTI-G-1YG-0050	Texas A&M Transportation Institute		PS	405G	BGTR	\$99,995.61	\$0.00	\$0.00	\$25,011.19	<b>\$125,006.80</b>
2024-TTI-G-1YG-0053	Texas A&M Transportation Institute		PS	402	PS	\$130,000.00	\$0.00	\$0.00	\$32,520.31	<b>\$162,520.31</b>
2024-TTI-G-1YG-0054	Texas A&M Transportation Institute		PS	402	PS	\$110,000.00	\$0.00	\$0.00	\$27,517.19	<b>\$137,517.19</b>
2024-TTI-G-1YG-0062	Texas A&M Transportation Institute		PS	402	PS	\$99,999.62	\$0.00	\$0.00	\$25,008.91	<b>\$125,008.53</b>
2024-TTI-G-1YG-0065	Texas A&M Transportation Institute		AL	402	AL	\$89,982.38	\$0.00	\$0.00	\$22,507.25	<b>\$112,489.63</b>
2024-TTI-G-1YG-0067	Texas A&M Transportation Institute		AL	405D	M5II	\$200,000.00	\$0.00	\$0.00	\$50,031.36	<b>\$250,031.36</b>
2024-TTI-G-1YG-0069	Texas A&M Transportation Institute		AL	405D	M5TR	\$83,000.00	\$0.00	\$0.00	\$20,769.31	<b>\$103,769.31</b>
2024-TTI-G-1YG-0071	Texas A&M Transportation Institute		PS	405G	BGTR	\$200,000.00	\$0.00	\$0.00	\$50,023.04	<b>\$250,023.04</b>
2024-UTatArli-G-1YG-0139	The University of Texas at Arlington		RS	402	RS	\$349,985.37	\$0.00	\$0.00	\$99,199.88	<b>\$449,185.25</b>

**Project Cross Reference**

**Training Projects**

<i>Planned Activity Name</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>
					<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
<b>Training Task Summary</b>		<i># Projects:</i>	29		\$9,752,017.89	\$0.00	\$15,000.00	\$3,976,265.78	<b>\$13,743,283.67</b>

## Summary of 405 Application

### NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS -

The State applied for the following incentive grants:

- 405(b) Occupant Protection (High Use Rate) **Yes**
- 405(c) State Traffic Safety Information System Improvement **Yes**
- 405(d) Impaired Driving Countermeasures (Mid-Range State) **Yes**
- 405(d) Ignition Interlock **No**
- 405(d) 24-7 Sobriety Programs **No**
- 405(e) Distracted Driving **No**
- 405(f) Motorcyclist Safety **Yes**
- 405(g) Nonmotorized Safety **Yes**
- 405(h) Preventing Roadside Deaths **No**
- 405(i) Driver and Officer Safety **Yes**
- 1906 Racial Profiling Data Collection: **No**

## 405(b) Occupant Protection Grant

### Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

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

### Participation in Click-it-or-Ticket (CIOT) national mobilization

#### Agencies planning to participate in CIOT:

Planned 40 participating law enforcement agencies. We will provide a list of the agencies once they have been selected.

#### Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

##### Planned Participation in Click-it-or-Ticket

Coordinate and conduct yearly CIOT mobilization consisting of increased safety belt enforcement and earned media activities; observational surveys of seat belt use before, during, and after the Click It or Ticket mobilization will be conducted to measure the impact on seat belt use in 10 of Texas' largest cities; TxDOT is seeking to execute a statewide Click It or Ticket (CIOT) project for paid media/public education outreach to coincide with the national NHTSA Memorial Day campaign.

##### List of Task for Participants & Organizations

Planned 40 participating law enforcement agencies. We will provide a list of the agencies once they have been selected.

### Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Occupant Protection Training

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
108735	2024-DCMCCT-G-1YG-0009
108804	2024-TCH-G-1YG-0024
108820	2024-TexasAg-G-1YG-0030
108908	2024-DrisHosp-G-1YG-0042
108909	2024-DrisHosp-G-1YG-0043
109794	2024-WISH-G-1YG-0118
109849	2024-TDSHS-G-1YG-0127

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: **195**

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: **83**

Populations served - rural: **112**

Populations served - at risk: **153**

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

**Child passenger safety technicians**

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

<b>Countermeasure Strategy</b>
Occupant Protection Training

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
108735	2024-DCMCCT-G-1YG-0009
108908	2024-DrisHosp-G-1YG-0042
108909	2024-DrisHosp-G-1YG-0043
108804	2024-TCH-G-1YG-0024
109794	2024-WISH-G-1YG-0118

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: **21**

Estimated total number of technicians: **330**

## 405(c) State Traffic Safety Information System Improvements Grant Traffic records coordinating committee (TRCC)

**TRCC Meeting dates during the 12 months immediately preceding the application due date:**

Meeting Date
10/25/2022
01/24/2023
03/28/2023
05/09/2023

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: **Michael Chacon**

Title of State's Traffic Records Coordinator: **Director, TxDOT Traffic Safety Division**

**TRCC members by name, title, home organization and the core safety database represented:**

### List of TRCC members Representation

Name	Title	Agency	TRCC Role
Michael Chacon	Director of the Traffic Safety Division	TxDOT	Chair
Cathy Kratz	Deputy Director of the Traffic Safety Division	TxDOT	Vice-Chair
Larry Krantz	Police Traffic Services Program Manager	TxDOT	Coordinator
Eva Shipp	Senior Research Scientist and Crash Analytics Program Manager	TTI	Technical Advisor
Capt. Jodie Tullos	Director of the Highway Safety Operations Center	TxDPS	Citation/Adjudication
Jim Markham	Director of the Crash Data & Analysis Section	TxDOT	Crash
Valery Wakefield	Assistant Manager of Driver License Division/Enforcement & Compliance Service	TxDPS	Driver
Jia Benno	Director of the Injury Prevention Unit	DSHS	Injury Surveillance
David Freidenfeld	Director of Data Management and Traffic Analysis	TxDOT	Roadway
Roland Luna	Deputy Executive Director	TxDMV	Vehicle
Letty von Rossum	Director of the Behavioral Traffic Safety Section, Traffic Safety Division	TxDOT	Budget Advisor
Lt. James Taylor	Lieutenant at Highway Safety Operations Center	TxDPS	Citation/Adjudication
Larbi Hanni	Branch Manager of Data Integrity and Analysis	TxDOT	Crash
Nadia Bekka	Epidemiologist at EMS/Trauma Registry Group, Office of Injury Prevention	DSHS	Injury Surveillance
Clint Thompson	Deputy Director of Vehicle Titles and Registration Division	TxDMV	Vehicle

Representing roadway and Governor's Highway Safety Representative is Michael Chacon, Division Director of the Traffic Safety Division of TxDOT. The TRCC designated and appointed Mr. Chacon as the Traffic Records Coordinator and Chair.

Michael Chacon, P.E., Director

[Michael.Chacon@txdot.gov](mailto:Michael.Chacon@txdot.gov)

Traffic Safety Division, TxDOT

125 East 11th Street, Austin, TX 78701

(512) 416-3200

Representing Crash Records Information System (CRIS), crash data, and the Fatality Analysis Reporting System (FARS) is Mr. Jim Markham. Mr. Markham is the Director of the Crash Data and Analysis Section within the Traffic Safety Division of TxDOT. He oversees the development, implementation, and maintenance of CRIS and the training and support of law enforcement using CRIS. He is responsible for the integrity, accuracy, analysis, and dissemination of crash data.

Jim Markham, Director

[Jim.Markham@txdot.gov](mailto:Jim.Markham@txdot.gov)

Crash Data and Analysis Section, Traffic Safety Division, TxDOT

125 East 11th Street, Austin, TX 78701

(512) 416-3168

Representing Geographical Roadway Inventory Data (GRID) and associated roadway systems that capture the roadway assets for Texas, is David Freidenfeld. Mr. Freidenfeld is the Director of Data Management and Traffic Analysis within the Transportation Planning and Programming Division of TxDOT. He oversees the development, implementation and maintenance of the GRID and other associated roadway asset systems and is part of the TxDOT Safety Data Collections and Analysis group within TxDOT.

David Freidenfeld, Director

[David.Freidenfeld@txdot.gov](mailto:David.Freidenfeld@txdot.gov)

Data Management and Traffic Analysis, TPP Division, TxDOT

125 East 11th Street, Austin, TX 78701

(512) 416-3137

Representing driver licensing and driver history is Valery Wakefield. She works in the Enforcement and Compliance Service and is responsible for overseeing the Conviction Reporting office where all convictions and enforcement actions are applied to the driver record. These include accident data and crash suspension related enforcement actions.

Valery Wakefield, Assistant Manager,

[Valery.Wakefield@dps.texas.gov](mailto:Valery.Wakefield@dps.texas.gov)

Enforcement & Compliance Services, Driver License Division, TxDPS

5805 North Lamar Boulevard, Austin, TX 78752

(512) 424-5793

Representing the Department of State Health Services' Injury Epidemiology & Surveillance Branch, which houses the EMS & Trauma Registries (MAVEN), is Nadia Bekka. Nadia is the Branch Manager and works collaboratively with the registry's project manager on forwarding the important efforts in the linking process of EMS and Hospital data with crash records. Nadia is a subject matter expert on the EMS & Trauma Registries and has expertise with the epidemiology of injuries associated with and factors related to motor vehicle crashes.

Nadia Bekka, Manager

[Nadia.Bekka@dshs.gov](mailto:Nadia.Bekka@dshs.gov)

Epidemiologist at EMS/Trauma Registry Group,

Office of Injury Prevention, DSHS

1100 West 49th Street, Austin, TX 78714

(512) 776-6146



Representing State Law Enforcement is Capt. Jodie Tullos. He is a captain with the Texas Highway Patrol Division of the Texas DPS and the Director of the Highway Safety Operations Center. Captain Tullos provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

Capt. Jodie Tullos,  
Jodie.tullos@dps.texas.gov  
Texas Highway Patrol Division, TxDPS  
5805 North Lamar Boulevard, Austin, TX 78752  
(512) 424-2099

Representing the Department of Motor Vehicles, which oversees vehicle titling and registration, and motor carriers, is Deputy Director of the Vehicle Titles and Registration Division, Clint Thompson.

Clint Thompson, Deputy Director  
[Clint.Thompson@txdmv.gov](mailto:Clint.Thompson@txdmv.gov)  
Vehicle Titles and Registration Division, TxDMV  
4000 Jackson Ave., Austin, TX, 78731  
(512) 465-4023

This group of individuals serves as the executive-level committee, as many are the managers of the individual core systems with the authority to make decisions regarding the functionality and accessibility of the systems.

## Traffic Records System Assessment

### TRCC and Strategic Planning 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The TRCC section received a score of 64.7% and the Strategic Planning Section received a score of 55.6%.

Below is a summary of the STRAP TRCC and Strategic Planning recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
1-5, 29	Restructure the TRCC to more closely align with the Traffic Records Program Assessment Advisory. The current TRCC functions as both the executive and technical TRCC. Creating a two-tier structure could improve coordination and effectiveness of the TRCC.	TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. This subcommittee is actively advising on the development of a dashboard which will display layered traffic records data on a map by county and month.	Ongoing
6	Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would interact with a policy-focused executive tier would be in order.	This effort will be pursued at a later date following the completion of higher priority objectives.	None
10	Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21, TTI will provide technical assistance to expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure and plans to improve.	Ongoing
12	Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level overviews of each system and its	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.		
12	Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data.	A basic flow chart was developed in FY19.	Complete
20-24	Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
1-5, 29	Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians, first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users.	TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. These subcommittees included engineers, law enforcement, researchers, and other stakeholders.	Ongoing
20-24	Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the readability of some Plan sections. The Plan should contain format changes that better highlight the relationships between State goals, identified deficiencies, the project action plan for the current year plus two more, and progress over time. It should explain processes and methods used to arrive at program decisions, and it should expand performance measures.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
32	Texas should consider scheduling a special event lasting one to two days during which small and large group planning exercises are led by a professional strategic planning facilitator. Such an event should include stakeholders beyond the current TRCC makeup. It should be viewed as an opportunity for outreach, education, and inclusion. The results from such a facilitated meeting are not set in stone but offer TRCC planners a wealth of information to augment the assessment results and use them in developing the next strategic plan.	The TRCC created an advisory subcommittee which includes various stakeholders to provide input to the TRCC. Additionally, TRCC administration presented to multiple stakeholder organizations in FY19 to inform them of the TRCC and solicit their feedback and have regularly sought the feedback of traffic records stakeholders since then.	Ongoing

**TRCC and Strategic Planning Strategic Plan Objectives**

TxDOT and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve the Texas TRCC and Strategic Planning over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the next two years, the Texas TRCC Administration plans continue to promote subcommittees to provide technical guidance. This includes a technical advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC and an intersection database development subcommittee to guide the development of an intersection database. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC sub-committees	<ul style="list-style-type: none"> <li>• Create project development subcommittee that will include LEOs, LE analyst, researchers, engineers, and other stakeholders</li> <li>• Create an intersection subcommittee to assist with the development of an intersection database (6.2)</li> </ul>	Complete
1.2 Create a TRCC performance measure and quality control program	<ul style="list-style-type: none"> <li>• Create performance measures and data quality control programs for each database</li> <li>• Develop plan for the TRCC to periodically review the performance measures</li> </ul>	PM completed FY20. Data Quality program completed.
1.3 Create a comprehensive Traffic Records Inventory	<ul style="list-style-type: none"> <li>• Collect data dictionaries from each database</li> <li>• Summarize into one document</li> </ul>	Complete
1.4 Create a Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Collect flow charts, inputs, and outputs from each database</li> <li>• Combine into one flow chart for the whole system</li> </ul>	Complete

Objective	Strategies/Action Steps	Timeline
1.41 Enhance Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Add additional information to the process flow chart such as how TxDMV and TxDPS receive vehicle and driver data from the counties</li> </ul>	Ongoing
1.5 Add additional members to the TRCC as needed	<ul style="list-style-type: none"> <li>• Identify additional members to add to the TRCC</li> </ul>	Annually
2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP.	<ul style="list-style-type: none"> <li>• Update the Strategic Plan based on the input of each TRCC member</li> </ul>	Complete
2.2 Annually update the objectives of the TRCC Strategic Plan	<ul style="list-style-type: none"> <li>• Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add</li> </ul>	Annually
2.3 Update the TRCC charter	<ul style="list-style-type: none"> <li>• Update the charter to include additional members/positions, member agencies, sub-committees, etc.</li> </ul>	Ongoing

## Performance Measures

The Texas TRCC has created numerous performance measures for its members and subgrantees. While not every performance measure meets NHTSA’s requirements, the Texas TRCC still feels it is important to include and monitor all created performance measures. Even if a performance measure does not meet NHTSA’s requirements, it can still provide valuable information to TRCC members. Therefore, the Texas TRCC chooses to track all of its performance measures in this document but will specifically highlight performance measures that meet NHTSA’s requirements for continued funding.

### Summary of Performance Measures Meeting NHTSA’s Qualifications

Per [23 CFR § 1300.22 - State Traffic safety information system improvements grants](#) section (3)  
 Quantitative improvement:

The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing -

- (i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated; and
- (ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY24 application.

Performance Measure	Database	Performance Attribute	04/01/2021 – 03/31/2022	04/01/2022 – 03/31/2023	Summary of Improvement
Average number of days between date of crash and availability in warehouse.	Crash	Timeliness	8.72	8.32	The average number of days between the crash date and availability in the warehouse decreased.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.	Crash	Timeliness	97.70%	97.71%	The percentage of crash reports entered into the database within 30 days after the crash increased.
Percentage of crashes located by system on digital road network upon submission.	Crash	Accuracy	81.4%	85.2%	The percentage of crashes located by the system on digital road network upon submission increased.
Number of title application transactions not processed within 72 hours of receipt of application.	Vehicle	Timeliness	1,907,030	1,850,173	The number of title application transaction not processed within 72 hours of receipt of application decreased.
Percentage of DPS citation records with no missing critical data elements.	Citation	Completeness	98.44%	98.51%	The percentage of DPS citation records with no missing critical data elements increased.
Percentage of EMS Providers submitting data to EMSTR.	Injury	Completeness	89.3%	94.2%	The percentage of EMS providers who submitted data to EMSTR increased.
The number of data requests from users and external stakeholders.	Injury	Accessibility	37	56	The number of data requests from external stakeholders increased.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	10	20	The number of agencies receiving monthly reports increased.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	11	15	The number of data fields reported in agency reports increased.
Percentage of total time system is up and available for end users.	LEADRS	Accessibility	99.67%	99.92%	The percentage of total time system was available for end users increased.

**State traffic records strategic plan**

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system**

assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

<b>Countermeasure Strategies</b>
Traffic Records Training
Traffic Records Evaluation

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
112640	2024-CRIS-G-1YG-0173
108806	2024-TDPS-G-1YG-0026
109853	2024-TDSHS-G-1YG-0129
108728	2024-TMPA-G-1YG-0007
108993	2024-TTI-G-1YG-0063
108994	2024-TTI-G-1YG-0064

**Quantitative and Measurable Improvement**

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

<b>Supporting Document</b>
FY 2023 Texas Traffic Safety Information System Strategic Plan.pdf

## 405(d) Impaired Driving Countermeasures Grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

Impaired Driving Program Assessment

**Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:**

Date of Assessment: June 15, 2022

Authority to operate

**Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.**

Authority and Basis of Operation

The Texas Impaired Driving Task Force (TIDTF) has developed and approved the Plan in preparation for submission through TxDOT to NHTSA in accordance with FAST Act. The Plan was developed in accordance with and reflects all elements set forth by the National Highway Traffic Safety Administration's (NHTSA) Uniform Guidelines for State Highway Safety Programs - No. 8. The plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category.

Key Stakeholders

Clay Abbott, DWI Resource Prosecutor, Texas District and County Attorneys Association

Christine Adams, Assistant Research Scientist, Texas A&M Transportation Institute

Alejandra Aguilar, Program Supervisor, Texas Department of Public Safety, Enforcement and Compliance Service, Driver License Division

Robert Anchondo, Judge, County Criminal Court at Law #2 El Paso

Annette Beard, National Account Manager, Smart Start Inc.

Trevis Beckworth, Scientific Director, Texas Department of Public Safety Crime Laboratory

Mark Busbee, Lead Instructor, DITEP/ADAPT/FRIDAY, Texas Municipal Police Association

Carlos Champion, DRE Program Coordinator, Texas Drug Recognition Program

Debra Coffey, Vice President, Government Affairs, Smart Start Inc.

Chad Cooley, Corporal, Cedar Hill Police Department

Holly Doran, TxDOT Program Director, Texas Center for the Judiciary



Emma Dugas, MADD Program Manager, Mothers Against Drunk Driving  
Brian Grubbs, Program Manager, LEADRS  
Brittany Hansford, Chief, Vehicular Crimes, Montgomery County District Attorney's Office  
Kevin Harris, Lieutenant, College Station Police Department  
Nicole Holt, Chief Executive Officer, Texans for Safe and Drug-Free Youth  
Richard Hoover, Lieutenant, Texas Department of Public Safety, Highway Patrol  
Mike Jennings, Sergeant Investigator, Williamson County Attorney's Office  
Tara Karns-Wright, Assistant Professor, UT Health Science Center San Antonio  
Larry Krantz, Program Manager, Texas Department of Transportation  
Debra Marable, State Program Director, Mothers Against Drunk Driving  
Sarah Martinez, Director, Travis County Attorney's Underage Drinking Prevention Program  
Charles Mathias, Associate Professor, UT Health San Antonio 2023 TEXAS IMPAIRED DRIVING PLAN 7  
Dottie McDonald, Judicial Services Liaison, Smart Start Inc.  
David McGarah, Program Manager, Texas SFST  
Ned Minevitz, Grant Administrator, Texas Municipal Courts Education Center  
Lisa Minjares-Kyle, Associate Research Scientist, Texas A&M Transportation Institute  
Erica Moore, Agent, TRACE Team, Texas Alcoholic Beverage Commission  
Amy Moser, Safety Education and Training Specialist, Education Service Center—Region 6  
Anna Mudd, Toxicology Section Supervisor, Texas Department of Public Safety—Crime Lab  
Katie Mueller, Senior Program Manager, National Safety Council  
April Ramos, Program Manager, National Safety Council  
Allison Rounsavall, Program Manager, Texas Department of Transportation  
Nina Saint, Education Director, SafeWay Driving Systems  
Joseph Schmider, State EMS Director, Texas Department of State Health Services  
Emmaline Shields, Associate Transportation Researcher, Texas A&M Transportation Institute  
Ben Smith, Program Manager—Watch UR BAC, Texas A&M AgriLife Extension Service  
Ronald Swenson, Deputy Chief of Investigation, Texas Alcoholic Beverage Commission  
Dannell Thomas, Safety Education and Training Specialist, Education Service Center—Region 6  
Kara Thorp, Public Affairs Specialist, AAA—Texas & New Mexico

Bronson Tucker, General Counsel, Texas Justice Court Training Center

Jodie Tullos, Captain, Texas Department of Public Safety, Highway Patrol

Esther Vasquez, Program Supervisor, Texas Department of Public Safety, Conviction Reporting,  
Driver License Division

Letty Von Rossum, Behavioral Traffic Safety Section Director, Texas Department of Transportation

Troy Walden, Director of Center for Alcohol and Drug Education Studies, Texas A&M Transp. Institute

Laura Weiser, Judicial Resource Liaison, Texas Center for the Judiciary

Liz Wilde, Account Director—Creative Agency, Sherry Matthews Group

**Date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: 06/15/2022

**Strategic plan details**

**State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Continue to use previously submitted plan: No

## 405(f) Motorcyclist Safety Grant

### Motorcyclist safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**  
 Motorcyclist awareness program: **Yes**  
 Reduction of fatalities and crashes: **No**  
 Impaired driving program: **No**  
 Reduction of impaired fatalities and accidents: **No**  
 Use of fees collected from motorcyclists: **No**

### Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Texas Department of Licensing and Regulations (TDLR)

State authority name/title: Keith Rovell, Presiding Officer - Motorcycle Safety Advisory Board, TDLR

Introductory rider curricula approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula: There is no longer a singular approved curriculum in Texas. Any course that meets National Highway Traffic Safety Administration (NHTSA) and TDLR standards is now approved for use as an entry-level course in Texas after they submit the curriculum for review and it is approved by TDLR. It's also notable that the Basic Riding Course is now called Entry Level Course.

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

Please see Appendix D "Motorcycle Registrations and Schools by County"

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **343,341**

### Motorcyclist awareness program

Name/organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Texas Department of Transportation

State authority name/title: Michael Chacon, P.E., Director of Traffic Safety Division

**CERTIFICATION:** The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
7	C-7	Motorcyclist Fatalities (FARS)	Annual	2024	2024	467
8	C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	2024	2024	212

**Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.**

County	Total Crashes
Anderson	6
Andrews	1
Angelina	18
Aransas	9
Armstrong	1
Atascosa	5
Austin	5
Bandera	8
Bastrop	10
Bee	3
Bell	68
Bexar	387
Blanco	1
Bosque	1
Bowie	15
Brazoria	41
Brazos	46
Brewster	4
Brown	6
Burleson	2
Burnet	7
Caldwell	3
Calhoun	1
Callahan	1
Cameron	47
Camp	2

County	Total Crashes
Carson	1
Cass	2
Chambers	7
Cherokee	6
Clay	1
Coleman	1
Collin	120
Colorado	4
Comal	31
Comanche	2
Cooke	5
Coryell	17
Crockett	1
Dallam	1
Dallas	405
Deaf Smith	6
Denton	144
Dewitt	1
Dimmit	1
Duval	1
Eastland	1
Ector	39
Edwards	1
Ellis	21
El Paso	190
Erath	4

County	Total Crashes
Falls	2
Fannin	1
Fayette	3
Fort Bend	59
Freestone	3
Frio	1
Gaines	5
Galveston	97
Gillespie	3
Goliad	2
Gray	1
Grayson	29
Gregg	38
Grimes	5
Guadalupe	19
Hale	5
Hardeman	1
Hardin	12
Harris	825
Harrison	6
Hartley	1
Hays	41
Henderson	21
Hidalgo	94
Hill	1
Hockley	1

County	Total Crashes
Hood	8
Hopkins	6
Houston	1
Howard	5
Hunt	21
Hutchinson	2
Jack	1
Jasper	7
Jefferson	50
Jim Wells	5
Johnson	44
Jones	1
Kaufman	19
Kendall	8
Kerr	15
Kleberg	3
Knox	1
Lamar	6
Lampasas	5
Lee	2
Leon	5
Liberty	18
Limestone	4
Live Oak	1
Llano	1
Lubbock	74
Madison	2
Marion	1
Martin	2
Matagorda	6
Maverick	5
McCulloch	2
McLennan	40

County	Total Crashes
Medina	5
Midland	49
Milam	1
Mitchell	2
Montague	6
Montgomery	111
Moore	3
Morris	1
Nacogdoches	13
Navarro	5
Newton	2
Nolan	4
Nueces	71
Oldham	1
Orange	17
Palo Pinto	4
Panola	3
Parker	18
Pecos	1
Polk	7
Potter	37
Presidio	1
Rains	1
Randall	20
Real	2
Red River	1
Reeves	1
Robertson	1
Rockwall	18
Runnels	1
Rusk	4
San Augustine	1
San Jacinto	7

County	Total Crashes
San Patricio	17
Smith	69
Somervell	2
Starr	1
Stephens	1
Tarrant	354
Taylor	37
Terry	1
Titus	2
Tom Green	18
Travis	275
Trinity	1
Tyler	1
Upshur	4
Upton	1
Uvalde	2
Val Verde	10
Van Zandt	9
Victoria	13
Walker	17
Waller	11
Washington	3
Webb	33
Wharton	3
Wichita	23
Willacy	2
Williamson	95
Wilson	7
Winkler	2
Wise	18
Wood	4
Yoakum	1
Young	1

**Total # of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:**

Total # of MCC crashes involving another motor vehicle: **4,815**

**Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.**

Countermeasure Strategy
Motorcycle Public Information Campaigns

### 405(g) Nonmotorized Safety

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

### 405(i) Driver and Officer Safety

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(i) only for the authorized uses identified in § 1300.28(d).

**Texas Child Restraint Inspection Stations and Events – Total 195**

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
1	TxDOT Abilene 111 N Avenue V Snyder, TX 79549 Contact: Rosalinda Sanchez 325-573-0143 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
2	TxDOT Abilene 400 E Wasson Ave Gail, TX 79738 Contact: Carrie Hart 806-756-4491 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
3	TxDOT Abilene 4250 N Clack St Abilene, TX 79601 Contact: Jill Christi 325-676-6808 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
4	Texas A&M AgriLife Extension Service- Howard County 2411 Echols Street, Big Spring, TX 79720 Contact: Gina Galindo-Rodriguez 432-271-7104 <a href="#">Please call for an appointment</a>	Abilene	Rural	Yes
5	Dyess Air Force Base, Fire Emergency Services, 7th CES, Dyess AFB Texas 600 1st Street, Dyess AFB, TX 79606 Contact: Pete DeLillo 325-696-2486 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
6	Sweetwater Fire Department - Nolan County 900 E. Broadway Ave., Sweetwater, TX 79556 Contact: Dric Reed 325-235-4304 <a href="#">By Appointment Only</a>	Abilene	Rural	Yes
7	Northwest Texas Healthcare System 1501 S. Coulter, Amarillo, TX 79106 Contact: Julie Poindexter 806-351-4227 Spanish Speaking; Monday-Friday, <a href="#">By Appointment Only</a>	Amarillo	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
8	Texas Dept. of State Health Services/Region 1 - Community Health Services 3407 Pony Express Way, Amarillo, TX 79118 Contact: Lee Gibbons 806-477-1138 <a href="#">Please call for an appointment</a>	Amarillo	Rural	Yes
9	Texas Dept. of State Health Services/Region 1 - Community Health Services 300 Victory Drive, Canyon, TX 79016 Contact: Jolie Person 806-477-1138 <a href="#">Please call for an appointment</a>	Amarillo	Rural	Yes
10	Care Net of Dalhart 105 E. 3rd St., Dalhart, TX 79022 Contact: Tiera May 806-268-0448 <a href="#">By Appointment Only</a>	Amarillo	Rural	Unconfirmed
11	TxDOT Amarillo 5715 Canyon Dr., Amarillo, TX 79110 Contact: La Viza Matthews 806-356-3338 Wednesdays 9:00 AM to 12:00 PM & 1:00 PM to 5:00 PM English only; however can work with translators. <a href="#">By Appointment Only</a>	Amarillo	Rural	Yes
12	TXDOT Atlanta District 701 E. Main Street, Atlanta, TX 75551 Contact : Emyli Speer 903-799-1221 <a href="#">By Appointment Only</a>	Atlanta	Rural	Yes
13	Texas A&M AgriLife Extension Service -Bowie County 710 James Bowie Dr., New Boston, TX 75570-2328 Contact: Shannon Pritchard 903-628-6702 <a href="#">By Appointment Only</a>	Atlanta	Rural	Yes
14	Austin Safe Kids led by Dell Children's Medical Center 4900 Mueller, Austin, TX 78723 Bilingual CPS Technicians Available 512-324-TOTS (8687) <a href="#">Please call to schedule an appointment.</a>	Austin	Urban	Yes
15	Austin Public Health 15 Waller Street, Austin, TX 78702 Contact: Captain Amanda Baker 512-972-7233 <a href="#">By Appointment Only</a>	Austin	Urban	Unconfirmed



	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
16	Texas A&M AgriLife Extension Service - Gillespie County 95 Federick Rd., Fredericksburg, TX 78624 Contact: Shea Nebgen 830-997-3452 <a href="#">By Appointment Only</a>	Austin	Urban	Yes
17	Texas Department of State Health Services - Safe Riders Varied locations in Austin, TX 78756 Travis, Williamson, Hays Contact: Marissa Rodriguez 800-252-8255 / Spanish Speaking 3rd Wednesday of each Month <a href="#">By Appointment Only</a>	Austin	Urban	Yes
18	Texas Department of State Health Services - Bellville 602 E. Hacienda St., Belville, TX 77418 Contact: 979-865-5211 <a href="#">By Appointment Only</a>	Austin	Urban	Yes
19	Beaumont Public Health Dept 3040 College St., Beaumont, TX 77701 Contact: 409-654-3625 <a href="#">By Appointment only</a>	Beaumont	Rural	Yes
20	Liberty Co Constables Office 306 Campbell Street, Cleveland, TX 77327 Contact: Zach Harkness 310-619-1375 <a href="#">By Appointment Only</a>	Beaumont	Rural	Unconfirmed
21	Texas A&M AgriLife Extension Service - Chamber County 295 White Park Rd., Anahuac, TX 77514 Contact: Brittany Jones 409-374-2123 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
22	Texas A&M AgriLife Extension Service - Orange County 11475 a FM1442, Orange, TX 77630 Contact: Fallon Foster 409-882-7010 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
23	TXDOT Beaumont 8350 Eastex Fwy Beaumont, TX 77708 Contact: Bridgett Hlavinka 409-898-5719 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
24	TXDOT Beaumont District 209 Layl Dr., Liberty, TX 77575 Contact: Joann Cox 936-336-5669 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
25	TXDOT Beaumont District 6101 Twin City HWY, Port Arthur, TX 77642 Contact: Liz Barbosa 409-722-4694 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
26	TXDOT Beaumont District 3304 US HWY 190, Jasper, TX 75951 Contact: Krista Krone 409-384-5493 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
27	Texas Department of State Health Services - Cleveland 300 Campbell St., Cleveland, TX 77327 Contact: 281-592-6714 <a href="#">By Appointment Only</a>	Beaumont	Rural	Yes
28	City of Kempner 12288 US Hwy 190, Kempner, TX 76539 Contact: Paul Miceli 254-371-4252 <a href="#">By Appointment Only</a>	Brownwood	Rural	Unconfirmed
29	Coleman County Medical Center 310 S. Pecos St., Coleman, TX 76834 Contact: Sandra Ratliff email sandra.ratliff@colemancountymc.com <a href="#">By Appointment Only</a>	Brownwood	Rural	Yes
30	Lampasas WIC 1305 South Key Ave., Lampasas, TX 76550 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Brownwood	Rural	Yes
31	Texas Department of State Health Services 1004 S Bridge St., Brady, TX 76825 Contact: Gina Dicus 325-597-0550 <a href="#">Appointment required</a>	Brownwood	Rural	Yes
32	TxDOT Brownwood District 1502 N Austin St Comanche, TX 76442 Contact: Verna Bearden/Calvin Milburn 325-356-7507 <a href="#">By Appointment Only</a>	Brownwood	Rural	Yes
33	TxDOT Brownwood District 2493 US 183 N., Brownwood, TX 76801 Contact: Kristi Harwell 325-643-0403 or 325-203-7278 <a href="#">By Appointment Only</a>	Brownwood	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
34	Centerville WIC 230 S. Commerce St., Centerville, TX 75833 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
35	Cameron WIC 211 S. Houston Ave., Cameron, TX 76520 Contact: Ana Castrejon 979-321-5235 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
36	Cameron Health Department 209 S. Houston Ave., Cameron, TX 76520 Contact: Ana Castrejon 979-321-5235 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
37	Fairfield WIC 742 W. Commerce St., Fairfield, TX 75840 Contact: Ana Castrejon 979-321-5235 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
38	Madison County WIC 813 S. State St. #103, Madisonville, TX 77864 Contact: Ana Castrejon 979-321-5235 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
39	Place of Hope Rockdale 231 E. Cameron Ave., Rockdale, TX 76567 Contact: Ana Castrejon 979-321-5235 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
40	Region 6 Education Service Center 3332 Montgomery Rd., Huntsville, TX 77340 Contact Amy Moser 936-435-8343 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
41	Rockdale WIC 313 N. Main St., Rockdale, TX 76567 Contact: Ana Castrejon 979-321-5235 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
42	TX Department of State Health Services - Huntsville 2507 Lake Rd, Huntsville, TX 77340 Contact: Kim Gesford 936-294-2171 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
43	Texas A&M AgriLife Extension Service - Passenger Safety 1470 William, D. Fitch Pkwy, College Station, TX 77845 Contact: Ana Castrejon 979-321-5235 Contact: Ayde Edwards 979-321-5230 Spanish Speaker Available <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
44	Texas A&M AgriLife Extension Service - Grimes County 203 Veterans Memorial Dr., Navasota, TX 77868 Contact: Carla Hayes 936--825-0465 <a href="#">By Appointment Only</a> 936-873-3907	Bryan	Rural	Yes
45	Texas A&M AgriLife Extension Service Brazos County 4153 County Park Court, Bryan, TX 77802 Contact: Flora Williams 979-823-0129 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
46	Texas A&M Police Department 1111 Research Parkway, College Station, TX 77845 Contact: Officer Josh DeLeon 979-845-2345 <a href="#">By Appointment Only</a>	Bryan	Rural	Unconfirmed
47	TXDOT Bryan 2591 N Earl Rudder Fwy Bryan, TX 77803 Contact: Julia Davies 512-466-1829 <a href="#">By Appointment Only</a>	Bryan	Rural	Yes
48	TXDOT Childress 3268 US 287, Clarendon, TX 79226 Contact: Nathan Judd 806-277-9540 <a href="#">By Appointment Only</a>	Childress	Rural	Yes
49	TXDOT Childress 7599 US Highway 287 Childress, TX 79201 Contact: Nicole Tyler 940-937-7179 M-F <a href="#">By Appointment Only</a>	Childress	Rural	Yes
50	TXDOT Childress 200 US 70 E., Paducah, TX 79252 Contact: Chris Wiley 860-983-0398 <a href="#">By Appointment Only</a>	Childress	Rural	Yes
51	TXDOT Childress 405 Loop Road, Quanah, TX 79252 Contact: Brandon Powers 940-839-8196 <a href="#">By Appointment Only</a>	Childress	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
52	TXDOT Childress 16100 IH-40 East, Shamrock, TX 79079 Contact: Nathan Mason 806-256-3206 <a href="#">By Appointment Only</a>	Childress	Rural	Yes
53	Driscoll Children 3533 S Alameda St., Corpus Christi, TX 78411 Contact: Karen Beard 361- 694-6700 <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Yes
54	Texas A&M AgriLife Extension Service - Karnes County 210 W. Calvert Avte., Ste. 160, Karnes City, TX 78118 Contact: Meagen Dennison 830-780-3906 <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Yes
55	TxDOT Corpus Christi District 1701 S. Padre Island Drive, Corpus Christi, TX 78416 Contact: Stephanie Christina 512-496-1532 <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Yes
56	TXDOT Corpus Christi District 802 Victoria Hwy, Refugio, TX 78377 Contact: Sarah Sawyer 361-526-4421 <a href="#">By Appointment Only</a>	Corpus Christi	Urban	Yes
57	Baylor Scott/White Medical Center McKinney 5252 W. University D., McKinney, TX 75071 Contact: 469-764-5500 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
58	Children Health Medical Center- Safet Kids Greater Texas 2777 N. Stemmons, Dallas, TX 75007 Contact: Cinthis Ibarra 214-456-2059 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes
59	Corsicana WIC 618 N. Main St., Corsicana, TX 75110 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes
60	Dallas Police Department - Northeast Patrol 9915 East Northwest Hwy, Dallas, TX 75231 Contact: Gabe Ortiz, Irene Galvan 214-671-0155 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
61	Lewisville Police Department 1187 W Main St., Lewisville, TX 75067 Contact: Kellin McDermand 972-219-3668 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
62	Navarro Regional Hospital 3201 E. State Hwy 22, Corsicana, TX 75110 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes
63	Parkland Health & Hospital System 6300 Harry Hines Blvd., Suite 240, Dallas, TX 75235 Contact: Isabel Colunga 214-590-5316 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes
64	Presbyterian Hospital-Kaufman 850 Ed Hall Dr., Kaufman, TX 75142 Contact: Amanda 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
65	Presbyterian Hospital of Plano 6200 W. Parker Road Plano, TX 75093 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
66	Texas Health Presbyterian Hospital Allen 1105 North Central Expressway, Allen, TX 75013 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
67	Texas Health Presbyterian Hospital Prosper 1970 W. University Dr., Prosper, TX 75078 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
68	Texas Health Presbyterian Hospital Denton 3000 N I-35, Denton, TX 76201 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
69	Texas Health Presbyterian Hospital Denton 3000 N I-35, Denton, TX 76201 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
70	Texas AgriLife Extension Service - Navarro County 313 W 3rd Ave Corsicana, TX 75110 Contact: Lorie Stovall 903-654-3075 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
71	Texas AgriLife Extension Service - Ellis County 701 S. Interstate Highway 35 E, Waxahachie, TX 75165 Contact: Danae Hicks 972-825-5175 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes
72	TXDOT Dallas District 2205 S State Highway 5, McKinney, TX 75069 Contact: Cody Phillips 972-542-2345 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes
73	TXDOT Dallas District 4777 US-80 E., Mesquite, TX 75150 Contact: Gregory Hunter 214-320-62350 Contact: Bernadine Moore 214-320-6220 <a href="#">By Appointment Only</a>	Dallas	Urban	Yes
74	University Park Fire Department 3800 University Blvd, Dallas, TX 75205 Contact: Phylliss Mahan (214) 987-5380 <a href="#">By Appointment Only</a>	Dallas	Urban	Unconfirmed
75	Texas Department of State Health Services - Alpine 205 N Cockrell St Alpine, TX 79830 Contact: 432-837-3877 <a href="#">By Appointment Only</a>	El Paso	Urban	Yes
76	Texas Department of State Health Services - Presidio 701 Bomar, One Main Center, Presidio, TX 79845 Contact: Monica Urias 432-229-1540 <a href="#">By Appointment Only</a>	El Paso	Urban	Yes
77	Texas Department State Health Services - Marfa 202 E. El Paso, Marfa, TX 79843 Contact: Joe Duran 432-729-5045 <a href="#">By Appointment Only</a>	El Paso	Urban	Yes
78	Texas Department State Health Services - El Paso 401 E Franklin Ave., El Paso, TX 79901 Contact: Daniel Grajeda 915-834-7760 <a href="#">By Appointment Only</a>	El Paso	Urban	Yes
79	Texas Department State Health Services - Van Horn 704 W Broadway, Van Horn, TX 79855 Contact: Monica Urias 432-283-3090 <a href="#">By Appointment Only</a>	El Paso	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
80	TXDOT El Paso District 13301 Gateway Blvd W El Paso, TX 79928 Contact: Monica O'Kane 915-790-4384 Contact: Anna Red 512-921-7882 <a href="#">By Appointment Only</a>	El Paso	Urban	Yes
81	Arlington Memorial Hospital 1800 West Rando Mill, Arlington, TX 76012 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
82	Cleburne Pregnancy Center 100 S. Main St., Cleburne, TX 76033 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Yes
83	Eules Police Department 1102 W. Eules Blvd., Eules, TX 76040 Contact: 817-685-1536 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
84	Harris Methodist Alliance 10864 Texas Helath Trail, Fort Worth, TX 76244 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
85	Harris Methodist St. Paul Lutheran Church 1800 W. Freeway, Ft. Worth, TX 76102 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
86	Harris Methodist St. Michael Catholic Church 3713 Harwood Road, Bedford, TX 76021 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
87	Harris Methodist HEB First United Methodist Church of Hurst 521 W Pipeline Rd., Hurst, TX 76053 Contact: 877-847-9355 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
88	Safe Kids Tarrant County - Cook Children 801 7th Ave., Fort Worth, TX 76104 Contact: 682-885-2634 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Yes



	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
89	Southlake Fire Department 600 State St., Southlake, TX 76092 Contact: Renni Burt 817-748- 8349 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
90	Southlake Police Department 600 State St., Southlake, TX 76092 Contact: Valerie Snyder 817-748- 8349 <a href="#">By Appointment Only</a>	Fort Worth	Urban	Unconfirmed
91	TxDOT Ft. Worth 2501 SW Loop 820, Fort Worth, TX 76133 Contact: Michele Herrera 817-370-6643 Contact: Jacki Taylor 817-370-6626 <a href="#">By ppointment Only</a>	Fort Worth	Urban	Yes
92	Avance Early Head Start North Houston Contact: Liliana Garcia 713-534-0350 Ext. 0 Spanish Speaking Technicians Available <a href="#">By Appointment Only</a>	Houston	Urban	Yes
93	Cypress Creek EMS 7111 Five Forks Dr Spring, TX 77379 Contact: 281-378-0800 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
94	Fort Bend County Sheriff's Office 1521 Eugene Heimann Circle, Richmond, TX 77469 Contact: 281-238-1536 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
95	Harris County Emergency Corps 2800 Aldine Bender Rd., Houston, TX 77032 Contact: 281-449-3131 Spanish Speaking Technicians Available <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
96	Harris County ESD#48 (Katy Area) Contact: 832-840-4806 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
97	Harris County Sheriff's Dept-Mission Bend Storefront 7043 Highway 6, S. Houston, TX 77083 Contact: 281-564-5988 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
98	Harris County Sheriff's Office 7614 Fallbrook Dr., Houston, TX 77086 <a href="#">By Appointment Only</a>	Houston	Urban	Yes
99	La Porte EMS 10428 Spencer Hwy La Porte, TX 77571 Contact: Rachel Gomez 281-471-9244 Bi-weekly Hours 1630-2000 <a href="#">By Appointment Only</a>	Houston	Urban	Yes
100	Lake Jackson EMS 10 Oak Dr., Lake Jackson, TX 77566 Contact: Jenni Jones 979-415-2715 2nd Friday of Every Month 11am-3pm <a href="#">By Appointment Only</a>	Houston	Urban	Yes
101	Montgomery County Hospital District Contact: 936-523-1146 <a href="#">By Appointment Only</a>	Houston	Urban	Yes
102	Monument Chevrolet 3940 Pasadena Fwy Pasadena, TX 77503 Contact: Diana Suarez 832-824-3482 Spanish Speaking Technicians Available. <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
103	Missouri City Police Department Contact: 281-403-8700 <a href="#">By Appointment Only</a>	Houston	Urban	Yes
104	Pearland Area Contact: 832-824-3488 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
105	Pro Salud Southwest Houston Area Contact: 832-824-3482 <a href="#">By Appointment Only</a>	Houston	Urban	Yes
106	Rosenberg Municipal Court 2110 4th St., Rosenberg, TX 77471 Contact: Officer John Johnson 832-595-3450 Monday-Friday 9am-12pm <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
107	Sugarland Police Department Contact: 281-275-2580 <a href="#">By Appointment Only</a>	Houston	Urban	Unconfirmed
108	Texas Children's Hospital Center for Childhood Injury Prevention Contact: 832-822-2277 <a href="#">By Appointment Only</a>	Houston	Urban	Yes
109	Texas A&M AgriLife Extension Service - Brazoria County 21017 Cr#171 Angleton, 77515 Contact: Shana Kutac 979-864-1558 <a href="#">By Appointment Only</a>	Houston	Urban	Yes
110	Texas A&M AgriLife Extension Service - Fort Bend County 1402 Band Rd Ste. 100, Rosenberg, TX 77471 Contact: Letica Hardy 281-342-3034 <a href="#">Please call to schedule an appointment!</a>	Houston	Urban	Yes
111	TxDOT Houston 7600 Washington Ave Houston, TX 77007 Contact: Trey Salinas 713-802-5585 Spanish instruction available <a href="#">By Appointment Only</a>	Houston	Urban	Yes
112	Texas Department of State Health Services 173 Wildcat, Del Rio, TX 78840 Contact: Araceli Perez/Jose Guerrero 830-768-2800 <a href="#">By Appointment Only</a>	Laredo	Urban	Yes
113	TxDOT Laredo 1817 Bob Bullock Loop Laredo, TX 78043 Web Contact: Blanca Trevino-Castro 956-712-7428 Contact: Vanessa Garcia 956-712-7434 Contact: Karen Martinez 956-764-1214 Contact: Maria Rodgers 956-712-7453; English and Spanish. <a href="#">By Appointment Only</a>	Laredo	Urban	Yes
114	TxDOT Laredo - Eagle Pass Maintenance Office 2440 Main St., Eagle Pass, TX 78852 Contact: Luis Padilla 830-773-2617 <a href="#">By Appointment Only</a>	Laredo	Urban	Yes
115	TxDOT Laredo - Cotulla Maintenance Office 900 East FM468, Cotulla, TX 78014 Contact: Frank Canales 830-879-2428 <a href="#">By Appointment Only</a>	Laredo	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
116	Texas A&M AgriLife Extension Service - Floyd County 122 E. California St., Floydad, TX 79235 Contact: Natalie Snowden 806-983-4912 <a href="#">By Appointment Only</a>	Lubbock	Rural	Yes
117	Texas A&M AgriLife Extension Service - Hale County 225 Broadway #6, Plainview, TX 79072 Contact: Shawnte Clawson 806-291-5267 <a href="#">By Appointment Only</a>	Lubbock	Rural	Yes
118	Texas A&M AgriLife Extension Service - Lamb County 100 6th Dr b5, Littlefield, TX 79339 Contact: Kathy Lostroh 806-385-4222 <a href="#">By Appointment Only</a>	Lubbock	Rural	Yes
119	Texas A&M AgriLife Extension Service - Swisher County 310 W. Broadway Ave Tulia, TX 79088 Contact: Calley Runnels 806-995-3721 <a href="#">By Appointment Only</a>	Lubbock	Rural	Yes
120	Texas Dept of State Health Services 6302 Lola Ave., Lubbock, TX 79424 Hours: Monday thru Friday 8AM to 5 PM; Contact: Taya Jones -Castillo 806-783-6481 <a href="#">Appointment required</a>	Lubbock	Rural	Yes
121	TXDOT Lubbock 135 E Slaton Rd Lubbock, TX 79404 Contact: David Barrera/Karen Peoples 806-748-4478 M-F, 8:00 AM to 5:00 PM; Spanish instruction available. <a href="#">By Appointment Only</a>	Lubbock	Rural	Yes
122	Nacogdoches Police Department 312 W. Main St., Nacogdoches, TX 75961 Contact: 936-559-2607 <a href="#">By Appointment Only</a>	Lufkin	Rural	Yes
123	Texas A&M AgriLife Extension Service - Shelby County 266 Nacogdoches St. Center, TX 75935-3959 Contact: Feleshia Thompson 936-598-7744 <a href="#">By Appointment Only</a>	Lufkin	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
124	Texas Dept of State Health Services - Crockett 111 SW Loop 304 Crockett, TX 75835 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment required</a>	Lufkin	Rural	Yes
125	TXDOT Lufkin District 1805 N Timberland Dr Lufkin, TX 75901 Contact: Melissa McKnight 936-633-4303 <a href="#">By Appointment Only</a>	Lufkin	Rural	Yes
126	Andrews Family Life Center 1412 NE Mustang Dr., Andrews, TX 79714 Contact: Patti Espinoza 432-523-2859 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
127	Midland Police Department 601 N Loraine St., Midland, TX 79701 Contact: Lida Pando 432-685-7128 or 432-685-7108 Spanish Speaking Available <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
128	Texas A&M AgriLife Extension Service - Ector County 1010 E. 8th St., Odessa, TX 79761 Contact: Abigail Pritchard 432-498-4071 Contact: Gina Rodriguez 432-271-7104 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
129	Texas A&M AgriLife Extension Service - Midland County 2445 E. Hwy 80, Midland, TX 79706 Contact: Abigail Pritchard 432-498-4071 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
130	TXDOT Odessa District 3901 E Highway 80 Odessa, TX 79761 Contact: Dottie Chavez 432-498-4748 <a href="#">By Appointment Only</a>	Odessa	Rural	Yes
131	Texas A&M AgriLife Extension Service - Fannin County 2505 N. Center Street, Bonham, TX 75418 Contact: Bethany Arie 903-583-7453 Contact: Gina Rodriguez 432-271-7104 <a href="#">By Appointment Only</a>	Paris	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
132	Texas A&M AgriLife Extension Service - Lamar County 4315 Bonham St. Ste. A, Paris, TX 75460-5213 Contact: Laura Graves 903-737-2443 Contact: Gina Rodriguez 432-271-7104 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
133	TXDOT Paris District 3001 I30 East, Greenvilles, TX 75402 Contact: Larry Johnson 903-455-2303 Contact: Hayden Thompson 903-455-2303 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
134	TXDOT Paris District 1365 N Main St Paris, TX 75460 Contact: Monica Yates 903-737-9292 Monday - Friday 8:00AM to 5:00PM	Paris	Rural	Yes
135	TXDOT Paris District Hopkins Office 1100 Hillcrest Dr., Sulphur Springs, TX 75482 Contact: Bryan Patterson 903-885-4031 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
136	TXDOT Paris District US 75, Sherman, TX 75090 Contact: Susan Robinson 903-868-9268 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
137	TXDOT Paris District SH24 West, Cooper, TX 75432 Contact: David Esobedo 903-395-2139 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
138	TXDOT Paris District 104 E. 130, Mt. Vernon, TX 75457 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
139	TXDOT Paris District 1520 W. US69, Emory, TX 75440 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
140	TXDOT Paris District US 82 West, Clarksville, TX 75426 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
141	TXDOT Paris District 2405 N. Center St., Bonham, TX 75418 Contact: Monica Yates 903-737-9292 <a href="#">By Appointment Only</a>	Paris	Rural	Yes
142	Harlingen Police Department 1102 S. Commerce, Harlingen, TX 78550 Contact: Officer Salvador Carmona 956-216-5409 <a href="#">By Appointment Only</a>	Pharr	Rural	Yes
143	City of McAllen-Traffic Operations 210 N 20th St., McAllen, TX 78501 Contact: Sara Gonzalez 956-681-2700 M-F 7am-4pm <a href="#">Appointment Required</a>	Pharr	Urban	Unconfirmed
144	Mission Regional Medical Center 900 S Bryan Rd, Mission, TX 78572 Contact: Brenda Salinas 956-821-4354 <a href="#">By Appointment Only</a>	Pharr	Urban	Unconfirmed
145	South Texas Health System 1400 W Trenton Rd Edinburg, TX 78539 Contact: Judy Castillo 956-632-4484 8AM-5PM <a href="#">By Appointment</a> Spanish Speaking	Pharr	Urban	Unconfirmed
146	Texas A&M AgriLife Extension Service - Hidalgo County 410 N 13th Ave, Edinburg, TX 78541 Contact: Joanne Ureste 956-383-1026 <a href="#">By Appointment Only</a>	Pharr	Urban	Yes
147	Texas Department of State Health Services 1200 E Highway 285, Falfurrias, TX 78355 Contact: 361-325-1142 <a href="#">By Appointment Only</a>	Pharr	Urban	Yes
148	Texas Department of State Health Services 601 W. Sesame Dr., Harlingen, TX 78550 Contact: Patricia Huerta 956-421-5582 <a href="#">By Appointment Only</a>	Pharr	Urban	Yes
149	TXDOT Pharr District 600 W. Interstate 2, Pharr, TX 78577 Contact: Rodney Elizondo 956-702-6307 Contact: Teresa Muelberger-MdMillian 956-702-6000 Spanish instruction available <a href="#">By Appointment Only</a>	Pharr	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
150	TXDOT San Angelo District 4502 Knickerbocker Rd, San Angelo, TX 76904 Contact: MonaLisa Didelot-Page 325-947-9219 <a href="#">By Appointment Only</a>	San Angelo	Rural	Yes
151	Kerrville PD 429 Sidney Baker St Kerrville, TX 78028 Kerr Contact: Sergeant Scott Gaige 830-257-8181 <a href="#">By Appointment Only</a>	San Antonio	Urban	Unconfirmed
152	Texas A&M AgriLife Extension Service - Atascosa County 25 E. Fifth St., Leming, TX 78050 Contact: Dru Benavides 830-569-0034 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes
153	Texas A&M AgriLife Extension Service - Guadalupe County 210 East Live Oak Street, Seguin, TX 78155 Contact: Dru Benavides 830-303-3889 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes
154	Texas Department State Health Services- Kerrville 819 Water St E., Kerrville, TX 78028 Contact: Norma Cardona-Price 830-896-5515 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes
155	Texas Department State Health Services 310 Paloma, Floresville, TX 78840 Contact: Daylena Garza 830-393-5429 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes
156	TruLight Ministries 3925 Linne Road, Seguinm, TX 78155 Contact: Shannon Myers 210-318-9473 <a href="#">By Appointment Only</a>	San Antonio	Urban	Unconfirmed
157	TXDOT San Antonio District 3500 NW I-410-LOOP, San Antonio, TX 78201 Contact: Jackie Ipina 210-621-8779 Contact: Erik Juarez 210-609-8183 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes
158	University Hospital/San Antonio Safe Kids 4502 Medical Dr, San Antonio, TX 78229 Contact: Fara Smith 210-358-4295 <a href="#">By Appointment Only</a>	San Antonio	Urban	Yes



	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
159	Athens WIC 1212 S. Palestine St., Athens, TX 75751 Contact: Crystal Bivins 903-880-3233 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
160	Canton WIC 301 TX-243 #107, Canton , TX 75103 Contact: Meagan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
161	Gunbarrel City WIC 1901 W. Main St., Gun Barrel City, TX 75156 Contact: Kessa Houston 903-887-0212 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
162	Healthy Start Tyler Fitting Station 1012 Meadow Ln., Tyler, TX 75702 Contact: RDe'Jones Mosley 903-531-2115 Cell:903-787-9109 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
163	Kilgore Police Department 909 North Kilgore St., Kilgore, TX 75662 Contact:Jason Romine 903-983-1559 <a href="#">By Appointment Only</a>	Tyler	Rural	Unconfirmed
164	Texas A&M AgriLife Extension Service- Anderson County 101 East Oak Street, Corner of Oak & Sycamore St Palestine, TX 75801 Anderson Contact: Holly Black 903-723-3735 <a href="#">By Appointment Only</a> 903-723-3735	Tyler	Rural	Yes
165	Texas A&M AgriLife Extension Service- Cherokee County 165 E. 6th St. #104, Rusk, TX 75785 Contact: Amy Walley 903-683-5416 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
166	Texas A&M AgriLife Extension Service- Henderson County Courthouse 3rd Floor, RM 300 100 E. Tyler St. Contact: Carolyn Tyler 903-675-6130 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
167	TXDOT Tyler District 15986 SH 155 W., Tyler, TX 75703 Contact: Rebecca Petty 903-561-2198 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
168	TXDOT Tyler District 2709 W. Front Street, Tyler TX 75702 Contact: Heather Singleton 903-510-9225 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
169	Tyler WIC 815 N. Broadway Ave., Tyler, TX 75702 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
170	Tyler WIC #2 225 E. Amherst Dr., #800, Tyler, 75701 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Tyler	Rural	Yes
171	Ashlee Conklin Gatesville, TX Contact: 254-223-0916 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
172	Baylor Scott/White Hillcrest 100 Hillcrest Medical Blvd Contact: Michelle James 2564-202-2000 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
173	City of Kempner 12288 US hwy 190, Kempner, TX 76539 Contact: Paul Miceli 254-371-4252 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
174	Clifton WIC 113 N. Avenue D, Clifton, TX 76634 Contact: Megan Hackworth 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
175	Copperas Cove Hope Pregnancy 601 S. Main ST., Copperas Cove, TX 76522 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
176	Hillsboro WIC 211 E. Franklin St., Hillsboro, TX 76645 Contact: Megan Hackworth 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
177	Killeen Hope Pregnancy 1211 Florence Rd., Killeen, TX 76541 Contact: Heidi Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
178	Marlin WIC 211-A Fortune St., Marlin, TX 76661 Contact: Rachel Walker 254-492-8010 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
179	Mexia WIC 403 N. Bailey St., Mexia, TX 76667 Contact: Megan Hackworth 254-492-8012 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
180	Temple Hope Pregancy 2010 W. Avenue H, Temple, TX 76504 Contact: Heide Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
181	Texas A&M AgriLife KidSafe Initiatives-McLennan County 4224 Cobbs Dr., Waco, TX 76701 Contact: Rachel Walker 254-492-8010 Contact: Megan Hackworth 254-492-7012 Contact: Heidi Harper-Berard 254-492-8011 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
182	TXDOT Waco District 410 W Loop 121, Belton, TX 76513 Contact: Richard Rangel 254-939-3778 <a href="#">By Appointment Only</a>	Waco	Rural	Yes
183	TXDOT Waco District 100 S Loop Dr., Waco, TX 76704 Contact: Jolie Person 254-867-2879 Monday-Friday <a href="#">By Appointment</a>	Waco	Rural	Yes
184	TXDOT Waco District 9167 State Highway 6 Meridian, TX 76665 Contact: Jennifer Page 254-435-2258 Tuesday-Thursday, <a href="#">By Appointment Only.</a>	Waco	Rural	Yes
185	Waco Fire Deapatment - Station 8 4720 Cobbs Dr., Waco, TX 76710 Contact: Richard Tupy 254-623-4063 or 972-523-9434 <a href="#">By Appointment Only.</a>	Waco	Rural	Yes
186	Waco Police Deapatment 3115 Pine Ave., Waco, TX 76708 Contact: Nora Alamanza 254-750-1761 Contact: Sgt. Mottley 254-750-1762 Contact: Candace Ortiz 254-750-1764 <a href="#">By Appointment Only.</a>	Waco	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
187	New Parent Support Program 149 Hart Street, Sheppard AFB Clinic (Bldg 1200) Sheppard AFB, TX 76311 Contact: Barbara Kernott RN 940-676-7239 Monthly car seat inspection station at Sheppard AFB, Texas Third Thursday of the month from 830 AM until 12PM; <a href="#">By Appointment Only</a>	Wichita Falls	Rural	Unconfirmed
188	Sheppard Air Force Base Family Advocacy Program 820MRS/SgXW, Sheppard AFB, TX 76301 Contact: Christina Call 940-676-6685 <a href="#">By Appointment Only.</a>	Wichita Falls	Rural	Unconfirmed
189	Texas A&M AgriLife Extension Service- Archer County 512 W. Cottonwood St., Archer City, TX 76351 Contact: Maranda Revell 904-574-4914 <a href="#">By Appointment Only</a>	Wichita Falls	Rural	Yes
190	Texas A&M AgriLife Extension Service- Baylor County 500 N. Main St. B, Seymour, TX 76380 Contact: Joy Self 940-889-5581 <a href="#">By Appointment Only</a>	Wichita Falls	Rural	Yes
191	United Regional 1600 11th Street, Wichita Falls, TX 76301 Contact: RN Laura Presser 8AM - 4PM 940-764-2122	Wichita Falls	Rural	Yes
192	TXDOT Wichita Falls District 1601 Southwest Pkwy Wichita Falls, TX 76302 Contact: Tish Beaver 512-658-2471 <a href="#">By Appointment Only</a>	Wichita Falls	Rural	Yes
193	TX Department of State Health Services 1309 E Cemetery RD., Hallettsville, TX 77964 Contact: Sheila Jansky 361-798-9626 <a href="#">By Appointment Only</a>	Yoakum	Rural	Yes
194	Texas A&M AgriLife Extension Service Fayette County 254 North Jefferson Street, La Grange , TX 78945-2213 Contact: Sally Garrett or Jennifer Boening 979-968-5831 <a href="#">By Appointment Only</a>	Yoakum	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
195	TXDOT Yoakum 403 Huck St Yoakum, TX 77995 Contact: Theresa Parma 361-293-4307 <a href="#">By Appointment Only</a>	Yoakum	Rural	Yes
TOTAL 195    Urban=83    Rural=112    At- Risk=153    Unconfirmed=42				

**DEFINITIONS:**

**Rural/Urban Classification:** Inspection stations/events were classified as urban or rural based on their location in TxDOT districts, which are classified as metro, urban, and rural. If an inspection station/event is conducted in a metro or urban TxDOT district, it is defined as urban; if conducted in a rural TxDOT district, it is defined as rural. TxDOT definitions for metro, urban, and rural districts are below.

Metro districts have populations over 1 million and have large metropolitan planning organizations (MPO) classified as transportation management areas (TMA).

Urban districts have populations over 200,000 but less than 1 million, and have standard, non-TMA MPOs.

Rural districts have populations of less than 200,000, and typically do not have an MPO.

At-Risk: TxDOT’s Child Passenger Safety Seat Distribution Program seeks to reduce the number of children injured and killed in motor-vehicle crashes and to help low income and/or low-use families in Texas comply with State law requiring the use of child passenger safety seats by offering parental education on the installation and proper use of child passenger safety seats as well as safety seat inspections and free child passenger safety seats to qualified applicants. Therefore, all inspection stations and events conducted by TxDOT are listed as serving at-risk populations. Other traffic safety partners were contact by these organizations are also included in the at-risk total.

# Texas Traffic Records Information System Strategic Plan

FY 2023

Texas Traffic Records Coordinating Committee

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## Acronyms

AAMVA – American Association of Motor Vehicle Administrators  
BAC – Blood Alcohol Concentration  
CDL – Commercial Driver License  
CDLIS – Commercial Driver’s License Information System  
CMS – Court Management System  
CRASH – Crash Reporting and Analysis for Safer Highways  
CRIS – Crash Records Information System  
DDACTS – Data Driven Approaches to Crime and Traffic Safety  
DRIR – Driver License Image Retrieval  
DSHS – Department of State Health Services  
DUI – Driving Under the Influence  
DUSA – Data Sharing and Updates Application  
EMS – Emergency Medical Services  
FARS – Fatality Analysis Reporting System  
FDE – Fundamental Data Elements  
GRID – Geospatial Roadway Inventory Database  
HEAT – Helpdesk Expert Automation Tool  
HPMS – Highway Performance Monitoring System  
IADLEST – International Association of Directors of Law Enforcement Standards and Training  
LRS – Linear Referencing System  
MIRE – Model Inventory of Roadway Elements  
MMUCC – Model Minimum Uniform Crash Criteria  
NEMSIS – National Emergency Management Information System  
NIEM – National Information Exchange Model  
NMVTIS – National Motor Vehicle Title Information System  
OCA – Office of Court Administration  
PDPS – Problem Diver Pointer System  
PRISM – Performance and Registration Information System Management  
PSAPP – public safety answering points  
RMS – Records Management System  
RTS – Registration Title System  
SAVE – Systematic Alien Verification of Entitlements  
SPURS – State Police Unified Reporting System  
SSOLV – Social Security Online Verification  
THCIC – Texas health Care Information Collection  
TLETS – Texas Law Enforcement Telecommunication System  
TRCC – Traffic Records Coordinating Committee  
TTI – Texas A&M Transportation Institute  
TxDMV – Texas Department of Motor Vehicles  
TxEver – Texas Electronic Vital Events Registry  
TxDOT – Texas Department of Transportation  
TxDPS – Texas Department of Public Safety  
TxSTORM – Texas State Trend Over-Representation Model

STRAP – State Traffic Records Assessment Program  
VIN – Vehicle Identification Number

## Introduction

The FY 2023 update to the Texas Traffic Records Information System Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute (TTI) to advance the performance and quality of the State's traffic records data.

The Texas TRCC includes members representing the six core traffic records databases in Texas:

- Crash – TxDOT
- Citation/Adjudication - Texas Department of Public Safety (TxDPS)
- Driver – TxDPS
- Injury Surveillance – Texas Department of State Health Services (DSHS)
- Roadway – TxDOT
- Vehicle – Texas Department of Motor Vehicles (TxDMV)

The TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. Historically, the Texas Office of Court Administration also participated in the TRCC, but has not been active in recent years. This statewide group of stakeholders uses the TRCC as a forum for the planning, coordination, and implementation of projects to improve the State's traffic records system. The TRCC uses Federal "State Traffic Safety Information System Improvement Grants (405c)" and other funds to promote projects to improve the accessibility, accuracy, completeness, consistency, timeliness, and uniformity of the traffic records systems in Texas. These projects include efforts to improve individual databases as well as to promote linkages between the core traffic records systems through the development of interfaces to improve direct business needs and integration to improve data analysis.

## TRCC Governance

As stated in the [February 2, 2006 Federal Register \(Vol. 71, No. 22\)](#), the Texas TRCC:

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;
- b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and

- f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up to date.

### Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies.

#### A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Department of Motor Vehicles (TxDMV) whose purpose is to provide executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS) and the Traffic Safety Information Systems Improvement Program within the State.

#### B. TRCC Goals

To improve the timeliness, accuracy, completeness, uniformity, and accessibility of the data of the state that is needed to identify priorities for national, state, and local highways and traffic safety programs.

To provide for the comprehensive collection, maintenance, and dissemination of Texas traffic safety related data in order to set the direction for traffic safety improvement measures.

To ensure that all Traffic Safety Information Systems improvement projects move forward on schedule and within budget.

#### C. TRCC Authority

The TRCC operates under the authority of TxDOT and shall consist of voting members from TxDPS, TxDOT, DSHS, and TxDMV.

Each member shall serve at the discretion of their Department Director and shall have the authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement

Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation.

#### D. TRCC Purpose

To evaluate the effectiveness of the committee's efforts to make improvements as needed.

To provide oversight to link state data systems within the state, such as systems that contain medical, economic data and crash information.

To provide oversight and investigate linking crash data to other crash data systems within the state with information relevant to crashes.

To ensure that all Traffic Safety Information System improvement projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's Traffic Safety Information System Strategic Plan.

#### E. TRCC Duties and Responsibilities

The duties of the TRCC include but are not limited to:

The TRCC will provide executive direction and oversight for the current Traffic Safety Information Systems.

The TRCC will provide executive direction and oversight for the Traffic Safety Information System Improvement Program.

The TRCC will provide executive direction, oversight, and formal approval of the Traffic Safety Information System Strategic Plan.

The TRCC will have the authority to review any of the State's highway safety data and traffic records systems and to review changes to the systems before the changes are implemented.

The TRCC will provide a forum for discussion and reporting of highway safety data and traffic records issues back to the agencies and organizations that created maintain and use highway safety data and traffic records.

The TRCC will consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

The TRCC will represent the interests of the agencies and organizations within the traffic records system to outside organizations.

The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

TEXAS ANNUAL GRANT APPLICATION FOR FISCAL YEAR 2024

I, Michael Chacon, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within.

DocuSigned by:  
*Michael A. Chacon, P.E.*  
06D7ED6C5CEC46B

5/23/2023

Michael A. Chacon, P.E.  
Director, Traffic Safety Division  
Texas Department of Transportation  
TRCC Coordinator and Chair

\_\_\_\_\_  
Date

## Executive Committee Members

TRCC members include administrative staff from TxDOT, representatives from the core traffic records databases, and the technical advisor. The table below identifies each member and their role/database they represent.

### TRCC Administrators

The following people help administer the TRCC by coordinating and leading meetings, overseeing the annual update to the TSIS, and coordinating efforts among the members when applicable.

Name	Title	Agency	TRCC Role
Michael Chacon	Director of the Traffic Safety Division	TxDOT	Chair
Cathy Kratz	Deputy Director of the Traffic Safety Division	TxDOT	Vice-Chair
Larry Krantz	Police Traffic Services Program Manager	TxDOT	Coordinator
Eva Shipp	Senior Research Scientist and Crash Analytics Program Manager	TTI	Technical Advisor

### TRCC Voting Members

The following individuals represent the needs of their respective databases and agencies and vote on all TRCC matters that require a vote.

Name	Title	Agency	TRCC Role
Capt. Jodie Tullos	Director of the Highway Safety Operations Center	TxDPS	Citation/Adjudication
Jim Markham	Director of the Crash Data and Analysis Section	TxDOT	Crash
Valery Wakefield	Assistant Manager of Driver License Division/Enforcement & Compliance Service	TxDPS	Driver
Jia Benno	Director of the Injury Prevention Unit	DSHS	Injury Surveillance
David Freidenfeld	Director of Data Management and Traffic Analysis	TxDOT	Roadway
Roland Luna	Deputy Executive Director	TxDMV	Vehicle

### TRCC Non-Voting Members

The following individuals actively participate in the TRCC by regularly attending meetings and completing TRCC related tasks. These individuals can serve as substitutes for their respective voting member when that member is unable to attend a meeting.

Name	Title	Agency	TRCC Role
Letty von Rossum	Director of the Behavioral Traffic Safety Section, Traffic Safety Division	TxDOT	Budget Advisor
Lt. James Taylor	Lieutenant at Highway Safety Operations Center	TxDPS	Citation/Adjudication

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Name	Title	Agency	TRCC Role
Larbi Hanni	Branch Manager of Data Integrity and Analysis	TxDOT	Crash
Nadia Bekka	Epidemiologist at EMS/Trauma Registry Group, Office of Injury Prevention	DSHS	Injury Surveillance
Clint Thompson	Deputy Director of Vehicle Titles and Registration Division	TxDMV	Vehicle

## TRCC and Strategic Planning

Texas employs a single tier model for its Traffic Records Coordinating Committee (TRCC) commonly referred to as the TRCC Executive Committee. The committee meets quarterly and consists of member agencies who have custodial responsibility for the core traffic records systems. A basic charter signed by the TxDOT Traffic Safety Division Director formally establishes the TRCC and outlines its authority, purpose, and overarching goals. The committee primarily focuses its quarterly meetings on high level planning activities and the development of improvement projects each year for NHTSA Section 405(c) grants. Time is also allocated across meetings for updates on existing traffic records improvement projects. In addition to the Executive Committee and its quarterly meetings, the State also benefits from a designated program manager who oversees the work of qualifying for and monitoring traffic records grants.

The TRCC publishes its Texas Traffic Safety Information System Strategic Plan within the Texas Highway Safety Plan. The Plan contains useful information such as the TRCC Charter, voting members, performance measures, information on current improvement projects, and more.

## TRCC and Strategic Planning 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The TRCC section received a score of 64.7% and the Strategic Planning Section received a score of 55.6%.

Below is a summary of the STRAP TRCC and Strategic Planning recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
1-5, 29	Restructure the TRCC to more closely align with the Traffic Records Program Assessment Advisory. The current TRCC functions as both the executive and technical TRCC. Creating a two-tier structure could improve coordination and effectiveness of the TRCC.	TRCC created three subcommittees during the prior three fiscal years. One is to advise the development of an intersection inventory (i.e., intersection subcommittee). The second is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). This subcommittee is actively advising on the development of a dashboard which will display layered traffic records data on a map by county and	Ongoing



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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		month. In FY22, a third subcommittee was created to focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee).	
6	Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would interact with a policy-focused executive tier would be in order.	This effort will be pursued at a later date following the completion of higher priority objectives.	None
10	Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21 and beyond, TTI will provide technical assistance to maintain and expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure.	Ongoing
12	Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
12	Create a comprehensive Traffic Records Process Flow showing	A basic flow chart was developed in FY19 and	Complete

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	inputs and outputs for all traffic records related data.	updated in FY22.	
20-24	Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
1-5, 29	Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians, first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users.	TRCC created two subcommittees. One is to advise the development of an intersection inventory (i.e., intersection subcommittee). The other is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). These subcommittees included engineers, law enforcement, researchers, and other stakeholders. In FY22, a third subcommittee was created to focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee).	Ongoing
20-24	Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the readability of some Plan sections. The Plan should contain format changes that better highlight the relationships between State goals, identified deficiencies, the project action plan for the current year plus two more, and progress over time. It should explain processes and methods used to arrive at program decisions, and it should expand performance measures.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
32	Texas should consider scheduling a special event lasting one to two days during which small and large	The TRCC created an advisory subcommittee which includes various stakeholders to	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	group planning exercises are led by a professional strategic planning facilitator. Such an event should include stakeholders beyond the current TRCC makeup. It should be viewed as an opportunity for outreach, education, and inclusion. The results from such a facilitated meeting are not set in stone but offer TRCC planners a wealth of information to augment the assessment results and use them in developing the next strategic plan.	provide input to the TRCC. Additionally, TRCC administration presented to multiple stakeholder organizations in FY19 to inform them of the TRCC and solicit their feedback and have regularly sought the feedback of traffic records stakeholders since then.	

### TRCC and Planning Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve the Texas TRCC and Strategic Planning and the strategies/action steps necessary to achieve those objectives.

The Texas TRCC Administration plans to continue to promote subcommittees to provide technical guidance. This includes an advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC, an intersection database development subcommittee (i.e., intersection subcommittee) to guide the development of an intersection database, and an EMS subcommittee that is focused on improving accessibility to EMS and trauma data. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC subcommittees	<ul style="list-style-type: none"> <li>• Create project development subcommittee (i.e., advisory subcommittee) that will include LEOs, LE analyst, researchers, engineers, and other stakeholders</li> <li>• Create an intersection subcommittee to assist with the development of an intersection database (6.2)</li> <li>• Create an EMS subcommittee that is focused on improving accessibility to EMS and trauma data</li> </ul>	Complete
1.2 Create a TRCC performance measure and quality control program	<ul style="list-style-type: none"> <li>• Create performance measures and data quality control programs for each database</li> <li>• Develop plan for the TRCC to periodically review the performance measures</li> </ul>	Performance Measures completed. Data Quality program completed.
1.3 Create a comprehensive	<ul style="list-style-type: none"> <li>• Collect data dictionaries from each database</li> </ul>	Complete

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Objective	Strategies/Action Steps	Timeline
Traffic Records Inventory	<ul style="list-style-type: none"> <li>• Summarize into one document</li> </ul>	
1.4 Create a Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Collect flow charts, inputs, and outputs from each database</li> <li>• Combine into one flow chart for the whole system</li> </ul>	Complete
1.41 Enhance Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> <li>• Add additional information to the process flow chart such as how TxDMV and TxDPS receive vehicle and driver data from the counties</li> </ul>	Ongoing
1.5 Add additional members to the TRCC as needed	<ul style="list-style-type: none"> <li>• Identify additional members to add to the TRCC</li> </ul>	Annually
2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP.	<ul style="list-style-type: none"> <li>• Update the Strategic Plan based on the input of each TRCC member</li> </ul>	Complete
2.2 Annually update the objectives of the TRCC Strategic Plan	<ul style="list-style-type: none"> <li>• Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add</li> </ul>	Annually
2.3 Update the TRCC charter	<ul style="list-style-type: none"> <li>• Update the charter to include additional members/positions, member agencies, sub-committees, etc.</li> </ul>	Ongoing

## Crash Data System

The Texas Department of Transportation (TxDOT) is the custodial agency for crash report processing in the State and law enforcement agencies are required to submit all investigated crashes to TxDOT within 10 business days. Crash records are stored in a central repository called the Crash Records Information System (CRIS). CRIS v.26 rolled out on 1 April 2023.

Law enforcement can submit crash reports electronically to TxDOT via the Crash Reporting and Analysis for Safer Highways (CRASH) application, E-Submission, or the CRIS Mobile Application. CRASH is an application that allows law enforcement to enter crash data online and submit electronically to TxDOT. E-Submission allows law enforcement to have their records management system (RMS) submit electronically to TxDOT on their behalf. CRIS Mobile Application allows law enforcement to take a picture of a CR-3 crash report and submit electronically to TxDOT via the application. The CRIS Mobile Application will be discontinued soon, as the usage rate has dwindled and the primary CRASH application features have improved to meet the needs of the Mobile Application users. CRASH and E-Submission requires crash reports be validated by over 800 business rules prior to submission.

The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 5 definition for Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and Fatal Injury.

CRIS maintains the crash data in multiple relational datasets. The Crash Report Online Purchase System (CROPS) is a component of CRIS that enables the purchase of Texas crash reports using a credit, debit, or the state's Automated Clearing House (ACH), which allows for the processing of bank drafts electronically. Redacted crash reports can also be purchased through CROPS. CROPS is open and available to the public 24 hours, 7 days a week. The CRIS Query component is an externally facing application, open to the public, that allows users to pull publicly available crash data, summarize, visualize, export, and map Texas crashes statewide and for specific areas. TxDOT is also planning to migrate from the CRIS Query component to a more flexible data visualization application. Crash data is also available to all CRASH users and individuals associated with an agency of the United States, Texas, or a Texas local government that has use for the information for accident prevention purposes via MicroStrategy, a business intelligence tool used to create analytical reports.

Crash data is used by many traffic safety stakeholders to conduct problem identification, project prioritization, and resource allocation. Problem identification is conducted for the Highway Safety Plan and the Crash Analysis and Visualization (CAVS) tool is used to enhance the process of selecting safety projects and submitting them for HSIP funding consideration. Many law enforcement agencies are using Data-Driven Approaches to Crime and Traffic Safety (DDACTS) to make decisions on staffing and scheduling, which includes using crash data. TxDOT strives to make crash data available to law enforcement, engineers, analysts, researchers, and the public to promote improved traffic safety in Texas.

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## Crash Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Crash data section received a score of 64.6%. Crash data is very strong in the “Description and Contents” and “Applicable Guidelines” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
96.4%	80.0%	70.0%	66.7%	33.3%	48.6%	64.6%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
48-51	Improve and expand the data dictionary to include all the data elements and their attributes, as well as the data edit checks and validation rules. The State could then also incorporate the business logic (documented separately) into the dictionary for ease of use.	The data dictionary, including the definitions and allowable values are documented in one document. Business rules are documented separately. This is more user friendly, and a single combined document would be cumbersome due to frequent updates to the business rules.	None
66-73	Develop performance measures for all six attributes of the crash data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. There were already four crash performance measures included in the TSIS. After review, no additional performance measures were added in FY20.	Complete
74-79	Establish audit procedures using the performance measures developed under the data quality control program.	Many audit procedures are applied to CRIS to improve data quality. The specific audit procedures are modified over time as in alignment with changes to CRIS.	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
58-62	Develop interfaces/integrate with other core traffic records.	Efforts to integrate/interface with other core traffic records. Current efforts include: (1) linking trauma registry records to crash records in collaboration with DSHS and (2) linking records for drivers in multiple crashes with citation records in collaboration with TTI and DPS.	Ongoing
74	The procedures for returning rejected crash reports is well documented but there is no mechanism to track returned reports. In addition to developing such a tracking system, the State could also begin to track high frequency errors and omissions to address improved training and system enhancements.	The mobile app deployed in Aug. 2019 tracks reports that are returned to LEOs and will keep track of which reports have been returned and which have been re-submitted. This will include tracking L1 (main component) and L2 (business rule) returns.  TxDOT reviews business rules for potential changes and kicked off efforts to train law enforcement on the high frequency errors.	Ongoing
47	The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 4 definition for "suspected serious injury" but has chosen not to adopt the other injury severity definitions.	TxDOT aligned the label and definition for Suspected Minor Injury, Possible Injury, and Fatal Injury.	Complete

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## Crash Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas crash data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
3.1 Develop performance measures for the crash data system	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20</li> <li>• TTI will research performance measures from other states to identify examples for Texas</li> <li>• TTI will work with each TRCC member to develop performance measures for their agency</li> </ul>	Complete
3.2 Establish crash data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (3.1)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> </ul>	Complete
3.3 Develop interfaces/integrate with other core traffic records	<ul style="list-style-type: none"> <li>• Link crash vehicle damage data with TxDMV data to reduce salvage title fraud</li> <li>• Link NHTSA's VIN recall tool to the crash report purchasing system</li> <li>• Develop crash-roadway interface that allows officers to select the crash location on a map and then auto-populate the location information (street, roadway type, etc.) into the CR-3</li> </ul>	TxDOT has hired an Information Systems Security Officer to restore CJIS compliance for CRIS in order to re-establish data links with LE data sources. Map-in-CRASH ability for officers to directly select crash location is in testing for release in 27.0, OA 01Oct23
3.4 Pursue MMUCC compliance of the crash report form and the CRIS database	<ul style="list-style-type: none"> <li>• Request NHTSA Go-Team MMUCC Assessment</li> <li>• Review MMUCC Assessment conducted by TTI</li> <li>• Develop an action plan detailing which recommendations will be pursued</li> </ul>	TxDOT is examining high value fields for priority alignment and identifying fields where alignment could be achieved via future automated data collection.
3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and	<ul style="list-style-type: none"> <li>• An Automated Training Program is planned, which will assist in ongoing and updated training for CRASH users</li> <li>• TxDOT is in progress developing a curriculum for law enforcement to address timeliness, completeness, accuracy, and uniformity</li> </ul>	Ongoing; TxDOT has a manual training program on how to best complete the CR-3, which is TCOLE certified; TxDOT is



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Objective	Strategies/Action Steps	Timeline
consistency		assessing the feasibility of developing an online introductory and refresher version; TxDOT is also developing a quick start version of the CR-100 for easy reference on-scene.
3.6 Work to include crash typing in the pedestrian crash reporting. Use the Pedestrian Crash Analysis Tool (PBCAT) for categories on crash typing	<ul style="list-style-type: none"> <li>• TxDOT implemented new interpreted fields to capture pedestrian and pedal cyclist information</li> <li>• TxDOT tested in CY2020 and in production CY2021</li> </ul>	Complete
3.7 Achieve 100% electronic crash report submission through CRASH, Submission Services, or CRIS Mobile Application	<ul style="list-style-type: none"> <li>• HB 312 requires electronic crash report submission by 9/1/19 (Complete)</li> <li>• TxDOT developed an app to allow LEAs not using CRASH or Submission Services to submit electronically. App was deployed Aug. 2019 (Complete)</li> <li>• Continue to train LEAs on submitting crash reports through CRASH</li> </ul>	Complete
3.8 Modify pre-existing data dictionary to be NIEM compliant	<ul style="list-style-type: none"> <li>• Review NIEM standards to identify a list of necessary modifications</li> </ul>	TBD

## Vehicle Data System

The Texas Department of Motor Vehicles (TxDMV) has custodial responsibility for the State's vehicle data system that maintains all vehicle title and registration records in the Registration and Title System (RTS). Critical information related to ownership and identification of the State's vehicles (e.g., vehicle make, model, year of manufacture, body type, and title brands) is stored in RTS. The system allows for easy upgrades and enhancements to the application and provides an efficient way to maintain and operate the code, while ensuring data integrity and security.

Texas validates every Vehicle Identification Number (VIN) via the VINtelligence verification software. The State's vehicle registration sticker is barcoded using the 2D standard which allows law enforcement rapid and accurate collection of vehicle information. The State also includes a PDF-417 barcode on the registration renewal notice that can be scanned during the registration renewal processing.

The State provides title information for original Texas titles and salvage and nonrepairable titles to the National Motor Vehicle Title Information System (NMVTIS) through a nightly batch process. Texas queries and verifies all qualifying vehicle transactions through NMVTIS prior to issuance of a new title through a nightly batch process. NMVTIS queries and updates for Certified Copies of Texas Titles are performed real-time through an online process. In addition, the State meets the requirements for Enhanced participation in the Performance and Registration Information Systems Management (PRISM) program under the Federal Motor Carrier Safety Administration.

The State's vehicle system data is not completely processed in real-time. Some transactions such as issuance of temporary registration may be updated to the database in near real-time while title transfers and registration renewals are tied to batch processes. The time to update records through batch processes range from 24 to 48 hours. Texas has automated edit checks and validation procedures during various stages of the data entry process. Only specific staff at the State and County level have the State's permission to correct the vehicle system data. Further, the State maintains different error reports that are regularly reviewed by staff and used to evaluate needs for procedural or programming changes, updates to the State documentation, and/or training modifications. The Vehicle Data Management staff has principal responsibility for error corrections within the vehicle data system. In addition, Texas has well established protocols (e.g., information bulletins and webinars) to communicate error occurrences and updates with key users and to receive users' inputs about potential changes or updates. The State also uses a change management process to triage and assess inputs that are received from key users and to initiate and prioritize further actions.

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## Vehicle Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Vehicle data section received a score of 72.4%. Vehicle data was rated perfectly in the “Description and Contents”, “Applicable Guidelines”, and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
100%	100%	100%	80.3%	57.6%	45.3%	72.4%

Below is a summary of the STRAP vehicle data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
90-98	Create a process flow diagram for the entire vehicle data system.	The State maintains the print title flow diagram and numerous detailed use case diagrams that specify different processes and procedures within the vehicle data system. However, the State does not have a process flow diagram describing the whole vehicle data system due to the complexity of the system. Flow diagrams for specific processes can be developed on an as needed basis if necessary.	None
83-85	Efficiency could be improved by using real-time NMVTIS query process instead of currently used batch process.	TxDMV has written a white paper detailing their decision not to pursue real-time processing for original titles which include potential customer service issues if there are delays or problems with the real-time system.	None
102	Develop automated programs to use vehicle system data to verify and validate the vehicle information during initial creation of a citation or crash report.	The vehicle data system can be queried by law enforcement via the Texas Law Enforcement Telecommunications System, and the vehicle information can be used for validation purposes during the creation of citations and crash reports. However, the State does not	None

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		have established automated processes to validate vehicle information during the initial creation of a citation or crash report.	
107-113	Develop performance measures for all six attributes of the vehicle data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. Two vehicle data performance measures were identified.	Complete
114-118	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures. The effort includes assessing automation of the reporting process.	Ongoing
99-103	Develop interfaces/integrations with other core traffic records.	Efforts to integrate/interface with other core traffic records will be pursued when appropriate. Linking with driver license (DL) data can help validate DL at time of registration and titling.	Ongoing

### Vehicle Data Strategic Plan Objectives

TxDMV and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDMV. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
4.1 Develop performance measures for the vehicle data system	<ul style="list-style-type: none"> <li>• TRCC provided funding to TTI for technical assistance which includes developing performance measures in FY20</li> <li>• TTI researched performance measures from other states to identify examples for Texas</li> <li>• TTI worked with each TRCC member to develop performance measures for their agency</li> </ul>	Completed
4.2 Establish vehicle data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (4.1)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> </ul>	TBD
4.3 Develop interfaces/integrations with other core traffic records	<ul style="list-style-type: none"> <li>• Link crash vehicle damage data with TxDMV data to reduce salvage title fraud</li> <li>• An effort is underway as of June 2020 that involved implementing enhancement integration to capture this information. This enhancement may satisfy the need</li> </ul>	Underway
4.4 Collect odometer reading data to help enforce the Truth in Mileage Act	<ul style="list-style-type: none"> <li>• Identify sources of odometer reading data, such as from state vehicle inspections (may have reliability issues) or law enforcement</li> <li>• Identify how to link odometer reading data to the vehicle record</li> </ul>	TBD

## Driver License Data System

The Texas Department of Public Safety (TxDPS), Driver License Division has custodial responsibility of the Texas driver license data system, which contains over 23 million records. The driver license system maintains all critical information including driver's personal information, license type, endorsements, status, conviction history, crash involvement and driver training.

The State's driver license data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the American Association of Motor Vehicle Administrators (AAMVA) data dictionary are documented with each field defined and value depicted. The driver license system also has edit checks and data collection guidelines. Updates to the AAMVA data dictionary and edit checks are all documented and tracked.

Crash data is transmitted to the driver license system monthly in a batch file. Citation data is sent electronically from certain courts and vendors for placement on the record. In addition to crash data and citation data, a third-party vendor is responsible for the reporting of criminal convictions to the driver license system.

Texas maintains accurate and up-to-date procedural manuals regarding the issuance of the driver credential and the reporting and recording of driver education training. These procedures are maintained electronically in a Resource Guide. TxDPS maintains documentation called Evaluate Enforcement Action for further action related to changes in driver license status, which includes an audit log for any changes made. The Cherwell Service Management documents errors and resolutions by tracking customer interactions. Documented procedures are also maintained for the recording of traffic and non- traffic convictions.

Texas has established model procedures to detect fraud pertaining to the driver license system. Facial recognition software is used for all photos captured daily, AAMVA fraudulent document recognition training is provided to all front-line staff and documents are validated through the Systematic Alien Verification of Entitlements (SAVE) program. Internal fraud is monitored through weekly audits of issuance transactions and the iWatch Program, which allows employees and customers to anonymously report fraudulent activity. Texas has established procedures to prevent Commercial Driver License (CDL) fraud and appropriately maintain system and information security.

Texas has an interface link between the driver license system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), and the Social Security Online Verification (SSOLV). Access to the driver data is provided to law enforcement and photographs are shared with approved law enforcement agencies through the Driver License Image Retrieval (DLIR) system. The State does not grant access to information in the driver license system to personnel from other states, except for information that is provided through PDPS and CDLIS.

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## Driver License Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Driver data section received a score of 67.5%. Driver data was rated perfectly in the “Applicable Guidelines” and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
76.7%	100.0%	100.0%	82.4%	57.1%	45.3%	67.5%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
136	Explore the creation of policy for purging of obsolete data in driver system.	The record retention requirement in Texas is 125 years. There are no plans to create a purge policy.	None
134	Create a process flow diagram outlining the driver system’s key data process flow, including inputs from other components.	All process flows are documented in written use cases and specification documents. Diagrams are not part of these documents. There are no plans to create diagrams at this time.	None
143-149	Develop interfaces/integrate with other core traffic records.	The State’s crash and citation data is not electronically linked to the driver system. However, crash occurrence is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendor. Improved links will be explored as part of ongoing TRCC efforts.	None
150-158	Develop performance measures for all six attributes of the driver data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY22 technical assistance to the TRCC and no driver data performance measures were identified. In FY22, efforts continued with new performance measures developed.	Ongoing
159-163	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Planned

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
137, 145	Develop a DUI Tracking Database	Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database.	Planned

### Driver License Data Strategic Plan Objectives

The TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP. The following table summarizes specific objectives to improve the Texas driver data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
5.1 Develop performance measures for the driver data system	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes developing performance measures</li> <li>• TTI will research performance measures from other states to identify examples for Texas</li> <li>• TTI will work with each TRCC member to develop performance measures for their agency</li> </ul>	Ongoing
5.2 Establish driver data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (5.1)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> </ul>	Ongoing
5.3 Develop interfaces/integrations with other core traffic records	<ul style="list-style-type: none"> <li>• Linkages with driver data will be explored as part of ongoing TRCC efforts</li> </ul>	TBD



## Roadway Data System

The Texas Department of Transportation (TxDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. According to Highway Statistics 2020 (Federal Highway Administration), TxDOT maintains 80,720 miles of state-owned highways. This mileage represents roughly 25% of the 316,568 miles of road in Texas. The remaining miles of road are maintained by the 254 counties, over 1,200 municipalities, a variety of federal agencies, and various toll road authorities.

Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS). Through this LRS, TxDOT maintains data on all 316,568 miles of public road and enables linkages between road, traffic data, bridge, and pavement condition databases in the Geospatial Roadway Inventory Database (GRID). TxDOT is ramping up a new initiative named RIVAL (Roadway Inventory Video And Lidar). RIVAL will be a major achievement in that it leverages technological advances to collect data on various roadway attributes (such as number of lanes and shoulder width). RIVAL supports six key categories for improving data as defined in the TSIS (accessibility, accuracy, completeness, consistency, timeliness, and uniformity) since it does not depend on as much human effort to catalogue roadway attributes. As all the information contained within GRID is maintained by TxDOT, the data will be collected according to a set of collection, management, and submission standards to ensure the similar information quality.

TxDOT maintains a data dictionary for all data elements including many of the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). MIRE FDE elements required by the Highway Performance Monitoring System (HPMS) are included and documented.

### Roadway Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Roadway data section received a score of 61.7%. Roadway data received a strong score in the “Description and Contents” section but opportunities for improvement exist in the “Data Dictionary” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
93.3%	66.7%	46.7%	70.8%	72.2%	47.3%	61.7%

Below is a summary of the STRAP roadway data recommendations and responses.

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
169-172	Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs).	TxDOT is working on collecting county level data through the Data Sharing and Updates Application (DUSA). In the long term TxDOT will work on obtaining municipal level data. Considerable progress has been made for county streets. TxDOT is assessing development of an intersection inventory.	Ongoing
168	TxDOT should further their safety analyses by interfacing the available data, such as crash data, via the LRS.	Roadway data is linked to crash data in the Crash Records Information System (CRIS) but crash data is not linked to roadway data in the roadway database. There are no plans to pursue this linkage at this time. Other stakeholders routinely link crash and roadway data for safety and other planning purposes.	None
190-201	Develop performance measures for all six attributes of the roadway data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
186-189	Establish audit procedures using the performance measures developed under the data quality control program.	Baselines for each performance measure were established using FY21 data and annual evaluation is beginning in FY22 and ongoing.	Ongoing

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## Roadway Data Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas roadway data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the past few years, support for GRID has continued to be provided from TxDOT's IT vendor. TPP expects to continue to work with TxDOT's IT vendor to make a series of high-priority enhancements to the GRID application. Currently, a geometry editing module is in the user testing phase.

Objective	Strategies/Action Steps	Timeline
6.1 Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs)	<ul style="list-style-type: none"> <li>• Participation by counties in submitting roadway inventory updates through TPP's online Data Sharing and Updates Application (DUSA) system decreased from 62 in 2020 to 50 in 2021 (with 33 participating in both years). However, the number of updates increased from 6,600 to 6,850. TPP conducted a focus project on adding local city streets to the inventory. It is estimated that 4,255 miles were added in 2021.</li> </ul>	Ongoing
6.2 Develop an intersection database	<ul style="list-style-type: none"> <li>• TxDOT's GIS staff are assessing development of an intersection database</li> </ul>	Ongoing
6.3 Develop performance measures for the roadway data system	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20</li> <li>• TTI will research performance measures from other states to identify examples for Texas</li> <li>• TTI will work with each TRCC member to develop performance measures for their agency</li> </ul>	Complete
6.4 Establish roadway data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Develop performance measures (Completed in FY20) (6.3)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program</li> <li>• Baselines for each performance measure were established in FY21 and will be evaluated annually beginning in FY22</li> </ul>	Ongoing

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Objective	Strategies/Action Steps	Timeline
6.5 GRID Enhancements	<ul style="list-style-type: none"> <li>• Identify and prioritize enhancements (Complete)</li> <li>• TxDOT IT vendor continues to make enhancements to GRID, mostly notably a Geometry Editing Module which allows the geographic/spatial representation to be edited directly within the GRID applications</li> <li>• Work with TxDOT IT to ensure long term support exists for remaining enhancements, continue making enhancements, and adding a geometry module</li> </ul>	Ongoing
6.6 Upgrade to ArcGIS Pro	<ul style="list-style-type: none"> <li>• Convert custom ArcMap tools/toolbars used for editing roadway network to ArcPro</li> </ul>	Complete
6.7 Restart the city street inventory program	<ul style="list-style-type: none"> <li>• Expand outreach of DUSA application to cities</li> <li>• Coordinate with regional E911 entities to obtain local roadway linework</li> </ul>	December 31, 2022
6.8 Statewide review of important on-system roadway attributes	<ul style="list-style-type: none"> <li>• Review important roadway attributes including traffic volume, presence and type of medians (complete), number of lanes (complete), shoulder width, and roadbed width</li> </ul>	In Progress

## Citation and Adjudication Data System

Texas does not have a unified court system and lacks a statewide citation system. Instead, courts and law enforcement agencies are independent of one another regarding the management of citations. There are numerous court management systems (CMS) and records management systems (RMS) in use by courts and law enforcement agencies around the state. Consequently, there is no citation data uniformity across the state and records are created and stored by each individual agency instead of in a central reporting system and repository.

The Office of Court Administration (OCA), through TRCC funding, explored the development of a citation repository that would collect information on all citations issued in the state, but not the adjudication. The project was canceled in FY 2018 due to the costs of further development and projected post-development maintenance. Texas OCA has not been an active member of the TRCC since the project was canceled.

Although TxDPS is not a central repository for citation data, TxDPS' Texas Highway Patrol is the largest law enforcement agency in the state and primary duties include enforcement of traffic laws. In FY23, TxDPS rolled out Versaterm, a new RMS. Versaterm represents a significant advancement for TxDPS with respect to the six measures of data quality and completeness as outlined in the TSIS (accessibility, accuracy, completeness, consistency, timeliness, and uniformity). For example, Versaterm links dispatch and e-citation records with the internal case report. The initial rollout of Versaterm started January 16, 2023. TxDPS is bringing each of the TxDPS districts into the new system one at a time through on-site training in FY2023. TxDPS has representatives on the TRCC to represent the needs and interests of law enforcement as the TRCC explores ways to improve citation reporting.

## Citation and Adjudication Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Citation and Adjudication data section received a score of 50.3%. Citation and Adjudication data has many opportunities for improvement in the "Applicable Guidelines", "Data Dictionaries", "Interfaces" and "Data Quality Control Program" sections. The many areas for improvement are primarily due to the lack of a statewide citation system.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
61.4%	43.9%	36.5%	69.1%	40.5%	43.6%	50.3%

Below is a summary of the STRAP citation and adjudication data recommendations and responses.

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<b>STRAP Numbers</b>	<b>STRAP Recommendation</b>	<b>Texas Response</b>	<b>Implementation Status</b>
244-249	Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system.	OCA has done some work to identify data elements that should be measured before and after the implementation of a statewide citation system.	Initiated but dormant following withdrawal of OCA from TRCC.
205	Establish a statewide citation tracking system.	The TRCC and OCA looked into creating a citation repository, but several issues exist, including that funding for maintenance once the database was created could not be identified. There are no plans in the immediate future to pursue a statewide citation database.	None
244-253	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
244-253	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following transition to new records management system.	Planned
229-230	Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism.	Data on BAC level, collection type (blood/breath), and test location (Hospital, PD, etc.) is collected in DPS' records management system. DPS has developed procedures to identify reports missing BACs and is posting that information for commanders to review monthly.	Ongoing
229-230	Develop a DUI Tracking Database.	The Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database.	Planned

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## Citation and Adjudication Strategic Plan Objectives

TxDPS and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of DPS, OCA, courts, and law enforcement around the state. The following table summarizes specific objectives to improve the Texas citation and adjudication data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
7.1 Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort	<ul style="list-style-type: none"> <li>• Work with TxDPS to identify data elements that should be measured and tracked</li> </ul>	Planned
3.8 Modify pre-existing data dictionary to be NIEM Compliant to demonstrate data improvements that are attributable to the new system	<ul style="list-style-type: none"> <li>• Review NIEM standards to identify a list of necessary modifications</li> </ul>	TBD
7.2 Develop performance measures for the citation data system for TxDPS	<ul style="list-style-type: none"> <li>• TRCC has provided funding to TTI for technical assistance which includes continuing to develop and refine performance measure</li> </ul>	TxDPS has created Completeness and Accuracy Performance Measures.
7.3 Establish citation data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>• Continue developing and refining performance measures (7.2)</li> <li>• Work with TRCC Technical Advisor (i.e., TTI) to maintain a data quality control program</li> </ul>	TxDPS is monitoring its Completeness and Accuracy Performance Measures monthly.
7.4 Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism	<ul style="list-style-type: none"> <li>• TxDPS collects specific BACs for DUI arrests as of Sept. 2018</li> <li>• BAC data and associated charges is available for analysis if needed</li> </ul>	Complete
7.5 Develop a DUI Tracking Database	<ul style="list-style-type: none"> <li>• The Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database. TxDPS is transitioning to a new management information system (Versaterm) that is more flexible for inputting, linking, and analyzing crash, citation, and data containing DUI clues including BAC values and ticket numbers allowing for the updating of lab values. (Versaterm initiated January 16, 2023)</li> </ul>	Planned
7.6 Promote both correct and uniform charging language	<ul style="list-style-type: none"> <li>• OCA is working on a statewide database for case data including the use of standardized coding.</li> </ul>	On hold

## Injury Surveillance Data System

Texas has the five major components of a traffic records injury surveillance system (pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records). Most of that data is available and accessible to traffic safety partners, as well as the public through either aggregate summary tables, public use data files, department approved data use agreements, or approval through an approved protocol through the DSHS Institutional Review Board, depending on the database. The traffic safety community in Texas has used the available data sets collaboratively to identify problems and evaluate programs, such as pedestrian safety, which illustrates the strength and effect of having such data available.

The pre-hospital EMS data collection system is managed by the Department of State Health Services' (DSHS) Injury Prevention Unit in the EMS/Trauma Registries Group (EMSTR). All data is submitted electronically to the registry system. The data management system is NEMESIS-compliant (version 3.3.4). EMSTR is updating to version 3.5 at the end of 2023. Version 3.5 incorporates a UUID (Universally Unique Identifier) into NEMESIS. The UUID will enable the identification and tracking of patient care reports and could facilitate the linkage of EMS, trauma, and crash data records. The data management system incorporates appropriate edit checks and validations to ensure that the data falls within acceptable parameters. A data dictionary and user manuals are available for providers. By statute, EMS agencies have up to 90 days to report their runs to DSHS EMSTR.

The statewide emergency department and hospital discharge data systems are managed by the Texas Health Care Information Collection (THCIC) within the DSHS' Center for Health Statistics (CHS). DSHS' Injury Prevention Unit and CHS have working agreements to share data. In addition, there are publicly available documents related to these systems, including data dictionaries.

There is a statewide trauma registry that is also managed within the DSHS Injury Prevention EMSTR program. It is compliant with the National Trauma Data Standard (versions NTDS 2017 and ITDX 2017/2020) and has a data dictionary.

The DSHS' Vital Statistics Section and the DSHS' CHS are responsible for managing all vital statistics data including death certificates. The Texas Electronic Vital Events Registry (TxEVER) is used to manage that data. As with most other States, Texas collects death certificates from hospitals, funeral homes, and medical examiners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes.

### Injury Surveillance Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Injury Surveillance data section received a score of 64.5%. Injury Surveillance data received strong scores in the "Applicable Guidelines" and "Procedures/Process Flow" sections but opportunities for improvement exist in the "Interfaces" and "Data Quality Control Program" sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
70.6%	82.5%	66.7%	77.0%	33.3%	56.7%	64.5%



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Below is a summary of the STRAP injury surveillance data recommendations and responses.

<b>STRAP Number</b>	<b>STRAP Recommendation</b>	<b>Texas Response</b>	<b>Implementation Status</b>
257	Pursue access to the emergency department data set.	DSHS has access to hospital discharge data and emergency department data but needs to obtain an ongoing IRB approval.	Complete
302-306, 333	Document processes for returning records to submitting agencies for correction and following through to ensure resubmission.	100% of Trauma and EMS records are submitted electronically. These records are automatically checked against the schema and web validation checks which were updated in 2020 to meet new standards. Rejected records are automatically returned to the sender along with a feedback report detailing the reason for the rejection. Currently less than .5% of records are returned due to various errors. DSHS is developing ways to monitor and reach out to customers who have rejected records.	Ongoing
318-324, 334-339, 350-356, 366-372	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY2020 technical assistance to the TRCC. DSHS was previously providing one Completeness performance measure to the TSIS. For the FY2021 TSIS, DSHS identified six additional performance measures in Timeliness, Accuracy, and Accessibility. In FY2023, DSHS changed the performance measures to align with EMSTR's data quality work more closely.	Complete
325-330, 341-346, 357-362, 373-378	Establish audit procedures using the performance measures developed under the data quality control program.	In FY2020, DSHS developed additional performance measures. In FY2021, DSHS began providing the metrics for these performance measures to be included in the TSIS along with commentary as needed to describe past, current, or future efforts to improve the performance measures. In FY2023, DSHS changed the indicators to align with EMSTR work more closely.	Complete

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<b>STRAP Number</b>	<b>STRAP Recommendation</b>	<b>Texas Response</b>	<b>Implementation Status</b>
330, 346, 362, 378	Participate in and share data quality metrics with the Traffic Records Coordinating Committee.	DSHS provides data quality metrics requested by the TRCC.	Ongoing
312-314	Expand (or create) a relationship between the Department of State Health Services Vital Statistics section and the Fatality Analysis Reporting System analyst.	DSHS will continue to assess processes that could be used to match EMS and death certificate data from Vital Statistics with FARS.	Ongoing
312-314	Develop interfaces/integrate with other core traffic records.	DSHS receives crash data from TxDOT that is linked with EMS data, which is then linked with Trauma data.	Ongoing

### Injury Surveillance Data Strategic Plan Objectives

DSHS and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of DSHS. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

As the EMSTR moves forward the program will focus on finding ways to collect data more efficiently and leveraging the use of valuable EMS and trauma data. The program will do a technical/systematic third-party review of the current vendor and determine if there are more efficient and appropriate ways for the state to collect data. EMSTR will also utilize new tools to access and analyze data faster and more efficiently. This multi-year data access project will result in sharing data with stakeholders, so they utilize the EMSTR data to inform their strategies and goals. Lastly the program will continue linking motor vehicle crashes and medical information to fully understand the health outcomes of crashes.

Objective	Strategies/Action Steps	Timeline
8.1 Pursue access to the emergency department data set	<ul style="list-style-type: none"> <li>Program has obtained emergency department data and is in the process of performing initial analysis</li> </ul>	Ongoing
8.2 Develop performance measures for the injury surveillance data system for DSHS	<ul style="list-style-type: none"> <li>TRCC has provided funding to TTI for technical assistance which includes continuing to develop and refine performance measures</li> </ul>	Completed
8.3 Establish injury surveillance data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> <li>Continue developing and refining performance measures (8.3)</li> <li>Work with TRCC Technical Advisor (i.e., TTI) to continue establishing a data quality control program</li> </ul>	Ongoing
8.4 Collaborate with TxDOT to improve FARS data completeness	<ul style="list-style-type: none"> <li>Identify FARS variables that the EMS and Trauma Registry can help inform</li> <li>Determine the feasibility of matching FARS records to EMS and Trauma registry records</li> <li>Develop data sharing procedures and policies to share data across both systems</li> <li>Monitor data quality enhancement and integration of both FARS and Trauma Registry</li> </ul>	On hold; DSHS already links the CRIS records to the EMSTR records.

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Objective	Strategies/Action Steps	Timeline
8.5 Continue the many uses of the EMS/Trauma Registry, including injury prevention programs and trauma designation processes, and publicize these through involvement with the TRCC and through injury prevention and EMS conferences	<ul style="list-style-type: none"> <li>• Continue outreach efforts, which have previously included DSHS staff holding stakeholder webinars presenting EMS and Trauma Registry Summary Reports and making presentations at Texas Public Health Association, Texas Trauma Coordinator’s Forum; and the Governor’s EMS and Trauma Council (GETAC) meetings (Injury Prevention subcommittee, EMS subcommittee, Trauma Systems subcommittee, and general council).</li> <li>• Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at</li> <li>• Create a more formal communications plan or platform to better disseminate the data and analysis</li> </ul>	Ongoing
8.6 Seek funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system	<ul style="list-style-type: none"> <li>• Secured DSHS matching funding for TxDOT e-Grant for FY2022</li> <li>• Received approval from TxDOT for funding the FY2023 grant</li> <li>• Received approval from TxDOT for funding for the FY2024 grant</li> </ul>	Complete
8.7 Use the hospital discharge dataset to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry	<ul style="list-style-type: none"> <li>• Program obtained hospital discharge data through 2022. This project is currently on hold.</li> <li>• Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at</li> </ul>	Ongoing
8.8 Continue linkage project to match EMS runs to major trauma cases in the Registry for the dual benefit of improving EMS information on trauma cases and providing EMS agencies with outcome information	<ul style="list-style-type: none"> <li>• EMSTR has successfully linked EMS and trauma hospitalizations with crash data for 2010 - 2021. The 2022 data linkage will be completed in 2023.</li> </ul>	Ongoing
8.9 Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood	<ul style="list-style-type: none"> <li>• In progress: TxDOT provides a data extract file to DSHS to use in their EMS &amp; Trauma Registries system to link crash data with EMS and trauma hospitalizations. The EMS and Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2021</li> <li>• Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at</li> <li>• Create a more formal communications plan</li> </ul>	Ongoing

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Objective	Strategies/Action Steps	Timeline
	or platform to better disseminate the data • and analysis	
8.10 Collaborate with all data-sharing partners in the developing protocols, memoranda of understanding, and data sharing agreements and methodologies that will enable the injury prevention and traffic safety community to conduct analytical and research activities as authorized users. This should be done under the guidance of the TRCC	• Collaborating with Texas A&M Transportation Institute, local hospitals, and local public health agencies to study factors on crashes	Ongoing
8.11 Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System	• Program has been able to obtain hospital discharge data and has data through 2022. DSHS is evaluating the ability to link records to hospital discharge data in the future.	Ongoing

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## Data Use and Integration 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Data Use and Integration Section received a score of 48.5%. Given legislative constraints in Texas, there are barriers for the TRCC to make considerable progress with respect to Data Use and Integration. Consequently, the TRCC is working towards building relationships and showing the value of integrated data sources.

Below is a summary of the STRAP Data Use and Integration recommendations and responses.

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
379, 383, 386, 388-391	Capitalize on the existing culture of willingness to share traffic records data sets.	The TRCC created the Data User Subcommittee to advise on the development and use of the TRCC Data Dashboards/TxSTORM.	Ongoing
385, 387	Ensure the findings from their FY 2018 TTI plan includes the means of establishing standardized data access and use policies across TRCC represented agencies.	The TRCC established data sharing processes and procedures across TxDOT and DSHS. The TRCC is assessing barriers to similar data sharing agreements across the other agencies.	Ongoing
384	Consider a TRCC goal of telling the story of what has been accomplished and highlight plans to enhance further accessibility and integration.	TTI developed a framework for a TRCC newsletter for communicating TRCC successes to a broader audience of traffic record users.	Ongoing
381-382	Establish TRCC goals around data accessibility and integration to reduce preventable death and injury based on data-driven decision making.	The TRCC established objectives 9.1-9.3 to begin addressing the issue of data accessibility and integration.	Ongoing

## Data Use and Integration Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve data use and integration.

Objective	Strategies/Action Steps	Timeline
9.1 Develop a data hub to house and layer aggregated data from the TRCC agencies.	<ul style="list-style-type: none"> <li>TRCC agencies agreed to share aggregate data to support the data dashboards/TxSTORM.</li> <li>TTI developed an initial structure for the data dashboards/TxSTORM.</li> <li>TTI is revising the data dashboard structure</li> </ul>	Ongoing

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Objective	Strategies/Action Steps	Timeline
	<p>and content based on feedback from the TRCC agencies and other stakeholders.</p> <ul style="list-style-type: none"> <li>• In collaboration with DSHS, TTI developed an EMS Dashboard and posted it to the TRCC website.</li> </ul>	
9.2 Demonstrate the value of layering data from the different TRCC agencies.	<ul style="list-style-type: none"> <li>• TTI finalized the TxSTORM and is continuing to update it on a quarterly basis.</li> <li>• TTI developed a repeated crashers database and is developing an accompanying data dashboard.</li> <li>• TTI linked the repeated crashers data with DPS Citation data.</li> </ul>	Ongoing
9.3 Assess barriers to data sharing at a granular level for each agency and identify strategies to reduce barriers.	<ul style="list-style-type: none"> <li>• Discussions continue within the TRCC and subcommittees.</li> <li>• TTI merged DPS citation data with crash records to</li> <li>• better understand the profile of drivers who repeatedly crash.</li> </ul>	Ongoing
9.4 Document traffic safety projects in Texas that highlight the benefits of data integration and how it can accelerate progress in crash and injury prevention.	<ul style="list-style-type: none"> <li>• TRCC has a registered website, <a href="http://texastrcc.org">texastrcc.org</a>, and plans to use it to promote TRCC-based data projects and related articles about data use in Texas</li> </ul>	Ongoing

## Performance Measures

The Texas TRCC has created numerous performance measures for its members and subgrantees. While not every performance measure meets NHTSA's requirements, the Texas TRCC still feels it is important to include and monitor all created performance measures. Even if a performance measure does not meet NHTSA's requirements, it can still provide valuable information to TRCC members. Therefore, the Texas TRCC chooses to track all of its performance measures in this document, but will specifically highlight performance measures that meet NHTSA's requirements for continued funding.

### Summary of Performance Measures Meeting NHTSA's Qualifications

Per [23 CFR § 1300.22 - State Traffic safety information system improvements grants](#) section (3)

Quantitative improvement:

The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing -

(i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated; and

(ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY24 application.

Performance Measure	Database	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Summary of Improvement
Average number of days between date of crash and availability in warehouse.	Crash	Timeliness	8.72	8.32	The average number of days between the crash date and availability in the warehouse decreased.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.	Crash	Timeliness	97.70%	97.71%	The percentage of crash reports entered into the database within 30 days after the crash increased.



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Performance Measure	Database	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Summary of Improvement
Percentage of crashes located by system on digital road network upon submission.	Crash	Accuracy	81.4%	85.2%	The percentage of crashes located by the system on digital road network upon submission increased.
Number of title application transactions not processed within 72 hours of receipt of application.	Vehicle	Timeliness	1,907,030	1,850,173	The number of title application transaction not processed within 72 hours of receipt of application decreased.
Percentage of DPS citation records with no missing critical data elements.	Citation	Completeness	98.44%	98.51%	The percentage of DPS citation records with no missing critical data elements increased.
Percentage of EMS Providers submitting data to EMSTR.	Injury	Completeness	89.3%	94.2%	The percentage of EMS providers who submitted data to EMSTR increased.
The number of data requests from users and external stakeholders.	Injury	Accessibility	37	56	The number of data requests from external stakeholders increased.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	10	20	The number of agencies receiving monthly reports increased.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	11	15	The number of data fields reported in agency reports increased.
Percentage of total time system is up and available for end users.	LEADRS	Accessibility	99.67%	99.92%	The percentage of total time system was available for end users increased.

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## Crash Data Current Performance Measures

TxDOT has established five performance measures. The final measure, indicated with an asterisk, was added in FY23.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted.	Completeness	647,539	636,822	3.5, 3.7	Pending	Pending
The number of crash reports available for reporting within 30 days of the date of the crash.	Timeliness	632,647	622,253	3.5, 3.7	Pending	Pending
Average number of days between date of crash and availability in warehouse.	Timeliness	8.72	8.32	3.5, 3.7	Pending	Pending
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.	Timeliness	97.70%	97.71%	3.5, 3.7	Pending	Pending
*Percentage of crashes located by system on digital road network upon submission.	Accuracy	81.4%	85.2%	3.5, 3.7	95%	Map-in-CRASH functionality being tested for roll-out in version 27.0

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## Crash Data Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2013 – March 31, 2014</b>	<b>April 1, 2014 – March 31, 2015</b>	<b>April 1, 2015 – March 31, 2016</b>	<b>April 1, 2016 – March 31, 2017</b>	<b>April 1, 2017 - March 31, 2018</b>	<b>April 1, 2018 – March 31, 2019</b>	<b>April 1, 2019 – March 31, 2020</b>
Number of crash reports submitted.	528,479	568,328	611,788	629,541	619,372	632,119	644,822
Number of crash records available for reporting within 30 days of the date of crash.	463,100	525,189	557,682	595,814	593,644	600,397	626,752
Average number of days between date of crash and availability in warehouse.	20.81	17.52	22.99	12.13	11.14	13.29	10.04
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash.	87.63%	92.41%	91.16%	94.64%	95.85%	94.98%	97.20%
Percentage of crashes located by system on digital road network upon submission.	n/a	n/a	n/a	n/a	n/a	n/a	n/a

<b>Performance Measure</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>
Number of crash reports submitted.	535,489	647,539	636,822
Number of crash records available for reporting within 30 days of the date of crash.	519,669	632,647	622,253
Average number of days between date of crash and availability in warehouse.	9.60	8.72	8.32
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash.	97.05%	97.70%	97.71%

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<b>Performance Measure</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>
Percentage of crashes located by system on digital road network upon submission.	n/a	81.4%	85.2%

TEXAS ANNUAL GRANT APPLICATION FOR FISCAL YEAR 2024

Vehicle Data Performance Measures

TxDMV has established two performance measures based on transportation code requirements and is planning on using these performance measures to work with county tax assessor collector offices to increase timeliness.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of title application transactions not processed within 72 hours of receipt of application.	Timeliness	1,907,030 Note: These numbers exclude certain title transactions for off-highway vehicles.	1,850,173 Note: These numbers exclude certain title transactions for off-highway vehicles.	4.1, 4.2	72 hours or less. Per Transportation Code, §501.023, the assessor-collector shall enter the application into the department's titling system within 72 hours after receipt of the application	The TxDMV does not have the authority to enforce the statutory timeframe on county tax assessor-collector offices. The TxDMV will begin to monitor the number of transactions that are processed outside the statutory 72 hours and inform the applicable counties, to encourage compliance. The TxDMV encourages compliance through use of this performance measure in our voluntary Performance Quality Recognition Program that a county tax assessor-

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Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
						collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	3	4.5	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate.	The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV exceeded this benchmark in the first reporting period and met the benchmark in the second reporting period, while still being under the statutorily required timeframe. The TxDMV monitors this KPI on a monthly basis to ensure the benchmark is met or exceeded.

## Vehicle Data Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>
Number of title application transactions not processed within 72 hours of receipt of application.	1,387,925	1,907,030	1,850,173
Number of days to process salvage and nonrepairable title applications.	4	3	4.5

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## Driver License Data System Performance Measures

DPS has worked diligently to identify performance measures with goals and plans to improve them. However, at the time this document was developed, they were still working on implementing/measuring some of their identified performance measures. The performance measure below was developed in FY23.

<b>Performance Measure</b>	<b>Performance Attribute</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>	<b>Strategic Plan Objective(s) to which this performance measure relates</b>	<b>Goal</b>	<b>Plan to Improve</b>
Percent of CMV convictions reported within 10 days.	Timeliness	9.71 % reported within 10 days	7.02% reported within 10 days	5.1, 5.2 49 CFR 384.209(c)	10 days or less	Ongoing (FMCSA grant pending - vendor portal for conviction reporting to increase timeliness)

## Driver License Data Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>
Percent of CMV convictions reported within 10 days.	9.71%	7.02%



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## Roadway Performance Measures

TxDOT's Transportation Planning and Programming Division identified performance measures in all six of the performance areas along with goals and plans for improvement.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	Timeliness	No (April 13, 2021-22)	No (January 15, 2023)	6.8	Dec. 31 of each year	Streamline editing process (editing in GRID directly, other ARs); GEM (geometry editing module) 95% complete; AR (application request) enhancements continue
Number of line segments that need to be realigned annually based upon annual PMIS data collection.	Accuracy	Not performed in 2021-22	Not performed in 2023	6.8	0	Ongoing (informal assessments and communication with districts)
Percentage of miles of road having consistent surface type with annual PMIS data collection.	Accuracy	Not performed in 2021-22	Not performed in 2022-23 but referenced	6.8	99%	Update GRID per PMIS data, either through normal, manual update procedures or automated means
Number of counties participating in annual call for updates.	Completeness	50	42	6.1	Maximum of 254; but goal changes annually based on only counties that made updates)	Continually Improve communication and related tools

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Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of MIRE elements that can be reported on.	Uniformity	Not performed in 2021-22	Not performed in 2022-23	6.1	TBD	Continue to work with IT to enhance GRID, and supplement with 'start-up projects' (e.g., Intersection Inventory)
Number of bridges in NBI not in Roadway Inventory.	Integration	27,985	29,634	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published.	Accessibility	8/17/21	9/28/22	6.8	Current target annual by July 1	Streamline HPMS submittal and Annual Data Report generation processes

## Roadway Historical Performance Measures

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	No	No	No (April 13, 2021)	No (January 15, 2023)
Number of line segments that need to be realigned annually based upon annual PMIS data collection.	80	n/a	Not performed in 2021	Not performed in 2023
Percentage of miles of road having consistent surface type with annual PMIS data collection.	n/a	n/a	Not performed in 2021	Not performed in 2022-23 but referenced
Number of counties participating in annual call for updates.	74	62	50	42
Number of MIRE elements that can be reported on.	n/a	n/a	Not performed in 2021	Not performed in 2022-23

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<b>Performance Measure</b>	<b>April 1, 2019 – March 31, 2020</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>
Number of bridges in NBI not in Roadway Inventory.	n/a	n/a	27,985	29,634
Date which roadway annual data is published.	12/3/19	10/28/20	8/17/21	9/28/22

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## Citation and Adjudication Performance Measures

The Highway Safety Operations Center has identified two performance measures in the completeness category. The second measure was developed in FY23.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of DPS citation records with no missing critical data elements.	Completeness	98.44%	98.51%	7.2, 7.3	DPS' goal is to achieve/maintain at minimum 98% of citation records with no missing critical data elements.	DPS continues to achieve its goal for this performance measure and has no plans to improve at the moment.
Percentage of districts using Versaterm.	Completeness	n/a	60.00%	7.2, 7.3	100% of districts	DPS continues to train districts to achieve 100% coverage.

## Citation and Adjudication Historical Performance Measures

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Percentage of DPS citation records with no missing critical data Elements.	98.68%	98.77%	98.51%	98.44%	98.51%
Percentage of districts using Versaterm.	n/a	n/a	n/a	n/a	60.00%

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## Injury Surveillance Performance Measures

DSHS has identified performance measures in the performance areas of completeness, timeliness, accuracy and accessibility.

Performance Measure	Performance Attribute	*EMS - April 1, 2021 – March 31, 2022	*EMS - April 1, 2022 – March 31, 2023	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of EMS Providers submitting data to EMSTR.	Completeness	676/757 = 89.3%	702/745 = 94.2%	8.5, 8.8, 8.9	95%	New Indicator to monitor completeness
Percent of EMS records received within 30 days.	Timeliness	n/a	81.82%	8.5, 8.8, 8.9	85%	New Indicator to monitor timeliness
Percent of EMS records received within 90 days.	Timeliness	n/a	84.31%	8.5, 8.8, 8.9	88%	New Indicator to monitor timeliness
Percentage of records where the PSAP call date is after the date the record was created.	Accuracy	0.38%	0.41%	8.5, 8.8, 8.9	0.25%	Pending
The number of data requests from users and external stakeholders.	Accessibility	37	56	8.10	10	Tracking all data requests

Note: 2022 data are provisional and pulled for this request on April 27, 2023. Statute allows EMS agencies up to 90 days to report runs and datasets are closed approximately 4-5 months after the end of the calendar year, so the dataset used for this chart is subject to change.

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## Injury Surveillance Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2018 – March 31, 2019</b>	<b>April 1, 2019 – March 31, 2020 / Jan. 1, 2019 – Dec. 31, 2020*</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>
Percentage of EMS Providers submitting data to EMSTR.	n/a	n/a	n/a	89.3%	94.2%
Percent of EMS records received within 30 days.	n/a	n/a	n/a	n/a	81.82%
Percent of EMS records received within 90 days.	n/a	n/a	n/a	n/a	84.31%
Percentage of records where the PSAP call date is after the date the record was created.	n/a	0.01%*	0.11%	0.38%	0.41%
The number of data requests from users and external stakeholders.	n/a	n/a	21	37	56

Note: 2021 and 2022 data are provisional and pulled on April 27, 2023. Statute allows EMS agencies up to 90 days to report runs.

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## LEADRS Performance Measures

Law Enforcement Advanced Data Reporting System (LEADRS) is managed by the Texas Municipal Police Association (TMPA) and is a subgrantee of the TRCC. LEADRS has identified multiple performance measures and established goals and plans to improve for each of those measures. LEADRS was unable to go back in their system to measure from April 1, 2019 – March 31, 2020. Consequently, their April 1, 2020 – March 31, 2021 figures will serve as a baseline for future year's measurements.

Performance Measure	Performance Attribute	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	10	20	12	Send reports to new agencies to generate interest in using data as a way to combat the DWI problem in Texas.
Number of data fields reported in agency data reports.	Accessibility	11	15	11	Increase the number of data fields moving forward, specifically the number of cases involving a search warrant and specimen refusal rate. More fields will be included as requests continue to come in.
Percentage of total time system is up and available for end users.	Accessibility	99.67%	99.92%	95.00% system uptime	Time system updates and patches appropriately so that these processes do not bring the system down for long.
Percentage of cases with no missing critical defendant information.	Completeness	99.97%	99.87%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical offense information.	Completeness	97.06%	96.80%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical warrant information.	Completeness	79.32%	78.99%	95.00%	Make warrant information a required field in the system moving forward. Provide training and system configurations that prevent an officer from submitting an incomplete report.

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## LEADRS Historical Performance Measures

<b>Performance Measure</b>	<b>April 1, 2019 – March 31, 2020</b>	<b>April 1, 2020 – March 31, 2021</b>	<b>April 1, 2021 – March 31, 2022</b>	<b>April 1, 2022 – March 31, 2023</b>
Number of agencies receiving monthly data reports.	n/a	9	10	20
Number of data fields reported in agency data reports.	n/a	9	11	15
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%	99.92%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%	99.87%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%	96.80%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%	78.99%



## FY24 Funded Projects

This section provides an overview of projects recommended for funding in FY24.

Project ID	Organization	Title	TxDOT Funds Requested
<b>TBD-CRIS</b>	TxDOT	CRIS Help Desk	\$1,375,000.00
<b>2024-IADLEST-G-1YG-0130*</b>	International Association of Directors of Law Enforcement Standards and Training	Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms	\$422,499.01
<b>2024-TTI-G-1YG-0063</b>	Texas A&M Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	\$140,000.00
<b>2024-TTI-G-1YG-0064</b>	Texas A&M Transportation Institute	Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier	\$135,000.00
<b>2024-TDPS-G-1YG-0026</b>	Texas Department of Public Safety	State Traffic Records System Improvement and Expansion of Crash Data Analysis	\$966,972.96
<b>2024-TDSHS-G-1YG-0129</b>	Texas Department of State Health Services	DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System	\$944,056.15
<b>2024-TMPA-G-1YG-0005</b>	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	\$1,198,558.72

\*- Not Funded with 405c Funds.

\*\* - Total 405c Budget Request for 5 projects is \$3,384,587.83

## Crash Records Information System (CRIS) Projects and Help Desk

Funding supports various aspects of CRIS, including the training of law enforcement to use the online reporting system CRASH and updates to CRASH and CRIS. Additional, funding covers reviewing the current standards for NEIM, CJIS, and MMUCC to enhance CRIS and ensure compliance, support automated spatial loading, and the help desk.

The help desk serves as the initial point of contact for law enforcement, TxDOT, and other users experiencing issues with the supported CRIS applications. The help desk is responsible for logging all calls, providing assistance, routing calls to second level support as appropriate, documenting issues in an accurate and timely fashion, and tracking all calls to ensure they are resolved. The help desk serves test, development, and production environments.

## IADLIST – Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms

The Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms Project takes aim at an agency's data-related issues by assessing and then addressing data collection and quality issues and data analytical capabilities. The intent is to remove any agency-level barriers such as funding to building sustainable data quality and analytical capabilities within the agency. The intent is for agency personnel to progress through the Building Analytical Capacity Training Series to develop a minimum analytical proficiency standard prior to the agency moving into the operational training phase where officers take the analysis and develop operational strategies for engaging the community.

To improve crash-data reporting and analysis, this project will offer a series of virtual and nationally certified in-person training courses throughout the year that will allow analysts to expand the skill set. Additionally, IADLEST will provide law enforcement agencies, Data-Driven Decision Making for Commanders, Supervisors and Analysis: Analysis Driven Deployment to help the decision-makers understand the importance of quality data and what a fully functioning analytical component can provide their current and future operations agency-wide. IADLEST has developed a group of Subject Matter Experts (SME), several of which are active Texas law enforcement officials, to act as facilitators and instructors for these workshops.

Additionally, IADLEST has identified travel-related costs as a barrier to agency participation and will provide travel/per-diem assistance to agencies who may not otherwise be able to attend.

In addition to providing hands-on analytical training, these events act as recruiting opportunities for IADLEST to engage agencies for further training in the DDACTS model with the goal of the agency requesting an agency wide DDACTS implementation workshop. The project also works with analysts remotely on a one-on-one basis, shepherding them through a customized training regimen that keeps the analyst steadily engaged in developing new capabilities and prepares the analyst to support their agency during and after deployment of a data-driven operational model.

Once an agency's analyst is prepared to support data-driven operations, the next phase of the project begins. In this phase, the widest cross-section of the civilian and sworn officer staff possible receive a Nationally recognized training course on the importance of data quality and data-driven engagement during a Agency Strategic Planning DDACTS Implementation Workshop. This workshop consists of a 4-hr overview of the DDACTS 2.0 model and a 4-hr operational planning session with SMEs from Texas and across the country involving all aspects and levels of the agency. It is here a cross section of agency members themselves create a plan for a near-future integration of a data-drive operational model, and if the agency participates in the state's STEP program, can integrate its STEP enforcement into its overall strategic plan.

The workshops also include educating agencies and its members on how to develop and report complete and uniform crash data as well as leveraging all available resources, including non-law enforcement ones. By doing so, the agency will be positioned to create a truly focused effort to address specific causal factors for crashes in the area(s) they are occurring.

To promote sustainability over time, IADLEST will continue providing one-on-one analytical technical support that is customized to an analyst/agency specific needs through the SME network mentioned above. Further, the in-depth virtual and nationally recognized in-person multi-faceted analytical training courses and those relevant web-based trainings developed as part of previous project years will be fully leveraged and offered at various times throughout the grant period. Of note, by these courses being Nationally

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Certified, attendees can submit the training to TCOLE for continuing education credit providing an even greater benefit to agencies.

Finally, IADLEST will continue the cooperative partnership established with statewide entities such as the DPS- Highway Safety Operations Centers, Law Enforcement Liaisons, and the State Chiefs of Police and attend regional planning meetings with TxDOT officials and in-state conferences, when possible, to promote regional interagency cooperation based on the DDACTS.

## TTI - Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)

Through the proposed project, the proposer will provide ongoing technical assistance to the TRCC Chair and Coordinator to ensure successful continuation of the TRCC and that all federal requirements for FY2024 are met. The ongoing assistance will be in four key target areas: (a) meeting facilitation and member outreach and communication, (b) the required state traffic records program assessment, which will be completed incrementally over a five-year period spanning from FY23 – FY27, (c) the annual update of the Traffic Safety Information System (TSIS) Strategic Plan and data quality program, and (d) updating and maintaining the TRCC website and data tools.

With respect to the first area, the assistance will include planning and conducting TRCC meetings, assisting in the formulation of meeting agendas, and assistance in meeting facilitation while also providing technical input. The proposer will orient new TRCC members with an overview of their role and responsibilities and current TRCC activities. To improve communication within the TRCC and engagement with external stakeholders, the proposer also will develop and disseminate at least two electronic issues of the TRCC newsletters. Each issue will report on a TRCC success or activity along with a member spotlight section, where members can showcase projects, programs, or successes of their own. Finally, the proposer will continue to coordinate one advisory subcommittee, which is comprised of traffic record data users from around the state. In previous years, the subcommittee provided feedback on the Texas State Trend Over-Representation Model (TxSTORM) which was developed to facilitate the use of traffic records by data stakeholders. A similar approach will be implemented in FY2024 to solicit traffic records user feedback and ensure the TRCC is meeting the needs of data stakeholders.

For the second and third areas, the proposer will oversee the completion of the TSIS Strategic Plan, which must be completed annually, and the traffic records program assessment, which will incrementally be completed over a five-year period, to remain eligible for continued federal funding. States must identify and address data program needs. Texas chooses to do this through participating in NHTSA's State Traffic Records Assessment Program (STRAP). In addition, the proposer will facilitate the annual update of the TSIS, which is required to be included in the Texas Highway Safety Plan. The proposer will work with each TRCC member to update the status of their respective objectives, note completed objectives and successes, and monitor changes in future plans. In addition, the data quality program is designed to implement, maintain, and monitor one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the "Model Performance Measures for State Traffic Records Systems."

In FY2024, the proposer will assist each TRCC member agency with reviewing their performance measures and using that information to update the Strategic Plan. The proposer will continue to work with each TRCC member to develop and monitor additional performance measures as needed.

For the fourth area, the proposer will update and maintain the TRCC website, TxSTORM, and other data dashboards. This includes collecting additional and updated data sets from the TRCC members and integrating them into TxSTORM and/or other dashboards. It also includes updating and expanding the database of drivers involved in multiple crashes, established in FY2022, and posting aggregated, deidentified data as a dashboard. Identifying drivers with repeated crashes and understanding their contributing crash factors helps to target tailored outreach and education efforts.

The proposer is uniquely qualified to provide ongoing technical assistance to the TRCC and related activities,

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coordinate and facilitate the STRAP sections undergoing review in the given year, TSIS, and data quality program, and maintain and update the TRCC website and associated data tools and databases. The proposer has worked closely with the Traffic Records Coordinating Committee (TRCC) in the past and has established partnerships with TRCC members, which are critical for successful participation in the STRAP and TSIS. The proposer also has experience working with data from all the TRCC members.

## TTI - Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier

This project proposes to explore linking Texas crash data with Texas EMS and trauma registry records by integrating the UUID into crash records. While national organizations are encouraging, and other states have demonstrated, the ability to use deterministic methods to link such records through batch processing, this project team would like to pilot a more upstream process, which is to record the UUID in the crash record on the scene. The UUID for an incident is created at dispatch of EMS services so when EMS arrives on scene, they can share this number with the law enforcement officer (LEO) creating the crash report. This would allow the records to be linked deterministically (i.e., with certainty as all records contain the same unique ID) and quickly.

The proposed upstream approach will be piloted in EMS Regional Advisory Council (RAC) A&B, which consists of Amarillo and Lubbock, and their surrounding areas. This area was selected because (a) this RAC contains large cities and rural areas, which are reflective of many areas of Texas, (b) EMS is always called to reported crashes in this area, regardless of severity, and (c) the RAC President and DSHS staff are in support of this pilot project.

A UUID Integration Team with representatives from TTI, TxDOT, RAC A&B, and other local EMS personnel and LEOs will be established. This team will design and implement a pilot test that integrates the UUID into crash records on the scene of crashes that occur within the jurisdiction of RAC A&B. EMS personnel will be trained to share the UUID with the LEO writing the report and the LEO will be trained to obtain the UUID from EMS personnel and write the UUID in the crash narrative using the prefix "UUID:" Researchers at TTI will be responsible for mining the UUID from the crash narrative and creating a new distinct UUID variable in the crash records for RAC A&B. This will be shared with DSHS, who can then use it for deterministically linking the crash data with EMS/ Trauma registry records (outside the scope of this project).

TTI will evaluate the pilot test and determine the feasibility of expanding the pilot to other jurisdictions or state-wide. Toward the beginning of the project period, the project team will determine process and outcome evaluation indicators to monitor monthly, quarterly and per the project period. This ongoing monitor will allow us to identify issues quickly and adjust methods or re-train, if needed. Local EMS providers, Law Enforcement Officers, RAC A&B members, and other stakeholders will be surveyed/interviewed to learn about their experiences and recommendations for improvement. These results, as well as the information gathered about how other states are using UUID to link EMS/Trauma and crash data, will be used to produce recommendations for how Texas should proceed with these linking efforts in the future.

The research team will also identify how other states are linking crash and EMS/Trauma data through the UUID or similar unique identifiers. This will be done by surveying or interviewing representatives from other states and reviewing the literature or other publicly available documents outlining state linking efforts. The research team will seek to understand the methods used, results, challenges encountered and facilitators of success. This activity will be conducted toward the end of the project period to ensure that states have ample time to explore UUID linking after the NEMSIS 3.5.0 roll out.

## DPS - State Traffic Records System Improvement and Expansion of Crash Data Analysis

The Highway Safety Operation Center (HSOC) must be able to improve its prompt collection and accurate analysis of statewide crash-related data through the successful integration of traffic records from multiple internal and external databases. HSOC must also retain its ability to regularly disseminate complete crash and traffic arrest-related data to its stakeholder agencies while striving to enhance this same capability through the implementation of modern methods of data accessibility. This funding request is to: 1) retain HSOC's current approved number of grant-funded employees; 2) provide personnel with training and ability to attend professional conferences; 3) maintain existing analytical software for 28 computer workstations; 4) replace grant-purchased workstations more than three years in age; 5) maintain a virtual server capable of performing necessary tasks for the HSOC analysts and 6) expand the HSOC's technical capability to integrate and clean multiple databases for the timely production of accurate traffic analysis products for all legitimate data users.

Through continued data analysis by these grant-funded employees, HSOC will be able to thoroughly evaluate and improve the accuracy of the Texas Highway Patrol (THP) citation data. To increase the accuracy, HSOC will continue to conduct regular data extraction of citation information from its databases to seek out inaccurate critical data fields. From this, HSOC will provide leadership with suggestions for training and resource material, which can be utilized by field leadership to educate personnel on the importance of accurate data entry.

HSOC personnel are the primary Texas Highway Patrol (THP) analysts within the Texas Department of Public Safety (DPS). As such, they are among the only analysts that are authorized to access THP Investigative Reports. The analysts are capable of and involved in cleaning and analyzing data contained within the Records Management System (RMS). These analysts also are in the best position to integrate Crash Data and Citation Data with these reports, as they have direct access to the data sources. These THP Investigative Reports contain critical traffic data, such as Blood Alcohol Content, and clues observed during the Standardized Field Sobriety Tests. Additionally, these reports allow Troopers to enter the Citation Number that can be used by analysts to link Crash Reports, Case Reports, and Citations.

Data analytic relevant external training and conferences are vital for the HSOC's workforce to keep skills sharp and to provide insight and perspective on other areas relating to traffic records. The integration of different sets of data can only begin once the analyst knows of its existence. Therefore, HSOC will strive to send its employees to training and conferences throughout the year to provide these valuable opportunities for growth.

The HSOC will monitor and report the accuracy of the THP Citation database by analyzing the number of citations with correct court information for the classification of the offense committed and the validity of GPS coordinates recorded on the citation.

The HSOC will continue to provide quality analytic products to external and internal stakeholders. HSOC will strive to generate and deliver 80% of analytical deliverables on or before the established deadline. This deadline will be set upon initial intake of the request.

The HSOC will sign up employees to attend: The Association of Transportation Safety Information Professionals' (ATSIP) International Traffic Records Forum and The Lifesavers Natl' Conference on Highway Safety Priorities in Denver, CO.

The HSOC will send employees to continuing education courses and conferences provided within Texas such



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as the Traffic Safety Conference, location TBD. These conferences will serve to broaden HSOC's analytical skills and build stronger professional networks.

## DSHS – DSHS’ Emergency Medical Services and Trauma Center Registry Data System

This project aims to improve the Emergency Medical Services (EMS)/Trauma Registries maintained by the Department of State Health Services (DSHS) by completing the actions described below.

Problem #1 solution: In FY2023, EMS/TR transitioned to a new infrastructure to increase program speed and decrease data submission stuck threads (a warning the data upload is taking too long) and processing queues. In FY2024, EMS/TR will use the new database infrastructure and tools to produce current-year MVC and other injury data reports for stakeholders. Previously, EMS/TR only reported on fully complete clean years of data. Moving forward, EMS/TR will focus on providing timely data and posting reports to the web, allowing the public to see ‘real time’ regional and state data.

The EMS/TR staff will work on additional crash data linkages (linkages is defined as bringing different source information together about the same data point to create a new, richer dataset) to better isolate MVC causative factors and assist industry leaders in developing data-informed approaches to create change. In addition, EMS/TR will continue to partner with the Texas Transportation Institute and other Texas Traffic Records Coordinating Committee organizations to expand initiatives using EMS/TR data.

Problem #2 and #3 solutions: Over the past few years, EMS/TR overcame many IT challenges including optimizing and updating the MAVEN system to process more than 40,000 records a day and developing a staff protocol document to monitor the system’s record numbers and types. EMS/TR will continue to resolve any potential backlogs and improve data provider relationships. Additionally, EMS/TR will maintain current NTDB and NEMSIS submission standards to remain compliant.

While EMS/TR is a large, complex system and the data platform is effective at meeting major program priorities, EMS/TR will continue to support infrastructure improvements to resolve system downtime issues, high volumes of reported data, and required or urgent data request turnarounds.

Every time the program installs new software or moves between NEMSIS versions, there is a potential data quality impact because users are not familiar with the new system and do not submit as regularly until they get comfortable. To maintain good provider relationships, EMS/TR will provide early and timely communications ahead of any pending NEMSIS version updates, International Classification of Diseases (ICD) coding changes, NTDB Data Dictionary edits, or system enhancements. By providing early notification and technical planning as well as providing front-end training to stakeholders, EMS/TR will create a smoother transition and provide resiliency against data quality impacts that arise from technical rollout and implementation.

Problem #4 solution: Improving data quality is EMS/TR’s priority since, without high quality data, stakeholders and decision makers cannot make informed decisions to decrease Texas injuries and fatalities. Data quality can oftentimes be problematic when there are high rates of staff turnover. To improve data quality, EMS/TR staff will continue to provide tailored trainings and explore additional ways to share data. One example is partnering with larger DSHS efforts to create cloud-accessible data solutions and linkages, tableau reports, and data dashboards. This project’s goal is to allow researchers and analysts to analyze data without manually requesting and receiving records from the EMS/TR program. One COVID-19 lesson learned was virtual platforms can be effective in reaching stakeholders. By providing up-to-date recorded trainings for data submitters, EMS/TR can demonstrate how to submit registry data and offer presentations on collected data analysis. This should increase data quality, decrease questions in the inbox, and improve data reports.

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Problem #5 solution: The EMS/TR staff will continue working closely with the Governor's EMS and Trauma Advisory Council, Regional Advisory Council Chairs, and the Level III/IV Texas Trauma Quality Improvement group by providing regional and state data to support improvement(s) for rural and community-based health care administration, Level III and IV facilities, and under-resourced Texas agencies. Also, EMS/TR will partner with other DSHS programs, including EMS and Trauma Systems, to educate small departments, trauma programs, and under-resourced Texas communities on data submissions. This should provide accurate and timely data to assist with emergency medical care administration.

Additionally, EMS/TR will conduct end-user trainings through conferences, individualized sessions, and recorded webinars with Level III and IV trauma registrars as needed. Staff will produce annual trend reports that track changes in the timeliness, quality, and quantity of system records collected. By providing tailored sessions, recorded resources, and ongoing reports to facilities with historically high submissions errors, EMS/TR anticipates better quality data and less rejected patient care records.

## TMPA - Law Enforcement Advanced Data Reporting System (LEADRS)

The Texas Municipal Police Association (TMPA) launched a system in 2004 known as Law Enforcement Advanced Data Reporting System (LEADRS). LEADRS reduces the amount of time officers spend completing paperwork and provides a more detailed report for prosecution. Almost three fourths of officers using LEADRS (74%) can complete a DWI report in under 2 hours (3, p. 9). TMPA continues to train and market LEADRS to officers, judicial prosecutors, and judges statewide.

In addition to reducing time and increasing the quality of a DWI report, LEADRS also provides critical DWI statistical data that is disseminated to law enforcement (LE), prosecutors, judges, the public, and other stakeholders. This information is used to hone enforcement strategies, identify trends, and help increase DWI enforcement to reduce crashes and fatalities. Without funding, LEADRS will fail to reach LE conducting DWI enforcement in Texas.

LEADRS usage continues to expand across Texas LE agencies with a 51% increase in DWI cases entered in the system from FY18-FY21. (3, p. 12) LEADRS has integrated with the Texas Parks and Wildlife Department and provided a specific profile for the Texas Alcoholic Beverage Commission (TABC). TABC has direct access to cases that involved information concerning the defendant's last reported drink location. LEADRS needs system upgrades to keep up with market standard technology, become a more mobile friendly platform and more efficiently provide data to an agency's records management system (RMS). These upgrades will ensure the integrity of LE criminal record data and share better quality data with those involved in the Traffic Records Coordinating Committee (TRCC).

LEADRS has an electronic signature feature allowing judges and officers to sign blood search warrants from any mobile device. E-signing blood search warrants has significantly reduced the time it takes an officer to obtain a warrant. This has resulted in LEADRS being mandated by LE command staff, judges, and prosecutors in multiple jurisdictions across the state.

LEADRS has developed a drug evaluation reporting module that allows Texas Drug Recognition Experts (DRE) to e-submit drug evaluations, providing immediate data on DRE cases for analysis. This module is being field tested and updated for statewide deployment.

LEADRS coordinates with the Texas DWI Resource Prosecutor, system users, TABC, and other Texas prosecutors to continually enhance the capability of the LEADRS program. This allows the program to stay current with laws, technology trends, address DWI defense challenges, and continue to improve the DWI reporting process.

LEADRS will have a team comprised of a program manager, assistant manager, two field specialists, lead data analyst, and adjunct instructors. This team provides 24-hour technical support, training materials, and training to command staff, judges, peace officers, and prosecutors to support the use of LEADRS. Our staff will market the use of LEADRS to LE agencies that make the most DWI arrests, attend traffic safety conferences, and coordinate with the Texas DWI Resource Prosecutor, the Texas SFST program, and other impaired driving programs.

LEADRS has implemented a reporting module to capture all toxicology data from 40k LEADRS reports with pending toxicology results. LEADRS was enhanced to capture final case disposition and was updated to include a data analysis tool to analyze LEADRS DWI cases. This includes the reason for the traffic stop, defendant info, type of roadway, vehicle type, officer's investigation, toxicology results, and case disposition for over 140k DWIs. With the funding, LEADRS has the capabilities to become the first statewide DWI tracking database.

LEADRS has developed a data analytics team to create and provide statistical reports. With approved funding, LEADRS plans to expand the analytics team by adding additional analyst staff and software tools to improve report accessibility for all stakeholders. LEADRS is currently providing multiple agencies with agency specific analytical reports and statewide DWI data. LEADRS is also working to provide officers with embedded analytical reports that can be viewed upon logging into the system. This team will continue to cleanse LEADRS historical data and improve the collection of data within the LEADRS system. With enhanced analytical capabilities, LEADRS will be able capture the full life cycle of a case involving an impaired operator.

With TxDOT funding, this program will provide officers with a more efficient reporting method, real-time data to help allocate resources and a robust database of impaired operator statistics.

# 2023 TEXAS

# IMPAIRED DRIVING PLAN

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE



**Project Coordinating Agency**  
Texas A&M Transportation Institute  
3135 TAMU  
College Station, TX 77843-3135  
[www.texasimpaireddrivingtaskforce.org](http://www.texasimpaireddrivingtaskforce.org)

This plan was developed and approved by the Texas Impaired Driving Task Force.





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June 1, 2023

To Whom It May Concern:

According to the Fatal Accident Reporting System (FARS), in 2021 there were 1,906 alcohol-impaired driving fatalities in Texas, which is an increase of 373 people from the 1,533 who lost their lives in 2020. These alcohol-impaired driving fatalities account for 42% of overall fatalities in the state. Because of these tragic figures, the efforts from the Texas Department of Transportation (TxDOT) and our various traffic safety partners must persist so that we can reduce impaired driving crashes, injuries, and deaths on Texas roadways.

In August 2022, the National Highway Traffic Safety Administration (NHTSA) joined us in Austin to conduct an Impaired Driving Program Assessment. The NHTSA assessment team provided a new set of insightful recommendations to help improve our efforts. We have begun to address these suggestions and will work to complete as many of the recommendations as possible over the coming years. You will find the status of these recommendations in this strategic guiding document.

Additionally, the Texas Impaired Driving Task Force (TxIDTF) completed the NHTSA Drug-Impaired Driving Criminal Justice Evaluation Tool, at the request of the National Transportation Safety Board (NTSB). You will find the completed evaluation tool in Appendix A of this document. It is imperative that we work to address and improve these efforts over the coming years as well.

The TxIDTF is a collective group of traffic safety stakeholders that meet several times a year to identify gaps and develop strategies to combat the consequences of impaired driving. Membership includes professionals from law enforcement, prosecution, judiciary, education, prevention, treatment, research, licensing, and others. Together with representatives from the State's Highway Safety Office, we all continue to work together toward the common goal of eliminating injuries and deaths caused by impaired driving.

In closing, the Texas Impaired Driving Plan has been developed and approved by the TxIDTF in accordance with Fixing America's Surface Transportation (FAST) Act. The plan has been submitted to the TxDOT and subsequently to the NHTSA. TxDOT serves as the Governors Highway Safety Office representative for the state of Texas, and I fully support the efforts of the TxIDTF.

Sincerely,

DocuSigned by:

*Michael A. Chacon, P.E.*

06D7ED66C6FC498  
Michael A. Chacon, P.E.  
Director, Traffic Safety Division  
Texas Department of Transportation

CC: Letty von Rossum, BTS Section Director, Traffic Safety Division, TxDOT  
Carol Campa, BTS Branch Supervisor, Traffic Safety Division, TxDOT

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## LIST OF AGENCY/ORGANIZATION ACRONYMS

**AAA Texas**—American Automobile Association Texas

**CADES**—Center for Alcohol and Drug Education Studies

**CSCD**—Community Supervision Corrections Department, also known as probation

**DSHS**—Department of State Health Services

**ESC**—Education Service Center—Region 6

**FACTS**—Families Acting for Community Traffic Safety

**FCCLA**—Family, Career and Community Leaders of America

**HSOC**—Highway Safety Operations Center

**IACP**—International Association of Chiefs of Police

**LEADRS**—Law Enforcement Advanced DUI/DWI Reporting System

**MADD**—Mothers Against Drunk Driving

**NHTSA**—National Highway Traffic Safety Administration

**NSC**—National Safety Council

**OCA**—Office of Court Administration

**SHSO**—State Highway Safety Office

**SHSU**—Sam Houston State University

**TABC**—Texas Alcoholic Beverage Commission

**TAC**—Texas Association of Counties

**TCJ**—Texas Center for the Judiciary

**TDCAA**—Texas District and County Attorneys Association

**TDLR**—Texas Department of Licensing and Regulation

**TEA**—Texas Education Agency

**TJCTC**—Texas Justice Court Training Center

**TMCEC**—Texas Municipal Courts Education Center

**TMPA**—Texas Municipal Police Association

**TRCC**—Traffic Records Coordinating Committee

**TRF-BTS**—Traffic Safety Division—Behavioral Traffic Safety Section

**TTC**—Texas Transportation Commission

**TTI**—Texas A&M Transportation Institute

**TxDOT**—Texas Department of Transportation

**TxDPS**—Texas Department of Public Safety

**TxIDTF**—Texas Impaired Driving Task Force

**TxSDY**—Texans for Safe and Drug-Free Youth

**YLC**—Youth Leadership Council

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## INTRODUCTION

With contribution and approval by the Texas Impaired Driving Task Force (TxIDTF), the purpose of the annual Texas Impaired Driving Plan (hereafter referred to as the Plan) is to provide a comprehensive strategy for preventing and reducing impaired driving in Texas. The Plan provides readers with a complete overview of the impaired driving crash problem, documents the progress of ongoing initiatives and campaigns, and lists potential countermeasures and strategies to improve impaired driving roadway safety.

The Plan is provided to the Texas Department of Transportation (TxDOT) for final submission to the National Highway Traffic Safety Administration (NHTSA). It is based on the requirements of the Fixing America's Surface Transportation (FAST) Act, Section 405(d), and NHTSA's *Uniform Guidelines for State Highway Safety Programs—Highway Safety Program Guideline No. 8*.

### The Impaired Driving Problem

Texas continues to make significant efforts to reduce impaired driving fatalities, injuries, and crashes. The percentage of motor vehicle fatalities that result from impaired driving had been steadily declining over the past decade; however, fatal crashes and deaths increased in 2021, and evidence suggests that this trend extended into 2022.

To adapt and address the rise in fatal crashes and deaths, Texas must continue to seek and apply innovative and evidence-based solutions. Despite the implementation of proven strategies and countermeasures, the number of impaired driving fatalities and injuries in Texas continues to be unacceptable. Texas remains dedicated to reducing all incidences of impaired driving.



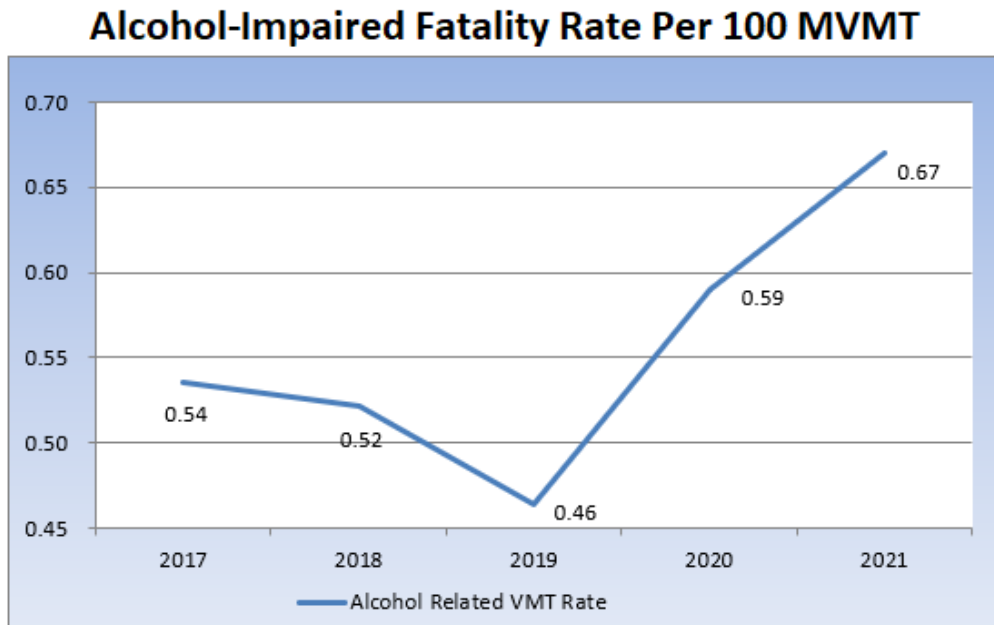

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Impaired driving continues to be a significant issue in the state of Texas.

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The submission of this Plan is based upon the state’s average impaired driving fatality rate. As defined by the Code of Federal Regulations § 1200.23, the average impaired driving fatality rate is “the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration (BAC) of at least 0.08 percent for every 100 million vehicle miles traveled (VMT), based on the most recently reported three calendar years of final data from the Fatality Analysis Reporting System (FARS).”<sup>1</sup>

Texas is considered a mid-range state for fiscal year (FY) 2022 because its alcohol-impaired driving fatality rate is 0.57 based on FARS data from 2019–2021. Figure 1 illustrates the alcohol-impaired driving fatality rate per 100 million VMT from 2017–2021 in Texas. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for 2021 (the current year for which data are available). Preliminary data suggests that Texas will also be in the top 10 states nationally once again in 2022.



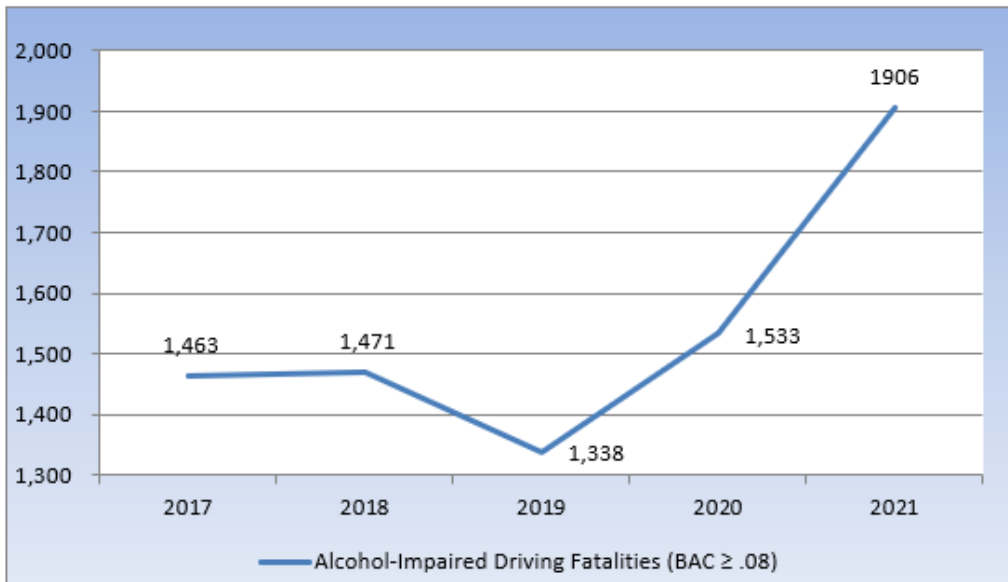
Source: Fatality Analysis Reporting System (FARS May 23rd, 2023)

Figure 1. Texas Alcohol-Impaired Driving Fatality Rate per VMT, 2017–2021

As shown in Figure 2, there were 1,906 alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater in 2021 in Texas. Current FARS data suggests that alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater are trending upward. Compounding the problem, impairment has been shown to be present at BACs lower than 0.08 g/dL.

<sup>1</sup> Uniform Procedures for State Highway Safety Grant Programs, 23 C.F.R. § 1200.23. <https://www.govinfo.gov/content/pkg/FR-2022-09-15/pdf/2022-18995.pdf>

### Alcohol-Impaired Driving Fatalities - BAC $\geq$ .08 (C-5)

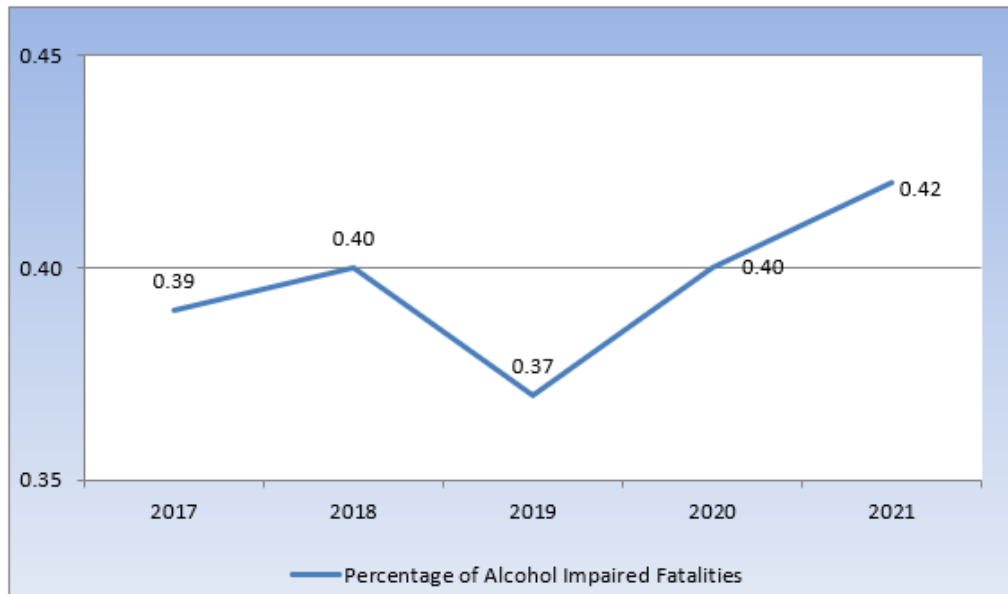


Source: Fatality Analysis Reporting System (FARS May 23rd, 2023)

Figure 2. Texas Alcohol-Impaired Driving Fatalities, BAC 0.08+, 2017–2021

Figure 3 illustrates the percent of alcohol-impaired driving fatalities from 2017–2021. In 2021, alcohol-impaired driving fatalities represented 42 percent of the state’s motor vehicle fatalities, which is the second highest percentage in the nation, after Montana.

### Percent of Alcohol-Impaired Fatalities



Source: "Overview of Motor Vehicle Traffic Crashes in 2021" NHTSA, April 2023.

Figure 3. Percent of Alcohol-Impaired Driving Fatalities in Texas, 2017–2021



Alcohol-impaired driving crashes are only part of the impaired driving problem. Drug-impaired driving continues to be a factor in motor vehicle crashes as well. Recent trends also indicate polysubstance use (more than one drug) growing as a contributing factor. The extent to which drug-impaired driving is responsible for serious injuries and fatalities in traffic crashes is not fully documented. Resources required for extensive toxicology testing cannot meet the demand, and Texas traffic safety stakeholders continue to collaborate to address and seek solutions for this concerning issue.

## Plan Structure

The subsequent sections of the Plan focus on the components a state's impaired driving program and meet those strategies recommended within the NHTSA *Uniform Guidelines for State Highway Safety Programs—Highway Safety Program Guideline No. 8*. The Plan's components are:

- Program Management and Strategic Planning
- Program Evaluation and Data
- Prevention
- Criminal Justice System (including Laws, Enforcement, Prosecution, Adjudication, Administrative Sanctions, and Driver Licensing Programs)
- Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
- Communication Program

Additionally, recommendations from the previous NHTSA Impaired Driving Program Technical Assessment (2022) can be found at the end of each respective section of the Plan. Sections that do not include recommendations are informational and specific to Texas traffic safety stakeholders' strategies.

Since the 2022 assessment, the TxIDTF has reviewed the assessor recommendations to prioritize implementation and track progress. The TxIDTF has assigned an implementation status and provided context concerning how each recommendation is being further pursued or reasons for inactivity. The TxIDTF has developed and used the following statuses:

- **Ongoing**—The TxIDTF or a member organization is actively planning or working to complete the recommendation. If a recommendation has been achieved but requires any level of maintenance, it has been designated ongoing, as opposed to complete.
- **Complete**—The TxIDTF or a member organization has accomplished the recommendation, and no level of maintenance is required.
- **Not Currently Being Addressed**—The TxIDTF has either completed actions that resulted in no forward progress or is not currently pursuing action. However, this does not mean that the recommendation will not be addressed in the future.
- **Requires Legislative Action**—The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level. Recommendations designated with this status are beyond the scope of the TxIDTF or require additional laws to be passed or a different interpretation of current laws. The TxIDTF views its role as being an educator of objective impaired driving safety issues. The TxIDTF works to ensure that those stakeholders who can engage in legislative activity have data-driven, evidence-based information on which to base their decisions.
- **Jurisdictional Condition**—The TxIDTF or a member organization educates and informs impaired driving safety stakeholders, including judges and prosecutors. Regular trainings with judges and prosecutors take place throughout the state so that they better understand current impaired driving laws and processes; however, the TxIDTF recognizes how imperative judicial and prosecutorial discretion are.



## PROGRAM MANAGEMENT AND STRATEGIC PLANNING

### Task Forces or Commissions

The TxIDTF is a partnership of impaired driving safety stakeholders from across the state who are committed to eliminating deaths and injuries caused by impaired driving. The TxIDTF is used as a forum for strategic planning and coordination of programs and projects that target impaired driving.

### *Authority and Basis for Operation*

The TxIDTF is sponsored and supported through a TxDOT Behavioral Traffic Safety Grant that is administered by the Texas A&M Transportation Institute (TTI).

### *Mission*

To eliminate injury and death caused by impaired driving in Texas through the identification and strategic distribution of partner resources to critical areas.

### *Charter*

The TxIDTF has existed in some capacity for 18 years, operating mostly under an informal set of policies and procedures. As the TxIDTF evolved, it became necessary to develop a formal charter that clearly communicated expectations and responsibilities. In February 2018, the TxIDTF voted to approve a formal charter. The charter was subsequently revised in 2023 and is linked below. Unless otherwise noted, all subsequent TxIDTF documents can be found online at [www.texasimpaireddrivingtaskforce.org](http://www.texasimpaireddrivingtaskforce.org).

- [Texas Impaired Driving Task Force Charter—Revised 2023](#)

### *Membership*

The TxIDTF has evolved into a multifaceted representation of individuals and organizations. Currently, the TxIDTF consists of 47 members, representing:

- State Highway Safety Office (SHSO)
- Breath Alcohol and Toxicology
- Communication
- Data and Traffic Records
- Driver Licensing
- Education
- Emergency Medical Services
- Enforcement
- Ignition Interlock Programs
- Judiciary
- Prevention
- Prosecution
- Research

The TxIDTF continually assesses weaknesses and gaps in membership expertise. If an area of the impaired driving safety problem is not reflected through current membership, then the TxIDTF has reached out to leaders in the community with an invitation to join. The TxIDTF membership is comprised of knowledgeable impaired driving safety stakeholders and subject matter experts. The TxIDTF membership meets the requirements of the FAST Act and includes all appropriate stakeholders. Members voluntarily serve on the TxIDTF and can do so for as long as they are capable. The link below contains details on the member programs of the TxIDTF.

- [Texas Impaired Driving Task Force Membership—FY 2023](#)

Following is a list of the names, titles, and organizations of all TxIDTF members.

- Clay Abbott, DWI Resource Prosecutor, Texas District and County Attorneys Association
- Christine Adams, Assistant Research Scientist, Texas A&M Transportation Institute
- Alejandra Aguilar, Program Supervisor, Texas Department of Public Safety, Enforcement and Compliance Service, Driver License Division
- Robert Anchondo, Judge, County Criminal Court at Law #2 El Paso
- Annette Beard, National Account Manager, Smart Start Inc.
- Trevis Beckworth, Scientific Director, Texas Department of Public Safety Crime Laboratory
- Mark Busbee, Lead Instructor, DITEP/ADAPT/FRIDAY, Texas Municipal Police Association
- Carlos Champion, DRE Program Coordinator, Texas Drug Recognition Program
- Debra Coffey, Vice President, Government Affairs, Smart Start Inc.
- Chad Cooley, Corporal, Cedar Hill Police Department
- Holly Doran, TxDOT Program Director, Texas Center for the Judiciary
- Emma Dugas, MADD Program Manager, Mothers Against Drunk Driving
- Brian Grubbs, Program Manager, LEADRS
- Brittany Hansford, Chief, Vehicular Crimes, Montgomery County District Attorney's Office
- Kevin Harris, Lieutenant, College Station Police Department
- Nicole Holt, Chief Executive Officer, Texans for Safe and Drug-Free Youth
- Richard Hoover, Lieutenant, Texas Department of Public Safety, Highway Patrol
- Mike Jennings, Sergeant Investigator, Williamson County Attorney's Office
- Tara Karns-Wright, Assistant Professor, UT Health Science Center San Antonio
- Larry Krantz, Program Manager, Texas Department of Transportation
- Debra Marable, State Program Director, Mothers Against Drunk Driving
- Sarah Martinez, Director, Travis County Attorney's Underage Drinking Prevention Program
- Charles Mathias, Associate Professor, UT Health San Antonio

- Dottie McDonald, Judicial Services Liaison, Smart Start Inc.
- David McGarah, Program Manager, Texas SFST
- Ned Minevitz, Grant Administrator, Texas Municipal Courts Education Center
- Lisa Minjares-Kyle, Associate Research Scientist, Texas A&M Transportation Institute
- Erica Moore, Agent, TRACE Team, Texas Alcoholic Beverage Commission
- Amy Moser, Safety Education and Training Specialist, Education Service Center—Region 6
- Anna Mudd, Toxicology Section Supervisor, Texas Department of Public Safety—Crime Lab
- Katie Mueller, Senior Program Manager, National Safety Council
- April Ramos, Program Manager, National Safety Council
- Allison Rounsavall, Program Manager, Texas Department of Transportation
- Nina Saint, Education Director, SafeWay Driving Systems
- Joseph Schmider, State EMS Director, Texas Department of State Health Services
- Emmaline Shields, Associate Transportation Researcher, Texas A&M Transportation Institute
- Ben Smith, Program Manager—Watch UR BAC, Texas A&M AgriLife Extension Service
- Ronald Swenson, Deputy Chief of Investigation, Texas Alcoholic Beverage Commission
- Dannell Thomas, Safety Education and Training Specialist, Education Service Center—Region 6
- Kara Thorp, Public Affairs Specialist, AAA—Texas & New Mexico
- Bronson Tucker, General Counsel, Texas Justice Court Training Center
- Jodie Tullos, Captain, Texas Department of Public Safety, Highway Patrol
- Esther Vasquez, Program Supervisor, Texas Department of Public Safety, Conviction Reporting, Driver License Division
- Letty Von Rossum, Behavioral Traffic Safety Section Director, Texas Department of Transportation
- Troy Walden, Director of Center for Alcohol and Drug Education Studies, Texas A&M Transportation Institute
- Laura Weiser, Judicial Resource Liaison, Texas Center for the Judiciary
- Liz Wilde, Account Director—Creative Agency, Sherry Matthews Group
- Tramer Woytek, Judicial Resource Liaison and County Relation Officer, Texas Association of Counties

### ***Meetings***

Due to its large membership and the state's geography, in the past, the TxIDTF met in person biannually. In FY 2023, the task force moved to quarterly meetings. Email correspondence and subcommittee meetings, as necessary, supplement work completed at the in-person meetings. In the past 12 months, the TxIDTF met on the dates listed below in the meeting minute links. The last meeting of the fiscal year will be held on July 27, 2023.

- [Meeting Minutes November 14, 2022](#)
- [Meeting Minutes February 23, 2023](#)
- [Meeting Minutes April 27, 2023](#)

### ***Executive Committee Members***

In FY 2023, executive committee (EC) members were identified to represent and lead stakeholder groups. The EC members provide a report during each of the quarterly meetings. They are responsible for voting on task force recommendations and signing off on the final Impaired Driving Plan. They also have the ability to convene and oversee subcommittees that work on specific topics in between task force meetings. The EC members and stakeholder group representation are listed below:

- Carlos Champion, Impaired Driving Enforcement Training and Detection
- Trevis Beckworth, Forensic Testing
- Clay Abbott, Prosecution and Legislative Affairs
- Judge Laura Weiser, Judicial and Bond Conditions
- Charles Mathias, Research, Treatment, and Prevention
- Ronald Swenson, Retailer Enforcement and Education
- Brian Grubbs, Impaired Driving Database



### *Subcommittees*

The TxIDTF is currently supported by three subcommittees: Legislative, Research, and Prevention. Each subcommittee has arisen out of a need identified. Subcommittees drill down into specific areas that time does not afford during in-person meetings. Subcommittees can include representatives from any relevant organization that has an interest or knowledge in the impaired driving issue; however, the subcommittee chairman or co-chairmen must be members of the TxIDTF. Each subcommittee meets as often as needed via virtual meetings and email correspondence.

As new areas for support are identified and goals are achieved, subcommittees will convene or disband. Below is a brief description of subcommittee work, as well as meeting dates and notes. Due to the timing of the Plan's submission, some meeting notes included may be from a previous fiscal year.

#### Legislative

The Legislative Subcommittee is chaired by Texas DWI Resource Prosecutor Clay Abbott, with the Texas District & County Attorneys Association (TDCAA). The committee is comprised of current and retired members of the judiciary and prosecution, advocates, and others with a strong working knowledge of state legislature operations. The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level; however, some member organizations are able to engage in lobbying activities as a part of work with their individual organizations. Because of these parameters, the TxIDTF views its role as an educator and informer of objective impaired driving, transportation safety, and public health data and information.

The purpose of the Legislative Subcommittee is to educate and inform members of the TxIDTF about legislation that has the potential to affect impaired driving in the state. The subcommittee continuously tracks the status of and provides summaries for proposed impaired driving bills while the legislature is in session. For any bills that are approved and become law, the subcommittee provides further detail about anticipated outcomes and consequences.

The Legislative Subcommittee meets frequently in the same years when the state legislature is in session and as necessary when the state legislature is not in session. Below are the meeting notes of the Legislative Subcommittee in FY 2023.

- [Meeting Minutes January 4, 2023](#)
- [Meeting Minutes February 20, 2023](#)

#### Research

In FY 2020, the TxIDTF established the Research Subcommittee with the purpose of reviewing research literature on impairment and driving. The subcommittee's goal is to inform TxIDTF members about relevant impaired driving literature so they may stay abreast of current evidence-based findings. Having a more thorough understanding of the current literature can facilitate informed decisions regarding future and current programming by the state. In FY 2023, the subcommittee was convened by EC member Dr. Charles Mathias and is chaired by Dr. Tara Wright, both from the University of Texas Health in San Antonio. Below are the subcommittee meeting minutes.

- [Meeting Minutes January 20, 2023](#)

#### Prevention

In FY 2023, EC member Dr. Charles Mathias convened the Prevention Subcommittee, which transitioned from the Education Subcommittee. Lisa Minjares-Kyle, from the Youth Transportation Safety Program at TTI, chairs the subcommittee. This committee is inclusive of all prevention stakeholders. The first meeting of the Prevention Subcommittee was held in the spring, and the meeting notes can be accessed below.

- [Meeting Minutes April 10, 2023](#)
- [Meeting Minutes May 22, 2023](#)

One of the recommendations from the state's 2015 Impaired Driving Program Technical Assessment was to "coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse

prevention programs.” As a result, the former Education Subcommittee compiled a reference book that provides program summaries of evidence-based alcohol and drug prevention programs available for implementation in schools. The subcommittee chose to include Texas Essential Knowledge and Skills (TEKS), which are the Texas Education Agency (TEA) state standards for what students should understand, gain knowledge in, and be able to apply upon completion of a course. The reference book also includes promising TxDOT-sponsored programs that are not necessarily evidence-based. The reference book has been distributed at numerous educational trainings and conferences. Below is the most recent version of the reference book.

- [Recommendations for Alcohol and Drug Prevention Programs K–12<sup>th</sup> Grade \(Updated June 2022\)](#)

### ***Impaired Driving Task Forces—Best Practices***

In April 2017, the TxIDTF voiced the need to better understand the role and function that statewide task forces play. By understanding how other state task forces operate, the TxIDTF can explore ways to improve its current processes and remain at the forefront of reducing, and ultimately eliminating, impaired driving in Texas. To meet this need, in FY 2018, the TxIDTF administration interviewed several states in an effort to identify best practices and strategies for state impaired driving task forces. The TxIDTF developed a survey used to interview representatives from five state impaired driving task forces. The survey focused on three primary areas: background, operation, and impact of the state impaired driving task forces. The technical memorandum is linked below.

- [2018 Multi-state Assessment of State Impaired Driving Task Forces: Best Practices and Strategies](#)

Many of the task forces interviewed were too dissimilar to the TxIDTF, particularly in terms of membership representation and lobbying capability, so many of the best-practice recommendations were not applicable to the TxIDTF. Therefore, a follow-up effort was required to include state task forces that are operating with similar constraints to Texas. The technical memorandum linked below details the survey results of the state task forces interviewed in 2020, which more closely align with the TxIDTF and whose best-practice recommendations were more applicable.

- [2021 Multi-state Assessment of State Impaired Driving Task Forces: Best Practices and Strategies](#)

In 2022, NHTSA contracted with NORC at the University of Chicago to develop an updated report describing the benefits and strategies of implementing a state impaired driving task force and the challenges to its implementation. The goal of the report is to help other states develop and implement an impaired driving task force. Based on the work and successes of the TxIDTF, NHTSA selected the Texas Impaired Driving Task Force for inclusion in this report. The co-chairman and the administrator were interviewed in March 2022, and the report is forthcoming.

### ***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Priority Recommendation:** Acquire official status by a governor-issued Executive Order officially establishing the TxIDTF with the stated intent of validating strategies to combat impaired driving-related vehicle crashes, serious injuries, and fatalities on Texas roadways.  
**Status:** Ongoing  
**Background:** TxDOT intends to present this request to the administration, and subsequently to the Texas Transportation Commission, who will present it to the governor.
  
- B. **Priority Recommendation:** Expand the composition of the TxIDTF to fill representation gaps created by the lack of experts in the fields of local public health, emergency medicine, and alcohol and other drug treatment and prevention programs. Other groups to be considered for membership should include representatives from the military, veterans, employers, and community groups, especially those representing diverse populations.  
**Status:** Ongoing  
**Background:** The TxIDTF continues to fill gaps in areas as needs arise and potential members are identified. Since the 2022 Impaired Driving Assessment, two members have been added from the Texas Department of Public Safety (TxDPS) Driver License Division (DLD), representing the areas of

administrative license revocation (ALR) and conviction reporting. Additionally, the director of emergency medical services from the Department of State Health Services has also joined the TxIDTF.

- C. **Recommendation:** Expand the TxIDTF to include an executive council consisting of a variety of high-ranking state officials to elevate the profile and status of the task force within the governmental framework.  
**Status:** Ongoing  
**Background:** TxDOT intends to present this request to the administration.
- D. **Recommendation:** Leverage the executive authority of the TxIDTF to provide the governor and key members of the state’s Senate and House of Representatives with an in-person account of the group’s work along with an educational report on the status of impaired driving–related crashes to include associated data and research regarding the carnage of human lives lost and associated costs.  
**Status:** Ongoing  
**Background:** TxDOT intends to present this request to the administration.

### Strategic Planning

A key component for improving the impaired driving challenge and increasing traffic safety includes enhanced decision making. Impacting decision-making is a key part of improving the impaired driving challenge and overall driver and traffic safety. Incorporating elements of engineering, education, enforcement, encouragement, and evaluation is imperative to further achieve and improve reductions in impaired driving crash injuries and deaths.

The most recent planning session for the TxDOT Traffic Safety Division—Behavioral Traffic Safety Section (TRF-BTS) addressed strategic highway safety planning for FY 2022–2027. In cooperation with local, state, federal, and other public- and private-sector safety stakeholders, the state has developed a comprehensive Texas Strategic Highway Safety Plan (SHSP), which is available online at <https://www.texasshsp.com/>.

The Texas SHSP is a coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on all TxDOT maintained public roads. The Texas SHSP addresses seven traffic safety emphasis areas: impaired driving being one. The Texas SHSP lists the state’s key safety needs and guides investment decisions through identified strategies and countermeasures with the most potential to save lives and prevent injuries. Table 1 lists the SHSP strategies and countermeasures for which action plans were developed.

**Table 1. SHSP Strategies and Countermeasures, Impaired Driving**

STRATEGY 1: Increase education for all road users on the impact of impaired driving and its prevention	
<b>Survey</b>	Deploy robust, longitudinal survey activities to measure the attitudes related to impaired driving and the impact of educational and/or media campaigns on targeted audiences. Publish results to stakeholders and program partners.
<b>Impact of Impairment</b>	Educate road users on how alcohol and/or other drugs negatively impact driving behavior.
<b>Education and Enforcement</b>	Implement effective countermeasures (education and enforcement) specifically addressing drivers under the influence (DUI; drivers under 21 with any detectable amount of alcohol) with an emphasis on zero tolerance.
<b>Community Data</b>	Demonstrate to all types of road users the consequences associated with violations, including the magnitude of the impact of impaired driving crashes on fatality rates, by making comparisons with other causes of death (e.g., murder rate). Emphasize target audience based on data/community.

STRATEGY 2: Increase officer contacts with impaired drivers through regular traffic enforcement	
Traffic Enforcement	Educate law enforcement officers, community leaders, the public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired crashes. Focus on agency administration and local government entities to establish local priorities.
Data-Driven Approach	Use a data-driven approach to optimize areas and times for enforcement. Increase the deployment of Data Driven Approaches to Crime and Traffic Safety (DDACTS) training and local implementation.
Community Data	Educate communities with data through earned media and other means to communicate the impact of impaired driving in the local areas.
Law Enforcement Training	Identify training opportunities for law enforcement at the state and local levels in locations with a high probability for alcohol and/or other drug use that frequently leads to impaired driving (including events, communities, entertainment districts, etc.).
STRATEGY 3: Increase data, training, and resources for prosecutors and officers in the area of drugged driving	
Standardized Field Sobriety Testing, Drug Recognition Expert Training, and Roadside Drug Testing	Train law enforcement in effective driving while intoxicated (DWI) detection including Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Evaluation and Classification (DEC) Program. Include preparation for testimony.
Prosecution	Train prosecutors in the DWI trial process and presentation of evidence. Implement joint training for law enforcement, prosecutors, and laboratory personnel (forensic toxicologists) to assist in presenting scientific evidence of alcohol and/or drug impairment in court.
Judiciary	Educate judges on the DWI process, with joint training for judges and appropriate court personnel on the impairing effects of alcohol and/or other drugs on driving, DWI processes (under 21), DWI detection process, and monitoring options (ignition interlock devices, testing, etc.).
Community Supervision	Train community supervision personnel on the impairing effects of alcohol and/or other drugs on driving and the use of ignition interlock devices/testing (condition of probation).
Toxicology	Provide additional resources for laboratories to address testing capacity for evidence associated with DWIs and availability to provide expert testimony.
Resources—DUI Identification	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Priority Recommendation:** Form a senior executive council for the SHSP, led by the governor’s representative for highway safety, that consists of less than a dozen top-ranking officials from key stakeholder groups including NHTSA, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, TxDOT’s Traffic Safety Division, select senior law enforcement, and other commissioners from other agencies critical to implementing the strategies of the plan.

**Status:** Not currently being addressed

**Background:** This recommendation is not under the purview of the State Highway Safety Office (SHSO).



- B. **Recommendation:** Develop a regular meeting schedule for the SHSP Senior Executive Council to review the progress of the state in moving toward its stated goals and to hear from emphasis area team leaders on progress and challenges they face, especially those that might be addressed by the senior executives in the group.  
**Status:** Not currently being addressed  
**Background:** This recommendation is not under the purview of the SHSO.
- C. **Recommendation:** Expand the standing SHSP executive group to include senior representatives from the state's Department of Insurance along with officials from major industries and/or corporations, or their representative professional associations.  
**Status:** Not currently being addressed  
**Background:** This recommendation is not under the purview of the SHSO.
- D. **Recommendation:** Affect closer coordination of the Highway Safety Improvement Program and the Impaired Driving Plan to identify specific engineering treatments that might be implemented in corridors of overrepresented DWI-related crashes based on crash causation data. These engineering treatments, once applied, should include collaboration with the appropriate law enforcement partners directing their efforts to the areas of such improvements, along with signage and media strategies.  
**Status:** Not currently being addressed  
**Background:** This recommendation is not under the purview of the SHSO.

## Program Management

SHSO is managed by TRF-BTS. The program staff members are located at the headquarters in Austin and in all 25 TxDOT districts. TRF-BTS develops and implements traffic safety initiatives aimed at reducing fatalities and serious injuries from motor vehicle crashes. Specifically, the TxDOT Alcohol and Other Drug Countermeasures Program supports the development and implementation of programs aimed at reducing fatalities and injuries involving impaired driving.

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with individuals and organizations that affiliate with the TRF-BTS program. This network of safety professionals address the goals and strategies associated with the Alcohol and Other Drug Countermeasure Program and provides expertise in an ad hoc capacity. This network is structured within the body of the TxIDTF, which works with TxDOT to create a multifaceted, cohesive impaired driving program.

In FY 2023, TxDOT required all subgrantees involved in the Alcohol and Other Drug Countermeasures Program to create a strategic plan outlining the strategic deployment of resources to critical areas within the state. Stakeholders are expected to report contacts and efforts deployed to these critical areas. This information aids in partner understanding on how the impaired driving program activities constructively impact areas with concentrated fatalities caused by impaired driving.

### *Recommendations from the 2022 Impaired Driving Technical Assessment*

- A. **Recommendation:** Schedule regular meetings with the executive director of TxDOT, who serves as the governor's highway safety representative, with deference to all existing chain-of-command protocols, to maintain the current profile and momentum of the state's highway safety and impaired driving efforts.  
**Status:** Ongoing  
**Background:** TxDOT intends to present this request to the administration.
- B. **Recommendation:** Expand the Texas Safe Communities initiative to involve more local coalitions in areas of overrepresented DWI-related crashes in each of the TxDOT districts.  
**Status:** Ongoing  
**Background:** Each district has a traffic safety coalition, led by a TxDOT traffic safety specialist, that works toward reducing crashes, fatalities, and serious injuries on Texas roads.

- C. **Recommendation:** Utilize published tools for highway safety office directors created by the Governors Highway Safety Association to identify strategies for expanding collaboration with senior law enforcement executives within the Texas Police Chiefs Association and the Sheriffs’ Association of Texas.  
**Status:** Ongoing  
**Background:** TxDOT will continue to work with law enforcement agencies and police/sheriff associations and expand collaboration efforts to reduce crashes, fatalities, and serious injuries on Texas roads.

**Resources**

In FY 2023, TxDOT awarded 412 traffic safety grants to state and local governmental agencies, colleges and universities, and nonprofit agencies across Texas. Of these, 71 Alcohol and Other Drug Countermeasures projects were awarded. Below is a link to the project list.

- [TxDOT Alcohol and Other Drug Countermeasures Program Area—FY 2023](#)

Funded projects are based on thorough problem identification that utilizes state and federal crash data, as well as other data related to geographic and demographic aspects of traffic safety and driver behavior. Table 2 provides a fiscal summary for FY 2021–2023.

**Table 2. Fiscal Summary for FY 2021–2023**

	FY 2022 Awarded	FY 2023 Awarded	FY 2024 Planned
<b>Federal Funds</b>	\$15,151,807.14	\$13,123,607.80	\$13,937,743.80
<b>State Match</b>	\$300,000.00	\$250,000.00	\$250,000.00
<b>Local Match</b>	\$8,344,387.51	\$7,523,795.79	\$7,422,644.93
<b>Program Income</b>	\$8,000.00	\$8,225.00	\$15,000.00
<b>Total</b>	\$23,804,194.65	\$20,905,628.59	\$21,625,388.73

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Recommendation:** Leverage the executive authority of the TxIDTF to provide the governor and key members of the state’s Senate and House of Representatives with a regular educational report on the status of impaired driving–related crashes to include associated data and research regarding the carnage of human lives lost and associated costs.  
**Status:** Not currently being addressed  
**Background:** TxDOT is prohibited from lobbying.
- B. **Recommendation:** Engage private and grassroots local groups to provide education and information to legislators regarding the state’s impaired driving problems.  
**Status:** Not currently being addressed  
**Background:** TxDOT is prohibited from lobbying.
- C. **Recommendation:** Dedicate state funding through legislation to the impaired driving program through either existing or increased financial penalties for DWI offenses.  
**Status:** Not currently being addressed  
**Background:** TxDOT is prohibited from lobbying.
- D. **Recommendation:** Develop partnerships with major corporations, or their representative professional associations, to expand the reach of the impaired driving program and potential funding and/or incentive opportunities.  
**Status:** Ongoing  
**Background:** TxDOT will continue to develop partnerships and expand collaboration efforts to reduce crashes, fatalities, and serious injuries on Texas roads.

- E. **Recommendation:** Utilize the Network of Employers for Traffic Safety, in addition to the National Safety Council, to identify strategies for working with the state's employers to provide impaired driving information and materials for their employees to reduce the number of traffic crashes and their related effect both on and off the job.

**Status:** Ongoing

**Background:** TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads.



## PROGRAM EVALUATION AND DATA

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the state. The TxIDTF and the TxDOT Alcohol and Other Drug Countermeasures Program rely primarily on crash data from FARS and from the Texas Crash Records Information System (CRIS) database. 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 additional data from criminal histories, driver licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the state. For the purpose of research and evaluation, efforts are being made to connect data from criminal histories and driver licensing so that stakeholders can assess the impact of countermeasures on DWI and, more specifically, recidivism. While the Traffic Records Coordinating Committee (TRCC) is currently working to coordinate CRIS, the Department of State Health Services (DSHS), TxDPSS, and court records, an impaired driving database would ideally encompass these and additional records. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are currently not in place. However, creating an impaired driving database continues to be a priority need for TxDOT, and TxDOT continues to seek assistance to address this need.

### Evaluation

TRF-BTS administers \$105 million in federal traffic safety funds through a structured process that includes problem identification and subsequent program evaluation. The process is used to create objectives for the Highway Safety Plan (HSP), SHSP, and other guiding documents promoting traffic safety in the state. Traffic

safety funds are distributed to state, county, and local jurisdictions for projects that support the state's highway safety objectives, with approximately 20 percent of funds being directed to local agencies.

TRF-BTS utilizes a structured risk evaluation process to determine projects to be funded based on priority ranking of needs versus available funds. Funded programs are evaluated using a process method to ensure that funded activity hours or activities meet specific objectives. TRF is divided into six sections, though all areas do not have an impaired driver-related component. However, TRF-BTS and Crash Data and Analysis Sections conduct significant activities that contribute to impaired driver countermeasure and deterrence programs. Each year, TRF-BTS conducts problem identification analyses and prioritization of program areas. Analyses are performed from data contained in CRIS and are supplemented by other state datasets related to location and some driver demographics. Serious injury crashes are evaluated along with fatal crashes since serious injuries may have become a fatality if only a small characteristic of the crash or emergency response had been different.

Additionally, the Texas State Trend Over-Representation Model (TxSTORM), a predictive modeling tool developed by TRF-BTS, is utilized to identify high crash occurrence locations based on a normalizing algorithm to determine where additional enforcement activity may be beneficial. TRF-BTS then proactively solicits agencies to apply for funded activities to mitigate high crash occurrence locations identified by TxSTORM.

TRF-BTS process evaluations include documentation and tracking of deliverables for each project, with the grantee complying with monitoring and auditing practices. Impaired driving-related law enforcement activities require the reporting of arrests and citations issued during funded hours. TRF-BTS produces an annual report for NHTSA and provides it to state and local partners. The report includes outcome evaluations for funded projects and provides overall analyses of safety metrics.

TRF-BTS has a public information component delivering public information campaigns concurrent with highway safety projects. The office has contracted with a commercial marketing firm to continue delivering safety messaging through paid media, earned media time, and targeted social media platforms. Public information campaign plans, ad buys, and post-campaign effectiveness reports are prepared by the media contractor in an effort to influence public attitudes and behaviors.

### ***Recommendations from the 2022 Impaired Driving Technical Assessment***

No recommendations for this section.

## **Data and Records**

The primary source of data used for traffic safety programs originates from reportable information collected by law enforcement officers (via Form CR-3) at a crash site. Officers input the crash information into CRIS. Reportable motor vehicle crashes are crashes involving a motor vehicle in transport that occur or originate on a traffic way, result in injury to or death of any person, or cause damage to the property of any one person to the apparent extent of \$1,000.

Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete data. These upgrades range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed at identifying and quantifying targeted local and statewide traffic safety problems. Because of minor differences in coding rules and data certification, FARS data reported at the national level are not always in sync with CRIS data.

CRIS data are combined with other data sources including the U.S. Census, FARS, and other localized databases to ensure that the state's impaired driving program is fully supported with data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, emergency response, and evaluation activities throughout the state.

This part of the impaired driving program also satisfies the need for integration with TRCC. TRCC is comprised of designees from TxDOT, TTI (technical advisor), DSHS, Texas Department of Public Safety (TxDPS), and Texas Department of Motor Vehicles, many of whom are also members of the TxIDTF. In FY 2022, TRCC launched the



forementioned TxSTORM tool, which was designed to allow stakeholders to identify crash-related trends and facilitate the strategic deployment of resources.

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Priority Recommendation:** Enact a statute that establishes a DWI tracking system by giving strong incentives to all keepers of impaired driving offenses data to make sure that the records systems communicate data to each other to track every DWI offense.  
**Status:** Requires legislative action  
**Background:** The Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) team has presented information to TRCC as well as the TxIDTF detailing what systems they have in place and what expansion would need to take place to complete this recommendation. The TxIDTF EC members have recommended LEADRS as a foundational component of a statewide DWI tracking system.
  
- B. **Priority Recommendation:** Evaluate the Ignition Interlock Device program to determine if its current processes are effective and consider whether a more centralized approach would provide for broader participation and compliance.  
**Status:** Jurisdictional condition  
**Background:** Even when required by statute, Texas law allows judicial discretion to waive an interlock requirement if not in the “best interest of justice” or “not necessary for the safety of the community.” Additionally, information on if an interlock has been ordered *and* installed is difficult to obtain.
  
- C. **Priority Recommendation:** Centralize the monitoring of compliance and establish a single source of records to evaluate the effectiveness of the Ignition Interlock Device program as an impaired driver recidivism reduction program.  
**Status:** Requires legislative action  
**Background:** Texas is a judicial state (as opposed to administrative) regarding ignition interlock devices. Administrative states are better suited to require a single source of records. The oversight agency, TxDPS, will have to receive legislative authority to require such a program. TxDPS is interested in understanding how other states have automated this process.
  
- D. **Recommendation:** Reestablish access to the driver and vehicle data files to validate CRIS data and enhance CRIS data accuracy.  
**Status:** Ongoing  
**Background:** TxDOT is in the process of going through CRIS data to certify accuracy and correct any inaccuracies found.
  
- E. **Recommendation:** Automate the transmission of conviction reports and court orders between court clerks and TxDPS DLD.  
**Status:** Not currently being addressed  
**Background:** Courts send conviction reports and court orders by email or fax. TxDPS reviews the records manually for accuracy. TxDPS then makes necessary driver record history changes but does not link any court data to TxDPS data. For instance, if an interlock is ordered, TxDPS ensures it has the correct court documentation and then selects interlock as a requirement. The defendant is provided the option to comply with the requirement by providing a \$10 license issuance fee or else the record will be canceled. If the defendant provides the issuance fee, the license is issued with a restriction on the defendant’s license; however, this only indicates that the individual should have an ignition interlock device installed in their vehicle.

At this time, TxDPS is not moving forward to automate. However, TxDPS is interested in understanding how other states have automated this process.

**Driver Records Systems**

TxDPS DLD maintains all driver license and driver history information for state residents. All traffic convictions, including impaired driving, are transmitted from the courts to DLD and posted to the driver record. Implied

consent violation documentation is also transmitted to DLD for appropriate driver license revocation actions. Conviction information includes the type of offense (charge), if treatment is required (yes/no), and court-imposed sanctions; however, BAC information is not recorded on the driver history. DLD enforces driver license suspension and revocation actions based on conviction information and orders from courts and magistrates related to Ignition Interlock Device program compliance and the issuance of occupational licenses. Additionally, all reported crash involvement is recorded on the driver record.

DLD provides law enforcement and court data systems with driver information in real time. Driver system data can be auto-populated to crash and citation reports when the law enforcement agency software is equipped with this functionality. Driver history information allows for accurate evaluation of driver status both at the roadside and in the courtroom. The driver data system complies with national standards and systems in place to reduce identity fraud and track commercial drivers. DLD uses image verification software to prevent fraud by validating the facial image of new licensees with the image on file and by evaluating images of new licensees against all the images on file.

***Recommendations from the 2022 Impaired Driving Technical Assessment***

No recommendations for this section.



## PREVENTION

NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a diverse and culturally responsive set of approaches including public health, advocacy, communication campaigns, alcohol service restrictions, employer programs, safe community initiatives, driver education, and educational outreach. These prevention approaches are achieved through local, state, and national partnerships that utilize evidence-based strategies and best practices.

### Promotion of Responsible Alcohol Service

The TxIDTF works with other local and state organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, alcohol service to minors, and overservice. Education is promoted and provided by the TxIDTF, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization that works to promote responsible alcohol service is the Texas Alcoholic Beverage Commission (TABC). TABC regulates third-party seller-server schools available throughout Texas, both in person and online. The program curriculum covers underage and overservice laws, as well as prevention strategies. TABC-approved seller-server schools had trained 471,770 people as of September 30 in FY 2022 and 269,390 people from October 2022 through April 2023. T seller-server instructors are currently training an average of 32,000 people per month. Certification is valid for two years. Currently, Texas law does not require seller-servers to be certified. However, license holders may avoid administrative sanctions to their license/permit if they require the certification of their employees and meet other minimum standards.

The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers. This program provides owners, managers, and general employees of retail establishments the opportunity to REAP the benefits of continued education and



compliance with the state's alcoholic beverage laws. Hosted by TABC, the two-hour program addresses common issues related to minors and intoxicated patrons. The course covers both on- and off-premise scenarios in one training environment and is easily customizable to individual training needs.

The program is designed to create a dialogue between TABC and all levels of alcoholic beverage retail staff while in an educational environment. TABC agents and auditors cover topics to retrain even the most seasoned employees while also asking for feedback and questions, so those involved leave with a better understanding of possible problem areas and solutions. The goal of REAP is to help all alcoholic beverage retailers promote responsible alcoholic beverage sales and service.

### ***Promotion of Risk-Based Enforcement***

TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business practices that could lead to serious violations. This process includes looking for predetermined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are increased inspection frequency for retailers with past histories of public safety violations, greater emphasis on after-hours establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of complaint investigations involving allegations of public safety offenses.

### ***Promotion of Priority Inspection***

TABC identifies retailers whose premises have been the scene of an offense with public safety implications or who have been the subject of multiple complaints. Once identified, these retailers are assigned one of five priority levels, which determines the frequency of TABC inspections. Priority levels are assigned based on the severity and number of past violations or complaints and the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes and no new violations are observed, retailers will progress downward through the priority tiers, with inspections becoming less frequent at each tiered level. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when leaving a licensed premises. Public safety violations include 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 public safety violations 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 provides free training opportunities to retail managers and employees in an attempt to deter and prevent future violations. Field offices are required to offer training opportunities to all retailers qualifying for the two highest tiers but routinely make classes available to all other retailers as well. As a result of training initiatives, from mid-May of FY 2022 through April of FY 2023, 4,570 retail managers and employees were trained on illegal sales recognition and best-practice techniques for safety violation prevention.

### ***Recommendations from the 2022 Impaired Driving Technical Assessment***

A. **Priority Recommendation:** Enact a \$0.10 per drink excise tax.

**Status:** Requires legislative action

**Background:** While use of fees to support project self-sufficiency is a priority, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a percentage of the price of the alcohol but rather by the gallon. The "dime a drink" idiom is used to simplify the discussion of the strategy. There is no discussion to change the methodology of the tax but to raise the tax per gallon.

In 2015, Texans for Safe and Drug-Free Youth (TxSDY) developed a report called *The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas*. The report has been updated to reflect more recent data. According to the report, 10,647 Texans die each year from excessive alcohol use, and 1,495

of those deaths are due to alcohol-related crashes. Additionally, excessive drinking costs Texas \$22 billion per year (roughly \$740 per Texan), primarily in law enforcement and health-related impacts. Of that total, underage drinking costs Texas \$2.4 billion per year.<sup>2</sup>

A 10-cent tax increase per drink would result in the following benefits every year:

- An additional \$917 million in revenue for Texas.
- 706 lives saved, including:
  - 131 fewer traffic deaths.
  - 86 fewer cancer deaths.
  - Over 40,000 fewer underage drinkers.
  - 364 fewer teen pregnancies.
  - 5,347 fewer sexual assault cases (in cases where alcohol was used by the perpetrator).

In 2022, TxSDY commissioned Baseline & Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results showed that a majority of registered voters in Texas (55 percent) favor increasing alcohol excise taxes to support public health and safety.

### Promotion of Transportation Alternatives

TxDOT supports several projects related to responsible transportation choices, including media campaigns and programs that directly support alternatives to driving after drinking. TxDOT has implemented the Statewide Impaired Driving (SWID) media campaign, which includes the following flights aimed to prevent impaired driving: Football Season, Christmas/New Year Holidays, College and Young Adult (Spring Break), Spring/Early Summer Holidays (Cinco De Mayo, Graduation, Memorial Day and Summer), Faces of Drunk Driving (Fourth of July), and Labor Day.

Additionally, TTI's university peer-to-peer programs, U in the Driver Seat (UDS) and Designated Unimpaired Driver Extraordinaire (D.U.D.E.) outreach messaging platform, promote transportation alternatives. The two programs have worked with stakeholders on nearly 80 campuses throughout the state.

At a regional level, TxDOT created a sober ride program to specifically focus Governor's Highway Safety Act grant funds on the Houston region due to the high volume of impaired driving crashes. TxDOT dedicated \$20,000 in funding to provide Uber ride credits. The goal was to provide 1,000 ride credits in \$20 increments between the Thanksgiving and Christmas holiday periods, with an additional campaign for New Year's Eve. The promotion focused on spreading the message through social media and paper materials at local bars and sports bars. The goal of the campaign was to reduce impaired driving fatalities for the period of the campaign in Houston.

The campaign kicked off December 17, 2021, with a digital webpage launch along with posts on TxDOT Houston District social media and notifications to influencers and news outlets. Engagement through Facebook and Reddit had the strongest social media impact. The campaign was highlighted through 11 news sources and influencers. All 1,000 \$20 Uber credits were redeemed within a week of launch. Uber contributed an additional \$14,373.56 to the \$20,000 grant funds during the campaign period, totaling \$34,373.56 in funding to help Houstonians choose a sober ride during the December holiday period. The campaign assisted over 1,718 Houstonians with obtaining a sober ride as opposed to drinking and driving.

### *Recommendations from the 2022 Impaired Driving Technical Assessment*

- A. **Recommendation:** Ensure that all designated driver programs stress “no use” of alcohol, marijuana, or other substances messages for the designated driver.

**Status:** Ongoing

**Background:** Currently part of TxDOT's messaging in state safety campaigns.

<sup>2</sup> Texans for Safe and Drug-Free Youth. *The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.* [https://txsdy.org/wp-content/uploads/2020/07/TxSDY\\_Effects\\_Alcohol\\_Excise\\_Report.pdf](https://txsdy.org/wp-content/uploads/2020/07/TxSDY_Effects_Alcohol_Excise_Report.pdf)

- B. **Recommendation:** Ensure alternative transportation programs do not encourage or enable excessive consumption of alcohol, marijuana, or other substances.  
**Status:** Not currently being addressed  
**Background:** This recommendation is not under the purview of the SHSO.
- C. **Recommendation:** Ensure that both designated driver and safe ride programs prohibit consumption of alcohol, marijuana, or other substances by underage individuals and do not unintentionally promote or enable overconsumption.  
**Status:** Not currently being addressed  
**Background:** This recommendation is not under the purview of the SHSO.

### Reduction in Underage Access to Alcohol in Social Settings

Social hosts are individuals who provide a setting, whether a home or private property, where underage drinking occurs. Social use settings can result in numerous negative consequences including vandalism, impaired driving, alcohol poisoning, and sexual assault. Emergency responses to these settings places a costly burden on communities—especially police, fire, and emergency medical services.

Organizations such as TxSDY (formerly known as Texans Standing Tall) train and work with coalitions across the state to educate communities on the dangers of underage drinking parties and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors as well as the importance of youth abstinence until 21 to reduce the likelihood of negative consequences associated with use, such as alcohol addiction and impaired driving.

TxSDY also trains law enforcement on controlled party dispersal so law enforcement can respond to parties and ensure the safety of youth attendees and the surrounding community. Where social host ordinances have been passed, TxSDY provides support to law enforcement and communities to develop standard operating procedures for enforcing those laws.

### Conduct of Community-Based Programs

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Driver Education Programs—Public and Private
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools—Public, Private, and Charter (inclusive of K–12 and Institutions of Higher Education)
- Statewide Organizations

### *Schools and Education*

In educational environments, community-based programs use public information, education materials and simulators, and training initiatives to engage students in learning. The goal is to educate and train parents and caregivers, school staff, support personnel, employers, and employees to change social norms by reducing alcohol and drug misuse and abuse as well as impaired driving.

Texas driver education schools licensed or certified by the Texas Department of Licensing and Regulation (TDLR) and public-school driver education providers certified with the State Board for Educator Certification provide Texas' young drivers alcohol and drug awareness instruction. This is a segment that is included in the

state driver education course curriculum. This early education is designed to prevent young drivers from getting behind the wheel while impaired.

The Region 6 Education Service Center (ESC) has been providing professional development training to Texas driver education instructors for over 15 years. This four-hour training is required and approved by TDLR and meets the state industry standard requirements for keeping an instructor license renewed annually. The partnership with TxDOT and TDLR allows Region 6 ESC to meet this instructor training need as subject matter experts in the industry. Training includes a segment on what is current in impaired driving, with an emphasis on state law and legislation updates.

In addition, Texas provides a variety of programs to address impaired driving needs in schools across three age levels through the Youth Transportation Safety (YTS) program. YTS deploys peer-to-peer programs throughout the state at the junior high, high school, and college levels. These TxDOT-funded projects focus on empowering youth to become safety advocates within their schools and address some of the main causes of car crashes, particularly impaired driving. The programs use health prevention and behavior change theories to drive program focus areas and educational resource development. The YTS Program has made an impact by reaching over 1,162 high schools and junior highs in Texas.

Similarly, the National Safety Council (NSC) Alive at 25 Program has been incorporated into some municipal courts, and teens may be required to participate in the program. Alive at 25 has also been incorporated with businesses that employ people under 25 years in age as well as employees who have teens.

The TxDOT-funded Travis County Underage Drinking Prevention Program (TCUDPP) provides underage drinking prevention/anti-DWI/DUI presentations to youth and parents/guardians in Travis, Hays, and Williamson Counties. The TCUDPP Program presentations are given at the elementary to high school and early college levels.

The Take the Wheel initiative, administered by Mothers Against Drunk Driving® (MADD), helps to educate parents and other responsible adults on the dangers of enabling youth drinking while embracing the influential role parents have on reducing underage drinking and DUI by minors. MADD instructors also educate teens and young adults (ages 12–20) on the power to take a stand against illegal underage alcohol consumption and DUI offenses through the Power of You(th)® program. In addition, the Elementary school program Power of Me is a classroom- or auditorium-based alcohol use prevention and vehicle safety presentation for students in grades 4–5 (ages 8–11).

The American Automobile Association Texas (AAA Texas) conducts Dare to Prepare teen driver workshops to educate teens on the risks associated with teen driving, including alcohol- and drug-impaired driving.

Texas A&M AgriLife Extension educates students, faculty and staff, parents, and community members on underage drinking prevention strategies and the dangers of vaping, impaired driving, marijuana, and other drugs. Education is done through a short presentation followed up with hands-on activities.

Finally, the Texas Association Family, Career and Community Leaders of America's (FCCLA's) Families Acting for Community Traffic Safety (FACTS) program puts the brakes on impaired driving and traffic crashes through peer education that encourages friends and family to drive safely.

Other community-based programs have included public outreach efforts with various social service entities and organizations as a part of their core public health and safety mission. Along with that mission, community-based programs encourage and enhance health and wellness by educating communities. This can include activities launched by municipal courts, hospitals, regional education service centers, social advocacy groups, higher education institutions, and private companies. An example is how municipal court programs utilize judges and court staff as resources on impaired driving issues in schools and communities.

Health and quality of life rely on many community systems and factors, not simply on a well-functioning health and medical care system. Making changes within existing systems, such as improving school health programs and policies, can significantly improve the health of many in the community.

### ***Drug Impairment Training for Educational Professionals***

The Texas Municipal Police Association (TMPA) received the Drug Impairment Training for Educational Professionals (DITEP) Program grant from TxDOT beginning in FY 2022 (October 1, 2021). The original DITEP program developed in 1996 was designed as a two-day course where instructors taught information on drugs that impair along with practical application of the International Association of Chiefs of Police (IACP) assessment process. This assessment process included eye examinations, vital signs, and divided attention testing. Training also included demonstration and practice involving the application and interpretation of various tests.

TMPA reinstated the two-day DITEP training course which also included a one-day DITEP refresher class for those who had been through the two-day training in the past. The refresher training could also be taken by individuals who would not be carrying out an impairment assessment but rather benefit from the knowledge provided by the course.

From January 2022 through September 7, 2022, DITEP program instructors taught 24 two-day DITEP classes to 528 school personnel and 13 one-day DITEP refresher classes to another 267 personnel, for a total of 37 classes and 795 personnel taught. The second year of the program saw TMPA combine DITEP with the SFST and Advanced DWI Investigation Training program grants. From that effort, 11 two-day DITEP classes were taught to 258 school personnel and 13 one-day DITEP refresher classes were taught to 320 personnel for a total of 578 school personnel trained. Additionally, TMPA scheduled an additional 12 two-day and 7 one-day DITEP classes while also giving consideration to 15 additional requests for training. TMPA has received out of state requests from nurses in New Mexico, Connecticut, South Carolina, Nevada, and Virginia since the training is not available in their home state.

The explosion of DITEP class interest was rooted in the significant number of student assessments that school nursing personnel were being asked to perform. Many of the nurses reported carrying out multiple assessments in a single day with several being conducted at elementary schools. While there is a great demand statewide for DITEP training, scheduling classes can be difficult because many of the areas have limited training date availability due to other training saturation. Added to that, the scarcity of available instructional personnel who are TCOLE licensed instructors and trained DRE/DRE instructors, makes it difficult to meet the needs for hosting training.

### ***Recommendations from the 2022 Impaired Driving Technical Assessment***

A. **Priority Recommendation:** Provide DITEP to school staff throughout Texas.

**Status:** Ongoing

**Background:** TMPA provides training to school personnel through the DITEP program. TxDOT grant-funded DITEP classes are either 8 or 16 hours in length. The 16-hour DITEP basic course is focused on training school nurses, administrators, counselors, and school-based law enforcement in how to properly carry out drug assessments and identify impaired students using the IACP-developed DITEP assessment process. The assessment process involves determining the influence or impairment level of a student gathered from the assessor's observation of the student's vital signs, examination of their eyes, and notation of their actions during a series of divided attention tests. From this and their other observations and interaction with the student, the nurses and others involved in the assessment can develop an opinion as to whether the student is impaired and if they are safe to remain in the classroom. The assessment is not a disciplinary tool, but rather is meant to identify and address students who may be using or under the influence of drugs in order to ensure a safe learning environment. The 8-hour DITEP is taught as either a refresher for those who have previously attended a 16-hour basic course or new information for personnel who will not be carrying out an assessment but would benefit from the knowledge provided by the course. School-based law enforcement officers also often take advantage of the Focus on Reducing Impaired Driving Among Youth (FRIDAY) course for law enforcement, which covers drug effects and indicators, DWI and alcohol laws, TABC rules and regulations, and information on underage alcohol and drug use enforcement strategies.

- B. **Recommendation:** Provide Texas-specific impaired driving information for use in evidence-based prevention programs and other health and safety learning standards programs in schools throughout Texas.

**Status:** Ongoing

**Recommendation:** The TxIDTF provides a variety of impaired driving information and educational programs for grades K–12 statewide. Topics can include vaping, marijuana, alcohol, and other drugs. Much of this effort is led by TEA and TDLR through TxDOT-sponsored and other non-sponsored projects, such as Teens in the Driver Seat®, UDS, Region 6 ESC, TCUDPP, Watch UR BAC, TABC, AAA Texas, and the Texas FCCLA FACTS and driver education providers.

- C. **Recommendation:** Promote and support placement of school resource officers (SROs) in schools throughout Texas.

**Status:** Ongoing

**Background:** In an effort to promote and support the placement of SROs in schools, Texas traffic safety stakeholders must first understand the SROs' role in deterring impaired driving. The TxIDTF will work toward inviting stakeholders from TEA, school boards, and other school district leadership to the table to better understand key issues, such as where the funding is coming from to place SROs in schools and the intended outcomes of SROs in schools as they relate to impaired driving. With a better understanding of SROs, the task force can better assist and support the placement of SROs in schools throughout Texas.

- D. **Recommendation:** Promote and support student organizations intended to reduce underage drinking and promote traffic safety.

**Status:** Ongoing

**Background:** TxIDTF provides a variety of impaired driving information and educational programs for grades K–12 statewide. Topics can include vaping, marijuana, alcohol, and other drugs. Much of this effort is led by TEA and TDLR through TxDOT-sponsored and other non-sponsored projects, such as Teens in the Driver Seat®, UDS, Mothers Against Drunk Driving, Region 6 ESC, TCUDPP, Watch UR BAC, TABC, AAA Texas, and the Texas FCCLA FACTS and driver education providers.

TTI's peer-to-peer traffic safety program emphasizes zero-tolerance education, focusing on underage drinking prevention in schools and student organizations. This program also enhances self-efficacy across student leaders through evidence-informed training that focuses on achieving meaningful and lasting changes in behavior related to alcohol use.

TxSDY's Youth Leadership Council (YLC) empowers young leaders and helps them develop skills to become active, engaged citizens. The YLC is chosen from a group of talented applicants, ages 16–20, from across the state. YLC members are passionate, driven youth who are rising leaders in substance use prevention. They play active roles in the TxSDY Statewide Coalition and work closely with local coalitions to create community change.

- E. **Recommendation:** Promote Screening Brief Intervention and Referral to Treatment (SBIRT) on college and university campuses.

**Status:** Not currently being addressed

**Background:** TxSDY has an evidence-based program for college campuses, created in 2009, that helps reduce underage and risky drinking behaviors among students. Program evaluations show that after participating in the program, students drink less and engage in fewer risky behaviors, such as impaired driving. While funding was discontinued in 2022, TxSDY continues to look for other funding sources to continue this beneficial program. At present, there is no known entity promoting SBIRT as a primary prevention effort on college campuses.

### *Employers*

Building an ongoing traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of workplace fatalities and incidents. Since 80 percent of Texans are employed or live with someone who is employed, and employees drive to and from work and may drive as a



part of their job, utilizing the employer is critical to addressing impairment. The Network of Employers for Traffic Safety reported that in 2019, employers paid \$8 billion due to alcohol-impaired driving.<sup>3</sup> Annually, employers pay significantly as a result of lawsuits and fines that may be imposed.

The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, productivity, poor performance, rehiring and training costs, and potential legal liability. Employers are driven to assist employees in making lifestyle changes as a result of exposure to liability, costs, and impacts to their bottom line. Impaired driving has a significant impact on the employer—whether it occurs on or off the job. Impaired driving that occurs within someone’s family can also impact the worker, co-workers, and employer. Therefore, employer training, ongoing education using a multifaceted approach and messaging, employee assistance programs, and employee health fairs offer important opportunities to address driver behavior in the area of impairment. The NSC Our Driving Concern: Texas Employer Traffic Safety and Drug Impairment for Texas Employers programs speak to these issues and more.

NSC develops and delivers evidence-based training for employers on substance misuse and the impact to the workplace in the programs Our Driving Concern (ODC) and Drug Impairment Training for Texas Employers (DITTE). The education programs focus on the risks and costs associated with impaired driving, promotion of substance use, and misuse policies, including impaired driving. All programming is customized with Texas data, and resources are deployed according to the TxDOT-identified priority areas outlined in the HSP.

### ***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Recommendation:** Provide employer programs with Texas-specific information related to impaired driving and DWI offenses.

**Status:** Ongoing

**Background:** NSC offers employer-based programs to increase awareness of the risks of impaired driving and the impacts on workplace costs. The DITTE program explores the effects of alcohol and other drugs on driving and workplace performance and highlights costs and lifestyle impacts of a DWI arrest. In each section of DITTE training, participants are directed to free resources designed to raise awareness of risks associated with impairment and promote safe behaviors. The training addresses seven categories of impairment: cannabis, central nervous system depressants, central nervous system stimulants, dissociative anesthetics, hallucinogens, inhalants, and narcotic analgesics. Health and wellness professionals, safety managers/leaders, human resource and public affair professionals, business owners, and senior and executive management team members are encouraged to attend. Topics include how to educate employees on traffic safety to help reduce the number of alcohol- and drug-related incidents and how to develop or improve a resource guide for drug policies, programs, and practices within the organization. This education is grant funded by TxDOT, and there is no charge to participants. Training is offered in various formats, including in person, virtual live, and on demand. In addition to the DITTE program, NSC offers cost calculators to estimate the impacts of substance misuse in the workplace as well as other contributing factors to impaired driving crashes such as fatigue and distraction.

### ***Community Coalitions and Traffic Safety Programs***

In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of organizations to raise awareness and purposefully impact behavior. These organizations include those groups that both have and have not historically addressed traffic safety.

TxDOT has worked to create and facilitate the continuation of local coalitions. The local nature and membership diversity of these coalitions allow for effective dissemination of information and provide for input at the state level for strategic and operational initiatives.

<sup>3</sup> Network of Employers for Traffic Safety. *Cost of Motor Vehicle Crashes to Employers—2019*. <https://trafficsafety.org/road-safety-resources/public-resources/cost-of-motor-vehicle-crashes-to-employers-2019>

Many of the 25 TxDOT districts support local traffic safety coalitions, which includes focusing on impaired driving. The TxIDTF participates in these and other local community coalitions to educate stakeholders about the impaired driving problem and serve as a conduit of information between the state and local stakeholders.

TxSDY works with community coalitions throughout the state, including those funded to prevent underage alcohol use and the associated consequences such as impaired driving. TxSDY's work includes hosting regional forums and trainings based on initiatives that start at the community level to address impaired driving. Also, TxSDY assessed community coalitions and built an online, searchable tool that allows organizations to connect with coalitions in order to identify areas of potential collaboration. This provides organizations opportunities to leverage efforts and resources to reduce underage alcohol use and impaired driving.

Because youth are crucial stakeholders in preventing underage alcohol use and impaired driving, TxSDY maintains its YLC with members from communities around the state. TxSDY teaches YLC members how to select and implement effective prevention strategies and trains them in public speaking, strategic planning, and leadership skills. This successful program has resulted in YLC members receiving recognition from national groups for their leadership and contributions to prevention. Current YLC members and YLC alum model effective leadership and collaboration by co-training and facilitating with TxSDY staff at these events.

The YTS program has also established two advisory boards consisting of both high school and college students known as the Teen Advisory Board and Collegiate Advisory Board. These boards serve as leadership opportunities for youth to work with other youth engaged in prevention across the state. Members of the advisory board often work directly with community or school partners and assist YTS with development of new initiatives and resources.

Additionally, MADD's Take the Wheel initiative produces law enforcement recognition and award activities to recognize local law enforcement officers for exceptional service in enforcing and supporting Texas DWI/DUI laws and their diligent work to eliminate drunk and drugged driving. MADD conducts law enforcement outreach at police department briefings, trainings, forums, meetings, and so forth to convey current and evolving DWI/DUI and underage drinking prevention, detection, and enforcement information to local law enforcement officers. Additionally, MADD produces impaired driving roundtable activities, inviting judges, prosecutors, probation officers, law enforcement, and community stakeholders to collectively discuss drunk and drugged driving (DWI/DUI) in the community.

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Recommendation:** Increase collaboration and integrate the prevention efforts and strategies of local traffic safety programs (e.g., Safe Communities Coalitions) with the strategies of local underage drinking and substance abuse prevention coalitions.

**Status:** Ongoing

**Background:** TxSDY has a community coalition database that is being continuously updated. Stakeholders, such as TTI's UDS program, Travis County Underage Drinking Prevention Program, TxSDY, and TABC, all participate and collaborate with local coalitions. Additionally, 25 TxDOT safety coalitions exist, and all grant holders are invited to those local coalition meetings. It is recommended that stakeholders attend, network, and collaborate with community coalition partners on a monthly basis to extend the reach in educating the community.

TxIDTF's Prevention Subcommittee will begin compiling a list of regional experts and/or traffic safety programs to promote the community coalitions identified by the TxSDY community coalition database.





## CRIMINAL JUSTICE SYSTEM

The impaired driving program in Texas must engage all facets of the criminal justice system, including law enforcement, prosecution, judiciary, and community supervision correction departments (CSCDs, or probation). The following sections detail how Texas addresses the engagement of the criminal justice system into the state's impaired driving program.

### Laws

According to NHTSA guidelines, each state is expected to enact impaired driving laws that are sound, rigorous, and easy to enforce and administer. These laws should clearly define the offenses, contain provisions that facilitate effective enforcement, and establish effective consequences. Details related to these guidelines and how Texas laws address each are included in Table 3.

The Texas statute information is detailed according to the following:

- Penal Code (PC)—Comprised of laws relating to crimes and offenses and the penalties associated with their commission.
- Transportation Code (TC)—Comprised of definitions, rules, offenses, and penalties for activities related to the transportation system as well as safety requirements.
- Alcoholic Beverage Code (ABC)—Comprised of statutes related to the sale and consumption of alcoholic beverages and age-related alcohol offenses, including DUI by a minor.
- Code of Criminal Procedure (CCP)—Comprised of statutes related to the procedure for the administration of criminal law.
- Health and Safety Code (HSC)—Comprised of statutes and regulations related to controlled substances, healthcare rules and regulations, and offenses related to the same.

**Recommendations from the 2022 Impaired Driving Technical Assessment**

- A. **Priority Recommendation:** Enact a statute that establishes a DWI tracking system by giving strong incentives to all keepers of impaired driving offenses data to make sure that the records systems communicate data to each other to track every DWI offense.

**Status:** Requires legislative action

**Background:** HB 2043 was filed in this legislative session (88th Regular Session). This statute would have established a statewide database for the criminal justice system detailing pretrial and sentencing data. This bill was left pending in committee. A companion bill, SB 875, was referred to the Criminal Justice Committee. No further action was taken.

**Table 3. NHTSA Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving**

NHTSA Recommendations	Texas Statutes and/or Commentary
Driving while impaired by alcohol or other drugs (whether illegal, prescription or over the counter) and treating both offenses similarly.	PC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.” This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything. This is perhaps the most inclusive statute in the nation.
Driving with a 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(1) and (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 First-time offenders with a BAC over 0.15 or more at the time of testing may be charged with a Class A misdemeanor, the highest misdemeanor punishment under the law. CCP 42A.102(b)(1)(B) First-time offenders with a BAC over 0.15 at the time of testing are not eligible for a deferred adjudication sentence.
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 or Operating Watercraft Under the Influence of Alcohol by a Minor Texas statute provides that a person <21 commits an offense if they operate a motor vehicle in a public place with any detectable amount of alcohol. Minors can be charged with the higher offense of DWI if their BAC is 0.08 or above, or if they were “intoxicated” (loss of normal use of mental or physical faculties due to the introduction of alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body).

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>Repeat offender with increasing sanctions for each subsequent offense.</p>	<p>PC 49.09 Enhanced Offenses and Penalties and ABC 106.041(c) Driving or Operating Watercraft Under the Influence of Alcohol by a Minor Texas frequently sentences its worst repeat DWI offenders with life sentences.</p>
<p>BAC test refusal with sanctions at least as strict or stricter than a high BAC offense.</p>	<p>TC 524.022 Period of Suspension While there is no criminal penalty for refusing to submit to BAC testing, many jurisdictions have implemented “no-refusal” programs where magistrates are on call to issue blood search warrants for impaired driving suspects that refuse testing. The refusal itself may also be admissible in a subsequent prosecution (TC 724.015(a)(1)) and may result in automatic license suspension (TC 724.015(a)(2)).</p>
<p>Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions.</p>	<p>TC 521.202(a)(1) Ineligibility for License Based on Certain Convictions TC 521.292 Department’s Determination for License Suspension TC 521.457 Driving While License Invalid</p>
<p>Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270).</p>	<p>PC 49.04(c) Driving While Intoxicated (enhances punishment in DWI cases for open container) PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle (standalone violation)</p>
<p>Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.</p>	<p>TC 545.413 Safety Belts; Offense TC 545.412 Child Passenger Safety Seat Systems; Offense</p>
<p>Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs).</p>	<p>Texas does not have a statute allowing sobriety checkpoints to be conducted in the state. Texas courts have ruled sobriety checkpoints cannot be established without legislative enactment. Repeated attempts to pass such a law have failed.</p>
<p>Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers.</p>	<p>Use of passive alcohol sensors is permitted, but they are not admissible in court; however, they can be used to establish the basis for probable cause for a search warrant if a subject refuses to provide a specimen.</p>
<p>Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs.</p>	<p>TC 724.012(a) Taking of Specimen An officer may obtain one or more samples of breath and/or blood.</p>

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.</p>	<p>TC 724.012(b) Taking of a Specimen</p> <p>Texas still has requirements for a mandatory specimen for certain offenses. The original law allowed officers to take a specimen without a warrant, including if the defendant refused to voluntarily provide one. While Missouri v. McNeely no longer allows involuntary blood draws to occur without either exigent circumstances or a warrant, the Texas law itself still requires that a specimen be taken for those certain offenses. For that reason, law enforcement frequently applies for a blood search warrant in such circumstances.</p> <p>While BAC testing is mandatory under statute in certain situations, state and federal case law have created gray areas that make seeking a blood search warrant prior to taking a specimen a best practice to minimize the chance of a Fourth Amendment violation.</p>
<p>Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test.</p>	<p>TC Chapter 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication</p> <p>TC 724.015(a)(2) Automatic Suspension of At Least 180 Days for Refusing to Give a Specimen</p>
<p>Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the state's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.</p>	<p>TC 724.032 Officer Duties for License Suspension; Written Refusal Report</p> <p>TC 724.033 Issuance by Department of Notice of Suspension or Denial of License</p> <p>TC 724.035 Suspension or Denial of License</p> <p>TC 524.022 Period of Suspension</p> <p>TC 521.2465 Restricted License</p>
<p>Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment.</p>	<p>PC 49.09 Enhanced Offenses &amp; Penalties</p> <p>TC 521.246 Ignition Interlock Device Requirements</p> <p>TC 521.248 Order Requirements</p> <p>TC 521.342 Person Under 21 Years of Age</p> <p>TC 521.344 Suspensions for Offenses Involving Intoxication</p> <p>TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor</p> <p>TC 521.372 Automatic Suspension, License Denial</p> <p>CCP 42A.408 Use of Ignition Interlock Devices</p> <p>CCP 17.441 Conditions Requiring Motor Vehicle Ignition Interlock</p> <p>TC 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication</p> <p>TC 521.457 Driving While License Invalid</p> <p>TC 521.2465 Restricted License</p>

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>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.</p>	<p>Texas does not have a statute that requires assessment for alcohol or other drug abuse problems for all impaired driving offenders. However, for all community supervision cases, CCP 42A.257 and 42A.402 mandate evaluations for alcohol and drug rehabilitation. Also, CCP 17.15 allows for reasonable bail conditions that can and often do include an assessment for alcohol or drug abuse, abstention from drugs and alcohol, random drug testing, and sometimes treatment. CCP 17.441 also lays out when a motor vehicle ignition interlock device is required as a condition of bond.</p>
<p>Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.</p>	<p>ABC 106.02 Purchase of Alcohol by Minor                      ABC 106.071 Punishment for Alcohol Related Offense by Minor                      ABC 106.04 Consumption of Alcohol by Minor                      ABC 106.05 Possession of Alcohol by Minor                      ABC 106.07 Misrepresentation of Age by a Minor                      ABC 106.115 Successfully Complete an Alcohol Awareness Course; License Suspension</p>

### Enforcement

Texas law enforcement includes officers/agents from TxDPS (including but not limited to Texas Highway Patrol), TABC, Texas Parks and Wildlife, police agencies (municipalities, universities, school districts, special districts, etc.), sheriff’s offices, and constable precincts. One of the primary goals of the 2022 Impaired Driving Technical Assessment was to increase driving while intoxicated/driving under the influence of drugs training to Texas law enforcement officers. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to see DWI as an important component of their enforcement activities.

Texas has provided long-standing programs on general DWI topics, boating while intoxicated (BWI), drugged driving offenses, SFST, courtroom testimony, and blood search warrant procedures on a statewide basis. Texas also provides the Drug Evaluation Classification Program, which trains officers to become DREs. Opportunities for training in ARIDE and DITEP are also available.

Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities. One of the tools the criminal justice system uses is LEADRS. LEADRS was designed by prosecutors, law enforcement officers, and judges to assist law enforcement officers in DWI report writing.

#### *TABC’s TRACE Program*

Additionally, TABC has implemented a program called Target Responsibility for Alcohol Connected Emergencies (TRACE). TRACE is a law enforcement operation that investigates the source of DWIs resulting in serious bodily injury and/or death and other alcohol-related emergencies resulting in serious bodily injury and/or death. All local law enforcement and first responders may contact TABC for assistance when investigating an alcohol-related incident resulting in serious bodily injury or death that involves a minor or someone suspected of being served at a TABC-licensed location. To facilitate incident reporting, TABC has established a hotline for emergency responders and law enforcement personnel. Any Texas emergency responder or law enforcement personnel may use the number to contact TABC regardless of location. Calls will be dispatched to TABC law enforcement personnel located throughout Texas. TABC agents will determine where the alcoholic beverages were acquired, purchased, or served.



### *Publicizing High-Visibility Enforcement*

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to roll out media campaigns in the form of events, distributed materials, and earned and purchased media.

One example of implementing high-visibility enforcement is the no-refusal strategy. No-refusal is a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement can quickly obtain search warrants from on-call magistrates to take blood samples from suspected intoxicated drivers who refuse breath or blood tests. While a driver has the right to refuse a breath or blood test, the consequence for doing so is the suspension of driving privileges through the [Administrative License Revocation Program](#). No-refusal initiatives thus take away the driver's ability to refuse to provide scientific evidence of intoxication.

These initiatives are publicized at the local level consistent with when they are deployed (i.e., full time, holidays, or weekends). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives. No-refusal initiatives are currently operating in several jurisdictions, including in Bexar, Fort Bend, Harris, and Montgomery Counties.

Impaired driving mobilization initiatives are a good example of how high-visibility enforcement is publicized using local and statewide media. Texas conducts analyses of biological (breath and blood) specimens collected as evidence in criminal cases through the TxDPS Laboratory system, the Texas Breath Alcohol Testing program, and other private- or publicly funded laboratories recognized as accredited by the Texas Forensic Science Commission.

### *Recommendations from the 2022 Impaired Driving Technical Assessment*

- A. **Priority Recommendation:** Recruit additional DREs and provide agency priority in counties or jurisdictions with no DREs.  
**Status:** Ongoing  
**Background:** There are currently 359 DREs in Texas, with 113 DRE agencies and 48 instructors. In October 2021, there were 297 DREs and less than 100 DRE agencies. This represents an approximately 20 percent increase in the total number of DREs from October 2021 to May 2023. The Texas DRE coordinator has at least three DRE schools planned in the next year. The Texas DRE coordinator is also working closely with the Texas DWI resource prosecutor to promote the importance of the DRE program and to make DREs available to prosecutors as expert witnesses in court. The Texas DRE program is working on changing agency attitudes to support DRE officers through networking and presentations at conferences.
- B. **Priority Recommendation:** Create and fund DWI officer positions to focus on impaired driving enforcement.  
**Status:** Ongoing  
**Background:** In Texas, police agencies are locally funded, so the TxIDTF does not have the authority to create these extra officer positions. While the TxIDTF stakeholders do support specialized DWI officer positions, they do not have the authority to fund them. By working with police chiefs and sheriffs, the TxIDTF membership can support and provide guidance to develop dedicated DWI teams and specialized officer positions across the state.
- C. **Priority Recommendation:** Support the expansion of LEADRS.  
**Status:** Ongoing  
**Background:** TxIDTF's EC voted to consider LEADRS as a foundational component for a DWI tracking system. A letter of support addressed to the Texas Transportation Commission was drafted and signed by the TxIDTF EC.
- D. **Priority Recommendation:** Increase forensic laboratory capacity to screen and confirm toxicological specimens submitted by law enforcement *and* timely produce toxicology reports.

**Status:** Ongoing

**Background:** The 86<sup>th</sup> Texas Legislature provided a few additional positions in 2019 that allowed the TxDPS crime lab to reduce the turnaround time for blood alcohol analysis to 30 days or less across the state. The reduction of the blood alcohol backlog and turnaround time had downstream effects. This caused the drug toxicology backlog to grow tremendously. The TxDPS crime lab currently receives more drug toxicology evidence than it has the capacity to work. The TxDPS crime lab has requested additional personnel, lab space, and equipment to assist in backlog reduction of drug toxicology cases from the 88<sup>th</sup> Texas Legislature that is currently in session. If awarded, the impact will not be immediate. There will be a need to hire and train new personnel and renovate the existing laboratory to accommodate the additional personnel and equipment. Both TxDPS and traffic safety stakeholders are well aware of the needs of the toxicology division and are making concerted efforts to increase funding.

- E. **Recommendation:** Enhance law enforcement’s ability to receive grant funds to focus on impaired driving efforts.

**Status:** Ongoing

**Background:** Texas has removed any barriers to agencies receiving funding except for those administratively disqualified based on risk assessments or debarment in FY 2019. Any qualified law enforcement agency in Texas can receive funding for any state trade expansion program (STEP) project variant provided it can accommodate the standard 20 percent match requirement.

- F. **Recommendation:** Mandate drug recognition experts to provide consultation services when investigating a serious injury or fatal collision involving a suspected impaired driver.

**Status:** Requires legislative action

**Background:** This recommendation cannot be addressed by the TxIDTF since it requires legislative action. However, officers and prosecutors have the ability to conduct DRE reconstruction, and training is encouraged across the state. DREs may act as expert witnesses and are encouraged to provide service when called upon. Texas is too vast of a state to require DREs to provide consultation services. Currently, there are simply not enough DREs to do so, but Texas is working to create a more robust DRE program.

- G. **Recommendation:** Encourage the Texas Chiefs of Police Association and the Sheriffs’ Association of Texas to develop traffic safety committees.

**Status:** Ongoing

**Background:** The TxIDTF will extend an invitation for membership to both associations to join in the mission of reducing serious injuries and fatalities caused by impaired driving. Once the TxIDTF has established communication with the associations, the membership will offer guidance and support for the representatives to establish traffic safety committees within their organizations.

- H. **Recommendation:** Require the Law Enforcement Liaison (LEL) Program to focus more on impaired driving and developing relationships at the city and county government levels.

**Status:** Ongoing

**Background:** Texas LELs are primarily tasked with assisting STEP agencies with grant-funded operations and questions and providing related training opportunities. As part of every encounter with law enforcement agencies, LELs are directed to promote grant-funded SFST, ARIDE, and DRE projects in progress around the state. While TxDOT does ask LELs to work collaboratively with law enforcement and their civilian administrators, the local liaison role as described in the recommendation is more in the purview of the TxDOT traffic safety specialists than the LELs in their current tasking. That said, TxDOT will be looking at options moving forward that will allow the LELs to focus more on impaired driving.

## Prosecution

Texas has strong support at the state and local level prosecuting DWI and DUI offenders. TDCAA supports the traffic safety resource prosecutor (TSRP). This association provides technical assistance, training, education, and case resources for prosecutors handling impaired driving cases. The TSRP has been a long-standing, critical member of the TxIDTF and is instrumental in integrating representatives from law enforcement through

adjudication to improve DWI prosecution. The TSRP has been a significant champion of no-refusal initiatives by providing training and technical assistance throughout the state.

At the local level, many prosecutors have joined in implementing integrated approaches to address their jurisdiction's impaired driving problem. An overwhelming majority of Texas elected prosecutors hold DWI prosecution to be a priority of their offices. Several local prosecutors are members of the TxIDTF and provide a practical perspective related to processing DWI cases through the criminal justice system. Many of these prosecutors are responsible for implementing no-refusal programs in their jurisdictions, devote time and resources to developing localized DWI task forces, and work to train law enforcement on DWI procedures and enforcement strategies. Additionally, the Texas Municipal Courts Education Center (TMCEC) trains and provides technical assistance to prosecutors on prosecuting juvenile DUI cases. The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in prosecuting DWI cases.

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Priority Recommendation:** Write a white paper setting out the requirements and rationale for a complete DWI tracking system.

**Status:** Not currently being addressed

**Background:** This recommendation must be a multidisciplinary effort to be effective. The TxIDTF suggests creating a questionnaire to survey all stakeholder groups (prosecution, toxicology, judiciary, etc.) on the requirements and rationale for a DWI tracking system. This process could also help determine how much funding may be needed.

- B. **Recommendation:** Create a forward-looking plan to attract and retain DWI prosecutors.

**Status:** Ongoing

**Background:** TDCAA recognized this problem and created a diversity and retention committee in 2009. The committee has met multiple times in each year since. They have helped draft legislation, provided local resources, created joint office interviews at Texas Law Schools, created lively and well-attended assistant district attorney listening sessions, and tackled many other initiatives.

One committee recommendation that TDCAA has adopted is a policy of providing training on self-care addressing compassion fatigue, vicarious trauma, PTSD, burnout, suicide prevention, and substance abuse. These topics have been included in all major training programs since 2018. They are having a heartrendingly visible impact on DWI prosecutors. This important part of training will continue and proliferate.

TDCAA continues to create public reports about prosecutors' circumstances, caseloads, and responsibilities. These reports are designed to inform decision makers and the public of obligations facing Texas prosecutors. TDCAA's efforts have led to the creation of a state assistant prosecutor longevity fund and, more importantly, have continued to retain funding for over a decade. The DWI Resource Prosecutor grant is heavy in Category 600 contractual services provided by experienced traffic safety prosecutors. This plan by TDCAA to use Category 600 subcontractors rather than expand to more full-time or part-time employees is 100 percent about retaining the best prosecutors the state has to offer.

Attracting and retaining qualified prosecutors in every area of prosecution is a continuing and profound issue. TDCAA must remain vigilant in addressing this issue. The DWI resource prosecutor (TSRP) will continue targeting and recognizing the best impaired driving prosecutors by inviting them to become trainers, engaging them with project work, and acknowledging their accomplishments through award ceremonies

- C. **Recommendation:** Obtain technical assistance to determine if and how the prosecutor case management systems currently in use can share data and what other agencies might be included in the sharing.

**Status:** Not currently being addressed

**Background:** The TxIDTF suggests creating a questionnaire to survey prosecutor offices on the requirements and rationale for a DWI tracking system. This process could also help determine how much funding may be needed.



D. **Recommendation:** Engage prosecutors in a visioning process to design a comprehensive plan to advance the prosecution of DWI cases.

**Status:** Ongoing

**Background:** Since 2018, TDCAA has hosted the DWI Prosecutor Task Force that meets annually. This is the group's exact purpose. Minutes are shared with the TxIDTF. Numerous other members of the TxIDTF have attended meetings to hear from or be heard by prosecutors. This group of 20 Texas prosecutors is made up of representatives from offices of all sizes and is comprised of jurisdictions throughout the state. All members have expertise in impaired driving. Elected prosecutors and TDCAA leadership are both represented on the task force. This group has been very successful in providing information to other traffic safety groups and carrying back new information and trends to prosecutors across the state.

## Adjudication

Different types of courts have specific roles in dealing with the impaired driving problem in the state. The TxDOT Alcohol and Other Drug Countermeasures Program has worked to improve communication between each of these courts.

The Texas court system typically becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriates conditions of bond, including mandatory controlled substance testing and/or installation of an ignition interlock device.

Bond conditions are important in DWI cases because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases mandated by statute, to order ignition interlock devices and other alternatives as a condition of bond to keep the community safe while the case is being prosecuted.

After a charging instrument is filed with a trial court, that court oversees the disposition of the case. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial. However, the majority of DWI cases will be disposed via plea bargain. Trial courts include specialized treatment courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff, with the goal of addressing the root cause of impaired driving: abuse of alcohol and other drugs. Specialty courts can also help address other issues, such as lack of work, family problems, and potential presence of an addiction.

Other courts, without a specialized treatment approach, may use more traditional approaches to DWI cases, but they are encouraged to enhance the close monitoring of DWI offenders through the use of ignition interlocks and other alcohol monitoring and detection devices.

Each of the different courts has a statewide association that is funded to provide technical assistance and education specifically related to impaired driving. These different associations come together once a year to provide education to all courts on issues impacting adjudication of impaired driving cases. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues. The associations also independently provide education on impaired driving to their constituencies.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the TxIDTF have also trained judges in smaller jurisdictions to employ the precepts of treatment protocols from these specialty treatment courts to create hybrid approaches.

Courts that handle underage alcohol offenses and public intoxication can prevent individuals from driving impaired in the first place. TMCEC trains judges, prosecutors, and clerks on effectively handling underage alcohol and public intoxication offenses. TMCEC also provides municipal courts with technical assistance in implementing "teen court," which is an alternative sentencing option where a jury of the teen defendant's peers decides the sentence. Teen court has proven very effective at reducing recidivism due to its positive power of peer influence.

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Priority Recommendation:** Work with LEADRS and other justice information systems to design a path forward to have a DWI tracking system.  
**Status:** Ongoing  
**Background:** LEADRS has presented information to the Traffic Records Committee as well as the TxIDTF detailing what systems it has in place and what expansion would need to take place to complete this recommendation.
  
- B. **Recommendation:** Invite the tribal court judges and staff to attend the Texas DWI training.  
**Status:** Ongoing  
**Background:** Correspondence has been sent to the three tribal community courts in Texas: Ysleta del Sur Pueblo, Alabama-Coushatta, and Kickapoo. They have been invited to participate in the TxIDTF meetings. While no response was received, the TxIDTF will continue to extend invitations to collaborate, attend meetings, and participate in judicial trainings.
  
- C. **Recommendation:** Inventory the information systems currently in use by all existing courts that adjudicate DWI cases.  
**Status:** Not currently being addressed  
**Background:** Due to the size of the state and the variety of case management systems being utilized in the 254 counties, this task will require significant resources.

**Community Supervision**

Offenders who have been convicted of an impaired driving offense have three sentencing options: jail time, community supervision (also known as probation), and deferred adjudication with community supervision for some offenders. In most cases, the offender is placed on community supervision for a period of 6–24 months. During this time, the offender will likely be required to:

- Complete a state-approved DWI education course within the first six months of supervision.
- Attend a victim impact panel.
- Complete community service (no less than 24 hours, no more than 100 hours).
- Complete an alcohol and drug evaluation to determine any substance abuse issues and/or complete random substance testing (usually urinalysis and/or breathalyzer).
- Install interlock as a condition of bond, probation, occupational driver’s license, and deferred adjudication.
- Report to a CSCD officer or designated monitoring authority.
- Pay any fines, court costs, CSCD fees, and treatment costs ordered.

These general community supervision conditions can be amended by the court or prosecution (prior to disposition) to allow for the unique needs of each offender to be met.

Additionally, post-disposition, the court may amend these conditions at its discretion. The most common addition to the community supervision conditions is the installation of an ignition interlock device in the offender’s vehicle. Depending on the case, a court has the discretion to order an ignition interlock as a condition of community supervision. However, there are some situations where an ignition interlock is mandated. Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed the 86<sup>th</sup> legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

In 2019, HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver’s license reinstated. This

legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer. This gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

In the mid-1980s, deferred adjudication was removed as an alternative on DWI cases. That change created several nonjudicial collateral consequences to apply to DWI convictions, including loss of employment, increased insurance, and public record convictions on background checks. The reason for this prohibition was to prevent masking and the fact that under the laws at that time, deferred adjudication could not be used to enhance a subsequent DWI. Over 10 years ago, Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

In 2019, HB 3582 paved the way for deferred adjudication in certain DWI offenses. All deferrals, however, are eligible to enhance subsequent DWIs. Second offenses, cases with a BAC over 0.15, and drivers with commercial driver's licenses are not eligible. The deferral will require ignition interlock but will remove all nonjudicial collateral consequences.

## Parole

Parole is the discretionary release of an offender, by a Board of Pardons and Paroles decision, to serve the remainder of a sentence in the community under supervision. Some offenders are convicted of impaired driving offenses and sentenced to prison. Once they have been released from prison, these offenders may be required to have an ignition interlock as a condition of their parole.

## Ignition Interlock Program

An ignition interlock is an alcohol-specific device that is wired into the ignition of a vehicle to prevent the driver from starting the vehicle when alcohol is detected on their breath sample. For the vehicle to start, the device requires the driver to provide an alcohol-free breath sample. Once the vehicle is started, the device requires the driver to provide additional breath samples at randomly occurring intervals for the duration of the driving episode.

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an ignition interlock is ordered if the offender is a subsequent offender or if the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if the offender receives deferred adjudication or probation, had a 0.15+ BAC, or the charge is a subsequent impaired driving offense.

For offenders placed on community supervision for DWI with a child passenger (after September 1, 2019), intoxication assault, or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. Effective September 1, 2015, an offender can operate a vehicle during a period of suspension if the offender installs an ignition interlock on all vehicles owned or operated by the offender. The ignition interlock must remain on all vehicles owned or operated by the offender until the suspension period is over. However, first offenders with a BAC of 0.15 g/dL or more, or who are under the age of 21 at the time of arrest, must be ordered an ignition interlock when placed on probation.

Typically, an offender who is ordered an ignition interlock will be required to have the device installed within 30 days of judgment, or if ordered as a condition of bond, an offender must keep the device on until the case has been adjudicated. Offenders are usually required to keep the device installed for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement. TTI, TMCEC, Texas Center for the Judiciary (TCJ), Texas Justice Court Training Center (TJCTC), and Texas Association of Counties train judges and court staff on ignition interlock laws.

### Administrative Sanctions and Driver Licensing Programs

Texas utilizes administrative sanctions related to impaired driving offenses for both adult and underage individuals. The license sanctions are intended to serve as both general and specific deterrence tactics to prevent impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. Information on graduated driver licensing, zero-tolerance laws, and ignition interlock device requirements is integrated into the administrative sanctions and driver licensing program in Texas. This information is also part of the driver education curriculum.

ALR is a traffic safety countermeasure that authorizes law enforcement to confiscate the driver’s license of an individual who is arrested on suspicion of DWI/DUI and who either refuses to submit to a chemical test (breath or blood) or has test results that indicate a BAC above the per se limit of 0.08 g/dL. Drivers are given a notice of suspension that allows them to drive temporarily, and during such time, the suspension may be challenged through an administrative hearing. If the suspension is either not challenged through the hearing process or is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work. Table 4 lists the ALR sanctions for adults, and Table 5 lists the ALR sanctions for minors.

In addition to these administrative initiatives, Texas is working with prosecution, judiciary, and community supervision professionals to maximize the use of ignition interlock devices to reduce recidivism associated with impaired driving.

**Table 4. ALR Sanctions for Adults**

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	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 for 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**

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount) following an arrest for DWI/BWI or was not requested to 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

*Recommendations from the 2022 Impaired Driving Technical Assessment*

No recommendations for this section.





## ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Screening, assessment, treatment, and rehabilitation are vital components to curb the impaired driving problem since impaired driving behavior is often a symptom of a more significant alcohol or drug use issue. Frequently, impaired drivers' clinical needs (i.e., alcohol and other drug misuse) get in the way of a person making safe driving decisions. Identifying and providing appropriate sanctions and services to individuals who are more likely to pose a threat to public safety and have further clinical needs are steps in the direction of increasing community safety and reducing recidivism in Texas.

Evidence-based screening tools provide preliminary data on an offender's potential clinical needs or risk levels. At the same time, assessment tools identify the nature of those clinical needs and intervention levels. Assessment data inform criminal justice professionals and the mental health community about which sanctions, treatment, and rehabilitation plans are appropriate for an individual offender.

The American Psychological Association defines psychological treatment as the exclusive purview of trained mental health professionals to yield healthy and adaptive change in a person's behavior, thoughts, and emotions. The major types of mental health professionals are psychologists, counselors, clinicians, therapists, clinical social workers, psychiatrists, and mental health nurse practitioners. In general, these practitioners are allowed to screen and assess individuals for clinical needs and develop treatment plans for offenders.

According to the World Health Organization, rehabilitation is a set of interventions designed to optimize a person's functioning and health. Some examples of rehabilitative interventions offered to DWI offenders in the state are DWI education classes, community service, monitoring and supervision, victim impact panels, peer support groups, and interlock or transdermal monitoring. These rehabilitation options can be offered by any

members of the legal system and the community as a whole. These services are often offered and regulated by jails, courts, CSCDs, community providers, licensing boards, and mental health providers.

The TxIDTF has members who conduct screening assessments and prescribe and directly provide rehabilitation services to DWI offenders. Currently, the task force has no representatives of the treatment community.

## Screening and Assessment

Screening and assessment data allow the criminal justice system to make informed decisions about an offender's clinical needs and risk levels, which directly correlate to a community's safety and recidivism rates. It is important to note that there is a difference between correctional and clinical screenings and assessments. Correctional screenings and assessments tend to focus on criminal risk-taking, with less attention on an offender's clinical needs. Still, the main focus is to determine an offender's criminal risk level to the public and quantify the levels of supervision needed. In contrast, clinical screening and assessment tools focus on an offender's clinical needs and levels of rehabilitation and treatment needed.

Screenings and further assessment can be done at any point in the DWI pipeline. Jailers, prosecutor offices, magistrates, judges, community supervisors, and treatment providers can request appropriate screening and assessment of DWI offenders. In Texas, DWI offender screenings and assessments are done mainly by outreach, screening, assessment, and referral centers; private licensed providers; jailers; and CSCDs. CSCDs throughout the state handle screening of DWI offenders differently. Some CSCDs screen offenders in-house, while others refer offenders to licensed providers within the community. Each CSCD follows the policies and procedures established by the courts in its jurisdiction. CSCDs are statutorily required to use specific risk/assessment screening and assessment tools, with only a tiny minority adding DWI-validated screening and assessment tools to the evaluation process. Some of the DWI-validated screening and assessment tools are the Computerized Assessment and Referral System, Impaired Driving Assessment, and DUI Risk and Needs Triage. DWI-validated tools are preferred over generalized instruments since they were validated for the DWI offenders and present more accurate needs/risk results for this population.

### *Training the Criminal Justice System on Screening, Assessment, Treatment, and Rehabilitation*

The task force has members involved in training the criminal justice community on the importance of using evidence-based screening and assessment tools, treatment, and rehabilitation. The Center for Alcohol and Drug Education Studies (CADES) has the Texas Ignition Interlock Training, Outreach, and Evaluation Program and the CADES Training and Assistance for Criminal Justice Professionals on DWI Treatment Interventions. TMCEC offers training through its Municipal Traffic Safety Initiatives, TJCTC through its Texas Justice Court Traffic Safety Initiative, and TCJ through its Texas Judicial Resource Liaison and Impaired Driving Judicial Education.

### *Recommendations from the 2022 Impaired Driving Technical Assessment*

- A. **Priority Recommendation:** Enact a statute that establishes a DWI data tracking system and incentivize all keepers of impaired driving offense data to share the data to track every DWI offense.

**Status:** Legislative action required

**Background:** There are thousands of elected local officials (judges, sheriffs, district attorneys, county attorneys, district clerks, county clerks, and more) that are responsible for entering core DWI data. They report to no statewide administrative agency, but rather to voters locally. Most of them are funded locally and not through the state. There are also thousands of municipal, county, regional, and state agencies (TxDPS, Texas Parks and Wildlife, regional water districts, city police departments, school and university police departments, and more) that report core impaired driving data. City agencies receive very little state funding. When the state government requires through legislation activities that must be carried out by local elected office holders and locally funded and administered agencies without funding, the mandate generally does not work well. The state of Texas is deliberately, constitutionally, and quite effectively decentralized. This makes centralized, uniform, mandatory record keeping difficult. The solution here will require local multidisciplinary, multilevel, rural, and urban buy-in and design. This process has been initiated and will continue through the TxIDTF.

- B. **Priority Recommendation:** Identify, train, and support qualified assessment and evaluation professionals in underserved areas.

**Status:** Ongoing

**Background:** Training resources that can be accessed for underserved areas are available online. TCJ has reached out to 90 counties identified by TxDOT as being high risk for impaired driving crashes. TCJ has offered to customize training for the judiciary in these counties. Several counties have responded with training requests. It is unknown how well these resources are being utilized in underserved populations. An opportunity exists to identify how (or if) these resources are being promoted to underserved areas. The TxIDTF can support these efforts in promoting training resources to underserved areas.

### ***Screening and Brief Intervention in Medical and Other Settings***

CSCDs often use the Texas Risk Assessment System (TRAS) screening and assessment tool to determine an offender's risk and needs levels. The results point to which rehabilitation interventions will be used. CSCDs also tend to supplement offenders' evaluations with clinical screening tools such as the Substance Abuse Subtle Screening Inventory. The El Paso jurisdiction is pioneering a project to add a DWI-validated screening and assessment tool into its DWI court program.

One evidence-based intervention tool used for reducing alcohol misuse that has been implemented is Screening and Brief Intervention Referral to Treatment (SBIRT), or Screening and Brief Intervention (SBI). SBIRT involves a short, standardized screening designed to provide a score to the participant reflective of the person's alcohol use (e.g., abstainer/low risk, high risk, etc.). The score is then used to discuss, through a short motivational interview with a trained individual, the behaviors that accompany a participant's alcohol use and the options for changing behavior.

Usually, SBIRT and SBI are offered in healthcare settings. In the traffic safety community, SBIRT or SBI is being offered to the college student population through TxSDY's Screening and Brief Intervention for Risky Alcohol Use and DUI Among College Students program and Screening and Brief Intervention for Prescription Drug Misuse and Marijuana Use Among College Students program.

The TxIDTF strongly considers SBIRT and SBI to be effective countermeasures against alcohol-impaired driving. The TxIDTF would like to see additional SBIRT and SBI programming that provides for universal screening and record keeping, training additional professionals in brief interventions to motivate reduced alcohol use, and identifying linkages with other institutions where SBIRT or SBI are routinely used. A barrier to effective SBIRT is the difficulty of connecting people who have needs with referrals to services. Recent programs are attempting to solve this issue by improving the referral process from SBIRT to specialized treatment. While these approaches focus on offenders, universal screening is intended to reach the broader population of drivers to address clinical needs prior to impaired driving. Moving upstream to prevention requires use of SBIRT in the general population in healthcare settings like primary care.

### ***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Recommendation:** Assess the extent of utilization of SBIRT in hospitals and other settings in Texas and determine the level of fidelity of implementation.

**Status:** Not currently being addressed

**Background:** Research indicates SBIRT in hospital settings is a highly effective way to reduce impaired driving. For that reason, among others, Level 1 Trauma Centers are required by federal law to implement an SBIRT process. However, the law does not provide universal requirements for implementing an SBIRT program, so programs and implementation vary across hospital/trauma rooms. Additionally, few hospitals appear to be aware of the Medicaid and Medicare codes they can activate related to covering SBIRT expenses in an emergency room setting. If funding is available, it would be beneficial to educate hospitals and other healthcare providers on the most effective ways to (a) implement SBIRT programming, and (b) utilize Medicaid and Medicare codes to cover related expenses. Additionally, research indicates that administering SBIRT programs in criminal justice



settings increases the likelihood of DWI offenders receiving this intervention. Therefore, it would also be beneficial to support SBIRT programs in a criminal/judicial setting.

The Texas Health and Human Services Commission has secured a contract to implement SBIRT in several hospitals: Dell Children's, Ben Taub, Dell Seton, and Be Well Texas at UT Health San Antonio. UT Health San Antonio contracts with the Health Behavior Research and Training Institute at The University of Texas at Austin, which is in contract with the hospitals listed above to develop policies and procedures for implementing SBIRT in the healthcare setting (including the development of a training plan for implementation of SBIRT). This program is for all substance use disorders and includes alcohol. Patient navigators follow up on those who need a plan for referral to treatment. The goal is to provide support throughout the referral process to increase treatment.

Input from administrators from systems delivering SBIRT would be helpful to ensure there is no adverse impact on their ability to perform their functional role in additional settings.

- B. **Recommendation:** Promote and support the use of SBIRT in hospitals, healthcare facilities, and other settings in Texas.

**Status:** Ongoing

**Background:** There are a variety of programs that promote the adoption of tools for assessment and evaluation professionals in underserved areas. However, these programs typically are aimed at the healthcare sector and are funded by federal agencies (e.g., the Substance Abuse and Mental Health Services Administration and the Health Resources & Services Administration) that are not focused on traffic safety. As a result, there are fundamental jurisdictional divisions and limited cross-sector collaborations to leverage these resources for DWI offenders or the systems serving them.

- C. **Recommendation:** Assess the impediments to connecting people who have treatment needs identified by SBIRT with referrals to services.

**Status:** Ongoing

**Background:** Texas has made significant investments in expanding access to community care for behavioral health needs, including treatment for the misuse of alcohol and other drugs. While a DWI offender may voluntarily seek out these services themselves, the services are not designed to be integrated within the DWI pipeline. Mandating their care for DWI offenders would create a scarcity of services for persons who are not involved in criminal proceedings. This problem is seen in a different legal context: competency restoration. The court mandate of competency restoration slots has overwhelmed the state's hospital system, and now the majority of state hospital beds are focused solely on competency cases rather than the broader array of treatment services needed by the general public with high acuity psychiatric needs.

- D. **Recommendation:** Expand the composition of the TxIDTF to fill representation gaps created by the lack of experts in the fields of local public health, emergency medicine, and alcohol and other drug treatment and prevention programs. Other groups to be considered for membership should include representatives from the military, veterans, employers, and community groups, especially those representing diverse populations.

**Status:** Ongoing

**Background:** The TxIDTF continues work to expand its membership. Since the 2022 NHTSA assessment, the director of emergency medical services has joined the task force. Work continues to include alcohol and other drug treatment providers.

## Treatment and Rehabilitation

Following screening and assessments, DWI offenders receive an intervention that will include a rehabilitation plan and, depending on the need, a treatment plan as well. All jurisdictions in Texas, through CSCDs, offer rehabilitation options to DWI offenders. Some jurisdictions provide treatment and rehabilitation services through pretrial intervention programs, specialty courts, and community supervision. For example, the Harris County CSCD offers a comprehensive set of treatment and rehabilitation options to DWI offenders.

Jurisdictions such as Bexar, Brazoria, Collin, Dallas, Denton, El Paso, Fort Bend, Harris, Hidalgo, Lubbock, McLennan, Midland, Montgomery, Tarrant, Travis, Victoria, and Williamson Counties have DWI courts. Specialty DWI courts are known to offer screening, assessment, treatment, and rehabilitation services to DWI offenders. The task force has representatives from several of these DWI courts. Most DWI courts only accept felony DWI offenders, with a few exceptions: Dallas, Fort Bend, Hidalgo, and Tarrant Counties have misdemeanor DWI courts. Local courts use minor-in-possession and public intoxication citations to employ early intervention. These courts deal with DUI-minor cases. These judges cannot impose treatment options on minors; they can only impose rehabilitation options such as DWI classes.

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Priority Recommendation:** Enact a statute that establishes a DWI data tracking system and incentivize all keepers of impaired driving offense data to share the data to track every DWI offense.  
**Status:** Legislative action required  
**Background:** The TxIDTF suggests creating a questionnaire to survey treatment and rehabilitation providers on the requirements and rationale for a DWI tracking system. This process could also help determine how much funding may be needed.
  
- B. **Priority Recommendation:** Conduct an impact evaluation of DWI courts.  
**Status:** Not currently being addressed  
**Background:** There are individual courts that have conducted impact evaluations, such as Lubbock, El Paso, and Harris County. However, nothing at the state level has been attempted. A DWI tracking system could be instrumental in effectively determining recidivism rates for this evaluation.
  
- C. **Recommendation:** Document the lack of access and impediments to treatment services.  
**Status:** Ongoing  
**Background:** Both federal (Health Resources & Services Administration) and state (Texas Department of State Health Services) agencies monitor and publish on health workforce shortage areas and medically underserved areas/populations.
  
- D. **Recommendation:** Conduct a feasibility study of providing increased access to treatment for DWI offenders, especially in underserved areas.  
**Status:** Not currently being addressed  
**Background:** The TxIDTF will plan to invite professionals to discuss the issues and create and distribute a questionnaire to determine available services across the state.

**Monitoring Impaired Drivers**

In Texas, DWI offenders can be ordered to submit to alcohol monitoring through court-ordered probation or as a pretrial bond condition. Alcohol monitoring may include ignition interlock, transdermal alcohol monitoring, remote alcohol monitoring, portable breathalyzer, chemical assessment, and any combination of these approaches. Orders for alcohol monitoring and sanctions for alcohol infractions are typically applied on a case-by-case basis. More systematic procedures for determining who receives which type of monitoring and how alcohol infractions are responded to will increase the effectiveness of curbing alcohol use and impaired driving behavior.

Some CSCDs have a specialized DWI caseload to monitor DWI offenders. These caseloads usually emerge as a need to monitor interlock devices. Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. However, the Office of Court Administration (OCA) does track the number of DWI felony and misdemeanor cases that are active and inactive, as well as how cases are adjudicated. In addition, OCA tracks the number of ignition interlock devices that are issued as a condition of bond in justice and municipal courts.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an

individual should not be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

A more holistic form of monitoring is done through specialty courts. Texas has established funding for specialty treatment courts that integrate screening and assessment, treatment, and rehabilitation components into monitoring practices. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.



## COMMUNICATION PROGRAM

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multilingual materials, Texas has taken care to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 6. These efforts represent event-specific, holiday, and year-long efforts. The state’s communications plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

**Table 6. Impaired Driving Communication Projects and Campaigns**

Project Title	FY 2022	FY 2023	Planned FY 2024
Statewide Impaired Driving Campaign*	X	X	X
Impaired Driving Mobilization STEP Grant Program	X	X	X
Project Celebration	X	X	X

\*Football Season, Christmas/New Year Holiday, Labor Day, College and Young Adult/Spring Break, Spring and Early Summer Holidays, Faces of Drunk Driving and Labor Day. These communication campaigns existed as separate impaired driving campaigns until their consolidation in FY 2016.

TxDOT has developed strong relationships with the following types of organizations and has worked with them in the past to maximize the impact of all communications:

- Alternative transportation opportunities—public transportation, ride-share companies, cabs.
- Community outreach activities—National Night Out, health fairs, coalitions, sporting events, etc.
- Corporations—Texas Association of Broadcasters, NCC Media, Fox Sports Southwest, iHeart, Punchdrunk Digital, IMG, All Over Media and Billups.
- Business and professional associations—representing restaurants, convenience stores, colleges, business alliances, chambers of commerce, etc.
- Distributor’s campaign and education programs.
- Festival and event groups—San Antonio’s Fiesta Oyster Bake, Lockheed Martin Armed Forces Bowl, WBCA Jalapeno Festival, Corpus Christi Brewery Festival, Brady Goat Cook-off, West Texas State Fair, East Texas State Fair, BFD Concert, Bison Music Festival, and college football tailgating and game time.

- Judicial networks (teen courts, TCCA, judges/clerks, etc.).
- NSC’s employer network, safe communities, and teen coalitions.
- Youth and college groups—Teens/U in the Driver Seat and other young driver programs, Texas FLCAA FACTS, new student orientation program, athletic departments, and residence hall/housing programs at universities such as University of Texas Austin, Texas A&M University, Texas Tech, etc.

TxDOT focuses on educating Texans about the important issue of impaired driving by reaching the public through a variety of means. These include:

- Press Releases and Media and Outreach Events
- News Interviews (Print, TV, Online)
- Billboards
- Bar and Restaurant Advertising (Posters, Clings, Coasters)
- Convenient Store Advertising (Posters and Clings)
- Posters, Notepads, Mesh Banners, and Information Cards
- College Outreach Materials (Flyers, Door Hangers, Notepads)
- Traditional TV—Public Service Announcements (PSAs)
- Digital TV (OTT/CTV)—Paid Advertising
- Traditional Radio—PSAs
- Digital Radio—Paid Advertising
- Online Digital Advertising (YouTube, Mobile Video, Dating Apps)
- Social Media (Facebook, Instagram)—Paid and Organic
- Influencer Program—Paid and Organic
- Website Featuring Interactive “Consequences Spinner” and Testimonials

Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the SWID campaign in FY 2022–2023 and is tasked with building a year-long integrated marketing and communications effort.

In addition to these mass media tactics, the communications program includes a serious grassroots campaign to educate the public through word of mouth. The 25 TxDOT districts are staffed with traffic safety specialists (TSSs) who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high schools and colleges, sponsor parade floats, and distribute educational materials to local employers. Many of the TSSs have organized their own local safety coalitions, which are comprised of law enforcement, business leaders, and concerned citizens.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly provide content that is made available for download from the website showing the consequences of drinking and driving. These materials include testimonial videos by survivors of drunk driving and by those who have been charged with a DWI, as well as other print and digital resources that share the consequences of driving after drinking and the many alternatives to doing so.

Utilizing available qualitative and quantitative data, TxDOT and ad agency partners regularly perform market studies to determine what messages and tactics will best reach target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month. Based on this important research, subtle changes to campaigns have been made. One example is messaging that addresses the “bulletproof” feeling of many young adults by reinforcing the fact that there are real, life-altering consequences to driving after drinking that can happen to them. Another example is replacing the term “designated driver” with “sober ride” since frequently the designated driver is determined as the person who has consumed the *least* amount of alcohol instead of the person who has not consumed *any* amount of alcohol. It also reminds people that there are many transportation options available if everyone in their group has been drinking (cab, ride share, bus, etc.).

***Recommendations from the 2022 Impaired Driving Technical Assessment***

- A. **Recommendation:** Expand the current ongoing efforts of NSC and the TSSs in providing information, both in materials and face-to-face seminars, to employers.  
**Status:** Ongoing  
**Background:** In FY 2021, 326 Texas employers from various sectors, including municipalities, healthcare, transportation, education, energy, and more, were trained on the DITTE program. In FY 2022, 400 Texas employers were trained, and program growth is expected to continue as funding allows. NSC will also continue to work toward expanding its online resources available to employers. New resources for FY 2023 include expanded micro-learnings and learning management system improvements to include evidence-based habit building and an employer mobile application provided at no cost to employers.
  
- B. **Recommendation:** Utilize the Network of Employers for Traffic Safety in addition to NSC to identify strategies for working with the state’s employers to provide impaired driving information and materials for their employees to diminish the number of traffic crashes and their related effect.  
**Status:** Ongoing  
**Background:** TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads.
  
- C. **Recommendation:** Develop a cadre of partners and stakeholders, beginning with state-level organizations, who can advocate for impaired driving countermeasures among their membership at the community level, and provide template materials (e.g., press releases, letters to the editor, social media posts and graphics, etc.) to make it easy for those who wish to become engaged in supporting impaired driving prevention programs at the local level.  
**Status:** Ongoing  
**Background:** TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads.
  
- D. **Recommendation:** Conduct a training conference for officials from program partners (law enforcement, TxDOT, health departments, etc.) who are responsible for the dissemination of public information. Utilize this opportunity to provide data and information on the impaired driving problem within the state and highlight existing marketing campaigns, and to inform them of the most useful manner in which to coordinate their messaging with existing campaigns.  
**Status:** Ongoing  
**Background:** At the 2024 Texas Impaired Driving Forum, a breakout session on this topic will be included.
  
- E. **Recommendation:** Analyze crash, survey, socioeconomic, and demographic data to narrow the intended audience for paid media to those most at risk for impaired driving crashes to ensure sufficient message saturation, frequency, and reach of the advertisements to change behavior.  
**Status:** Ongoing  
**Background:** In addition to the continuous review of the latest crash statistics and demographic data of Texas, Sherry Matthews Group has conducted seven online surveys and 16 individual in-depth interviews since 2020 to support the communication program in determining the target audience and the messages that will most motivate behavioral change. The multifaceted paid media plan is designed to meet the target audience where they are most likely to consume and retain campaign messages. The creative changes through the year are initiated to match key timeframes when impaired driving messages are most critical.
  
- F. **Recommendation:** Establish a public information officer within TxDOT strictly for coordinating highway safety messaging, both engineering and behavioral.  
**Status:** Ongoing  
**Background:** TxDOT will review this recommendation and present to the administration for consideration.

- G. **Recommendation:** Establish partnerships with major corporations, or their representative professional associations, to expand the reach of the impaired driving program and amplify its messaging.

**Status:** Ongoing

**Background:** TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads.





## SUMMARY

The TxIDTF has evolved over the last 18 years to include all aspects of the impaired driving challenge continuum. The TxIDTF has developed the Texas Impaired Driving Plan—which encompasses the areas of program management and strategic planning, program evaluation and data, prevention, criminal justice, alcohol and other drug misuse, and communications—to affect the issue of impaired driving. By taking a comprehensive approach, the TxIDTF can significantly impact impaired driving in the state. New and innovative projects are funded each year by TxDOT's Behavioral Traffic Safety Alcohol and Other Drug Countermeasures Program to address all the diverse components of a comprehensive impaired driving program. The TxIDTF will continue to change and evolve as processes and laws change in the state to further reduce impaired driving fatalities, injuries, and crashes.



## APPENDIX A: NHTSA DRUG-IMPAIRED DRIVING CRIMINAL JUSTICE EVALUATION TOOL

### SECTION 1: LAW ENFORCEMENT ENGAGEMENT IN DRUG-IMPAIRED DRIVING ENFORCEMENT

1. **Does law enforcement leadership consider drug-impaired driving enforcement a traffic priority and communicate the importance through all supervision levels within a law enforcement agency?**

In some jurisdictions yes and in others no. It is dependent on the agencies priorities and the communities needs that are expressed to law enforcement administration. Budget and personnel shortages are also causing agencies to focus on activities other than drug enforcement. This has a direct impact on proactive enforcement activities including impaired driving enforcement. At present, blood is the go to matrix and many in leadership positions think that since we have the blood evidence there may not be a need or emphasis on training, which is a false narrative.

2. **Do agencies in your State\* have specialized DWI\*\* units dedicated to alcohol- and other drug-impaired driving enforcement? If so, do the units focus exclusively on impaired driving or do they conduct other activities? Are there criteria for DWI unit officers?**

Some agencies do have specialized units while others do not. Specialization usually occurs more at larger agencies that have operational manpower. Smaller and mid-sized agencies have less specialization and if DWI is not a priority it often gets missed. Specialized units usually do focus solely on DWI enforcement and they serve as a resource to support patrol. However, if there are excessive calls for service (reactive enforcement) many agencies will use DWI unit personnel to answer emergency calls for service. Most agencies that have DWI enforcement units usually have a criteria for officers who participate. In most cases the officers must be successful at DWI enforcement and make apprehension of DWI suspects a priority. SFST and DRE units are should be filled with personnel that are motivated by enforcing DWI laws and capable of performing the job.

3. **Is the agency taking steps to overcome barriers to impaired driving enforcement?**

Yes, as far as funding will allow.

4. **Does your State conduct outreach at conferences and meetings to discuss drug-impaired driving, Data-Driven Approaches to Crime and Traffic Safety (DDACTS) and traffic enforcement in effort to engage chiefs, colonels, sheriffs and mid-level management?**

Yes, on all accounts. Through statewide traffic safety programs and through individual department efforts among the local communities. Texas law enforcement agencies do participate in DDACTS program through the State DOT program. IADALEST manages the statewide contract. Engagement with statewide law enforcement leadership is primarily performed by LELs that are sponsored through a grant program administered by the state DOT. The LEL agents reach out and encourage DWI enforcement to law enforcement agencies across the state.

5. **Do agencies in your State obtain buy-in and engage support from municipal leaders, mayors and county executives for drug-impaired driving enforcement?**

This depends on the jurisdiction and the enforcement priorities voiced by the community. When alcohol and other drugs are a specific problem for a community, support is generally embraced by municipal/county administrators, city councils and county courts.

6. **In your State approximately what percentage of agencies participate in DDACTS or take a data-driven approach to simultaneously combat crime and traffic Safety issues?**

The percentage of agencies utilizing a DDACTS approach is approximately fifteen percent (15%). Those agencies that participate in the State DOT STEP program are required to participate in DDACTS approaches.

7. **Is drug-impaired driving enforcement in your State informed by crash, fatality and/or injury data?**

The state does not differentiate between drug and alcohol impairment. Impairment is impairment. The state does use data to identify drug and alcohol data sets in order to plan mobilization. Texas does use data to provide justification for the support of statewide training efforts through the state DOT. Individual agencies may use their own record management systems to identify temporal and spatial crime and traffic safety data patterns, but those efforts are based on each individual agency's needs.

- 8. Are agencies/line officers trained in Standardized Field Sobriety Testing (SFST) procedures?**  
Yes. SFST training is provided in basic police academy training as well as given to certified law enforcement officers through training sessions sponsored through a State DOT grant.
- 9. Does your State conduct SFST refresher training? Is it required and if so, how often?**  
Yes. SFST refresher trainings are provided through a grant sponsored by the State DOT. There is no requirement from the state to recertify however some agencies make refresher training a mandatory activity to demonstrate ongoing proficiency. All law enforcement agency SFST and DRE instructors are required to refresh training every two years to remain active in training SFST courses.
- 10. How many Drug Recognition Experts (DREs) are there in the State and where are they placed (number, geographic coverage)? Are they able to respond in a timely manner?**  
As of this report, there are 335 certified DRE in Texas (February 2023). DREs are stationed at different municipal, county and state law enforcement agencies throughout the state. Saturation is mostly in larger communities with fewer found in small communities. Many jurisdictions allow trained DRE officers to help assist communities that do not have a DRE. At present, this is limited and based upon interagency cooperation. The practice also differs from agency to agency. There is no formal statewide mutual aid system in place for DREs in Texas.
- 11. Do you have enough DREs across the State/county to handle call outs? Does your State have a mutual aid system in place for DREs allowing them to move between jurisdictions and complete evaluations at the request of other agencies?**  
At the present time, no. However, some areas of the state have more DRE officers which can help provide better assistance and coverage of call outs. There is no formal statewide mutual aid system in place for DREs in Texas. However, DREs do provide assistance regularly to help out in jurisdictions without DREs.
- 12. Are DREs routinely called to the scene of fatal or serious injury crashes?**  
In some jurisdictions, yes but there is no formal statewide process in place.
- 13. Are DREs uploading all of their evaluations to the national database?**  
Yes. It is a requirement for the cases to be entered into the DRE tracking system in order for the DRE to recertify. However there has been some delays in timely entry by some officers. Texas DRE state coordinator is in constant communication with all DREs in the state and emphasizes the importance of timely and accurate entry of evaluation data.
- 14. Are you able to maintain adequate staffing of DREs?**  
It is a difficult task since many DREs promote, priorities shift, and trained officers find other employment. These events pull DREs out of the program and law enforcement profession.
- 15. What percentage of traffic safety officers have been trained in Advanced Roadside Impaired Driving Enforcement (ARIDE)?**  
The Texas Department of Public Safety has a total of 1,200 ARIDE trained officers still employed by the department; Roughly 800 officers are trained in ARIDE per year statewide.
- 16. Do your traffic officers and DWI prosecutors attend training to remain current and network on drug-impaired driving issues?**  
Yes, many attend training sessions and attend conferences and symposium. However, these are generally done as they can give current workloads and staffing shortages. Attending most trainings are not mandatory and most attendees are there because they want to be.
- 17. Does your State/agency have an expedited system to obtain warrants? If so, via what means? If not, why?**  
Yes, electronic blood warrant process which helps expedite the process and ease of acquisition.
- 18. Do you have a law enforcement phlebotomy program?**  
Some individual agencies have instituted LEO phlebotomy programs even though there is no mandated program at the state level.
- 19. If not, are there other timely, accurate and affordable means to obtain a toxicology sample through contracted phlebotomists or a medical facility? What methods are used to take toxicology samples and is the process streamlined?**  
Other options include agencies employing the services of a registered nurse or phlebotomist which remains at station/precinct to draw blood for officers in impaired driving cases. Law enforcement

officers also use the services of medical center/faculties whose medical personnel draw blood for evidentiary reasons. The DPS does offer blood draw kits that include vials and paperwork for officers to use when collecting blood. These kits when used, are sent to the DPS crime laboratory for processing and testing. Some remote areas of the state do not have facilities to draw blood for toxicology. In addition to DPS crime lab, some law enforcement agencies use independent laboratories to provide confirmatory testing of blood matrices.

**20. Do officers receive training in how to articulate indicators of impairment in narrative detail?**

In SFST training there is a session that deals with identification of impairment indicators for report writing. Additional training through different agencies offer more training options which officers can go to increase their knowledge in identifying impairment indications. Most trainings focus on chronicling indicators of impairment for reporting as well as instruct on how to testify to those findings.

**21. Is there a system in place for expedited reporting? Is there capability for electronic reporting?**

Yes. LEADRS is a process for DWI reporting that expedites the process and electronically stores the information for DWI reporting. LEADRS is the state's best example of electronic reporting for law enforcement officers. LEADRS can track by agency and by officer, county. In addition to LEADRS, law enforcement agencies have individual records management systems (RMS) that automates DWI reporting and data warehousing. At present, Texas has no current DWI reporting tracking system for the state.

**22. Does your State have an effective Law Enforcement Liaison (LEL) program?**

Yes. The present LEL program for Texas is sponsored through a grant with the State DOT.

**23. If so, do law enforcement liaisons meet with each agency at least annually to increase support for drug-impaired driving enforcement and agency participation in impaired driving enforcement mobilizations?**

The state LELs utilize crash data to identify which agencies to contact. The LELs cover state and local law enforcement agencies in all DOT districts. This allows opportunities for the LELs to promote drug-impaired driving enforcement.

**24. Are LELs included on the State DWI task force and serve as a collaborative partner in impaired driving meetings?**

At present, there are no LELs that serve on the Impaired Driving Task Force. Efforts have been made to include LELs but those efforts have met with limited success.

**SECTION 2: PROSECUTION**

**1. Are the Attorney General, District Attorney's Office, Prosecutor Coordinator's Office and local prosecutorial leadership engaged and supportive of drug-impaired driving prosecution?**

Yes.

**2. Does your State have a Traffic Safety Resource Prosecutor (TSRP) that provides specialized DWI training to other prosecutors and law enforcement, provides technical assistance on impaired driving cases and coordinates with law enforcement, prosecutors and toxicologists?**

Yes.

**3. Do TSRPs actively train prosecutors and police officers on drug-impaired driving prosecution and courtroom testimony?**

Yes. There is a specific drug-impaired driving course.

**4. Do TSRPs provide updates to prosecutors and in-depth analysis of legal issues related to drug-impaired driving?**

Yes. On a weekly basis.

**5. Are there dedicated DWI prosecutors in the State?**

Yes. However, they are limited.

**6. Are you able to maintain an adequate number of trained DWI prosecutors? Do they remain in their position once trained? If retention is low, why?**

Not enough. We train about 90% of incoming prosecutors within one year of hire, including training on drug-impaired driving. The average prosecutor retention is 3 years but that number is going down due to workload, pay compensation, and public perception. There are also fewer graduating lawyers and worsening economic conditions which is leading to more open positions.

7. **If applicable, are others responsible for prosecuting DWI cases (e.g., law enforcement) properly trained?**  
No.
8. **Are prosecutors kept informed of pretrial monitoring of offenders? Are they provided with information regarding compliance with bond-release conditions?**  
Yes. TDCAA provides prosecutors with a DWI investigator prosecution manual.
9. **Are prosecutors in your State supportive of and attend Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training?**  
Yes.
10. **Does your State provide State-specific primers, tools and resources about DWI for new prosecutors to strengthen DWI prosecutor knowledge?**  
Yes. TDCAA provides a variety of publications and resources about DWI.
11. **Are prosecutors in your State informed of and utilize national prosecutor tools and resources?**  
Yes.
12. **Are TSRPs actively involved in State DWI task forces and impaired driving meetings to encourage sharing of information with prosecutors?**  
Yes.
13. **Are TSRPs coordinating with local prosecutors and Prosecutor Coordinator's Offices to share best practices?**  
Yes. Via the DWI Prosecutors Task Force.
14. **Are prosecutors consulting with DREs and toxicologists pretrial to prepare for drug-impaired driving cases?**  
Yes.
15. **Are prosecutors tracking the reasons drug-impaired driving cases are not prosecuted and why?**  
Individual offices might but there is no public data available.
16. **Is a system in place for prosecutors to notify the State toxicology lab of cases that are pleaded down or are not charged? What happens to those samples?**  
Not currently. However, prosecutors and DPS laboratories are working on making it systematic and comprehensive.
17. **Are there data tracking capabilities included in the case charging system used by the prosecutor's office (e.g., number of drug impaired driving cases charged, number of combination alcohol/drug cases charged)?**  
No. All DWI charges are filed alleging intoxication, a term that includes alcohol, dangerous drugs, controlled substances, and any other substances. Further defining of these charges is not required or recommended under state law
18. **Are there policies in your State that inhibit the prosecution of cases (e.g., if waiting for toxicology results, 12 steps of DRE evaluation were not conducted, etc.)?**  
No. Prosecution of drugged driving cases can occur without DRE or toxicology lab results. However, drugged driving cases without that evidence are much harder to successfully prosecute.
19. **Are prosecutors aware of case law concerning drug-impaired driving in the State and how this may affect courtroom testimony?**  
Yes.
20. **Do the conditions of probation limit drug-impaired driving risk through the duration of supervision?**  
Yes. The courts have discretion to impose conditions, such as mandatory assessment and treatment, drug testing, no driving, etc., that limit the risk of drug-impaired driving.
21. **When offenders violate probation, can prosecutors make recommendations?**  
Yes.

### SECTION 3: JUDICIARY

1. **Does your State have a Judicial Outreach Liaison (JOL) providing continuing education to judges on highway safety issues? If not, why?**  
Yes.

2. **Are JOLs actively involved in State DWI task forces and impaired driving meetings to encourage sharing of information with judges in the State?**  
Yes.
3. **Does the Judiciary in your State have established guidelines or standards for the prompt adjudication of impaired driving cases to ensure appropriate services and monitoring of offenders are provided if needed?**  
No. There is no controlled authority over the courts.
4. **What is the approximate time from arrest to adjudication of impaired driving cases in your State?**  
This is dependent on the means of resolution and jurisdiction.
5. **Do you have an expedited warrant system (e.g., fax, telephone, electronic) to increase efficiency and allow for timely collection of evidence? If so, what percentage of courts have expedited systems and do judges support them?**  
The majority of jurisdictions do have an expedited warrant system (about 80%). Judges are in support of expedited warrant systems.
6. **How many DWI Treatment Courts are in operation in your State? Do they include drug-impaired driving offenders?**  
Approximately 30. They include drug-driving offenders.
7. **Are JOLs providing continuing education to judges on highway safety issues?**  
Yes.
8. **Are Judges provided information on evidence-based sentencing practices in impaired driving cases?**  
Yes.
9. **Do courts in your State allow for remote testimony from toxicologists and other witnesses?**  
Yes.
10. **Is there a protocol in your State for a presentence evaluation and assessment of convicted drug-impaired drivers? If yes, is the protocol used and are there sufficient resources?**  
Yes.
11. **Are there procedures in place for the Court to monitor post-sentence supervision and compliance? If so, who maintains that information?**  
Yes. Community supervision, who is supervised by judiciary, monitors and maintains information on post-sentence supervision and compliance.
12. **Does your State allow for the imposition of graduated sanctions by probation for violations, without judicial intervention?**  
Yes.
13. **Are there diversion programs for drug-impaired driving offenders? If so, are there guidelines on how they are operated across the State? What records are maintained of cases handled in the diversion program to aid in the prevention of repeat offenses?**  
Yes, there are diversion programs for drug-impaired driving offenders. There are no guidelines on how they are operated across the State. The records maintained varies depending on the court.
14. **Are there diversion programs for underage drug-impaired driving offenders? If so, are there guidelines on how they are operated across the state? What records are maintained of cases handled in the diversion program to aid in the prevention of repeat offenses?**  
There are diversion programs for underage drug-impaired driving offenders. There are no guidelines on how they are operated across the State. The records maintained varies depending on the court.
15. **Has the Judiciary in your State developed a Bench Book that contains case law and specific information pertinent to drug-impaired driving in the State?**  
Yes.
16. **Does the criminal justice system in your State have protocols or procedures in place to facilitate and allow treatment interventions as part of pretrial release conditions?**  
Yes.
17. **What are typical pretrial release conditions imposed by the courts in drug-impaired driving cases? Is this discretionary or prescribed by statute (e.g., no driving, no use of drugs, etc.)?**



Typical pretrial release conditions imposed by the courts includes, but is not limited to, ignition interlocks, abstinence, curfews, driver's license suspension, and assessment/treatment. Some are discretionary and some are prescribed by statute.

**18. Is there coordination among agencies to track offender completion of treatment?**

Yes.

**19. What mechanism is in place to adjust a treatment plan when appropriate?**

Reassessment and monitoring

**20. What mechanism is in place to ensure community supervision conditions are being followed?**

Community supervision is directly reported to sentencing judge.

**SECTION 4: COMMUNITY SUPERVISION**

(Additional responses forthcoming)

**1. If an individual is required to install an ignition interlock device (or other technology), how are violations reported to community supervision?**

Interlock companies are statutorily required to send the reports to the monitoring authority. Electronic reports are sent to the monitoring authority directly from the interlock provider(s). The monitoring authority depends on the county. Some counties are standard. In other counties, the interlock company manually finds the monitoring authority.

**2. Do pretrial conditions include the following for DWI offenders: treatment, ignition interlock devices, drug testing, alcohol testing and/or 24/7 monitoring?**

Anecdotally, many courts that offer pretrial diversion programs include ignition interlocks and alcohol/drug testing as a part of the conditions. However, this varies by the individual courts that offer the program, and as such, is entirely discretionary. To alleviate the lack of consistency across courts, Texas brought deferred adjudication back to DWIs in 2019. As a part of the deferred adjudication program, ignition interlock devices are required. Many times, terms of probation are added to deferred, which might include additional conditions, but it is discretionary by the judge.

**SECTION 5: TOXICOLOGY**

**1. Do you have more than one laboratory in your State that performs drug-impaired driving testing? If so, are they performing different testing or is there uniformity (e.g., cutoff thresholds for drugs and testing for the same drugs)?**

No. DPS only performs drug toxicology in our Austin laboratory.

**2. Are the labs in your State familiar with the publication "Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities (2017 Update)"? If the labs in your State are aware of the 2017 publication, are they following the recommended guidelines for Tier 1 drugs? If your lab is aware of the 2017 publication, however, they are not able to meet Tier 1 recommendations please explain why.**

Not for all drugs but for most. Existing methodology and resources doesn't allow for DPS to meet all requirements yet.

**3. How many toxicologists are staffed at each lab? How many samples are received by the lab(s) each year?**

17 drug toxicologist- approximately 8,000 drug-impaired driving tox cases per year (alcohol cases are not included)

**4. Do you have to send samples out of State in order to complete testing?**

No.

**5. Does your laboratory make an administrative decision to stop testing if a BAC result is at or above a certain concentration?**

Yes. Greater than or equal to .100 g/dL then no drug tox analysis unless it is a non-traffic offense (e.g., death investigation or drug-facilitated sexual assault) or is a traffic incident that involves a deceased victim and living suspect.

**6. Is the drug testing scope limited by the type of drug found (e.g., if an illicit substance is found, all remaining testing is canceled)?**

No.

7. **Are drug-impaired driving and fatal crash cases subjected to the same testing?**  
Yes.
8. **Which of the following biological matrices are used in your State: blood, urine, oral fluid?**  
Blood—impaired driving and DFSA alcohol; Urine for DFSA cases only.
9. **Are there laws which might prevent a change in testing protocols or is the lab able to make testing and reporting decisions?**  
No.
10. **What are the issues and barriers in your State preventing the collection of blood, urine, oral fluid or breath? Are there adequate funds available to test all impaired driving cases for drugs?**  
Oral fluid is not currently used in this state. There are not adequate resources to test all impaired driving cases for drugs. We receive approximately 35,000 blood alcohol and 30,000 breath alcohol cases per year. Of the 35,000 blood alcohol cases, about 25% are analyzed for drug tox. We currently have 9,500 cases awaiting analysis.
11. **Is all toxicology data shared with the State FARS Analyst?**  
Not directly from our laboratory.
12. **Is there a sharing of information within your State among toxicology labs, coroner's office and medical examiner's office?**  
Yes, but only through individuals, not a database.
13. **Is there a central repository in your State for coroner and medical examiner data?**  
No.
14. **Who in your State handles post-mortem toxicology testing and is data shared with the State?**  
County medical examiner offices
15. **Is expert witness training provided to toxicologists in the State to be able to present understandable toxicology results and what can be said about drug presence on the witness stand?**  
Training is provided as part of an analyst initial training. We are in the process of partnering with a university to assist us with mock trial training for our toxicologists. Technical review and surveys are performed for each analyst who testifies within the year.
16. **What instrumentation is in use in the State for BAC and drug testing? Does the current instrumentation meet the needs to test for the drugs listed in Tier 1 of the Recommendation publication?**  
BAC: GC-FID Tox Drugs: EMIT, GCMS, LCMS. We are in the process of transitioning to new instrumentation that will allow us to adopt the Tier 1 recommendations. Those instruments include ELISA and QTOF.
17. **How long does it take for toxicology results to be analyzed?**  
The time varies based on the number of drugs to confirm in a sample. Most samples contain 2-3 drugs that require confirmation. Our average pending case age of 315 days.
18. **What is the average turnaround time for drug testing? What are the factors involved in your lab's turnaround time?**  
Our average pending case age is around 315 days. The average turnaround time for a case is lengthy due to amount of backlogged cases still awaiting analysis.
19. **Is/are the toxicology lab(s) located in a central location allowing for expert witness travel for court room testimony?**  
Yes, our Tox laboratory is located in the central part of the state of Texas and serves the entire state which results in a lot of analysts time spent outside the laboratory. There is a statute that allows for video testimony by forensic analysts, but it is rarely used because there is a stipulation that the prosecutor and defense must agree.
20. **Does your State incur additional costs for toxicology expert witness fees?**  
Our testimony and services are funded through legislative appropriation and is provided to the entire state free of charge.
21. **How many times per year does your lab testify?**  
More than 100 times per year.

**SECTION 6: TREATMENT**

- 1. Do drug-impaired driving offenders in your State receive an evidence-based comprehensive addiction and mental health evaluation by a licensed counselor, other alcohol/drug treatment professional or by a probation officer?**

Drug impaired driving offenders are only evaluated when they are incarcerated post-conviction or as part of sentencing. Rarely if ever are they evaluated before trial. Sadly, not everyone is afforded the opportunity to go through a treatment or rehabilitation program. Less than 60% have the opportunity and many just serve their time out which does nothing to help rehabilitate or address future recidivism.

- 2. Does your State have communication and coordination between treatment, community supervision, the driver licensing agency and the courts?**

Yes. Especially post-conviction. There is adequate communication and coordination between treatment facilities, the courts, driver licensing, and community supervision where the individual is part of a treatment plan or program.

- 3. Does the State Highway Safety Office have a partnership with the State's Substance Abuse (SSA) authority and with treatment professionals within the State?**

I have not heard of this. No participation with DOT or with other transportation administrations.

- 4. Are records shared across treatment providers? Is data captured and analyzed on the number of offenders that complete treatment?**

No. I don't see this happening. Most records are sealed as part of their conviction, sentencing, and community supervision oversight.

- 5. Is there monitoring and oversight of the various treatment providers in the State?**

DSHS does provide oversight of state treatment programs.

- 6. Are offenders able to use multiple treatment facilities or shop around? Are there any restrictions in the State limiting this practice?**

They are restricted to facilities that have been trained to meet specified treatment requirements. Offenders are allowed to transfer to other facilities as long as it is not specified in the court orders to attend a certain facility. If ordered, the patient must stay with the same treatment facility. There is no restriction for the amount of times a person may transfer to different facilities. If court ordered, the transfer must be reported to community service representative and also to the court. This is especially true for those ordered into or that are participating in a drug court.

- 7. If a person transfers to another treatment facility, is there a transfer of records or communication between treatment providers? How many transfers are allowed? Is the transfer reported to community supervision or the courts?**

Records can be transmitted from one facility to another to ensure proper treatment and to inform others about that treatment. However, it can get a bit complex when HIPPA rules limit what can be sent or viewed by others (with and without consent). If treatment is court ordered it is a bit easier to share patient information. Treatment can be indefinite, no limit. Must be reported back to community supervision and courts who ordered.

- 8. Are sufficient monitoring practices in place to ensure treatment is completed?**

Yes. Most of times treatment patients are admitted into half way houses and they are randomly tested to ensure compliance with sobriety, measure program effectiveness, and ensure no relapses.

- 9. Is individualized treatment matched to an offender's assessment need? What is the method to match and are services available?**

Yes. The standard ASI assessment is used to screen. Individual treatment plans address the needs of each individual patient involved in treatment.

- 10. Are there incentives for offenders to complete treatment and sanctions if they do not complete their program?**

Depends on the court. Some are rendered to jail facilities for specific periods of time. More traditional prison time could be added or they would not be released early if they did not complete the program. State jail is concrete and not flexible.



**11. To what extent is there discretion for treatment to report violations? Are there rules in place regarding violation reporting?**

Reporting is done in compliance with staying clean or for violations of treatment plan. These include reporting in environments of non-participation, non-compliance etc.

**12. Are there adequate recovery programs available for those who have completed treatment?**

There are not enough programs available for the number of persons who need to go to treatment facilities. There are safehouses/halfway houses but not all are favorable as we would think they are. One example is that the halfway house is supported through work jobs for those who stay there. One person was sent to work at the Astros ballpark in Houston but was required to work selling alcohol. This triggered his addiction and he violated that same afternoon. Must be vigilant on how we place treatment patients into work conditions that don't trigger reoffending.

**SECTION 7: EMERGENCY MEDICAL SERVICES**

(Additional responses forthcoming)

1. **Does your State have a National Emergency Medical Services Information System (NEMSIS) Version 3 State database that is used to help measure and analyze traffic crash incidents to inform impaired driving programs and projects?**
2. **Are your State's EMS personnel trained on recognizing an opioid overdose and knowledgeable in administering opioid antagonists such as naloxone?**
3. **Are your State's EMS practitioners required to have naloxone stocked and readily available in their patient care bags or their units/apparatus?**
4. **Does your State conduct training for emergency department personnel on identifying or tracking patients who are drug-impaired? Are emergency department personnel aware of the programs to identify drug-impaired drivers?**
5. **Are the risks associated with drug-impaired driving discussed with patients?**
6. **Are State and local EMS leaders active members or participants in impaired driving meetings, task forces and committees?**  
In some cases, local EMS Providers but in general I would say no.
7. **Have your State's traffic safety leaders communicated with EMS leaders on the importance and effectiveness of enforcement on reducing traffic crash injuries and fatalities?**  
Generally, I would say yes. The main focus has been around the usage of red lights and sirens on ambulances when responding to a dispatch
8. **Are there guidelines that determine who can be trained as a Phlebotomist?**
9. **Is there a standard curriculum for the training of a Phlebotomist?**
10. **How is the blood collected and what are the barriers?**

**SECTION 8: DATA**

(Responses forthcoming)

**SECTION 9: LEGISLATION**

(Responses forthcoming)

**SECTION 10: PROGRAM AND COMMUNICATION**

1. **Does your State have a DWI task force? If so, does representation on the DWI task force include representatives from all areas of the criminal justice and drug-impaired driving program (e.g., law enforcement, prosecution, judiciary, EMS, community supervision, treatment, toxicology, communications, etc.)?**  
Yes.
2. **Does your State have a comprehensive communications strategy including earned, paid and social media for public outreach and awareness that drugs can impair driving skills and of the dangers of drug-impaired driving and the signs of impairment?**  
Yes. But not specifically targeting drugs other than alcohol. We have a comprehensive strategy for alcohol-related impaired driving, including a paid media campaign (billboards, bars/restaurants, digital

ads, social media, broadcast TV and radio), outreach events, public relations efforts, etc. Funding doesn't permit specific drug communication strategies.

**3. Are messages and outreach materials coordinated among partner agencies?**

Yes. We partner with TSSs, statewide partners, LE, public information offices, universities, and other education programs (Example: U in the Driver Seat).

**4. Are your State and local law enforcement agencies participating in high-visibility enforcement mobilizations and incorporating drug-impaired driving enforcement?**

Yes, but only alcohol.



May 22, 2023

To Whom it May Concern:

The Texas Department of Transportation (TxDOT) and the Governor's Office requested the assistance of the Texas Impaired Driving Task Force (TxIDTF) to complete the National Highway Traffic Safety Administration's (NHTSA) Drug-Impaired Driving Criminal Justice Evaluation Tool. The TxIDTF is comprised of many traffic safety stakeholders. In reviewing the request at the February 23, 2023 task force meeting, it was acknowledged that the evaluation tool did not include questions that are relevant to the prevention and education stakeholders. We respectfully request the consideration of the strategies these stakeholders employ to prevent incidents of drug-impaired driving on Texas roadways.

Please find below the strategies and programs that work to reduce drug-impaired driving on Texas roadways:

- Mothers Against Drunk Driving (MADD) conducts prevention programs in K-12 schools, as well as college and university campuses. They also employ the use of social media campaigns to reach the public. Topics covered include drunk and drugged driving prevention, THC, opioids, and mental health. Additionally, Victim Impact Panel speakers address drug-impaired driving and polysubstance use during their programs.
- The Youth Transportation Safety Program at Texas A&M Transportation Institute covers topics on drugs other than alcohol for both high school and college-aged students. They also employ social media campaigns, specific to drugged driving, to further the reach of their messages.
- Safeway Driving School works to educate students in high school and college (up to age 25). Their driver's education curriculum contains a section on alcohol and other drug use, as it relates to traffic safety.
- National Safety Council develops and delivers evidence-based training for employers on substance misuse and the impact to the workplace – in the programs Our Driving Concern (ODC) and Drug Impairment Training for Texas Employers (DITTE). The education programs focus on the risks and costs associated with impaired driving, promotion of substance use and misuse policies, including impaired driving. All programming is customized with Texas data and resources are deployed according to the TxDOT identified priority areas outlined in the highway safety plan.
- The Center for Alcohol and Drug Education Center at the Texas A&M Transportation Institute manages a program, through TxDOT, called Essential Education on Marijuana. This training is delivered in a train-the-trainer format and encourages participants to educate members of communities with the developed curriculum to curb marijuana-impaired driving.
- The Travis County Underage Drinking Prevention Program (TCUDPP) provides presentations and information booths on the legal and social consequences of underage drinking/DWI/DUI to youth and their parents/guardians. The program utilizes social media to amplify TxDOT and federal traffic safety campaigns. The program also collaborates with law enforcement and Spanish speaking law enforcement to provide targeted and culturally responsive presentations.
- AAA Texas conducts a prevention program aimed at pre-permit teen drivers and their parents/guardians. The workshop includes information on alcohol- and drug-impaired driving



prevention. AAA Texas also conducts variations of this workshop in schools for students in middle and high school, as well as colleges and universities.

- Texans for Safe and Drug-Free Youth (TxSDY, formerly known as Texans Standing Tall) works to engage and connect community and non-profit organizations, state and local governments, schools, law enforcement, and families across the state. The organization has a long history of training, research, and civic engagement and serves as the leading authority in Texas on evidence-based population level approaches that prevent underage alcohol, tobacco, and other drug use. Strategies include educating communities on the importance of raising alcohol excise taxes, holding adults and retailers accountable for providing youth alcohol, and training law enforcement in Controlled Party Dispersal techniques.
- The Region 6 Education Service Center (ESC) has been providing professional development training to Texas driver education instructors for over 15 years. This four-hour training is required and approved by TDLR and meets the state industry standard requirements for keeping an instructor license renewed annually.
- Texas A&M AgriLife Extension Watch UR BAC project educates students, faculty and staff, parents, and community members on the dangers of vaping, underage drinking prevention strategies, impaired driving, marijuana, and other drugs. Education is done through a short presentation followed up with hands-on activities.
- The Texas Municipal Police Association (TMPA) provides training to school nurses, administrators, counselors, and school-based law enforcement utilizing the International Association of Chiefs of Police (IACP) developed course "Drug Impairment Training for Educational Professionals" (DITEP). The primary goal is to provide school personnel the tools they need to properly identify students who are using or impaired on drugs and other substances for the purpose of ensuring a safe learning environment. As a secondary goal, the training is meant to assist school personnel in preventing impaired students from driving to and from the school campus.

Collaboration among these stakeholder groups assists in educating and creating positive change across Texas. Similar to the communications stakeholder group, prevention and education professionals work to promote the well-being and responsible choices of the public. The work in prevention and education is extremely valuable from the perspective that they include foundational guidance to youth. If young people make the positive choice to not consume substances, or choose to not drive after doing so, this work will prevent them from becoming involved in the criminal justice system all together. Additionally, stakeholders continue to educate adults through workplace environments and reinforce messaging through their employers. These are the reasons we feel it is important to include prevention and education as part of the NHTSA Drug-Impaired Driving Criminal Justice Evaluation Tool. We respectfully request that questions be developed and included in this tool for future respondents. We sincerely thank you for the consideration of our response.



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Amy Moser, Safety and Training Specialist, Education Service Center – Region 6

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Ben Smith, Program Manager, Texas A&M Agrilife Extension Service, Watch UR BAC

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Debra Marable, State Program Director, Mothers Against Drunk Driving (MADD)

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Emma Dugas, Program Manager, Mothers Against Drunk Driving (MADD)

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Kara Thorp, Public Affairs Specialist, AAA – Texas and New Mexico

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Katie Mueller, Senior Program Manager, National Safety Council

DocuSigned by:  
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Lisa Minjares-Kyle, Associate Research Scientist, Texas A&M Transportation Institute – Youth Transportation Safety Program

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Nicole Holt, Chief Executive Officer, Texans for Safe and Drug-Free Youth

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Nina Jo Saint, PhD, Education Director, Safeway Driving Systems

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**Sarah Martinez**  
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Sarah Martinez, Director, Travis County Attorney's Underage Drinking Prevention Program

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April Ramos, Program Manager, Roadway/Mobility, National Safety Council

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Dannell Thomas, Safety Education and Training Specialist, Education Service Center – Region 6



## APPENDIX B: SIGNATURES OF APPROVAL

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6/8/2023

Clay Abbott  
DWI Resource Prosecutor  
Texas District and County Attorneys Association

DocuSigned by:  
  
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6/5/2023

Trevis Beckworth  
Scientific Director  
Texas Department of Public Safety Crime Lab

DocuSigned by:  
  
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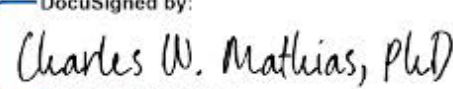
6/8/2023

Carlos Champion  
Statewide Program Coordinator  
Texas Drug Recognition Expert Program

DocuSigned by:  
  
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6/7/2023

Brian Grubbs  
Program Manager  
Law Enforcement Advanced DWI Reporting  
System (LEADRS)

DocuSigned by:  
  
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6/1/2023

Charles Mathias, PhD  
Associate Professor,  
Division of Neurobehavioral Research  
University of Texas Health San Antonio

DocuSigned by:  
  
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6/7/2023

Ronald Swenson  
Deputy Chief of Investigations/Enforcement Division  
Texas Alcoholic Beverage Commission

DocuSigned by:  
  
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6/6/2023

Honorable Laura Weiser  
Judicial Resource Liaison  
Texas Center for the Judiciary

### Registered Motorcycles per County

Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)	Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)	Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)
001 - ANDERSON	682	030 - CALLAHAN	318	059 - DEAF SMITH	238
002 - ANDREWS	292	031 - CAMERON	3,243	060 - DELTA	90
003 - ANGELINA	908	032 - CAMP	187	061 - DENTON	12,796
004 - ARANSAS	534	033 - CARSON	134	062 - DEWITT	297
005 - ARCHER	164	034 - CASS	504	063 - DICKENS	38
006 - ARMSTRONG	41	035 - CASTRO	72	064 - DIMMIT	115
007 - ATASCOSA	628	036 - CHAMBERS	785	065 - DONLEY	50
008 - AUSTIN	645	037 - CHEROKEE	671	066 - DUVAL	71
009 - BAILEY	57	038 - CHILDRESS	71	067 - EASTLAND	346
010 - BANDERA	801	039 - CLAY	218	068 - ECTOR	2,133
011 - BASTROP	1,682	040 - COCHRAN	20	069 - EDWARDS	61
012 - BAYLOR	33	041 - COKE	65	070 - ELLIS	3,398
013 - BEE	279	042 - COLEMAN	116	071 - EL PASO	10,783
014 - BELL	7,299	043 - COLLIN	12,652	072 - ERATH	544
015 - BEXAR	20,765	044 - COLLINGSWORTH	38	073 - FALLS	168
016 - BLANCO	374	045 - COLORADO	324	074 - FANNIN	646
017 - BORDEN	8	046 - COMAL	4,492	075 - FAYETTE	365
018 - BOSQUE	377	047 - COMANCHE	210	076 - FISHER	61
019 - BOWIE	1,242	048 - CONCHO	39	077 - FLOYD	68
020 - BRAZORIA	5,364	049 - COOKE	839	078 - FOARD	8
021 - BRAZOS	2,367	050 - CORYELL	1,587	079 - FORT BEND	7,468
022 - BREWSTER	317	051 - COTTLE	13	080 - FRANKLIN	211
023 - BRISCOE	8	052 - CRANE	52	081 - FREESTONE	262
024 - BROOKS	49	053 - CROCKETT	27	082 - FRIO	235
025 - BROWN	608	054 - CROSBY	60	083 - GAINES	328
026 - BURLESON	386	055 - CULBERSON	30	084 - GALVESTON	6,452
027 - BURNET	1,090	056 - DALLAM	111	085 - GARZA	47
028 - CALDWELL	592	057 - DALLAS	17,783	086 - GILLESPIE	583
029 - CALHOUN	317	058 - DAWSON	107	087 - GLASSCOCK	15

### Registered Motorcycles per County (Continued...)

TEXAS ANNUAL GRANT APPLICATION FOR FISCAL YEAR 2024

Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)	Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)	Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)
088 - GOLIAD	118	117 - HUTCHINSON	511	146 - LIBERTY	1,359
089 - GONZALES	213	118 - IRION	23	147 - LIMESTONE	302
090 - GRAY	455	119 - JACK	118	148 - LIPSCOMB	53
091 - GRAYSON	2,987	120 - JACKSON	174	149 - LIVE OAK	181
092 - GREGG	1,684	121 - JASPER	523	150 - LLANO	582
093 - GRIMES	482	122 - JEFF DAVIS	49	151 - LOVING	2
094 - GUADALUPE	3,226	123 - JEFFERSON	2,564	152 - LUBBOCK	3,489
095 - HALE	373	124 - JIM HOGG	50	153 - LYNN	60
096 - HALL	20	125 - JIM WELLS	354	154 - MADISON	151
097 - HAMILTON	151	126 - JOHNSON	3,918	155 - MARION	203
098 - HANSFORD	55	127 - JONES	295	156 - MARTIN	62
099 - HARDEMAN	65	128 - KARNES	122	157 - MASON	65
100 - HARDIN	1,001	129 - KAUFMAN	2,311	158 - MATAGORDA	493
101 - HARRIS	34,970	130 - KENDALL	1,006	159 - MAVERICK	428
102 - HARRISON	1,113	131 - KENEDY	1	160 - MCCULLOCH	108
103 - HARTLEY	83	132 - KENT	11	161 - MCLENNAN	3,422
104 - HASKELL	49	133 - KERR	1,222	162 - MCMULLEN	10
105 - HAYS	3,612	134 - KIMBLE	62	163 - MEDINA	981
106 - HEMPHILL	67	135 - KING	-	164 - MENARD	20
107 - HENDERSON	1,768	136 - KINNEY	62	165 - MIDLAND	2,165
108 - HIDALGO	5,408	137 - KLEBERG	366	166 - MILAM	400
109 - HILL	698	138 - KNOX	32	167 - MILLS	67
110 - HOCKLEY	299	139 - LAMAR	892	168 - MITCHELL	111
111 - HOOD	1,556	140 - LAMB	144	169 - MONTAGUE	472
112 - HOPKINS	563	141 - LAMPASAS	651	170 - MONTGOMERY	10,529
113 - HOUSTON	272	142 - LASALLE	89	171 - MOORE	286
114 - HOWARD	501	143 - LAVACA	221	172 - MORRIS	168
115 - HUDSPETH	41	144 - LEE	214	173 - MOTLEY	17
116 - HUNT	1,982	145 - LEON	270	174 - NACOGDOCHES	779

Registered Motorcycles per County (Continued...)



Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)
175 - NAVARRO	584
176 - NEWTON	188
177 - NOLAN	220
178 - NUECES	4,060
179 - OCHILTREE	146
180 - OLDHAM	28
181 - ORANGE	1,432
182 - PALO PINTO	547
183 - PANOLA	325
184 - PARKER	3,586
185 - PARMER	85
186 - PECOS	189
187 - POLK	1,140
188 - POTTER	1,767
189 - PRESIDIO	91
190 - RAINS	284
191 - RANDALL	2,834
192 - REAGAN	38
193 - REAL	99
194 - RED RIVER	176
195 - REEVES	112
196 - REFUGIO	82
197 - ROBERTS	18
198 - ROBERTSON	225
199 - ROCKWALL	1,874
200 - RUNNELS	121
201 - RUSK	732

Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)
202 - SABINE	206
203 - SAN AUGUSTINE	111
204 - SAN JACINTO	618
205 - SAN PATRICIO	1,140
206 - SAN SABA	55
207 - SCHLEICHER	47
208 - SCURRY	276
209 - SHACKELFORD	39
210 - SHELBY	297
211 - SHERMAN	31
212 - SMITH	3,254
213 - SOMERVELL	226
214 - STARR	256
215 - STEPHENS	99
216 - STERLING	14
217 - STONEWALL	24
218 - SUTTON	32
219 - SWISHER	90
220 - TARRANT	24,946
221 - TAYLOR	2,287
222 - TERRELL	21
223 - TERRY	122
224 - THROCKMORTON	29
225 - TITUS	369
226 - TOM GREEN	1,936
227 - TRAVIS	13,156
228 - TRINITY	306

Number of Vehicles Currently Registered as of 05/31/2023	Registration Class Description(All)
229 - TYLER	358
230 - UPSHUR	839
231 - UPTON	45
232 - UVALDE	330
233 - VAL VERDE	566
234 - VAN ZANDT	1,030
235 - VICTORIA	1,208
236 - WALKER	784
237 - WALLER	889
238 - WARD	216
239 - WASHINGTON	564
240 - WEBB	1,839
241 - WHARTON	488
242 - WHEELER	68
243 - WICHITA	2,306
244 - WILBARGER	135
245 - WILLACY	114
246 - WILLIAMSON	8,480
247 - WILSON	1,032
248 - WINKLER	118
249 - WISE	1,762
250 - WOOD	931
251 - YOAKUM	92
252 - YOUNG	398
253 - ZAPATA	97
254 - ZAVALA	96
31-May-23	343,341

### Motorcycle Safety Training Locations

All motorcycle instructor preparation courses are now conducted by Texas A&M Engineering Extension Service (TEEX). Training is conducted at their Rellis Campus in College Station with the ability to perform training in schools across the state.

## Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

**Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Texas

Fiscal Year: 2024

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](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;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

**NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252)*, (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21 (entitled Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964)*;
- *28 CFR 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964)*;
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601)*, (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686)* (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.)*, as amended, (prohibits discrimination on the basis of disability) and *49 CFR part 27*;
- *The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.)*, (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987, (Pub. L. 100-209)*, (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and *49 CFR parts 37 and 38*;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

**SPECIFIC ASSURANCES**

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;



3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a



Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

**INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

**CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

**GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

**DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in



organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ( [www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.


**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**[Click here to validate form fields and permit signature](#)**

DocuSigned by:  
  
 DE:1B35AE191749E

6/21/23

Signature Governor's Representative for Highway Safety

Date

Marc D. Williams, P.E.

Printed name of Governor's Representative for Highway Safety



**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Texas

Fiscal Year: 2024

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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**PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Section 3 - 405(b) Occupant Protection Grant (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Section 3 - 405(b) Occupant Protection Grant (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Section 3 - TX FY24 405B Child Restraint Inspection Stations (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Section 3 - Occupant Protection (OP) (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *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 \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- 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.  
\_\_\_\_\_

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below. ]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at  
Section 3 - 405(c) State Traffic Safety Information System Improvements Grant \_\_\_\_\_ (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box. ]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/8/23 (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) Section 3 - 405(d) Impaired Driving Countermeasures Grant describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) Section 3 - 405(d) Impaired Driving Countermeasures Grant contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) Section 3 - TX\_FY24\_405d\_Approved Texas d Impaired Driving Plan contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

▪ \_\_\_\_\_  
\_\_\_\_\_

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- 
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant. ]*

*[ Fill in all blanks. ]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
- 

*[ Check at least one of the boxes below and fill in all blanks under that checked box. ]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
- 

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[ Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply. ]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from texting ban.  
\_\_\_\_\_

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from handheld phone use 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, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.



○ *Legal citations:*

- Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_
- Fine for an offense;  
\_\_\_\_\_
- Exemptions from youth cell phone use ban  
\_\_\_\_\_

**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant. ]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only. ]*

**Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Keith Rovell, Presiding Officer - Motorcycle Safety Advisory Board, TDLR
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at Section 3 - TX\_FY24\_405f\_Motorcycle Safety Training Locations (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



**Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Michael Chacon, P.E., TxDOT.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Section 3 - 405(f) Motorcyclist Safety Grant (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Section 3 - 405(f) Motorcyclist Safety Grant (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



**Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*



**Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).



**Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

- Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
  - Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
  - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

- Use of Fees Collected From Motorcyclists for Motorcycle Programs**  
*[Check one box only below and fill in all blanks under the checked box only.]*

- Applying as a Law State—
  - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.  
*Legal citation(s):*  
 \_\_\_\_\_

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.  
*Legal citation(s):*  
 \_\_\_\_\_

- Applying as a Data State—
  - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at Section 2 - Program Areas, Driver Education and Behavior (DE) \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* \_\_\_\_\_

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on 6/9/17 (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*  
TAC §74.39

- Applying as a documentation State—
  - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
  - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

- Applying as a qualifying State—
  - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
  - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**Click here to validate form fields and permit signature**



6/21/23

Signature Governor's Representative for Highway Safety

Date

Marc D. Williams, P.E.

Printed name of Governor's Representative for Highway Safety