Highway Safety Plan
FY 2017

Prepared By:

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Summary and State Highway Safety Office

Executive Summary

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

Texas will continue to focus on Alcohol-impaired fatalities which continue to be a problem in Texas. NHTSA's Fatality Analysis Reporting System (FARS) reports 1,446 fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above in Texas during 2014.

Statewide surveys show that safety belt use by drivers and front seat passengers was at 90.47% in 2015. There were 973 unrestrained fatalities in Texas in 2014 according to FARS crash data, an increase from 900 in 2013. Texas children were restrained at a rate of 87.2% in 2015 according to a study conducted by the Texas A&M Texas Transportation Institute. Texas will continue efforts to increase occupant restraint use in all passenger vehicles and trucks for drivers and front seat passengers for both adults and children.

Texas will continue to focus on motorcycle safety through motorcycle safety training, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclist, such as the "share-the-road" safety messages developed using Share the Road model language. In 2017, Texas will dedicate approximately $500,000 for one motorcycle focused public awareness campaign.

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

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

The Highway Safety Office

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TS) in the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The banners below outline the primary mission, goal, and strategy of the program that directly supports the TxDOT mission of "Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

MISSION STATEMENT

Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

GOAL

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

STRATEGY

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

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

In addition, the State of Texas also utilizes private contractors including advertising agencies and other organizations to provide services such as the law enforcement liaison (LEL) program. Program funding is provided by the National Highway Traffic Safety Administration (NHTSA), a division of the U.S. Department of Transportation (USDOT). Over 300 traffic safety grants are awarded annually to state, local, and non-profit agencies across Texas.

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TxDOT District Legend Map

SECTION TWO
Planning Process and Procedures

A.   Overview of Planning Process

Participants and Traffic Safety Partner Input

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

Externally, the TRF-TS staff regularly briefs groups and/or participates in meetings through Safe Communities coalitions, highway safety advocacy groups and others. The TRF-TS utilizes the various Strategic Highway Safety Plan (SHSP) meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions. The TRF-TS considers the results of "rate-the-state" reviews by national organizations such as the Centers for Disease Control (CDC), National Highway Traffic Safety Administration (NHTSA) research and analysis, and others as appropriate.

Internally, the TRF-TS is staffed with program managers and traffic safety specialists who are constantly engaging with partners, subgrantees, and other subject matter experts. The TRF-TS has Law Enforcement Liaison's (LEL) under contract and available to meet with law enforcement partners throughout the fiscal year. The TRF-TS is in constant contact with the Crash Data and Analysis Section, Traffic Engineering, and other internal partners within TxDOT.

The TRF – TS continually works with stakeholders and partners in traffic safety. The TRF-TS hosts an annual statewide traffic safety conference to provide and solicit input from various highway safety stakeholders, with a main topical emphasis identified from year to year. The concerns of TRF-TS highway safety partners are solicited, heard, and discussed at conferences, workshops, and meetings throughout the year. At numerous forums, summits, meetings, workshops, coalition / task force meetings, and other events, State Agencies and organizations are continually consulted to offer input.   These agencies include:

- The Texas Department of Public Safety Highway Patrol (DPS HP)
- Texas Department of Public Safety Driver's License Bureau (DPS DLB)
- Texas Department of State Health Services (TDSHS)
- Metropolitan Planning Organizations (MPO)
- Texas Education Agency (TEA)
- Texas Tech University (TTU)
- Texas Center for the Judiciary (TCJ)
- Texas Commission on Law Enforcement Officer Standards & Education (TCOLE)
- Texas District and County Attorney's Association (TDCAA)

- Texas Municipal Police Association (TMPA)
- Texas Alcoholic Beverage Commission (TABC)
- Texas Impaired Driving Task Force
- Texas Motorcycle Safety Coalition (TMSC)
- State and district level Child Fatality Review Teams (CFRT)
- Councils of Governments
- Texas Safe Kids
- Other safety advocacy groups and minority concern groups.

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

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

Another component of the planning process is the TRF-TS's active membership to the Traffic Records Coordinating Committee (TRCC), a group of individuals dedicated to improving the state's traffic records systems. The TRCC includes representatives from the Texas Department of Transportation, Texas Department of Public Safety, Texas Department of Motor Vehicles, Office of Court Administration, Texas Department of State Health Services, and the Texas Center for the Judiciary. The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information. TxDOT TRF-TS may also seek public comments by posting a Request for Comments (RFC) on the Texas Register or by sending e-mail notifications to all registered users of eGrants.

Traffic Safety Data Sources
The State of Texas has various data sources that contribute to forming problem identifications and project and / or program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which includes individual Texas Peace Officers Crash Reports (Form CR-3).

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

Specific local crash data is collected at city and county levels. Local problem crash data typically consists of over-representation of crash causation factors on a specific segment of roadway, driver age groups, injuries per capita, alcohol, speed, etc. Safety belt and

child passenger safety seat use data derives from local and statewide observational surveys. Health, injury, and emergency response data is derived from Texas Department of State Health Services (TxDSHS).

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

Data sources may include any of the following:
  ➢ TxDOT Crash Records Information System (CRIS)
  ➢ TxDPS and local police departments' data (crash, arrest, and citation)
  ➢ Department of State Health Services or regional or local health agencies
  ➢ Emergency medical service providers (EMS run data)
  ➢ Evaluations and Assessments
  ➢ Surveys
  ➢ National or statewide studies (such as FARS, etc.)
  ➢ Local court system (disposition and sentencing data)
  ➢ TxDOT district traffic engineering and roadway analyses
  ➢ Other sources such as interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.

Data Glossary

All crash and casualty data in this document originate from Texas police crash reports as coded in two record systems: the Fatality Analysis and Reporting System and the Texas Crash Record Information System. Differences in coding, the variables coded and definitions of those variables render direct comparisons among the data in the systems problematic. Although in most cases differences among the data in the systems are negligible and practically insignificant, for several variables, the differences are notable. This is especially true for crashes (and the casualties sustained in those crashes) that involve alcohol and/or other drugs and to a lesser extent for crashes involving specific vehicle types. The definitions offered in the glossary are provided both to assist in clarifying those differences and to improve the precision of statements about the crash and casualty experience in Texas.

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

DUI-Related Crashes (or Casualties) - Alcohol or Other Drugs - CRIS: A BAC result >0.00 g/dL or a positive substance test result was indicated for at least one driver, or "had been

drinking," "under the influence of alcohol," "under the influence - drug" or "taking medication" was identified as a contributing factor

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

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

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

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

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

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

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

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

     (A) Incapacitating injury (A) - not able to walk, drive, etc.
     (B) Non-incapacitating injury (B) - bump on head, abrasions, minor lacerations
     (C) Possible injury (C) – e.g., limping, complaint of pain
     (D) Fatal injury (K) - a death that occurs within 30 days of the crash
     (E) Speeding-Related Crashes - FARS: Crashes in which at least one driver was driving too fast for conditions or in excess of the posted maximum limit.

Texas Population: *(FARS)* Population-based crash and casualty rates use Texas population estimates derived from FHWA's Highway Statistics and/or US Census Estimates for the relevant year. *CRIS:* Texas population data used for calculating population-based crash and casualty rates were obtained from the Texas State Data Center and Office of the State Demographer. Population-based crash and casualty rates through CY 2013 are based on Texas State Data Center population estimates. Population-based rates for 2014 and later use population projections. Projections are based on the "One- Half 1990-2000 Migration Scenario." Technical information can be found on-line at: http://txsdc.utsa.edu/.

Vehicle Miles Traveled (VMT) - FARS: All annual VMT-based crash and casualty rates, expressed in 100M VMT (100 million vehicles miles traveled, using FARS crash and casualty data are derived from FHWA's Highway Statistics for the relevant year. *CRIS*: All annual VMT estimates used in this document are derived from TXDOT's Transportation Planning and Programming Division's (TPP) estimates of daily vehicle miles traveled These estimates include all vehicle miles on all roadways in Texas. Total VMT includes VMT on state, city and county-maintained roads. All mileage-based crash and casualty rates based on CRIS data use TPP VMT estimates as the denominator.

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

B.   Problem Identification Process

Participants and Traffic Safety Partner Input
Please refer to the list of traffic safety partners previously listed on page #11.

Data Sources
Please refer to the list of data sources previously listed on page #12.

Highway Safety Plan Development Calendar

Dates	Action	Details
Continuous	Meet with Stakeholders regularly and participate in local projects as possible.	On-going process for TRF-TS's program managers and traffic safety specialists (TSS)
October	Re-evaluation of HSP by State Highway Safety Office (TRF-TS) and Continue Planning Process	Review past /current year activity Obtain input from traffic safety community Crash data review Update problem identification
November	Solicitation of input from stakeholders / partners and continue planning process	Meet with key program partners Identify long-term strategies (3-5 years) Initiate grant development Validate draft strategies with program goals Create and Deploy RFP for funding State assessment of the impact of the strategies
December / January	Finalize Grant Development Plans and continue planning process	Budget new federal dollars and carry forward funds Outline grant opportunities Submit prior year Annual Report
February / March	Grant Proposal Scoring and Approval Process	Score and rank submitted proposals Continue selection process for proposals Finalize budget
April	Projects Selected and HSP Development	Finalize negotiations with proposing agencies /organizations Begin organization of HSP Prepare funding recommendations for Commission
May	Finalize Project List and HSP	Present funding recommendations to Commission Pre-award audits requested (If needed)
June	Finalize HSP	Draft of HSP to NHTSA by June 1st Administrative review of projects and HSP Notify subgrantees of funded/rejected proposals
July	Submit for Approval	Submit HSP to NHTSA by July 1st for approval Distribute HSP to other Federal partners Prepare new projects for implementation
August / September	Implementation	Submit HSP changes to NHTSA based on review Receive HSP approval from NHTSA

Planning

Planning Process

The Texas highway safety planning process consists of multiple steps covered by three general topics. The TRF-TS utilizes a cyclical planning process that is in constant review, assessment, and modification. The process is reflected in the annual planning calendar in Table 1 on Page #16.

These steps are coordinated by the Planner, and this process is a continuing, on-going process of updating and adjusting based on available data and input.

Conduct Strategic Planning – The TRF-TS Program Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of an informal five year strategic plan. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from TRF-TS Project Managers and other program partners. Please refer to the traffic safety partners previously listed on page #11.

The planner(s) will coordinate and complete the following:
 - ➢ Review of past and current data and trends
 - ➢ Review past performance with program area managers
 - ➢ Meet with and obtain input from traffic safety partners
 - ➢ Review crash data analysis compiled by TxDOT and others
 - ➢ Validate draft strategies and targets

Stakeholder and partner input are gathered through various means including regular TRCC meetings, data analysis from traffic records (TxDOT, other State agencies, and local agencies), meetings of the Impaired Driving Task Force and Motorcycle Safety Coalition, grant monitoring sessions, coalition meetings with local law enforcement and partners, meetings and information sharing with Federal partners such as NHTSA and FHWA, studies and research projects of universities and institutions of higher learning, and survey results from media campaigns and institutions of higher learning. It is through the analysis and synthesis of the data described above and the stringent requirements placed on potential subgrantees and contractors that the State's traffic safety problems are identified and prioritized for inclusion in the annual Texas HSP. The TRF-TS planner is responsible for compiling all available information and data analysis to document a data-driven problem identification, identification of emphasis program areas, and identification of other topics that need to be addressed with the overall goal of the reduction of crashes, injuries, and deaths on Texas' highways and roadways.

Development of the Performance Plan – The TRF-TS Program Planner also coordinates the performance planning processes for the Traffic Safety Program. This involves an annual Performance Plan that details the priority traffic safety performance goals for the coming year. This plan is created through the strategic planning process above that includes input from TRF-TS Project Managers and is based on the informal Strategic Plan.

Using the information developed under the strategic planning process, the TRF-TS Planner will compile, analyze, and generate an HSP for the upcoming fiscal year, including:

- ➢ Comprehensive Statewide problem identification to identify and prioritize program areas to be addressed
- ➢ Review and selection of appropriate, evidence based performance measures
- ➢ Review and selection of appropriate, data driven targets for selected performance measures
- ➢ Selection of emphasis areas for priority funding consideration
- ➢ Analysis of available resources including Federal, State, and local funding sources
- ➢ A performance report consisting of the previous years' activity and performance measures

Update Policies and Procedures – The TRF-TS Policy and Procedures Coordinator manages the development, modification and distribution of all policies, procedures and training materials for the Traffic Safety Program. The Planner and the Policy coordinator meet as needed to review and update versions of the policies and procedures manual on an on-going basis.

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

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

The SHSP is a data-driven, multi-year comprehensive plan that establishes statewide targets, objectives, and key emphasis areas and integrates the four E's of highway safety engineering, education, enforcement and emergency medical services (EMS). The SHSP allows highway safety programs and partners in the State to work together in an effort to align goals, leverage resources and collectively address the State's safety challenges.

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

The TRF-TS remains in contact and coordinates with TTI and other stakeholders (please refer to the list of traffic safety partners previously listed on page #11) to update the SHSP and work towards to the targets identified in the SHSP. When targets are listed in the SHSP, especially the first three core measures, the HSP will mirror those targets in scope. When other targets in the SHSP are also listed in this HSP, when appropriate and reasonable, the HSP will mirror those targets as well. If targets required for the HSP are not present in the SHSP, then the TRF-TS will employ target setting for those particular program areas.

C.   Performance Measures and Targets

Participants and Traffic Safety Partner Input

Using the data and information gathered through the problem identification process, the TRF-TS selects key program areas for emphasis and coordinates the development of priority traffic safety performance targets, performance measures, and strategies for each program area using a planning process documented in the HSP. The TRF-TS coordinates the development of priority traffic safety strategies, targets, and objectives for each program area using a strategic planning process. These strategies and targets are carefully identified through the problem identification process. State and local agencies, as well as public and private organizations, then develop projects that can support and implement those strategies, which are included in the annual Highway Safety Plan (HSP). Beginning with MAP-21, 14 performance measures developed by the National Highway Traffic Safety Administration (NHTSA), in collaboration with the Governors Highway Safety Association (GHSA) and others, described in "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025)", are required to be used as a minimum in developing the state's performance measures and targets. These 14 measures include 11 core outcome measures, one core behavior measure, and three activity measures. Therefore, it is essential for TRF-TS to examine each of the core measures as part of the initial problem identification process. The three activity measures must be reported annually.

Performance targets and performance measures have been developed for each program area that receives funding by TRF that incorporate the [Traffic Safety Performance Measures for States and Federal Agencies](), identified above in the development of the HSP. Program areas outside of the GHSA-NHTSA Core performance measures have also been included, as sufficient justification for addressing those issues have been established in the problem identification process and appropriate performance measures have been developed by TRF-TS. These performance measures contain:

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

The strategies, targets, and performance measures for each of the program areas can be found in the Texas HSP. A chart containing Texas Traffic Safety targets, strategies, objectives, and measures is located under "Manuals & Reports" on the eGrants Resources Page, provides the targets and strategies of the Texas Traffic Safety Program and includes the most current status of the targets for the strategies. Each project included in the HSP will address one or more of these targets or strategies.

Traffic Safety Data Sources

The State of Texas has various data sources that contribute to forming performance measures and targets. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Crash Reports (Form CR-3).

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

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

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

Data sources may include any of the following:
- TxDOT Crash Records Information System (CRIS)
- Local police department (crash, arrest, and citation data)
- Department of State Health Services or regional or local health agencies
- Emergency medical service providers (EMS run data)
- Evaluations such as NHTSA Program Assessments

- Surveys such as Seat Belt, Night Time Seat Belt & Child Restraint surveys
- National or statewide studies (such as FARS, etc.)
- Local court system (disposition and sentencing data)
- TxDOT district traffic engineering and roadway analyses
- other sources such as interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.

Determining Performance Measures and Targets

Performance measures and targets have been developed by TRF-TS to improve safety on Texas roadways and reduce the number of crashes, injuries and fatalities.   The TRF-TS has also included the "Traffic Safety Performance Measures for States and Federal agencies", defined by NHTSA and the GHSA.   Core outcome measures are used to set national and State targets, allocate resources and measure overall progress.   Behavioral Measures provide a link between specific activities and outcomes by assessing whether the activities have influenced behavior.   Activity measures document program implementation and measure specific actions taken to reduce crashes, injuries and fatalities (a variety of actions taken by law enforcement, courts, media, education, and others). Surveys are used to track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues.   The TRF-TS establishes both short (1-2 years) and long term (3-5 years) targets for all fourteen program areas in the HSP.

TRF-TS will use linear trend analysis to form the new target(s).   The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

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

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and

low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

The TRF will attempt to reach these targets using a combination of grants and programs that are evidence based, and cover programming such as high visibility enforcement, paid media, training, and public information and education outreach in an attempt to modify behaviors that have been proven to lead to crashes. In order for grants proposals to be selected, proposals must show strategies, and objectives that are evidence based and can be shown to impact the program area. The "Countermeasures that Work" document is consulted often, and those projects that are selected are required to list objectives and strategies that complement those set by TxDOT in the HSP, SHSP, and the HSIP.

Core Performance Measures

Objectives and performance measures have been developed by TRF-TS to improve safety on Texas roadways to set targets with the overall goal to reduce the number of crashes, injuries and fatalities. The charting of these targets is completed at the end of the process when all data analysis, traffic safety partner input, and TRF-TS input are complete. The TRF-TS has included the Traffic Safety Performance Measures for States and Federal Agencies, defined by NHTSA and the Governors Highway Safety Association (GHSA).

Performance Measure	Description	Data Source	HSP Page #
Core Outcomes			
C-1	Number of traffic fatalities	FARS	38
C-2	Number of serious injuries in traffic crashes	TxDOT	41
C-3	Fatalities/VMT (including rural, urban, and total fatalities)	FARS	41,42
C-4	# of unrestrained passenger vehicle occupant fatalities, all seat positions	FARS	93
C-5	# of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher	FARS	49
C-6	Number of speeding-related fatalities	FARS	132
C-7	Number of motorcyclist fatalities	FARS	84
C-8	Number of un-helmeted motorcyclist fatalities	FARS	84
C-9	Number of drivers 20 or younger involved in fatal crashes	FARS	150
C-10	Number of pedestrian fatalities	FARS	109
C-11	Number of bicycle fatalities	FARS	110
Behavioral Measure			
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	Survey	95
Activity Measures			
A-1	Number of seat belt citations issued during grant funded enforcement activities	Egrants	95
A-2	Number of impaired driving arrests made during grant funded enforcement activities	Egrants	51
A-3	Number of speeding citations issued during grant funded enforcement activities	Egrants	133
Survey			
Survey - 1	NHTSA and GHSA's Survey of Driver attitudes and Awareness Concerning impaired driving, seat belt use, And speeding Issues.	Survey	N/A

D.   Evidence Based Strategy and Project Selection

Participants and Traffic Safety Partner Input

Evidence based strategy selection as well as the project selection process input is limited to TRF-TS employees. Scoring teams, reviewers, and other TRF-TS Staff involved in the selection process are comprised of Traffic Safety Specialists, Lead Workers, Supervisors, and the management team of the TRF-TS.

Data Sources

During the scoring of the proposals that have been submitted under a "Request for Proposals" (RFP), the only data that may be considered during scoring by the scoring team must be contained in the problem identification and proposed solution contained on the proposal. Research online or other outside research of the proposal, program, or data is not allowed by TRF-TS policy. The scorers must score and make determination based on the submitted proposal without outside influences.

Proposal Review, Scoring, and Selection

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

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

The TRF-TS uses these highway safety project proposals in the development of the State Highway Safety Plan (HSP). Proposals must be submitted through the TxDOT Traffic Safety Electronic Grants Management System (eGrants) by the announced deadline.

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

Texas Traffic Safety Process - FY 2017 Grant Lifecycle
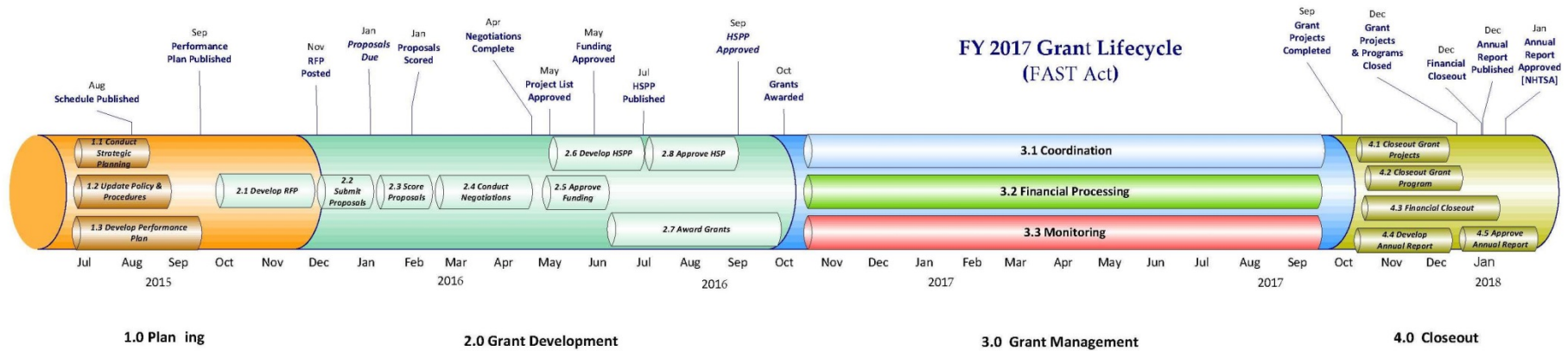
Submitted proposals follow the above referenced flow, and at a minimum must contain a relevant and current data driven problem identification, a list of attainable and reasonable targets, and a plan to meet the objectives in the proposal.

Proposals are required to fall under one of the following fourteen Program Areas:

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

Grant Development
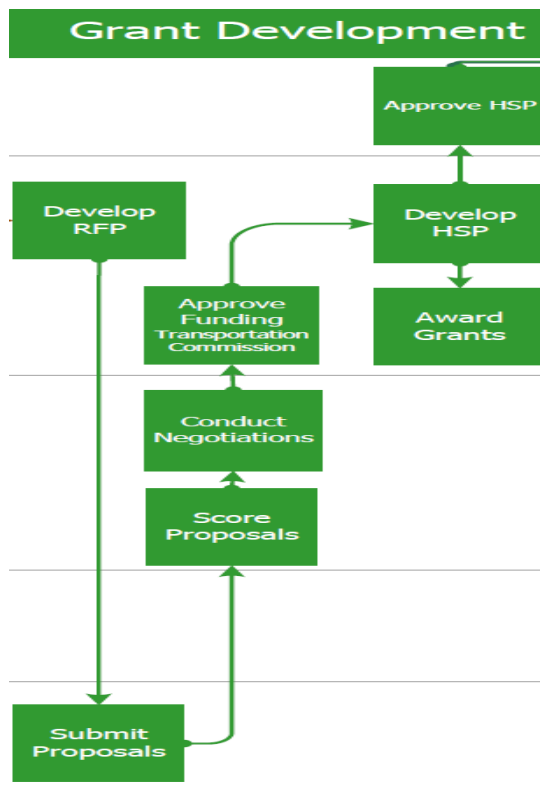
Once the RFP process is complete, a list of submitted proposals is generated that meets the minimum qualifications for funding. These proposals are separated by program area and assigned to scoring teams. Scoring teams are comprised of TRF-TS program managers, Traffic Safety Specialists (TSSs) and other staff. Individuals on a scoring team serve one of two functions.

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

- Adding internal comments, if needed, to any of the proposal pages. Reviewers do not combine comments on one page, but post comments directly on the page in question.

- Selecting the appropriate response to score each question and saving the score sheet
- Completing scoring by notifying the appropriate team leader upon completion of their scoring prior to final submission of their scores. A pre-scoring conference call is held with each scoring team.

➢ *Team Leader*- The team leader does not score proposals and is responsible for organizing/conducting conference calls with their assigned scoring team. A team leader's duties consist of:

- Serving as the point of contact for questions from the team, and coordinating responses from reviewers during the scoring process
- Checking the progress of the team during the scoring period
- Reviewing proposal internal comments submitted by the reviewer forwarding proposals from teams once all reviewer comments and scores have been entered.

Scoring team members will review and evaluate each non-STEP related Traffic Safety proposal for applicability to Texas and community traffic safety problems. Each qualifying General project proposal will be scored based on the following criteria:

➢ strength of problem identification supported with verifiable, current, and appropriate documentation of the state or local traffic safety problem
➢ quality of the proposed solution plan
➢ realistic objectives, performance measures, targets, and activities

> ➢ cost eligibility
> ➢ percent of matching funding proposed
> ➢ reasonable and necessary budget.

The subgrantees prior performance and grade will be reviewed as a component of the subgrantees "demonstrated effectiveness" in providing traffic safety projects and will be considered during the awarding of projects. After all proposals are scored, TRF-TS staff will check the proposing agency's performance grade for the project's previous grant period. Agency projects that received a grade of A, B, or C will be determined to have provided sound performance in the administration of the grant during the previous grant period. Projects that receive a "D" grade should not be awarded a grant through the current year's RFP process unless it is determined to be in the best interest of TRF-TS to do so. In these cases, the agency will be considered a "high risk" subgrantee and will be expected to demonstrate improved performance through the first three months of the grant period. Agency projects that received an "F" grade should not be funded through the current RFP cycle. All first-year traffic safety projects will be considered neutral in the grading process and will be viewed as having received a "C' grade the prior year.

Selective Traffic Enforcement Program (STEP) proposals will be graded electronically in eGrants and will be based on the number of KAB crashes (K = killed, A = incapacitating injury, B = non-incapacitating injury) per 10,000 population from the preceding year's population data established from the Population Estimating Program published by the Texas State Data Center and Office of the State Demographer. Other scoring criteria for STEP projects include the proposed STEP indicator, the proposed matching contribution, and the proposed number of Public Information and Education (PI&E) objectives.

TRF-TS staff will review each STEP proposal after they are scored by the eGrants system to ensure that all information on the required proposal pages is complete and meets acceptable TRF-TS standards, project target numbers appear reasonable based on the baseline numbers supplied in the proposal, any required attachments have been submitted with the proposal, all budgeted items are necessary and reasonable for the project, and the TxDOT budget amount does not exceed the maximum amount allowable based on the proposing community's population.

After the grading is complete, the TRF-TS planner will develop a preliminary project list, ranked by score and program area. Projects will then be selected from this list of eligible projects based on factors such as score, program area, potential impact on traffic safety problem, and available funding and resources. After analysis of the available crash data, traffic safety partner input, and TRF-TS input, and selection for funding, proposals to the Texas traffic safety program are divided into three categories:

a. Core Competencies

These are programs which have the most direct impact on the number of traffic fatalities in the state. Reductions in fatalities caused by factors covered in core competencies have the greatest ability to decrease loss of life significantly in Texas. The core competencies are police traffic services (to include all types of enforcement and Police Traffic Services Support), all alcohol countermeasures, motorcycle safety, pedestrian and bicycle safety, and all occupant protection measures, except public information and education. Core competency funding equates to an estimated 61.3% of total funds.

b. Core Auxiliaries

These are programs that support the core competencies and have a multiplier effect, meaning the effort expended in the core competency is increased in value and effect. The core auxiliaries are public information and education and traffic records. Core Auxiliaries equates to an estimated 21.4% of total funds.

c. Contiguous Competencies

These are programs that have an effect on the number of traffic fatalities in Texas, but the loss of life in these areas, and therefore the potential saving of life, is less. The contiguous competencies are emergency medical services support, roadway safety, and Safe Communities processes. Contiguous competencies funding equates to an estimated 17.3 % of total funding.

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

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

At the conclusion of the negotiation period, the project is listed on the final funding list and added to the HSP final document in preparation for approval by the Texas Transportation Commission and submission to NHTSA as part of the Highway Safety Plan.

Evidence Based Countermeasures Assurances

The State of Texas utilizes a strategy in developing its countermeasure program and selecting the projects that will allow Texas to meet the highway safety performance targets. These selected countermeasures must be evidence based.

In selecting the strategies and projects, Texas is guided by the data and data analysis supporting the effectiveness of the proposed countermeasures and the emphasis areas in the State Strategic Highway Safety Plan. Innovative countermeasures that may not be scientifically proven to work but that contain promise based on limited practical applications are encouraged when a clear data-driven safety need has been identified. As evidence of potential success, justification of new countermeasures can also be based on the prior success of specific elements from other effective countermeasures.

Texas accepts and generally funds programs that fall into the following categories that have shown to be evidence based and have the greatest impact on traffic safety issues. These categories include:

(1) Law Enforcement or other training and education for providers of traffic safety programs such as standardized field sobriety testing certification (SFST), drug recognition and evaluation program (DRE), and other law enforcement related training.

(2) High visibility enforcement programs for increased enforcement of occupant protection such as seat belt and child restraint enforcement, alcohol and impaired driving enforcement, speed enforcement, distracted driving enforcement, or intersection enforcement by State and local law enforcement agencies.

(3) High visibility communications program to increase public awareness of enhanced enforcement or problem areas / topics.

(4) Public information and education activities that educate and raise awareness amongst the general public regarding traffic safety issues. These include material distribution, press events, and other direct engagement with the motoring public with information and education materials.

In addition, the State of Texas provides the assurances that it will implement activities in direct support of national high-visibility law enforcement mobilizations coordinated by the Secretary of Transportation. Texas also describes in this HSP the State's planned high visibility enforcement strategies to support national mobilizations for the FY 2017 grant year.

Evidence Based Traffic Safety Enforcement Program

The evidence-based traffic safety enforcement program instituted by the TRF-TS seeks to use high visibility enforcement practices supported by high visibility media campaigns to prevent traffic violations, crashes, crash fatalities, and injuries in areas most at risk for such incidents. At a minimum, the TRF-TS will provide for an analysis of crashes, crash fatalities, and injuries in areas of highest risk, deployment of resources based on that analysis; and continuous follow-up and adjustment of the enforcement plan with our law enforcement partners. The TRF-TS also plans high visibility enforcement strategies to support both "Click it or Ticket" and the impaired driving national mobilizations.

The largest portion of traffic safety funding is used for the Selective Traffic Enforcement Program (STEP) projects, which pay for overtime activities by local law enforcement to reduce the incidence of speeding, driving while intoxicated and/or driving under the influence of alcohol by minor, failure to use occupant restraint systems, intersection traffic control violations, and enforcement of state and local ordinances on cellular and texting devices. Organizations eligible for STEP funds include the Texas Department of Public Safety (TxDPS), sheriff's offices, constable's offices, and community police departments. All STEP yearlong proposals must include problem identification, a project plan, including objectives, performance measures and targets, an operational plan, and a budget. TXDOT has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State's highway safety program. Texas incorporates an evidence-based data driven approach in its statewide enforcement program through the following components.

Participants Involved

The problem identification process section provides substantial detail regarding the participants involved in the selection process for evidence-based traffic safety countermeasures. The comprehensive and diverse list of participants involved covers a large array of disciplines. The participants involved are further enhanced by the program staff at the TXDOT.

Data Sources

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier; the data analyses are designed to identify who is overrepresented in crashes as well as when, where, and why crashes are occurring. Data analyses also are conducted to identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding also must use a data-driven approach to identify the enforcement issues in their jurisdictions. Data is provided to local law enforcement agencies as part of statewide problem identification. Furthermore, local crash information is available through Texas Crash Record Information System (CRIS) website to law enforcement. Agencies use local data for resource allocation and evidence based enforcement to address their specific problem(s).

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies. TXDOT uses the NHTSA publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Texas's broad approach to address key problem enforcement areas and guides local jurisdictions to examine local data, or utilize the

Texas Motor Vehicle Crash Statistics data provided in the Texas Crash Record Information System (CRIS) to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, failure to wear seatbelts, and speeding. Additional strategies deployed include enforcement during specific times of day when more crashes occur; nighttime impaired driving checkpoints, and enforcement of high-risk occupant protection populations, such as at night with additional focus on occupant protection of pickup truck occupants. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, also is required. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Evidence Based Strategy and Project Selection

All jurisdictions selected for funding under this evidence based process may apply for yearlong STEP grants regardless of population. Potential subgrantees are limited to one or a combination of the following elements:

➢ Driving While Intoxicated (DWI) - to decrease impaired / Alcohol-Related crashes

➢ Occupant Protection (OP) - to increase safety belt and child safety seat usage

➢ Speed (SP) - to decrease speeding related crashes and increase driver compliance with posted speed limits

➢ Intersection Traffic Control (ITC) - to decrease intersection crashes. This STEP targets intersections with a high frequency of crashes within metropolitan areas.

➢ Distracted Driving (DD) - To reduce the number of distracted driving related crashes, injuries and fatalities. This STEP element provides for enforcement of state and local ordinances on distracted driving arising from the use of cellular and texting devices in vehicles.

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

The project plan requires each city/county to enter data showing what it plans to do with the increased enforcement effort. Potential subgrantees fill in the target number for each element of the proposed STEP. Each STEP proposal must show realistic enforcement numbers and that the enforcement hours match the proposed budget.

The scoring criteria will award a point range based on the data entered compared to the statewide performance average, or STEP indicator, for each enforcement element selected. The STEP indicator is a target or goal rather than a quota and has been found

to be an average enforcement performance measure across the state. At no time does the Texas Department of Transportation (TxDOT) require an individual officer to issue a specific number of citations during an enforcement period. Texas Transportation Code Section 720.002 prohibits using traffic offense quotas, and nothing in our request for proposals or any sub-award issued under this Highway Safety Plan requires a traffic offense quota.

STEP Public Information and Education (PI&E) Activities
Law enforcement agencies conducting yearlong grants are required to provide Public Information & Education (PI&E) activities, including the distribution of PI&E materials. Salaries being claimed for PI&E activities must be included in the budget. Agencies are required to complete four (4) presentations, obtain four (4) media exposures, and attend two (2) community events.

Operational Plan for STEP Agencies
The goal of the operational plan is to assist law enforcement agencies in defining roadways and locations where enforcement efforts will be concentrated based on data driven problem identification when working on a STEP yearlong project. Potential subgrantees proposing a STEP yearlong project must complete the operational plan located on the Operational Plan Page of the proposal. For assistance in completing the operational plan, see "Operational Plan Instructions" located on the eGrants Resources Page.

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

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

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

> ➢ Department wide Seat Belt Policy

> ➢ Department wide Drug Free Workplace Policy

- Description of STEP project director and a list of their main responsibilities

- Description of how the agency selects individuals to work a STEP shift

- Description of approval process for an individual authorized to work a STEP shift

- List of any restrictions imposed on working STEP

- Description of how the agency determines overtime status before working STEP

- Description of how the agency supervises officers working STEP shifts

- Description of how an individual's time worked on a STEP shift is documented

- Description of the paperwork required after the STEP shift ends

- Description of the process supervisors uses to approve / document hours worked

- Description of the process used to oversee the agency's performance toward meeting the grant's performance measures/target numbers.

Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by the TXDOT. The law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

TXDOT staff, including program managers, traffic safety specialists, and law enforcement liaisons, oversee and manage law enforcement grants. TXDOT provides funding for Law Enforcement Liaisons (LEL's) who provide field coordination with their assigned agencies. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

Assessment of Countermeasure Strategy

The effectiveness of any countermeasure can vary immensely from State to State or community to community. The best countermeasure may have little effect if it is not implemented vigorously, publicized extensively, and funded satisfactorily[1]. The State of Texas strives to implement highly effective countermeasures with data driven targets and objectives. Texas employs a detailed and competitive planning, data analysis, and

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[1] *Countermeasures That Work:A Highway Safety Countermeasure Guide for State Highway Safety Offices. 8th Edition. U.S. Government Printing Office, Washington D.C. 2015.*

proposal process to ensure that the countermeasures selected are of high quality and have the best opportunity to show success in each program area.

Periodic high-intensity and sustained high-visibility enforcement efforts, supported by a coordinated media plan, are proven effective countermeasures for reducing impaired-driving fatalities[2]. High visibility enforcement, training, public information and education efforts, and high visibility media campaigns all receive high marks in the "Counter-measures that Work" publication and various other sources as to their effectiveness.

This, along with the project monitoring process, the planning process, and the data analysis process give the State of Texas the best opportunity to succeed in reducing the number of deaths, injuries, and property damage due to vehicle crashes.

National High Visibility Enforcement Mobilization Strategy

The TRF-TS participates in, and requires participation from our funded law enforcement partners in the three national mobilizations: "Click It or Ticket", "Labor Day Impaired Driving Crackdown", and "Holiday Impaired Driving" in December. The TRF-TS will have statewide law enforcement and media coverage during the two national mobilizations. Agencies that are granted funded for selective traffic enforcement programs (STEP) are required to participate in the mobilizations as a part of their yearlong or mobilization funding.

In addition to approximately 77 law enforcement agencies that are overtime-funded for enforcement and participate during the year, the TRF-TS also offers a program to encourage non-funded agencies to participate in these three national mobilizations. These agencies are recruited and selected based on problem identification and other data, and these agencies report increased traffic enforcement activities and other data to the TRF-TS that occurred during the national mobilizations. The TRF-TS awards selected agencies, after activities are completed, for increases in traffic enforcement activities. Small grants are awarded that provide equipment to randomly selected agencies after enforcement activities are completed. Law Enforcement Liaisons (LEL) and District Traffic Safety Specialists (TSS) actively recruit and seek additional law enforcement agencies that do not normally participate to become active in enforcement during these mobilizations to increase the coverage and effect of the mobilizations.

After each mobilization, the data including crash, citation, and others are analyzed and compared to address successes and decreases in crashes in addition to areas that might need additional assistance in order to be successful in the future.

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[2] *The Nation's Top Strategies to Stop Impaired Driving". National Highway Traffic Safety Administration. www.nhtsa.gov. Retrieved from: http://www.nhtsa.gov/people/injury/alcohol/StrategiesStopID/pages/HVE.html*

SECTION Three
Performance Plan

A. Executive Summary and Overview

Texas, the largest state in the contiguous United States, is bounded by Oklahoma (N); Arkansas (NE); Louisiana (E); the Gulf of Mexico (SE); Mexico, (SW); and New Mexico (W). North to south, Texas stretches 801 miles and the longest east-west distance is 773 miles. The state encompasses 261,797 square miles of land and 6,784 square miles of water. The 2010 U.S. Census indicated that, 46 percent of the population was Anglo, 38 percent Hispanic, 12 percent Black, and 4 percent 'other' racial/ethnic groups. About 27 percent of the population is less than 18 years-old, 63 percent is 18-64, and 10 percent is 65 or older[3].

The 2015 US Census estimates data shows that Texas has a population of 27,469,114[4], an increase of 2.3 million people (8.5%) since 2010. Texans live in 254 counties that range from 86 people (Loving) to 4,441,370 people (Harris), and approximately 1,215 incorporated cities ranging from 35 people (Impact) to 2,195,914 people (Houston).

As of April 2016, there are 24,460,668 million registered vehicles in the State of Texas, including rental trailers, exempt vehicles and other special categories[5]. This is an increase of 267,846 registered vehicles. Licensed drivers numbered 18,073,349 in 2015, an increase of 1,493,758 licensed drivers from 2014[6].

There are approximately 80,268 centerline miles of state-maintained roadways, including 3,272 miles of Interstate highways, 12,062 miles of US highways and 16,411 miles of Texas State highways. Another 40,932 miles on the state system are designated as Farm or Ranch to Market roads[7]. In addition to the state-maintained roads, there are approximately 311,249 miles of city and county-maintained streets and highways. While only 26 percent of roadways in Texas are state maintained, 74 percent of all vehicle miles traveled (VMT) occurs on state-maintained highways. In 2010, the average daily VMT on state maintained highways was 475.4 million miles. The average daily VMT on all roadways in the state was 641 million miles. The average annual VMT on state-maintained highways was 234 billion miles; 172 billion on all state roadways.

TxDOT presents statewide crash trends for the previous five years in the Texas Highway Safety Plan and Annual Report to NHTSA. The presentations provide a crash and casualty report encompassing absolute numbers and mileage-based rates of both crashes and casualties by severity. Texas tracks fatalities based on their location in either a rural or an urban location. According to the CR-3, the State of Texas defines "urban" as an

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[3] United States Census Bureau, retrieved from: http://quickfacts.census.gov/qfd/states/48000.html as of 04 March 2016.

[4] United States Census. Annual Estimates of Resident Population, April 2010 – July 2015. Retrieved from: http://www.census.gov/popest/data/national/totals/2015/index.html as of 03/04/2016.

[5] Report provided via email by Texas Department of Motor Vehicles, Vehicle Titles and Registration Division, as of 04/26/2016.

[6] Report provided via email by Texas Department of Public Safety, Driver's License Division, as of 05/02/2016.

[7] Texas Department of Transportation Pocket Facts, FY 2013. Retrieved from http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf as of 03/04/2016.

incorporated city that has a population of 5,000 or greater. The definition of "rural" is any other area or incorporated city with a population of less than 5,000.

Areas of Emphasis

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

- Total Fatalities /Injuries - In 2014, there were 3,538 traffic fatalities (FARS) and 13,665 serious injuries in traffic crashes (TxDOT).

- Impaired Driving - There were 1,446 Alcohol-impaired fatalities in 2014 (FARS) in Texas. Texas ranks 5th in the nation for the number of Alcohol-impaired fatalities per 100 VMT traveled, and Texas is classified as a mid-range fatality state eligible for MAP-21 Section 405(D) funding.

- Motorcycles – There were 450 motorcyclist fatalities in 2014 (FARS), of which 234 (52.0%) were not wearing a helmet.

- Safety Belts – Texas recorded 973 unrestrained fatalities in 2014, up from 907 in 2013. Texas' safety belt usage rate is 90.47%[8] using the approved survey methodology in TTI's statewide survey for front seat drivers and passengers.

- Speeding - Of the 3,538 crash fatalities in 2014, 1,284 (36.2%) were speeding-related (FARS)

The issue of distracted driving is in the news on a state, local, and national level at this time. Communication device misuse includes all forms of mobile phones and digital devices.   Texting, talking, emailing, and internet use has become more prevalent. 2015 contributing factors and crashes are described below, and TxDOT will continue to work on this emerging issue.

DISTRACTED DRIVING	CRASH RESULTS	TRENDING
In 2015, 13,877 KAB crashes involved a driver distraction, inattention or cell phone use.	In 2015, 2,579 crashes resulted in serious injuries and 476 resulted in death due to distracted driving. (TxDOT)	From 2010 to 2015, there was a 6.7% increase in traffic fatalities caused by distracted driving on Texas Roadways.

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[8] *2015 Texas Statewide Survey of Seat Belt and Motorcycle Helmet Use.* Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. August, 2016.

Outcomes of SHSP and HSIP Coordination Process

The TxDOT is not only responsible for preparing, maintaining, and attempting to reach the goals of the HSP, but also the Strategic Highway Safety Plan (SHSP) as well. The SHSP process is maintained through the Texas A&M University's Texas Transportation Institute.

The TRF-TS remains in contact and coordinates with TTI and other stakeholders (please refer to the list of traffic safety partners previously listed on page #11) to update the SHSP and work towards to the goals identified in the SHSP. When goals are listed in the SHSP, especially the first three core measures, the HSP will mirror those goals in scope. When other goals in the SHSP are also listed in this HSP, when appropriate and reasonable, the HSP will mirror those goals as well. If goals required for the HSP are not present in the SHSP, then the TRF-TS will employ goal setting for those particular program areas.

As a result, these three plans are synched and striving to match in as many areas as possible to ensure a common vision and direction. The charts containing the data for core measures #1, #2, and #3 listed on pages 38, 41, and 42 (respectively), is also contained in the strategic highway safety plan. The core measures contained in these three plans match and have the identical outcomes.

In addition, the TRF and the Engineering Section of Traffic Operations have closely collaborated on coordinating the generation of the SHSP and the HSP. Meetings, exchange of ideas, coordination of projects and data analysis, and a constant flow of communication is ensuring that these projects work together towards common targets and objectives.

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01 - Planning and Administration - P&A

Problem Identification

The State of Texas, over the last five years, has had, on average, 3,282 fatalities. There was upward movement in 2013 from a low of 3,023 recorded in 2010 to 3,408 in 2012. 2013 FARS data shows that there were 3,389 fatalities, a slight reduction from 2012, but an increase to 3,538 fatalities in 2014. Fatal crashes for 2014 show an increase from the 3,047 recorded in 2013 to 3,193 in 2014.

State of Texas: Total Traffic Fatalities, 2010-2014 (C-1)

Legend:
- Total Traffic Related Fatalities
- Total Traffic Related Fatal Crashes
- Linear (Total Traffic Related Fatalities)
- Linear (Total Traffic Related Fatal Crashes)

$y = 136.5x + 2872.9$
$R^2 = 0.8792$

$y = 115.1x + 2616.5$
$R^2 = 0.9338$
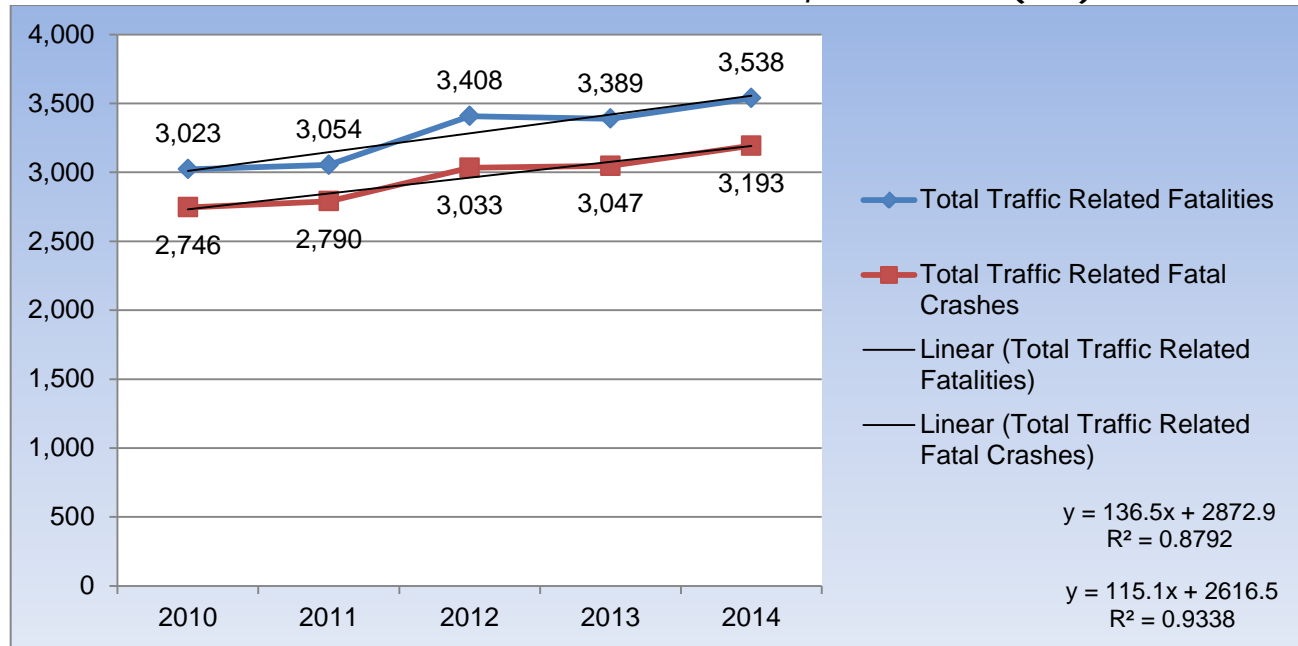
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

Single vehicle, run-off the road crashes resulted in 1,384 deaths in 2014. This was 39.16% of all motor vehicle traffic deaths in 2014. Wednesday, January 1st and Saturday, April 19th were the deadliest days in 2014 with twenty-three (23) persons killed in traffic crashes. October was the deadliest month with 351 persons killed.[9] In 2014, the majority of fatalities occurred on US or State Highways (42.4%), followed by Interstates (17.01%) and Farm to Market Roads (17.60%).

In 2014, fatal crashes in Texas are most likely to occur on Saturdays with 21.0% of all fatal crashes and Sundays with 16.9% of all fatal crashes. The hours of 9:00 p.m. to Midnight are the most deadly, with 16.2% of all fatal crashes occurring during this time frame. However, the combined time frame between 6:00 p.m. until 3:00 a.m. account for 45.9% of all fatal crashes indicating the need for increased nighttime enforcement. It is worth noting that there is a signficant volume of fatal crashes during all time periods.

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[9] Texas Motor Vehicle Traffic Crash Highlights Calendar Year 2014. Retrieved from: http://ftp.dot.state.tx.us/pub/txdot/trf/crash-statistics/2014/01.pdf

State of Texas, Fatalities by Month and Road Type, 2015

Month	Interstate	US/State Highways	Farm to Market	County Road	City Street	Tollway
January	60	111	32	25	51	2
February	31	115	42	19	33	1
March	52	134	53	21	42	0
April	44	122	36	14	41	0
May	59	138	58	14	39	2
June	61	114	49	11	60	0
July	62	154	60	15	39	1
August	47	109	42	21	41	2
September	55	121	58	20	40	1
October	55	160	58	24	58	1
November	52	130	38	19	49	0
December	53	135	50	25	49	1
Total	631	1,543	576	228	542	11
% of Total	17.9%	43.7%	16.4%	6.4%	15.3%	0.3%

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

State of Texas, Fatal Crashes by Time and Day of Week, 2015

	SUN	MON	TUE	WED	THU	FRI	SAT	Total
Midnight to 2:59 a.m.	123	52	36	43	47	71	101	473
3 a.m. to 5:59 a.m.	71	32	26	32	30	40	60	291
6 a.m. to 8:59 a.m.	44	54	49	46	53	61	52	359
9 a.m. to 11:59 a.m.	33	36	31	29	43	39	42	253
Noon to 2:59 p.m.	40	53	46	58	36	46	59	338
3 p.m. to 5:59 p.m.	74	57	58	53	54	59	67	422
6 p.m. to 8:59 p.m.	106	62	60	58	60	88	77	511
9 p.m. to 11:59 p.m.	80	54	69	48	67	73	100	491
Total	571	400	375	367	390	477	558	3,138

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

In 2015, 20.7% of persons killed in Texas were between the ages of 25 and 34 years of age. 45-54 year olds accounted for 13.7% and 35 – 44 year olds account for an additional 13.6%. Based on the total of known ages for persons killed in Texas, 25 to 54 year old persons accounted for 48.1% of all persons killed.

State of Texas, Vehicle Occupants Killed, by Age and Vehicle Type, 2014

	Passenger Cars	Light Trucks	Large Trucks	Buses	Motorcycles	Total
< 5	21	20	0	0	0	41
5 -- 9	17	30	0	0	0	48
10 -- 15	21	25	0	0	0	48
16 -- 20	167	115	2	0	16	303
21 -- 24	170	122	8	0	54	355
25 -- 34	221	271	26	0	95	620
35 -- 44	131	177	25	1	71	408
45 -- 54	109	175	23	0	103	411
55 -- 64	118	147	24	0	81	371
65 -- 74	63	100	5	0	30	198
> 74	97	79	1	1	0	180
Total	1138	1266	114	2	450	2991

Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas, Fatalities by County, 2014 (FARS)
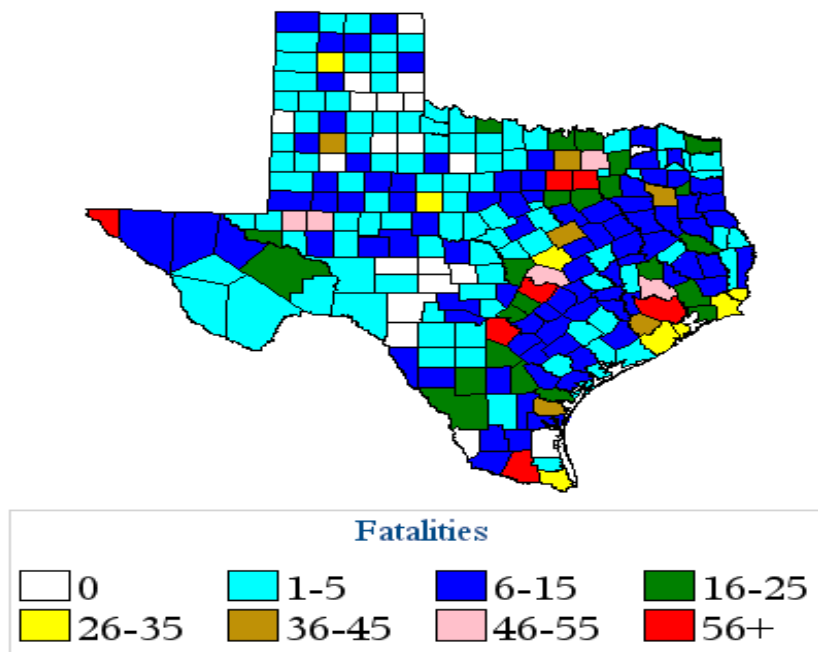
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

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

Texas has also seen a large increase in the number of reportable serious injuries from a low of 11,757 in 2011 to 13,616 reported in 2015, an increase of 15.8%.

State of Texas: Number of Incapacitating Injuries, 2011-2015 (C-2)
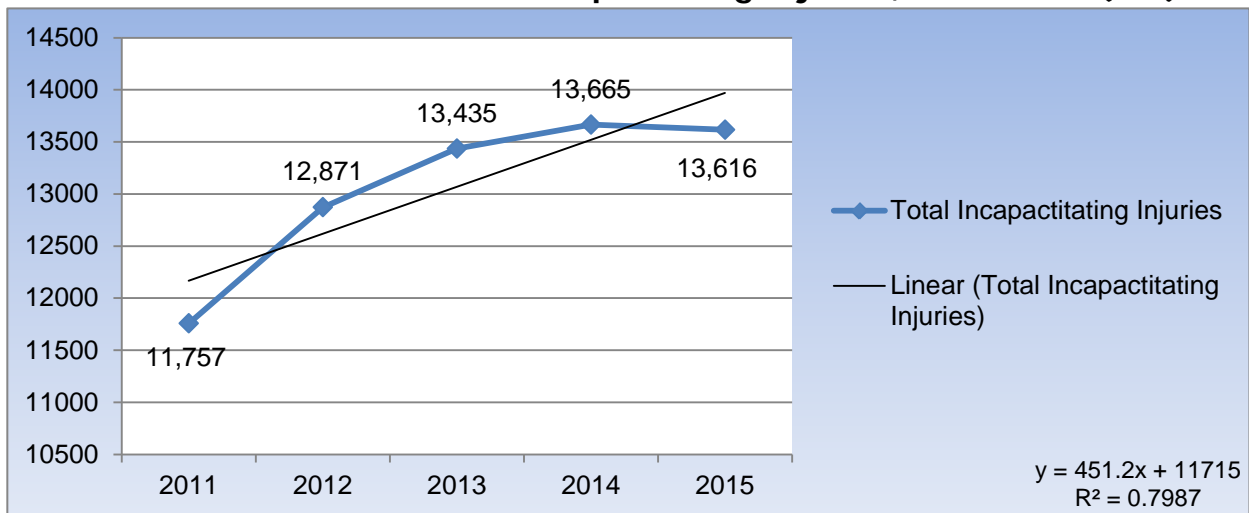
$y = 451.2x + 11715$
$R^2 = 0.7987$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

State of Texas: Deaths per 100 Million Vehicle Miles Traveled, 2010-2014 (C-3)

$y = 0.044x + 1.24$
$R^2 = 0.7781$
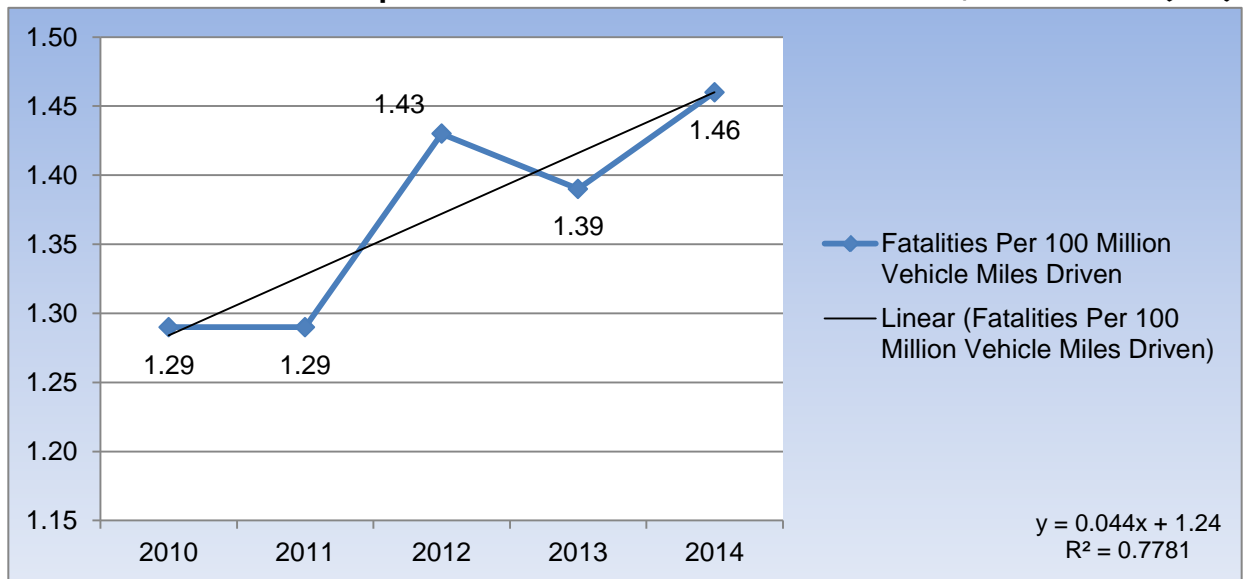
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

Fatalities in traffic crashes in rural areas of the state accounted for 55.86% of the state's traffic fatalities. There were 1,974 deaths in rural traffic crashes[10]. Rural fatalities and crashes have been increasing more rapidly than urban as the oil and gas boom continues to add vehicles and population into West Texas.

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[10] Texas Motor Vehicle Traffic Crash Highlights Calendar Year 2014. Retrieved from:
http://ftp.dot.state.tx.us/pub/txdot/trf/crash-statistics/2014/01.pdf

State of Texas: Deaths per 100 MVMT, Rural/Urban, 2010-2014 (C-3)
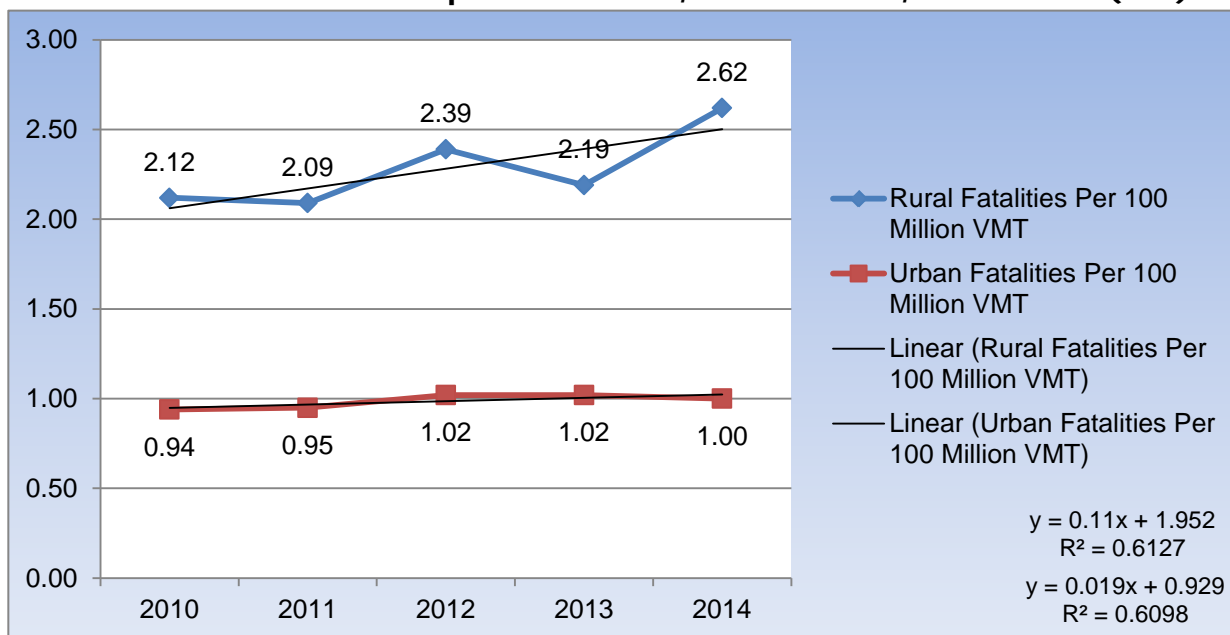
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

P&A Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

When these trends are forecasted, the FARS data projects an increase in fatalities in 2017 to 3,965 along with 3,537 fatal crashes. By 2019, Texas projects an increase to 4,238 fatalities resulting from 3,768 fatal crashes. The calculations for these projections and targets are as follows:

C-1	2010	2011	2012	2013	2014
Total Traffic Related Fatalities	3,023	3,054	3,408	3,389	3,538

Total Traffic Related Fatalities	2015	2016	2017	2018	2019
M Value	136.50	136.50	136.50	136.50	136.50
X Value	6.00	7.00	8.00	9.00	10.00
B Value	2,872.90	2,872.90	2,872.90	2,872.90	2,872.90
Projection	3,692	3,828	3,965	4,101	4,238
Target	3,618	3,752	3,886	4,019	4,153

	2010	2011	2012	2013	2014
Total Traffic Related Fatal Crashes	2746	2790	3033	3047	3193

Total Traffic Related Fatalities	2015	2016	2017	2018	2019
M Value	115.10	115.10	115.10	115.10	115.10
X Value	6.00	7.00	8.00	9.00	10.00
B Value	2,616.50	2,616.50	2,616.50	2,616.50	2,616.50
Projection	3,307	3,422	3,537	3,652	3,768
Target	3,241	3,354	3,467	3,579	3,692

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 14,873 incapacitating injuries. By 2019, Texas can expect to report 15,776 incapacitating injuries. The calculations for these projections and targets are as follows:

C-2	2011	2012	2013	2014	2015
Total Incapacitating Injuries	11,757	12,871	13,435	13,665	13,616

Total Incapacitating Injuries	2016	2017	2018	2019	2020
M Value	451.20	451.20	451.20	451.20	451.20
X Value	6.00	7.00	8.00	9.00	10.00
B Value	11,715.00	11,715.00	11,715.00	11,715.00	11,715.00
Projection	14,422	14,873	15,325	15,776	16,227
Target	14,134	14,576	15,018	15,460	15,902

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report a VMT rate of 1.592. By 2019, Texas can expect to report a VMT rate of 1.680. The calculations for these projections and targets are as follows:

C-3	2010	2011	2012	2013	2014
Fatalities Per 100 Million Vehicle Miles Driven	1.29	1.29	1.43	1.39	1.46

Fatalities Per 100 Million Vehicle Miles Driven	2015	2016	2017	2018	2019
M Value	0.044	0.04	0.04	0.04	0.04
X Value	6.00	7.00	8.00	9.00	10.00
B Value	1.24	1.24	1.24	1.24	1.24
Projection	1.504	1.548	1.592	1.636	1.680
Target	1.474	1.517	1.560	1.603	1.646

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report a rural VMT rate of 2.83, and an urban VMT rate of 1.08. By 2019, Texas can expect to report a rural VMT rate of 3.05 and an urban VMT rate of 1.11. The calculations for these projections and targets are as follows:

C-3 (a)	2010	2011	2012	2013	2014
Rural Fatalities Per 100 Million VMT	2.12	2.09	2.39	2.19	2.62

Rural Fatalities Per 100 Million VMT	2015	2016	2017	2018	2019
M Value	0.110	0.11	0.11	0.11	0.11
X Value	6.00	7.00	8.00	9.00	10.00
B Value	1.95	1.95	1.95	1.95	1.95
Projection	2.612	2.722	2.832	2.942	3.052
Target	2.560	2.668	2.775	2.883	2.991

C-3 (b)	2010	2011	2012	2013	2014
Urban Fatalities Per 100 Million VMT	0.94	0.95	1.02	1.02	1.00

Urban Fatalities Per 100 Million VMT	2015	2016	2017	2018	2019
M Value	0.019	0.02	0.02	0.02	0.02
X Value	6.00	7.00	8.00	9.00	10.00
B Value	0.929	0.929	0.929	0.929	0.929
Projection	1.043	1.062	1.081	1.100	1.119
Target	1.022	1.041	1.059	1.078	1.097

Performance Measures and Targets:

Target: Total number of traffic fatalities (C-1)

2017 Target: To decrease the expected rise of fatalities from 3,538 in 2014 to not more than 3,886 fatalities in 2017

2019 Target: To decrease the expected rise of fatalities from the projected 3,965 in 2017 to not more than 4,153 fatalities in 2019

Target: Total Traffic Related Fatal Crashes

2017 Target: To decrease the rise of fatal crashes from 3,193 fatal crashes in 2014 to not more than 3,467 fatal crashes in 2017

2019 Target: To decrease the rise of fatal crashes from the projected 3,537 fatal crashes in 2017 to not more than 3,692 fatal crashes in 2019

Target: Total number of incapacitating injuries (C-2)

2017 Target: To decrease the rise of serious injuries from 13,616 serious injuries to not more than 14,576 serious injuries in 2017

2019 Target: To decrease the rise of serious injuries from the projected 14,873 serious injuries to not more than 15,460 serious injuries in 2019

Target: Deaths per 100 million vehicle miles traveled (C-3)

2017 Target: To decrease the expected rise of deaths per 100 MVMT from 1.46 deaths per 100 MVMT in 2014 to not more than 1.56 deaths per 100 MVMT in 2017

2019 Target: To decrease the expected rise of deaths per 100 MVMT from the projected 1.59 deaths per 100 MVMT in 2017 to not more than 1.65 deaths per 100 MVMT in 2019

Target: Deaths per 100 million vehicle miles traveled, rural (C-3a)

2017 Target: To decrease the expected rise of the rate of rural deaths per 100 MVMT from 2.62 rural deaths per 100 MVMT in 2014 to not more than 2.77 rural deaths per 100 MVMT in 2017

2019 Target: To decrease the expected rise of rural deaths per 100 MVMT from the projected 2.83 rural deaths per 100 MVMT to not more than 2.99 rural deaths per 100 MVMT in 2019

Target: Deaths per 100 million vehicle miles traveled, urban (C-3b)

2017 Target: To decrease the expected rise of urban deaths per 100 MVMT from 1.00 urban deaths per 100 MVMT to not more than 1.06 urban deaths per 100 MVMT in 2017

2019 Target: To decrease the expected rise of urban deaths per 100 MVMT from a projected 1.08 urban deaths per 100 MVMT to not more than 1.10 urban deaths per 100 MVMT in 2019

Planning and Administration   PA - 01

Goals

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

Strategies

▪ Conduct periodic project monitoring and evaluation of traffic safety activities.

▪ Ensure availability of program and project management training.

▪ Maintain coordination of traffic safety efforts and provide technical assistance.

▪ Perform accurate accounting and efficient reimbursement processing.

▪ Provide procedures and training on highway safety planning and project development.

▪ Provide technical assistance and support for the Strategic Highway Safety Plan.

▪ Provide training and assistance for local and statewide traffic safety problem identification.

▪ Review and update program procedures as needed.

Project Descriptions

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

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

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

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	$550,000.00	$0.00	$0.00	$0.00	**$550,000.00**

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

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	$75,000.00	$0.00	$0.00	$0.00	**$75,000.00**

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

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

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

Budget:

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

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

Project #	*Division*	*Organization Name*
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **Traffic Safety Program Operations**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	$0.00	$3,446,915.00	$0.00	$0.00	**$3,446,915.00**

| Task: **Training** | | | | *Planning and Administration   PA - 01* |

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0109	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **2017 Statewide Traffic Safety Conference**

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

Objectives

- Achieve 10% increase in conference registrations compared to 2016 by 6/28/2017
- Conduct 1 statewide traffic safety conference by 6/28/2017
- Coordinate 1 plan for a ninth statewide traffic safety conference by 4/1/2017
- Provide 1 evaluation of conference participant satisfaction and other performance metrics by 9/11/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	$56,324.26	$0.00	$30,000.00	$8,000.00	**$94,324.26**

Planning and Administration

**FY 2017
Budget Module: PA - 01**

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL		
Program Management	4	$4,121,915.00	$625,000.00					$3,496,915.00				
Enforcement	0											
Evaluation	0											
Public Information & Eduction	0											
Training	1	$94,324.26	$56,324.26						$30,000.00	$8,000.00		
TOTALS:	**5**	**$4,216,239.26**	**$681,324.26**					**$3,496,915.00**	**$30,000.00**	**$8,000.00**		

02 - Alcohol and Other Drug Countermeasures - AL

In 2014, there were 1,446 alcohol-impaired fatalities in Texas. Texas ranks 5th in the nation for the number of alcohol-impaired fatalities per 100 MVMT traveled, and Texas is classified as a mid-range fatality state eligible for MAP-21 / FAST Act Section 405(D) funding.

Texas ranks in the top 10 states nationally for the seventh consecutive year for alcohol-impaired fatalities per 100 million vehicle miles traveled. Alcohol-impaired is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 0.08% by volume or above, which is the legal limit to drive within the State of Texas.

State of Texas: Alcohol-Impaired Driving Fatalities, BAC .08+, 2010-2014(C-5)

$y = 47x + 1170.2$
$R^2 = 0.7388$
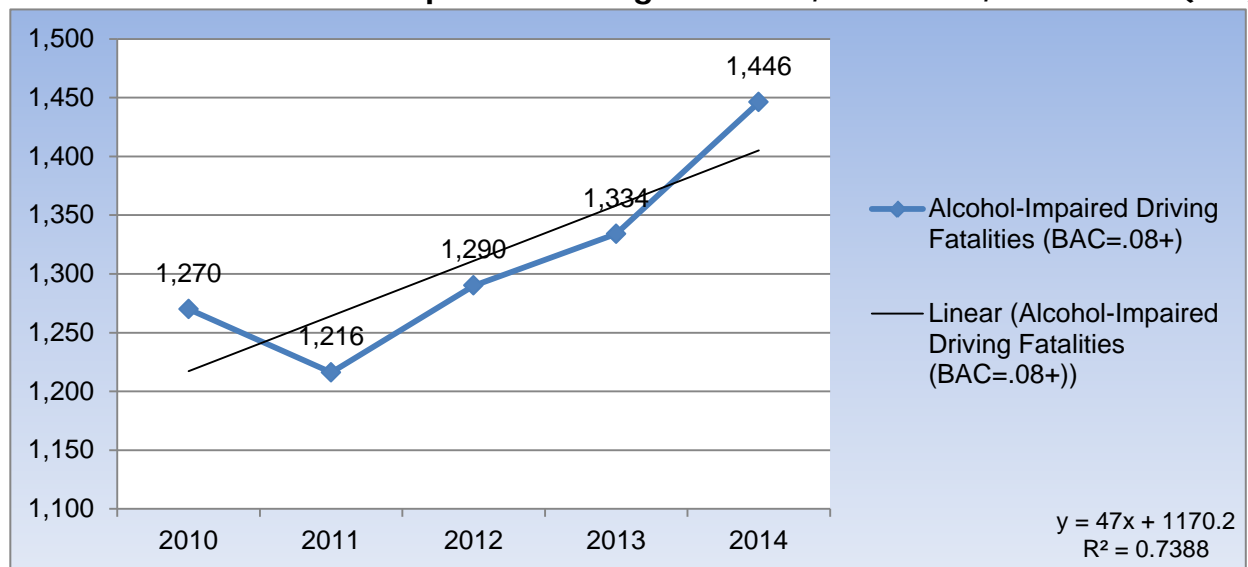
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: DUI Incapacitating Injuries, 2011-2015
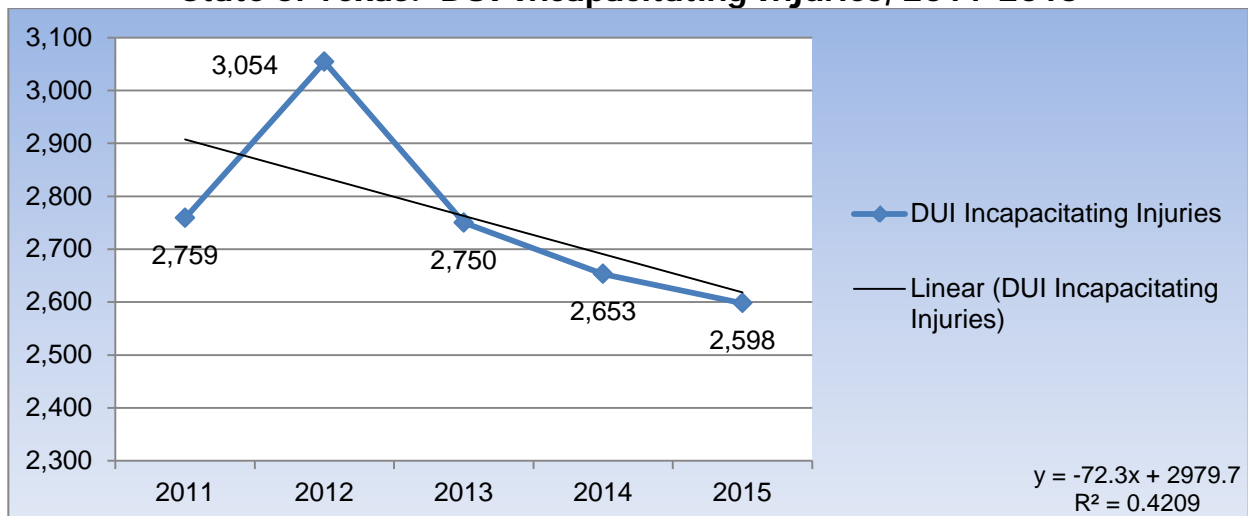
$y = -72.3x + 2979.7$
$R^2 = 0.4209$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

The current data from CRIS suggests that while fatalities may be increasing, the number of incapacitating injuries is declining. There may be several factors for this, many of which are addressed within projects of this HSP. These include increased EMS training to prevent incapacitating injuries from becoming fatalities due to low training or lack of medical facilities in the area of the crash, to increased enforcement, and additional or improved reporting of BAC results in crash reports.

State of Texas: Alcohol-impaired Fatality Rate, Per VMT, 2010-2014
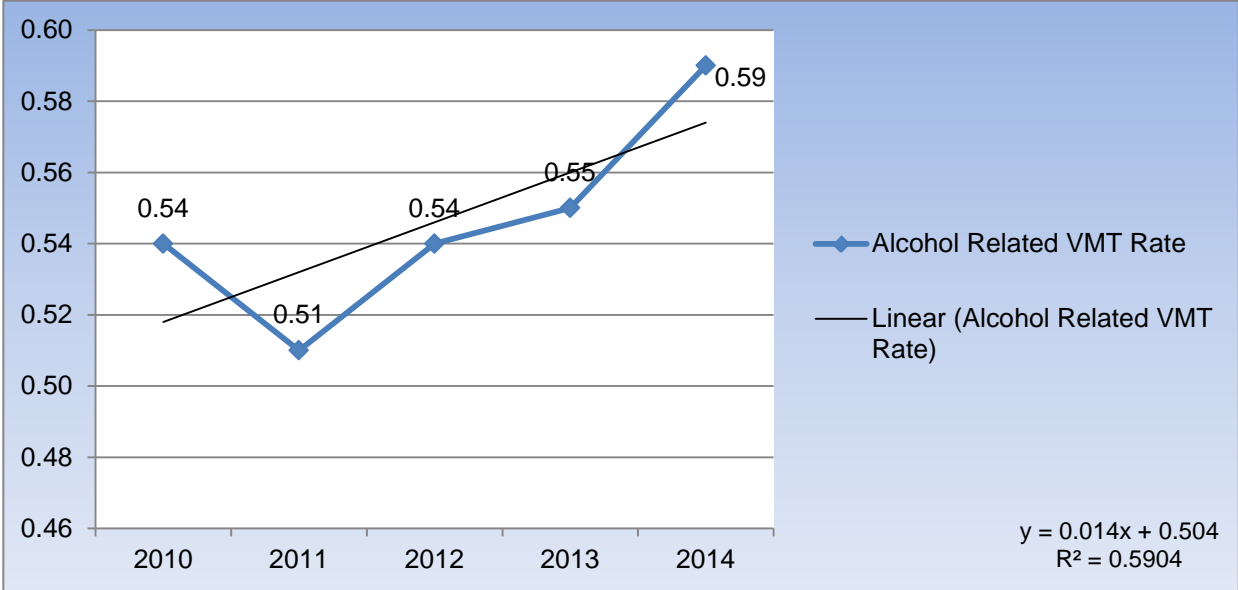
y = 0.014x + 0.504
R² = 0.5904

Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: Percent of Alcohol-impaired Fatalities, 2010-2014

y = -0.003x + 0.409
R² = 0.09
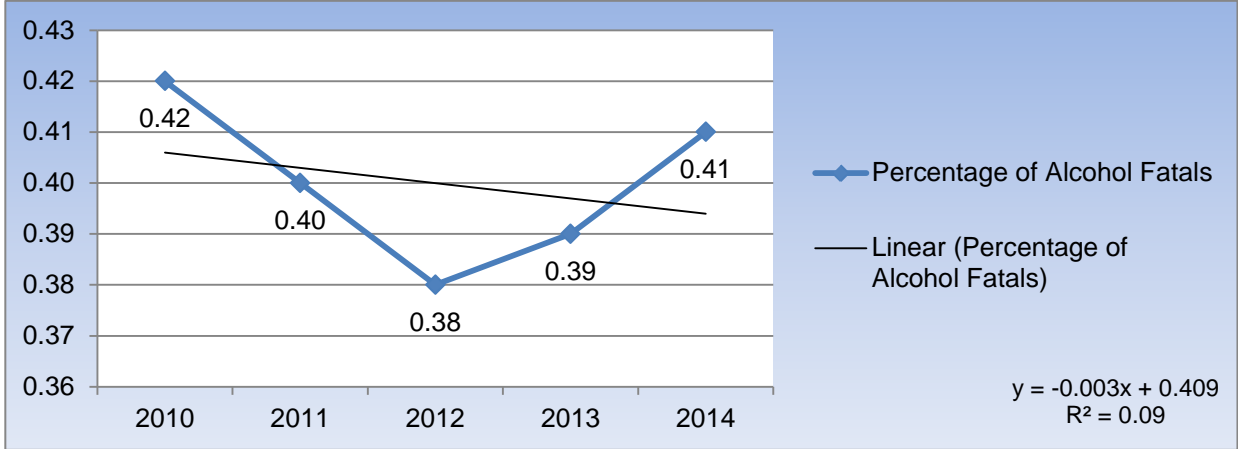
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

Age is a factor in alcohol-impaired fatal crashes. In 2014, the highest representation is 21-25 year olds, who represent 23.53% of drivers killed in alcohol-impaired crashes, followed by 26-30 year olds representing 18.38% of drivers killed. 31-35 year olds represent 12.5%. There were 518 total drivers killed in alcohol-impaired crashes between the ages of 21-35 and this accounts for 44.41% of all fatalities.

During 2014, there were 3,907 alcohol-impaired crashes on Friday, 6,035 alcohol-impaired crashes on Saturday, followed closely by Sunday with 5,610 alcohol-impaired crashes. These three days, with a total of 10,152 crashes, account for 41.6% of all alcohol-impaired crashes in Texas.

13.62% of all alcohol-impaired fatal crashes occur between the hours of 2:00 a.m. and 2:59 a.m., followed by 8.97% that occur between 1:00a.m. and 1:59 a.m. The hours between 9:00 p.m. and 4:00 a.m. overall account for 58.59% of all alcohol-impaired fatal crashes that occur within the State of Texas.

State of Texas: Alcohol-impaired Fatalities, By County, 2014

Fatalities			
☐ 0	1-5	6-15	16-25
26-35	36-45	46-55	56+
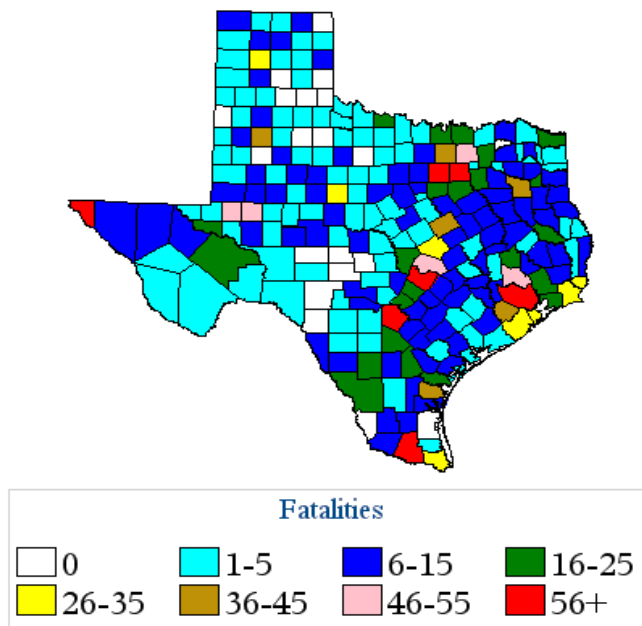
State of Texas: Impaired Driving Arrests/Funded Enforcement Activities (A-2)

$$y = -764.4x + 11014$$
$$R^2 = 0.8299$$
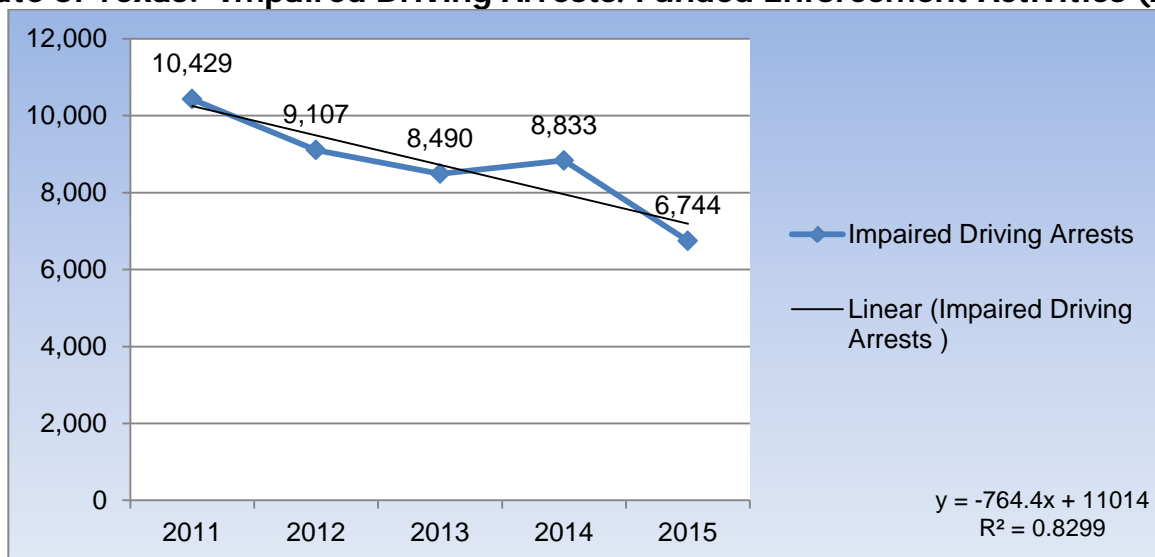
Source: Texas Department of Transportation eGrants, April 29th, 2016.

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

AL Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 1,546 alcohol-impaired fatalities. By 2019, Texas can expect to report 1,640 alcohol-impaired fatalities. The calculations for these projections and targets are as follows:

C-5	2010	2011	2012	2013	2014
Alcohol-Impaired Driving Fatalities (BAC=.08+)	1,270	1,216	1,290	1,334	1,446

Alcohol-Impaired Driving Fatalities (BAC=.08+)	2015	2016	2017	2018	2019
M Value	47.00	47.00	47.00	47.00	47.00
X Value	6.00	7.00	8.00	9.00	10.00
B Value	1,170.20	1,170.20	1,170.20	1,170.20	1,170.20
Projection	1,452	1,499	1,546	1,593	1,640
Target	1,423	1,469	1,515	1,561	1,607

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 2,474 DUI related incapacitating injuries. By 2019, Texas can expect to report 2,329 DUI related incapacitating injuries. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
DUI Incapacitating Injuries	2,759	3,054	2,750	2,653	2,598

DUI Incapacitating Injuries	2016	2017	2018	2019	2020
M	-72.3	-72.3	-72.3	-72.3	-72.3
X	6.00	7.00	8.00	9.00	10.00
B	2,979.7	2,979.7	2,979.7	2,979.7	2,979.7
Projection	2,546	2,474	2,401	2,329	2,257
Target	2,495	2,474	2,353	2,329	2,212

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report an alcohol-impaired VMT fatality rate of .61. By 2019, Texas can expect to report an alcohol-impaired VMT fatality rate of .64. The calculations for these projections and targets are as follows:

	2010	2011	2012	2013	2014
Alcohol-impaired VMT Fatality Rate	0.54	0.51	0.54	0.55	0.59

Alcohol-impaired VMT Fatality Rate	2015	2016	2017	2018	2019
M Value	0.014	0.014	0.014	0.014	0.014
X Value	6.00	7.00	8.00	9.00	10.00
B Value	0.504	0.504	0.504	0.504	0.504
Projection	0.588	0.602	0.616	0.630	0.644
Target	0.576	0.590	0.604	0.617	0.631

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report a 43.3% rate of alcohol-impaired fatalities. By 2019, Texas

can expect to report a 43.9% rate of Alcohol-impaired fatalities.   The calculations for these projections and targets are as follows:

	2010	2011	2012	2013	2014
Percentage of Alcohol Fatalities	0.42	0.40	0.38	0.39	0.41

Percentage of Alcohol Fatalities	2015	2016	2017	2018	2019
M Value	0.003	0.003	0.003	0.003	0.003
X Value	6.00	7.00	8.00	9.00	10.00
B Value	0.409	0.409	0.409	0.409	0.409
Projection	0.427	0.430	0.433	0.436	0.439
Target	0.418	0.421	0.424	0.427	0.430

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Alcohol and Other Drug Countermeasures Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of alcohol/ impaired driving.

Enforcement, media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. Other projects such as ignition interlock, DWI courts, and supervised probation are focused on preventing recidivism among high-risk offenders. These efforts are designed to achieve the most effective impact on reducing overall alcohol/impaired driving fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for Enforcement, DWI Courts, DWI Judicial Education and a Traffic Safety Resource Prosecutor are planned for FY17 to assist the Texas with reducing DWI recidivism. The State has incorporated areas of focus with the projects selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015.

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

Texas will continue to focus on alcohol-impaired fatalities which continue to be a problem in Texas. TxDOT Alcohol and Other Drug Countermeasures Program activities will continue to assist the State in achieving a reduction or sustaining the number of alcohol/impaired driving fatalities.   The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: Fatalities involving driver or motorcycle operator with >0.08 BAC (C-5)

2017 Target: To decrease the expected rise of alcohol-impaired fatalities from 1,446 alcohol-impaired fatalities in 2014 to not more than 1,515 alcohol-impaired fatalities in 2017

2019 Target: To decrease the expected rise of alcohol-impaired fatalities from the projected 1,546 alcohol-impaired fatalities in 2017 to not more than 1,607 alcohol-impaired fatalities in 2019

Target: DUI incapacitating injuries

2017 Target: To decrease the number of DUI incapacitating injuries from 2,598 DUI incapacitating injuries in 2015 to 2,474 DUI incapacitating injuries in 2017

2019 Target: To decrease the number of DUI incapacitating injuries from the projected 2,474 DUI incapacitating injuries in 2017 to 2,329 DUI incapacitating injuries in 2019

Target: Alcohol-impaired rate per 100 million vehicle miles traveled (100 MVMT)

2017 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from .59 alcohol-impaired fatality rate in 2014 to not more than .60 alcohol-impaired fatality rate per 100 MVMT in 2017

2019 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from the projected .62 alcohol-impaired fatality rate in 2017 to not more than .63 alcohol-impaired fatality rate per 100 MVMT in 2019

Target: Percentage of Alcohol-impaired fatalities

2017 Target: To decrease the expected rise of the percentage of alcohol-impaired fatals from 41% alcohol-impaired fatals in 2014 to not more than 42% alcohol-impaired fatals in 2017

2019 Target: To decrease the expected rise of the percentage of alcohol-impaired fatals from the projected 43.3% alcohol-impaired fatals in 2017 to not more than 43.0% alcohol-impaired fatals in 2019

Target: Number of impaired driving arrests / grant funded enforcement activities

2017 Target: NHTSA activity measure - no objective set

2019 Target: NHTSA activity measure - no objective set

Alcohol and Other Drug Counter Measures   AL - 02

Goals

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

Strategies

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

Project Descriptions

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

Project #	*District*	*Organization Name*
2017-BexarCoD-G-1YG-0149	SAT	Bexar County District Attorney's Office

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

To expand and improve county-wide DWI enforcement and prosecution by operating an all day, every day no-refusal program; and to provide the necessary training for prosecution in DWI trial advocacy.

Objectives

▪ Achieve 75% rate of pleas taken thereby reducing the number of hours police officers are required to testify by by 9/30/2017
▪ Achieve 75% conviction rate of those charged with misdemeanor DWI by by 9/30/2017
▪ Achieve 6% rate in the number of voluntary breathalyzer tests by those arrested for misdemeanor DWI offenses by by 9/30/2017
▪ Achieve 3% decrease from last year in the number of DWI related arrests by by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	$44,584.68	$0.00	$0.00	$33,417.58	**$78,002.26**

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

Project #   *District*   *Organization Name*
2017-CollinDA-G-1YG-0011   DAL   Collin County - District Attorney's Office

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

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

Objectives
- Maintain 90% minimum conviction rate for DWI cases with evidence of intoxication by 9/30/2017
- Achieve 80% blood alcohol content (BAC) data collection rate for suspected DWI offenses by 9/30/2017
- Conduct 12 public awareness events detailing the No Refusal campaign by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	$55,380.00	$0.00	$0.00	$13,954.44	**$69,334.44**

Project #   *District*   *Organization Name*
2017-HarrisDA-G-1YG-0112   HOU   Harris County District Attorney

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

To continue to expand and educate citizens of the dangers of impaired driving by increasing our No Refusal program to three-day weekends, holidays, as well as additional locations.

Objectives
- Coordinate 165 Nights of No Refusal by 9/30/2017
- Produce 30 Press Releases/Events about the No Refusal Program by 9/30/2017
- Collect 12 Data Sets Obtained Pursuant to Blood Search Warrants Executed by 9/30/2017
- Provide 2,000 Blood Search Warrants to Arresting DWI Officers by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	$381,961.67	$0.00	$0.00	$95,490.43	**$477,452.10**

Project #   *District*   *Organization Name*
2017-MCDAO-G-1YG-0113   HOU   Montgomery County District Attorney's Office

Title / Desc.   **Search Warrants Stop Intoxicated 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
- Evaluate 120 No Refusal enforcement dates for effectiveness in targeting intoxicated drivers by 9/30/2017
- Conduct 120 No Refusal enforcement dates during the fiscal year by 9/30/2017
- Conduct 36 publicity campaigns to educate the public, the media, and police groups by 9/30/2017
- Provide 12 reporting activities to TXDOT on the effectiveness of No Refusal by 9/30/2017
- Train 6 law enforcement agencies on DWI enforcement and No Refusal operations by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$139,132.50	$0.00	$0.00	$93,514.40	**$232,646.90**

Task: *Enforcement*

Alcohol and Other Drug Counter Measures   AL - 02

Project #	*District*	*Organization Name*
2017-TarrantC-G-1YG-0033	FTW	Tarrant County

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

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

Objectives

▪ Achieve 5% Reduction in DWI arrests on breath test evidence from 987 to 938 by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	$198,782.00	$0.00	$0.00	$86,443.34	**$285,225.34**

Project #	*Division*	*Organization Name*
2017-TABC-G-1YG-0022	TRF-TS	Texas Alcoholic Beverage Commission

Title / Desc. **TABC Marketing Practices Educational Project**

To educate the alcoholic beverage (AB) industry, law enforcement and the community about AB laws designed to promote public safety, while ensuring enforcement efforts meet the demands of the state.

Objectives

▪ Conduct 6,000 inspections at licensed alcoholic beverage locations by 9/30/2017

▪ Educate 6,000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2017

▪ Train 4,000 commissioned peace officers on alcoholic beverage enforcement operations/laws by 9/30/2017

▪ Conduct 6 specialized Marketing Practices trainings throughout the state for upper tier members and TABC staff by 9/30/2017

▪ Distribute 1 toolkit for community members containing materials on the alcoholic beverage laws by 9/30/2017

▪ Distribute 1 law enforcement toolkit containing materials on the alcoholic beverage (AB) laws by 9/30/2017

▪ Distribute 1 retailer toolkit containing materials on the alcoholic beverage laws by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	$522,737.65	$0.00	$0.00	$660,488.22	**$1,183,225.87**

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

Project #	*Division*	*Organization Name*
2017-TDPS-G-1YG-0017	TRF-TS	Texas Department of Public Safety

Title / Desc. **Evidential Breath and Blood Alcohol Testing**

The DPS Crime Laboratory will use overtime funds, purchase new equipment and provide for increased Forensic Scientist training to help bring DWI cases to legal conclusion.

Objectives

- Coordinate 7,200 Hours for staff to conduct instrument inspection, maintenance and calibration duties by 9/30/2017
- Coordinate 5,500 overtime hours to process blood alcohol and drug cases from individuals arrested for DWI by 9/30/2017
- Train 50 Forensic Scientists in Alcohol and Drug toxicology for Highway Safety programs by 9/30/2017
- Purchase 1 Liquid Chromatograph Mass Spectrometer instrument to analyze blood specimens by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	$642,790.00	$0.00	$0.00	$180,000.00	**$822,790.00**

Project #	*Division*	*Organization Name*
TDPS Troopers conducting impaired driving patrols.	TRF-TS	Texas Department of Public Safety

Title / Desc. **Match - DPS Trooper Salaries**

Match from salaries of DPS Troopers conducting impaired driving patrols.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$0.00	$0.00	$0.00	$18,000,000.00	**$18,000,000.00**

Project #	*Division*	*Organization Name*
STEP DWI	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **STEP DWI**

Increased DWI enforcement and public information and education activities and support National Mobilizations.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2017-BryanPD-S-1YG-0055	City of Bryan - Police Department	402	AL	$24,753.94	$6,824.97	**$31,578.91**

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$24,753.94	$0.00	$0.00	$6,824.97	**$31,578.91**

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

Project #	Division	Organization Name
STEP Wave DWI	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **STEP Wave DWI**

Increased DWI enforcement and public information and education and support National Mobilizations.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2017-beltonPD-S-1YG-0006	City of Belton - Police Department	402	AL	$3,640.20	$1,034.86	**$4,675.06**
2017-CdrPrkPD-S-1YG-0063	City of Cedar Park - Police Department	405D	M5HVE	$19,536.72	$6,579.09	**$26,115.81**
2017-HGAC-S-1YG-0071	Houston-Galveston Area Council	402	AL	$74,894.43	$21,906.01	**$96,800.44**

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
3	402	AL	$98,071.35	$0.00	$0.00	$29,519.96	**$127,591.31**

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **Christmas and New Year Holiday Mobilization Incentive Grants**

Recruit law enforcement agencies to volunteer their enforcement and earned media efforts during the Christmas and New Year holiday. TxDOT is planning on distributing ten $3,000 awards through a random drawing process to agencies.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
10	402	AL	$30,000.00	$0.00	$0.00	$0.00	**$30,000.00**

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **Impaired Driving Moblization Grants**

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

Budget:

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

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **Labor Day Impaired Driving Mobilization Incentive Grants**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
15	402	AL	$45,000.00	$0.00	$0.00	$0.00	**$45,000.00**

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

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0103	TRF-TS	Texas A&M Transportation Institute

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

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

Objectives

- Evaluate 10 Blood Alcohol Concentration Reporting Processes Used by Medical Examiner Offices by 5/31/2017
- Conduct 3 Educational Activities with Medical Examiners to improve BAC testing and reporting in Texas by 9/30/2017
- Conduct 3 Educational Activities with Justices of the Peace to improve BAC testing & reporting in Texas by 9/30/2017
- Support TxDOT in Improving the Reporting of Blood Alcohol Concentration Results by 7/31/2017
- Create 1 Process Flow for Blood Alcohol Concentration (BAC) Reporting in Fatal Crashes by 6/30/2017
- Conduct 1 Crash Analysis Involving Blood Alcohol Concentration Reporting for TxDOT Traffic Records by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	$99,855.49	$0.00	$0.00	$24,986.68	**$124,842.17**

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0104	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Marijuana and Driving: A look at Texans' Attitudes and Impact on Driving Under the Influence**

Investigate attitudes of Texans on marijuana use & conduct an analysis of the policies, practices & impacts legalization of marijuana had on traffic safety in states with legalized marijuana use.

Objectives

- Survey 25 Texas Counties on Attitudes Towards Marijuana Use by 9/30/2017
- Create 4 Fact Sheets Addressing Impacts of Marijuana Use on Traffic Safety by 9/30/2017
- Provide 3 Presentations of Project Findings at Stakeholder Conferences by 9/30/2017
- Produce 1 Social Media Appropriate Video on Marijuana Use and Traffic Safety by 9/30/2017
- Produce 1 Report on Statewide Policies, Practices, and Impacts of Marijuana Use and Traffic Safety by 9/30/2017
- Conduct 1 Policy Review of the Effects of Decriminalization of Marijuana Use on Driving and Crash Risk by 9/30/2017
- Conduct 1 literature review of the Effects of Marijuana Use on Driving and Crash Risk by 7/31/2017
- Conduct 1 Interview with a Subject Matter Expert (SME) and Observe Marijuana Legalization In Effect by 9/30/2017
- Conduct 1 crash analysis involving drug impaired driving by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$127,884.71	$0.00	$0.00	$31,989.03	**$159,873.74**

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

Project #	Division	Organization Name
2017-TTI-G-1YG-0106	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Statewide Impaired Driving Task Force, Plan, Forum, and Technical Assistance**

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

Objectives

- Analyze 500 alcohol related fatal crashes to produce a Texas Impaired Driving Annual Snapshot (minimum) by 9/15/2017
- Submit 12 content revisions to the Texas impaired driving website (dyingtodrink.org) by 9/30/2017
- Coordinate 2 meetings of the Texas Impaired Driving Task Force by 9/30/2017
- Identify 2 Impaired Driving subcommittees to support the Texas Impaired Driving Task Force by 9/30/2017
- Develop 2 educational documents for the impaired driving program (1-2 pages each) by 9/30/2017
- Revise 1 Texas Impaired Driving Plan by 9/30/2017
- Conduct 1 Statewide Traffic Safety Forum focused on impaired driving in Austin by 6/15/2017
- Maintain 1 Statewide Texas Impaired Driving Task Force by 9/30/2017
- Conduct 1 assessment of TIDCC to determine local level best practice impaired driving strategies by 9/30/2017
- Conduct 1 extension outreach to TIDCC to identify potential collaborations by 9/15/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$250,215.69	$0.00	$0.00	$62,594.23	**$312,809.92**

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

Project #	Division	Organization Name
2017-ESCVI-G-1YG-0062	TRF-TS	Education Service Center, Region VI

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

This is up to a 3 hour Alcohol Drug & Safety Education course for adults identified as under educated by federal guidelines & 21st Century, K-12 students & their parents in after-school programs.

Objectives

- Teach 700 Adult Education, ESL, Boys & Girls Club, YMCA, college freshmen & parents in the AD-A-STEP program by 9/30/2017
- Analyze 500 Participant evaluations to determine overall effectiveness of Alcohol Drug & Safety Training Program by 9/30/2017
- Update 1 Teacher/Staff resource binder to consist of program lessons, supplementals, games and activities by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$98,774.92	$0.00	$0.00	$36,666.25	**$135,441.17**

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

Project #	*Division*	*Organization Name*
2017-Hillcres-G-1YG-0138	TRF-TS	Hillcrest Baptist Medical Center-Hillcrest

Title / Desc. **Texas RED Program**

The Texas Reality Education for Drivers (RED) is a traffic safety and injury prevention program targeting young drivers and their families offered in hospitals and other community settings.

Objectives

- Conduct 45 experiential training sessions utilizing the driving simulator by 9/30/2017
- Conduct 1 Safe Driving Challenge between rival high schools by 6/23/2017
- Conduct 2 Reality Education for Drivers (RED) campaign activities during prom and formal events by 5/31/2017
- Conduct 2 Reality Education for Drivers (RED) campaign events targeting spring break by 5/31/2017
- Conduct 4 Reality Education for Drivers (RED) campaign events during graduation and summer season by 9/15/2017
- Train 5 Reality Education for Drivers(RED) Trauma Center Sites to conduct RED Programs by 9/28/2017
- Conduct 1 Reality Education for Drivers (RED) campaign event during back to school season by 9/30/2017
- Conduct 40 Reality Education for Drivers (RED) Programs in hospital trauma centers by 9/29/2017
- Distribute 40300 educational materials increasing public education and information to youth and adults by 9/22/2017
- Conduct 48 youth presentations of Reality Education for Drivers (RED) in schools and communities by 9/30/2017
- Distribute 50 satisfaction surveys to Reality Education for Drivers participants and partners by 9/30/2017
- Conduct 55 Reality Education for Drivers (RED) adult workshops by 9/30/2017
- Collect 80 data on participants 60 days post Reality Education for Drivers presentation by 9/20/2017
- Participate in 90 collaborative ventures designed to reduce alcohol and drug-related MVCs by 9/30/2017
- Collect 3770 Reality Education for Drivers (RED) alcohol and other drug assessments from participants ages 14+ by 9/30/2017
- Participate in 36 community health and safety events by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$308,978.47	$0.00	$0.00	$201,006.01	**$509,984.48**

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

Project #	*Division*	*Organization Name*
2017-TST-G-1YG-0035	TRF-TS	Texans Standing Tall

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

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

Objectives

- Provide 10 trainings to teams to implement the Zero Alcohol for Youth Campaign (ZAYC) by 9/29/2017
- Coordinate 9 Texans Standing Tall (TST)/Youth Leadership Council (YLC) collaboration opportunities by 9/29/2017
- Provide 7 types of support/materials to Zero Alcohol for Youth Campaign (ZAYC) teams by 9/29/2017
- Evaluate 1 Zero Alcohol for Youth Campaign (ZAYC) program by 9/29/2017
- Support 1 Zero Alcohol for Youth Campaign (ZAYC) and Youth Leadership Council (YLC) by promoting the programs by 9/29/2017
- Support 1 Youth Leadership Council and Zero Alcohol for Youth program at Texans Standing Tall Statewide Summit by 9/29/2017
- Evaluate 1 Youth Leadership Council (YLC) program by 9/29/2017
- Train 1 Youth Leadership Council (YLC) by 9/29/2017
- Support 1 Statewide Youth Leadership Council (YLC) and its role in Texans Standing Tall (TST) by 9/29/2017
- Create 1 Community Engagement Guide for Texas Youth by 9/29/2017

Budget:

# Projects	*Fund*	*Source*	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	402	AL	$329,203.66	$0.00	$1,000.00	$88,849.00	**$419,052.66**

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

Project #	*Division*	*Organization Name*
2017-TST-G-1YG-0057	TRF-TS	Texans Standing Tall

Title / Desc. **Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students**

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

Objectives

- Provide 4 college campuses with resources for implementing SBI and reducing risky alcohol use on campus by 9/29/2017
- Train 4 college campuses to implement SBI by 9/29/2017
- Assist 4 college campuses in identifying evidence-based environmental prevention strategies by 9/29/2017
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting to broader communities by 9/29/2017
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting the strategy at Statewide Summit by 9/29/2017
- Evaluate 1 Screening and Brief Intervention (SBI) training and process fidelity by 9/29/2017
- Provide 1 online SBI refresher training module to college campuses previously trained on SBI by 9/29/2017
- Create 1 new Online Learning Module focused on college students, risky drinking, and impaired driving by 9/29/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	$310,738.44	$0.00	$1,000.00	$77,206.00	**$388,944.44**

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

Project #	Division	Organization Name
2017-TST-G-1YG-0110	TRF-TS	Texans Standing Tall

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

Using controlled party dispersal and media advocacy, this campaign focuses on holding adults who provide alcohol to youth accountable and increasing awareness of social host and Zero Tolerance Laws.

Objectives

- Coordinate 7 Controlled Party Dispersal, media,& strategic planning trainings coalitions in target communities by 9/29/2017
- Assist 5 community coalitions and law enforcement in utilizing SnapTrends to enhance their campaign by 9/29/2017
- Support 3 community coalitions and law enforcement conducting the Enhanced Visibility Enforcement Campaign by 9/29/2017
- Provide 2 community coalitions Enhanced Visibility Enforcement Campaign (EVEC) Training Intensive by 9/29/2017
- Support 1 Coalitions to attend Texans Standing Tall (TST) Statewide Summit by 9/29/2017
- Evaluate 1 enhanced visibility enforcement campaign to reduce underage social access to alcohol by 9/29/2017
- Support 1 Enhanced Visibility Enforcement Campaign (EVEC) by promoting the program by 9/29/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	$174,999.73	$0.00	$1,000.00	$59,361.00	**$235,360.73**

Project #	Division	Organization Name
2017-TST-G-1YG-0133	TRF-TS	Texans Standing Tall

Title / Desc. **Statewide Community Coalitions Assessment to Identify Collaboration Opportunities to Prevent DUI/DWI**

TST will conduct a statewide assessment of community coalitions that address alcohol and other drug use to identify collaboration opportunities between TxDOT and coalitions to prevent DUI/DWI.

Objectives

- Identify 80 coalitions to participate in Coalitions Assessment and/or Database by 9/29/2017
- Conduct 50 key informant interviews with coalition staff to participate in the assessment by 6/30/2017
- Conduct 4 regional focus groups for coalitions assessment by 6/30/2017
- Create 1 searchable online coalitions database and inform public by 9/29/2017
- Create 1 Assessment Report of coalitions in Texas and their work on impaired driving by 9/29/2017
- Demonstrate 1 Process of Developing Statewide Coalitions Assessment Report & database for collaboration by 9/29/2017
- Coordinate 1 Presentation on Coalitions Assessment and Database at Texans Standing Tall (TST) Statewide Summit by 9/29/2017
- Evaluate 1 coalitions assessment report development process by 9/29/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$188,037.02	$0.00	$0.00	$62,796.00	**$250,833.02**

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

Project #	*Division*	*Organization Name*
2017-Texas Ag-G-1YG-0040	TRF-TS	Texas A&M Agrilife Extension Service

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

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

Objectives

- Coordinate 70 alcohol and other drug awareness events for the When Sean Speaks program and Amber Menefee Memorial by 9/30/2017
- Support 60 events to educate the public about alcohol and other drug awareness by 9/15/2017
- Conduct 15 demonstrations on the use of ignition interlock and/or other alcohol monitoring technologies by 8/31/2017
- Conduct 12 programs on the Drive High. Get a DWI. campaign at schools and/or community events by 9/1/2017
- Support 10 adult education programs to increase the awareness of underage drinking and current drug trends by 9/15/2017
- Conduct 7 programs for older adults on the dangers of driving under the influence of drugs by 9/15/2017
- Conduct 6 Driving While Intoxicated (DWI) Law Enforcement Advisory Group meetings by 9/15/2017
- Manage 2 social media sites to support program outreach and information dissemination by 9/30/2017
- Maintain 1 website at watchurbac.tamu.edu with alcohol and other drug awareness information by 8/31/2017
- Conduct 1 media event to promote awareness of the dangers of impaired driving by 9/1/2017

Budget:

# Projects	Fund	Source	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	402	AL	$564,311.58	$0.00	$0.00	$141,691.00	**$706,002.58**

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

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0087	TRF-TS	Texas A&M Transportation Institute

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

Deliver a statewide peer-to-peer program aimed at decreasing impaired driving among college students. This project will build upon early success & program features of the U in the Driver Seat program.

Objectives

▪ Support 20 teams of student leaders (i.e., 1 on each campus) participating in program outreach by 9/30/2017

▪ Provide 20 college campuses in Texas with resources to address impaired driving among college students by 9/30/2017

▪ Implement 5 sets of educational materials related to "other drugs designed for delivery by students by 9/30/2017

▪ Conduct 4 outreach activities during high-risk times (e.g., spring break) on college campuses by 9/30/2017

▪ Coordinate 3 meetings of the UDS Collegiate Advisory Board by 9/30/2017

▪ Conduct 2 data collection & outreach activity on alcohol-impaired driving at collegiate sporting events by 9/30/2017

▪ Coordinate 1 statewide symposium with the theme of reducing impaired driving among college students by 9/30/2017

▪ Administer 1 statewide contest for students to generate target audience material for the program by 8/31/2017

▪ Establish 1 award program for the student teams conducting the most outreach in their community by 9/30/2017

▪ Maintain 1 established social media presence to support program outreach and dissemination by 9/30/2017

▪ Establish 1 collaborative partnership with a college campus police department to focus on DWI outreach by 8/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	$325,796.89	$0.00	$0.00	$108,676.02	**$434,472.91**

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

Project #	*District*	*Organization Name*
2017-Travis C-G-1YG-0024	AUS	Travis County Attorney's UDPP

Title / Desc. **Comprehensive Underage Drinking Prevention Program**

To conduct a comprehensive underage drinking prevention program through education efforts and peer to peer interaction to reduce underage drinking and driving and underage alcohol consumption.

Objectives

- Conduct 450 Busted and Why Risk It? presentations to youth and adults in Travis, Hays and Williamson Counties by 9/30/2017
- Participate in 50 community events in Travis, Hays and Williamson Counties by 9/30/2017
- Collect 12 months of UDPP statistics in Travis, Hays and Williamson Counties by 9/30/2017
- Establish 12 collaboration(s) between existing agencies on underage drinking and anti-DWI issues by 9/30/2017
- Conduct 5 Underage Drinking Prevention Task Force meetings by 9/30/2017
- Conduct 1 year round public information and education (PI&E) campaign in the tri-county area by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$179,823.77	$0.00	$0.00	$235,852.09	**$415,675.86**

Project #	*Division*	*Organization Name*
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **Project Celebration**

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

Budget:

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

Project #	*Division*	*Organization Name*
TRF-TS TBD	TRF-TS	GDC Marketing and Ideation

Title / Desc. **Impaired Driving Media Campaign**

TxDOT is seeking to execute a statewide, comprehensive, yearlong alcohol and impaired driving media campaign that focuses on a seasonal media campaign during football season, Christmas/New Year Holiday, a statewide bilingual public awareness and education campaign, a College and Young Adult Impaired Driving campaign, and Statewide media campaign during the national crackdown over the labor day holiday.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	$4,000,000.00	$0.00	$0.00	$4,000,000.00	**$8,000,000.00**

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

Project #	*Division*	*Organization Name*
2017-MADD-G-1YG-0012	TRF-TS	Mothers Against Drunk Driving

Title / Desc. **Take The Wheel Initiative in   Dallas, Travis, Cameron/Hidalgo Counties.**

Increase awareness to reduce alcohol related fatalities in Dallas, Travis, Cameron/Hidalgo Counties in collaboration with law enforcement, criminal justice system/Judiciary and community citizens.

Objectives

- Educate 152 Power of Parents Curriculum in Travis, Dallas, Cameron and Hidalgo Counties by 9/30/2017
- Conduct 132 Roll Call Briefings for Law Enforcement in Dallas, Travis, Cameron/Hidalgo counties by 9/30/2017
- Attend 48 Coalition/Task Force Meetings to Discuss alcohol traffic patterns, arrests, fatalities by 9/30/2017
- Conduct 12 Speakers Bureau training workshops in Dallas, Travis, Cameron and Hidalgo counties by 9/30/2017
- Attend 12 Alcohol Partner Training Conference Events by 9/30/2017
- Coordinate 6 Roundtable Meetings for Judges, Prosecutors and Probation Officers on DWI related issues by 9/30/2017
- Coordinate 3 Law Enforcement Recognition (LER) and Awards Ceremonies in Dallas, Cameron/Hidalgo, and Travis by 9/30/2017
- Conduct 2 Power of Parents in the 4 counties served by MADD by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$381,999.71	$0.00	$0.00	$127,333.62	**$509,333.33**

Project #	*Division*	*Organization Name*
2017-MADD-G-1YG-0013	TRF-TS	Mothers Against Drunk Driving

Title / Desc. **Take The Wheel Initiative in Harris and Montgomery Counties**

Increase awareness to reduce alcohol related traffic fatalities in Harris and Montgomery counties in collaboration with Law Enforcement, the Criminal Justice System and Community Citizens.

Objectives

- Evaluate 2,500 DWI/DUI Court Cases to Monitor Prosecution processes by 9/30/2017
- Educate 108 Parents in the Power of Parents Curriculum in Harris and Montgomery counties by 9/30/2017
- Complete 84 Roll Call Briefings by 9/30/2017
- Train 40 Inkind Workers to report on DWI/DUI court cases by 9/30/2017
- Attend 10 Coalition or Task Force Meetings related to alcohol traffic fatalities, enforcement and education by 9/30/2017
- Attend 6 Alcohol Partner Training and Conference Events by 9/30/2017
- Conduct 4 Speakers Bureau Training Sessions by 9/30/2017
- Coordinate 2 Roundtable meetings for Judges, Prosecutors, Probation Officers on DWI/DUI issues by 9/30/2017
- Coordinate 1 Law Enforcement Recognition and Awards Ceremony by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$166,378.63	$0.00	$0.00	$104,171.25	**$270,549.88**

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

Project #	*District*	*Organization Name*
2017-MADD-G-1YG-0014	SAT	Mothers Against Drunk Driving

Title / Desc. **TAKE THE WHEEL initiative in Bexar County.**

To increase awareness and reduce alcohol related traffic fatalities in Bexar county in collaboration with law enforcement, the criminal justice system and community citizens.

Objectives

▪ Evaluate 900 DWI/DUI court cases to Monitor prosecution processes by 9/30/2017

▪ Educate 100 Parents in Power of Parents Curriculum in Bexar county by 9/30/2017

▪ Conduct 40 Roll Call Briefings by 9/30/2017

▪ Train 20 Case Court Monitor Inkind Workers by 9/30/2017

▪ Attend 16 Coalition or Task Force Meetings for discussions of alcohol related traffic fatalities and issues by 9/30/2017

▪ Attend 5 TXDOT Alcohol Partner Training Events by 9/30/2017

▪ Teach 4 MADD Event Speakers Bureau Training Workshops by 9/30/2017

▪ Coordinate 2 Roundtable Meetings for Judges, Prosecutors, Probation Officers on DWI issues by 9/30/2017

▪ Coordinate 1 Law Enforcement Recognition and Award Ceremony by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$112,509.49	$0.00	$0.00	$40,165.64	**$152,675.13**

Project #	*Division*	*Organization Name*
2017-MADD-G-1YG-0015	TRF-TS	Mothers Against Drunk Driving

Title / Desc. **Take The Wheel Media Awareness Campaign in Smith and Gregg Counties**

To increase awareness and reduce alcohol related traffic fatalities in Smith and Gregg counties in collaboration with law enforcement, the criminal justice system and community citizens.

Objectives

▪ Participate in 700 DWI and DUI Court Cases to Monitor prosecution processes by 9/30/2017

▪ Educate 108 Parents in Power of Parents Curriculum in Smith and Gregg counties by 9/30/2017

▪ Conduct 40 Law Enforcement Roll Call Briefings by 9/30/2017

▪ Train 20 Case Court Monitor Inkind Workers to monitor DWI/DUI court cases by 9/30/2017

▪ Attend 8 Coalition and Task Force Meetings to address DWI enforcement issues in Smith and Gregg counties by 9/30/2017

▪ Attend 5 TXDOT Partner Training Conference Events by 9/30/2017

▪ Conduct 4 Madd Speakers Bureau Training Workshops by 9/30/2017

▪ Coordinate 2 Law Enforcement Recognition and Award Events by 9/30/2017

▪ Coordinate 2 Judiciary Roundtable Meetings for Judges, Prosecutors, Probation Officers on DWI/DUI by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$108,682.64	$0.00	$0.00	$35,181.96	**$143,864.60**

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

Project #	*Division*	*Organization Name*
2017-SHSU-G-1YG-0018	TRF-TS	Sam Houston State University

Title / Desc. **Impaired Driving Initiatives -- DECP, ARIDE and DITEP**

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

Objectives

- Train 500 Secondary educational professionals in the NHTSA/IACP approved DITEP training by 9/30/2017
- Train 275 Texas peace officers in the NHTSA/IACP approved ARIDE Course by 9/30/2017
- Provide 100 Texas prosecutors with DRE updates, materials, lists of current DREs and DRE instructors by 9/30/2017
- Train 75 DREs in the 8 hour Texas Recertification Course by 9/30/2017
- Train 60 Texas peace officers in the NHTSA/IACP approved DRE by 9/30/2017
- Conduct 2 Agency coordinator regional meetings to review the Texas Drug Recognition Expert program by 9/30/2017
- Revise 1 Texas DRE Recertification curriculum maintaining IACP standards by 9/30/2017
- Revise 1 Set of DRE Student and Instructor Policies by 9/30/2017
- Maintain 1 Sam Houston State University Impaired Driving Grant Website by 9/30/2017
- Maintain 1 National DRE Tracking Database by 9/30/2017
- Conduct 1 Drug Recognition Expert Work Group Meeting by 4/30/2017
- Conduct 1 DRE instructor update course by 9/30/2017
- Develop 1 DRE instructor subcontract to be implemented by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$670,427.04	$0.00	$0.00	$176,089.53	**$846,516.57**

Project #	*Division*	*Organization Name*
2017-SHSU-G-1YG-0019	TRF-TS	Sam Houston State University

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

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

Objectives

- Train 375 Texas employers in the 6-hour drug impairment training course by 9/30/2017
- Conduct 1 Advisory Group meeting to review the Drug Impairment Training for Texas Employers curriculum by 9/30/2017
- Maintain 1 Sam Houston State University Impaired Driving Initiatives Website by 9/30/2017
- Develop 1 DITTE instructor subcontract for implementation by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$166,740.25	$0.00	$0.00	$51,107.39	**$217,847.64**

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

Project #	*Division*	*Organization Name*
2017-TJCTC-G-1YG-0028	TRF-TS	Texas Justice Court Training Center

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

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

Objectives

- Educate 20 groups of county officials or groups of judges on the benefits of the DWI Bond Condition Program by 9/30/2017
- Conduct 6 2-hour program classes at 16 hour court personnel seminars by 7/31/2017
- Conduct 5 4-hour program classes at 20 hour justice of the peace seminars by 7/31/2017
- Distribute 3 newsletters containing an article relevant to the program by 9/30/2017
- Revise 1 TJCTC Guide to Reporting Requirements by 8/31/2017
- Distribute 1 TJCTC Guide to Reporting Requirements by 9/15/2017
- Revise 1 TJCTC DWI Magistration & Inquest Field Guide by 8/31/2017
- Distribute 1 TJCTC DWI Magistration & Inquest Field Guide by 9/15/2017
- Maintain 1 Texas DWI Bond Condition Program by 9/30/2017
- Participate in 1 seminar focusing on DWI law impacting all levels of the judiciary by 8/31/2017
- Distribute 1 newsletter related entirely to program areas to all justices of the peace and court personnel by 5/31/2017
- Maintain 1 Internet site dedicated to the program, accessible to justices of the peace and court personnel by 9/30/2017
- Train 1 group of newly-elected or appointed justices of the peace in program areas at new judge seminars by 6/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	$129,730.87	$0.00	$0.00	$69,296.02	**$199,026.89**

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

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0100	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Ignition Interlock Training Program for Criminal Justice Professionals**

TTI will develop, implement, and evaluate an Ignition Interlock Training Program for Criminal Justice Professionals.

Objectives

- Train 5 Prosecutor's offices in person using Ignition Interlock Training Program Curriculum by 9/30/2017
- Train 5 Law Enforcement agencies in person using Ignition Interlock Training Program Curriculum by 9/30/2017
- Conduct 5 in person regional trainings for the judiciary using Ignition Interlock Training Program Curriculum by 9/30/2017
- Train 5 Community Supervision Departments in person using Ignition Interlock Training Program Curriculum by 9/30/2017
- Create 1 Ignition Interlock Training Program Curriculum for Criminal Justice Professionals by 5/31/2017

Budget:

# Projects	Fund	Source	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	405D	M5II	$200,000.00	$0.00	$0.00	$50,024.73	**$250,024.73**

Project #	*Division*	*Organization Name*
2017-TAC-G-1YG-0008	TRF-TS	Texas Association of Counties

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

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

Objectives

- Educate 260 Constitutional County Judges by 9/30/2017
- Attend 2 Education committee meetings by 9/30/2017
- Maintain 1 telephone hotline/help desk by 9/30/2017
- Maintain 1 Impaired Driving website by 9/30/2017
- Develop 1 Impaired driving curriculum by 9/30/2017

Budget:

# Projects	Fund	Source	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	405D	M5TR	$234,542.01	$0.00	$0.00	$60,000.00	**$294,542.01**

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

Project #	*Division*	*Organization Name*
2017-TCJ-G-1YG-0009	TRF-TS	Texas Center for the Judiciary

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

- Evaluate 6 Texas DWI Courts by 9/30/2017
- Conduct 4 DWI judicial education breakout sessions at the Regional Conferences by 6/30/2017
- Distribute 3 DWI Newsletters by 8/31/2017
- Conduct 3 DWI judicial education breakout Sessions at the TCJ Annual Judicial Education Conference by 9/30/2017
- Conduct 3 DWI judicial education breakout sessions at the Criminal Justice Conference by 4/30/2017
- Conduct 2 DWI Summit meetings by 9/30/2017
- Maintain 1 Texas Judicial Resource Liaison by 9/30/2017
- Manage 1 Texas Judges' DWI Resource website by 9/30/2017
- Conduct 1 Impaired Driving Symposium by 8/15/2017
- Conduct 1 DWI Court Team Training Conference by 8/31/2017
- Conduct 1 DWI Court Team Conference by 9/30/2017
- Participate in 1 College for New Judges by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$737,399.30	$0.00	$0.00	$711,033.03	**$1,448,432.33**

Task: *Training*

Alcohol and Other Drug Counter Measures   AL - 02

Project #
2017-TDCAA-G-1YG-0049

Division
TRF-TS

Organization Name
Texas District and County Attorneys Association

Title / Desc. **DWI Resource Prosecutor**

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

Objectives

- Provide 2,970 Texas Prosecutors with TDCAA's Transportation Code Publication by 9/30/2017
- Provide 2,970 Texas Prosecutors with TDCAA's Predicate Manual by 12/30/2016
- Train 1,500 prosecutors and police officers at regional DWI programs and provide publications by 9/30/2017
- Train 275 new prosecutors at week long Prosecutor Trial Skills programs and provide with publications by 7/31/2017
- Provide 200 hours of direct Courtroom technical assistance by experienced retired or current prosecutors by 9/30/2017
- Provide 120 technical assistance e-mails to prosecutors, officers and traffic safety partners by 9/30/2017
- Provide 30 new DA investigators with TDCAA's Case Preparation publication at the new investigator training by 2/25/2017
- Train 25 prosecutors and prosecutor support staff at a Train the Trainer program by 3/31/2017
- Distribute 12 case notes on important DWI appellate decisions by e-mail and archive at tdcaa.com by 9/30/2017
- Provide 4 presentations to Traffic Safety Partners by qualified speakers on DWI and Traffic Safety by 9/30/2017
- Produce 4 impaired driving prosecution specific articles for TDCAA periodicals by 9/30/2017
- Maintain 1 web site with updated DWI-related content at tdcaa.com by 9/30/2017
- Conduct 1 statewide task force of DWI prosecutors by 6/30/2017
- Provide 1 dedicated DWI Resource Prosecutor at the Texas District & County Attorneys Association by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$644,392.63	$0.00	$0.00	$172,197.33	**$816,589.96**

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

Project #	Division	Organization Name
2017-TMCEC-G-1YG-0050	TRF-TS	Texas Municipal Courts Education Center

Title / Desc. Municipal Traffic Safety Initiatives

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

Objectives

- Train 1,200 municipal judges and magistrates on impaired driving issues through in-person courses and webinars by 9/30/2017
- Train 800 municipal court personnel on impaired driving issues through in-person courses and webinars by 9/30/2017
- Train 100 municipal prosecutors on impaired driving issues through in-person courses and webinars by 9/30/2017
- Coordinate 24 anti-DUI and DWI exhibits at TMCEC conferences and other court-related seminars by 9/30/2017
- Produce 10 journal pages on impaired driving issues for municipal courts by 9/30/2017
- Identify 9 municipal courts as MTSI Award winners by 9/30/2017
- Produce 5 information pages on impaired driving issues on the MTSI website by 9/30/2017
- Conduct 1 teen court planning seminar by 7/31/2017
- Conduct 1 statewide traffic safety conference for judges, court personnel, and city officials by 9/30/2017
- Conduct 1 joint impaired driving forum for judges with other judicial education centers by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$443,650.53	$0.00	$5,800.00	$114,371.31	**$563,821.84**

Project #	Division	Organization Name
2017-TMPA-G-1YG-0004	TRF-TS	Texas Municipal Police Association

Title / Desc. Fundamentals of Driving While Intoxicated (DWI) Investigation & Enforcement Training Program

This training will prepare law enforcement officers for the challenges of DWI investigation and enforcement with practical application of best practices from vehicle in motion to prosecution.

Objectives

- Distribute 2,000 public information and educational (PI&E) program materials by 9/30/2017
- Teach 50 Fundamentals of DWI Investigation & Enforcement Courses by 9/30/2017
- Attend 2 local, state, or national conferences, forums, courses, training workshops, or seminars by 9/30/2017
- Conduct 1 Fundamentals of DWI Investigation & Enforcement Train-the-Trainer (TTT) Course by 9/30/2017
- Update 1 Fundamentals of DWI Investigation & Enforcement Course curriculum by 9/30/2017
- Submit 1 follow-up evaluation analysis survey report to TxDOT by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$240,327.58	$0.00	$0.00	$80,500.00	**$320,827.58**

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

Project #	*Division*	*Organization Name*
2017-TMPA-G-1YG-0005	TRF-TS	Texas Municipal Police Association

Title / Desc. **Texas Standardized Field Sobriety Testing Refresher, Practitioner & Instructor Training Program**

To conduct SFST Refresher Courses, SFST Basic/Practitioner Courses, and SFST Instructor Courses statewide for Texas Peace Officers.

Objectives

- Teach 160 Standardized Field Sobriety Testing (SFST) Refresher Courses by 9/30/2017
- Support 12 other alcohol related programs/events by 9/30/2017
- Teach 8 Standardized Field Sobriety Testing (SFST) Basic/Practitioner Courses by 9/30/2017
- Teach 2 Standardized Field Sobriety Testing (SFST) Instructor Courses by 9/30/2017
- Provide 2 news or informational articles related to SFST or impaired driving by 9/30/2017
- Submit 1 SFST Refresher follow-up evaluation survey analysis to TxDOT by 9/30/2017
- Submit 1 SFST Instructor follow-up evaluation survey analysis report to TxDOT by 9/30/2017
- Submit 1 SFST Basic/Practitioner Course follow-up evaluation survey analysis to TxDOT by 9/30/2017
- Produce 1 set of training materials needed for each student attending the SFST Refresher Course by 9/30/2017
- Produce 1 set of training materials needed for each student attending the SFST Instructor Course by 9/30/2017
- Produce 1 set of training materials needed for each student attending the SFST Basic/Practitioner Course by 8/30/2017
- Distribute 1 instructor/course evaluation form to each attendee of each course by 9/30/2017

Budget:

# Projects	*Fund*	*Source*	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	405D	M5TR	$636,790.39	$0.00	$0.00	$253,170.00	**$889,960.39**

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

Project #	*Division*	*Organization Name*
2017-TMPA-G-1YG-0010	TRF-TS	Texas Municipal Police Association

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

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

Objectives

- Distribute 15,000 Public Information and Educational materials to class attendees and in program marketing by 9/30/2017
- Train 950 law enforcement officers and supporting personnel in the 8-hour FRIDAY and ADAPT classes by 9/30/2017
- Train 300 criminal justice supporting personnel with a one hour module from the FRIDAY/ADAPT curricula by 9/30/2017
- Train 200 criminal justice supporting personnel in the 4-hour FRIDAY and ADAPT courses by 9/30/2017
- Evaluate 100% of the FRIDAY and ADAPT instructors teaching the program courses by 9/30/2017
- Participate in 15 coaltion related activities focused on reducing impaired driving amoung youth by 9/30/2017
- Attend 4 Texas Department of Transportation Alcohol Partners' events by 9/30/2017
- Conduct 2 train the trainer courses by 7/31/2017
- Update 2 sets of curricula for the FRIDAY and ADAPT classes by 8/31/2017
- Attend 1 national conference on underage impaired driving by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$451,925.41	$0.00	$0.00	$131,120.00	**$583,045.41**

Project #	*Division*	*Organization Name*
2017-UHD-G-1YG-0135	TRF-TS	University of Houston/Downtown

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

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

Objectives

- Train 400 Texas peace officers in 20 classes on SFST/Blood Warrants/Mobile Video Updates by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	$142,400.00	$0.00	$0.00	$35,622.00	**$178,022.00**

Alcohol and Other Drug Counter Measures

FY 2017
Budget Module: AL - 02

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	77	$23,182,847.13	$317,421.07			$3,065,772.72				$19,799,653.34	$242,421.07
Evaluation	3	$597,525.83	$378,100.40			$99,855.49				$119,569.94	
Public Information & Eduction	11	$11,795,767.85	$1,669,129.42			$4,811,535.06		$300,000.00	$3,000.00	$5,012,103.37	$1,104,817.84
Training	16	$7,486,053.40	$129,730.87			$5,338,165.61			$5,800.00	$2,211,383.81	
TOTALS:	107	$43,261,221.10	$2,494,381.76			$13,315,328.88		$300,000.00	$8,800.00	$27,142,710.46	$1,347,238.91

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

03 - Emergency Medical Services (EM)

NHTSA and its predecessor agency have supported comprehensive national Emergency Medical Services System development for more than 40 years. The passage of the 1966 Highway Safety Act, provided impetus for increased national attention on the plight of victims of motor vehicle trauma. The Federal government was given a leadership role in reducing the number of injuries and deaths on America's highways. As a result, the National Highway Safety Bureau (NHSB), which was the predecessor agency to NHTSA, was created. A part of this new agency, the Division of Emergency Treatment and Transfer of the Injured, was dedicated to EMS[11].

During 2014, Texas had 3,538 fatalities statewide. This represents a 4.3% increase from the 3,389 fatalities in 2013. The majority of the fatalities still occur in the non-metropolitan areas of the state. While only 11.3% of the population lives in rural areas according to the U.S. Department of Commerce, those areas account for 55.86% of the fatalities for the state.

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

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

Unfortunately, it is in these rural areas that a majority of Texas's traffic fatalities occur. Motor vehicle crash data for 2013 and 2014 shows a disturbing trend. Fatal crashes and fatalities from those crashes are on the increase. Also, the increase in rural areas outpaced the increase for urban areas of the State.

Fatal crashes in rural areas increased by 5.4% to 1,737 crashes and fatalities increased by 4.6% to 1,974. By contrast, the increase in fatality crashes in urban areas was only 2.5% to 1,452 crashes with the number of fatalities only increasing 2.6% to 1,560 fatalities.

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[11] The History of EMS at NHTSA. Retrieved from http://www.ems.gov/history.htm on April 15th, 2016.

TRF-TS will continue actively working to improve pre-hospital care response and availability throughout rural and frontier areas through improved accessibility of training and improved EMS involvement in local communities by increasing the availability of training in the rural and frontier areas of Texas, and providing resources for the conducting of training in the initial certification course for EMT's and Paramedics, as well as training updates and refresher courses to increase the chances that these professionals will be able to save lives.

State of Texas: Students trained in initial EMS Certification in Rural and Frontier Areas, 2013-2015

y = 140.5x + 1304
R² = 0.5697
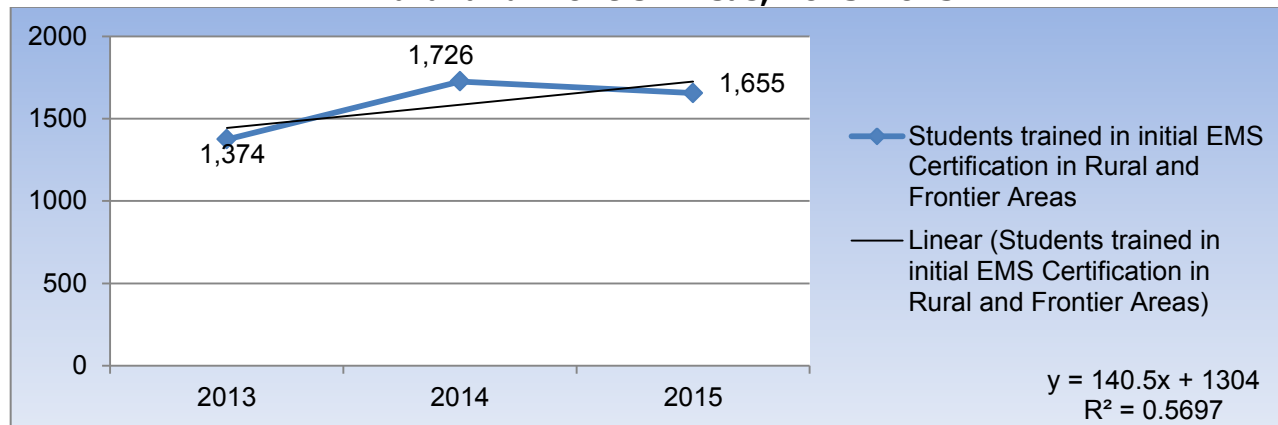
Source: Texas Department of Transportation eGrants, April 29th, 2016.

State of Texas: Students trained in continuing EMS Certification in Rural and Frontier Areas, 2013-2015

y = -3x + 173
R² = 0.005
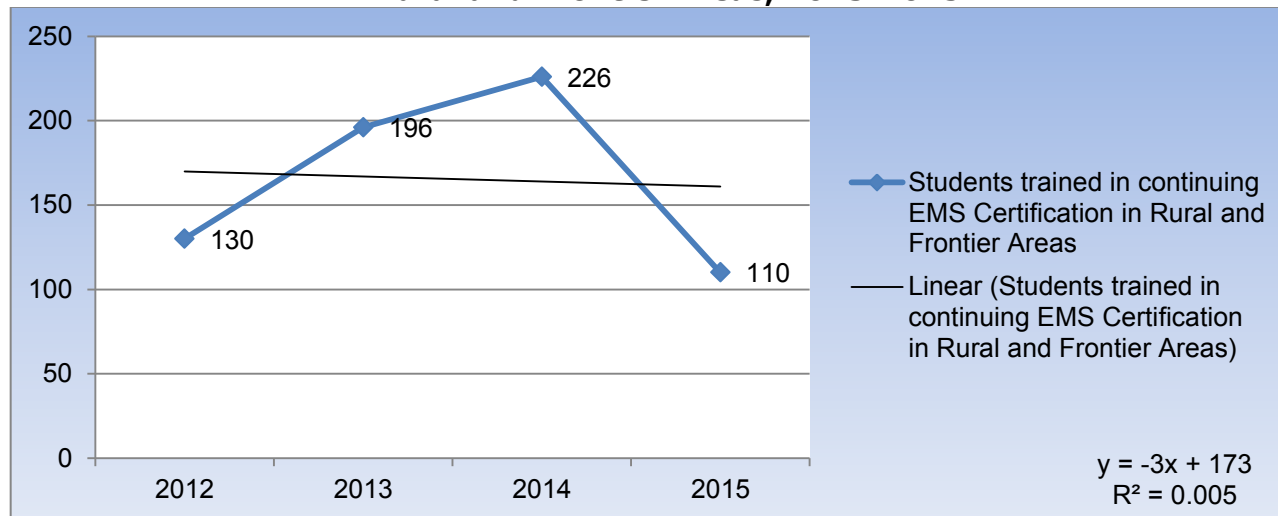
Source: Texas Department of Transportation eGrants, April 29th, 2016.

TxDOT established its 2017 HSP performance targets based on their discussion of relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a

comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement and continue an EMS training program, to ensure rural and frontier EMS personnel are trained and capable of life saving measures. TxDOT will work in conjunction with EMS providers via the Texas Engineering Extension Service to provide this training to reduce the incidence of mortality of injured persons involved in traffic crashes and improve the survivability of these crashes in the rural and frontier areas in Texas.

Current trend projections using eGrants data for 2015 indicate that for 2017, the State of Texas can expect to report 1,725.5 new students trained in initial EMS courses. By 2019, Texas can expect to report 1,2006.5 new students trained in initial EMS courses. The calculations for these projections and targets are as follows:

Students trained in initial EMS Certification in Rural and Frontier Areas	2013	2014	2015
	1,374	1,726	1,655

Students trained in initial EMS Certification in Rural and Frontier Areas	2013	2014	2015
	1,374	1,726	1,655

Students trained in initial EMS Certification in Rural and Frontier Areas	2017	2018	2019
M Value	140.50	140.50	140.50
X Value	3.00	4.00	5.00
B Value	1,304.00	1,304.00	1,304.00
Projection	1,725.50	1,866.00	2,006.50
Target	1,760.01	1,903.32	2,046.63

Current trend projections using eGrants data for 2015 indicate that for 2017, the State of Texas can expect to report 188 students trained in continuing education EMS courses. By 2019, Texas can expect to report 194 new students trained in continuing education EMS courses. The calculations for these projections and targets are as follows:

Students trained in continuing EMS Certification in Rural and Frontier Areas	2012	2013	2014	2015
	130	196	226	110

Students trained in continuing EMS Certification in Rural and Frontier Areas	2017	2018	2019
M Value	3.00	3.00	3.00
X Value	5.00	6.00	7.00
B Value	173.00	173.00	173.00
Projection	188.00	191.00	194.00
Target	191.76	194.82	197.88

Overall Traffic Safety Impacts of the Proposed Strategies

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data. Strategies proposed for the Emergency Medical Services Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of alcohol/ impaired driving.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for EMS provider training planned for FY17 will assist Texas increasing the skill level of rural and frontier EMS providers.

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

Performance Measures and Targets:

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

2017 Target: To increase the number of students trained in initial EMS course from 1,665 students trained in 2015 to more than 1,760 students trained in initial EMS courses in 2017

2019 Target: To increase the number of students trained in initial EMS course from the projected 1,725.5 projected students trained in 2017 to more than 2,046 students trained in initial EMS courses in 2019

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

2017 Target: To increase the number of students trained in continuing EMS course from 110 students trained in 2015 to more than 191 students trained in continuing EMS courses in 2017

2019 Target: To increase the number of students trained in continuing EMS course from the projected 188 projected students trained in 2017 to more than 197 students trained in continuing EMS courses in 2019

Emergency Medical Services — EM - 03

Goals

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

Strategies

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

Project Descriptions

Task: *Training* — *Emergency Medical Services   EM - 03*

Project #	Division	Organization Name
2017-TEEXESTI-G-1YG-0037	TRF-TS	Texas Engineering Extension Service - ESTI

Title / Desc. **Rural / Frontier Emergency Medical Services Education Training Program**

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

Objectives

- Submit 50,000 hours of student class attendance by 8/31/2017
- Train 1,200 students in initial EMS classes by 8/31/2017
- Train 175 students in Continuing Education (CE) classes by 8/31/2017
- Update 36 times, the funded class listing on the Rural / Frontier EMS Education website by 8/31/2017
- Attend 12 Conference / Meetings to promote and distribute information about the grant by 8/31/2017
- Attend 5 meetings and/or conferences focusing on schools and school districts by 7/31/2017
- Attend 1 Lifesavers National Conference by 4/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	EM	$464,336.90	$0.00	$0.00	$874,317.30	**$1,338,654.20**

Emergency Medical Services

FY 2017
Budget Module: EM - 03

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 & Eduction	0										
Training	1	$1,338,654.20	$464,336.90							$874,317.30	$464,336.90
TOTALS:	1	$1,338,654.20	$464,336.90							$874,317.30	$464,336.90

04 - Motorcycle Safety (MC)

Until recently, motorcycle fatalities and crashes in Texas have followed the national trend for the previous ten years. The State of Texas shows a decline in the number of motorcycle fatalities from 493 in 2013 to 450 in 2014. Preliminary numbers in CRIS for 2015 are hopeful as well that this number will not climb for 2015, possibly indicating a plateau of the numbers or a beginning trend of downward movement for the number of motorcycle fatalities.

Motorcycle crashes continue to be heavily overrepresented in the total number of motor vehicle crashes. In 2014, Motorcycles registrations comprise approximately 2% of the vehicle mix in Texas, yet they account for approximately 12.8% of all traffic fatalities. While this is a decline in the ratio from previous years, it is still problematic and an overrepresentation within the total traffic mix.

State of Texas: Motorcycle Fatalities, 2010-2014 (C-7)

y = 7.5x + 436.5
R² = 0.1789
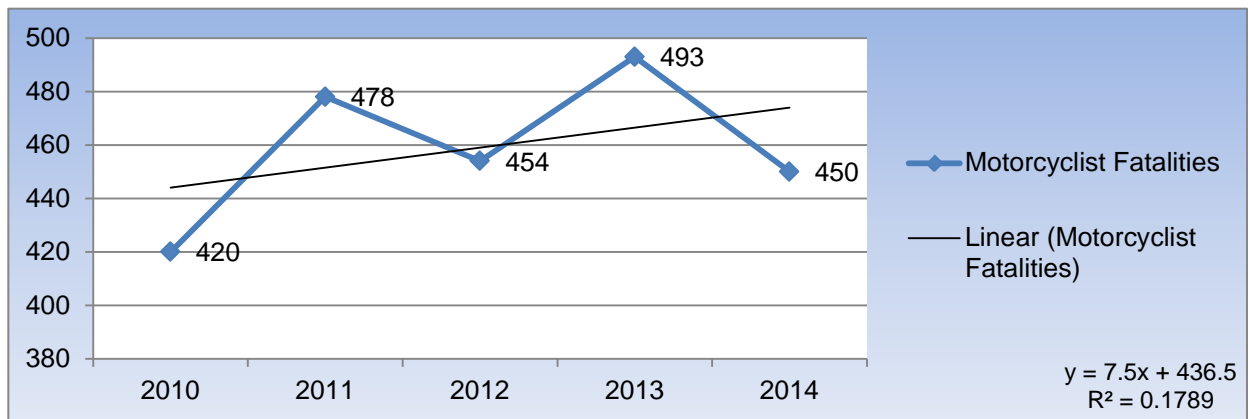
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: Unhelmeted Motorcycle Fatalities, 2010-2014 (C-8)

y = 0.1x + 255.5
R² = 0.1583
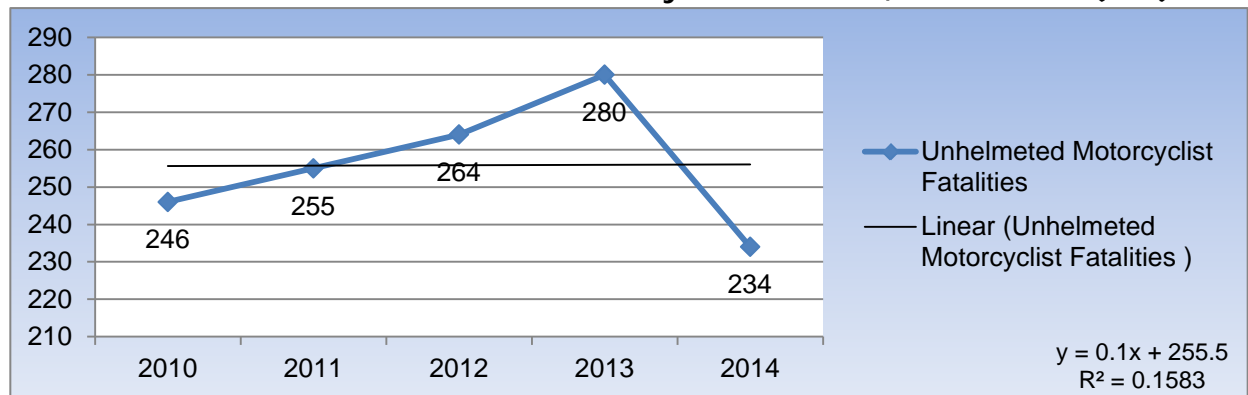
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

While Texas has a relatively high voluntary helmet usage rate for a state without a universal helmet law (65.6%), the lack of helmet usage in fatal crashes continues to be an aggravating factor. 52.0% of motorcyclists killed were not wearing a helmet, compared to 56.7% in 2013. Also, 2014 shows a statistically significant decline in the

number of non-helmeted motorcyclists killed. Time will tell if this is an anomaly, or the beginning of a lowering trend.

State of Texas: Motorcycle Operators Killed with a BAC +.08, 2011-2015
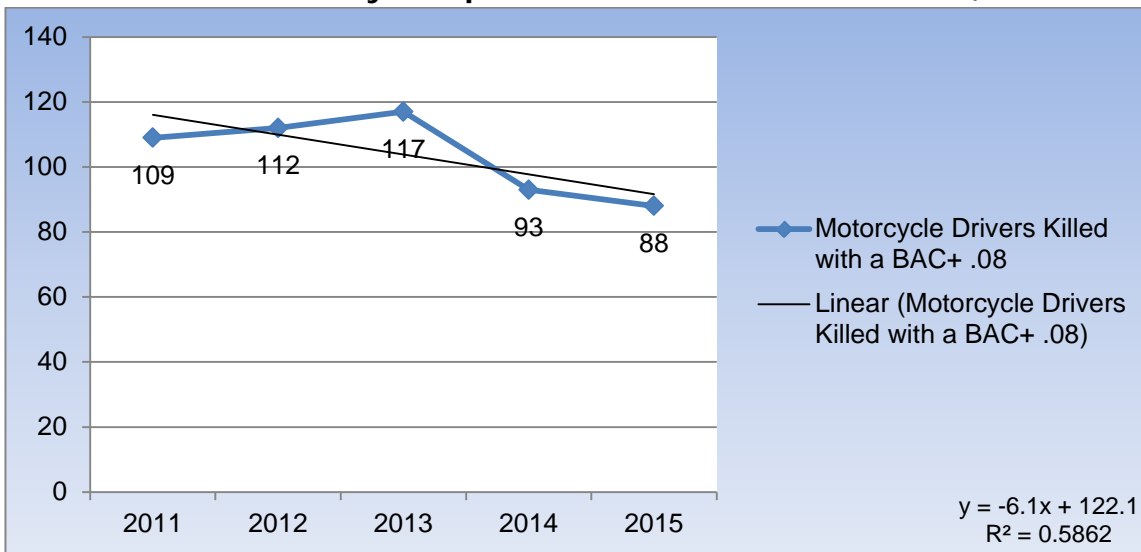
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

While alcohol continues to be an aggravating factor in motorcycle crashes, Texas has seen decreases in the number of operators killed with BAC levels above the legal limit. Several programs with this highway safety plan address drivers and motorcycle operator's alcohol use in crashes.

State of Texas: Motorcycle Fatalities per 100K Licensed Operators, 2011-2015
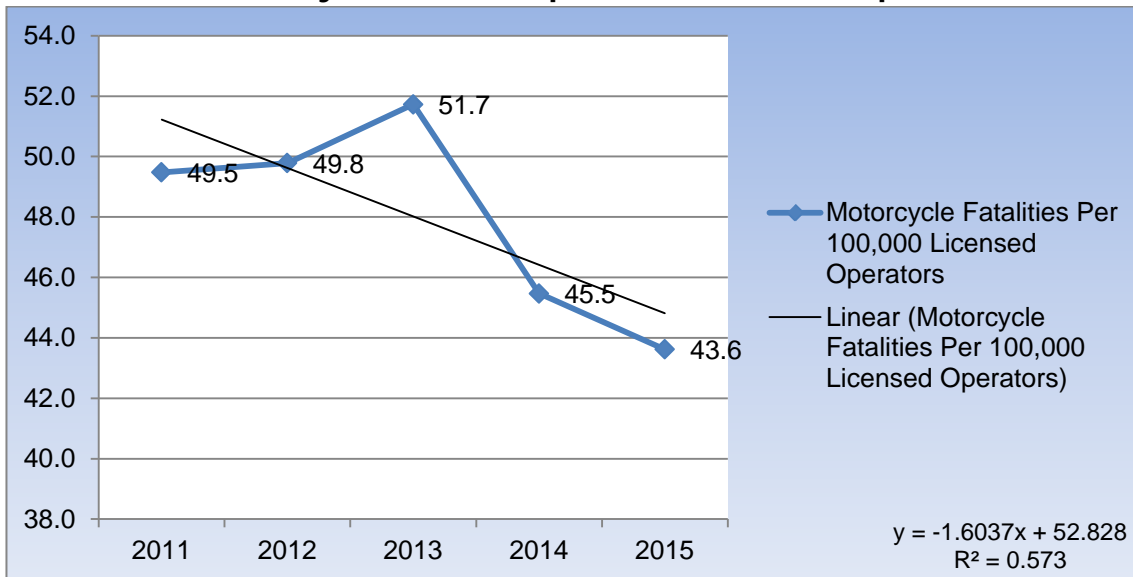
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

The 20-29 year old age range shows the most crashes overall of all age groups, followed by 40-49 year olds. While the 40-49 years of age group shows lower helmet use, the largest group of riders in Texas is the 20-29 year old group.

In 2015, the Texas Department of Motor Vehicles changed the platform of the vehicle registration system. Due to this and other internal rules that were implemented, the number of registered motorcycles dropped considerably from 440,492 to 377,813[12] despite the additions of one million in population and hundreds of thousands of vehicles. While the 2015 number of registered motorcycles is probably a much more accurate representation of the number of motorcycles actually on Texas roads, there is no way to extrapolate backwards to make adjustments to the historical data. The State of Texas will use this 2015 number as the start of a new benchmark and monitor the inevitable increases from this point to establish trends in the future. Currently within the State of Texas, there are 1,112,482 licensed motorcycle operators[13].

MC Performance Measures and Target Setting
TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices, increases in motorcycle registrations and licensed

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[12] Report provided via email by Texas Department of Motor Vehicles, Vehicle Titles and Registration Division, as of 04/26/2016.

[13] Report provided via email by Texas Department of Public Safety, Driver's License Division, as of 05/02/2016

operators, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient motorist awareness and motorcycle safety program, to include elements in motorist education and outreach, rider education and outreach, support for initial rider training, and media. TxDOT will continue to actively participate in and provide administrative support to the Texas Motorcycle Safety Coalition. TxDOT will work in conjunction with Texas Motorcycle Safety Coalition in executing the statewide strategic plan to reduce the incidence of the associated traffic crashes and fatalities of motorcycle operators in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 3 – Motorcycle Safety, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 497 motorcycle related fatalities. By 2019, Texas can expect to report 512 motorcycle related fatalities. The calculations for these projections and targets are as follows:

C-7	2010	2011	2012	2013	2014
Motorcyclist Fatalities	420	478	454	493	450

Motorcyclist Fatalities	2015	2016	2017	2018	2019
M	7.500	7.50	7.50	7.50	7.50
X	6.00	7.00	8.00	9.00	10.00
B	436.500	436.500	436.500	436.500	436.500
Projection	482	489	497	504	512
Target	472	479	487	494	501

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 256 unhelmeted motorcycle related fatalities. By 2019, Texas can expect to report 257 unhelmeted motorcycle related fatalities. The calculations for these projections and targets are as follows:

(C-8)	2010	2011	2012	2013	2014
Unhelmeted Motorcyclist Fatalities	246	255	264	280	234

Unhelmeted Motorcyclist Fatalities	2015	2016	2017	2018	2019
M	0.100	0.10	0.10	0.10	0.10
X	6.00	7.00	8.00	9.00	10.00
B	255.500	255.500	255.500	255.500	255.500
Projection	256	256	256	256	257
Target	251	252	253	254	255

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 79 motorcycle operator fatalities above .08% BAC.   By 2019, Texas can expect to report 67 motorcycle operator fatalities above .08% BAC. The calculations for these projections and targets are as follows:

Motorcycle Operators Killed with a BAC+ .08	2011	2012	2013	2014	2015
	109	112	117	93	88

Motorcycle Operators Killed with a BAC+ .08	2016	2017	2018	2019	2020
M	-6.100	-6.10	-6.10	-6.10	-6.10
X	6.00	7.00	8.00	9.00	10.00
B	122.100	122.100	122.100	122.100	122.100
Projection	86	79	73	67	61
Target	86	79	73	67	61

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 41.60 motorcycle operator fatalities per 100,000 licensed operators.   By 2019, Texas can expect to report 38.39 motorcycle operator fatalities per 100,000 licensed operators.. The calculations for these projections and targets are as follows:

Motorcycle Fatalities Per 100,000 Licensed Operators	2011	2012	2013	2014	2015
	49.5	49.8	51.7	45.5	43.6

Motorcycle Fatalities Per 100,000 Licensed Operators	2016	2017	2018	2019	2020
M	-1.6037	-1.6037	-1.6037	-1.6037	-1.6037
X	6.00	7.00	8.00	9.00	10.00
B	52.828	52.828	52.828	52.828	52.828
Projection	43.21	41.60	40.00	38.39	36.79
Target	43.21	41.60	40.00	38.39	36.79

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Motorcycle Safety and Awareness Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of motorcycle safety and awareness.

Media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are

designed to achieve the most effective impact on reducing overall motorcycle operator and passenger fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for public education and outreach and rider safety and awareness are planned for FY17 to assist Texas with reducing motorcycle operator and passenger fatalities and injuries. The State has incorporated areas of focus with the projects selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014.

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

Performance Measures and Targets:

Target: Number of motorcycle-related fatalities (C-7)
2017 Target: To decrease the expected rise of motorcycle related fatalities from 450 motorcycle-related fatalities in 2014 to not more than 487 motorcycle related fatalities in 2017
2019 Target: To decrease the expected rise of motorcycle related fatalities from the projected 497 motorcycle-related fatalities in 2017 to not more than 501 motorcycle-related fatalities in 2019

Target: Number of unhelmeted motorcycle-related fatalities (C-8)
2017 Target: To decrease the expected rise of unhelmeted fatalities from 234 unhelmeted fatalities in 2014 to not more than 253 unhelmeted fatalities in 2017
2019 Target: To decrease the expected rise of unhelmeted fatalities from the projected 256 unhelmeted fatalities in 2017 to not more than 255 unhelmeted fatalities in 2019

Target: Motorcycle Operators Killed with a BAC +.08
2017 Target: To decrease the number of motorcycle operators with a BAC + .08% from 88 motorcycle operators with a BAC + .08% in 2014 to 79 motorcycle operators with a BAC + .08% in 2017
2019 Target: To decrease the number of motorcycle operators with a BAC + .08% from the projected 79 motorcycle operators with a BAC + .08% in 2017 to 67 motorcycle operators with a BAC + .08% in 2019

Target: Motorcycle Operators Killed per 100,000 Licensed Operators
2017 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from 43.6 motorcycle fatalities per 100K licensed operators in 2015 to 41.60 motorcycle fatalities per 100K licensed operators in 2017
2019 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from the projected 41.60 motorcycle fatalities per 100K licensed operators in 2017 to 38.39 motorcycle fatalities per 100K licensed operators in 2019

Motorcycle Safety   MC - 04

Goals

▪ To reduce the number of motorcyclist fatalities

Strategies

▪ Improve education and awareness of motorcycle safety among law enforcement and EMS personnel, educators and state & local traffic engineers.

▪ Improve public information and education on motorcycle safety, including the value of wearing a helmet.

▪ Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.

▪ Increase public information and education on motorists' responsibility pertaining to motorcycle safety.

▪ Increase rider education and training.

Project Descriptions

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

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0074	TRF-TS	Texas A&M Transportation Institute

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

Public information and education outreach employing motorcyclists and allied safety groups to raise motorists' knowledge of safely sharing the road with motorcyclists and of rider safety awareness.

Objectives

▪ Complete 52 content updates and maintenance support to website by 9/29/2017

▪ Conduct 15 statewide motorist awareness and motorcyclist safety outreach activities by 9/29/2017

▪ Provide 5 technical assistance deliverables to the motorcycle program and/or TMSC by 9/29/2017

▪ Coordinate 4 Texas Motorcycle Safety Coalition and Board Activities by 9/29/2017

▪ Coordinate 1 Texas Motorcycle Safety Forum by 5/31/2017

▪ Develop 1 new set of public information & education materials for use in statewide motorist awareness & motorcycle by 3/10/2017

▪ Evaluate 1 campaign outreach activity by 9/29/2017

▪ Develop 1 Outreach Plan by 1/6/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405F	M9MA	$283,591.88	$0.00	$0.00	$70,943.34	**$354,535.22**

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

Project #   *Division*   *Organization Name*
2017-TTI-G-1YG-0077   TRF-TS   Texas A&M Transportation Institute

Title / Desc. **Rider and Roadway Safety Awareness Program**

A Texas-wide tool to help riders identify & select safe roadways, to easily identify factors contributing to motorcyclist safety & provide riders with outreach & education messages about safe riding.

Objectives

- Survey 20 riders who have been exposed to the website by 9/30/2017
- Produce 3 motorcycle rider videos for use on the new website by 7/15/2017
- Provide 1 website for the rider community by 9/30/2017
- Evaluate 1 Rider and Roadway Safety Awareness Program by 9/30/2017
- Create 1 prototype website design/mockup by 2/28/2017
- Develop 1 outreach plan that will describe all grant activities to reach riders by 11/30/2016
- Develop 1 motorcycle crash plot and summary data by 3/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	$76,098.97	$0.00	$0.00	$19,036.28	**$95,135.25**

Project #   *Division*   *Organization Name*
TRF-TS TBD   TRF-TS   Sherry Matthews Advocacy Marketing

Title / Desc. **Motorist Awareness of MC Media**

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	402	MC	$500,000.00	$0.00	$0.00	$500,000.00	**$1,000,000.00**

Motorcycle Safety

FY 2017
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 & Eduction	3	$1,449,670.47	$576,098.97				$283,591.88			$589,979.62		
Training	0											
TOTALS:	**3**	**$1,449,670.47**	**$576,098.97**				**$283,591.88**			**$589,979.62**		

05 - Occupant Protection (OP)

There were 973 unrestrained fatalities in Texas in 2014, which is an increase from the 907 that occurred in 2013. 40% of the fatalities in 2015, where restraint usage was applicable and known, were unrestrained. While the number of unrestrained fatalities increased, the percentage of unrestrained fatalities as compared to total fatalities continues a comparatively flat trend between 26.2% and 27.7%.

State of Texas: Unrestrained Passenger Fatalities, 2010-2014 (C-4)

$y = 33.5x + 797.5$
$R^2 = 0.8334$
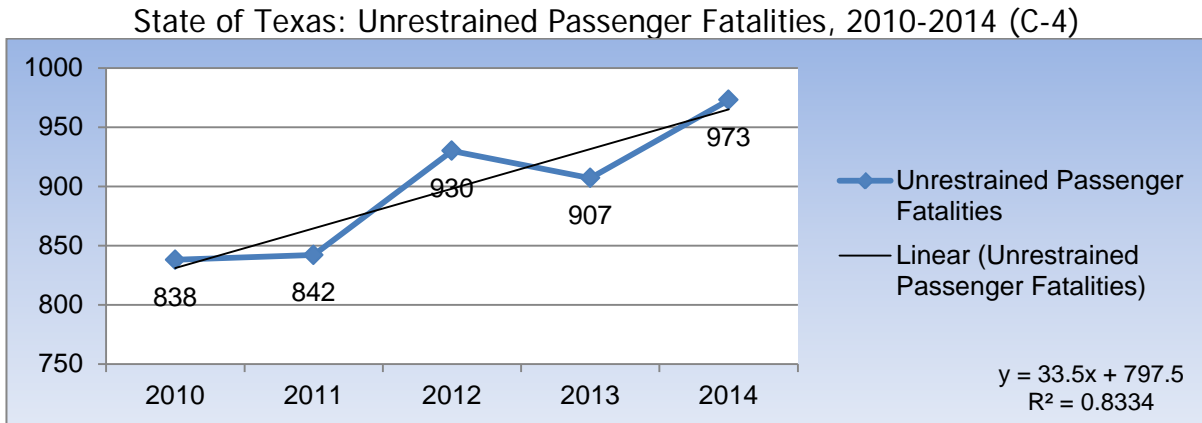
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

Overall, females were more likely to be restrained than males. Infants and small children of the size to be in child safety seats were least likely to be buckled as passengers observed in the front seat. Passengers were more likely to be buckled up when the driver was buckled up. Restraint use in cars was higher than restraint use in pickup trucks; 91.6% for car drivers compared to 88.6 % for pickup drivers, and 88.4 % for car passengers compared to 85.0 % for pickup truck passengers[14].

State of Texas: Driver Safety Belt Use by Age and Gender, 2015
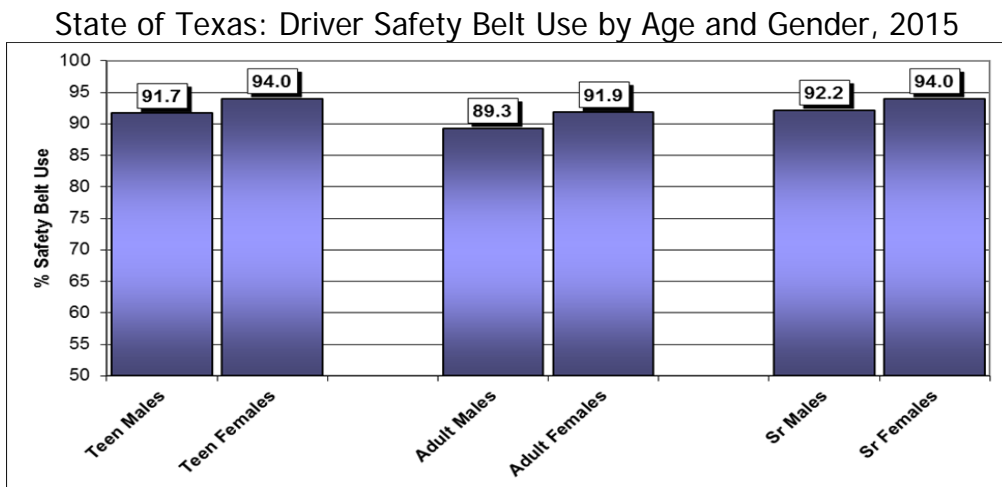
Source: Texas A&M University Survey, September 2015.

The 2015 survey of child restraint usage revealed that 87.2% of children were restrained in a child safety seat or seat belt in some manner. This is the slight increase from 86.3%

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[14] Womack Katie N. "2015 Survey of Front Seat Occupant Restraint Use in 18 Texas Cities". Texas A&M University Transportation Institute. September 2015.

rate that was observed in 2013. Analysis of car versus pickup truck showed that children were slightly more likely to be riding restrained in cars than in pickups. While 87.4 % of the children in cars were restrained in a child safety seat or safety belt, 85.3 % of the child passengers of pickups were similarly restrained.

State of Texas: Passenger Safety Belt Use by Age and Gender, 2015
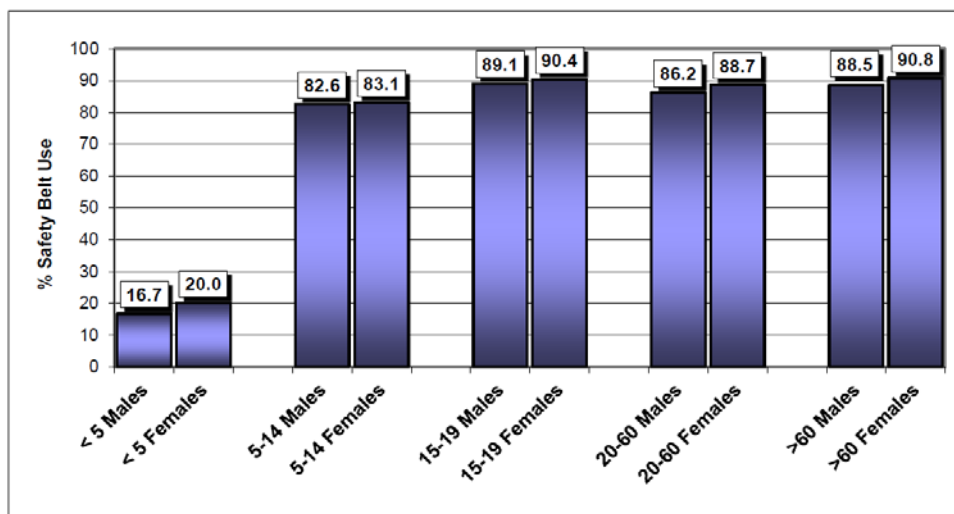
Source: Texas A&M University Survey, September 2015.

In 2013, the State of Texas began using a new survey methodology to measure seat belt usage rate. This new survey instrument prevents a true comparison to usage rates measured in previous years, thus effectively establishing a new baseline for future comparison of trends. For 2015, Texas had a seat belt usage rate of 90.47% and this was the 10th consecutive year of 90% or greater usage rates for Texas.

State of Texas: Observed Child Passenger Restraint Usage Rate, 2011-2015

$$y = 0.75x + 84.35$$
$$R^2 = 0.2088$$
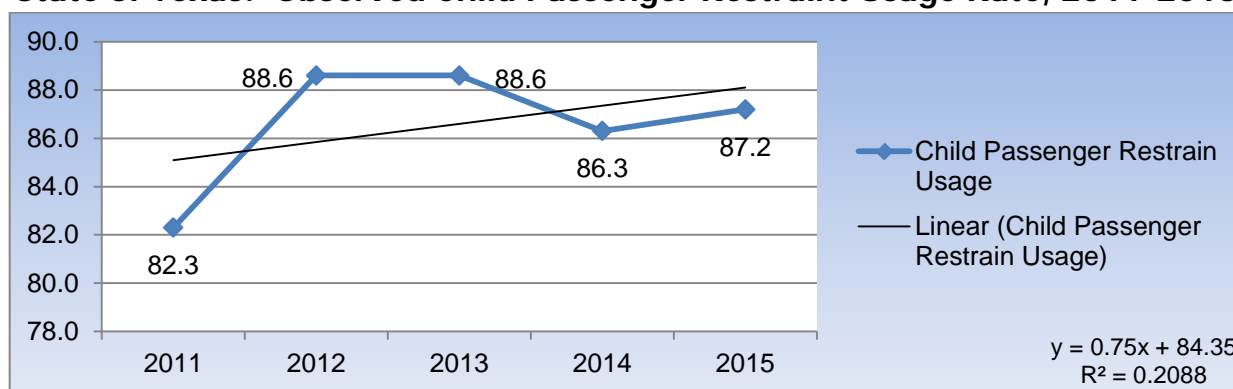
Source: Texas A&M University Transportation Institute

The State of Texas has multiple programs that will increase the child restraint usage percentages. Federal dollars, as well as state and local funds, will provide technician training, car seat checkup events and seat distribution, as well as media campaigns and other outreach to increase this rate.

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

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

Line chart showing Seat Belt Citations by year:
- 2011: 49,243
- 2012: 56,051
- 2013: 51,932
- 2014: 67,834
- 2015: 51,230

$y = 1575.7x + 50531$
$R^2 = 0.1117$
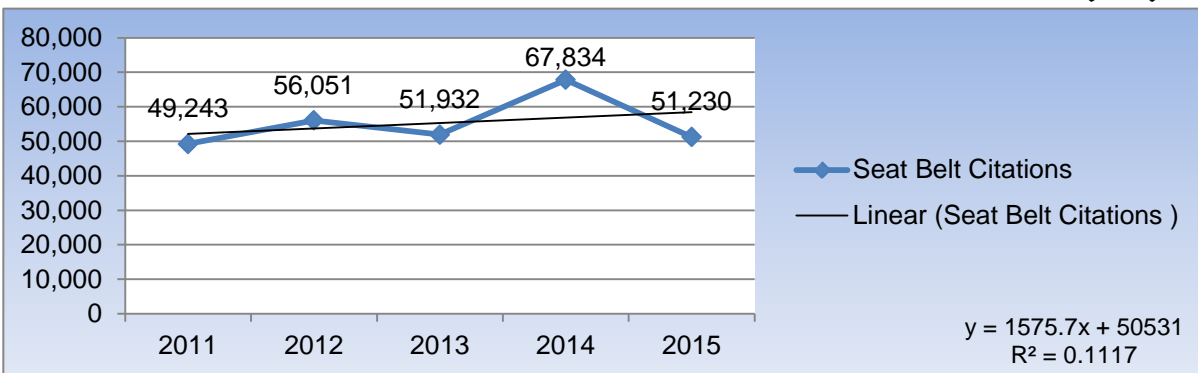
Source: Texas Department of Transportation eGrants, April 29th, 2016.

OP Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s).   The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient occupant protection program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated occupant protection

programs, TxDOT will work in conjunction with stakeholders and regional coalitions to increase the usage rates of seat belts and child restraints to reduce the incidence of unrestrained driving and associated injuries from these traffic crashes and improve the unrestrained driving situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 20 – Occupant Protection, and Countermeasures That Work as outlined in the strategies and enforcement sections.

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 1,066 unrestrained fatalities. By 2019, Texas can expect to report 1,133 unrestrained fatalities. The calculations for these projections and targets are as follows:

C-4	2010	2011	2012	2013	2014
Unrestrained Passenger Fatalities	838	842	930	907	973

Unrestrained Passenger Fatalities	2015	2016	2017	2018	2019
M Value	33.50	33.50	33.50	33.50	33.50
X Value	6.00	7.00	8.00	9.00	10.00
B Value	797.50	797.50	797.50	797.50	797.50
Projection	999	1,032	1,066	1,099	1,133
Target	979	1,011	1,044	1,077	1,110

Current trend projections using Texas A&M data for 2015 indicate that for 2017, the State of Texas can expect to report a child passenger restraint use rate of 89.6%. By 2019, Texas can expect to report child passenger restraint use rate of 91.1%. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Child Passenger Restraint Usage	82.3	88.6	88.6	86.3	87.2

Child Passenger Restraint Usage	2016	2017	2018	2019	2020
M	0.750	0.75	0.75	0.75	0.75
X	6.00	7.00	8.00	9.00	10.00
B	84.350	84.350	84.350	84.350	84.350
Projection	88.9	89.6	90.4	91.1	91.9
Target	88.9	89.6	90.4	91.1	91.9

Overall Traffic Safety Impacts of the Proposed Strategies
Strategies proposed for the Occupant Protection Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of unrestrained driving.

Enforcement, media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State.

These efforts are designed to achieve the most effective impact on reducing overall unrestrained fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety are planned for FY17 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates.

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

Texas will continue to focus on unrestrained fatalities which continue to be a problem in Texas. TxDOT Occupant Protection Program activities will continue to assist the State in achieving a reduction or sustaining the number of unrestrained driving fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: Number of unrestrained fatalities (C-4)

2017 Target: To decrease the expected rise of the number of unrestrained fatalities from 973 unrestrained fatalities in 2014 to not more than 1,044 unrestrained fatalities in 2017

2019 Target: To decrease the expected rise of unrestrained fatalities from the projected 1,066 unrestrained fatalities in 2017 to not more than 1,110 unrestrained fatalities in 2019

Observed seat belt usage rate for the state of Texas

2017 Target: To increase the observed seat belt usage rate from 90.47% observed seat belt usage rate in 2015 to 90.65% observed seat belt usage rate in 2017

2019 Target: To increase the observed seat belt usage rate from the projected 90.65% observed seat belt usage rate in 2017 to 91.01% observed seat belt usage rate in 2019

Observed child passenger restraint usage rate for the state of Texas

2017 Target: To increase the observed child passenger usage rate from 87.2% observed child passenger usage rate in 2015 to 89.6% observed child passenger usage rate in 2017

2019 Target: To increase the observed child passenger usage rate from the projected 89.6% observed child passenger usage rate in 2017 to 91.1% observed child passenger usage rate in 2019

Number of seat belt citations issued during grant funded enforcement activities

2017 Target: NHTSA activity measure - no objective set

2019 Target: NHTSA activity measure - no objective set

Occupant Protection   OP - 05

Goals

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

Strategies

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

Project Descriptions

Task: *Enforcement*	Occupant Protection OP - 05

Project #	*Division*	*Organization Name*
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **CIOT Incentive Grants**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
15	402	OP	$45,000.00	$0.00	$0.00	$0.00	**$45,000.00**

Project #	*Division*	*Organization Name*
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **CIOT Enforcement Blitz**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
40	405B	M1HVE	$500,000.00	$0.00	$0.00	$0.00	**$500,000.00**

Task: *Evaluation*	Occupant Protection OP - 05

Project #
2017-TTI-G-1YG-0079

Division
TRF-TS

Organization Name
Texas A&M Transportation Institute

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

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

Objectives

▪ Conduct 1 survey of occupant restraint use among school-age children (5-16 years old) in 18 Texas cities by 9/30/2017
▪ Conduct 1 survey of front seat occupant restraint use in 18 cities by 9/30/2017
▪ Conduct 1 survey of child restraint use in 14 Texas cities by 9/30/2017
▪ Conduct 1 statewide survey in 22 Texas counties using NHTSA guidelines by 8/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	$339,674.60	$0.00	$0.00	$84,926.57	**$424,601.17**

Project #
2017-TTI-G-1YG-0080

Division
TRF-TS

Organization Name
Texas A&M Transportation Institute

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

TTI will conduct an observational survey of nighttime seat belt use in selected cities throughout Texas.

Objectives

▪ Conduct 18 city surveys of nighttime safety belt use by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	$71,883.89	$0.00	$0.00	$17,979.13	**$89,863.02**

Project #
2017-TTI-G-1YG-0083

Division
TRF-TS

Organization Name
Texas A&M Transportation Institute

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

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

Objectives

▪ Provide 4 memos reporting survey results by 9/30/2017
▪ Conduct 3 survey waves in 10 Click It or Ticket cities by 6/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	$45,527.62	$0.00	$0.00	$11,384.02	**$56,911.64**

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

Project #	*District*	*Organization Name*
2017-AustinEM-G-1YG-0123	AUS	City of Austin - EMS

Title / Desc. **Ensuring Safe Travel for Child Passengers in and around the Austin District**

Provide education and distribute child safety seats to reduce the number of children injured in motor vehicle crashes.

Objectives

- Conduct 48 Safe Baby Academy classes by 9/30/2017
- Conduct 36 child safety seat checks in Travis County by 9/30/2017
- Conduct 16 child seat check events in Caldwell, Hays, Burnet, Bastrop and/or Williamson Counties by 9/30/2017
- Conduct 10 booster seat focused events by 9/30/2017
- Conduct 2 CPST certification courses in Williamson, Bastrop, Caldwell, Burnet and/or Hays Counties by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CPS	$82,462.00	$0.00	$0.00	$25,650.00	**$108,112.00**

Project #	*District*	*Organization Name*
2017-DCMCCT-G-1YG-0052	AUS	Dell Children's Medical Center of Central Texas

Title / Desc. **Dell Children's Medical Center (DCMC) Child Passenger Safety Service**

DCMC will establish 6 car seat inspection sites and utilize an appointment scheduling system to coordinate services for Bastrop, Blanco, Burnet, Caldwell, Hays, Travis, and Williamson Counties.

Objectives

- Distribute 20,000 child safety seat information cards to elementary schools, Head Starts, hospitals, WIC clinics by 3/1/2017
- Distribute 400 child safety seats in the 7 county focus areas at the inspection stations, starting on 4/1/2017 by 9/30/2017
- Conduct 400 child safety seat inspections at the new permanent inspection stations, starting 4/1/2017 by 9/30/2017
- Establish 6 permanent inspection stations with partners,1 in each of the counties (except Travis), fully operational by 4/1/17 by 9/30/2017
- Conduct 1 32 hour NHTSA approved Child Passenger Safety Technician course with 10-20 attendees by 4/1/2017
- Evaluate 1 DCMC child passenger safety program by 9/30/2017
- Support 1 DCMC child passenger safety progam by 9/30/2017
- Maintain 1 child safety seat appointment scheduling system to support the new inspection stations in 6 counties by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	$237,155.09	$0.00	$0.00	$84,474.25	**$321,629.34**

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

Project #	*District*	*Organization Name*
2017-ESCVI-G-1YG-0065	YKM	Education Service Center, Region VI

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

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

Objectives

- Educate 1,000 participants in the STOP Program by 9/30/2017
- Analyze 800 participant evaluations to determine the overall effectiveness of the STOP Program by 9/30/2017
- Conduct 4 Child Safety Seat Check-Up Events for the targeted audience by 9/30/2017
- Develop 1 set of content material and hands-on activities to use as training aids for Classroom Workshops by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	$107,359.61	$0.00	$0.00	$30,874.50	**$138,234.11**

Project #	*District*	*Organization Name*
2017-ELPCH-G-1YG-0147	ELP	El Paso Children's Hospital

Title / Desc. **El Paso Children's Child Passenger Safety Program**

The goal of the El Paso Children's Child Passenger Safety Program is to educate families/children in El Paso County about safety and restraint use in vehicles.

Objectives

- Distribute 10,000 PI&E materials by 9/30/2017
- Educate 1,000 families discharged from Pediatric unit, on proper use of child restraints by 9/30/2017
- Distribute 150 child safety car seats to low income families by 9/30/2017
- Educate 100 families discharged from Newborn Intensive Care Nursery, on proper use of infant child restraints by 9/30/2017
- Conduct 18 educational classes for parent/caregivers on Occupant Protection by 9/30/2017
- Participate in 16 health and safety fairs in the El Paso District by 9/30/2017
- Educate 10 Health care providers on proper use/installation of child restraints for children w/special needs by 9/30/2017
- Participate in 10 CPS inspection events within the El Paso District by 9/30/2017
- Participate in 6 Click it for Chicken events at local community agencies/schools by 9/30/2017
- Participate in 3 events during Child Passenger Safety Week by 9/30/2017
- Assist 2 National Child Passenger Safety Technician Certification courses as an Instructor by 9/30/2017
- Develop 1 loaner program for child restraints for children with special health care needs by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	$37,919.45	$0.00	$0.00	$39,473.11	**$77,392.56**

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

Project #	*District*	*Organization Name*
2017-HHS-G-1YG-0140	WAC	Hillcrest Baptist Medical Center-HHS

Title / Desc. **Texas KidSafe Program**

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

Objectives

- Maintain 40 Child Passenger Safety Educational Displays by 9/29/2017
- Coordinate 3 CEU seminars for Certified Child Passenger Safety Technicians by 9/30/2017
- Maintain 5 databases to record and analyze data collected through KidSafe Program data collection tools by 9/30/2017
- Conduct 5 or assist in Child Passenger Safety Technician Certification Courses by 9/30/2017
- Coordinate 5 safety educational campaigns by 9/22/2017
- Train 10 KidSafe Program Fitting Station Sites to conduct KidSafe Program Fitting Station Sessions by 9/30/2017
- Coordinate 10 public events focused on children's safety in and around vehicles by 9/30/2017
- Maintain 20 KidSafe Program Child Passenger Safety Fitting Stations by 9/30/2017
- Maintain 1 Texas KidSafe Child Passenger Safety Technician Facebook Group by 9/30/2017
- Conduct 30 or participate in Child Passenger Safety Seat Check-up Events by 9/30/2017
- Distribute 71000 pieces of Child Passenger Safety educational materials by 9/30/2017
- Participate in 65 health fairs, safety fairs and community events by 9/30/2017
- Provide 200 educational packets to persons identified by the Please Be Seated Program by 9/22/2017
- Conduct 300 Youth Child Passenger Safety educational presentations by 9/22/2017
- Distribute 400 KidSafe Program participants and partners satisfaction surveys by 9/30/2017
- Evaluate 400 KidSafe Program participants to assess an increase in Child Passenger Safety knowledge and awareness by 9/30/2017
- Conduct 500 Adult Child Passenger Safety educational presentations by 9/30/2017
- Conduct 1,000 Child Passenger Safety Fitting Station sessions at designated KidSafe fitting station locations by 9/30/2017
- Distribute 1,000 child safety seats to families in need by 9/30/2017
- Conduct 25 child safety seat/seat belt observational surveys by 8/31/2017

Budget:

# Projects	*Fund*	*Source*	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	402	OP	$311,286.23	$0.00	$0.00	$311,716.78	**$623,003.01**

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

Project #	*District*	*Organization Name*
2017-IPCOGD-G-1YG-0130	DAL	Injury Prevention Center of Greater Dallas

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

A one-year child passenger safety initiative to certify child passenger safety technicians, educate hospital staff and caregivers, and distribute child safety seats to Dallas County families in need.

Objectives

- Educate 10,000 families with children 0-8 years of age at PHHS or through other community partners by 9/30/2017
- Provide 320 child safety seats to families in need through PHHS and through community inspection stations by 9/30/2017
- Conduct 200 child occupant restraint use observations of newborns discharged at Parkland by 9/30/2017
- Conduct 200 child occupant restraint use observations of children 0-8 years of age at Parkland COPC clinics by 9/30/2017
- Train 40 technicians by conducting the National CPS Certification Training Program 2 times by 9/30/2017
- Conduct 4 Safety Advocate classes for Parkland staff or other community advocates by 9/30/2017
- Conduct 4 community car seat/booster seat inspection station events by 9/30/2017
- Coordinate 3 meetings with local CPS coalitions or other local traffic safety partners to support CPS initiatives by 9/30/2017
- Create 2 Child Passenger Safety (CPS) update newsletters and distribute them to 75 CPS technicians by 9/30/2017
- Develop 1 final project evaluation report by 9/30/2017
- Conduct 1 Continuing Education (CEU) class on child passenger safety to retain currently trained technicians by 8/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	$62,474.63	$0.00	$0.00	$34,044.82	**$96,519.45**

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

Project #	Division	Organization Name
2017-Texas Ag-G-1YG-0039	TRF-TS	Texas A&M Agrilife Extension Service

Title / Desc. **Texas A&M AgriLife Extension Service Passenger Safety Project**

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

Objectives

- Distribute 60,000 Public Information and Education (PI&E) resources to support grant objectives by 9/15/2017
- Educate 18,000 participants on the importance of safety belts/child restraints using project Rollover Demonstration by 9/15/2017
- Conduct 1,600 Child safety seat inspections at checkup events, appointments, and fitting stations by 9/25/2017
- Distribute 1,250 child safety seats as replacements as needed at inspections in low-use communities by 9/25/2017
- Support 135 educational programs on occupant protection, distracted driving and pedestrian and bicycle safety by 9/15/2017
- Conduct 60 Programs on seat belts, car seats, distracted driving and other safe driving practices by 9/15/2017
- Conduct 25 Safety seat checkup events in historically low-use communities. by 9/25/2017
- Maintain 3 online transportation safety courses for childcare providers by 8/15/2017
- Conduct 2 National Child Passenger Safety Technician Certification Trainings by 8/31/2017
- Conduct 1 6-Hour Technician Update for technicians in Texas or one 8-hour Technician Renewal Training by 7/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	$453,342.04	$0.00	$0.00	$114,680.01	**$568,022.05**

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

Project #	*District*	*Organization Name*
2017-TCH-G-1YG-0060	HOU	Texas Children's Hospital

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

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

Objectives

- Distribute 75,000 Educational materials on child passenger safety to the community by 9/30/2017
- Conduct 3,300 Child safety seat inspections at network inspection station sites by 9/30/2017
- Distribute 1,200 Child restraint systems to low-income and at risk families at inspection stations by 9/30/2017
- Conduct 1,000 Child safety inspections at community car seat check up events by 9/30/2017
- Educate 75 Law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2017
- Conduct 50 Media exposures related to child passenger safety by 9/30/2017
- Train 40 New child passenger safety technicians by 9/30/2017
- Teach 40 Car seat safety classes for parents and caregivers by 9/30/2017
- Coordinate 15 Community car seat events by 9/30/2017
- Teach 10 CEU and specialized training classes for CPS technicians about new products and technology by 9/30/2017
- Survey 5% of parents and caregivers who attend a local inspection station by 9/30/2017
- Conduct 3 Safe Kids Child Passenger Safety Technician training courses by 9/30/2017
- Conduct 1 Child Passenger Safety renewal course by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	$236,975.70	$0.00	$10,000.00	$370,336.04	**$617,311.74**

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

Project #	Division	Organization Name
2017-TDSHS-G-1YG-0067	TRF-TS	Texas Department of State Health Services

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

Statewide Child Passenger Safety (CPS) program, including safety seat education and distribution, CPS technician training and coordination of CPS services. This is not Research and Development.

Objectives

- Provide 300,000 educational materials to the public by 9/30/2017
- Provide 5,000 referrals to Safe Riders distribution programs and services via toll-free line by 9/30/2017
- Provide 200 CPS technicians with recertification assistance by 9/30/2017
- Maintain 50 ongoing safety seat distribution and education programs by 9/30/2017
- Conduct 40 educational presentations to the public regarding occupant protection by 9/30/2017
- Assist 30 Organizations with National CPS Week activities in Texas by 9/30/2017
- Conduct 18 Safe Riders safety seat check-up and/or inspection station events by 9/30/2017
- Conduct 12 Safe Riders program website updates by 9/30/2017
- Assist 12 organizations with conducting child seat check-up events or inspection stations by 9/30/2017
- Create 10 new safety seat distribution and education programs in areas of high need by 9/30/2017
- Conduct 8 training classes for safety seat distribution program partner organizations by 9/30/2017
- Conduct 4 Safe Riders child passenger safety certification courses by 9/30/2017
- Conduct 2 CPS technical update classes to technicians in Texas by 9/30/2017
- Assist 1 community organization with a CPS certification course by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	$905,393.13	$0.00	$0.00	$725,000.00	**$1,630,393.13**

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	EnviroMedia

Title / Desc. **Teen CIOT and Child Passenger Safety**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	$1,100,000.00	$0.00	$0.00	$1,100,000.00	**$2,200,000.00**

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	Sherry Matthews Advocacy Marketing

Title / Desc. **CIOT Media 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:

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

Task: *Training*   *Occupant Protection   OP - 05*

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0084	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Statewide Child Passenger Safety Conference**

This project is to execute a statewide conference for child passenger safety technicians and instructors to raise awareness of CPS issues.

Objectives

▪ Distribute 1,800 invitations/announcements marketing the conference by 5/31/2017

▪ Evaluate 1 statewide conference on child passenger safety by 9/30/2017

▪ Provide 1 statewide child passenger safety conference by 8/31/2017

▪ Plan 1 child passenger safety statewide conference by 6/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	$118,088.82	$0.00	$0.00	$29,535.46	**$147,624.28**

Occupant Protection

FY 2017
Budget Module: OP - 05

Program Area	# Proj	Total	FEDERAL						STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL		
Program Management	0											
Enforcement	55	$545,000.00	$45,000.00	$500,000.00								
Evaluation	3	$571,375.83		$457,086.11						$114,289.72		
Public Information & Eduction	11	$10,380,617.39	$2,114,930.18	$3,419,437.70					$10,000.00	$4,836,249.51		$1,209,537.05
Training	1	$147,624.28	$118,088.82							$29,535.46		$118,088.82
TOTALS:	70	$11,644,617.50	$2,278,019.00	$4,376,523.81					$10,000.00	$4,980,074.69		$1,327,625.87

See additional projects that have a component of and are in support of 05-OP in section 07-PT

06 - Pedestrian and Bicycle Safety (PS)

In 2014, 5,489 pedestrians were killed and an estimated 66,000 were injured in traffic crashes in the United States. On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes. The 4,735 pedestrian fatalities in 2013 represented a decrease of 2% from 2012. In 2014, pedestrian deaths accounted for 15.1% of all traffic fatalities and made up 3% of all the people injured in traffic crashes. Almost three-fourths (73%) of pedestrian fatalities occurred in an urban setting versus a rural setting. Over two-thirds (69%) of pedestrian fatalities occurred at non-intersections versus at intersections. In 2014, the average age of pedestrians killed in traffic crashes was 46 and the average age of those injured was 36. Over the past 10 years the average age of those killed has remained almost unchanged, while the average age of those injured has steadily increased from 31 to 36. The highest four pedestrian injury rates by age group were 20-24, 25-29, 10-14, and 15-19.

Pedestrian fatalities account for 13.4% of all Texas fatalities in 2014. Texas recorded a low of 357 pedestrian deaths in both 2009 and 2010.   In 2014, Texas recorded 476 pedestrian fatalities, which is a decrease of 4 from 2013, but an increase of 127 since 2010. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and El Paso. Pedestrians injured have climbed from a low of 2,642 in 2011 to a high of 3,235 in 2015.

State of Texas: Pedestrian Fatalities, 2010-2014 (C-10)

$y = 30.9x + 349.7$
$R^2 = 0.7268$
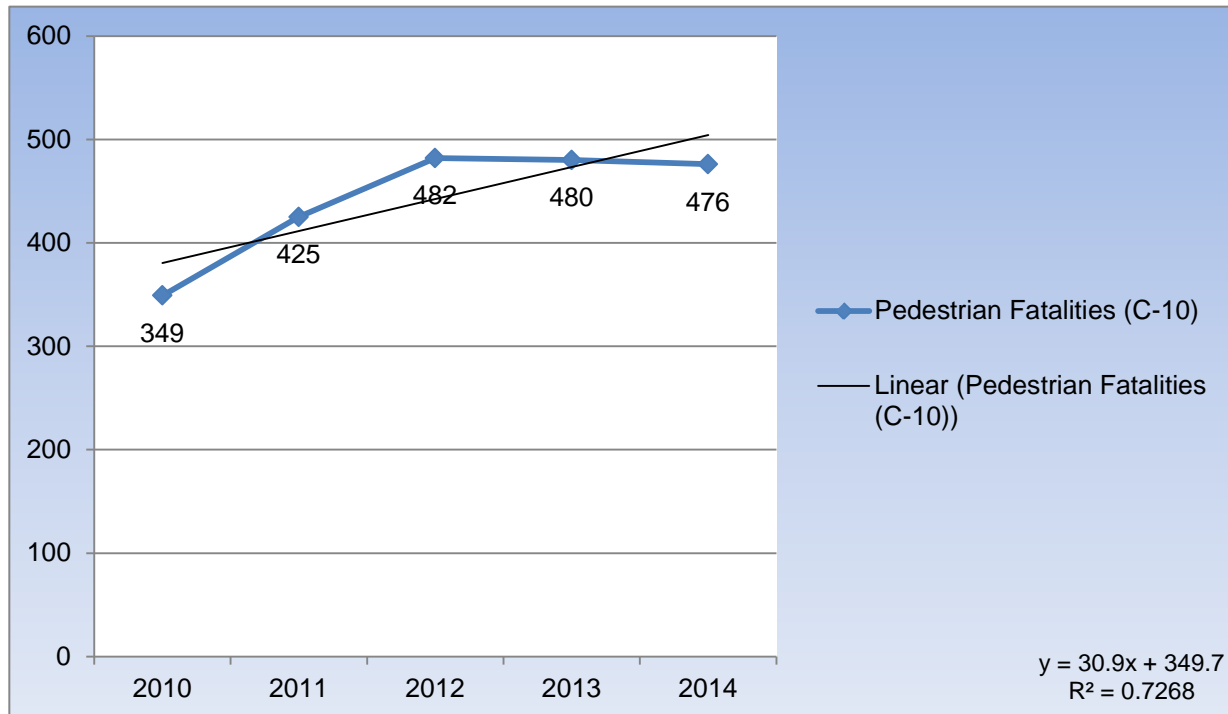
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: Pedestrian Injuries (AB Injuries), 2011-2015
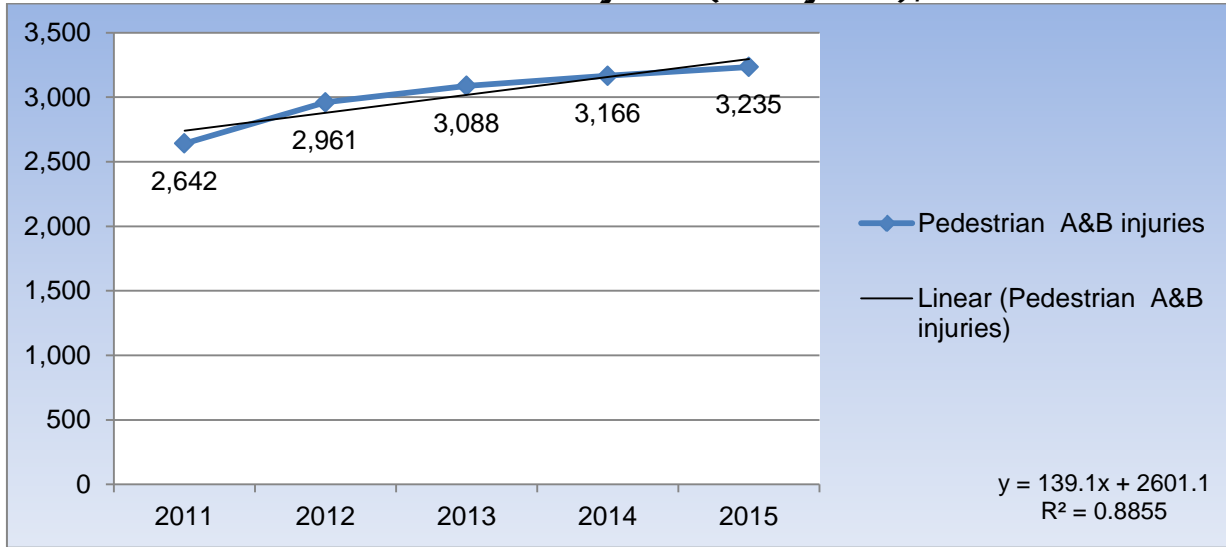
Chart data points (Pedestrian A&B injuries):
- 2011: 2,642
- 2012: 2,961
- 2013: 3,088
- 2014: 3,166
- 2015: 3,235

Legend:
- Pedestrian A&B injuries
- Linear (Pedestrian A&B injuries)

$y = 139.1x + 2601.1$
$R^2 = 0.8855$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

In the United States, 802 bicyclists were killed and an additional 48,000 were injured in motor vehicle traffic crashes in 2014. Bicyclist deaths accounted for 2% of all motor vehicle traffic fatalities and the number of pedalcyclists killed has been climbing since 2010. 68% of bicyclist fatalities occur in urban areas and 57% at non-intersections. 56% of bicyclist fatalities occurred between 3:00 p.m. to 11:59 p.m. In 20% of the crashes, either the driver or the bicyclist was reported to have a BAC of .08 or higher. In 2014, the average age of bicyclists killed in traffic crashes was 44. During the past 10 years, there has been a steady increase in the average age of bicyclists killed and injured.

Bicycles account for about 1.4% of all Texas fatalities, and there were 50 bicyclist fatalities in Texas in 2014, an increase from 48 in 2013. The number of bicyclists injured has climbed from 1,278 in 2011 to 1,397 in 2015.

State of Texas: Bicycle Fatalities, 2010-2014 (C-11)

Chart data points (Bicyclist and Other Cyclist Fatalities (C-11)):
- 2010: 42
- 2011: 45
- 2012: 56
- 2013: 48
- 2014: 50

Legend:
- Bicyclist and Other Cyclist Fatalities**** (C-11)
- Linear (Bicyclist and Other Cyclist Fatalities**** (C-11))

$y = 1.9x + 42.5$
$R^2 = 0.32$
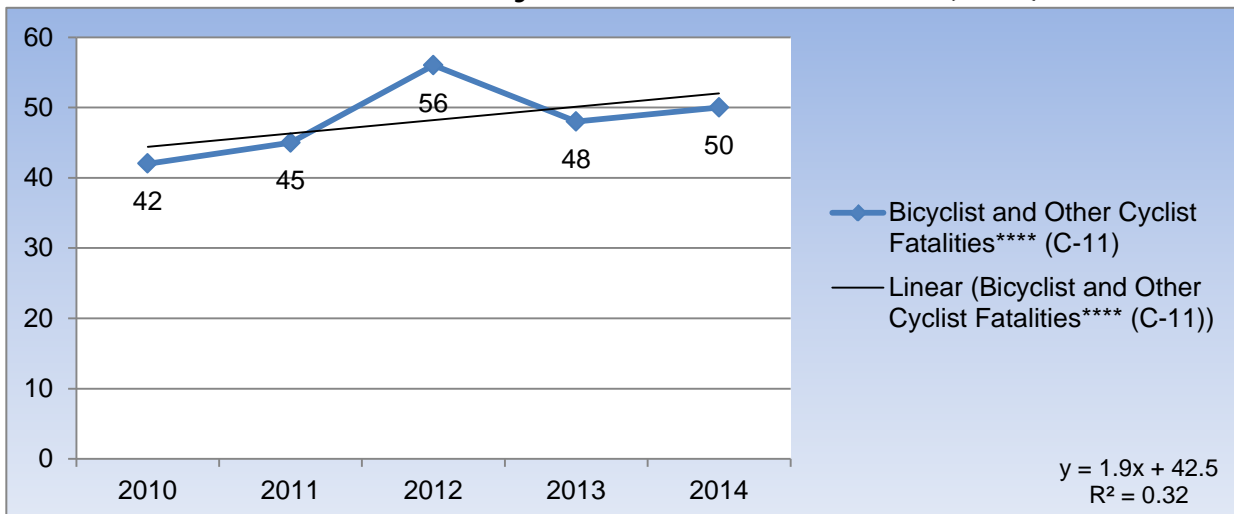
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: Bicycle Injuries (AB Injuries), 2011-2015
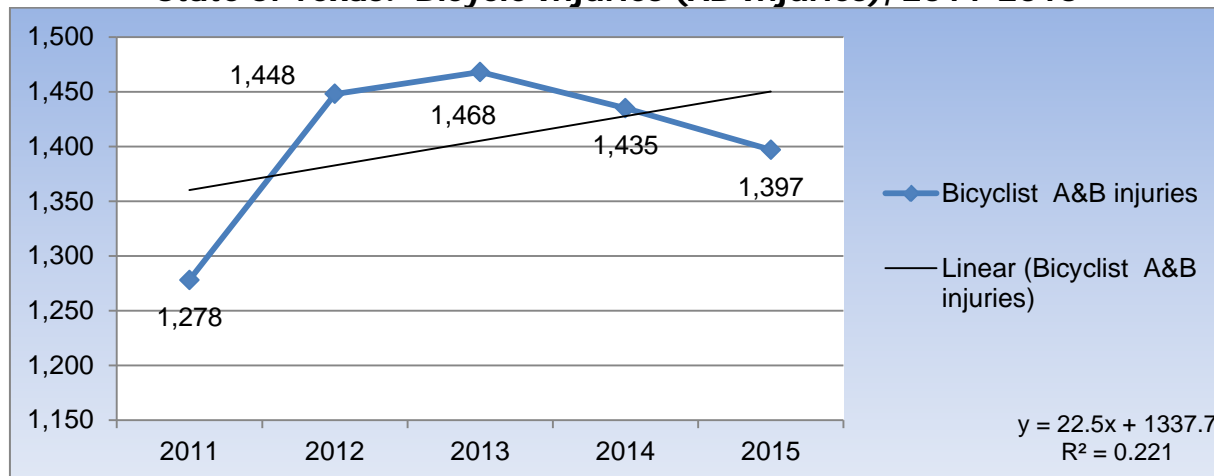
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

PS Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review

of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient pedestrian and bicycle safety program, to include elements in training, support of regional task forces, adult and child pedestrian and bicycle education and outreach. TxDOT will work in conjunction with stakeholders and regional coalitions to reduce the incidence of pedestrian and bicycle deaths and the associated traffic crashes to improve the pedestrian and bicycle crash situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 14 – Pedestrian and Bicycle Safety, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 597 pedestrian fatalities. By 2019, Texas can expect to report 659 pedestrian fatalities. The calculations for these projections and targets are as follows:

C-10 Pedestrian Fatalities	2010	2011	2012	2013	2014
	349	425	482	480	476

Pedestrian Fatalities	2015	2016	2017	2018	2019
M	30.900	30.90	30.90	30.90	30.90
X	6.00	7.00	8.00	9.00	10.00
B	349.700	349.700	349.700	349.700	349.700
Projection	535	566	597	628	659
Target	524	555	585	615	646

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 3,575 pedestrian injuries. By 2019, Texas can expect to report 3,853 pedestrian injuries. The calculations for these projections and targets are as follows:

Pedestrian A&B injuries	2011	2012	2013	2014	2015
	2,642	2,961	3,088	3,166	3,235

Pedestrian A&B injuries	2016	2017	2018	2019	2020
M	139.100	139.10	139.10	139.10	139.10
X	6.00	7.00	8.00	9.00	10.00
B	2,601.100	2,601.100	2,601.100	2,601.100	2,601.100
Projection	3,436	3,575	3,714	3,853	3,992
Target	3,367	3,503	3,640	3,776	3,912

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 58 bicycle fatalities. By 2019, Texas can expect to report 62 bicycle fatalities. The calculations for these projections and targets are as follows:

	2010	2011	2012	2013	2014
Bicycle Fatalities (C-11)	42	45	56	48	50

Bicycle Fatalities	2015	2016	2017	2018	2019
M	1.900	1.90	1.90	1.90	1.90
X	6.00	7.00	8.00	9.00	10.00
B	42.500	42.500	42.500	42.500	42.500
Projection	54	56	58	60	62
Target	53	55	57	58	60

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 1,495 bicycle injuries. By 2019, Texas can expect to report 1,540 bicycle injuries.   The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Bicycle A&B injuries	1,278	1,448	1,468	1,435	1,397

Bicycle A&B injuries	2016	2017	2018	2019	2020
M	22.5	22.5	22.5	22.5	22.5
X	6.00	7.00	8.00	9.00	10.00
B	1337.7	1337.7	1337.7	1337.7	1337.7
Projection	1,473	1,495	1,518	1,540	1,563
Target	1,443	1,465	1,487	1,509	1,531

Overall Traffic Safety Impacts of the Proposed Strategies
Strategies proposed for the Pedestrian and Bicycle Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of pedestrian and bicycle safety.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for outreach, training and safety education, and

distribution of child bicycle helmets are planned for FY17 to assist Texas with reducing pedestrian and bicycle fatalities and injuries.

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

Performance Measures and Targets:

Target: Number of pedestrian fatalities (C-10)
2017 Target: To decrease the expected rise of pedestrian fatalities from 476 pedestrian fatalities in 2014 to not more than 585 pedestrian fatalities in 2017

2019 Target: To decrease the expected rise of pedestrian fatalities from the projected 597 pedestrian fatalities in 2017 to not more than 646 pedestrian fatalities in 2019

Target: Number of pedestrian A&B injuries
2017 Target: To decrease the expected rise of pedestrian A&B injuries from 3,235 in 2015 to not more than 3,503 pedestrian A&B injuries in 2017

2019 Target: To decrease the expected rise of pedestrian A&B injuries from the projected 3575 pedestrian A&B injuries in 2017 to not more than 3,776 pedestrian A&B injuries in 2019

Target: Number of bicycle fatalities (C-11)
2017 Target: To decrease the expected rise of bicycle fatalities from 50 bicycle fatalities in 2014 to not more than 57 bicycle fatalities in 2017

2019 Target: To decrease the expected rise of bicycle fatalities from the projected 58 bicycle fatalities in 2017 to not more than 60 bicycle fatalities in 2019

Target: Number of Bicycle A&B Injuries
2017 Target: To decrease the expected rise of bicycle injuries from 1,397 bicycle A&B injuries in 2015 to not more than 1,465 bicycle A&B injuries in 2017

2019 Target: To decrease the expected rise of bicycle injuries from the projected 1,495 bicycle A&B injuries to not more than 1,509 bicycle A&B injuries in 2019

Pedestrian and Bicyclist Safety   PS - 06

Goals

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

Strategies

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

Project Descriptions

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

Project #	Division	Organization Name
2017-TTI-G-1YG-0089	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Developing a Crash Analysis Tool to Address Pedestrian Safety**

This project will compile a pilot database in two cities in Texas that currently have serious pedestrian safety issues.

Objectives

- ▪ Conduct 175 Intersection Data Collections   by 7/30/2017
- ▪ Identify 2 Intersections that Currently have Serious Pedestrian Safety Issues by 12/15/2016
- ▪ Develop 1 Final report by 9/30/2017
- ▪ Develop 1 Final Database by 8/15/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	$85,868.33	$0.00	$0.00	$21,485.03	**$107,353.36**

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

Project #	District	Organization Name
2017-AAMPO-G-1YG-0032	SAT	Alamo Area Metropolitan Planning Organization

Title / Desc. **Building Blocks: Toward Vision Zero**

This project builds on successful bicycle- and pedestrian-focused pilot programs in the Alamo Area to strengthen the community's understanding of our shared role in achieving Vision Zero

Objectives

- ▪ Teach 600 Youth Family Members by 9/30/2017
- ▪ Educate 600 Adult Family Members by 9/30/2017
- ▪ Teach 200 Adult Bicyclists by 9/30/2017
- ▪ Train 120 Volunteers by 9/30/2017
- ▪ Produce 1 Video by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	$65,028.50	$0.00	$0.00	$283,047.48	**$348,075.98**

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

Project #	*District*	*Organization Name*
2017-ESCVI-G-1YG-0064	TRF-TS	Education Service Center, Region VI

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 education all roadway users.

Objectives

▪ Educate 500 participants in the S.H.A.R.E. Program by 9/30/2017

▪ Analyze 250 participant evaluations to determine the overall effectiveness of the S.H.A.R.E. Program by 9/30/2017

▪ Conduct 2 Bicycle Rodeo events by 9/30/2017

▪ Develop 1 set of content material and activities to use as training aids for training sessions by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	$62,859.44	$0.00	$0.00	$19,371.22	**$82,230.66**

Project #	*Division*	*Organization Name*
2017-Elbowz-G-1YG-0114	TRF-TS	Elbowz Racing

Title / Desc. **Elbowz Racing Bicycle Safety Program**

Elbowz Racing will promote bicycle safety to riders and motorists in the state of Texas. The program will concentrate on the use of bicycle safety gear and rules of the road at our events.

Objectives

▪ Complete 36 bicycle and pedestrian safety posts on social media with safety hashtag by 9/30/2017

▪ Conduct 10 safety events at 10 cycling events within the State of Texas by 9/30/2017

▪ Conduct 9 earned media exposures using the celebrity status of Ben Spies and the Elbowz Racing team by 9/30/2017

▪ Conduct 6 visits to local elementary schools & conduct bicycle safety talks by 6/1/2017

▪ Conduct 6 community bicycle safety events by 9/30/2017

▪ Create 4 short videos covering bicycle and pedestrian topics for posting on various social media outlets by 9/30/2017

▪ Create 1 Elbowz themed bicycle and pedestrian safety stickers by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	$123,680.00	$0.00	$0.00	$59,766.00	**$183,446.00**

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

Project #	*District*	*Organization Name*
2017-Ghisallo-G-1YG-0161	AUS	Ghisallo Foundation

Title / Desc. **Cycle Academy: Youth Bicycle Education and Safety Instruction**

A youth bicycle education program utilizing Bike Rodeo and Bike Club based instruction. Key focuses are proper helmet usage, safe riding skills, navigation, and bike maintenance.

Objectives

▪ Educate 2,000 unique youth participants about bike safety through Bike Rodeo based instruction by 9/1/2017
▪ Educate 400 youth participants on in-depth bicycle safety skills via Bike Clubs by 9/1/2017
▪ Acquire 100% of helmets and bicycles for the program by 2/14/2017
▪ Establish 10 Bike Rodeo schools or organizations for participation in the program by 4/1/2017
▪ Establish 4 Bike Clubs at schools or organizations by 4/1/2017

Budget:

# Projects	Fund	Source	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	402	PS	$114,040.00	$0.00	$0.00	$30,637.00	**$144,677.00**

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0097	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Bicycle-Motorist Safety Awareness for College Campuses**

This project would continue and expand an existing campaign to raise awareness on and near college campuses regarding traffic laws and safe interaction between bicycle riders and motorists.

Objectives

▪ Distribute 5,000 public outreach campaign materials to college campuses by 9/30/2017
▪ Evaluate 1 campus bicyclist-motorist safety campaign by 9/30/2017
▪ Maintain 1 campaign website, providing updates on safety tips, events, and available PI&E by 9/30/2017
▪ Develop 1 campaign communications plan by 12/15/2016
▪ Produce 1 bicyclist and motorist safety campaign materials by 2/28/2017

Budget:

# Projects	Fund	Source	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	402	PS	$81,999.68	$0.00	$0.00	$20,516.08	**$102,515.76**

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

Project #
2017-TTI-G-1YG-0101

Division
TRF-TS

Organization Name
Texas A&M Transportation Institute

Title / Desc. **Pedestrian and Bicyclist Safety Outreach**

A public outreach campaign based on analysis of crash records & observational data which identify the behavioral factors contributing to crashes & their association with pedestrian & bicyclist safety.

Objectives
- Analyze 1,700 Observational survey results & crash report data by 3/1/2017
- Analyze 1,500 Crash reports of pedestrian & bicycle fatalities & incapacitating injuries by 1/31/2017
- Distribute 1,000 Outreach materials/messages by 9/1/2017
- Conduct 3 Seminars by 9/1/2017
- Complete 1 Summary memorandum by 9/30/2017
- Develop 1 Outreach campaign by 6/30/2017
- Conduct 1 Observational survey of pedestrian, bicyclist & motorist behavior by 1/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	$77,091.91	$0.00	$0.00	$19,288.46	**$96,380.37**

Project #
2017-TCH-G-1YG-0139

District
HOU

Organization Name
Texas Children's Hospital

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

This project will educate communities about safe pedestrian and bicycling behaviors in an effort to reduce the prevalence of facilities and injuries to children in the Houston metropolitan area.

Objectives
- Distribute 50,000 Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2017
- Educate 6,000 Children about safe pedestrian and/or bicyclist skills and behaviors by 9/30/2017
- Distribute 1,000 Helmets to children with bicycles, that are in need of safe helmets by 9/30/2017
- Conduct 1 Survey of 250 participants regarding the use of helmets with participants in bicycle safety programs by 9/30/2017
- Coordinate 50 Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2017
- Coordinate 15 Media exposures about pedestrian and/or bicycle safety by 9/30/2017
- Coordinate 15 Bicycle safety events and/or bicycle rodeos by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	$85,212.33	$0.00	$0.00	$54,543.95	**$139,756.28**

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

Project #	*District*	*Organization Name*
2017-LubbockP-G-1YG-0157	LBB	City of Lubbock - Parks & Recreation

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

The primary goal of Safety City is to develop and provide comprehensive traffic education programs to the South Plains with the initiative to create a safe environment on and around public roadways.

Objectives

- Educate 15,000 the public proper bicycle safety and riding techniques by 9/30/2017
- Provide 15,000 motor vehicle safety education through hands on training through group instruction by 9/30/2017
- Educate 15,000 elementary through college age students in safe pedestrian behavior by 9/30/2017
- Complete 3 Professional training seminars or conferences by 9/30/2017
- Create 3 alliances with other organizations for a safer community by 9/30/2017

Budget:

# Projects	*Fund*	*Source*	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	402	PS	$33,313.00	$0.00	$0.00	$26,324.23	**$59,634.23**

Pedestrian and Bicyclist Safety

FY 2017
Budget Module: PS - 06

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	1	$107,353.36	$85,868.33							$21,485.03	
Public Information & Eduction	7	$1,097,082.05	$609,911.86							$487,170.19	$450,820.27
Training	1	$171,502.65	$33,313.00							$26,324.23	$33,313.00
TOTALS:	9	$1,263,890.64	$728,911.19							$534,979.45	$484,133.27

07 - Police Traffic Services (PT)

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

The premise of the STEP model is that an individual's discomfort or fear of being stopped for a traffic safety violation outweighs the desire not to comply with the law. Like any good deterrence program designed to change motorists' behavior, STEPs are conducted throughout the year to maintain positive behavior, public awareness, and law enforcement engagement. A strong partnership between traffic safety and law enforcement professionals forms the foundation of the STEP model.

A large portion of the State of Texas' grant dollars fund data driven, evidence based enforcement practices. High visibility enforcement supported by media advertising campaigns are the backbone of the Texas traffic safety program. The STEP program is also contained in the alcohol countermeasures section (02), occupant protection section (05), and the speed control section (08). In addition to the projections and targets that address speed, alcohol, and restraint use in other sections, intersection crashes and distracted driving are included as elements of the STEP program.
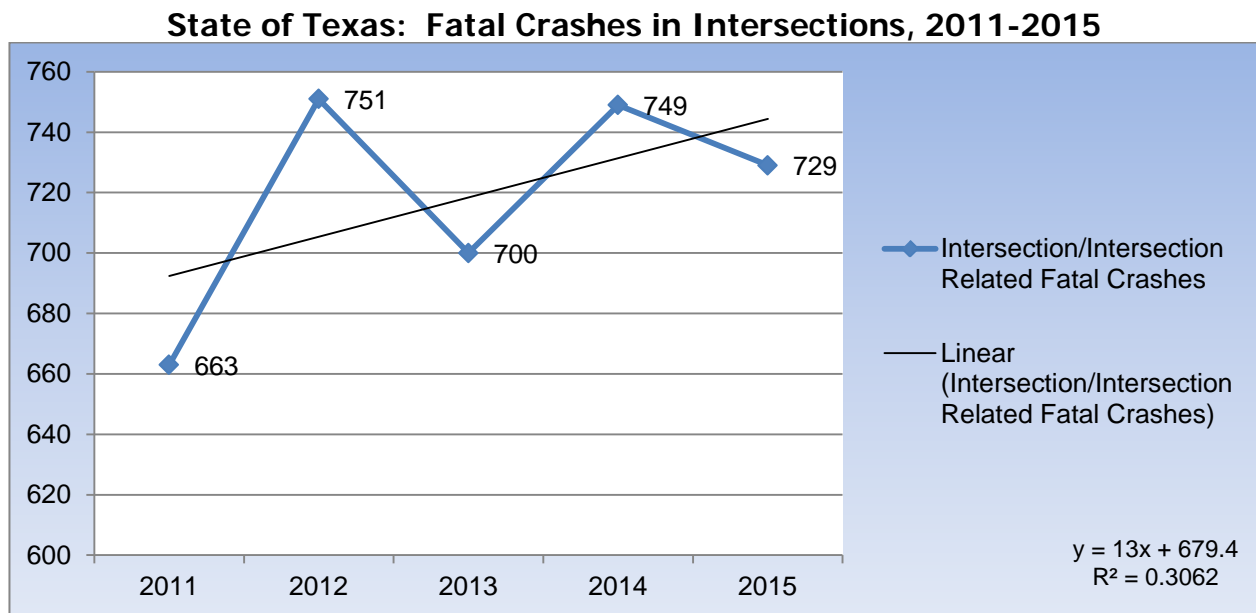
State of Texas: Fatal Crashes in Intersections, 2011-2015

Line chart titled "State of Texas: Fatal Crashes in Intersections, 2011-2015" showing Intersection/Intersection Related Fatal Crashes: 663 (2011), 751 (2012), 700 (2013), 749 (2014), 729 (2015), with a linear trendline. Trendline equation: $y = 13x + 679.4$, $R^2 = 0.3062$.

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

State of Texas: Incapacitating Injury Crashes in Intersections, 2011-2015
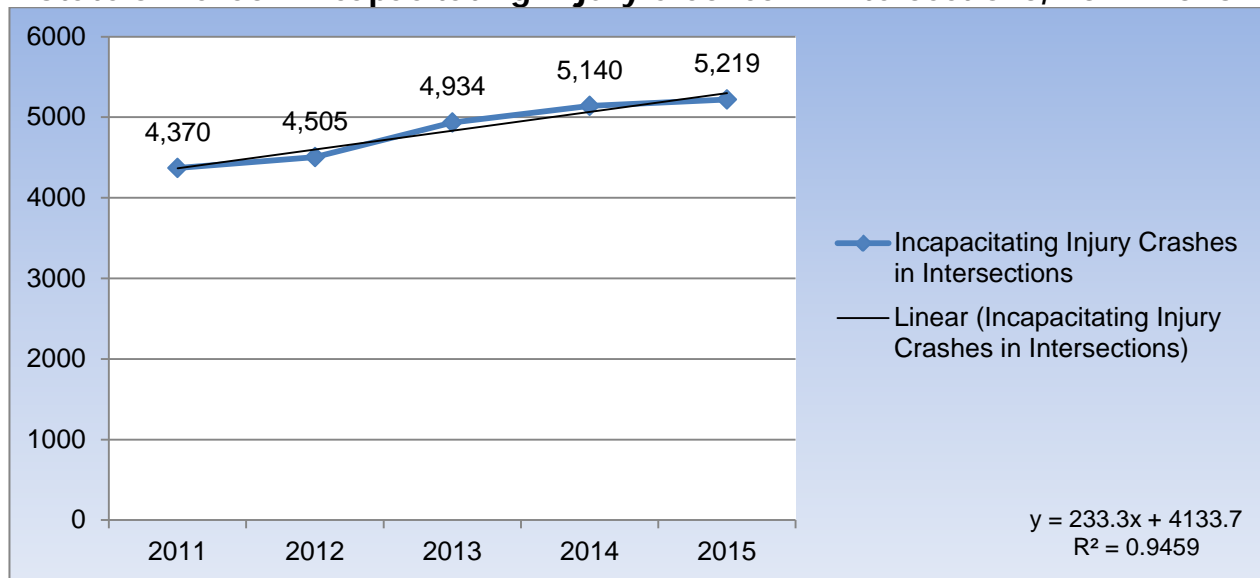
4,370 4,505 4,934 5,140 5,219

Incapacitating Injury Crashes in Intersections

Linear (Incapacitating Injury Crashes in Intersections)

$y = 233.3x + 4133.7$
$R^2 = 0.9459$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

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

State of Texas: Distracted Driving related Fatal Crashes, 2011-2015
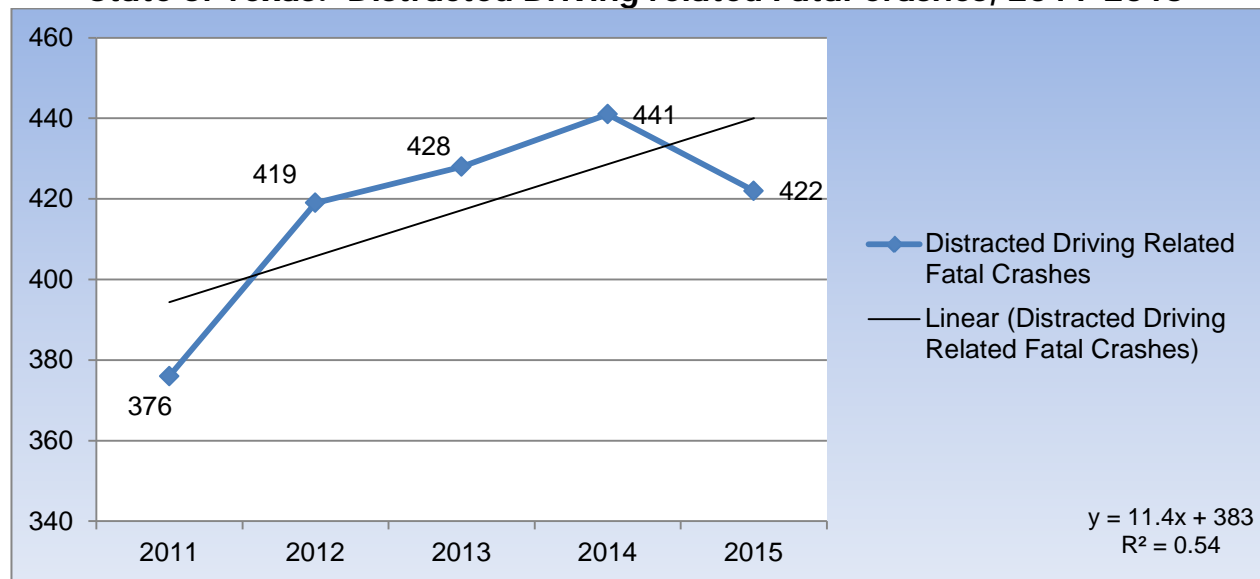
376 419 428 441 422

Distracted Driving Related Fatal Crashes

Linear (Distracted Driving Related Fatal Crashes)

$y = 11.4x + 383$
$R^2 = 0.54$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

State of Texas: Distracted Driving Incapacitating Injury Crashes, 2011-2015
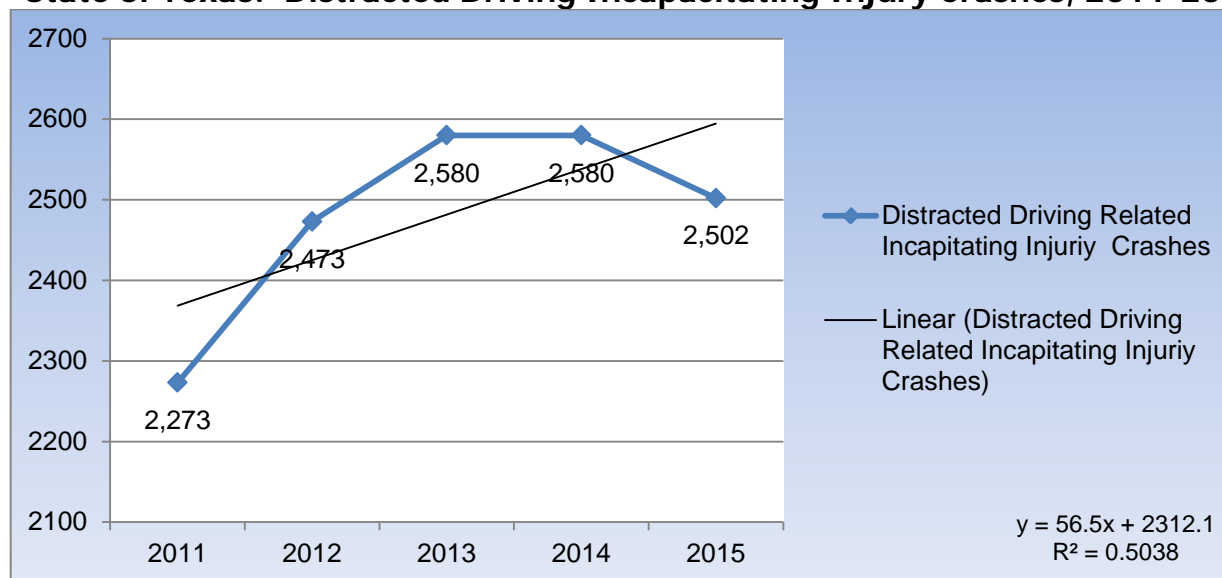
Chart data points:
- 2011: 2,273
- 2012: 2,473
- 2013: 2,580
- 2014: 2,580
- 2015: 2,502

Legend:
- Distracted Driving Related Incapitating Injuriy Crashes
- Linear (Distracted Driving Related Incapitating Injuriy Crashes)

$y = 56.5x + 2312.1$
$R^2 = 0.5038$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

PT Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth

in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a police traffic services and traffic enforcement program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated enforcement programs, TxDOT will continue to actively participate in and provide administrative support to the Texas's Impaired Driving Taskforce and other regional coalitions that involve high visibility enforcement as a countermeasure. TxDOT will work in conjunction with these stakeholders to reduce the incidence of fatalities associated with traffic crashes and improve the driving situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 15 – Traffic Enforcement Service, and Countermeasures That Work as outlined in the strategies and enforcement sections.

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 770 fatal crashes in Intersections. By 2019, Texas can expect to report 796 Fatal Crashes in Intersections. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Fatal Crashes in Intersections	663	751	700	749	729

Fatal Crashes in Intersections	2016	2017	2018	2019	2020
M	13.0	13.0	13.0	13.0	13.0
X	6.00	7.00	8.00	9.00	10.00
B	679.4	679.4	679.4	679.4	679.4
Projection	757	770	783	796	809
Target	742	755	768	780	793

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 5,767 incapacitating injury crashes in intersections. By 2019, Texas can expect to report 6,233 incapacitating injury crashes in intersections. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Incapacitating Injury Crashes in Intersections	4,370	4,505	4,934	5,140	5,219

Incapacitating Injury Crashes in Intersections	2016	2017	2018	2019	2020
M	233.3	233.3	233.3	233.3	233.3
X	6.00	7.00	8.00	9.00	10.00
B	4,133.7	4133.7	4133.7	4133.7	4133.7
Projection	5,534	5,767	6,000	6,233	6,467
Target	5,423	5,651	5,880	6,109	6,337

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 463 distracted driving related fatal crashes. By 2019, Texas can expect to report 486 distracted driving related fatal crashes. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Distracted Driving Related Fatal Crashes	376	419	428	441	422

Distracted Driving Related Fatal Crashes	2016	2017	2018	2019	2020
M	11.4	11.4	11.4	11.4	11.4
X	6.00	7.00	8.00	9.00	10.00
B	383.0	383.0	383.0	383.0	383.0
Projection	451	463	474	486	497
Target	442	454	465	476	487

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 2,708 distracted driving related incapacitating injury crashes. By 2019, Texas can expect to report 2,821 distracted driving related incapacitating injury crashes. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Distracted Driving Related Incapacitating Injury Crashes	2,273	2,473	2,580	2,580	2,502

Distracted Driving Related Incapacitating Injury Crashes	2016	2017	2018	2019	2020
M	56.5	56.5	56.5	56.5	56.5
X	6.00	7.00	8.00	9.00	10.00
B	2312.1	2312.1	2312.1	2312.1	2312.1
Projection	2,651	2,708	2,764	2,821	2,877
Target	2,598	2,653	2,709	2,764	2,820

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Police Traffic Services Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of fatalities, injuries, and crashes overall.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for outreach, training, and enforcement are planned for FY17 to assist the Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of occupant protection, DWI/DUI, speed, intersection, and distracted driving citations during grant funded activities. Texas will attempt to reverse this trend creating an increase in arrests and citations.

Texas will continue to focus on overall fatalities which continue to be a problem in Texas. TxDOT Police Traffic Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: Number of intersection related fatal crashes
2017 Target: To decrease the expected rise of intersection fatalities from 729 intersection fatalities in 2015 to not more than 755 intersection fatalities in 2017
2019 Target: To decrease the expected rise of intersection fatalities from the projected 770 intersection fatalities in 2017 to not more than 780 intersection fatalities in 2019

Target: Number of intersection related injury crashes
2017 Target: To decrease the expected rise of intersection injuries from 5,219 intersection related injuries in 2015 to not more than 5,651 intersection related injuries in 2017
2019 Target: To decrease the expected rise of intersection injuries from the projected 5,767 intersection related injuries to not more than 6,109 intersection related injuries in 2019

Target: Number of distracted driving related fatal crashes
2017 Target: To decrease the expected rise of distracted driving fatalities from 422 distracted driving fatal crashes in 2015 to not more than 454 distracted driving fatal crashes in 2019
2019 Target: To decrease the expected rise of distracted driving fatalities from the projected 463 distracted driving fatal crashes in 2017 to not more than 476 distracted driving fatal crashes in 2019

Target: Number of distracted driving related incapacitating injury crashes
2017 Target: To decrease the expected rise of distracted driving related incapacitating injury crashes from 2,502 in 2015 to not more than 2,653 distracted driving related incapacitating injury in 2019
2019 Target   To decrease the expected rise of distracted driving related incapacitating injury crashes from the projected 2,708 distracted driving related incapacitating injury to not more than 2,764 distracted driving related incapacitating injury in 2019

Police Traffic Services   PT - 07

Goals

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

Strategies

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

Project Descriptions

Task: *Enforcement*	Police Traffic Services PT - 07

Project #	Division	Organization Name
STEP CMV	TRF-TS	TxDOT - Traffic Safety

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
2017-EagleLkP-S-1YG-0059	City of Eagle Lake - Police Department	402	PT	$5,305.60	$4,356.07	**$9,661.67**
2017-Harlinge-S-1YG-0091	City of Harlingen - Police Department	402	PT	$11,711.41	$5,321.71	**$17,033.12**
2017-HoustonP-S-1YG-0040	City of Houston - Police Department	402	PT	$296,999.63	$374,589.91	**$671,589.54**
2017-LaredoPD-S-1YG-0042	City of Laredo - Police Department	402	PT	$86,925.00	$29,103.00	**$116,028.00**
2017-Tomgreen-S-1YG-0073	Tom Green County	402	PT	$14,266.20	$3,586.72	**$17,852.92**

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
5	402	PT	$415,207.84	$0.00	$0.00	$416,957.41	**$832,165.25**

Task: *Enforcement*			*Police Traffic Services PT - 07*

Project #	*Division*	*Organization Name*
STEP Comprehensive	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **STEP Comprehensive**

Provide enhanced sustained enforcement covering multiple offenses, focusing on two or more of the following: Speed, DWI, Intersection Traffic Control (ITC), Occupant Protection (OP) or Distracted Driving (DD) violations. All STEP Comprehensive agencies that have an occupant protection and/or DWI component will participate in the national enforcement mobilizations.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2017-AllenPD-S-1YG-0045	City of Allen - Police Department	402	PT	$53,000.00	$28,090.00	**$81,090.00**
2017-Amarillo-S-1YG-0019	City of Amarillo - Police Department	402	PT	$168,424.80	$221,249.15	**$389,673.95**
2017-Arlingto-S-1YG-0036	City of Arlington - Police Department	402	PT	$277,238.74	$69,309.70	**$346,548.44**
2017-AustinPD-S-1YG-0087	City of Austin - Police Department	402	PT	$1,000,000.00	$418,679.71	**$1,418,679.71**
2017-Beaumont-S-1YG-0078	City of Beaumont - Police Department	402	PT	$87,484.83	$39,580.79	**$127,065.62**
2017-BexarCoS-S-1YG-0058	Bexar County Sheriff's Office	402	PT	$600,000.00	$150,087.03	**$750,087.03**
2017-BrownsPD-S-1YG-0028	City of Brownsville - Police Department	402	PT	$91,713.02	$49,971.18	**$141,684.20**
2017-CorpusPD-S-1YG-0054	City of Corpus Christi - Police Department	402	PT	$120,482.80	$42,158.03	**$162,640.83**
2017-DallasCO-S-1YG-0067	Dallas County Sheriff's Department	402	PT	$74,198.00	$100,725.85	**$174,923.85**
2017-Dallas-S-1YG-0068	City of Dallas - Police Department	402	PT	$999,993.60	$273,715.37	**$1,273,708.97**
2017-DentonPD-S-1YG-0044	City of Denton - Police Department	402	PT	$74,560.00	$113,122.86	**$187,682.86**
2017-EdinbuPD-S-1YG-0062	City of Edinburg - Police Department	402	PT	$74,365.56	$18,603.59	**$92,969.15**
2017-ElPasoCO-S-1YG-0035	El Paso County Sheriff's Office	402	PT	$94,976.90	$31,973.15	**$126,950.05**
2017-ElPasoPD-S-1YG-0004	City of El Paso - Police Department	402	PT	$242,390.82	$150,796.39	**$393,187.21**
2017-Euless-S-1YG-0047	City of Euless - Police Department	402	PT	$69,976.00	$75,161.28	**$145,137.28**
2017-Farmers -S-1YG-0048	City of Farmers Branch - Police Department	402	PT	$35,138.00	$45,936.49	**$81,074.49**
2017-Fortwort-S-1YG-0079	City of Fort Worth - Police Department	402	PT	$169,417.78	$43,028.51	**$212,446.29**
2017-FriscoPD-S-1YG-0081	City of Frisco - Police Department	402	PT	$84,312.09	$24,446.00	**$108,758.09**
2017-Galvesto-S-1YG-0060	City of Galveston - Police Department	402	PT	$69,260.55	$17,446.86	**$86,707.41**
2017-GarlandP-S-1YG-0009	City of Garland - Police Department	402	PT	$248,994.15	$140,878.24	**$389,872.39**
2017-GrandPra-S-1YG-0005	City of Grand Prairie - Police Department	402	PT	$199,725.88	$180,203.13	**$379,929.01**
2017-HaltomPD-S-1YG-0084	City of Haltom City - Police Department	402	PT	$39,996.95	$30,402.14	**$70,399.09**
2017-Harlinge-S-1YG-0070	City of Harlingen - Police Department	402	PT	$54,120.93	$22,190.22	**$76,311.15**
2017-Harris4-S-1YG-0033	Harris County Constable Precinct 4	402	PT	$44,368.80	$13,430.60	**$57,799.40**
2017-HarrisCo-S-1YG-0007	Harris County Sheriff's Office	402	PT	$349,999.88	$349,999.89	**$699,999.77**
2017-HarrisP1-S-1YG-0008	Harris County Constable Precinct 1	402	PT	$82,046.83	$82,046.82	**$164,093.65**
2017-HarrisP7-S-1YG-0077	Harris County Constable Precinct 7	402	PT	$197,251.20	$58,876.04	**$256,127.24**
2017-HoustonP-S-1YG-0039	City of Houston - Police Department	402	PT	$702,999.98	$771,336.52	**$1,474,336.50**
2017-Irving-S-1YG-0014	City of Irving - Police Department	402	PT	$173,104.00	$141,696.05	**$314,800.05**
2017-Jacksonv-S-1YG-0083	City of Jacksonville - Police Department	402	PT	$39,986.40	$10,350.00	**$50,336.40**
2017-Jefferso-S-1YG-0057	Jefferson County Sheriff's Office	402	PT	$40,000.00	$25,096.68	**$65,096.68**

Task: *Enforcement*					*Police Traffic Services*		PT - 07
2017-KellerPD-S-1YG-0075	City of Keller - Police Department	402	PT	$31,345.00	$31,756.36	**$63,101.36**	
2017-KilleenP-S-1YG-0018	City of Killeen - Police Department	402	PT	$117,291.00	$36,803.88	**$154,094.88**	
2017-LaPorte-S-1YG-0037	City of La Porte - Police Department	402	PT	$49,996.75	$51,361.20	**$101,357.95**	
2017-LaredoPD-S-1YG-0038	City of Laredo - Police Department	402	PT	$105,730.00	$47,733.20	**$153,463.20**	
2017-LongviPD-S-1YG-0031	City of Longview - Police Department	402	PT	$83,467.69	$21,719.19	**$105,186.88**	
2017-Lubbock -S-1YG-0046	City of Lubbock - Police Department	402	PT	$55,200.85	$55,200.85	**$110,401.70**	
2017-McAllenP-S-1YG-0027	City of McAllen - Police Department	402	PT	$120,000.00	$30,000.00	**$150,000.00**	
2017-McKinney-S-1YG-0043	City of McKinney - Police Department	402	PT	$91,224.96	$24,831.43	**$116,056.39**	
2017-Midland-S-1YG-0013	City of Midland - Police Department	402	PT	$16,685.00	$16,754.05	**$33,439.05**	
2017-Mission-S-1YG-0022	City of Mission - Police Department	402	PT	$62,820.42	$22,678.15	**$85,498.57**	
2017-MtPleasa-S-1YG-0034	City of Mount Pleasant - Police Department	402	PT	$39,974.07	$16,836.78	**$56,810.85**	
2017-NewBrau-S-1YG-0094	City of New Braunfels - Police Department	402	PT	$74,973.10	$41,935.40	**$116,908.50**	
2017-NRichlan-S-1YG-0098	City of North Richland Hills - Police Department	402	PT	$45,419.00	$27,669.11	**$73,088.11**	
2017-Odessa-S-1YG-0090	City of Odessa - Police Department	402	PT	$38,317.95	$9,897.93	**$48,215.88**	
2017-PasadePD-S-1YG-0066	City of Pasadena - Police Department	402	PT	$99,947.10	$99,947.10	**$199,894.20**	
2017-PlanoPD-S-1YG-0020	City of Plano - Police Department	402	PT	$148,874.55	$99,260.20	**$248,134.75**	
2017-PolkCo-S-1YG-0080	Polk County Sheriff's Office	402	PT	$34,212.71	$9,435.51	**$43,648.22**	
2017-PortArPD-S-1YG-0076	City of Port Aransas - Police Department	402	PT	$13,320.00	$3,333.36	**$16,653.36**	
2017-SanAntPD-S-1YG-0025	City of San Antonio - Police Department	402	PT	$1,000,000.00	$428,526.94	**$1,428,526.93**	
2017-Southlak-S-1YG-0086	City of Southlake - Police Department	402	PT	$43,578.50	$19,759.49	**$63,337.99**	
2017-TDPS-S-1YG-0064	Texas Department of Public Safety	402	PT	$549,295.81	$622,370.70	**$1,171,666.51**	
2017-Tomgreen-S-1YG-0056	Tom Green County	402	PT	$41,445.37	$24,154.58	**$65,599.95**	
2017-Tyler PD-S-1YG-0053	City of Tyler - Police Department	402	PT	$78,640.00	$22,271.42	**$100,911.42**	
2017-WacoPD-S-1YG-0050	City of Waco - Police Department	402	PT	$104,845.44	$28,262.00	**$133,107.44**	
2017-WichitaP-S-1YG-0023	City of Wichita Falls - Police Department	402	PT	$87,502.52	$21,885.78	**$109,388.30**	

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
56	402	PT	$9,693,636.27	$0.00	$0.00	$5,554,972.87	**$15,248,609.15**

Project #	*Division*	*Organization Name*
STEP ITC	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **STEP ITC**

Provide enhanced sustained enforcement covering multiple offenses, focusing on Intersection Traffic Control (ITC)

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2017-Missouri-S-1YG-0061	City of Missouri - City Police Department	402	PT	$51,639.00	$16,053.36	**$67,692.36**

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	$51,639.00	$0.00	$0.00	$16,053.36	**$67,692.36**

Task: *Enforcement*   *Police Traffic Services   PT - 07*

Project #	*Division*	*Organization Name*
STEP Wave Comprehensive	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **STEP Wave Comprehensive**

Participate in special enforcement efforts centered on the holiday periods through STEP Waves.

Related SubProjects:

Project #	*Organization*	*Fund*	*Source*	*Federal Funds*	*Local Match*	*Project Total*
2017-Benbrook-S-1YG-0021	City of Benbrook - Police Department	402	PT	$9,862.00	$3,288.00	**$13,150.00**
2017-SanJuanP-S-1YG-0049	City of San Juan - Police Department	402	PT	$9,448.00	$2,456.48	**$11,904.48**
2017-Weatherf-S-1YG-0065	City of Weatherford - Police Department	402	PT	$14,290.50	$3,811.00	**$18,101.50**

Budget:

# Projects	*Fund*	*Source*	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
3	402	PT	$33,600.50	$0.00	$0.00	$9,555.48	**$43,155.98**

Task: *Training*   *Police Traffic Services   PT - 07*

Project #	*Division*	*Organization Name*
2017-TMPA-G-1YG-0006	TRF-TS	Texas Municipal Police Association

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

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

Objectives

- Educate 1,500 Law enforcement officers on the dangers of distracted driving by 9/30/2017
- Support 1,000 Funded and non-funded law enforcement agencies by 9/30/2017
- Educate 500 Adults on the dangers of distracted driving by 9/30/2017
- Distribute 120 Traffic safety news articles for the Buckle Up Texas and social media web pages by 9/30/2017
- Maintain 100% Child passenger safety (CPS) technician and instructor certifications for LEL's by 12/31/2016
- Assist 20 Child passenger safety checkup inspection events by 9/30/2017
- Attend 15 Traffic Safety Specialist events, partner organization and judicial conferences by 9/30/2017
- Conduct 8 Meetings with TxDOT PTS Program Manager or LEL staff by 9/30/2017
- Attend 6 Law enforcement conferences by 9/30/2017
- Teach 3 Child passenger safety technician classes by 9/30/2017
- Attend 1 Microsoft Excel class   by 3/31/2017
- Update 1 Course curriculum for STEP Project Directors on how to manage a STEP grant by 9/30/2017

Budget:

# Projects	*Fund*	*Source*	*Federal Funding*	*State Funding*	*Program Income*	*Local Match*	*Project Total*
1	402	PT	$960,482.40	$0.00	$0.00	$251,000.00	**$1,211,482.40**

Police Traffic Services

FY 2017
Budget Module: PT - 07

Program Area	# Proj	Total	FEDERAL					STATE	STATE INCOME	LOCAL	Fed. 402 to LOCAL
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	LOCAL
Program Management	0										
Enforcement	65	$16,191,622.74	$10,194,083.61							$5,997,539.13	$10,194,083.61
Evaluation	0										
Public Information & Eduction	0										
Training	1	$1,211,482.40	$960,482.40							$251,000.00	$960,482.41
TOTALS:	**66**	**$17,403,105.14**	**$11,154,566.01**							**$6,248,539.13**	**$11,154,566.02**

See additional projects that have a component of and are in support CMV safety in 12-RS.

08 - Speed Control (SC)

Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. 36.2% of all fatalities have speeding or speed related causation factors listed on the crash report to some degree. In speeding-related fatalities by state, Texas consistently ranked first in the past decade. In 2014, 1,284 people were killed in crashes involving speeding in Texas. When crash statistics in 2013 are considered, Texas recorded 1,181 fatalities, which was significantly higher than other states (California had the second most with 992 fatalities followed by Pennsylvania with 552 fatalities). The speeding-related fatality rate (per 100 million vehicle mile travelling, or VMT) in Texas was 0.48 in 2013 which is also much higher than the national rate of 0.32.

State of Texas: Speeding Related Fatalities, 2010-2014 (C-6)
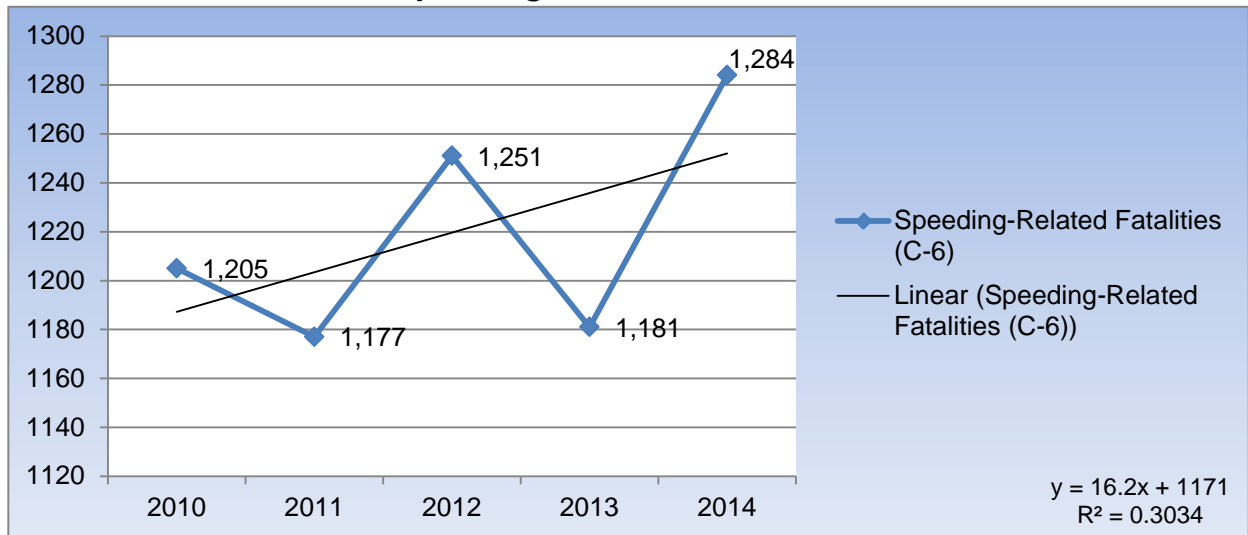
$y = 16.2x + 1171$
$R^2 = 0.3034$

Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: Speeding Related Incapacitating Injuries, 2011-2015

$y = 11.3x + 2187.9$
$R^2 = 0.0467$
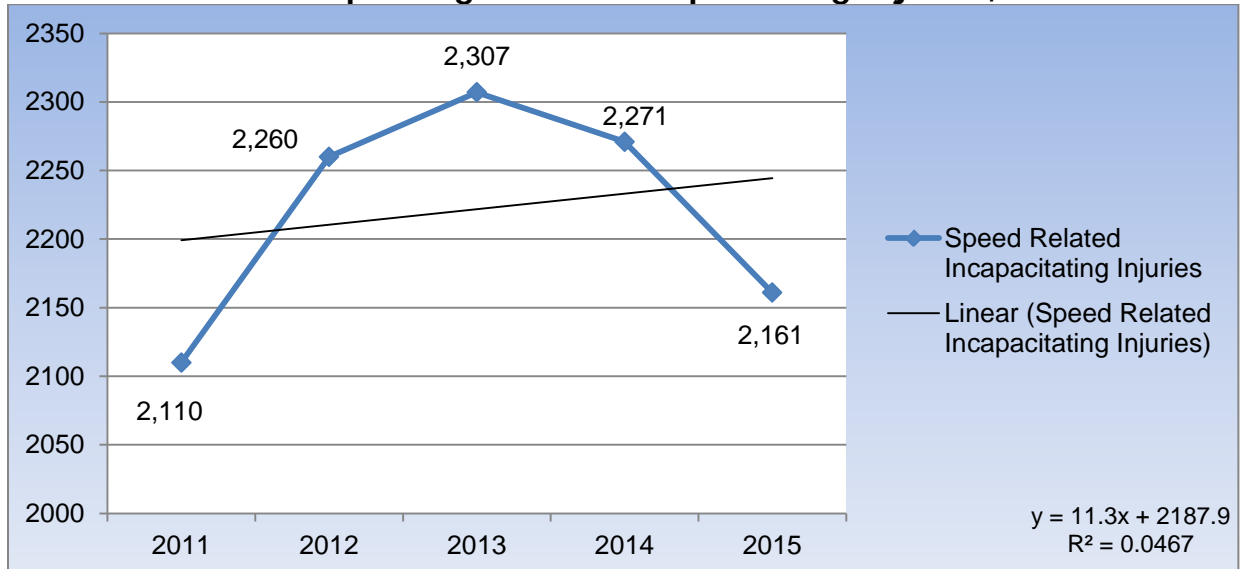
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

State of Texas: Speeding Citations during Funded Enforcement Activities (A-3)
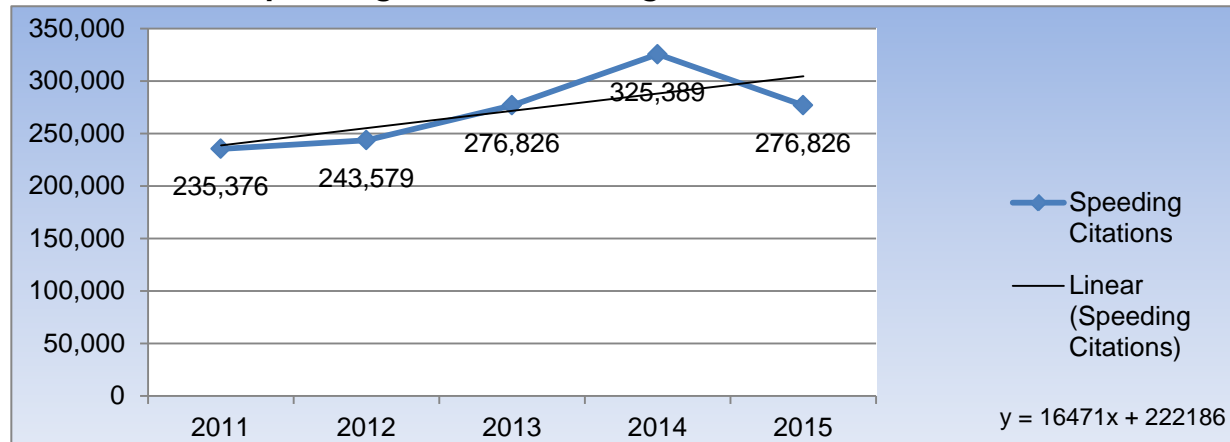
Source: Texas Department of Transportation eGrants, April 29th, 2016.

Young males are the most likely to be involved in speeding-related fatal crashes. Among the speeding-driving fatalities in the United States in 2013, about 35 percent of 15 to 24 year-old male drivers involved in fatal crashes were speeding, the highest among all age groups. In addition to speed, road conditions and environment were other potential contribution factors for speeding-related fatal collisions. When combined with unusual road conditions (e.g., wet or snow/icy roadway surfaces) and poor illumination (e.g., nights), speeding was more likely to result in fatal crashes.

SC Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient speed control program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated impaired driving programs, TxDOT will work in conjunction with these stakeholders to reduce the incidence of speed-related fatalities and associated traffic crashes and improve the speed-related crash situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 19 – Speed Management, and Countermeasures That Work as outlined in the strategies and enforcement sections.

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 1,301 speeding related fatalities. By 2019, Texas can expect to report 1,333 speeding related fatalities. The calculations for these projections and targets are as follows:

Speeding-Related Fatalities (C-6)	2010	2011	2012	2013	2014
	1,205	1,177	1,251	1,181	1,284

Speeding-Related Fatalities (C-6)	2015	2016	2017	2018	2019
M	16.2	16.2	16.2	16.2	16.2
X	6.00	7.00	8.00	9.00	10.00
B	1171.0	1171.0	1171.0	1171.0	1171.0
Projection	1,268	1,284	1,301	1,317	1,333
Target	1,243	1,259	1,275	1,290	1,306

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 2,267 serious injuries. By 2019, Texas can expect to report 2,290 serious injuries. The calculations for these projections and targets are as follows:

Speeding Related Incapacitating Injuries	2011	2012	2013	2014	2015
	2,110	2,260	2,307	2,271	2,161

Speeding Related Incapacitating Injuries	2016	2017	2018	2019	2020
M	11.3	11.3	11.3	11.3	11.3
X	6.00	7.00	8.00	9.00	10.00
B	2187.9	2187.9	2187.9	2187.9	2187.9
Projection	2,256	2,267	2,278	2,290	2,301
Target	2,211	2,222	2,233	2,244	2,255

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Speed Control Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of speeding-related fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for enforcement is planned for FY17 to assist Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of speeding-related citations during grant funded activities. Texas will continue the trend of increases in arrests and citations.

Texas will continue to focus on overall fatalities which continue to be a problem in Texas. TxDOT Speed Control Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: Number of speeding related fatalities (C-6)

2017 Target: To decrease the expected rise of speeding fatalities from 1,284 speeding fatalities in 2014 to not more than 1,275 speeding fatalities in 2017

2019 Target: To decrease the expected rise of speeding fatalities from the projected 1,301 speeding fatalities in 2017 to not more than 1,306 speeding related fatalities in 2019

Target: Number of speeding related serious injuries

2017 Target: To decrease the expected rise of speeding injuries from 2,161 speeding related serious injuries in 2015 to not more than 2,222 speeding related serious injuries in 2017

2019 Target: To decrease the expected rise of speeding injuries from the projected 2,267 speeding related serious injuries in 2017 to not more than 2,244 speeding related serious injuries in 2019

Target: Number of speeding citations issued / grant funded enforcement activities

2017 Target: NHTSA activity measure - no objective set

2019 Target: NHTSA activity measure - no objective set

Speed Control   SC - 08

Goals

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

Strategies

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

Project Descriptions

Task: *Enforcement*	Speed Control SC - 08

Project #	Division	Organization Name
STEP SPEED	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **STEP SPEED**

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

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2017-Brenham-S-1YG-0092	City of Brenham - Police Department	402	SC	$14,946.75	$12,728.50	**$27,675.25**
2017-DeerPark-S-1YG-0041	City of Deer Park - Police Department	402	SC	$48,984.00	$53,877.01	**$102,861.01**
2017-FateDPS-S-1YG-0002	City of Fate - Department of Public Safety	402	SC	$21,699.72	$7,870.00	**$29,569.72**
2017-LewisvPD-S-1YG-0100	City of Lewisville - Police Department	402	SC	$88,828.39	$22,992.97	**$111,821.36**
2017-Mesquite-S-1YG-0082	City of Mesquite - Police Department	402	SC	$40,662.55	$15,284.64	**$55,947.19**
2017-MontgoSO-S-1YG-0003	Montgomery County Sheriff's Office	402	SC	$71,077.12	$27,979.44	**$99,056.56**
2017-Sugarlan-S-1YG-0030	City of Sugar Land - Police Department	402	SC	$59,949.12	$20,973.75	**$80,922.87**
2017-TexasCit-S-1YG-0016	City of Texas City - Police Department	402	SC	$31,500.00	$33,750.00	**$65,250.00**

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
8	402	SC	$377,647.65	$0.00	$0.00	$195,456.31	**$573,103.96**

Project #	Division	Organization Name
STEP WAVE SPEED	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **STEP WAVE SPEED**

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

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2017-Cleburne-S-1YG-0099	City of Cleburne - Police Department	402	SC	$20,737.80	$9,396.42	**$30,134.22**

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SC	$20,737.80	$0.00	$0.00	$9,396.42	**$30,134.22**

Speed Control

FY 2017
Budget Module: SC - 08

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	9	**$603,238.18**	$398,385.45							$204,852.73	$398,385.45
Evaluation	0										
Public Information & Eduction	0										
Training	0										
TOTALS:	**9**	**$603,238.18**	**$398,385.45**							**$204,852.73**	**$398,385.45**

09 - Traffic Records (TR)

The Crash Record Information System is a web based, online system that is designed to capture, process and analyze crash data for the State of Texas. Crash Reporting and Analysis for Safer Highways (CRASH) is one of the many components of the Crash Records Information System (CRIS) was deployed October 2011, and enables Law Enforcement Officers to submit a crash report directly into the state system.

The CRIS program also provides the state a 12-hour, 7-day a week, 365-days a year CRIS Help Desk to allow law enforcement officers and the public assistance with CRIS and/or CRASH questions.

In addition to CRASH, law enforcement agencies can connect to CRIS through third party vendors, called submission services, to submit records electronically. As of April 2016, 87.2% of crash reports are submitted electronically, leaving 12.8% in paper records. CRIS also has Crash Report Online Purchase System (CROPS) which allows eligible individuals to purchase crash reports directly from CRIS.

The State's most recent assessment of the highway safety data and traffic records system was completed on March 23, 2013, which updated Texas's highway safety data and Traffic Records system to address each recommendation from the Assessment conducted on 10/26/2007.

An interagency committee composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), Texas Department of Motor Vehicles (TxDMV) and the Office of Court Administration (TxOCA) 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. A copy of the most recent update of the Texas Traffic Safety Information System Strategic Plan is attached to this HSP as attachment #2.5.

TxDOT has seen the number of submitted crash reports climb from 498,740 in 2013 to 605,095 in 2015. The average number of days between date of crash and availability in warehouse has declined from 24.78 days in 2013 to 18.00 days in 2015. The percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash has increased from 80.08% in 2013 to 92.19 in 2015.

The following CRIS crash numbers were generated after the numbers generated for the Traffic Records Strategic Plan, and as the CRIS System is not a static system, there may be some deviation to the data based on the date the data was pulled.

State of Texas: Number of crash records available for reporting within 30 days of the date of crash, 2014-2016
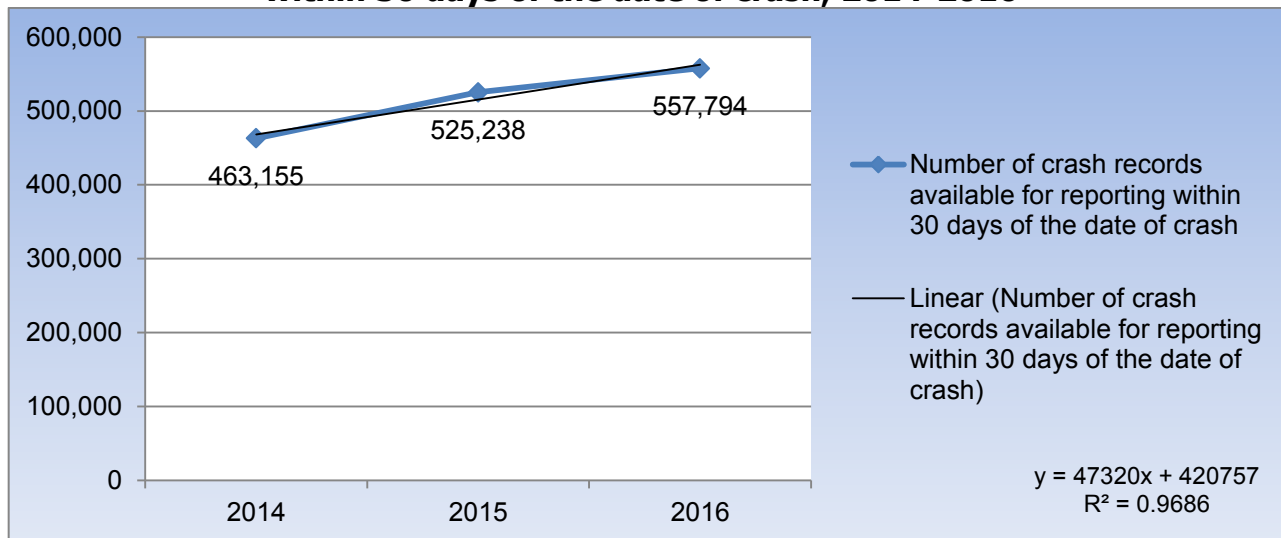
Number of crash records available for reporting within 30 days of the date of crash

463,155

525,238

557,794

Linear (Number of crash records available for reporting within 30 days of the date of crash)

$y = 47320x + 420757$
$R^2 = 0.9686$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of June 15th, 2016.

State of Texas: Percentage of all crash reports entered into the database within 30 days after the crash, 2014-2016
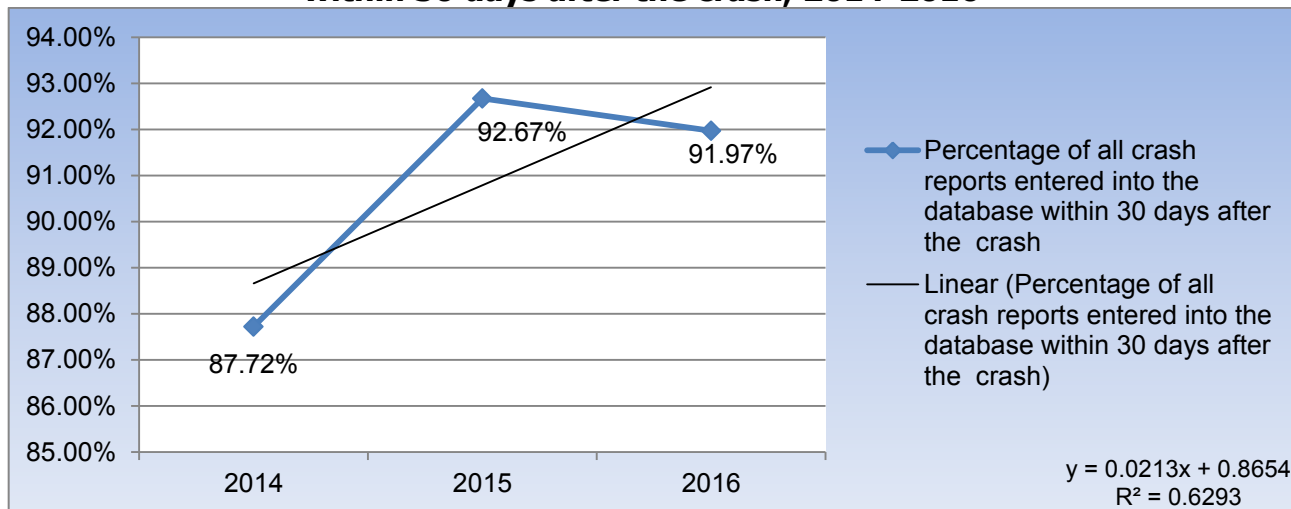
Percentage of all crash reports entered into the database within 30 days after the crash

87.72%

92.67%

91.97%

Linear (Percentage of all crash reports entered into the database within 30 days after the crash)

$y = 0.0213x + 0.8654$
$R^2 = 0.6293$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of June 15th, 2016.

In addition to projects that increase timeliness of crash reporting, the State of Texas also strives to increase accessibility of the crash data for system-end users. This increased accessibility provides a faster and more accurate data set to these end users such as the TRF-TS and DDACTS users at local police agencies. DDACTS will have the additional benefit of improving accessibility to the crash data in several areas.

In order for DDACTS to be successful, officers and agencies will be using the electronic crash data for their analysis. Many agencies will begin submitting crash reports in a more timely fashion, paying more attention to the accuracy of that data, and be accessing it more and more as the concepts of DDACTS show results in those areas. Agencies that

are not currently submitting crash records electronically will be required to do so once they enter the DDACTS program, and this will improve accessibility for all the users of the data. As a result, the state of Texas strives to decrease the time between the reported crash and the accessibility of the crash report in the data warehouse for use by these end users of the system.

System upgrades and project planning require inventory resources. Integration of all data sources, system custodians, data elements and attributes, and linkage variables ultimately create the seamless linkages useful for improving data accessibility. This bridge-building rests on six core traffic records data systems: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and EMS/Injury Surveillance. They use six performance attributes: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility.

The State of Texas also has long term plans to fully integrate the individual crash records systems, databases, and data across the program into a linked system. Integration of the crash records, trauma registry, citation data base, DUI tracking system, and other systems is the ultimate goal for TRF-TS, including encouraging our highway safety partners to pursue traffic records system linkages to help reduce traffic crashes and social harm and increasing the sharing of linked information to support a data-driven approach to traffic safety.

The first step in determining what data elements are best suited for linkage is to develop a traffic records inventory. Documenting these elements and their database structure allow easier and cleaner integration when systems are built and upgraded.

Linked data can be a rich resource for developing and measuring progress of a State's Highway Safety Plan, as well as for research use by safety agencies and stakeholders. Currently, the State of Texas is only linking a small percentage of the data from these systems as these projects move forward towards completion. The increased linkage and integration of data across the different systems will become a performance measure for the State of Texas in the near future.

Once this is accomplished and moving forward, the State of Texas will be able to implement data driven performance measurement which will be specific to the linked data. For example, linked citation and crash data will allow targeted enforcement, which should reduce the number of crashes the data targeted and the percentage of reduction in speed-related crashes following targeted enforcement.

TR Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s).   The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient traffic records program, to include elements in data compilation, data mining, data storage, and increases in the timeliness and accuracy of traffic records. In addition to traditional data and other associated records programs, TxDOT will continue to actively participate in and provide administrative support to the Texas Traffic Records Coordinating Committee. TxDOT will work in conjunction with Texas Traffic Records Coordinating Committee in executing the statewide strategic plan to increase the accuracy and timeliness of traffic records as well as improve the analyzation of that data to improve the capabilities of our systems in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 10 – Traffic Records, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using CRIS data indicate that the average number of days between date of crash and availability in warehouse and the percentage of all crash reports entered into the database within 30 days after the crash to increase. TxDOT is setting targets based on continuing to increase the percentage, but the calculations used to set targets in other program areas is insufficient to be used in particular category as the method used would show increases in the first year in excess of 100%. TxDOT will instead set the targets that show a slight (1%) increase in number or percentage each year from the previous year.

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report the number of crash records available for reporting within 30 days of the date of crash to increase to 563,372. By 2019, Texas can expect the number of all crash reports entered into the database within 30 days after the crash to increase to 574,696. The calculations for these projections and targets are as follows:

	2014	2015	2016
Number of crash records available for reporting within 30 days of the date of crash	463,155	525,238	557,794

	2017	2018	2019	2020	2021
Number of crash records available for reporting within 30 days of the date of crash					
Percent Increase	1.0%	1.0%	1.0%	1.0%	1.0%
2016 Number	557,794	563,372	569,006	574,696	580,443
Projection	563,372	569,006	574,696	580,443	586,247
Target	563,372	569,006	574,696	580,443	586,247

Current trend projections using CRIS data for 2016 indicate that for 2017, the State of Texas can expect to report the percentage of all crash reports entered into the database within 30 days after the crash to increase to 92.47%. By 2019, Texas can expect the percentage of all crash reports entered into the database within 30 days after the crash to increase to 93.47%. The calculations for these projections and targets are as follows:

	2014	2015	2016
Percentage of all crash reports entered into the database within 30 days after the crash	87.72%	92.67%	91.97%

	2017	2018	2019	2020	2021
Percentage of all crash reports entered into the database within 30 days after the crash					
Projection	0.9247	0.9297	0.9347	0.9397	0.9447
Target	0.9247	0.9297	0.9347	0.9397	0.9447

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Traffic Records Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the ability to receive, compile, analyze and review data related to the issue of fatalities, injuries, and crashes.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for projects that increase the timeliness and accuracy of the data are planned for FY17 to assist Texas with data analyzation to more effectively reduce fatalities and injuries.

Texas will continue to focus on data analysis of the overall fatalities and injuries which continue to be a problem in Texas. TxDOT Traffic Records Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities.   The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: **Number of crash records available for reporting within 30 days of the date of crash**

2017 Target: To increase the number of crash records available for reporting within 30 days of the date of crash from 525,238 crash records available for reporting within 30 days of the date of crash in 2015 to 563,372 crash records available for reporting within 30 days of the date of crash in 2017

2019 Target: To increase the number of crash records available for reporting within 30 days of the date of crash to from the projected 563,372 crash records available for reporting within 30 days of the date of crash in 2017 to 574,696 crash records available for reporting within 30 days of the date of crash in 2019

Target: **Percentage of all crash reports entered into the database within 30 days after the crash**

2017 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from 91.97% of all crash reports entered into the database within 30 days after the crash in 2016 to 92.47% of all crash reports entered into the database within 30 days after the crash in 2017

2019 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from the projected 92.47% of all crash reports entered into the database within 30 days after the crash in 2017 to 93.47% of all crash reports entered into the database within 30 days after the crash in 2019

Traffic Records   TR - 09

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

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

Project Descriptions

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

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0094	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Texas Law Enforcement DDACTS, Crash Analysis, and PI&E Technical Assistance**

Provide 3 law enforcement agencies customized DDACTS Technical Assistance including: Independent review of the Agency-Community Action Plan, in-depth crash analysis, & development of PI&E materials.

Objectives
▪ Conduct 6 in-person individual meetings with identified law enforcement agencies and respective TxDOT District by 1/31/2017
▪ Conduct 6 in-person individual meetings to discuss findings & distribute DDACTS technical assistance memos by 8/31/2017
▪ Identify 3 law enforcement agencies in Texas to provide DDACTS technical assistance by 12/31/2016
▪ Conduct 3 individualized DDACTS technical assistances by 7/31/2017
▪ Develop 1 technical memorandum detailing DDACTS technical assistance results to be delivered to TxDOT by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$135,485.27	$0.00	$0.00	$33,888.77	**$169,374.04**

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0095	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **TTI Interactive Mapping DDACTS Tool and Training to the Texas Department of Public Safety**

TTI will assist DPS with developing interactive mapping technologies using DDACTS principles and continue training DPS personnel on using MicroStrategy to analyze crash data.

Objectives
▪ Conduct 4 training workshops at a minimum with DPS HSOC personnel concerning MicroStrategy and crash analysis by 9/30/2017
▪ Obtain 3 sets, at a minimum, of data to include in interactive mapping tool and prepare for analysis by 4/30/2017
▪ Conduct 1 statistical analysis of the data by 6/30/2017
▪ Develop 1 interactive mapping tool by 9/30/2017
▪ Identify 1 crash emphasis area to be studied for interactive mapping tool by 10/31/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$117,876.08	$0.00	$0.00	$29,485.14	**$147,361.22**

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

Project #	Division	Organization Name
2017-TTI-G-1YG-0096	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Core Traffic Records Database Integration Feasibility Study**

Conduct a feasibility study assessing integrating the six core traffic records databases (crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance) in Texas.

Objectives

- Survey 10 representatives via teleconference from other states about their traffic records integration by 9/30/2017
- Survey 6 representatives from the six core state traffic records data systems by 9/30/2017
- Develop 1 strategic assessment of an integrated traffic records database by 9/30/2017
- Conduct 1 lit review to obtain information related to the viability of an integrated traffic records database by 9/30/2017
- Complete 1 Institutional Review Board (IRB) in order to obtain approval for project data collection by 12/31/2016
- Develop 1 final report detailing the feasibility study related to the implementation of a database by 9/30/2017
- Conduct 1 cost benefit analysis of an integrated traffic records database by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$137,923.41	$0.00	$0.00	$34,508.63	**$172,432.04**

Project #	Division	Organization Name
2017-TTI-G-1YG-0107	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **DWI Data Tracking System Feasibility: Integrating Impaired Driving Data among Shared Stakeholders**

TTI will investigate the feasibility of integrating existing statewide databases related to crashes/arrest/adjudication for implementing a new comprehensive DWI tracking system.

Objectives

- Conduct 6 Texas DWI Database Expert Panel Working groups by 9/30/2017
- Create 1 Texas DWI Database final report based on the results of the data collection and analysis by 9/30/2017
- Create 1 set of performance measures to assess the progress of Impaired Driving Countermeasures by 7/31/2017
- Create 1 set of data elements and functional requirement sources necessary to create performance measures by 7/31/2017
- Conduct 1 literature review to identify data & information for statewide DWI data tracking system by 9/30/2017
- Complete 1 Institutional Review Board (IRB) in order to obtain approval for project data collection by 12/31/2016
- Create 1 Data Collection Plan by 2/28/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$181,378.61	$0.00	$0.00	$45,363.56	**$226,742.17**

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

Project #   *Division*   *Organization Name*
2017-TDPS-G-1YG-0021   TRF-TS   Texas Department of Public Safety

Title / Desc. **State Traffic Records Systems Citation Database**

HSOC will continue to identify trends and develop statistical findings related to crimes, crashes, and traffic enforcement through continued funding of employee salaries for data analysis.

Objectives
- Obtain 97% citation data with no missing critical data elements by 9/30/2017
- Achieve 25% accessibility of citation data by DPS end-users and, as appropriate, other participating agencies by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	$1,034,021.15	$0.00	$0.00	$258,505.29	**$1,292,526.44**

Project #   *Division*   *Organization Name*
2017-TDSHS-IS-G-1YG-0137   TRF-TS   Texas Department of State Health Services - ISG

Title / Desc. **Linking Data For Health Information Quality (LDHIQ)**

The LDHIQ project increases health information interoperability, improves data quality, and enhances the ability to identify patient injuries and their health outcomes due to motor vehicle crashes.

Objectives
- Develop 6 reports on Registries data linked with motor vehicle crash data, and hospital discharge data by 9/29/2017
- Establish 6 baseline quality control measurements for Registries and linked MVC data by 9/29/2017
- Produce 4 injury prevention reports using data from the Registries linked dataset by 9/29/2017
- Provide 2 trainings for data managers, (1 hospital & 1 EMS) to improve data management by 9/29/2017
- Analyze 2 linked health data sets and validate data quality to improve integration of Registries data by 9/29/2017
- Obtain 2 forms of national validation; 1 for NEMSIS and 1 for NTDB by 8/31/2017
- Implement 1 national EMS compass performance measure by 9/29/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	$1,591,129.97	$0.00	$0.00	$404,040.81	**$1,995,170.78**

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

Project #	*Division*	*Organization Name*
2017-TMPA-G-1YG-0026	TRF-TS	Texas Municipal Police Association

Title / Desc. **Comprehensive Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) Impaired Driving**

Increase impaired driving reporting (LEADRS cases), enhance DWI training, Blood Alcohol Concentration (BAC) support, and continued development of a statewide tracking system utilizing LEADRS.

Objectives

- Collect 9,000 DWI/DUI/Blood Search Warrant cases entered in LEADRS by 9/30/2017
- Distribute 5,000 Public information and education (PI & E) program material by 9/30/2017
- Develop 500 marketing-related points of contact that increase LEADRS usage statewide by 9/30/2017
- Train 500 criminal justice personnel on the use of LEADRS by 9/30/2017
- Collect 120 Alcohol related articles for the LEADRS Facebook page by 9/30/2017
- Provide 100% Technical support and maintenance for LEADRS users by 9/30/2017
- Send 52 last drink reports to the Texas Alcoholic Beverage Commission by 9/30/2017
- Conduct 12 Meetings with TxDOT Program Mangers or LEADRS staff by 9/30/2017
- Complete 6 LEADRS web application enhancements by 9/30/2017
- Create 4 News and information articles on LEADRS by 9/30/2017
- Attend 4 Criminal justice conferences, trainings and/or seminars as a vendor and market LEADRS by 9/30/2017
- Coordinate 2 LEADRS advisory panel meetings by 8/31/2017
- Maintain 1 LEADRS website and server hosting by 9/30/2017
- Conduct 1 LEADRS user satisfaction evaluation to measure effectiveness of the program by 8/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	$586,834.39	$0.00	$0.00	$146,719.22	**$733,553.61**

Project #	*Division*	*Organization Name*
2017-TxOCA-G-1YG-0158	TRF-TS	Texas Office of Court Administration

Title / Desc. **Statewide eCitation System - Phase 1 - RFO Development and Publication**

This system will help streamline the citation process, using standardized citation data and codes, resulting in more accurate and timely transmission of citations from law enforcement to the courts.

Objectives

- Maintain 30 relationships with law enforcement, municipal and justice courts, TxDOT, DPS and OCA by 9/30/2017
- Provide 1 update to the Texas Traffic Safety Information System Strategic Plan by 3/31/2017
- Identify 1 system development, implementation and training costs by 2/15/2017
- Plan 1 system architecture and implementation strategy by 9/30/2017
- Develop 1 request for offer for the statewide eCitation system by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$215,530.00	$0.00	$0.00	$42,646.41	**$258,176.41**

Task: *Program Management*		Traffic Records TR - 09

Project #	*Division*	*Organization Name*
Internal CRIS Updates and Enhancements	TRF-TS	TxDOT

Title / Desc. **Internal CRIS Updates and Enhancements**

Internal projects that include CR-2 application and processing, help desk, user management and enhancements, CRIS mobile app, and agency support

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
5	405C	M3DA	$3,250,000.00	$0.00	$0.00	$0.00	**$3,250,000.00**

Project #	*Division*	*Organization Name*
SLD Enhancements	TRF-TS	TxDOT

Title / Desc. **SLD Enhancements**

Enhancements to new Straight Line Diagram Tool to incorporate other businees data

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$500,000.00	$0.00	$0.00	$0.00	**$500,000.00**

Project #	*Division*	*Organization Name*
Standards and Compliance	TRF-TS	TxDOT

Title / Desc. **Standards and Compliance**

Review the current standards for NEIM, CJIS and MMUCC and enhance CRIS to ensure compliance.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	$150,000.00	$0.00	$0.00	$0.00	**$150,000.00**

Project #	*Division*	*Organization Name*
TRF-TS Crash Records/Data Analysis Operations and CRIS	TRF-TS	TxDOT

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

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	$0.00	$2,819,084.00	$0.00	$0.00	**$2,819,084.00**

Project #	*Division*	*Organization Name*
Unique Intersection Identifier Study	TRF-TS	TxDOT

Title / Desc. **Unique Intersection Identifier Study**

Develop a field to uniquely identify intersections across the state.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	$75,000.00	$0.00	$0.00	$0.00	**$75,000.00**

| Task: **Program Management** | | | Traffic Records | TR - 09 |

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

Title / Desc. **Traffic Records Assessment**

The State of Texas will conduct a Traffic Records Assessment in FY 2017 in accordance with requirements of the Fixing America's Surface Transportation (FAST) Act.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$50,000.00	$0.00	$0.00	$0.00	**$50,000.00**

| Task: **Training** | | | Traffic Records | TR - 09 |

Project #	Division	Organization Name
2017-IADLEST-G-1YG-0142	TRF-TS	International Association of Directors of Law Enforcement Standards and Training

Title / Desc. **Reduce Crashes and Crime in Texas by Expanding the DDACTS Model and Technical/Analytical Support.**

The proposed program is designed to move TxDOT's goal of state- wide implementation of this nationally recognized policing model forward by removing many of the obstacles preventing implementation.

Objectives

- Provide 10 agencies with individualized agency training and technical support by 8/31/2017
- Evaluate 8 agencies level of change after receiving individual training and support by 9/30/2017
- Conduct 2 Data Driven Approaches to Crime and Traffic Safety Implementation Workshops. by 7/31/2017
- Submit 1 year-end grant program summary by 9/30/2017
- Conduct 1 two day workshop to train in-state DDACTS subject matter experts by 8/31/2017
- Conduct 1 two day analyst training session for law enforcement personnel by 8/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	$221,747.01	$0.00	$0.00	$56,941.12	**$278,688.13**

Traffic Records

**FY 2017
Budget Module: TR - 09**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	10	$6,844,084.00	$550,000.00		$3,475,000.00			$2,819,084.00			
Enforcement	0										
Evaluation	8	$4,995,336.71	$788,193.37		$3,211,985.51					$995,157.83	
Public Information & Eduction	0										
Training	1	$278,688.13	$221,747.01							$56,941.12	
TOTALS:	19	$12,118,108.84	$1,559,940.38		$6,686,985.51			$2,819,084.00		$1,052,098.95	

10 - Driver Education and Behavior (DE)

Motor vehicle crashes remain the No. 1 cause of death for adolescents nationwide. The risk of motor vehicle crashes is higher among 16-19-year-olds than among any other age group. In fact, per mile driven, teen drivers ages 16 to 19 are nearly three times more likely than drivers aged 20 and older to be in a fatal crash[15]

In Texas, younger drivers are 12.8% of all fatalities, and account for approximately 7.3% of the total population. According to the 2015 US Census estimates, there were projected to be 2,027,847 15-20 year olds in Texas. Younger drivers are overrepresented in fatality and serious injury data. The 15-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population) is declining.

State of Texas: Drivers in Fatal Crashes Aged under 21, 2010-2014 (C-9)
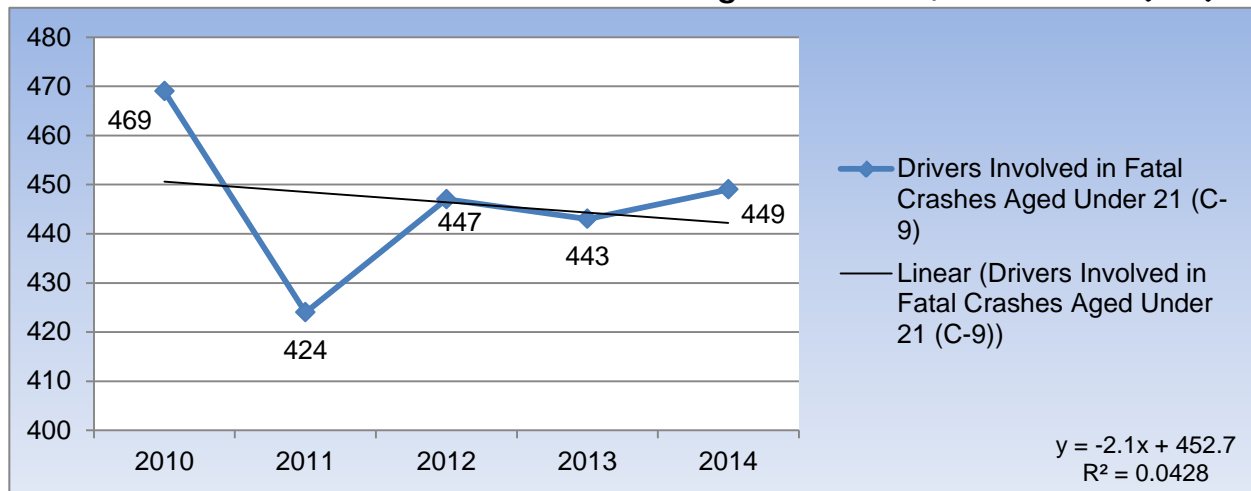
Drivers Involved in Fatal Crashes Aged Under 21 (C-9)

Linear (Drivers Involved in Fatal Crashes Aged Under 21 (C-9))

$y = -2.1x + 452.7$
$R^2 = 0.0428$

Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: Fatal Crashes involving Driver Aged 15-20, 2011-2015
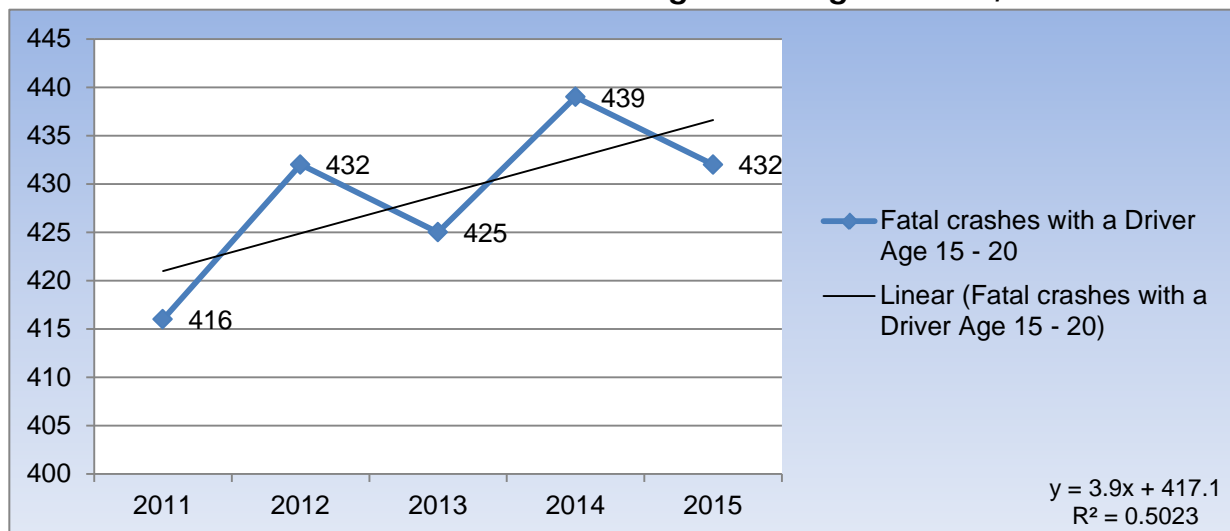
Fatal crashes with a Driver Age 15 - 20

Linear (Fatal crashes with a Driver Age 15 - 20)

$y = 3.9x + 417.1$
$R^2 = 0.5023$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

[15] Insurance Institute for Highway Safety (IIHS). Fatality facts: teenagers 2013. Arlington (VA): The Institute; 2013. http://www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers

State of Texas: Young Driver DUI Fatal and Injury Crash Rate, 2011-2015
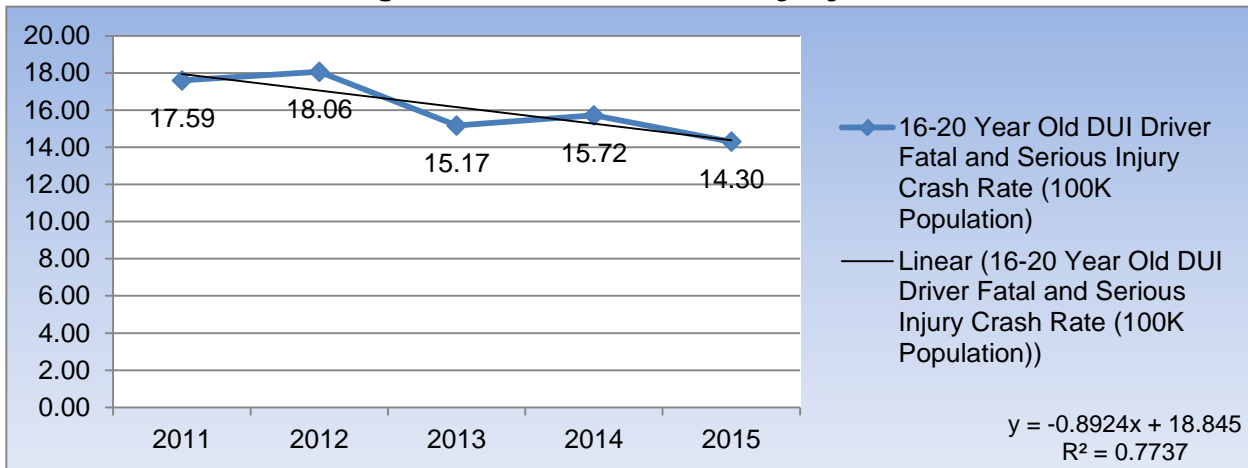
Legend:
- 16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)
- Linear (16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population))

Data points: 17.59, 18.06, 15.17, 15.72, 14.30

$y = -0.8924x + 18.845$
$R^2 = 0.7737$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

State of Texas: Urban Fatalities, 2010-2014

Legend:
- Urban Fatalities
- Linear (Urban Fatalities)

Data points: 1462, 1464, 1696, 1663, 1779

$y = 83.3x + 1362.9$
$R^2 = 0.8468$
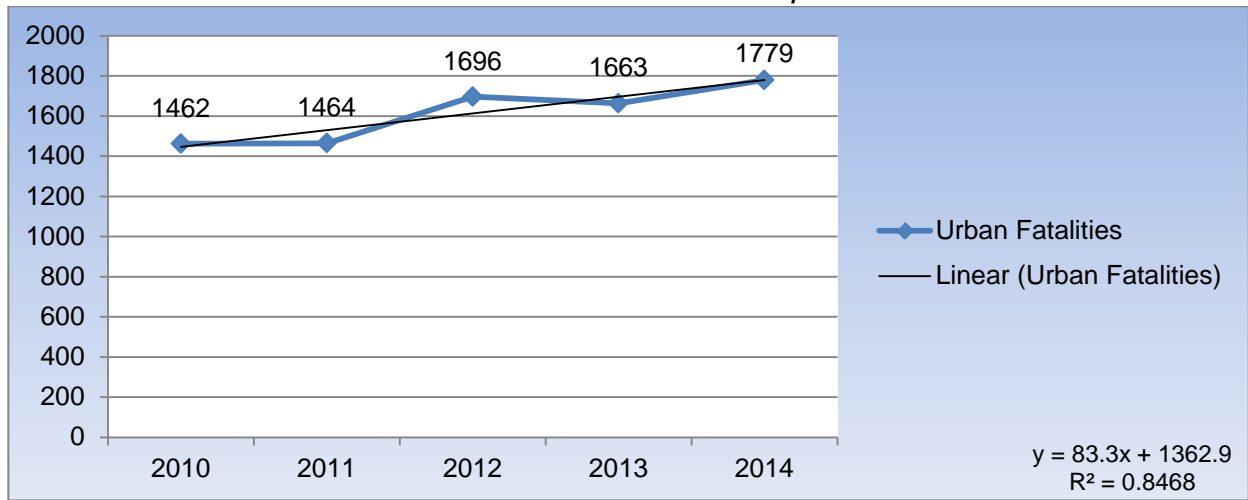
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

State of Texas: Rural Fatalities, 2010-2014

Legend:
- Rural Fatalities
- Linear (Rural Fatalities)

Data points: 1546, 1582, 1711, 1726, 1753

$y = 55.8x + 1496.2$
$R^2 = 0.8993$
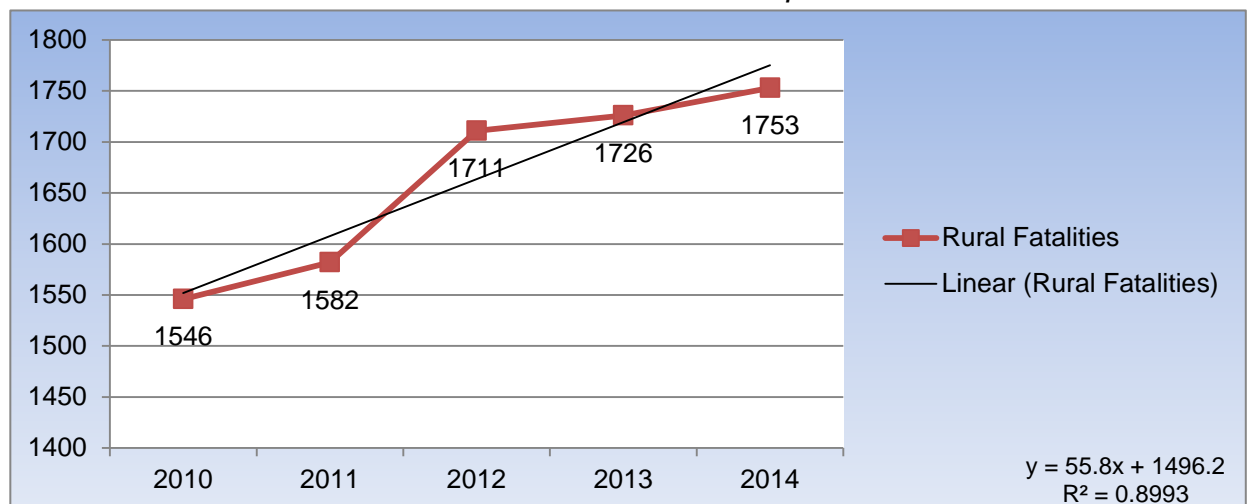
Source: Fatality Analysis Reporting System (FARS, April 28th, 2016).

DE Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s).   The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient driver education and behavior program, to include elements of distracted driving, driver education and training, regional task forces, outreach and awareness, and media. TxDOT will work in conjunction with stakeholders, regional task forces, and coalitions to reduce the incidence of distracted drivers and young driver fatalities and associated traffic crashes to improve the young driver situation in Texas.   This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 4 – Driver Education, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 436 Drivers Involved in Fatal Crashes Aged Under 21. By 2019, Texas can expect to report 432 Drivers Involved in Fatal Crashes Aged Under 21. The calculations for these projections and targets are as follows:

Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	2010	2011	2012	2013	2014
	469	424	447	443	449

Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	2015	2016	2017	2018	2019
M	-2.1	-2.1	-2.1	-2.1	-2.1
X	6.00	7.00	8.00	9.00	10.00
B	452.7	452.7	452.7	452.7	452.7
Projection	440	438	436	434	432
Target	440	438	436	425	432

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 444 fatal crashes with a Driver Age 15 - 20. By 2019, Texas can expect to report 452 fatal crashes with a Driver Age 15 - 20. The calculations for these projections and targets are as follows:

Fatal crashes with a Driver Age 15 - 20	2011	2012	2013	2014	2015
	416	432	425	439	432

Fatal crashes with a Driver Age 15 - 20	2016	2017	2018	2019	2020
M	3.9	3.9	3.9	3.9	3.9
X	6.00	7.00	8.00	9.00	10.00
B	417.1	417.1	417.1	417.1	417.1
Projection	441	444	448	452	456
Target	432	436	439	443	447

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report a rate of 12.60 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. By 2019, Texas can expect to report a rate of 10.81 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. The calculations for these projections and targets are as follows:

16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	2011	2012	2013	2014	2015
	17.59	18.06	15.17	15.72	14.30

Speed Related Incapacitating Injuries	2016	2017	2018	2019	2020
M	-0.892	-0.892	-0.892	-0.892	-0.892
X	6.00	7.00	8.00	9.00	10.00
B	18.845	18.845	18.845	18.845	18.845
Projection	13.49	12.60	11.71	10.81	9.92
Target	13.49	12.60	11.71	10.81	9.92

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 2,029 urban fatalities. By 2019, Texas can expect to report 2,196 urban fatalities. The calculations for these projections and targets are as follows:

	2010	2011	2012	2013	2014
Urban Fatalities	1,462	1,464	1,696	1,663	1,779

Urban Fatalities	2015	2016	2017	2018	2019
M	83.3	83.3	83.3	83.3	83.3
X	6.00	7.00	8.00	9.00	10.00
B	1362.9	1362.9	1362.9	1362.9	1362.9
Projection	1,863	1,946	2,029	2,113	2,196
Target	1,825	1,907	1,989	2,070	2,152

Current trend projections using FARS data for 2014 indicate that for 2017, the State of Texas can expect to report 1,943 rural fatalities. By 2019, Texas can expect to report 2,054 rural fatalities. The calculations for these projections and targets are as follows:

	2010	2011	2012	2013	2014
Rural Fatalities	1,546	1,582	1,711	1,726	1,753

Rural Fatalities	2015	2016	2017	2018	2019
M	55.8	55.8	55.8	55.8	55.8
X	6.00	7.00	8.00	9.00	10.00
B	1496.2	1496.2	1496.2	1496.2	1496.2
Projection	1,831	1,887	1,943	1,998	2,054
Target	1,794	1,849	1,904	1,958	2,013

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Driver Education and Behavior Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of young driver and distracted-related fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, training, education, and outreach is planned for FY17 to assist Texas with young driver and distracted driving-related fatalities and injuries.

Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a problem in Texas. TxDOT Driver

Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: Number of young driver (Age 16-20) related fatalities (C-9)
2017 Target: To decrease the number of young driver (Age 15-20) fatalities from 449 young driver (Age 15-20) fatalities in 2014 to 436 young driver (Age 15-20) fatalities in 2017
2019 Target: To decrease the number of young driver (Age 15-20) fatalities from the projected 444 young driver (Age 15-20) fatalities in 2017 to 432 young driver (Age 15-20) fatalities in 2019

Target: Fatal Crashes involving Driver Aged 15-20
2017 Target: To decrease the expected rise of fatal crashes involving a driver aged 15-20 from 432 fatal crashes involving a driver aged 15-20 in 2015 to 436 fatal crashes involving a driver aged 15-20 in 2017
2019 Target: To decrease the expected rise of fatal crashes involving a driver aged 15-20 from the projected 444 fatal crashes involving a driver aged 15-20 in 2017 to 443 fatal crashes involving a driver aged 15-20 in 2019

Target: Number of 16-20 Year Old DUI Driver Fatal/Serious Injury Crash Rate
2017 Target: To decrease the rate of 16-20 Year old DUI fatal and serious injury crashes per 100K population from 14.30 fatal and serious injury crashes per 100K population in 2015 to 12.60 fatal and serious injury crashes per 100K population in 2017
2019 Target: To decrease the rate of 16-20 Year old DUI fatal and serious injury crashes per 100K population from the projected 12.60 DUI fatal and serious injury crashes per 100K population crash rate in 2017 to 10.81 DUI fatal and serious injury crashes per 100K population in 2019

Target: Number of urban fatalities
2017 Target: To decrease the expected rise of urban fatalities from 1,779 urban fatalities in 2014 to not more than 1,989 urban fatalities in 2017
2019 Target: To decrease the expected rise of urban fatalities from the projected 2,029 urban fatalities in 2017 to not more than 2,152 urban fatalities in 2019

Target: Number of rural fatalities
2017 Target: To decrease the expected rise of rural fatalities from 1,753 rural fatalities in 2014 to not more than 1,904 urban fatalities in 2019
2019 Target: To decrease the expected rise of rural fatalities from the projected 1,943 rural fatalities in 2017 to not more than 2,013 rural fatalities in 2019

Driver Education and Behavior   DE - 10

Goals

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

Strategies

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

Project Descriptions

Task: *Evaluation*	*Driver Education and Behavior DE - 10*

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0081	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Survey to Assess Statewide Mobile Communication Use**

Conduct an observational survey of driver use of mobile communication devices to obtain a statewide use estimate.

Objectives

- ▪ Conduct 1 statewide survey of driver mobile communication device use by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$73,150.01	$0.00	$0.00	$18,288.02	**$91,438.03**

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0082	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Texans' Attitudes and Awareness of Traffic Safety Programs**

A survey will be undertaken with this grant to measure awareness and attitudes toward traffic safety programs in Texas.

Objectives

- ▪ Conduct 1 survey of Texans in Driver License offices throughout Texas by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$58,000.00	$0.00	$0.00	$14,502.01	**$72,502.01**

Task: *Program Management* — Driver Education and Behavior   DE - 10

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	Beehive Storage

Title / Desc. **Storage and Shipping of Materials**

Provides for the storage, warehousing, and shipping of printed media materials to subgrantees and TxDOT districts statewide.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$125,000.00	$0.00	$0.00	$0.00	**$125,000.00**

Task: *Public Information Campaigns* — Driver Education and Behavior   DE - 10

Project #	District	Organization Name
2017-AISD-G-1YG-0118	AUS	City of Austin - ISD

Title / Desc. **Austin Independent School District Driver Education Theory Program.**

16 sessions of Driver Education Theory to be offered among Austin Independent School District (ISD) High Schools. Students will complete Driver Education Theory & receive certificates of completion.

Objectives

- Certify 90% of 400 students in Driver Education Theory and provide certificates of completion to each by 9/30/2017
- Maintain 5 Certified Driver Education teachers to instruct 16 classes among the Austin ISD high schools by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$24,405.00	$0.00	$0.00	$33,386.62	**$57,791.62**

Task: *Public Information Campaigns*	*Driver Education and Behavior DE - 10*

Project #	*District*	*Organization Name*
2017-HarrisHS-G-1YG-0143	HOU	Harris Health System

Title / Desc. **Drive Safe Houston**

To educate teens and adults on how to prevent motor vehicle crashes by offering education and hands on experience through participation in Houston community, school, and corporate events.

Objectives

- Collect 3,000 Drive Safe Houston pledges by 9/30/2017
- Assist 500 Program participants through the hands on driving simulation experience by 9/1/2017
- Train 10 Drive Safe Houston volunteers by 1/20/2017
- Conduct 5 Drive Safe Houston presentations by 9/30/2017
- Participate in 5 community events by 9/30/2017
- Produce 2 videos that educate individuals about Drive Safe Houston. by 2/10/2017
- Develop 1 web page dedicated to Drive Safe Houston by 12/2/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$51,187.00	$0.00	$0.00	$73,251.69	**$124,438.69**

Project #	*District*	*Organization Name*
2017-Hillcres-G-1YG-0124	WAC	Hillcrest Baptist Medical Center-Hillcrest

Title / Desc. **Mature Driver Program**

A traffic safety injury prevention program for adult drivers, focusing on ages 55+, and their family/caregivers. Overarching goal is to assist them in obtaining optimal safety & comfort while driving.

Objectives

- Distribute 38,800 Mature Driver Safety, Educational Materials by 9/30/2017
- Distribute 800 MDP surveys and to assess MDP client satisfaction with Program by 9/30/2017
- Conduct 76 Mature Driver Educational Presentations by 9/30/2017
- Participate in 75 Health & Safety Fairs & Community Events to educate and promote MDP by 9/30/2017
- Evaluate 60 MDP Partners to assess satisfaction with MDP Staff and services by 9/30/2017
- Attend 55 Civic, Service & Social Club Meetings & to develop & maintain partnerships with community agencies by 9/30/2017
- Conduct 40 Observational Surveys by 9/30/2017
- Coordinate 21 AARP Smart Driver Safety Courses by 9/30/2017
- Coordinate 18 CarFit Events by 9/30/2017
- Coordinate 6 CarFit Technician Trainings by 9/30/2017
- Conduct 4 AARP We Need to Talk Seminars by 9/30/2017
- Participate in 3 State Traffic Safety Campaigns by 9/30/2017
- Coordinate 2 Traffic Safety Seminars for Adult Drivers by 9/30/2017
- Coordinate 1 CarFit Event Coordinator Training by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$256,716.24	$0.00	$0.00	$179,583.09	**$436,299.33**

Task: *Public Information Campaigns*			*Driver Education and Behavior DE - 10*

Project #	*District*	*Organization Name*
2017-IPCOGD-G-1YG-0131	DAL	Injury Prevention Center of Greater Dallas

Title / Desc. **North Texas Distracted Driving Prevention Program**

A project aimed at decreasing distracted driving, with a focus on individuals 15-24 years of age in Dallas County.

Objectives

- Distribute 1,500 booster materials with distracted driving information to teens, young adults and parents by 6/30/2017
- Administer 650 validated surveys with questions about distracted driving behaviors to teens/young adults by 8/30/2017
- Train 450 teens and young adults in safe driving behaviors and the dangers of distracted driving by 3/30/2017
- Analyze 75 parental evaluation measurement surveys by 8/30/2017
- Train 50 parents of teen drivers to educate their teens and monitor their driving behaviors by 3/30/2017
- Obtain 3 signed letters of commitment from organizations or schools that will participate in the project by 12/30/2016
- Develop 1 final project report and share results with community stakeholders by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$49,661.78	$0.00	$0.00	$27,526.62	**$77,188.40**

Project #	*District*	*Organization Name*
2017-MHH-G-1YG-0044	HOU	Memorial Hermann Hospital

Title / Desc. **Live Your DREAMS (Distraction Reduction Among Motivated Students)**

DREAMS program aims to reduce impaired and distracted driving among teens in the Houston District utilizing a multi-tiered approach of community, classroom and hospital-based education and training.

Objectives

- Utilize 86 Volunteers by 9/30/2017
- Conduct 10 Outreach education sessions by 2/28/2017
- Implement 10 Awareness Events by 5/31/2017
- Attend 7 Coalition or Task Force Meetings by 8/31/2017
- Implement 6 Hospital-based prevention programs by 8/31/2017
- Attend 2 Traffic safety focused conferences by 8/31/2017
- Maintain 1 Live Your DREAMS website by 9/30/2017
- Produce 1 Live Your DREAMS toolkit by 12/31/2016
- Evaluate 1 Live Your DREAMS program by 9/30/2017
- Revise 1 Live Your DREAMS Curricula by 8/31/2017
- Develop 1 Live Your DREAMS Curricula by 2/28/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$69,534.00	$0.00	$0.00	$72,036.62	**$141,570.62**

Task: *Public Information Campaigns*	*Driver Education and Behavior DE - 10*

Project #	*Division*	*Organization Name*
2017-TTI-G-1YG-0086	TRF-TS	Texas A&M Transportation Institute

Title / Desc. **Teens in the Driver Seat Program**

Deploy the Teens in the Driver Seat Program & deliver distracted driving assemblies at Junior High/Middle School and High Schools in Texas.

Objectives

▪ Provide 140 resource kits and related technical support to high school student teams in Texas by 9/30/2017

▪ Achieve 90% or greater seat belt use rate by teen drivers at TDS Program schools by 9/30/2017

▪ Provide 40 resource kits to junior high school student teams in Texas by 9/30/2017

▪ Conduct 25 distracted driving assemblies, delivered by Tyson Dever, for schools in Texas by 9/30/2017

▪ Administer 10 risk awareness and self-reported driving behavior surveys at TDS Program schools by 9/30/2017

▪ Achieve 9% or less average wireless device use by teen drivers at TDS Program schools by 9/30/2017

▪ Coordinate 3 meetings of the TDS Teen Advisory Board by 9/30/2017

▪ Conduct 2 Zero Crazy (CRZY) outreach initiatives by 5/31/2017

▪ Revise 1 teen driving safety resource kit designed for delivery by teens and also used by parents by 9/30/2017

▪ Conduct 1 statewide teen driving safety summit by 5/31/2017

▪ Conduct 1 statewide contest for teens to generate target audience material for the TDS program by 5/31/2017

▪ Revise 1 set of resources that aid teen driving safety around large commercial trucks (CMVs) by 9/30/2017

▪ Develop 1 new parent resource kit designed for delivery by junior high students by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$686,152.05	$0.00	$0.00	$228,904.86	**$915,056.91**

Project #	*Division*	*Organization Name*
2017-TAFCC-G-1YG-0134	TRF-TS	Texas Association, Family, Career and Community

Title / Desc. **FCCLA Members PI&E Traffic Safety Campaigns**

The FCCLA members will conduct PI&E traffic safety campaigns including impaired driving, occupant protection, motorist safety awareness and distracted driving.

Objectives

▪ Conduct 15 PI&E Traffic Safety Campaigns including alcohol, occupant protection, and distracted driving by 9/30/2017

▪ Coordinate 6 Evaluation of the PI&E Traffic Safety Campaigns at FCCLA Region and State Meetings by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$14,765.00	$0.00	$0.00	$6,476.51	**$21,241.51**

Task: ***Public Information Campaigns***	*Driver Education and Behavior DE - 10*

Project #	*Division*	*Organization Name*
2017-TMCEC-G-1YG-0051	TRF-TS	Texas Municipal Courts Education Center

Title / Desc. **Driving on the Right Side of the Road**

Project trains educators to integrate traffic safety into K-12 curricula, provides public outreach in traffic safety, and provides judicial education in traffic safety for municipal judges and staff.

Objectives

- Train 1,000 teachers on the DRSR project and its available materials through workshops and webinars by 9/30/2017
- Train 500 municipal judges and court personnel at TMCEC conferences and webinars on traffic safety issues by 9/30/2017
- Train 300 lawyers, municipal judges, and court personnel on traffic safety outreach and DRSR resources by 9/30/2017
- Distribute 25 packets of DRSR materials to community groups (e.g., Scouts, YMCA) by 9/30/2017
- Provide 24 DRSR exhibits for schools, courts, and community groups by 9/30/2017
- Produce 6 newsletter pages for municipal judges and court personnel on DRSR and traffic safety by 9/30/2017
- Revise 4 units of the DRSR curriculum or other DRSR resources/materials by 9/30/2017
- Conduct 1 educator traffic safety workshop teaching traffic safety law and enforcement by 9/30/2017
- Provide 1 DRSR workshop or exhibit at the Law-Related Education (LRE) Statewide Conference by 3/31/2017
- Develop 1 classroom resource for teaching traffic safety in the classroom by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$279,360.34	$0.00	$0.00	$87,868.03	**$367,228.37**

Project #	*District*	*Organization Name*
2017-TxTechLB-G-1YG-0120	LBB	Texas Tech University - Lubbock

Title / Desc. **Understanding Older Teen Drivers: Expansion of Interactive Tool with Data from College Students**

Understanding Older Teen Drivers: Expansion of the Interactive Animation Tool for Education of Teenage Drivers with Data from Long-Distance Traveling College Students

Objectives

- Train 300 College students by 5/1/2017
- Develop 9 University Advocacy Groups by 7/1/2017
- Develop 1 Web-Report Regarding Findings by 8/31/2017
- Revise 1 Teenage Driver Education Program by 9/15/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$144,274.10	$0.00	$0.00	$36,179.17	**$180,453.27**

Task: *Public Information Campaigns* — *Driver Education and Behavior   DE - 10*

Project #	*Division*	*Organization Name*
TRF-TS TBD	TRF-TS	Sherry Matthews Advocacy Marketing

Title / Desc. **Distracted Driving Media Campaign**

Media campaign to raise awareness of distracted driving with the goal to reduce the number of crashes and injuries related to distracted driving.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$1,200,000.00	$0.00	$0.00	$1,200,000.00	**$2,400,000.00**

Task: *Training* — *Driver Education and Behavior   DE - 10*

Project #	*Division*	*Organization Name*
2017-ESCVI-G-1YG-0066	TRF-TS	Education Service Center, Region VI

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

▪ Analyze 300 Pre and post assessments to determine program effectiveness by 9/30/2017

▪ Conduct 9 Continuing Education Workshops for 300 Driver Education Intructors by 9/30/2017

▪ Develop 1 Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$96,304.27	$0.00	$0.00	$36,807.00	**$133,111.27**

Task: *Training*	Driver Education and Behavior DE - 10

Project #	Division	Organization Name
2017-NSC-G-1YG-0053	TRF-TS	National Safety Council

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

Continued & expanded traffic safety outreach to Texas employers encouraging the use of best practice programs that promote safe driving behaviors among employees & their families.

Objectives

- Distribute 30,000 Tailgate Talks & Our Driving Concern Newsletters to TX employers, safety managers, & others by 9/30/2017
- Educate 400 Texas employers/attendees on Traffic Safety at Texas Conferences (TSCE 2017) by 9/30/2017
- Train 400 employees on the ODC curriculum, ODC program and /or traffic safety throughout the year by 9/30/2017
- Identify 25 types of employees who work in the field (not in an office setting) by 9/30/2017
- Maintain 12 consecutive months of establishing and supporting traffic safety campaigns with Texas employers by 9/30/2017
- Develop 6 ODC Toilet Tabloids traffic safety page to distribute to Tx employers and business by 9/30/2017
- Conduct 4 Professional Development Webcasts for Texas employers, Safety Managers/Supervisors & others by 9/30/2017
- Conduct 2 Texas Employer Traffic Safety: Our Driving Concern Advisory Meetings by 9/30/2017
- Develop 1 Traffic Safety teaching unit for TX employees not working in a traditional office setting by 9/30/2017
- Coordinate 1 Texas Employer Traffic Safety Awards Program by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	$431,741.24	$0.00	$0.00	$116,099.23	**$547,840.47**

Driver Education and Behavior

FY 2017
Budget Module: DE - 10

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	1	$125,000.00	$125,000.00								
Enforcement	0										
Evaluation	2	$163,940.04	$131,150.01							$32,790.03	
Public Information & Eduction	10	$4,721,268.72	$2,776,055.51							$1,945,213.21	$1,465,094.41
Training	2	$680,951.74	$528,045.51							$152,906.23	$657,776.38
TOTALS:	**16**	**$5,691,160.50**	**$3,560,251.03**							**$2,130,909.47**	**$2,122,870.79**

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

11 - Railroad / Highway Crossing (RH)

Texas is ranked third in the nation in fatalities according to Federal Railroad Administration (FRA). Texas also had 80 pedestrian fatalities involving trespassing on railroad property; this places Texas second in the nation according to the FRA. In addition to freight, more and more Texas communities are acquiring passenger/commuter rail trains or adding to existing routes, including Dallas Area Rapid Transit (DART) in Dallas, Capital Metro in Austin, Houston Metro Rail, and Denton's A-Train. Most drivers and pedestrians are not familiar with commuter train routes in downtown metro areas, increasing the potential for crashes with commuter trains.

State of Texas: Railroad Crossing Fatal Crashes, 2011-2015
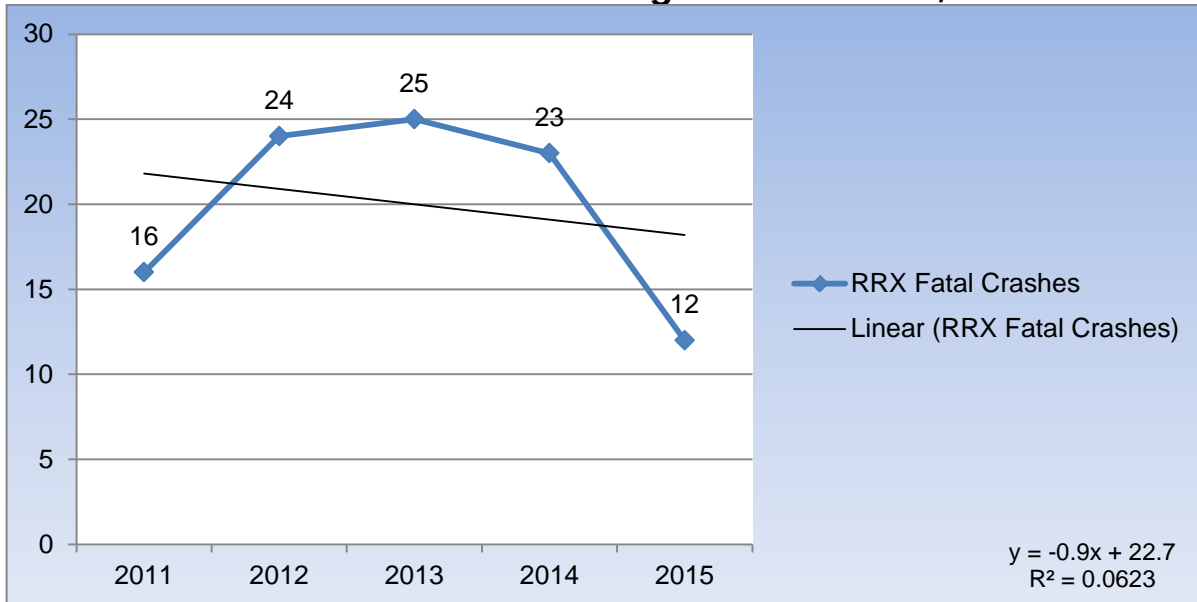
$y = -0.9x + 22.7$
$R^2 = 0.0623$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

There are currently 10,743 miles of rail track in Texas. Texas has the most public grade crossings of any other state at 9,817. Texas has 20% more crossings than the second highest state which is Illinois with 7,838. Texas also reports the second highest number of fatalities at public crossings behind California. Compared to all of the states, Texas crossing fatality rates rank 14th per 100 crossings, 16th per 100,000 registered vehicles, and 22nd per 100,000 vehicle miles traveled (VMT).

Due to a train's size and angle of approach to a crossing, it is impossible to judge the speed of an approaching train. When the train is coming toward you it creates an optical illusion, which makes it appear as if it is traveling much slower than it really is. Even at a speed of 40 mph the train is actually moving much faster than the human eye can gage. A train pulling 100 cars is now considered an average size train. Even a short train consisting of only two locomotives will be longer than a tractor trailer (18 wheeler) with double trailers.

State of Texas: Railroad Crossing Serious injury Crashes, 2011-2015
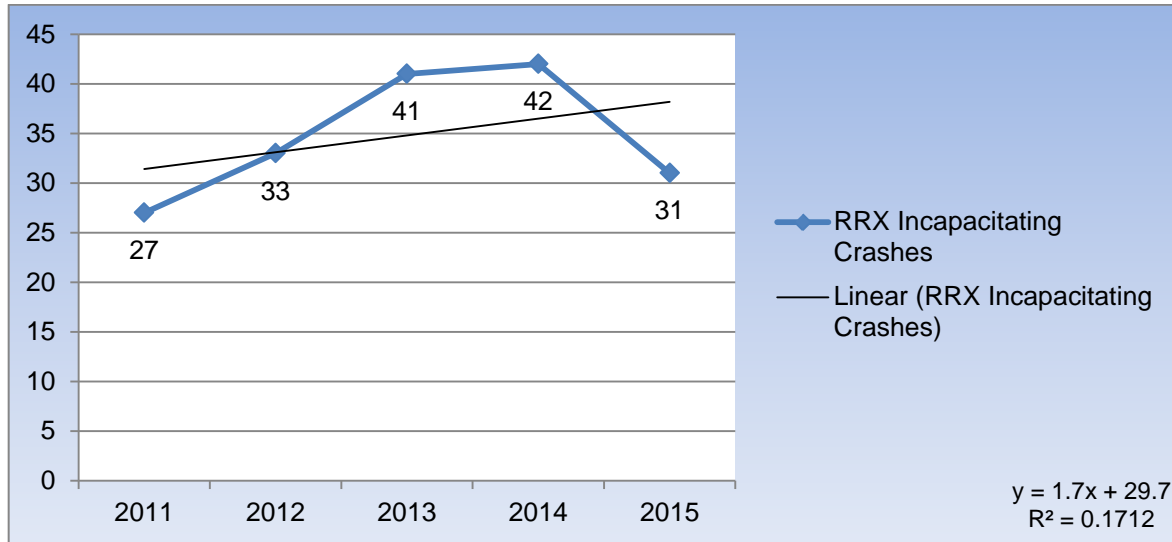
Chart showing RRX Incapacitating Crashes: 2011 = 27, 2012 = 33, 2013 = 41, 2014 = 42, 2015 = 31. Linear trend line with equation y = 1.7x + 29.7, R² = 0.1712.

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

Most vehicle drivers do not realize a railroad crossing is considered an intersection. Consequently, traffic laws regarding "no passing zones", and "not stopping on the track" are ignored. In fact, railroad warning signage is barely addressed in Driver Education classes in Texas.

RH Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a railroad safety program, to include elements in grade crossing education and training, and public education and outreach. In addition to traditional training and education, TxDOT will work on executing programming to reduce the incidence of railroad grade crossing fatalities and the associated traffic crashes to improve the railroad grade crossing crash situation in Texas.

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 16 railroad grade crossing fatal crashes. By 2019, Texas can expect to report 15 railroad grade crossing fatal crashes. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Railroad Fatal Crashes	16	24	25	23	12

Railroad Fatal Crashes	2016	2017	2018	2019	2020
M	-0.9	-0.9	-0.9	-0.9	-0.9
X	6.00	7.00	8.00	9.00	10.00
B	22.7	22.7	22.7	22.7	22.7
Projection	17	16	16	15	14
Target	17	16	16	15	14

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 42 railroad grade crossing incapacitating injury crashes. By 2019, Texas can expect to report 45 railroad grade crossing incapacitating injury crashes. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Railroad Serious Injury Crashes	27	33	41	42	31

Railroad Serious Injury Crashes	2016	2017	2018	2019	2020
M	1.7	1.7	1.7	1.7	1.7
X	6.00	7.00	8.00	9.00	10.00
B	29.7	29.7	29.7	29.7	29.7
Projection	40	42	43	45	47
Target	39	41	42	44	46

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Railroad Highway Crossing Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of speeding-related fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for railroad grade crossing training via "Operation Lifesaver" is planned for FY17 to assist Texas with railroad grade crossing-related fatalities and injuries.

Texas will continue to focus on railroad grade crossing fatalities which continue to be a problem in Texas. TxDOT Railroad Highway Crossing Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: Number of railroad grade crossing fatal crashes

2017 Target: To decrease railroad grade crossing fatal crashes from 12 railroad grade crossing fatal crashes in 2015 to 16 railroad grade crossing fatal crashes in 2017

2019 Target: To decrease railroad grade crossing fatal crashes from the projected 16 railroad grade crossing fatal crashes in 2017 to 15 railroad grade crossing fatal crashes in 2019

Target: Number of railroad grade crossing incapacitating injury crashes

2017 Target: To decrease the expected rise of railroad grade crossing incapacitating crashes from 31 railroad grade crossing incapacitating injury crashes in 2015 to not more than 41 railroad grade crossing incapacitating injury crashes in 2017

2019 Target: To decrease the expected rise of railroad grade crossing incapacitating crashes from the projected 42 railroad grade crossing incapacitating injury crashes in 2017 to not more than 44 railroad grade crossing incapacitating injury crashes in 2019

Railroad / Highway Crossing   RH - 11

Goals

▪ To reduce KAB crashes at railroad/highway crossings

Strategies

▪ Increase education of law enforcement concerning laws governing railroad/highway crossings.

▪ Increase public education and information on railroad/highway crossing safety.

Project Descriptions

Task: *Training*	Railroad / Highway Crossing RH - 11

Project #	Division	Organization Name
2017-TxOpLife-G-1YG-0111	TRF-TS	Texas Operation Lifesaver

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

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

Objectives

▪ Conduct 500 Rail safety presentations to the public by 9/30/2017

▪ Manage 275 Requests from media and the general public for information on rail safety by 9/30/2017

▪ Attend 12 Coalition meetings, general meetings, and meetings with general public representing TXOL by 9/30/2017

▪ Participate in 5 Information/Safety Booths at health fairs, conferences, etc by 9/30/2017

▪ Conduct 4 Rail Safety Awareness Training classes for Law Enforcement by 9/30/2017

▪ Produce 4 Budget Reports for Board approval by 9/30/2017

▪ Manage 1 Statewide group of volunteer Presenters by 9/30/2017

▪ Manage 1 Operation Lifesaver Authorized Volunteer (OLAV) incentive program by by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RH	$73,554.00	$0.00	$0.00	$42,379.00	**$115,933.00**

Railroad / Highway Crossing

FY 2017
Budget Module: RH - 11

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 & Eduction	0										
Training	1	$115,933.00	$73,554.00							$42,379.00	$73,554.00
TOTALS:	1	$115,933.00	$73,554.00							$42,379.00	$73,554.00

12 - Roadway Safety (RS)

In Texas, there can be more than 2,500 active TxDOT work zones at any given time. Each year on average, there are approximately 15,000 crashes and more than 100 people killed in highway construction and maintenance zones. Motorists traveling through work zones make up the majority of fatalities in work zones. In 2015, 2,903 work zone crashes resulted in 747 serious injuries and 140 fatalities. As roadway maintenance and construction efforts continue to address a state population that grows by about 1,000 people per day, drivers should expect to encounter a work zone at any time.

State of Texas: Work Zone Fatalities, 2011-2015
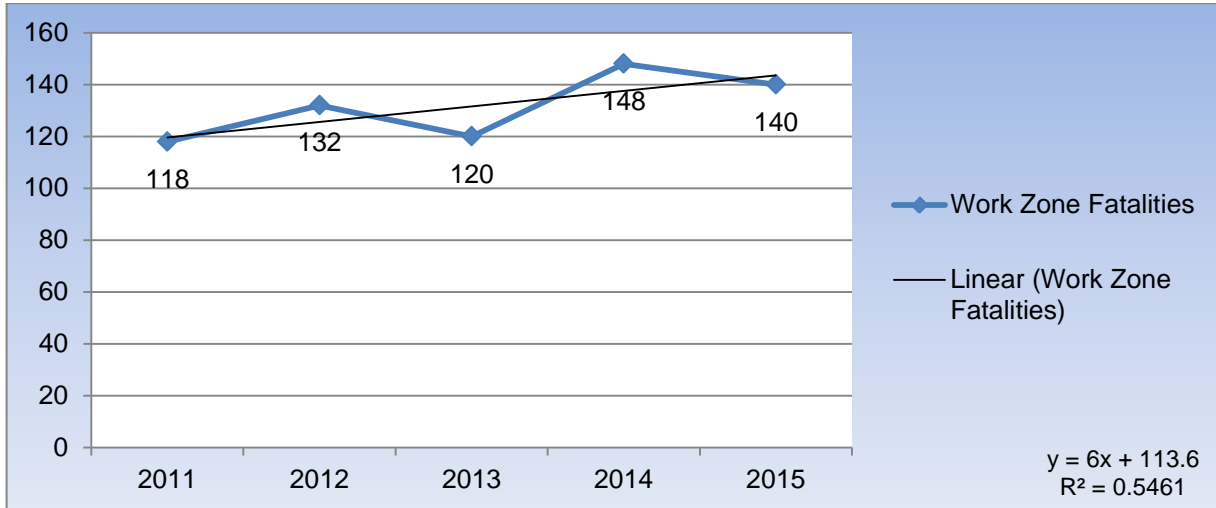
y = 6x + 113.6
R² = 0.5461

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

Work zone safety and awareness is critical, both for drivers and the men and women who work on our highways. TxDOT continues to work on increased safety measures and public outreach efforts to educate motorists about the dangers of work zones.

State of Texas: Work Zone Incapacitating Injuries, 2011-2015
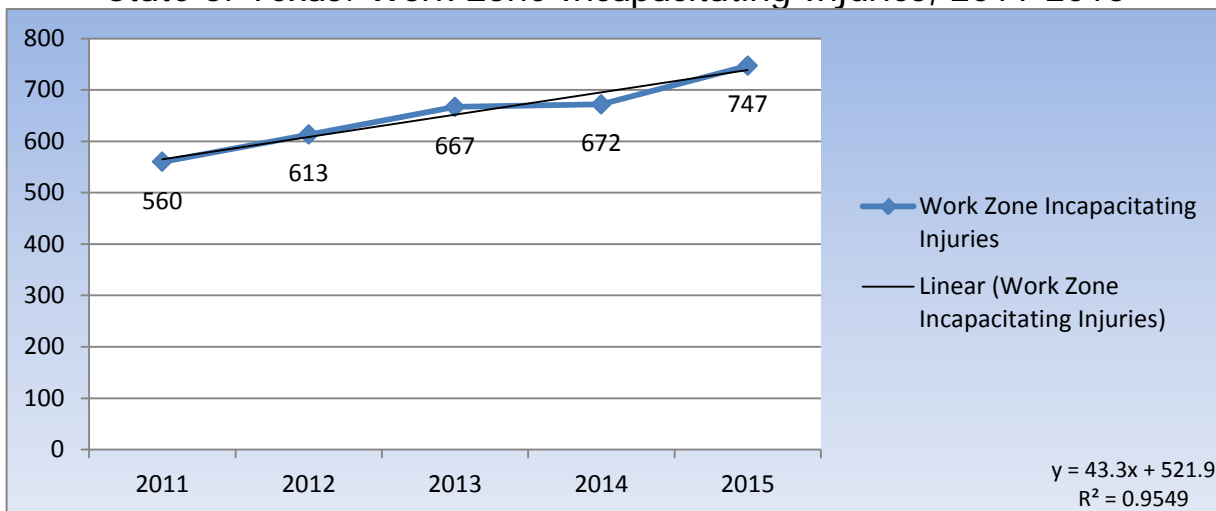
y = 43.3x + 521.9
R² = 0.9549

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

Also, as part of National Work Zone Awareness Week, TxDOT will urge drivers to slow down, pay attention and be extra cautious to save not only the lives of work zone workers, but their own lives as well. Everyone needs to take responsibility for work zone safety, from engineers and planners to drivers and pedestrians. TxDOT is working to educate the public and raise awareness of safety precautions for workers and motorists in work zones.

The recent boom in oil and gas production across Texas has created thousands of jobs and many new opportunities for energy-producing areas. Unfortunately, with an influx in traffic in these areas, there also has been an increase in crashes. Most of Texas' oil and gas exploration and drilling occurs in rural areas, such as the Permian Basin and Eagle Ford Shale regions, where many of the roads and bridges were originally designed for lower traffic volumes.

State of Texas: Large truck related fatalities, 2011-2015
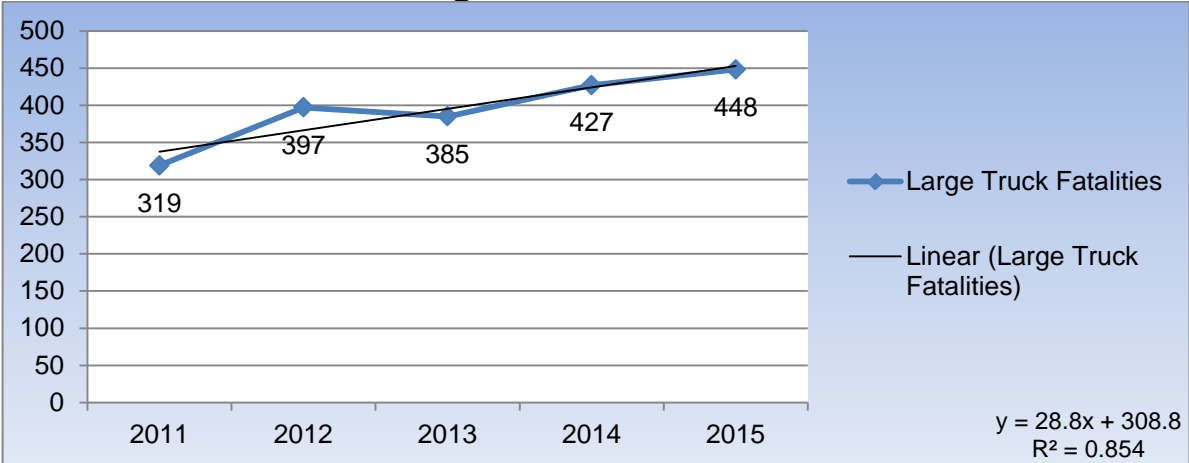
$y = 28.8x + 308.8$
$R^2 = 0.854$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

State of Texas: Large truck related fatal crashes, 2011-2015
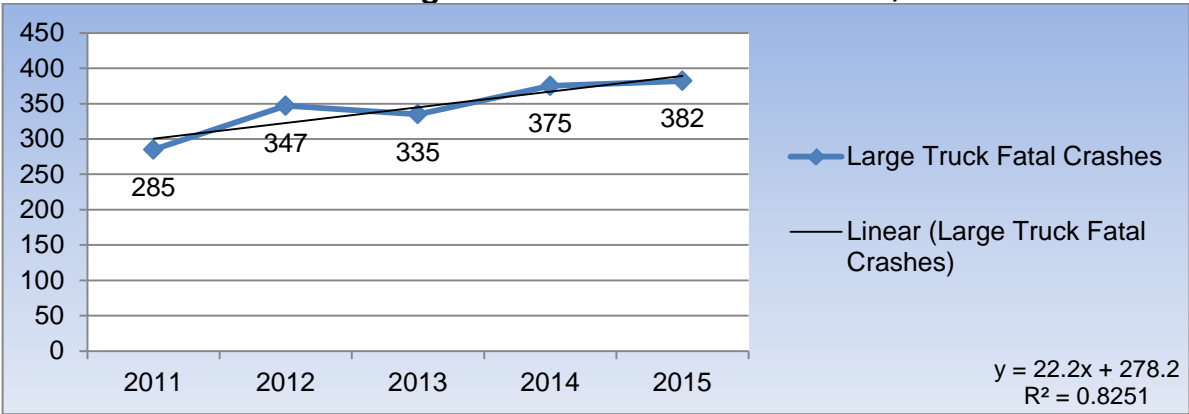
$y = 22.2x + 278.2$
$R^2 = 0.8251$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

Energy production requires increased truck traffic that can damage roads and bridges over time and significantly reduce infrastructure service life. These damaged roads and bridges are a hindrance for energy companies and a financial burden for state and local governments, and a safety hazard for motorists. Beginning around 2009, multiple regions of Texas experienced an explosion in drilling activity, which outstripped the ability of state and local governments to ramp up road maintenance and repair efforts. The Texas Legislature has passed measures to address the problem, and TxDOT continues to prioritize energy sector road projects with ongoing efforts.

RS Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2010 through 2014 (FARS) or 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient roadway safety program, to include elements in large trucks, work zone education and training, regional task forces, and media outreach. In addition to traditional education and media, as well as other associated roadway safety programs, TxDOT will work on executing programming to reduce the incidence of large truck fatalities, work zone-related fatalities, and the

associated traffic crashes to improve the large truck and work zone situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 21 – Roadway Safety, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 156 Work Zone Fatalities. By 2019, Texas can expect to report 168 Work Zone Fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Work Zone Fatalities	118	132	120	148	140

Work Zone Fatalities	2016	2017	2018	2019	2020
M	6.0	6.0	6.0	6.0	6.0
X	6.00	7.00	8.00	9.00	10.00
B	113.6	113.6	113.6	113.6	113.6
Projection	150	156	162	168	174
Target	147	152	158	164	170

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 825 work zone-related incapacitating injuries. By 2019, Texas can expect to report 912 work zone-related incapacitating injuries. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Work Zone Incapacitating Injuries	560	613	667	672	747

Work Zone Incapacitating Injuries	2016	2017	2018	2019	2020
M	43.3	43.3	43.3	43.3	43.3
X	6.00	7.00	8.00	9.00	10.00
B	521.9	521.9	521.9	521.9	521.9
Projection	782	825	868	912	955
Target	766	809	851	893	936

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 510 large truck-related fatalities. By 2019, Texas can expect to report 568 large truck-related fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Large Truck Fatalities	319	397	385	427	448

Large Truck Fatalities	2016	2017	2018	2019	2020
M	28.8	28.8	28.8	28.8	28.8
X	6.00	7.00	8.00	9.00	10.00
B	308.8	308.8	308.8	308.8	308.8
Projection	482	510	539	568	597
Target	472	500	528	557	585

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to report 434 large truck-related fatal crashes. By 2019, Texas can expect to report 478 large truck-related fatal crashes. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Large Truck Fatal Crashes	285	347	335	375	382

Large Truck Fatal Crashes	2016	2017	2018	2019	2020
M	22.2	22.2	22.2	22.2	22.2
X	6.00	7.00	8.00	9.00	10.00
B	278.2	278.2	278.2	278.2	278.2
Projection	411	434	456	478	500
Target	403	425	447	468	490

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Roadway Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of speeding-related fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, education and outreach, and training is planned for FY17 to assist Texas with large truck and work zone fatalities and injuries.

Texas will continue to focus on large truck and work zone fatalities which continue to be a problem in Texas. TxDOT Roadway Safety Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities.   The State is

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

Performance Measures and Targets:

Target: Number of work zone-related fatalities
2017 Target: To decrease the expected rise of work zone fatalities from 140 work zone-related fatalities in 2015 to not more than 152 work zone-related fatalities in 2017

2019 Target: To decrease the expected rise of work zone-related fatalities from the projected 156 work zone-related fatalities in 2017 to not more than 164 work zone-related fatalities in 2019

Target: Number of work zone-related Incapacitating Injuries
2017 Target: To decrease the expected rise of work zone-related incapacitating injuries from 747 work zone-related incapacitating injuries in 2015 to not more than 809 work zone-related incapacitating injuries in 2017

2019 Target: To decrease the expected rise of work zone-related incapacitating injuries from the projected 825 work zone-related incapacitating injuries in 2017 to not more than 893 work zone-related incapacitating injuries in 2019

Target: Number of large truck-related fatalities
2017 Target: To decrease the expected rise of large truck fatalities from 448 large truck-related fatalities in 2015 to not more than 500 large truck-related fatalities in 2017

2019 Target: To decrease the expected rise of large truck fatalities from the projected 510 large truck-related fatalities in 2017 to not more than 557 large truck-related fatalities in 2019

Target: Number of large truck-related fatal crashes
2017 Target: To decrease the expected rise of large truck fatal crashes from 382 large truck fatal crashes in 2015 to not more than 425 large truck fatal crashes in 2017

2019 Target: To decrease the expected rise of large truck fatal crashes from the projected 434 large truck fatal crashes in 2017 to not more than 468 large truck fatal crashes in 2019

Roadway Safety   RS - 12

Goals

- ▪ To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level
- ▪ To reduce the number of traffic crashes, injuries, and fatalities in work zones.

Strategies

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

Project Descriptions

Task: *Public Information Campaigns*	Roadway Safety RS - 12

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	GDC Marketing and Ideation

Title / Desc. **Energy Sector, IH35 Work Zone, and Street Smarts**

Safe Driving Media Campaign conducted in the various energy sector areas in Texas, as well as the Street Smarts public service announcement series addressing other identified driving behavior areas, and a work zone media campaign conducted during infrastructure improvement project on Interstate Highway 35 between Waco and Austin.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	$0.00	$2,500,000.00	$0.00	$2,500,000.00	**$5,000,000.00**

Task: *Training*	Roadway Safety RS - 12

Project #	Division	Organization Name
2017-UTatArli-G-1YG-0159	TRF-TS	The University of Texas at Arlington

Title / Desc. **FY2017 Traffic Safety Training Program**

UTA proposes to help reduce traffic crashes, injuries and fatalities in work zones by providing municipal and county employees training to increase knowledge of roadway safety problems and solutions.

Objectives

- ▪ Train 2,187 Texas municipal and county workers in safe roadway work zone traffic control practices by 9/30/2017
- ▪ Conduct 108 classes for Texas city and county workers on work zone traffic control and safety by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	$463,816.68	$0.00	$0.00	$119,044.25	**$582,860.93**

Roadway Safety

FY 2017
Budget Module: RS - 12

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 & Eduction	1	$5,000,000.00						$2,500,000.00		$2,500,000.00	
Training	1	$582,860.93	$463,816.68							$119,044.25	
TOTALS:	2	$5,582,860.93	$463,816.68					$2,500,000.00		$2,619,044.25	

13 - Safe Communities (SA)

The Safe Communities model is a long standing approach to reducing injuries and deaths. It works through engaging local partners who care about safety, using data to identify leading causes of injury, making a plan to address the issues using proven methods and measuring success.

Injuries, both intentional and unintentional, are the third leading cause of death in the United States. When a community takes ownership of their traffic safety problems, its members are in the best position to make a difference. Community Traffic Safety Coalition members share a vision of saving lives and preventing injuries caused by traffic related issues and their associated costs to the community and the Nation. Their make-up is as varied and unique as the community they represent, but at a minimum include injury prevention professionals, educational institutions, businesses, hospital and emergency medical systems, law enforcement agencies, engineers, planners, and other community stakeholders working together and in partnership with their State Highway Safety Offices.

The Brazos Valley Injury Prevention Coalition and the Nueces County safe communities' coalitions have been active since 2000. The coalitions are made up of concerned citizens, parents, caregivers, medical providers, educators, and safety experts joining together to reduce preventable injuries and deaths in our community. These safe community coalitions are the support system for a nationwide network of traffic safety coalitions, partners and communities. Resources provided by these coalitions include helping to build and booster local efforts at the community level, find research materials to build community buy-in, access marketing material and customized templates with local information, as well as being the one stop shop for traffic safety in their communities. While the State of Texas only funds two safe communities initiatives, the State actively promotes the concept, provides resources and material when available, and tracks the number of safe community coalitions actively working with the State of Texas.

State of Texas: Number of Safe Community Coalitions, 2010-2014
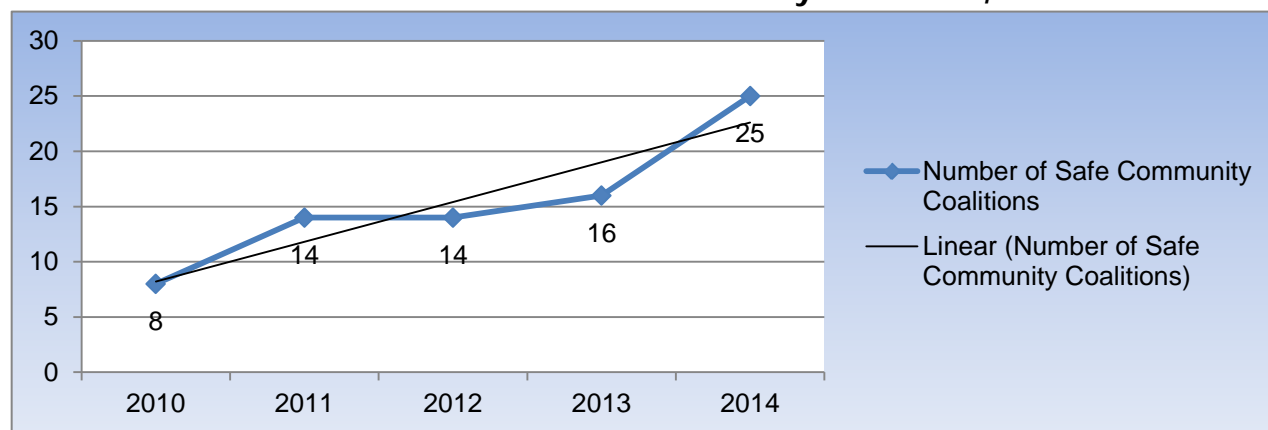
Source: NHTSA Safe Community official website and previous Texas annual reports. Retrieved From: http://www.nhtsa.gov/Driving+Safety/Community+Traffic+Safety/Community+Traffic+Safety+Coalitions+an d+Partners+Links

SA Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient safe communities program to increase the number of coalitions on a local level. TxDOT will work with and support these coalitions on executing programming to increase safety awareness within these local communities and reduce the incidence of injuries, fatalities, and the associated traffic crashes to show improvement overall in the crash situation in Texas.

Current trend projections using this data indicate that the number of safe communities will continue to increase. TxDOT is setting targets based on continuing to increase the number of coalitions, but the calculations used to set targets in other program areas is insufficient to be used in particular category. TxDOT will instead set the targets that show an increase of at least one (1) in number each year from the previous year.

	2010	2011	2012	2013	2014
Number of Safe Community Coalitions	8	14	14	16	25

Number of Safe Community Coalitions	2015	2016	2017	2018	2019
Increase	1	1	1	1	1
2014 Number	25	26	27	28	29
Projection	26	27	27	28	29
Target	26	27	27	28	29

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the Safe Communities Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of overall fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for two safe communities coalitions are planned for FY17 to assist the Texas with fatalities and injuries.

Texas will continue to focus on overall fatalities which continue to be a problem in Texas. TxDOT Safe Communities Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Target: Number of Number of Safe Community Coalitions
2017 Target: To increase the number of safe community coalitions from 25 in 2014 to 27 safe community coalitions in 2017
2019 Target: To increase the number of safe community coalitions from the projected 27 safe communities coalition in 2017 to 29 safe communities coalitions in 2019

Safe Communities   SA - 13

Goals

- To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries

Strategies

- Support statewide the Texas Safe Community efforts by providing education, training, and coordination on how to initiate and conduct community based traffic safety programs and how communities can become designated as a Texas Safe community Coalition.
- Support the establishment and growth Safe Communities Coalitions.

Project Descriptions

Task: ***Public Information Campaigns***	*Safe Communities SA - 13*

Project #	*District*	*Organization Name*
2017-Texas Ag-G-1YG-0041	BRY	Texas A&M Agrilife Extension Service

Title / Desc. **Brazos Valley Injury Prevention Coalition**

A Safe Communities coalition to implement and support health initiatives designed to reduce traffic-related injuries and fatalities in the TxDOT Bryan District.

Objectives

- Distribute 20,000 public information and educational (PI&E) materials by 9/25/2017
- Participate in 15 activities to raise awareness of the dangers of impaired driving by 7/30/2017
- Participate in 12 programs on the dangers of distracted driving with an emphasis on texting by 8/31/2017
- Provide 10 counties with the Please be Seated (PBS) Program to promote importance of using car seats by 8/31/2017
- Conduct 8 Reality Education for Drivers (RED) Programs by 8/31/2017
- Conduct 8 programs on the importance of restraint use focusing on youth, teens and pickup truck drivers by 8/31/2017
- Participate in 6 programs on safety education to raise awareness on the safety of vulnerable road users by 7/31/2017
- Conduct 6 bimonthly meetings of the Brazos Valley Injury Prevention Coalition by 9/15/2017
- Conduct 4 programs to raise awareness of the dangers of speeding and reckless driving by 8/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SA	$164,995.85	$0.00	$0.00	$41,500.00	**$206,495.85**

Task: *Public Information Campaigns* *Safe Communities   SA - 13*

Project #	*District*	*Organization Name*
2017-TAMUCC-G-1YG-0151	CRP	Texas A&M University-Corpus Christi

Title / Desc. **Safe Communities Safe Driving Public Education Campaign**

The Campaign manages the Nueces County Safe Communities Coalition to serve TxDOT public education targets by giving presentations, attendance at community events, and distribution of PI&E materials.

Objectives

- Distribute 100,000 pieces of PI&E materials related to Safe Communities Coalition and TxDOT targets and strategies by 9/30/2017
- Educate 4,000 Nueces County residents through the distribution of PI&E materials at community fairs and events by 9/30/2017
- Educate 600 younger Nueces County drivers or future drivers through presentations by 9/30/2017
- Educate 400 Nueces County drivers, pedestrian, or cyclists through presentations provided in the community by 9/30/2017
- Attend 25 community health/safety fairs to distribute PI&E materials and educate drivers by 9/30/2017
- Provide 20 presentations on TxDOT identified safety goals to younger drivers (college or high school students) by 9/30/2017
- Provide 20 presentations of TxDOT targeted safety issues to Nueces County organizations or groups by 9/30/2017
- Distribute 16 news releases or contacts on meeting, TxDOT Goals, campaigns, events, and presentations by 9/30/2017
- Conduct 10 meetings of the Nueces County Safe Communities Coalition by 9/30/2017
- Revise 4 driver/motorcycle/bicycle/pedestrian safety presentations by 5/31/2017
- Revise 4 driver/motorcycle/bicycle/pedestrian PI&E materials which may include one in Spanish by 6/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SA	$60,105.60	$0.00	$0.00	$37,197.60	**$97,303.20**

Safe Communities

**FY 2017
Budget Module: SA - 13**

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 & Eduction	2	$303,799.05	$225,101.45							$78,697.60	$225,101.45
Training	0										
TOTALS:	**2**	**$303,799.05**	**$225,101.45**							**$78,697.60**	**$225,101.45**

13-SA is a Contiguous Competency Program and supports performance measures and activities in sections 02-AL, 04-MC, 07-PT, 10-DE, and 13-SA.

14 - School Bus Safety (SB)

Nationwide, an estimated 472,901 school buses provide transportation services daily. Approximately 24.9 million school children ride school buses each day in the U.S., at least twice a day, with an average of 53 students per bus. That is more than 55 million student trips daily, not including the estimated 5 million for extracurricular activities. The average school bus operates about 9,000 route miles each year; roughly 3.5 billion miles annually.

An alarming 35% of all school-age pedestrians killed in school transportation-related crashes were between the ages of 5 & 7. On average, between 2003 & 2012, 8 school-age pedestrians were killed by school transportation vehicles (school buses & non-school-bus vehicles used as school buses) each year and 4 were killed by other vehicles involved in school-bus-related crashes. More school-age pedestrians have been killed from 7am-8am and from 3pm-4pm than any other times of day (NHTSA 6/2015). Most of these deaths occur in the 10-foot area surrounding the school bus due to passing motorists who are either too impatient to stop, unaware of the law and/or carelessly driving.

During 2014 in Texas, there were a total of 476,875 crashes. Of those, 3,189 were fatal. Throughout the year, 1,179 school buses were involved in crashes, and 6 of those school buses were involved in fatal crashes.

These drivers will need continual education on the relevant safe driving procedures. Safety starts with the bus driver. Their attitude predicts how the students will behave. The school bus driver sets the stage for how things will go on the school bus & throughout the students' day. Drivers need to be equipped with the skills necessary to handle their interactions with students & other drivers appropriately.

State of Texas: School Bus Passenger Fatalities, 2011-2015 (5 yr Moving Average)
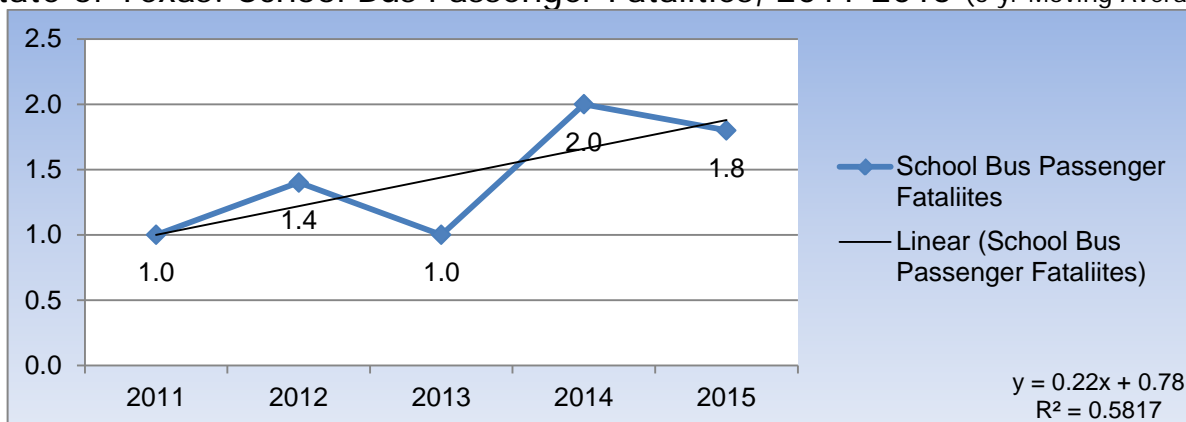
$y = 0.22x + 0.78$
$R^2 = 0.5817$

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 26th, 2016.

RH Performance Measures and Target Setting

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most

appropriate "R" value. The "R" Values are contained on the charts within each problem identification.

The short-term (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

Charts show annual data in Texas from 2011-2015 (CRIS). TxDOT established its 2017 HSP performance targets based on both data projections and their discussion of other relevant factors, including the availability of funds, the State's improved economic conditions, increased oil and gas industry-related population growth in the entire State, lower gas prices and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement school bus safety programming, to include elements in passenger bus driver education and training. TxDOT will work on executing programming to reduce the incidence of fatalities of passengers on school buses, and the associated traffic crashes to improve the school bus passenger situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 17 – Pupil Transportation Safety, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using CRIS data for 2015 indicate that for 2017, the State of Texas can expect to average 2.32 school bus passenger fatalities. By 2019, Texas can expect to average 2.76 school bus passenger fatalities. The calculations for these projections and targets are as follows:

School Bus Passenger Fatalities	2011	2012	2013	2014	2015
	1.0	1.4	1.0	2.0	1.8

School Bus Passenger Fatalities	2016	2017	2018	2019	2020
M	0.2	0.2	0.2	0.2	0.2
X	6.00	7.00	8.00	9.00	10.00
B	0.8	0.8	0.8	0.8	0.8
Projection	2.10	2.32	2.54	2.76	2.98
Target	2.06	2.27	2.49	2.70	2.92

Overall Traffic Safety Impacts of the Proposed Strategies

Strategies proposed for the School Bus Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of school bus passenger-related fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for training is planned for FY17 to assist Texas with school bus passenger fatalities and injuries.

Texas will continue to focus on school bus passenger fatalities which continue to be a problem in Texas. TxDOT School Bus Safety Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Performance Measures and Targets:

Number of school bus related fatalities
2017 Target: To decrease the expected rise of the average school bus passenger fatalities from an average of 1.8 school bus passenger fatalities in 2015 to an average of 2.27 average school bus passenger fatalities in 2017

2019 Target: To decrease the expected rise of average school bus passenger fatalities from the projected average of 2.32 school bus passenger fatalities in 2017 to an average of 2.70 school bus passenger fatalities in 2019

School Bus   SB - 14

Goals

▪ To reduce School bus-related crashes, injuries and fatalities

Strategies

▪ Provide public information and education campaigns to promote safe motor vehicle operations around school buses.

▪ Provide safe school bus operation training for school bus drivers.

Project Descriptions

Task: *Training*	*School Bus SB - 14*

Project #	*Division*	*Organization Name*
2017-ESCVI-G-1YG-0063	TRF-TS	Education Service Center, Region VI

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

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

Objectives

▪ Teach 700 PreK-5th grade students in Bus Safety Training 101 Program by 9/30/2017

▪ Analyze 500 participant evaluations to determine overall effectiveness of the Bus Safety Training 101 Program by 9/30/2017

▪ Teach 400 School Bus Transportation personnel in the Bus Safety Training 101 Program by 9/30/2017

▪ Identify 2 sets of content material to be utilized in the Bus Safety Training 101 Program by 9/30/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SB	$104,380.24	$0.00	$0.00	$58,082.00	**$162,462.24**

School Bus

FY 2017
Budget Module: SB - 14

Program Area	# Proj	Total	FEDERAL					STATE	STATE		Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	0										
Training	1	$162,462.24	$104,380.24							$58,082.00	$104,380.24
TOTALS:	**1**	**$162,462.24**	**$104,380.24**							**$58,082.00**	**$104,380.24**

Core #	Description	Data Source	Projections		Targets	
			2017	2019	2017	2019
C-1	Total Traffic Related Fatalities	FARS	3,965	4,238	3,886	4,153
C-2	Total Incapacitating Injuries	CRIS	14,873	15,776	14,576	15,460
C-3	Fatalities Per 100 Million Vehicle Miles Driven	FARS	1.59	1.68	1.56	1.65
C-3(a)	Rural Fatalities Per 100 Million VMT	FARS	2.83	3.05	2.77	2.99
C-3(b)	Urban Fatalities Per 100 Million VMT	FARS	1.08	1.119	1.06	1.10
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	FARS	1,066	1,133	1,044	1,110
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)	FARS	1,546	1,640	1,515	1,607
C-6	Number of speeding-related fatalities	FARS	1,301	1,333	1,275	1,306
C-7	Number of motorcyclist fatalities	FARS	497	512	487	501
C-8	Number of un-helmeted motorcyclist fatalities	FARS	256	257	253	255
C-9	Number of drivers 20 or younger involved in fatal crashes	FARS	436	432	436	432
C-10	Number of pedestrian fatalities	FARS	597	659	585	646
C-11	Number of Bicycle fatalities	FARS	58	62	57	60
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	Survey	90.65%	91.01%	90.65%	91.01%
A-1	Number of seat belt citations issued during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
A-2	Number of impaired driving arrests made during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
A-3	Number of speeding citations issued during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A

Table title: State of Texas - Core Measures - Projections and Target Matrix

Core #	Description	Data Source	Projections		Targets	
			2017	**2019**	**2017**	**2019**
N/A	Total Traffic-Related Fatal Crashes	FARS	3,537	3,768	3,467	3,692
N/A	DUI Incapacitating Injuries	CRIS	2,474	2,329	2,474	2,329
N/A	Alcohol-impaired VMT Fatality Rate	FARS	0.62	0.64	0.60	0.63
N/A	Percentage of Alcohol Fatalities	FARS	0.433	0.439	0.420	0.430
N/A	Motorcycle Operators Killed with a BAC+ .08	CRIS	79	67	79	67
N/A	Motorcycle Fatalities Per 100,000 Licensed Operators	CRIS /DPS	41.60	38.39	41.60	38.39
N/A	Child Passenger Restraint Usage	Texas A&M	89.6%	91.1%	89.6%	91.1%
N/A	Pedestrian A&B injuries	CRIS	3,575	3,853	3,503	3,776
N/A	Bicycle A&B injuries	CRIS	1,495	1,540	1,465	1,509
N/A	Fatal Crashes in Intersections	CRIS	770	796	755	780
N/A	Incapacitating Injury Crashes in Intersections	FARS	5,767	6,233	5,651	6,109
N/A	Distracted Driving Related Fatal Crashes	FARS	463	486	454	476
N/A	Distracted Driving Related Incapacitating Injury Crashes	CRIS	2,708	2,821	2,653	2,764
N/A	Speeding Related Incapacitating Injuries	CRIS	2,267	2,290	2,222	2,244
N/A	Number of crash records available for reporting within 30 days of the date of crash	CRIS	563,372	574,696	563,372	574,696
N/A	Percentage of all crash reports entered into the database within 30 days after the crash	CRIS	92.47%	93.47%	92.47%	93.47%
N/A	Fatal crashes with a Driver Age 15 - 20	CRIS	444	452	436	443
N/A	16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	CRIS	12.60	10.81	12.60	10.81
N/A	Urban Fatalities	FARS	2,029	2,196	1,989	2,152
N/A	Rural Fatalities	FARS	1,943	2,054	1,904	2,013
N/A	Railroad Fatal Crashes	CRIS	16	15	16	15
N/A	Railroad Serious Injury Crashes	CRIS	42	45	41	44
N/A	Work Zone Fatalities	CRIS	156	168	152	164
N/A	Work Zone Incapacitating Injuries	CRIS	825	912	809	893
N/A	Large Truck Fatalities	CRIS	510	568	500	557
N/A	Large Truck Fatal Crashes	CRIS	434	478	425	468
N/A	Number of Safe Community Coalitions	NHTSA	27	29	27	29
N/A	School Bus Passenger Fatalities	FARS	2.32	2.76	2.27	2.70

State of Texas - Other Data - Projections and Target Matrix

Summary - Performance Measures and Target Setting

Table 3.0 – Overall State Goals

Overall State Goals					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce the number of motor vehicle crashes, injuries and fatalities	All	Total Traffic Related Fatalities (FARS) (C-1)	3,538 Fatalities (2014) (FARS)	3,965 Fatalities (2017) (FARS)	3,886 Fatalities (2017) (FARS)
		Total Traffic Related Fatal Crashes (FARS)	3,193 Fatal Crashes (2015) (CRIS)	3,537 Fatal Crashes (2017) (FARS)	3,467 Fatal Crashes (2017) (FARS)
		Total Incapacitating Injuries (TxDOT) (C-2)	13,616 Total Incapacitating Injuries (2015) (CRIS)	14,873 Total Incapacitating Injuries (2017) (CRIS)	14,576 Total Incapacitating Injuries (2017) (CRIS)
		Fatalities Per 100 Million Vehicle Miles (FARS) (C-3)	1.46 Fatalities Per 100 Million Vehicle Miles Traveled (2014) (FARS)	1.59 Fatalities Per 100 Million Vehicle Miles Traveled (2017) (FARS)	1.56 Fatalities Per 100 Million Vehicle Miles Traveled (2017) (FARS)
		Rural Fatalities Per 100 Million VMT (FARS - Rural) (C-3a)	2.62 Rural Fatalities Per 100 Million VMT (2014) (FARS)	2.83 Rural Fatalities Per 100 Million VMT (2017) (FARS)	2.77 Rural Fatalities Per 100 Million VMT (2017) (FARS)
		Urban Fatalities Per 100 Million VMT (FARS – Urban) (C-3b)	1.000 Urban Fatalities Per 100 Million VMT (2014) (FARS)	1.08 Urban Fatalities Per 100 Million VMT (2017) (FARS)	1.06 Urban Fatalities Per 100 Million VMT (2017) (FARS)

Table 3.1 – Planning and Administration (P&A)

01 - Planning and Administration (PA)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To provide effective and efficient management of the Texas Traffic Safety Program	Provide training and assistance for local and statewide traffic safety problem identification. Provide procedures and training on highway safety planning and project development. Ensure availability of program and project management training. Review and update program procedures as needed. Conduct periodic project monitoring and evaluation of traffic safety activities. Perform accurate accounting and efficient reimbursement processing. Maintain coordination of traffic safety efforts and provide technical assistance. Provide technical assistance and support for the Strategic Highway Safety Plan.	Publication of Traffic Safety Program deliverable Annual Report. (TxDOT) Publication of Traffic Safety Program deliverable HSP (TxDOT) Publication of Traffic Safety Program deliverable response to Management Review (TxDOT) Number of training sessions provided. (TxDOT) Number of training sessions provided. (TxDOT)	FY 2015 Annual Report FY 2016 Highway Safety Plan 1 FY 2015 Highway Safety Program Management Course 1 eGrants Training	2016 Annual Report FY 2017 Highway Safety Plan 1 Highway Safety Program Management Course 1 eGrants Training	2016 Annual Report FY 2017 Highway Safety Plan 1 Highway Safety Program Management Course 1 eGrants Training

Table 3.2 – Alcohol and Other Drug Countermeasures (AL)

02 - Alcohol and Other Drug Countermeasures (AL)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities and injuries. To reduce the number of DUI- related crashes where the driver is under age 21	Increase and sustain high visibility enforcement of DWI laws. Improve BAC testing and reporting to the State's crash records information system. Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns. Increase the number of law enforcement task forces and coordinated enforcement campaigns. Increase training for anti-DWI advocates. Increase intervention efforts. Improve and increase training for law enforcement officers. Improve DWI processing procedures. Improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers. Increase the use of warrants for mandatory blood draws. Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders. Improve education programs on alcohol and driving for youth. Increase enforcement of driving under the influence by minors laws. Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking.	Alcohol-Impaired Driving Fatalities (BAC=.08+) (C-5) (FARS)	1,446 Alcohol-Impaired Driving Fatalities (BAC=.08+) (FARS) (2014)	1,546 Alcohol-Impaired Driving Fatalities (BAC=.08+) (FARS) (2017)	1,515 Alcohol-Impaired Driving Fatalities (BAC=.08+) (FARS) (2017)
		DUI Incapacitating Injuries (CRIS)	2,598 DUI Incapacitating Injuries (CRIS) (2015)	2,474 DUI Incapacitating Injuries (CRIS) (2017)	2,474 DUI Incapacitating Injuries (CRIS) (2017)
		Alcohol-impaired VMT Fatality Rate (FARS)	0.60 Alcohol-impaired VMT Fatality Rate (FARS) (2014)	0.62 Alcohol-impaired VMT Fatality Rate (FARS) (2017)	0.60 Alcohol-impaired VMT Fatality Rate (FARS) (2017)
		Percentage of Alcohol Fatalities To Total Fatalities (FARS)	41.0% of Total Fatalities that are Alcohol-impaired (FARS) (2014)	43.3% of Total Fatalities that are Alcohol-impaired (FARS) (2017)	42.0% of Total Fatalities that are Alcohol-impaired (FARS) (2017)
		Number of Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants)	6,744 Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants) (2015)	No Projection Set - Number of Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants) (2017)	No Target Set - Number of Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants) (2017)

Table 3.3 – Emergency Medical Services (EM)

03 - Emergency Medical Services (EM)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.	To increase the availability of EMS training in rural and frontier areas.	Number of Students Trained in Initial and Advanced EMS Classes	1,775 Students Trained in Initial and Advanced EMS Classes	No Projection Set - Number of Students Trained in Initial and Advanced EMS Classes	No Target Set - Number of Students Trained in Initial and Advanced EMS Classes

Table 3.4 – Motorcycle Safety (MC)

04 - Motorcycle Safety (MC)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce the number of motorcyclist fatalities and unhelmeted injuries	Improve public information and education on motorcycle safety, including the value of wearing a helmet.	Number of motorcyclist fatalities (C-7) (FARS)	450 motorcyclist fatalities (FARS) (2014)	497 motorcyclist fatalities (FARS) (2017)	487 motorcyclist fatalities (FARS) (2017)
	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.	Number of un-helmeted motorcyclist fatalities (C-8) (FARS)	234 un-helmeted motorcyclist fatalities (FARS) (2014)	256 un-helmeted motorcyclist fatalities (FARS) (2017)	253 un-helmeted motorcyclist fatalities (FARS) (2017)
	Increase rider education and training.	Number of Motorcycle Operators Killed with a BAC+ .08 (CRIS)	88 Motorcycle Operators Killed with a BAC+ .08 (CRIS) (2015)	79 Motorcycle Operators Killed with a BAC+ .08 (CRIS) (2017)	79 Motorcycle Operators Killed with a BAC+ .08 (CRIS) (2017)
	Improve education and awareness of motorcycle safety among law enforcement and EMS personnel, educators and state and local traffic engineers.	Number of Motorcycle Fatalities Per 100,000 Licensed Operators (CRIS/DPS)	43.60 Motorcycle Fatalities Per 100,000 Licensed Operators (CRIS/DPS) (2015)	41.60 Motorcycle Fatalities Per 100,000 Licensed Operators(CRIS/DPS) (2017)	41.60 Motorcycle Fatalities Per 100,000 Licensed Operators(CRIS/DPS) (2017)

Table 3.5 – Occupant Protection (OP)

05 - Occupant Protection (OP)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To increase occupant restraint use in all passenger vehicles and trucks	Sustain high visibility enforcement of occupant protection laws. Increase public information and education campaigns. Increase intervention efforts by healthcare professionals, teachers, and all safety advocates. Concentrate efforts on historically low use populations. Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors. Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors. Increase EMS/fire department involvement in CPS fitting stations. Maintain CPS seat distribution programs for low income families.	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (C-4) (FARS)	973 unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) (2014)	1,066 unrestrained passenger vehicle occupant fatalities, all seat positions	1,044 unrestrained passenger vehicle occupant fatalities, all seat positions
		Observed seat belt usage for passenger vehicles, front outboard occupants (TTI)	90.47% Observed passenger vehicle outboard occupants (TTI) (2015)	90.65% Observed passenger vehicle outboard occupants (TTI) (2017)	90.65% Observed passenger vehicle outboard occupants (TTI) (2017)
		Child Passenger Restraint Usage Rate (TTI)	87.2 % Child Passenger Restraint Usage (TTI) (2015)	89.6 % Child Passenger Restraint Usage	89.6% Child Passenger Restraint Usage
		Number of Seat Belt Citations issued during Funded Enforcement (A-1) (eGrants)	51,230 Seat Belt Citations issued during Funded Enforcement (A-1) (eGrants)	No Projection Set - Seat Belt Citations issued during Funded Enforcement (A-1) (eGrants)	No Target Set - Seat Belt Citations issued during Funded Enforcement (A-1) (eGrants)

Table 3.6 – Pedestrian and Bicycle Safety (PS)

06 - Pedestrian and Bicycle Safety (PS)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities and injuries	Increase public information and education on motorists' responsibilities pertaining to pedestrian and bicyclist safety.	Number of pedestrian fatalities (C-10) (FARS)	476 Pedestrian fatalities (FARS) (2014)	597 Pedestrian fatalities (FARS) (2017)	585 Pedestrian fatalities (FARS) (2017)
	Increase public information and education efforts on pedestrian and bicyclist safety.	Number of Pedestrian A&B injuries (CRIS)	3,235 Pedestrian A&B injuries (CRIS) (2015)	3,575 Pedestrian A&B injuries (CRIS) (2017)	3,503 Pedestrian A&B injuries (CRIS) (2017)
	Improve "walkability" and "bikeability" of roads and streets.				
	Improve data collection on pedestrian injuries and fatalities.	Number of Bicycle fatalities (C-11) (FARS)	50 Bicycle fatalities (FARS) (2014)	58 Bicycle fatalities (FARS) (2017)	57 Bicycle fatalities (FARS) (2017)
	Improve identification of problem areas for pedestrians	Number of Bicycle A&B injuries (CRIS)	1,397 Bicycle A&B injuries (CRIS) (2015)	1,495 Bicycle A&B injuries (CRIS) (2017)	1,465 Bicycle A&B injuries (CRIS) (2017)

Table 3.7 – Police Traffic Services (PT)

07 - Police Traffic Services (PT)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes	Increase public education and information campaigns regarding enforcement activities.	Number of Fatal Crashes in Intersections (CRIS)	729 Fatal Crashes in Intersections (CRIS) (2015)	770 Fatal Crashes in Intersections (CRIS) (2017)	755 Fatal Crashes in Intersections (CRIS) (2017)
	Increase and sustain enforcement of traffic safety-related laws.				
	Provide technical and managerial support to local law enforcement agencies and highway safety professionals.	Number of Incapacitating Injury Crashes in Intersections (CRIS)	5,219 Incapacitating Injury Crashes in Intersections (CRIS) (2015)	5,767 Incapacitating Injury Crashes in Intersections (CRIS) (2017)	5,651 Incapacitating Injury Crashes in Intersections (CRIS) (2017)
	Increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws.				
To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or greater	Increase public information and education on intersection related traffic issues.	Number of Distracted Driving Related Fatal Crashes (CRIS)	422 Distracted Driving Related Fatal Crashes (CRIS) (2015)	463 Distracted Driving Related Fatal Crashes (CRIS) (2017)	454 Distracted Driving Related Fatal Crashes (CRIS) (2017)
	Increase public information and education on sharing the road with commercial motor vehicles (CMV).				
	Increase enforcement of commercial motor vehicle speed limits.	Number of Distracted Driving Related Incapacitating Injury Crashes (CRIS)	2,502 Distracted Driving Related Incapacitating Injury Crashes (CRIS) (2015)	2,708 Distracted Driving Related Incapacitating Injury Crashes (CRIS) (2017)	2,653 Distracted Driving Related Incapacitating Injury Crashes (CRIS) (2017)

Table 3.8 – Speed Control (SC)

	08 - Speed Control (SC)				
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce the number of speed- related fatal and serious injury crashes	Increase and sustain high visibility enforcement of speed-related laws.	Number of speeding-related fatalities (C-6) (FARS)	1,284 speeding-related fatalities (FARS) (2014)	1,301 speeding-related fatalities (FARS) (2017)	1,275 speeding-related fatalities (FARS) (2017)
	Provide community training on speed-related issues.	Number of Speeding Related Incapacitating Injuries (CRIS)	2,161 Speeding Related Incapacitating Injuries (CRIS) (2015)	2,267 Speeding Related Incapacitating Injuries (CRIS) (2017)	2,222 Speeding Related Incapacitating Injuries (CRIS (2017)
	Increase public information and education concerning speed-related issues.	Number of Speeding Citations during Funded Enforcement Activities (eGrants)	276,826 Speeding Citations during Funded Enforcement Activities (eGrants)	No Projection Set - Speeding Citations during Funded Enforcement Activities (eGrants)	No Target Set - Speeding Citations during Funded Enforcement Activities (eGrants)

Table 3.9 – Traffic Records (TR)

	09 - Traffic Records (TR)				
Goals	**Strategies**	**Performance Measures**	**Baseline 2015/2016**	**Projection 2017**	**Target 2017**
To improve the timeliness of, quality of, availability of, and linkages of records between crash data bases	Improve the intake, tracking, analysis and reporting of crash data.	Number of crash records available for reporting within 30 days of the date of crash (CRIS)	557,794 crash records available for reporting within 30 days of the date of crash (CRIS) (2015)	563,372 crash records available for reporting within 30 days of the date of crash (CRIS) (2017)	563,372 crash records available for reporting within 30 days of the date of crash (CRIS) (2017)
	Improve the integration of traffic records between state agencies and local entities.	Percentage of all crash reports entered into the database within 30 days after the crash (CRIS)	91.97% of all crash reports entered into the database within 30 days after the crash (CRIS) (2016)	92.47% of all crash reports entered into the database within 30 days after the crash (CRIS) (2017)	92.47% of all crash reports entered into the database within 30 days after the crash (CRIS) (2017)

Table 3.10 – Driver Education and Behavior (DE)

10 - Driver Education and Behavior (DE)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To increase public knowledge, perception and understanding of driver education and traffic safety for all road users	Develop and implement public information and education efforts on traffic safety issues.	Number of Drivers Involved in Fatal Crashes Aged Under 21 (C-9) (FARS)	449 Drivers Involved in Fatal Crashes Aged Under 21 (C-9) (FARS) (2014)	436 Drivers Involved in Fatal Crashes Aged Under 21 (C-9) (FARS) (2017)	436 Drivers Involved in Fatal Crashes Aged Under 21 (C-9) (FARS) (2017)
	Provide assistance to update the drivers' education curriculum and administrative standards.	Number of Fatal crashes with a Driver Age 15 - 20 (CRIS)	432 Fatal crashes with a Driver Age 15 - 20 (CRIS) (2015)	444 Fatal crashes with a Driver Age 15 – 20 (CRIS) (2017)	436 Fatal crashes with a Driver Age 15 – 20 (CRIS) (2017)
	Conduct and assist local, state and national traffic safety campaigns.	Number of 16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population) (CRIS/DPS)	14.30 rate of 16-20 Year Old DUI Driver Fatal and Serious Injury Crashes per 100K Population) (CRIS) (2015)	12.60 rate of 16-20 Year Old DUI Driver Fatal and Serious Injury Crashes per 100K Population) (CRIS) (2017)	12.60 rate of 16-20 Year Old DUI Driver Fatal and Serious Injury Crash per 100K Population) (CRIS) (2017)
To reduce the number of crashes and injuries related to distracted driving.	Implement and evaluate countermeasures to reduce the incidence of distracted driving.	Number of Urban Fatalities (FARS)	1,779 Urban Fatalities (FARS) (2014)	2,029 Urban Fatalities (FARS) (2017)	1,989 Urban Fatalities (FARS) (2017)
	Conduct public information and education campaigns related to distracted driving.	Number of Rural Fatalities (FARS)	1,753 Rural Fatalities (FARS) (2014)	1,943 Rural Fatalities (FARS) (2017)	1,904 Rural Fatalities (FARS) (2017)
	Improve the recording of distracted driving as a contributing factor on crash reports.				

Table 3.11 – Railroad / Highway Crossing (RH)

11 - Railroad / Highway Crossing (RH)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce KAB crashes at railroad/highway crossings	Increase education of law enforcement concerning laws governing railroad/highway crossings. Increase public education and Information campaigns.	Number of Railroad Fatal Crashes (CRIS) Number of Railroad Serious Injury Crashes (CRIS)	12 Railroad Fatal Crashes (CRIS) 2015) 31 Railroad Serious Injury Crashes (CRIS) (2015)	16 Railroad Fatal Crashes (CRIS) 2017) 42 Railroad Serious Injury Crashes (CRIS) 2017)	16 Railroad Fatal Crashes (CRIS) 2017) 41 Railroad Serious Injury Crashes (CRIS) 2017)

Table 3.12 – Roadway Safety (RS)

12 - Roadway Safety (RS)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled 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	Increase public education and information on roadway safety. Provide traffic safety problem identification to local jurisdictions. Improve highway design and engineering through training. Provide training on roadway safety issues.	Number of Work Zone Fatalities (CRIS) Number of Work Zone Incapacitating Injuries (CRIS) Number of Large Truck Fatalities (CRIS) Number of Large Truck Fatal Crashes (CRIS)	140 Work Zone Fatalities (CRIS) (2015) 747 Work Zone Incapacitating Injuries (CRIS) (2015) 448 Large Truck Fatalities (CRIS) (2015) 382 Large Truck Fatal Crashes (CRIS) (2015)	156 Work Zone Fatalities (CRIS) (2017) 825 Work Zone Incapacitating Injuries (CRIS) (2017) 510 Large Truck Fatalities (CRIS) (2017) 434 Large Truck Fatal Crashes (CRIS) (2017)	152 Work Zone Fatalities (CRIS) (2017) 809 Work Zone Incapacitating Injuries (CRIS) (2017) 500 Large Truck Fatalities (CRIS) (2015) 425 Large Truck Fatal Crashes(CRIS) (2017)

Table 3.13 – Safe Communities (SA)

13 - Safe Communities (SA)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To establish integrated community traffic safety programs to prevent traffic- related fatalities and injuries	Support the Safe Communities Coalitions. Support statewide the Texas Safe Community process by providing education, training, and coordination on how to initiate and conduct community based traffic safety programs and how communities can become designated as a Texas Safe community Coalition.	Number of Safe Community Coalitions (NHTSA)	25 Safe Community Coalitions (NHTSA) (2015)	27 Safe Community Coalitions (NHTSA) (2017)	27 Safe Community Coalitions(NHTSA) (2017)

Table 3.14 – School Bus Safety (SB)

14 - School Bus Safety (SB)					
Goals	**Strategies**	**Performance Measures**	**Baseline 2014/2015**	**Projection 2017**	**Target 2017**
To reduce School bus-related crashes, injuries and fatalities	Provide safe school bus operation training for school bus drivers. Provide public information and education campaigns to promote safe motor vehicle operations around school buses.	Number of School Bus Passenger Fatalities (5 yr Moving Average) (CRIS)	1.80 School Bus Passenger Fatalities (5 yr Moving Average) (CRIS) (2015)	2.32 School Bus Passenger Fatalities (5 yr Moving Average) (CRIS) (2017)	2.27 School Bus Passenger Fatalities (5 yr Moving Average) (CRIS) (2017)

Performance Report

FFY 2015 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2015 Target	2015 Actual	Target Met?	% Difference (Actual v Target)	2016 Target
Core Outcome Measures	C-1	Traffic Fatalities	3,480	3,538	X	1.64%	3,643
	C-2	Serious Injuries	89,229	90,898	X	1.84%	18,550*
	C-3	Fatalities per 1000 MVMT (Total)	1.44	1.46	X	1.37%	1.40
	C-3 (a)	Fatalities per 1000 MVMT (Urban)	1.03	1.00	✓	-3.00%	1.08
	C-3 (b)	Fatalities per 1000 MVMT (Rural)	2.42	2.62	X	7.63%	2.34
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities	938	973	X	3.60%	958
	C-5	Alcohol Impaired Fatalities	1,286	1,446	X	11.07%	1,433
	C-6	Speeding Related Fatalities	1,226	1,284	X	4.52%	1,116
	C-7	Motorcycle Fatalities	472	450	✓	-4.89%	507
	C-8	Un-Helmeted Motorcycle Fatalities	266	234	✓	-13.68%	293
	C-9	Young Drivers (20 or younger) involved in Fatal Crashes	419	449	X	6.68%	379
	C-10	Pedestrian Fatalities	535	476	✓	-12.39%	563
	C-11	Bicycle Fatalities	60	50	✓	-20.00%	52
Core Behavior Measure	B-1	Observed Seat Belt Usage Rate	91.00%	90.74%	X	-0.29%	91.20%
Activity Measures	A-1	Seat Belt Citations		67,734	N/A		
	A-2	Impaired Driving Arrests		8,833	N/A		
	A-3	Speeding Citations		325,389	N/A		

* = TxDOT has changed the definition of serious injuries from incapacitating and non-incapacitating injuries to incapacitating injuries only to reflect more accurately the same performance measures contained within the Strategic Highway Safety Plan. This is reflected in this Highway Safety Plan performance measures and targets, but was not in Highway Safety Plans from previous years.

SECTION Four
Program Cost Summary

Preliminary Budget and Available Resources

The State of Texas draws from all available resources to fund and operate a comprehensive Highway Safety Plan. Multiple sources of funding are identified and utilized to allow TRF-TS to establish, maintain, and improve upon the highway safety programming. These funding sources include the following:

1. Federal Funds awarded under MAP-21 Sections 402 and 405
2. Federal Funds awarded under the FAST Act as successor to MAP-21
3. State Dollars from the TxDOT budget and other state sources
4. State Dollars from dedicated funding mechanisms based on program area
5. Local Match provided by subgrantees as a condition of receiving federal awards
6. Any program income generated by subgrantees safety programs (if generated)
7. In-kind Match from other State agencies within Texas

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SUMMARY OF PLANNED FUNDING

Program Area	# Proj	Total	FEDERAL					MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Planning and Administration	5	$4,216,239.26	$681,324.26					$3,496,915.00	$30,000.00	$8,000.00	
Alcohol and Other Drug Counter Measures	107	$43,261,221.10	$2,494,381.76			$13,315,328.88		$300,000.00	$8,800.00	$27,142,710.46	$1,347,238.91
Emergency Medical Services	1	$1,338,654.20	$464,336.90					$0.00	$0.00	$874,317.30	
Motorcycle Safety	3	$1,449,670.47	$576,098.97				$283,591.88	$0.00	$0.00	$589,979.62	
Occupant Protection	70	$11,644,617.50	$2,278,019.00	$4,376,523.81				$0.00	$10,000.00	$4,980,074.69	$1,327,625.87
Pedestrian and Bicyclist Safety	9	$1,263,890.64	$728,911.19					$0.00	$6,980.00	$534,979.45	$484,133.27
Police Traffic Services	66	$17,403,105.14	$11,154,566.0					$0.00	$0.00	$6,248,539.13	$9,644,787.80
Speed Control	9	$603,238.18	1$398,385.45					$0.00	$0.00	$204,852.73	$398,385.45
Traffic Records	19	$12,118,108.84	$1,559,940.38		$6,686,985.51			$2,819,084.00	$0.00	$1,052,098.95	$221,747.01
Driver Education and Behavior	16	$5,949,821.62	$3,723,294.90					$0.00	$0.00	$2,226,526.72	$2,122,870.79
Railroad / Highway Crossing	1	$115,933.00	$73,554.00					$0.00	$0.00	$42,379.00	$73,554.00
Roadway Safety	2	$5,582,860.93	$463,816.68					$2,500,000.00	$0.00	$2,619,044.25	$463,816.68
Safe Communities	2	$303,799.05	$225,101.45					$0.00	$0.00	$78,697.60	$225,101.45
School Bus	1	$162,462.24	$104,380.24					$0.00	$0.00	$58,082.00	$104,380.24
TOTALS:	311	$105,416,622	$24,898,331.63	$4,376,523.81	$6,686,985.51	$13,315,328.88	$283,591.88	$9,115,999.00	$55,780.00	$46,660,281.90	$16,452,551.34

FY 2017 Planned Program Amounts - All Federal Funds
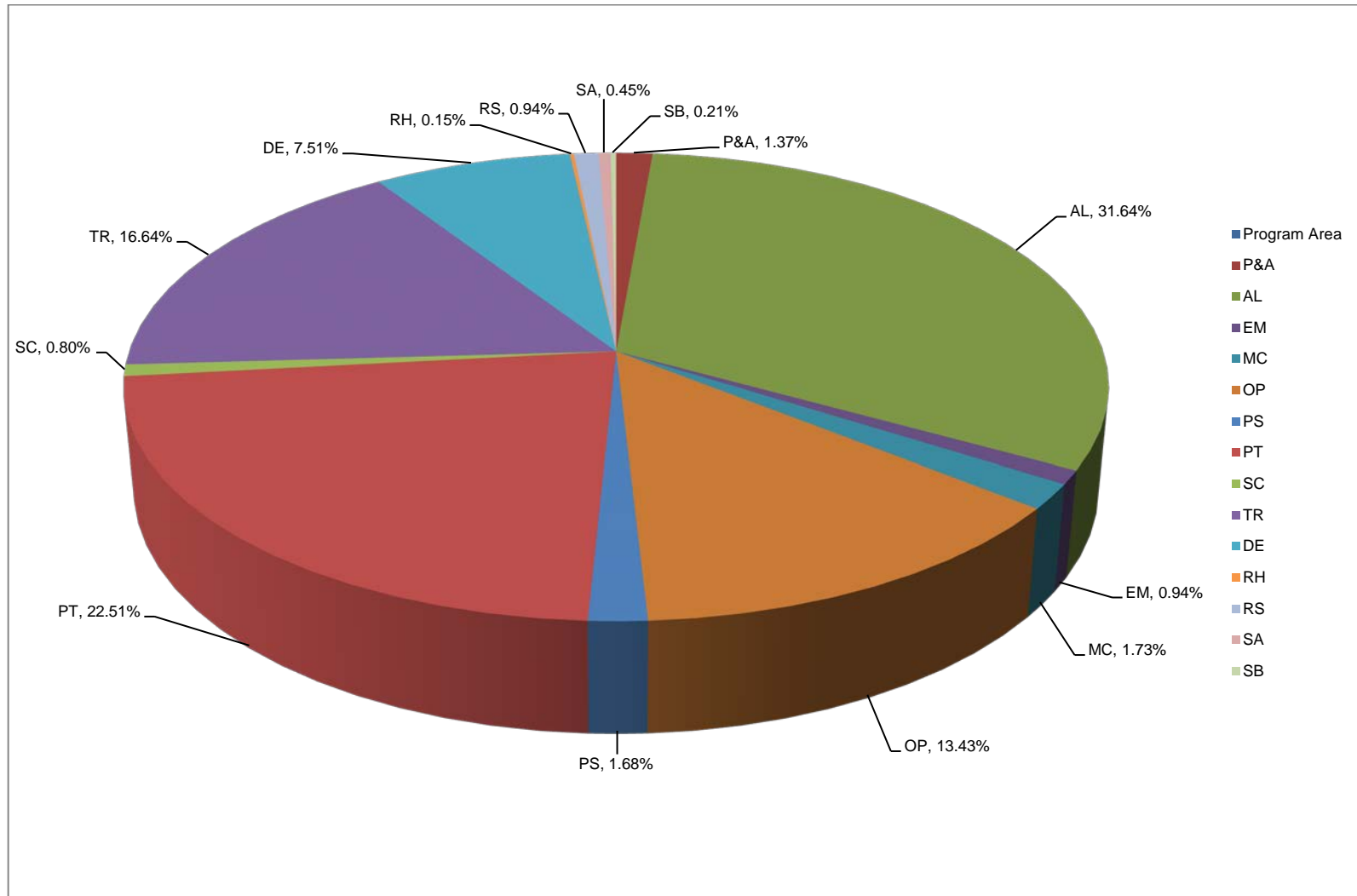
SA, 0.45%
RS, 0.94%
SB, 0.21%
RH, 0.15%
DE, 7.51%
P&A, 1.37%
AL, 31.64%
TR, 16.64%
SC, 0.80%
EM, 0.94%
PT, 22.51%
MC, 1.73%
PS, 1.68%
OP, 13.43%

Legend:
- Program Area
- P&A
- AL
- EM
- MC
- OP
- PS
- PT
- SC
- TR
- DE
- RH
- RS
- SA
- SB

FY 2017 Planned Program Funds - All Funds, By Source

Total Local Funds ,
$46,649,882.00

Total Federal Funds,
$49,560,761.70

- Total Federal Funds
- Total State Funds
- Total Local Funds

Total State Funds,
$9,115,999.00
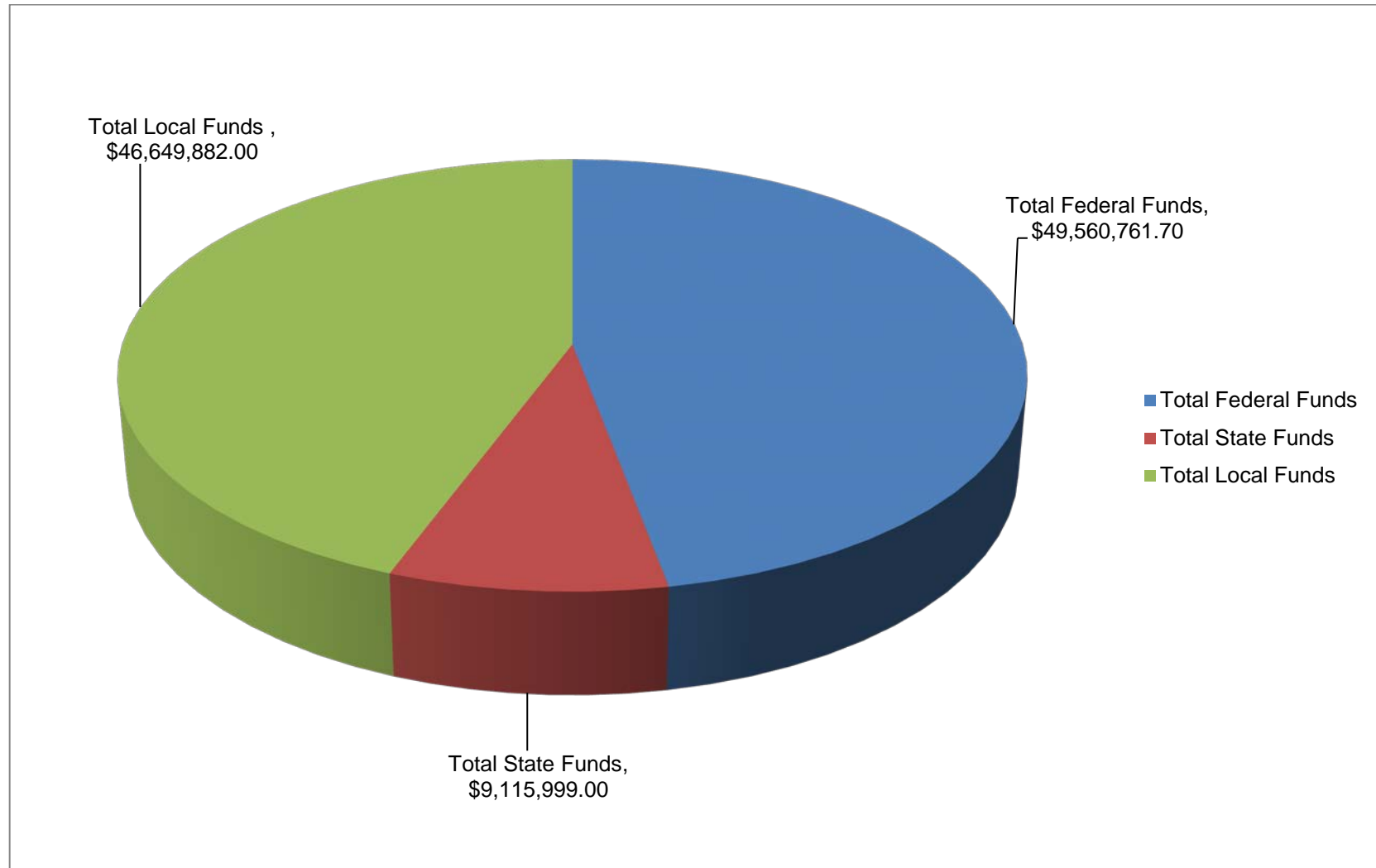
FY 2017 Planned Program Funds, All Funds, By Source, by Percentage

Total Local Funds , 44.29%

Total Federal Funds, 47.05%

Total State Funds, 8.65%

- Total Federal Funds
- Total State Funds
- Total Local Funds
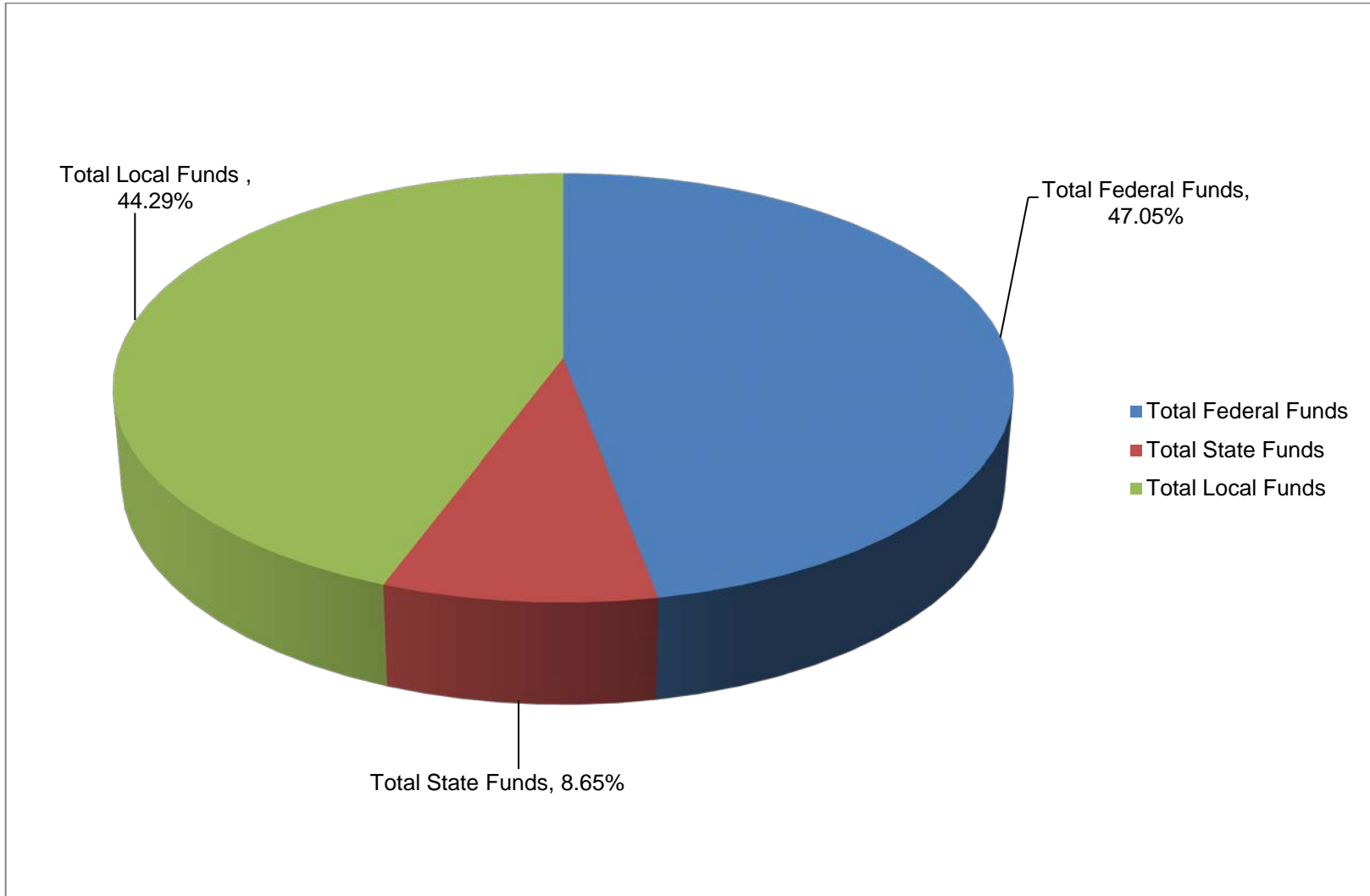
SECTION Five
Project Cross Reference Chart

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	# PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-BexarCoD-G-1YG-0149	Bexar County District Attorney's Office	AL	405D	M5HVE	$44,584.68	$0.00	$0.00	$33,417.58	$78,002.26
2017-CollinDA-G-1YG-0011	Collin County - District Attorney's Office	AL	405D	M5HVE	$55,380.00	$0.00	$0.00	$13,954.44	$69,334.44
2017-HarrisDA-G-1YG-0112	Harris County District Attorney	AL	405D	M5HVE	$381,961.67	$0.00	$0.00	$95,490.43	$477,452.10
2017-MCDAO-G-1YG-0113	Montgomery County District Attorney's Office	AL	402	AL	$139,132.50	$0.00	$0.00	$93,514.40	$232,646.90
2017-TABC-G-1YG-0022	Texas Alcoholic Beverage Commission	AL	405D	M5HVE	$522,737.65	$0.00	$0.00	$660,488.22	$1,183,225.87
2017-TarrantC-G-1YG-0033	Tarrant County	AL	405D	M5HVE	$198,782.00	$0.00	$0.00	$86,443.34	$285,225.34
2017-TDPS-G-1YG-0017	Texas Department of Public Safety	AL	405D	M5HVE	$642,790.00	$0.00	$0.00	$180,000.00	$822,790.00
TDPS Troopers conducting impaired driving patrols.	Texas Department of Public Safety	AL	402	AL	$0.00	$0.00	$0.00	$18,000,000.00	$18,000,000.00
TRF-TS TBD	TxDOT - Traffic Safety	AL	402	AL	$45,000.00	$0.00	$0.00	$0.00	$45,000.00
TRF-TS TBD	TxDOT - Traffic Safety	OP	402	OP	$45,000.00	$0.00	$0.00	$0.00	$45,000.00
TRF-TS TBD	TxDOT - Traffic Safety	OP	405B	M1HVE	$500,000.00	$0.00	$0.00	$0.00	$500,000.00
TRF-TS TBD	TxDOT - Traffic Safety	AL	405D	M5HVE	$1,200,000.00	$0.00	$0.00	$600,000.00	$1,800,000.00
TRF-TS TBD	TxDOT - Traffic Safety	AL	402	AL	$30,000.00	$0.00	$0.00	$0.00	$30,000.00
CMV STEP									
2017-EagleLkP-S-1YG-0059	City of Eagle Lake - Police Department	PT	402	PT	$5,305.60	$0.00	$0.00	$4,356.07	$9,661.67
2017-Harlinge-S-1YG-0091	City of Harlingen - Police Department	PT	402	PT	$11,711.41	$0.00	$0.00	$5,321.71	$17,033.12
2017-HoustonP-S-1YG-0040	City of Houston - Police Department	PT	402	PT	$296,999.63	$0.00	$0.00	$374,589.91	$671,589.54
2017-LaredoPD-S-1YG-0042	City of Laredo - Police Department	PT	402	PT	$86,925.00	$0.00	$0.00	$29,103.00	$116,028.00
2017-Tomgreen-S-1YG-0073	Tom Green County	PT	402	PT	$14,266.20	$0.00	$0.00	$3,586.72	$17,852.92
	Subtotals	**# of Projects: 5**			**$415,207.84**	**$0.00**	**$0.00**	**$416,957.41**	**$832,165.25**
Comprehensive STEP									
2017-AllenPD-S-1YG-0045	City of Allen - Police Department	PT	402	PT	$53,000.00	$0.00	$0.00	$28,090.00	$81,090.00
2017-Amarillo-S-1YG-0019	City of Amarillo - Police Department	PT	402	PT	$168,424.80	$0.00	$0.00	$221,249.15	$389,673.95
2017-Arlingto-S-1YG-0036	City of Arlington - Police Department	PT	402	PT	$277,238.74	$0.00	$0.00	$69,309.70	$346,548.44
2017-AustinPD-S-1YG-0087	City of Austin - Police Department	PT	402	PT	$1,000,000.00	$0.00	$0.00	$418,679.71	$1,418,679.71
2017-Beaumont-S-1YG-0078	City of Beaumont - Police Department	PT	402	PT	$87,484.83	$0.00	$0.00	$39,580.79	$127,065.62
2017-BexarCoS-S-1YG-0058	Bexar County Sheriff's Office	PT	402	PT	$600,000.00	$0.00	$0.00	$150,087.03	$750,087.03
2017-BrownsPD-S-1YG-0028	City of Brownsville - Police Department	PT	402	PT	$91,713.02	$0.00	$0.00	$49,971.18	$141,684.20

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-CorpusPD-S-1YG-0054	City of Corpus Christi - Police Department		PT	402	PT	$120,482.80	$0.00	$0.00	$42,158.03	**$162,640.83**
2017-DallasCO-S-1YG-0067	Dallas County Sheriff's Department		PT	402	PT	$74,198.00	$0.00	$0.00	$100,725.85	**$174,923.85**
2017-Dallas-S-1YG-0068	City of Dallas - Police Department		PT	402	PT	$999,993.60	$0.00	$0.00	$273,715.37	**$1,273,708.97**
2017-DentonPD-S-1YG-0044	City of Denton - Police Department		PT	402	PT	$74,560.00	$0.00	$0.00	$113,122.86	**$187,682.86**
2017-EdinbuPD-S-1YG-0062	City of Edinburg - Police Department		PT	402	PT	$74,365.56	$0.00	$0.00	$18,603.59	**$92,969.15**
2017-ElPasoCO-S-1YG-0035	El Paso County Sheriff's Office		PT	402	PT	$94,976.90	$0.00	$0.00	$31,973.15	**$126,950.05**
2017-ElPasoPD-S-1YG-0004	City of El Paso - Police Department		PT	402	PT	$242,390.82	$0.00	$0.00	$150,796.39	**$393,187.21**
2017-Euless-S-1YG-0047	City of Euless - Police Department		PT	402	PT	$69,976.00	$0.00	$0.00	$75,161.28	**$145,137.28**
2017-Farmers -S-1YG-0048	City of Farmers Branch - Police Department		PT	402	PT	$35,138.00	$0.00	$0.00	$45,936.49	**$81,074.49**
2017-Fortwort-S-1YG-0079	City of Fort Worth - Police Department		PT	402	PT	$169,417.78	$0.00	$0.00	$43,028.51	**$212,446.29**
2017-FriscoPD-S-1YG-0081	City of Frisco - Police Department		PT	402	PT	$84,312.09	$0.00	$0.00	$24,446.00	**$108,758.09**
2017-Galvesto-S-1YG-0060	City of Galveston - Police Department		PT	402	PT	$69,260.55	$0.00	$0.00	$17,446.86	**$86,707.41**
2017-GarlandP-S-1YG-0009	City of Garland - Police Department		PT	402	PT	$248,994.15	$0.00	$0.00	$140,878.24	**$389,872.39**
2017-GrandPra-S-1YG-0005	City of Grand Prairie - Police Department		PT	402	PT	$199,725.88	$0.00	$0.00	$180,203.13	**$379,929.01**
2017-HaltomPD-S-1YG-0084	City of Haltom City - Police Department		PT	402	PT	$39,996.95	$0.00	$0.00	$30,402.14	**$70,399.09**
2017-Harlinge-S-1YG-0070	City of Harlingen - Police Department		PT	402	PT	$54,120.93	$0.00	$0.00	$22,190.22	**$76,311.15**
2017-Harris4-S-1YG-0033	Harris County Constable Precinct 4		PT	402	PT	$44,368.80	$0.00	$0.00	$13,430.60	**$57,799.40**
2017-HarrisCo-S-1YG-0007	Harris County Sheriff's Office		PT	402	PT	$349,999.88	$0.00	$0.00	$349,999.89	**$699,999.77**
2017-HarrisP1-S-1YG-0008	Harris County Constable Precinct 1		PT	402	PT	$82,046.83	$0.00	$0.00	$82,046.82	**$164,093.65**
2017-HarrisP7-S-1YG-0077	Harris County Constable Precinct 7		PT	402	PT	$197,251.20	$0.00	$0.00	$58,876.04	**$256,127.24**
2017-HoustonP-S-1YG-0039	City of Houston - Police Department		PT	402	PT	$702,999.98	$0.00	$0.00	$771,336.52	**$1,474,336.50**
2017-Irving-S-1YG-0014	City of Irving - Police Department		PT	402	PT	$173,104.00	$0.00	$0.00	$141,696.05	**$314,800.05**
2017-Jacksonv-S-1YG-0083	City of Jacksonville - Police Department		PT	402	PT	$39,986.40	$0.00	$0.00	$10,350.00	**$50,336.40**
2017-Jefferso-S-1YG-0057	Jefferson County Sheriff's Office		PT	402	PT	$40,000.00	$0.00	$0.00	$25,096.68	**$65,096.68**
2017-KellerPD-S-1YG-0075	City of Keller - Police Department		PT	402	PT	$31,345.00	$0.00	$0.00	$31,756.36	**$63,101.36**
2017-KilleenP-S-1YG-0018	City of Killeen - Police Department		PT	402	PT	$117,291.00	$0.00	$0.00	$36,803.88	**$154,094.88**
2017-LaPorte-S-1YG-0037	City of La Porte - Police Department		PT	402	PT	$49,996.75	$0.00	$0.00	$51,361.20	**$101,357.95**
2017-LaredoPD-S-1YG-0038	City of Laredo - Police Department		PT	402	PT	$105,730.00	$0.00	$0.00	$47,733.20	**$153,463.20**
2017-LongviPD-S-1YG-0031	City of Longview - Police Department		PT	402	PT	$83,467.69	$0.00	$0.00	$21,719.19	**$105,186.88**
2017-Lubbock -S-1YG-0046	City of Lubbock - Police Department		PT	402	PT	$55,200.85	$0.00	$0.00	$55,200.85	**$110,401.70**

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-McAllenP-S-1YG-0027	City of McAllen - Police Department		PT	402	PT	$120,000.00	$0.00	$0.00	$30,000.00	**$150,000.00**
2017-McKinney-S-1YG-0043	City of McKinney - Police Department		PT	402	PT	$91,224.96	$0.00	$0.00	$24,831.43	**$116,056.39**
2017-Midland-S-1YG-0013	City of Midland - Police Department		PT	402	PT	$16,685.00	$0.00	$0.00	$16,754.05	**$33,439.05**
2017-Mission-S-1YG-0022	City of Mission - Police Department		PT	402	PT	$62,820.42	$0.00	$0.00	$22,678.15	**$85,498.57**
2017-MtPleasa-S-1YG-0034	City of Mount Pleasant - Police Department		PT	402	PT	$39,974.07	$0.00	$0.00	$16,836.78	**$56,810.85**
2017-NewBrau-S-1YG-0094	City of New Braunfels - Police Department		PT	402	PT	$74,973.10	$0.00	$0.00	$41,935.40	**$116,908.50**
2017-NRichlan-S-1YG-0098	City of North Richland Hills - Police Department		PT	402	PT	$45,419.00	$0.00	$0.00	$27,669.11	**$73,088.11**
2017-Odessa-S-1YG-0090	City of Odessa - Police Department		PT	402	PT	$38,317.95	$0.00	$0.00	$9,897.93	**$48,215.88**
2017-PasadePD-S-1YG-0066	City of Pasadena - Police Department		PT	402	PT	$99,947.10	$0.00	$0.00	$99,947.10	**$199,894.20**
2017-PlanoPD-S-1YG-0020	City of Plano - Police Department		PT	402	PT	$148,874.55	$0.00	$0.00	$99,260.20	**$248,134.75**
2017-PolkCo-S-1YG-0080	Polk County Sheriff's Office		PT	402	PT	$34,212.71	$0.00	$0.00	$9,435.51	**$43,648.22**
2017-PortArPD-S-1YG-0076	City of Port Aransas - Police Department		PT	402	PT	$13,320.00	$0.00	$0.00	$3,333.36	**$16,653.36**
2017-SanAntPD-S-1YG-0025	City of San Antonio - Police Department		PT	402	PT	$1,000,000.00	$0.00	$0.00	$428,526.94	**$1,428,526.93**
2017-Southlak-S-1YG-0086	City of Southlake - Police Department		PT	402	PT	$43,578.50	$0.00	$0.00	$19,759.49	**$63,337.99**
2017-TDPS-S-1YG-0064	Texas Department of Public Safety		PT	402	PT	$549,295.81	$0.00	$0.00	$622,370.70	**$1,171,666.51**
2017-Tomgreen-S-1YG-0056	Tom Green County		PT	402	PT	$41,445.37	$0.00	$0.00	$24,154.58	**$65,599.95**
2017-Tyler PD-S-1YG-0053	City of Tyler - Police Department		PT	402	PT	$78,640.00	$0.00	$0.00	$22,271.42	**$100,911.42**
2017-WacoPD-S-1YG-0050	City of Waco - Police Department		PT	402	PT	$104,845.44	$0.00	$0.00	$28,262.00	**$133,107.44**
2017-WichitaP-S-1YG-0023	City of Wichita Falls - Police Department		PT	402	PT	$87,502.52	$0.00	$0.00	$21,885.78	**$109,388.30**
	Subtotals	**# of Projects: 56**				$9,693,636.27	$0.00	$0.00	$5,554,972.87	**$15,248,609.15**

DWI STEP

2017-BryanPD-S-1YG-0055	City of Bryan - Police Department		AL	402	AL	$24,753.94	$0.00	$0.00	$6,824.97	**$31,578.91**
	Subtotals	**# of Projects: 1**				$24,753.94	$0.00	$0.00	$6,824.97	**$31,578.91**

ITC STEP

| 2017-Missouri-S-1YG-0061 | City of Missouri - City Police Department | | PT | 402 | PT | $51,639.00 | $0.00 | $0.00 | $16,053.36 | **$67,692.36** |
| | **Subtotals** | **# of Projects: 1** | | | | $51,639.00 | $0.00 | $0.00 | $16,053.36 | **$67,692.36** |

Speed STEP

| 2017-Brenham-S-1YG-0092 | City of Brenham - Police Department | | SC | 402 | SC | $14,946.75 | $0.00 | $0.00 | $12,728.50 | **$27,675.25** |
| 2017-DeerPark-S-1YG-0041 | City of Deer Park - Police Department | | SC | 402 | SC | $48,984.00 | $0.00 | $0.00 | $53,877.01 | **$102,861.01** |

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-FateDPS-S-1YG-0002	City of Fate - Department of Public Safety		SC	402	SC	$21,699.72	$0.00	$0.00	$7,870.00	**$29,569.72**
2017-LewisvPD-S-1YG-0100	City of Lewisville - Police Department		SC	402	SC	$88,828.39	$0.00	$0.00	$22,992.97	**$111,821.36**
2017-Mesquite-S-1YG-0082	City of Mesquite - Police Department		SC	402	SC	$40,662.55	$0.00	$0.00	$15,284.64	**$55,947.19**
2017-MontgoSO-S-1YG-0003	Montgomery County Sheriff's Office		SC	402	SC	$71,077.12	$0.00	$0.00	$27,979.44	**$99,056.56**
2017-Sugarlan-S-1YG-0030	City of Sugar Land - Police Department		SC	402	SC	$59,949.12	$0.00	$0.00	$20,973.75	**$80,922.87**
2017-TexasCit-S-1YG-0016	City of Texas City - Police Department		SC	402	SC	$31,500.00	$0.00	$0.00	$33,750.00	**$65,250.00**
	Subtotals	**# of Projects: 8**				**$377,647.65**	**$0.00**	**$0.00**	**$195,456.31**	**$573,103.96**
WAVE Comprehensive STEP										
2017-Benbrook-S-1YG-0021	City of Benbrook - Police Department		PT	402	PT	$9,862.00	$0.00	$0.00	$3,288.00	**$13,150.00**
2017-SanJuanP-S-1YG-0049	City of San Juan - Police Department		PT	402	PT	$9,448.00	$0.00	$0.00	$2,456.48	**$11,904.48**
2017-Weatherf-S-1YG-0065	City of Weatherford - Police Department		PT	402	PT	$14,290.50	$0.00	$0.00	$3,811.00	**$18,101.50**
	Subtotals	**# of Projects: 3**				**$33,600.50**	**$0.00**	**$0.00**	**$9,555.48**	**$43,155.98**
WAVE DWI STEP										
2017-beltonPD-S-1YG-0006	City of Belton - Police Department		AL	402	AL	$3,640.20	$0.00	$0.00	$1,034.86	**$4,675.06**
2017-CdrPrkPD-S-1YG-0063	City of Cedar Park - Police Department		AL	405D	M5HVE	$19,536.72	$0.00	$0.00	$6,579.09	**$26,115.81**
2017-HGAC-S-1YG-0071	Houston-Galveston Area Council		AL	402	AL	$74,894.43	$0.00	$0.00	$21,906.01	**$96,800.44**
	Subtotals	**# of Projects: 3**				**$98,071.35**	**$0.00**	**$0.00**	**$29,519.96**	**$127,591.31**
WAVE Speed STEP										
2017-Cleburne-S-1YG-0099	City of Cleburne - Police Department		SC	402	SC	$20,737.80	$0.00	$0.00	$9,396.42	**$30,134.22**
	Subtotals	**# of Projects: 1**				**$20,737.80**	**$0.00**	**$0.00**	**$9,396.42**	**$30,134.22**

			Federal Funds	State Funding	Prog. Income	Local Match	Project Total
Enforcement Task Summary		*# Projects:* 206	$14,520,662.86	$0.00	$0.00	$26,002,045.20	**$40,522,708.05**

Highway Safety Plan - Project Cross Reference

Evaluation Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-TDPS-G-1YG-0021	Texas Department of Public Safety		TR	405C	M3DA	$1,034,021.15	$0.00	$0.00	$258,505.29	**$1,292,526.44**
2017-TDSHS-IS-G-1YG-0137	Texas Department of State Health Services - ISG		TR	405C	M3DA	$1,591,129.97	$0.00	$0.00	$404,040.81	**$1,995,170.78**
2017-TMPA-G-1YG-0026	Texas Municipal Police Association		TR	405C	M3DA	$586,834.39	$0.00	$0.00	$146,719.22	**$733,553.61**
2017-TTI-G-1YG-0079	Texas A&M Transportation Institute		OP	405B	M1OP	$339,674.60	$0.00	$0.00	$84,926.57	**$424,601.17**
2017-TTI-G-1YG-0080	Texas A&M Transportation Institute		OP	405B	M1OP	$71,883.89	$0.00	$0.00	$17,979.13	**$89,863.02**
2017-TTI-G-1YG-0081	Texas A&M Transportation Institute		DE	402	DE	$73,150.01	$0.00	$0.00	$18,288.02	**$91,438.03**
2017-TTI-G-1YG-0082	Texas A&M Transportation Institute		DE	402	DE	$58,000.00	$0.00	$0.00	$14,502.01	**$72,502.01**
2017-TTI-G-1YG-0083	Texas A&M Transportation Institute		OP	405B	M1OP	$45,527.62	$0.00	$0.00	$11,384.02	**$56,911.64**
2017-TTI-G-1YG-0089	Texas A&M Transportation Institute		PS	402	PS	$85,868.33	$0.00	$0.00	$21,485.03	**$107,353.36**
2017-TTI-G-1YG-0094	Texas A&M Transportation Institute		TR	402	TR	$135,485.27	$0.00	$0.00	$33,888.77	**$169,374.04**
2017-TTI-G-1YG-0095	Texas A&M Transportation Institute		TR	402	TR	$117,876.08	$0.00	$0.00	$29,485.14	**$147,361.22**
2017-TTI-G-1YG-0096	Texas A&M Transportation Institute		TR	402	TR	$137,923.41	$0.00	$0.00	$34,508.63	**$172,432.04**
2017-TTI-G-1YG-0103	Texas A&M Transportation Institute		AL	405D	M5BAC	$99,855.49	$0.00	$0.00	$24,986.68	**$124,842.17**
2017-TTI-G-1YG-0104	Texas A&M Transportation Institute		AL	402	AL	$127,884.71	$0.00	$0.00	$31,989.03	**$159,873.74**
2017-TTI-G-1YG-0106	Texas A&M Transportation Institute		AL	402	AL	$250,215.69	$0.00	$0.00	$62,594.23	**$312,809.92**
2017-TTI-G-1YG-0107	Texas A&M Transportation Institute		TR	402	TR	$181,378.61	$0.00	$0.00	$45,363.56	**$226,742.17**
2017-TxOCA-G-1YG-0158	Texas Office of Court Administration		TR	402	TR	$215,530.00	$0.00	$0.00	$42,646.41	**$258,176.41**

			Federal Funds	State Funding	Prog. Income	Local Match	Project Total
Evaluation Task Summary	# Projects: 17		$5,152,239.22	$0.00	$0.00	$1,283,292.55	**$6,435,531.77**

Highway Safety Plan - Project Cross Reference

Program Management Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
Internal CRIS Updates and Enhancements	CRIS		TR	405C	M3DA	$3,250,000.00	$0.00	$0.00	$0.00	**$3,250,000.00**
SLD Enhancements	CRIS		TR	402	TR	$500,000.00	$0.00	$0.00	$0.00	**$500,000.00**
Standards and Compliance	CRIS		TR	405C	M3DA	$150,000.00	$0.00	$0.00	$0.00	**$150,000.00**
TRF-TS Crash Records/Data Analysis Operations and CRIS	CRIS		TR	State	State	$0.00	$2,819,084.00	$0.00	$0.00	**$2,819,084.00**
TRF-TS TBD	TxDOT - Traffic Safety		PA	State	State	$0.00	$3,446,915.00	$0.00	$0.00	**$3,446,915.00**
TRF-TS TBD	TxDOT - Traffic Safety		PA	State	State	$0.00	$50,000.00	$0.00	$0.00	**$50,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		PA	402	PA	$75,000.00	$0.00	$0.00	$0.00	**$75,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		PA	402	PA	$550,000.00	$0.00	$0.00	$0.00	**$550,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		DE	402	DE	$125,000.00	$0.00	$0.00	$0.00	**$125,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		TR	402	TR	$50,000.00	$0.00	$0.00	$0.00	**$50,000.00**
Unique Intersection Identifier Study	CRIS		TR	405C	M3DA	$75,000.00	$0.00	$0.00	$0.00	**$75,000.00**

			Federal Funds	State Funding	Prog. Income	Local Match	Project Total
Program Management Task Summary	*# Projects:* 15		$4,775,000.00	$6,315,999.00	$0.00	$0.00	**$11,090,999.00**

Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

Project #	Organization	# PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-AAMPO-G-1YG-0032	Alamo Area Metropolitan Planning Organization	PS	402	PS	$65,028.50	$0.00	$0.00	$283,047.48	**$348,075.98**
2017-AISD-G-1YG-0118	City of Austin - ISD	DE	402	DE	$24,405.00	$0.00	$0.00	$33,386.62	**$57,791.62**
2017-AustinEM-G-1YG-0123	City of Austin - EMS	OP	405B	M1CPS	$82,462.00	$0.00	$0.00	$25,650.00	**$108,112.00**
2017-DCMCCT-G-1YG-0052	Dell Children's Medical Center of Central Texas	OP	402	OP	$237,155.09	$0.00	$0.00	$84,474.25	**$321,629.34**
2017-Elbowz-G-1YG-0114	Elbowz Racing	PS	402	PS	$123,680.00	$0.00	$0.00	$59,766.00	**$183,446.00**
2017-ELPCH-G-1YG-0147	El Paso Children's Hospital	OP	402	OP	$37,919.45	$0.00	$0.00	$39,473.11	**$77,392.56**
2017-ESCVI-G-1YG-0062	Education Service Center, Region VI	AL	402	AL	$98,774.92	$0.00	$0.00	$36,666.25	**$135,441.17**
2017-ESCVI-G-1YG-0064	Education Service Center, Region VI	PS	402	PS	$62,859.44	$0.00	$0.00	$19,371.22	**$82,230.66**
2017-ESCVI-G-1YG-0065	Education Service Center, Region VI	OP	402	OP	$107,359.61	$0.00	$0.00	$30,874.50	**$138,234.11**
2017-Ghisallo-G-1YG-0161	Ghisallo Foundation	PS	402	PS	$114,040.00	$0.00	$0.00	$30,637.00	**$144,677.00**
2017-HarrisHS-G-1YG-0143	Harris Health System	DE	402	DE	$51,187.00	$0.00	$0.00	$73,251.69	**$124,438.69**
2017-HHS-G-1YG-0140	Hillcrest Baptist Medical Center-HHS	OP	402	OP	$311,286.23	$0.00	$0.00	$311,716.78	**$623,003.01**
2017-Hillcres-G-1YG-0124	Hillcrest Baptist Medical Center-Hillcrest	DE	402	DE	$256,716.24	$0.00	$0.00	$179,583.09	**$436,299.33**
2017-Hillcres-G-1YG-0138	Hillcrest Baptist Medical Center-Hillcrest	AL	402	AL	$308,978.47	$0.00	$0.00	$201,006.01	**$509,984.48**
2017-IPCOGD-G-1YG-0130	Injury Prevention Center of Greater Dallas	OP	402	OP	$62,474.63	$0.00	$0.00	$34,044.82	**$96,519.45**
2017-IPCOGD-G-1YG-0131	Injury Prevention Center of Greater Dallas	DE	402	DE	$49,661.78	$0.00	$0.00	$27,526.62	**$77,188.40**
2017-LubbockP-G-1YG-0157	City of Lubbock - Parks & Recreation	DE	402	DE	$33,313.00	$0.00	$0.00	$26,321.23	**$59,634.23**
2017-MHH-G-1YG-0044	Memorial Hermann Hospital	DE	402	DE	$69,534.00	$0.00	$0.00	$72,036.62	**$141,570.62**
2017-TAFCC-G-1YG-0134	Texas Association, Family, Career and Community	DE	402	DE	$14,765.00	$0.00	$0.00	$6,476.51	**$21,241.51**
2017-TAMUCC-G-1YG-0151	Texas A&M University-Corpus Christi	SA	402	SA	$60,105.60	$0.00	$0.00	$37,197.60	**$97,303.20**
2017-TCH-G-1YG-0060	Texas Children's Hospital	OP	405B	M1PE	$236,975.70	$0.00	$10,000.00	$370,336.04	**$617,311.74**
2017-TCH-G-1YG-0139	Texas Children's Hospital	PS	402	PS	$85,212.33	$0.00	$0.00	$54,543.95	**$139,756.28**
2017-TDSHS-G-1YG-0067	Texas Department of State Health Services	OP	402	OP	$905,393.13	$0.00	$0.00	$725,000.00	**$1,630,393.13**
2017-Texas Ag-G-1YG-0039	Texas A&M Agrilife Extension Service	OP	402	OP	$453,342.04	$0.00	$0.00	$114,680.01	**$568,022.05**
2017-Texas Ag-G-1YG-0040	Texas A&M Agrilife Extension Service	AL	402	AL	$564,311.58	$0.00	$0.00	$141,691.00	**$706,002.58**
2017-Texas Ag-G-1YG-0041	Texas A&M Agrilife Extension Service	SA	402	SA	$164,995.85	$0.00	$0.00	$41,500.00	**$206,495.85**
2017-TMCEC-G-1YG-0051	Texas Municipal Courts Education Center	DE	402	DE	$279,360.34	$0.00	$0.00	$87,868.03	**$367,228.37**
2017-Travis C-G-1YG-0024	Travis County Attorney's UDPP	AL	402	AL	$179,823.77	$0.00	$0.00	$235,852.09	**$415,675.86**
2017-TST-G-1YG-0035	Texans Standing Tall	AL	402	AL	$329,203.66	$0.00	$1,000.00	$88,849.00	**$419,052.66**

Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-TST-G-1YG-0057	Texans Standing Tall		AL	405D	M5PEM	$310,738.44	$0.00	$1,000.00	$77,206.00	**$388,944.44**
2017-TST-G-1YG-0110	Texans Standing Tall		AL	405D	M5PEM	$174,999.73	$0.00	$1,000.00	$59,361.00	**$235,360.73**
2017-TST-G-1YG-0133	Texans Standing Tall		AL	402	AL	$188,037.02	$0.00	$0.00	$62,796.00	**$250,833.02**
2017-TTI-G-1YG-0074	Texas A&M Transportation Institute		MC	405F	M9MA	$283,591.88	$0.00	$0.00	$70,943.34	**$354,535.22**
2017-TTI-G-1YG-0077	Texas A&M Transportation Institute		MC	402	MC	$76,098.97	$0.00	$0.00	$19,036.28	**$95,135.25**
2017-TTI-G-1YG-0086	Texas A&M Transportation Institute		DE	402	DE	$686,152.05	$0.00	$0.00	$228,904.86	**$915,056.91**
2017-TTI-G-1YG-0087	Texas A&M Transportation Institute		AL	405D	M5PEM	$325,796.89	$0.00	$0.00	$108,676.02	**$434,472.91**
2017-TTI-G-1YG-0097	Texas A&M Transportation Institute		PS	402	PS	$81,999.68	$0.00	$0.00	$20,516.08	**$102,515.76**
2017-TTI-G-1YG-0101	Texas A&M Transportation Institute		PS	402	PS	$77,091.91	$0.00	$0.00	$19,288.46	**$96,380.37**
2017-TxTechLB-G-1YG-0120	Texas Tech University - Lubbock		DE	402	DE	$144,274.10	$0.00	$0.00	$36,179.17	**$180,453.27**
TRF-TS TBD	TxDOT - Traffic Safety		AL	405D	M5PEM	$4,000,000.00	$0.00	$0.00	$4,000,000.00	**$8,000,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		RS	State	State	$0.00	$2,500,000.00	$0.00	$2,500,000.00	**$5,000,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		OP	405B	M1PE	$2,000,000.00	$0.00	$0.00	$2,000,000.00	**$4,000,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		OP	405B	M1PE	$1,100,000.00	$0.00	$0.00	$1,100,000.00	**$2,200,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		MC	402	MC	$500,000.00	$0.00	$0.00	$500,000.00	**$1,000,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		AL	State	State	$0.00	$300,000.00	$0.00	$0.00	**$300,000.00**
TRF-TS TBD	TxDOT - Traffic Safety		DE	402	DE	$1,200,000.00	$0.00	$0.00	$1,200,000.00	**$2,400,000.00**

						Federal Funds	State Funding	Prog. Income	Local Match	Project Total
Public Information Campaigns Task Summary		*# Projects:* 46				$16,519,105.03	$2,800,000.00	$13,000.00	$15,475,734.73	**$34,807,839.76**

Highway Safety Plan - Project Cross Reference

Training Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2017-BikeAUS-G-1YG-0068	Bike Austin		PS	402	PS	$135,082.30	$0.00	$6,980.00	$29,440.35	**$171,502.65**
2017-ESCVI-G-1YG-0063	Education Service Center, Region VI		SB	402	SB	$104,380.24	$0.00	$0.00	$58,082.00	**$162,462.24**
2017-ESCVI-G-1YG-0066	Education Service Center, Region VI		DE	402	DE	$96,304.27	$0.00	$0.00	$36,807.00	**$133,111.27**
2017-IADLEST-G-1YG-0142	International Association of Directors of Law Enforcement Standards and Training		TR	402	TR	$221,747.01	$0.00	$0.00	$56,941.12	**$278,688.13**
2017-MADD-G-1YG-0012	Mothers Against Drunk Driving		AL	405D	M5TR	$381,999.71	$0.00	$0.00	$127,333.62	**$509,333.33**
2017-MADD-G-1YG-0013	Mothers Against Drunk Driving		AL	405D	M5TR	$166,378.63	$0.00	$0.00	$104,171.25	**$270,549.88**
2017-MADD-G-1YG-0014	Mothers Against Drunk Driving		AL	405D	M5TR	$112,509.49	$0.00	$0.00	$40,165.64	**$152,675.13**
2017-MADD-G-1YG-0015	Mothers Against Drunk Driving		AL	405D	M5TR	$108,682.64	$0.00	$0.00	$35,181.96	**$143,864.60**
2017-NSC-G-1YG-0053	National Safety Council		DE	402	DE	$431,741.24	$0.00	$0.00	$116,099.23	**$547,840.47**
2017-SHSU-G-1YG-0018	Sam Houston State University		AL	405D	M5TR	$670,427.04	$0.00	$0.00	$176,089.53	**$846,516.57**
2017-SHSU-G-1YG-0019	Sam Houston State University		AL	405D	M5TR	$166,740.25	$0.00	$0.00	$51,107.39	**$217,847.64**
2017-TAC-G-1YG-0008	Texas Association of Counties		AL	405D	M5TR	$234,542.01	$0.00	$0.00	$60,000.00	**$294,542.01**
2017-TCJ-G-1YG-0009	Texas Center for the Judiciary		AL	405D	M5TR	$737,399.30	$0.00	$0.00	$711,033.03	**$1,448,432.33**
2017-TDCAA-G-1YG-0049	Texas District and County Attorneys Association		AL	405D	M5TR	$644,392.63	$0.00	$0.00	$172,197.33	**$816,589.96**
2017-TEEXESTI-G-1YG-0037	Texas Engineering Extension Service - ESTI		EM	402	EM	$464,336.90	$0.00	$0.00	$874,317.30	**$1,338,654.20**
2017-TJCTC-G-1YG-0028	Texas Justice Court Training Center		DE	402	DE	$129,730.87	$0.00	$0.00	$69,296.02	**$199,026.89**
2017-TMCEC-G-1YG-0050	Texas Municipal Courts Education Center		AL	405D	M5TR	$443,650.53	$0.00	$5,800.00	$114,371.31	**$563,821.84**
2017-TMPA-G-1YG-0004	Texas Municipal Police Association		AL	405D	M5TR	$240,327.58	$0.00	$0.00	$80,500.00	**$320,827.58**
2017-TMPA-G-1YG-0005	Texas Municipal Police Association		AL	405D	M5TR	$636,790.39	$0.00	$0.00	$253,170.00	**$889,960.39**
2017-TMPA-G-1YG-0006	Texas Municipal Police Association		PT	402	PT	$960,482.40	$0.00	$0.00	$251,000.00	**$1,211,482.40**
2017-TMPA-G-1YG-0010	Texas Municipal Police Association		AL	405D	M5TR	$451,925.41	$0.00	$0.00	$131,120.00	**$583,045.41**
2017-TTI-G-1YG-0084	Texas A&M Transportation Institute		OP	402	OP	$118,088.82	$0.00	$0.00	$29,535.46	**$147,624.28**
2017-TTI-G-1YG-0100	Texas A&M Transportation Institute		AL	405D	M5II	$200,000.00	$0.00	$0.00	$50,024.73	**$250,024.73**
2017-TTI-G-1YG-0109	Texas A&M Transportation Institute		PA	402	PA	$56,324.26	$0.00	$30,000.00	$8,000.00	**$94,324.26**
2017-TxOpLife-G-1YG-0111	Texas Operation Lifesaver		RH	402	RH	$73,554.00	$0.00	$0.00	$42,379.00	**$115,933.00**
2017-UHD-G-1YG-0135	University of Houston/Downtown		AL	405D	M5TR	$142,400.00	$0.00	$0.00	$35,622.00	**$178,022.00**
2017-UTatArli-G-1YG-0159	The University of Texas at Arlington		RS	402	RS	$463,816.68	$0.00	$0.00	$119,044.25	**$582,860.93**

Federal Funds   State Funding   Prog. Income   Local Match   Project Total

Highway Safety Plan - Project Cross Reference

Training Projects

Project #	Organization		# PA	Fund Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
Training Task Summary		*# Projects:* 27			$8,593,754.60	$0.00	$42,780.00	$3,833,029.52	**$12,469,564.12**

SECTION SIX
Certifications and Assurances
Appendix A

APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: **Texas**   Fiscal Year: **2017**

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, <u>OMB Guidance on FFATA Subward and Executive Compensation Reporting</u>, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:
- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:

(i) the entity in the preceding fiscal year received—

    (I) 80 percent or more of its annual gross revenues in Federal awards;

    (II) $25,000,000 or more in annual gross revenues from Federal awards; and

(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq., 78 stat. 252),* (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Insert in all contracts and funding agreements with other State or private entities the following clause:

"During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

   a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    o The dangers of drug abuse in the workplace.
    o The grantee's policy of maintaining a drug-free workplace.
    o Any available drug counseling, rehabilitation, and employee assistance programs.
    o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    o Abide by the terms of the statement.
    o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
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 –

- o Taking appropriate personnel action against such an employee, up to and including termination.
- o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

    (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (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 participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded,* as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, 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 to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
   - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
     - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
     - Increase use of seatbelts by occupants of motor vehicles;
   - Submission of information regarding mobilization participation into the HVE Database;
   - 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 Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
     (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [*CHECK ONLY ONE*]

☐ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

☐ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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.

James M Bass   06/01/2016

Signature Governor's Representative for Highway Safety   Date

Mr. James M. Bass, Executive Director

Printed name of Governor's Representative for Highway Safety

SECTION Seven
Appendix B and FAST Act Grant Application

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]
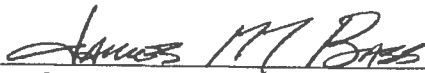
State: **Texas**   Fiscal Year: **2017**

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.

- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

_____   06/01/2016
Signature Governor's Representative for Highway Safety   Date

Mr. James M. Bass
Printed name of Governor's Representative for Highway Safety

Instructions: States may elect to apply for an occupant protection grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 1.1 and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 1.2 and complete the form.

☑PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)
[*Check the box above **only** if applying for this grant.*]

All States: [*Fill in **all** blanks below.*]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # Attachment 1.1 (a), HSP Pages 93-108 .

- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # HSP Pages 93-108 .

- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Attachment 1.1 (d) .

- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Attachment 1.1 (b), Attachment 1.1 (c) .

Lower Seat belt Use States:
[*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

- ☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____
_____.

- ☐ The State's **occupant protection law,** requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

    Legal citations:

    - Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____
_____;

    - Coverage of all passenger motor vehicles: _____
_____;

    - Minimum fine of at least $25: _____
_____;

- Exemptions from restraint requirements: _____
_____.

☐   The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____
_____.

☐   The State's **high risk population countermeasure program** is provided as HSP page or
attachment # _____.

☐   The State's **comprehensive occupant protection program** is provided as HSP attachment #
_____.

☐ The State's NHTSA-facilitated **occupant protection program assessment** was conducted on
_____ .

☐ PART 1.2: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)
[*Check the box above **only** if applying for this grant.*]

All States: [*Fill in **all** blanks below.*]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

- The State's occupant protection program area plan for the upcoming fiscal year is provided as HSP page or attachment # _____.

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP page or attachment # _____.

- A table that documents the State's active network of child restraint inspection stations is provided as HSP page or attachment # _____. Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.

- A table, as provided in HSP page or attachment # _____, identifies the number of classes to be held, location of classes, and estimated number of students needed 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 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____ _____.

- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

    Legal citations:

    - Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____

_____ ;

- Coverage of all passenger motor vehicles: _____
_____ ;
- Minimum fine of at least $25: _____
_____ ;
- Exemptions from restraint requirements: _____
_____ .

☐ The State's **seat belt enforcement plan** is provided as HSP page or attachment # _____
_____ .

☐ The State's **high risk population countermeasure program** is provided as HSP page or attachment # _____ . _____ .

☐ The State's **comprehensive occupant protection program** is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ ;
- Multi-year strategic plan: HSP page or attachment # _____ ;
- Name and title of State's designated occupant protection coordinator:

_____

- List that contains the names, titles and organizations of the statewide occupant protection task force membership: HSP page or attachment # _____
_____ .

☐ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (within 3 years of the application due date).

STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS (23 U.S.C. 405(c))

Instructions: States may elect to apply for a State Traffic Safety Information System Improvements grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 2.1 and complete the form.**

- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 2.2 and complete the form.**

☑PART 2.1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1200.22)

[*Check the box above **only** if applying for this grant.*]

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[*Fill in **at least one** blank for each bullet below.*]

- A copy of [*check **one box** only*] the ☑TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # Attachment 2.1 (a)   .

- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # Attachment 2.1 (b)   .

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # Attachment 2.1 (c)   .

- The name and title of the State's Traffic Records Coordinator is Carol T. Rawson, P.E.   .

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Attachment 2.1 (e)   .

- [*Check **one box** below and fill in **any** blanks under that checked box.*]
  ☑The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages Pages 133-149, Attachment 2.1 (d), Attachment 2.1 (e).
  OR
  ☐If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment #   .

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 03/25/2013   .

☐ **PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)**
[*Check the box above **only** if applying for this grant.*]

All States:
- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[*Fill in **all** blank for each bullet below.*]

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: _____.

- The name and title of the State's Traffic Records Coordinator is _____
  _____.

- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # _____.

- The State Strategic Plan is provided as follows:

    - Description of specific, quantifiable and measurable improvements: HSP page or attachment # _____;
    - List of all recommendations from most recent assessment: HSP page or attachment # _____;
    - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # _____;
    - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # _____.

- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____.

Instructions: States may elect to apply for an Impaired Driving Countermeasures grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 3.1 and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 3.2 and complete the form.

✓ PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)
[*Check the box above **only** if applying for this grant.*]

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _06/20/2016_ and is provided as HSP attachment # _Attachment 3.1 (a)_ .

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _Attachment 3.1 (a)_ .

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ .

- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____ .

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____ .

☐ PART 3.2: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

[*Check the box above **only** if applying for this grant.*]

All States:
- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Mid-Range State Only:

[*Check **one box** below and fill in **all** blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____. Specifically –

- HSP page or attachment #_____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment #_____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment #_____ 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 _____ and continues to use this plan.

High-Range State Only:

[*Check **one box** below and fill in **all** blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____. Specifically, –

- HSP page or attachment #_____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment #_____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment #_____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP page or attachment #_____ addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP page or attachment #_____ contains the detailed project list for spending grant funds;

- HSP page or attachment #_____ 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 _____ and updates its assessment review and spending plan provided as HSP page or attachment # _____.

MOTORCYCLIST SAFETY
(23 U.S.C. 405(f))

Instructions: States may elect to apply for a Motorcyclist Safety grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 7.1 (formerly Part 5 of Appendix D) and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 7.2 and complete the form.

✅PART 7.1*: MOTORCYCLIST SAFETY GRANT (23 CFR § 1200.25)
(*Under Appendix D of Part 1200, Motorcyclist Safety Grant application was Part 5.)
[*Check the box above **only** if applying for this grant.*]

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.*]

🔥 Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Attachment 7.1 (a)_____ .

- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # Attachment 7.1 (b)
_____ .

- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Attachment 7.1 (c)_____ .

- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Attachment 7.1 (b)_____
  Attachment 7.1 (d)_____ .

- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # Attachment 7.1 (d)_____ .

🔥 Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # HSP Pages # 666-672, Attachment 7.1 (a) .

- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment #
  Attachment 7.1 (e)_____ .

- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # HSP Pages #84-92_____ .

- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page #Attachment 7.1 (g)_____

Attachment 7.1 (e)   .

- Copy of the State strategic communications plan is provided as HSP attachment # _____
  HSP Page # 84-92, Attachment 7.1 (f) .

□ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

□ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____ _____.

- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.

- The State law or regulation defines impairment. **Legal citation(s):** _____ _____.

□ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____ _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

- The State law or regulation defines impairment. **Legal citation(s):** _____ _____.

□ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box*.]

   ☐ Applying as a Law State –

- The State law or regulation 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 ____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

☐ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # ____ _____.

☐ PART 7.2: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)
[*Check the box above **only** if applying for this grant.*]

[*Check **at least 2 boxes** below and fill in **all** blanks under those checked boxes **only**.*]

 ☐ **Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.

- 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 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.

- On HSP page or attachment # _____, 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 _____.

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

- On HSP page or attachment # _____, 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.

- On HSP page or attachment # _____, countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes

involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP page or attachment # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

☐ **Impaired driving program:**

- On HSP page or attachment # _____, performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

- On HSP page or attachment # _____, 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 accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP page or attachment # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

☐ **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 _____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

□ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided HSP page or attachment # _____.

NON-MOTORIZED SAFETY
(23 U.S.C. 405(h))

Instructions: States must apply for a non-motorized safety grant using the application requirements Part 1300.

☑ PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

[*Check the box above **only** if applying for this grant.*]

[*Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.*]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1200.27(d) in the fiscal year of the grant.

Part 1.1: Occupant Protection
Section 405 (b) Attachments

Attachment 1.1 (a): FY 2017 Click it or Ticket Mobilization

The following table outlines the anticipated agencies to be solicited for participation in the FY 2017 Click It or Ticket (CIOT) mobilization.

City/Rural County	TxDOT District	Funding	City/Rural County	TxDOT District	Funding
Snyder Police Department	Abilene	$5,000.00	De Rio Police Department	Laredo	$7,000.00
Callahan County Sheriff's Office	Abilene	$1,500.00	La Salle County Sheriff's Office	Laredo	$7,000.00
Amarillo Police Department	Amarillo	$11,000.00	Dimmitt County Sheriff's Office	Laredo	$7,000.00
Texarkana Police Department	Atlanta	$3,700.00	Webb County Constable, Precinct 2	Laredo	$5,000.00
Hallsville Police Department	Atlanta	$3,700.00	Eagle Pass Police Department	Laredo	$5,000.00
Mount Pleasant Police Department	Atlanta	$3,100.00	San Diego Police Department	Laredo	$3,000.00
Carthage Police Department	Atlanta	$3,000.00	Lubbock Police Department	Lubbock	$10,000.00
Morris County Sheriff's Office	Atlanta	$3,000.00	Polk County Sheriff's Office	Lufkin	$5,000.00
Linden Police Department	Atlanta	$2,000.00	McAllen Police Department	Pharr	$10,000.00
DeKalb Police Department	Atlanta	$1,500.00	Cameron County Sheriff's Office	Pharr	$7,000.00
Austin Police Department	Austin	$75,000.00	Alamo Police Department	Pharr	$5,000.00
Travis County Constable, Precinct 2	Austin	$17,800.00	San Benito Police Department	Pharr	$5,000.00
Kyle Police Department	Austin	$4,000.00	Harlingen Police Department	Pharr	$5,000.00
Georgetown Police Department	Austin	$3,200.00	Pharr Police Department	Pharr	$5,000.00
Lakeway Police Department	Austin	$1,600.00	Mission Police Department	Pharr	$5,000.00
Port Arthur Police Department	Beaumont	$5,000.00	Weslaco Police Department	Pharr	$5,000.00
Jasper County Sheriff's Office	Beaumont	$5,000.00	Brownsville Police Department	Pharr	$5,000.00
Jefferson County Sheriff's Office	Beaumont	$3,000.00	Palmhurst Police Department	Pharr	$3,000.00
Pinehurst Police Department	Beaumont	$3,000.00	Tyler Police Department	Tyler	$7,000.00
Brown County Sheriff's Office	Brownwood	$2,900.00	Jacksonville Police Department	Tyler	$7,000.00
Corpus Christi Police Department	Corpus Christi	$17,000.00	Gun Barrel City Police Department	Tyler	$7,000.00
Dallas Police Department	Dallas	$100,000.00	Athens Police Department	Tyler	$7,000.00
Garland Police Department	Dallas	$10,900.00	Bullard Police Department	Tyler	$3,000.00
Mesquite Police Department	Dallas	$8,100.00	Brownsboro Police Department	Tyler	$3,000.00
Lewisville Police Department	Dallas	$7,900.00	Wichita Falls Police Department	Wichita Falls	$10,000.00
Carrollton Police Department	Dallas	$3,000.00	Victoria Police Department	Yoakum	$6,000.00
Dallas County Sheriff's Office	Dallas	$2,100.00	Calhoun County Sheriff's Office	Yoakum	$5,000.00
El Paso County Sheriff's Office	El Paso	$8,000.00	Bay City Police Department	Yoakum	$5,000.00
Socorro Police Department	El Paso	$2,400.00	Victoria County Sheriff's Office	Yoakum	$5,000.00
Johnson County Sheriff's Office	Ft. Worth	$4,000.00	Wharton Police Department	Yoakum	$5,000.00
Euless Police Department	Ft. Worth	$4,000.00	Wallis Police Department	Yoakum	$3,000.00
Houston Police Department	Houston	$75,000.00	Palacios Police Department	Yoakum	$3,000.00
Webb County Constable, Precinct 1	Laredo	$25,000.00	Jackson County Sheriff's Office	Yoakum	$2,500.00
Laredo Police Department	Laredo	$8,000.00	Weimar Police Department	Yoakum	$2,500.00

Total Funding: $ 618,400.00

Attachment 1.1 (b): National CPS Certification – Technicians

Texas Certified Child Safety Seat Technicians

The following summarizes the number of certified technicians in the state of Texas. The complete list begins on next page.

➢ 878 Certified Technicians

NATIONAL
CHILD
PASSENGER
SAFETY
CERTIFICATION

A Program of
Safe Kids Worldwide

ONLINE SERVICES

Login

CPS Technician Search: Find a CPS Technician

Special needs training is provided by the Automotive Safety Program at Riley Hospital for Children in Indianapolis. Safe Kids Worldwide does not certify these individuals. ** For more information, go to www.preventinjury.org. **

School Bus training information is provided by the National Safety Council. Safe Kids Worldwide does not certify these individuals. For more information, contact Amy.Artuso@nsc.org or go to http://cpsboard.org/tech-instructor-curriculum

Map is displayed if both city and state are part of the search criteria. To view the map, please scroll down past results list.

Search Results (878)					
Name		Location/Contact	Languages	Certification Type	Ex Tr
Marisa	Abbe	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-7936 marisa.abbe@childrens.com	English	Certified Instructor	
Ana	Acosta	University Medical Center of El Paso 4815 Alameda Ave El Paso, TX 79905 915-521-7556 anaacosta@umcelpaso.org	Spanish English	Certified Instructor	C
Juan	Acuna	McAllen Medical Center	Spanish	Certified	

		P.O. Box 1196 Hidalgo, TX 78557 956-632-4938 jvacuna06@yahoo.com	English	Technician	
Amy	Adams	Texas Department of State Health Services 1403 F Blackjack Lockhart, TX 78644 512-376-1076 amy.adams@dshs.state.tx.us	English	Certified Technician	
Angela	Adams	Wilson County Emergency Services District #3 111 State Hwy 123 N Stockdale, TX 78160 830-996-3087 angela.adams@wcesd3.com	English	Certified Technician	
Luis	Alcala Jr.	921 N. Oak Pearsall, TX 78061 830-334-7876 alcalajr.luis86@yahoo.com	English	Certified Technician	
Jorge	Alday	Communities in Schools 815 Burgundy Dr. 154 El Paso, TX 79907 915-202-4665 jorgeialday@aol.com	Spanish English	Certified Technician	
Jesus	Alderete	Childrens Medical Center 1935 Medical District Dr. Trauma Services Dallas, TX 75235 214-456-7000 jesus.alderete@childrens.com	Spanish English	Certified Instructor	S N C
Michelle	Alewine	Texas A&M AgriLife Extension 1420 3rd St Floresville, TX 78114 830-393-7357 michelle.alewine@ag.tamu.edu	English	Certified Technician	
Katie	Alexander	Tmpa 6200 La Calma Dr. Austin, TX 78752 512-560-7149 katie.alexander@tmpa.org	English	Certified Technician	
Goree	Allen	Harris County Sheriff'S Office	English	Certified	

		9111 Eastex Fwy #300 Houston, TX 77093 713-759-9454 Goree.Allen@sheriff.hctx.net			Technician
Jeri	Allen	Covenant Children's Hospital Lubbock, TX jeri_allen@hotmail.com	English	Certified Technician	
JERMY	ALLEN	CITY OF CONROE POLICE DEPARTMENT 700 OLD MONTGOMERY CONROE, TX 77303 936-522-3485 jallen@cityofconroe.org	English	Certified Technician	
Samantha	Allison	Nappy Shoppe 3253 Independence Pkwy Plano, TX 75075 903-267-0199 Samantharpowers@yahoo.com	English	Certified Technician	
Queta	Almanza	Driscoll Children's Hospital- Injury Prevention 3533 S. Alameda Corpus Christi, TX 78411 361-694-6700 santos.almanza@dchstx.org	Spanish English	Certified Technician	
Leah	Altom	Memorial Hermann The Woodlands 9250 Pinecroft Drive The Woodlands, TX 77380 713-897-4110 leah.altom@memorialhermann.org	English	Certified Technician	
Jeniffer	Andrade	1018 E.Russell Ave. Carrollton, TX 75006 214-527-4863 jrocha1@twu.edu	Spanish English	Certified Technician	
Pam	Andrews	Pregnancy Help Center of Lufkin 401 Gaslight Lufkin, TX 75904 936-632-9292 joelpam@suddenlink.net	English	Certified Technician	
Jaqueline	Anguiano	Harris Co Constable PCT 1 1302 Preston 4th Floor Houston, TX 77002	Spanish English	Certified Technician	

		832-577-5045 Jaqueline.Anguiano@cn1.hctx.net			
Caryl	Anselmini	Texas Childrens Hospital 11642 Township Dale Court Houston, TX 77038 832-288-3690 ceanselm@texaschildrens.org	English	Certified Technician	Sp N
John	Ansiaux	Texas Children's Hospital 1919 S. Braeswood Houston, TX 77030 832-822-2277 jaansiau@texaschildrens.org	English	Certified Instructor	Sp N C
Mark	Anthony	Texas Department of Public Safety 2901 Paredes Line Rd. Brownsville, TX 78526 956-983-1900 mark.anthony@dps.texas.gov	Spanish English	Certified Technician	
Rickey	Antoine	Port Arthur Police Dept 645 4th street Port Arthur, TX 77640 409-984-8541 rantoine@portarthurpd.com	English	Certified Technician	
Leona	Aparicio	TEXAS DEPARTMENT OF TRANSPORTATION 124 FM 876 Waxahachie, TX 75167 972-938-1570 leona.aparicio@txdot.gov	English	Certified Technician	
Shenequa	Aranda	Premier Baby Planning Bellaire, TX 77401 713-689-8756 sheneq@premierbabyplanning.com	English	Certified Technician	
Gerard	Argao	Fort Bend County Sheriff's Office 1410 Williams Way Richmond, TX 77469 281-238-1536 argaoger@co.fort-bend.tx.us	English	Certified Instructor	
Bethany	Arie	Texas A&M Agrilife Extension Service 2505 N. Center Street Bonham,, TX 75418	English	Certified Technician	

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		903-583-7453 bethany.arie@ag.tamu.edu		
Micaela	Arizmendi	Beeville Angel Care 1105 W Corpus Christi Beeville, TX 78102	English	Certified Technician
Amy	Armer	P O Box 6252 Nacogdoches, TX 75962 936-462-0116 amyarmer@gmail.com	English	Certified Technician
Melissa	Arnold	Melissa Arnold 602 Rutledge Ct Conroe, TX 77302 713-410-6984 marnold.cpst@gmail.com	ASL English	Certified Technician
Plaststilla	Arnold	1953 Riverway Dr. Dallas, TX 75217 214-769-1308 PLASTSTILLA.ARNOLD@att.net	ASL English Undeclared	Certified Technician
Yadira	Arzola	Parkland Health & Hospital System 5201 Harry Hines BLVD Dallas, TX 75235 214-590-2224 yadira.arzola@phhs.org	Spanish English	Certified Technician
Shirley	Ashbrook	Texas Department of Transportation/Traffic Safety 118 E. Riverside Dr. Austin, TX 78704 512-416-3261 Shirley.Ashbrook@txdot.gov	English	Certified Technician
Taranda	Ashton	Parkland Hospital 5201 Harry Hines Blvd Dallas, TX 75235 214-590-6438 taranda.ashton@phhs.org	English	Certified Technician
Jeryl	Atkinson	Live Oak Police Department 7618 Avery Road Live Oak, TX 78233 210-646-8480 jatkinson8@satx.rr.com	English	Certified Technician

Dorothy	Auty	San Angelo, TX 76901 325-227-7159 d.auty@yahoo.com	English	Certified Technician	
Monika	Ayala	University Health System 4502 Medical Drive San Antonio, TX 78229 210-358-1486 monika.ayala@uhs-sa.com	English	Certified Technician	
Rhonda	Bagwell	Jasper Newton County Public Health District 139 West Lamar Jasper, TX 75951 409-384-6829 rbagwelljncphd@hotmail.com	English	Certified Technician	
Kimberly	Bailey	Communities In Schools Dallas Region-LawsonECS 500 Dowell McKinney, TX 75070 469-302-2431 kabailey@mckinneyisd.net	English	Certified Technician	
Liberty	Bailey	Christus St. Michael Health System 2600 St. Michael Drive Texarkana, TX 75503 903-614-5558 liberty.bailey@christushealth.org	English	Certified Technician	
Amanda	Baker	Austin Travis County EMS 1706 Barilla Mountain Trail Round Rock, TX 78664 325-668-0605 Amanda.baker@austintexas.gov	English	Certified Technician	
Doug	Ballew	Austin/Travis Co. Health & Human Services Dept. P.O. Box 1088-A/TC HHSD-Doug B Austin, TX 787671085 512-972-5120 doug.ballew@austintexas.gov	English Undeclared	Certified Instructor	
Gaston	Balli	McAllen Police Department 1601 N. Bicentennial Blvd. PO Box 220 McAllen, TX 78501 956-681-2120	English	Certified Technician	

		gballi@mcallenpd.net		
Alexandria	Bannes	Right Start 2438 Rice Boulevard Houston, TX 77005 713-807-7300 alexandria.bannes@rightstart.com		Certified Technician
Margaret	Bannon	Parkland Hospital 5201 Harry Hines Blvd Dallas, TX 75235 214-590-0098 magsbannon1@hotmail.com	English	Certified Technician
Lindsey	Barker	Burkburnett, TX 76354 210-410-1565 lindseybarker12@yahoo.com	English	Certified Technician
Scott	Barmore	Marshall Fire Department 601 S. Grove St. Marshall, TX 75670 903-935-4586 barmore.scott@marshalltexas.net	English	Certified Technician
Craig	Barnhart	Lewisville Police Dept. 184 N. Valley Pkwy. Lewisville, TX 75067 cbarnhart@cityoflewisville.com		Certified Technician
Robbie	Barrera	Texas Department Of Public Safety 9000 IH 35N Austin, TX 78753 512-997-4190 robbie.barrera@txdps.state.tx.us	English	Certified Technician
Paul	Barron	Lewisville Police Dept. 184 N. Valley Pkway Lewisville, TX 75067 972-219-3606 pbarron@cityoflewisville.com	English	Certified Technician
Leanna	Barton	Cook Childrens Medical Center 801 Seventh Avenue Fort Worth, TX 76104 682-885-6522 leanna.barton@cookchildrens.org	English	Certified Technician

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Roger	Barton	Fort Bend County Sheriff's Office 1410 Williams Way Blvd. Richmond, TX 77469 832-473-2863 Roger.Barton@fortbendcountytx.gov	English	Certified Technician	
Angela	Bates	Robertson County Sheriff's Office 113 W. Decherd St. Franklin, TX 77856 979-828-6671 angie.bates@sheriff.co.robertson.tx.us	English	Certified Technician	
Robenia	Bayer-Barthe	Harris County Sheriff's Office 7614 Fallbrook Houston, TX 77086 713-755-6026 robenia.barthe@sbcglobal.net	English	Certified Technician	
Brandie	Beall	San Angeloc Community Medical Center 1605 Parkview San Angelo, TX 76904 325-947-6370 Brandie.Beall@sacmc.com	English	Certified Technician	
Karen	Beard	Karen Beard 1025 Dolphin Pl Corpus Christi, TX 78411 361-779-5817 kbeard0206@gmail.com	English	Certified Instructor	C
Verna	Bearden	Texas Department of Transportation 1502 N. Austin Comanche, TX 76442 325-356-7507 Verna.Bearden@txdot.gov	English	Certified Technician	
Tish	Beaver	Txdot 1601 Southwest Pkwy Suite E Wichita Falls, TX 76302-4906 940-720-7708 tish.beaver@txdot.gov	English	Certified Technician	
Allison	Beck	Texas Department of Transportation 1805 North Timberland Dr Lufkin, TX 75901 936-633-4315 allison.beck@txdot.gov	English	Certified Technician	

Kristen	Beckworth	Texas Children's Hospital 1919 S Braeswood Suite 2228 Houston, TX 77030 832-824-3485 klbeckwo@texaschildrens.org	English	Certified Instructor	S N S B
Carolina	Belman	Austin LifeCare 1215 West Anderson Lane Austin, TX 78757 512-374-0626 carolina@austinlifecare.com	Spanish English	Certified Technician	
William	Bennett	Fort Bend County Sheriff's Office 1410 Williams Way Blvd Richmond, TX 77469 281-924-9492 William.Bennett@fortbendcountytx.gov	English	Certified Technician	
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Irene	Webster	Texas Department of Transportation 406 CR 1618 Linden, TX 75563 903-756-5723 irene.webster@txdot.gov	Spanish English	Certified Technician
Bridget	Welch	Car Seats for the Littles Bedford, TX 76021 817-507-5556 bridget@csftl.org	English	Certified Technician
Janet	Welch	Women's Hospital At Renaissance 5502 S. McColl Edinburg, TX 78539 6884157	English	Certified Technician
Bridget	West	Parkland Health & Hospital System 5201 Harry Hines Blvd. Dallas, TX 75235 214-590-2389 bridget.west@phhs.org	English	Certified Technician
Julia	West	College Station ISD Early Head Start 208 A Southwest Parkway East College Station, TX 77840 979-694-5847 jwest@csisd.org	English	Certified Technician
Nancy	Whetstone	Harker Heights Fire Department 401 Indian Trail Harker Heights, TX 76548 254-699-2688 Nwhetstone@ci.harker-heights.tx.us	English	Certified Technician

Erik	White	Flower Mound Police Department 4150-A Kirkpatrick Flower Mound, TX 75028 972-539-0525 erik.white@flower-mound.com	English	Certified Technician	
Jacquelyn	White	Cooperative Extension Program @ Prairie View A & M Mail Stop 2001 P.O. Box 519 Prairie View, TX 77446 936-261-5132 jmwhite@tamu.edu	English	Certified Technician	
Justin	Whitmire	Haltom City Police Department 5110 Broadway Ave Haltom City, TX 76117 817-222-7049 jwhitmire@haltomcitytx.com	English	Certified Instructor	
LANA	WIED	COLUMBUS COMMUNITY HOSPITAL 110 SHULT DRIVE COLUMBUS, TX 78934 979-493-7773 lwied@columbusch.com	English	Certified Technician	
Catie	Wiedenhofer	San Angelo SAFE KIDS Coalition 3501 Knickerbocker Road San Angelo, TX 76904 325-947-6130 catie.wiedenhofer@sacmc.com	English	Certified Instructor	S N C
D'Kandis	Wilborn	Texas Children's Hospital 1919 S Braeswood Blvd 2228 Houston, TX 77030 832-824-3489 dmwilbor@texaschildrens.org	English	Certified Technician	
Jasmin	Wiley	Midland Fire 1500 W. Wall Street Midland, TX 79701 432-685-7332 jwiley@midlandtexas.gov	English	Certified Technician	
Jeffery	Wilhelm	Waco Fire Department 1016 Columbus Ave. Waco, TX 76701		Certified Technician	

		254-750-1748 jwilhelm@ci.waco.tx.us			
Jimmy	Wille	Jimmy's Pilot Service / Jimmy's Notary 1029 North Saginaw Blvd Suite F10, #103 Saginaw, TX 76179 817-755-0607 jimmy@pilotservice.us	English	Certified Instructor	C
Carolyn	Williams	University Medical Center Foundation 1400 Hardaway Street #213 El Paso, TX 79903 915-443-9365 cwilliams@umcelpaso.org		Certified Technician	S N
Debra	Williams	DSHS - Health Service Region 7 2408 S 37th Street Temple, TX 76504 254-771-6793 debi.williams@dshs.state.tx.us	English	Certified Technician	
Flora	Williams	Texas A&M AgriLife Extension Service 2619 Highway 21 West Bryan, TX 77803 979-823-0129 fewilliams@ag.tamu.edu	English	Certified Technician	
LUCILLE	WILLIAMS	CHILDRENS MEDICAL CENTER 1935 MEDICAL DISTRICT DRIVE CONTINUITY CLINIC (BL230) DALLAS, TX 75235 214-456-5823 LUCILLE.WILLIAMS@childrens.com	English	Certified Technician	
Stewart	Williams	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd Austin, TX 78723 512-324-0189 Srwilliams1@seton.org	English	Certified Instructor	
Sandi	Williamson	Texas Department of State Health Services 1400 College St. 167 Sulphur Springs, TX 75482 903-885-6573 sandi.williamson@dshs.state.tx.us	English	Certified Technician	
Coatlen	Wilson	7803 Eastbrook Farm	English	Certified	

		San Antonio, TX 78239 703-895-3409 coatlenw538@gmail.com		Technician
Connie	Wilson	New Parent Support Program 7803 Eastbrook Farm San Antonio, TX 78239 210-954-6561 baileyowens69@gmail.com	English	Certified Instructor
D.L.	Wilson	Texas Department of Public Safety 1617 E. Crest Waco, TX 76705 254-759-7148 dl.wilson@dps.texas.gov		Certified Technician
Wess	Winn	Waxahachie PD 216 N. College St Waxahachie, TX 75165 972-937-9940 wwinn@waxahachiepd.org	English	Certified Technician
Kari	Withers	Department of State Health Services 1403 F Black Jack Street Suite F Lockhart, TX 78644 512-376-1076 Kari.Withers@dshs.state.tx.us	English	Certified Technician
Robert	Wolfe IV	Deer Park Fire Dept. 2211 E. "X" St. Deer Park, TX 77536 281-478-7281 rwolfe@deerparktx.org	English	Certified Technician
Morgan	Wolter	Seguin Fire Department 655 Tom Kemp Drive New Braunfels, TX 78130 wolters@rocketmail.com	English	Certified Technician
Katie	Womack	Texas Transportation Institute 3135 TAMU Texas A & M University System College Station, TX 778433135 979-845-5153 kwomack@tamu.edu	English	Certified Technician
Amber	Wood	Baylor Medical Center of McKinney	English	Certified

		5252 W University McKinney, TX 75071 amber.wood@baylorhealth.edu		Technician	
Kristen	Wood	Cook Childrens Medical Center 449 Arroyo Drive Fort Worth, TX 76108 817-229-5583 kristen.wood@cookchildrens.org	English	Certified Technician	
Rebecca	Wright	Klaras Children's Center, ECI 324 S 4th St. Waco, TX 76703 (254) 297-7094 rebecca.wright@hotrmhmr.org	English	Certified Technician	
Lindsey	Yeager	Texas A&M AgriLife Extension Service 210 North Kaufman Street Mount Vernon, TX 75457 903-537-4017 lindsey.yeager@ag.tamu.edu	English	Certified Technician	
Merissa	Yellman	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd, Suite 240 Dallas, TX 75235 214-590-4460 merissa.yellman@phhs.org	Spanish English	Certified Instructor	
Mat	York	Nappy Shoppe 3253 Independence Pkwy Plano, TX 75075 903-816-2409 emailwmy@yahoo.com	English	Certified Technician	
Mona Lisa	Zertuche	Texas Department of Transportation 3500 NW Loop 410 San Antonio, TX 78229 210-731-5218 monalisa.zertuche@txdot.gov	English	Certified Technician	

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ABOUT THE PROGRAM

National CPS Certification Training is a program of Safe Kids Worldwide, which is the certifying body and responsible for managing all aspects of the program. We work closely with the National Highway Traffic Safety Administration (responsible for the curriculum), the National Child Passenger Safety Board (provides recommendations and guidance), and State Farm (our sponsor).

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Attachment 1.1 (c): National CPS Certification – Instructors

Texas Certified Child Safety Seat Instructors

➢ The following summarizes the number of certified instructors in the state of Texas. The complete list begins on next page.

➢ 97 Certified Instructors

NATIONAL
**CHILD
PASSENGER
SAFETY
CERTIFICATION**

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ONLINE SERVICES

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CPS Technician Search: Find a CPS Technician

Special needs training is provided by the Automotive Safety Program at Riley Hospital for Children in Indianapolis. Safe Kids Worldwide does not certify these individuals. ** For more information, go to www.preventinjury.org. **

School Bus training information is provided by the National Safety Council. Safe Kids Worldwide does not certify these individuals. For more information, contact Amy.Artuso@nsc.org or go to http://cpsboard.org/tech-instructor-curriculum

Map is displayed if both city and state are part of the search criteria. To view the map, please scroll down past results list.

Search Results (97)					
Name		Location/Contact	Languages	Certification Type	Extra Train
Marisa	Abbe	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-7936 marisa.abbe@childrens.com	English	Certified Instructor	
Ana	Acosta	University Medical Center of El Paso 4815 Alameda Ave El Paso, TX 79905 915-521-7556 anaacosta@umcelpaso.org	Spanish English	Certified Instructor	Cert
Jesus	Alderete	Childrens Medical Center	Spanish	Certified	Spec

		1935 Medical District Dr. Trauma Services Dallas, TX 75235 214-456-7000 jesus.alderete@childrens.com	English	Instructor	Nee Cert
John	Ansiaux	Texas Children's Hospital 1919 S. Braeswood Houston, TX 77030 832-822-2277 jaansiau@texaschildrens.org	English	Certified Instructor	Spec Nee Cert
Gerard	Argao	Fort Bend County Sheriff's Office 1410 Williams Way Richmond, TX 77469 281-238-1536 argaoger@co.fort-bend.tx.us	English	Certified Instructor	
Doug	Ballew	Austin/Travis Co. Health & Human Services Dept. P.O. Box 1088-A/TC HHSD-Doug B Austin, TX 787671085 512-972-5120 doug.ballew@austintexas.gov	English Undeclared	Certified Instructor	
Karen	Beard	Karen Beard 1025 Dolphin Pl Corpus Christi, TX 78411 361-779-5817 kbeard0206@gmail.com	English	Certified Instructor	Cert
Kristen	Beckworth	Texas Children's Hospital 1919 S Braeswood Suite 2228 Houston, TX 77030 832-824-3485 klbeckwo@texaschildrens.org	English	Certified Instructor	Spec Nee Sch Bus:
Heidi	Berard	. Gatesville, TX 76528 254-226-4727 harperberard@yahoo.com	English	Certified Instructor	Cert
Rachel	Bettinger- Cooney	Hillcrest Baptist Medical Center 3000 Herring Avenue 1G Waco, TX 76708 254-202-6537 rbettingercooney@sw.org	English	Certified Instructor	Spec Nee Cert

Susan	Burchfield	Temple, TX 76502 254-913-9419 burchfield.susan@gmail.com	English	Certified Instructor	Spec Nee Cert
Randy	Chhabra	Austin/Travis County Ems 15 Waller St 2nd Floor, Ems Hq Austin, TX 78702 512-972-7221 randy.chhabra@austintexas.gov	French English	Certified Instructor	Cert
Isabel	Colunga	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd. Suite 240 Dallas, TX 75235 214-590-4455	Spanish English	Certified Instructor	Spec Nee Cert
Earl	Cook	2223 Rindle Ct Brenham, TX 77833 304-520-7777 xwvcop@frontier.com	English	Certified Instructor	Cert
Dale	Cowan	5001 Colorado Drive Killeen, TX 76542 254-258-2744 dcowan2@hot.rr.com	English	Certified Instructor	Cert
Kevin	Crouch	Friendswood Police Department 1600 Whitaker Rd. Friendswood, TX 77546 281-996-3316	English	Certified Instructor	Cert
Laura	Davila	University Medical Center of El Paso Trauma Department 4815 Alameda Ave. El Paso, TX 79905 915-521-7556 ldavila@umcelpaso.org	Spanish English	Certified Instructor	Cert
Lisa	Delgado	Texas Children's Hospital-Injury Prevention 1919 S. Braeswood Suite 2228 Houston, TX 77030 832-824-3481 lmdelgad@texaschildrens.org	English	Certified Instructor	Spec Nee Cert
Susan	Douglass	3539 huntwick drive San Antonio, TX 78230 210-341-0184 susan.douglass@uhs-sa.com	English	Certified Instructor	Spec Nee Cert

Yvonne	Duran	16523 Churchill Cove Selma, TX 78154 210-885-2487 yvonneduran1@gmail.com	Spanish English	Certified Instructor	Cert
Michael	Earney I I	Kerr County Sheriff's Office 400 Clearwater Paseo Kerrville, TX 78028 830-739-6640 mrearney@co.kerr.tx.us	English	Certified Instructor	Spec Nee Cert
Sheila	Enloe	Harris County Sheriff's Department 7614 fallbrook houston, TX 77086 281-537-9492 sheila.enloe@sheriff.hctx.net	English Undeclared	Certified Instructor	
Lynce	Espinoza	Community Care 211 Comal St Austin, TX 78702 512-978-9486 lynce.espinoza@communitycaretx.org	Spanish English	Certified Instructor	
Sharon	Evans	Cook Children's Medical Center Trauma Services 801 Seventh Avenue Ft. Worth, TX 76104-2796 682-885-3956 sharon.evans@cookchildrens.org	English	Certified Instructor	Spec Nee Cert
Janine	Fetter	Northwest Austin / Cedar Park Austin, TX 949-637-5598 J9BYER@AOL.COM	English	Certified Instructor	
Katie	Foarde	Brackenridge Hospital- Trauma Services 601 E 15th St Austin, TX 78701 512-324-8351 kfoarde@seton.org	Spanish English	Certified Instructor	
Colleen	Foleen	Texas A&M Agrilife Extension Service 420 North 6th Street Waco, TX 76701 254-757-5180 colleen.foleen@ag.tamu.edu	English	Certified Instructor	Cert
Penny	Fry	Fry Consulting	English	Certified	Cert

		13743 Laramie Trail Montgomery, TX 77316 936-524-0764 penny.fry@gmail.com		Instructor	
RAQUEL	GARZA	City of Pearland EMS 2703 Veterans Dr. Pearland, TX 77584 281-997-5840 rgarza@pearlandtx.gov	English	Certified Instructor	
Molly	Grinstead	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-5134 molly.grinstead@childrens.com	English	Certified Instructor	Spec Nee
Milton	Hall	PO Box 663/767 County Rd 104 Caldwell, TX 77836 000-000-0000 forgeman54@verizon.net	English Undeclared	Certified Instructor	Spec Nee
Lonny	Haschel	Texas Highway Patrol 624 NE Lp 820 Hurst, TX 76053 214-861-2351 lonny.haschel@dps.texas.gov	English	Certified Instructor	Spec Nee Scho Bus: Cert
Stephanie	Hebert	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd. Austin, TX 78723 512-324-0000 hebertsd@earthlink.net	English	Certified Instructor	Cert
Keely	Helton	SELF 7951 Collin Mckinney prkwy Apt 5067 Mckinney, TX 75070 972-567-3072 chelton100@aol.com	English	Certified Instructor	
Maria	Hernandez	, TX 915-253-0625	English Undeclared	Certified Instructor	Spec Nee Cert
Daniel	Herring	Texas Municipal Police Association 6200 la Calma dr	English	Certified Instructor	

		Austin, TX 78752 512-574-4454 daniel.herring@tmpa.org			
Justin	Hill	San Antonio Fire Department San Antonio, TX 78227 956-789-7499 justinhill7714@yahoo.com	English	Certified Instructor	
Myrna	Hill	Texas A&M AgriLife Extension Service 578 John Kimbrough Blvd. Room 130 College Station, TX 77843 210-452-1496 mrhill@ag.tamu.edu	English	Certified Instructor	
Kim	Hodges	National Injury Prevention Council 3610 Hillbrook Austin, TX 78731 951-897-4545 kimberley@nationalinjurypreventioncouncil.org	English	Certified Instructor	Cert
Mari	Hodges	Baby's & Kids 1st Furniture 5575 Richmond Ave. Houston, TX 77056 832-245-4506 mari@mari-hodges.com	English	Certified Instructor	Spec Nee Cert
Michelle	Horridge	Flower Mound Police Dept 4150 Kirkpatrick Ln Flower Mound, TX 75028 972-874-3343 michelle.horridge@flower-mound.com	English	Certified Instructor	
Johnny	Humphreys	, TX 800-252-8255	English Undeclared	Certified Instructor	Spec Nee Cert
Medora	Jackson	Car Seats, Home Safety and More, LLC 10810 Copperwood Drive Frisco, TX 75035 972-987-5704 medorajackson@gmail.com	English	Certified Instructor	Spec Nee Cert
Bev	Kellner	Texas AgriLife Extension Service 578 John Kimbrough Blvd. Room 131 College Station, TX 77843 979-862-1782	English	Certified Instructor	Spec Nee Cert

		bkellner@ag.tamu.edu			
Barbara	Kernott	149 Hart St STE 5 Sheppard AFB, TX 76311 940-733-1986 bkaypaps@yahoo.com	English	Certified Instructor	
Debra	Lang	, TX 972-742-5033 debragl@yahoo.com	Spanish English	Certified Instructor	Cert
Donna	Loesel	Texas Health Reasources Arlington, TX 817-271-0772 loesel@att.net	English	Certified Instructor	Cert
Frank	Luera	Texas Department of State Health Services 1100 West 49th Street Austin, TX 78756 800-252-8255 frank.luera@dshs.state.tx.us	English	Certified Instructor	Spec Nee Cert
Kiki (Isabel)	Luna	Val Verde Safe Kids 801 Bedell Avenue Del Rio, TX 78840 830-778-3632 kiki.luna@vvrmc.org	Spanish English	Certified Instructor	Cert
Martha	Maldonado	Dallas Healthy Start 4917 Harry Hines Dallas, TX 75235 214-590-1792 martha.maldonado@phhs.org	Spanish English	Certified Instructor	Spec Nee Cert
Rosalinda	Marez	Texas A&M AgriLife Extenison Svc. Passenger Safety 578 John Kimbrough Blvd. College Station, TX 77843 979-862-4658 rosalinda.marez@ag.tamu.edu	Spanish	Certified Instructor	Spec Nee
Jennifer	Martin	Texas Health Presbyterian Plano 6200 W. Parker Road Plano, TX 75093 1888-847-9355 CASI@texashealth.org	English	Certified Instructor	Cert

Vanessa	Martinez	Department of State Health Services: Safe Riders G407 Safe Riders, Health Promotion Unit MC 1923 P.O. Box 149347 Austin, TX 78714 512-776-2821 vanessa.martinez@dshs.state.tx.us	Spanish English	Certified Instructor	
Monica	Mayeaux	3215 Mossy Bend Lane Pearland, TX 77581 713-446-2168 monica435@gmail.com	English	Certified Instructor	
Jeffery	McGowen	Harris County Sheriff's Office 6922 Katy Road Houston, TX 77024 713-881-3041 Jeffery.Mcgowen@sheriff.hctx.net	English	Certified Instructor	Spec Nee Cert
Jennifer	McMeens	Texas Health Harris Methodist Stephenvill 411 N. Belknap Stephenville, TX 76401 254-965-1262 jennifermcmeens@texashealth.org	English	Certified Instructor	Cert
Ronald	Morton	Panola College 820 W. Panola Carthage, TX 75633 903-693-1153 rmorton@panola.edu	English	Certified Instructor	
Jennifer	Northway	University Hospital, Injury Prevention Dept 4502 Medical Drive Mail Stop #105-1 San Antonio, TX 78229 210-358-4295 jennifer.northway@uhs-sa.com	English	Certified Instructor	Spec Nee
Monica	O'Kane	Texas Department of Transportation 13301 Gateway Blvd West El Paso, TX 79928 915-790-4382 Monica.OKane@txdot.gov	Spanish English	Certified Instructor	
Seema	Patel	Texas Children's Hospital 1919 S. Braeswood Suite 5214 Houston, TX 77030 832-824-2646		Certified Instructor	

First	Last	Organization	Language	Role	Other
		sppatel@texaschildrens.org			
Thomas	Pechal	Temple Fire & Rescue 210 North 3rd Street Temple, TX 76501 254-298-5682 tpechal@templetx.gov	English	Certified Instructor	Spe... Nee...
Jamie	Pelletier	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-3270 jamie.pelletier@childrens.com	English	Certified Instructor	Spe... Nee...
Karen	Peoples	Texas Department of Transportation 135 Slaton Road Lubbock, TX 79404 806-748-4478 karen.peoples@txdot.gov	English	Certified Instructor	Cert...
Lindsay	Pollok	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd. Austin, TX 78723 512-324-0000x86829 ljpollok@seton.org	English	Certified Instructor	Spe... Nee... Cert...
Katie	Rabbe	Safe Kids Tarrant County 1500 W Rosedale Fort Worth, TX 76104 682-885-5909 katherine.rabbe@cookchildrens.org	English	Certified Instructor	Cert...
April	Ramos	DSHS Safe Riders 1100 W. 49th Street G407 Austin, TX 78756 512-776-6513 april.ramos@dshs.state.tx.us	English	Certified Instructor	Spe... Nee... Cert...
Anna	Red	University Medical Center of El Paso 4815 Alameda Trauma Department El Paso, TX 79905 915-521-7556 ared@umcelpaso.org	Spanish English	Certified Instructor	Spe... Nee... Cert...
Keith	Reed	Hillcrest Baptist Medical Center 188 Kirkland Ln		Certified Instructor	

		Waco, TX 76708 254-202-6538 keith.reed@bswhealth.org			
Brian	Robertson	Children's Medical Center Dallas 1935 Medical District Dr. Dallas, TX 75235 214-456-7893 brian.robertson@childrens.com	English	Certified Instructor	
Irene	Rodriguez	Texas A&M Transportation Institute 505 E Huntland Drive, Suite 455 Center for Transportation Safety Austin, TX 78752 512-407-1152 i-rodriguez@tti.tamu.edu	Spanish English	Certified Instructor	Cert
Marissa	Rodriguez	Children's Medical Center 2350 N. Stemmons Dallas, TX 75207 214-456-7976 marissa.rodriguez@childrens.com	Spanish English	Certified Instructor	Spe Nee Cert
Elaine	Sager	St. Mark's Medical Center One St. Mark's Place Birthing Center La Grange, TX 78945 979-242-2197 elaine.sager@smmctx.org	English	Certified Instructor	Cert
Gloria	Salazar	University Medical Center of El Paso Trauma Department 4815 Alameda Ave. El Paso, TX 79905 915-521-7984 gsalazar@thomasoncares.org	English	Certified Instructor	Cert
Magdalena	Santillan	Cook Children's Medical Center 801 7th Ave Fort worth, TX 76104 682-885-7242 magdalena.santillan@cookchildrens.org	Spanish English	Certified Instructor	Spe Nee Cert
Karen	Slay	Karen Slay 2629 75th Street Lubbock, TX 79423 806-745-5428 kidsarentcargo@gmail.com	English	Certified Instructor	Cert

Greg	Spivey	Irving Police Department 305 N Oconnor Irving, TX 75061 972-721-2747 gspivey@cityofirving.org	English	Certified Instructor	
Steven	Squier	Montgomery County Sheriff's Office #1 Criminal Justice Drive Conroe, TX 77301 936-760-5800 steven.squier@mctx.org	English	Certified Instructor	
Carlene	St.John	Centennial Medical Center 12505 Lebanon Road Frisco, TX 75035 972-963-3054 carlene.stjohn@tenethealth.com	English	Certified Instructor	Spec Nee
Leslie	Stark	Tx Dept Of State Health Services: Safe Riders 1100 West 49th Street P.O. Box 149347, Mc 1923 Austin, TX 78714-9347 512-776-3337 leslie.stark@dshs.state.tx.us	English	Certified Instructor	Spec Nee
Shelli	Stephens-Stidham	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd., Suite 240 Dallas, TX 75235 214-590-4461 shelli.stephens-stidham@phhs.org	English	Certified Instructor	Cert
Mark	Tackett	Texas Department Of Public Safety 200 W. California St Gainesville, TX 76240 940-367-3566 mark.tackett@dps.texas.gov	English	Certified Instructor	
Tracy	Tellman	Texas Dept. of Transportation 5715 Canyon Drive Amarillo, TX 79110 806-356-3295 tracy.tellman@txdot.gov	English	Certified Instructor	Cert
Gina	Torres	Baylor Scott & White Medical Center- Hillcrest 104 E Santa Anna Robinson, TX 76706 254-202-6536		Certified Instructor	Cert

		vgtorres@sw.org			
Sherrianne	Truex-Cabrera	Spring, TX 77388 512-709-8476 scabrera2011@att.net	Spanish English	Certified Instructor	Spec Nee Cert
Jessica	Twardeski	Department of State Health Services 2507 Lake Rd Suite F` Huntsville, TX 77340 936-294-2170 jessica.twardeski@dshs.state.tx.us	English	Certified Instructor	Spec Nee
Javier	Valdez	Texas Children's Hospital 2450 Holcombe, Ste. 34L NB-8365 Houston, TX 77021-1011 832-828-1315 valdez8112@sbcglobal.net	Spanish English	Certified Instructor	Spec Nee Cert
Lauren	Van Winkle	Dell Children's Medical Center 4900 Mueller Blvd Suite 3C.000 Austin, TX 78723 512-324-0000x86817 lvanwinkle@seton.org	Spanish English	Certified Instructor	Spec Nee
Carissa	Vargas-Flournoy	Lavon Police Department 501B Lincoln Ave Lavon, TX 75166 972-754-4580 lavonareafittingstation@gmail.com	English	Certified Instructor	Scho Bus: Cert
Lynda	Walker	Texas Municipal Police Association 6200 La Calma Drive, Suite 200 Austin, TX 78752 512-454-8900 lynda.walker@tmpa.org	English	Certified Instructor	
Dana	Walraven	Cook Children's Medical Center 801 Seventh Ave Fort Worth, TX 76104 817-885-5909 d-walraven@cookchildrens.org	English	Certified Instructor	Spec Nee Cert
Beth	Warren	Texas Department of Public Safety 5805 N Lamar - Bldg C Public Education Unit Austin, TX 78752 5124245639	English	Certified Instructor	Spec Nee Scho Bus:

		Beth.Warren@dps.texas.gov			Cert
Justin	Whitmire	Haltom City Police Department 5110 Broadway Ave Haltom City, TX 76117 817-222-7049 jwhitmire@haltomcitytx.com	English	Certified Instructor	
Catie	Wiedenhofer	San Angelo SAFE KIDS Coalition 3501 Knickerbocker Road San Angelo, TX 76904 325-947-6130 catie.wiedenhofer@sacmc.com	English	Certified Instructor	Spec Need Cert
Jimmy	Wille	Jimmy's Pilot Service / Jimmy's Notary 1029 North Saginaw Blvd Suite F10, #103 Saginaw, TX 76179 817-755-0607 jimmy@pilotservice.us	English	Certified Instructor	Cert
Stewart	Williams	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd Austin, TX 78723 512-324-0189 Srwilliams1@seton.org	English	Certified Instructor	
Connie	Wilson	New Parent Support Program 7803 Eastbrook Farm San Antonio, TX 78239 210-954-6561 baileyowens69@gmail.com	English	Certified Instructor	
Merissa	Yellman	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd, Suite 240 Dallas, TX 75235 214-590-4460 merissa.yellman@phhs.org	Spanish English	Certified Instructor	

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Attachment 1.1 (d): Child Car Seat Inspection Stations

- ➢ The following summarizes the number of car seat inspection stations in the state of Texas. The complete list begins on next page.

- ➢ 227 Child Car Seat Inspection Stations

🔍

Child Car Seat Inspection Station Locator

TH**E** RIGHT SEAT. TH**E** RIGHT SIZE. TH**E** RIGHT USE.

Inspection Stations found TX.
Jump to city starting with:
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

TXDOT - Abilene
4250 N Clack St
Abilene, TX 79601

By Appointment

3256766811
Contact: Kristi Barron

Serving Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden, Howard, Kent, Mitchell, Haskell, Shackelford and Stonewall Counties

TXDOT - Abilene
4250 N Clack St
Abilene, TX 79601

By Appointment

325-676-6808
Contact: Jill Collett

Serving Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden, Howard, Kent, Mitchell, Haskell, Shackleford, Stonewall

Christus Spohn Hospital Alice
2500 East Main
Alice, TX 78332

9AM till 12 Noon

361-661-8972
Contact: RN Veronica Garcia

Appointment required

Texas Health Presbyterian Hospital Allen
1105 Central Expy N
Allen, TX 75013

2nd Saturday each month9.00-12.30pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointmentMOB2 Parking Lot

Alpine DSHS
205 N Cockrell St
Alpine, TX 79830

BY APPOINTMENT ONLY, please call to schedule appointment.

(432)837-3877

A date & time to have your child?s car seat checked for proper installation will be provided.

Northwest Texas Healthcare System
1501 S. Coulter
Amarillo, TX 79106
Potter, Carson, Randal

Monday-Friday, By Appointment

806-351-4227
Contact: Julie Poindexter

Spanish Speaking

TxDOT
5715 Canyon Dr
Amarillo, TX 79110

M-Th 8AM to 5 PM, by appointment only

806-356-3295

Counties served Armstrong, Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore,Ochiltree, Oldham, Potter, Randall, Roberts, Sherman

TXDOT - Amarillo
5715 Canyon Dr
Amarillo, TX 79110

M-Th 8AM to 5PM, by appointment only

8063563295
Contact: Tracy Tellman

Serving Armstrongm Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham., Potter, Randall, Roberts and Sherman Counties

TxDOT
FM 563, .1 mi N. of SH 61
Anahuac, TX 77514

Tues-Fri., by apt only

409-267-3611

Counties served Chambers

TXDOT - Beaumont District
FM 563,.1 mi N. of SH 61
Anahuac, TX 77514

Mon-Fri, by appointment only

4092673611
Contact: Gidgit. Morgan

Counties served Jefferson, Hardin and Orange.

Texas AgriLife Extension Service-Brazoria County
21017 County Road 171
Angleton, TX 77515
"Serving Brazoria County"

Please call to schedule an appointment! Located in Precinct 2 Building

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979-864-1558 ext 115
Contact: Courtney Latour

| By appointment only! |

Texas Health Arlington Memorial Hospital
800 W Randol Mill Rd
Arlington, TX 76012

Contact to make an appointment

1-877-847-9355
1-877-THR-Well

| NW employee parking lot |

Austin Safekids led by Dell Chidren's Medical Center
4900 Mueller
Austin, TX 78723
Travis, Williamson, Hays

Hours: please call to schedule an appointment.Bilingual CPS Technicians
Available

512-324-TOTS (8687)
Contact: Tareka Wheeler

TXDOT - Austin
8902 FM-969
Austin, TX 78724

TBDCall to schedule an appointment

512-929-7221
Contact: Ken Barrett

| Travis County |

Austin/Travis County Health & Human Services
7000 Blessing

Austin, TX 78752
Travis,

3rd Friday, By Appointment

512-972-5159

Contact: Doug Ballew

Department of State Health Services Safe Riders
Varied locations in Austin
Austin, TX 78756
Travis, Williamson, Hays

Safe Riders 3rd Wednesday of each Month, By Appointment

800-252-8255
Contact: Coordinator, Safe Riders Program Frank Luera

| Spanish Speaking |

Baytown P.D.
1308 Apache Trail
Baytown, TX 77521
Harris,Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Monday-Friday, Monday-Friday

281-420-5376
Contact: Larry Aldridge

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TXDOT - Beaumont
8350 Eastex Fwy
Beaumont, TX 77708

Mon-Fri., by appointment only

409-898-5719

Counties served Jefferson, Hardin, Orange

TXDOT - Corpus Christi District
662 US-181 N
Beeville, TX 78102

By appointment...Spanish instruction provided

361-203-0244
Contact: Jose Hernandez

Counties-Bee, Goliad, Live Oak, Refugio

TXDOT - Waco District
410 W Loop 121
Belton, TX 76513

Tuesday-Thursday, by appoinment

254-939-3778
Contact: Lisa Haussner

Serving Bell County.

TXDOT-Brownwood
W Main St
Brady, TX 76825

by appointment

325-597-5412

McCullochcounty

Department of State Health Services
1004 S Bridge St
Brady, TX 76825
McCulloch, Concho, Mason, Menard

325.597.0550
Contact: Gina Dicus

appointment required

TXDOT - Brownwood District
US377 North
Brady, TX 76825

By appointment

325-597-5412
Contact: Dusty Huie

McCulloch County

Department of State Health Services
2345 E Price Rd
Brownsville, TX 78521

By appointment only

956-421-5582

Cameron county

TxDOT - Brownwood District
2493 US 183N
Brownwood, TX 76801

by appointment

325-643-0406
Contact: Sarah Dunlap

Brown County

TxDOT - Brownwood District
2493 US 183N
Brownwood, TX 76801

by appointment8:00AM -5:00 PM

325-643-0403
Contact: Jeanni Luckey

Counties Served Brown, Mills, Eastland, San Saba, Coleman, Eastland,
Comanche, Stephens, McCulloch,Lampasas

Texas A&M AgriLife Extension
2619 Highway 21 W
Bryan, TX 77803

Call to schedule an apppointment

979-823-0129

Brazos County

Texas A&M AgriLife Extension
2619 Highway 21 W
Bryan, TX 77803

Call to schedule an apppointment

979-823-0129

Brazos County

TXDOT - Bryan
2591 N Earl Rudder Fwy
Bryan, TX 77803

Odd Friday's each month 1-4 PM

9797789777
Contact: Terri Miller

Counties- Leon, Brazos, Robertson, Grimes, Freestone, Walker, Washington,
Burleson, Madison, Milam

TXDOT - Bryan
2591 N Earl Rudder Fwy
Bryan, TX 77803

Odd Friday's each month 1-4 PM

9797789776
Contact: Robyn Neveu

Counties-Leon, Brazos, Robertson, Grimes, Freestone, Walker, Washington, Burleson, Madison, Milam

Texas Dept. of State Health Services/Region 1 - Community Health Services
300 Victory Drive
Canyon, TX 79016

Please call for an appointment

806-477-1138
Contact: Jolie Person

TXDOT - Childress
7599 US Highway 287
Childress, TX 79201

M-F By Appointment Only

940-937-7179
Contact: Jolie Person

Texas Department of State Health Services
308 N Cedar St
Clarksville, TX 75426

Monday-Thursday 8:00am-5:00pm Appointment preferred; however not required

903-428-3909

Counties served: Red River, Lamar

Texas A&M Police Department
1111 Research Parkway
College Station , TX 77843
Brazos

By Appointment Only

979-845-5281

Passenger Safety, Texas AgriLife Extension Service
578 John Kimbrough Blvd RM 131
College Station, TX 77843
Brazos

Hours: Monday-Friday, By Appointment OnlySpanish Speaker Available

979- 862-4658
979-862-1782
Contact: Lilly Fuentes & Bobbi Brooks, Myrna Hill or Bev Kellner

Family Development and Resource Management

TxDOT - Brownwood District
1502 N Austin St
Comanche, TX 76442

by appointment

325-356-7507
Contact: Verna Bearden

County Comanche

TXDOT -Brownwood District
1502 N Austin St
Comanche, TX 76442

by appointment

325-356-7507
Contact: Calvin Milburn

Comanche County

Tree of Life
3201 N Loop 336 W
Conroe, TX 77304

1st & 3rd Thursday of every month 9am-12pmBy Appointment Only*Spanish Speaking Technicians Available Upon Request

936-539-9530
832-919-7233

TXDOT - Paris District
131 FM 64 West
Cooper, TX 75432

Monday - Friday 8:00AM to 5:00PM

903-395-2139
Contact: Daniel Escobedo

Serving Delta County.

Driscoll Children
3533 S Alameda St
Corpus Christi, TX 78411
Nueces, Kleberg

Monday-Friday, By Appointment

(361) 694-6700
361-851-6880
Contact: RN, BS Felicia Powell

Spanish Speaking

Texas AgriLife Extension Service
300 W 3rd Ave
Corsicana, TX 75110
Navarro

By Appointment Only

903-654-3075
Contact: Paula Butler

Navarro County Fitting Station

TXDOT - Dallas District
100 SW County Road 100
Corsicana, TX 75110

2nd Tuesday and Wednesday 9AM-11AM

903-874-4351
Contact: Vicki Farmer

Navarro County

TXDOT - Odessa District
US Highway 385 N
Crane, TX 79731

By appointment 10:00AM to 3:00PM daily.

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432-558-2711
Contact: Debbie Crane

Serving Andres, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward & Winkler Counties.

TXDOT - Lufkin District
1123 TX-304 Loop
Crockett, TX 75835

Call for appointment.

9365442264
Contact: Jacky Hill

Serving Houston and Trinity Counties.

TXDOT - Lufkin District
1123 TX-304 Loop
Crockett, TX 75835

Call for appointment.

936-544-2264
Contact: Darrell Nealy

Serving Houton and Trinity Counties.

TXDOT - Amarillo
12190 US Highway 87
Dalhart, TX 79022

M-TH 8AM to 5PM. by appointment only

8062492071
Contact: Nadine Pope

Serving Dallamand Hartley counties

Safety Seat Experts
4505 Normandy Ave
Unit #2
Dallas, TX 75205

Hours: Monday-Saturday, By Appointment only

(214)-770-7466

**** This is a fee based service ****

University Park Fire Department
3800 University Blvd
Dallas, TX 75205
Only University Park Residents

Citizens of Service Provided to Citizens of University Park Only - Please call for an appointment, if no answer leave name & phone number

(214)-987-5380
Contact: Phylliss Mahan

If no answer, leave name & phone #. Calls returned within 24 hours

Dallas Police Department - Traffic Section
334 S. Hall
Dallas, TX 75226

by appointment only

214-670-5012
Contact: Officer Smite

call for appointment

Texas Health Presbyterian Hospital Dallas
8200 Walnut Hill Ln
Dallas, TX 75231

By Appointment Only

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Children Trauma Services
1935 Motor St.
Dallas, TX 75235
Dallas, Collins

Mondays, By Appointment

214-456-2059

By Appointment Only-please call to schedule-Spanish Speaking

Injury Prevention Center of Dallas
6300 Harry Hines Blvd.
Suite 240
Dallas, TX 75235
Dallas, Collins

Monday-Friday, Call for appointment not done at this location

214.590.4455
Contact: David Beveridge Isabel Colunga

Spanish Speaking

City of Deer Park Traffic Facility Building B
4100 Luella Ave
Deer Park, TX 77536

Monday-Friday 9am-12pmBy Appointment Only

281-478-7257
832-822-2277

Texas Department of State Health Services
1401 Las Vacas St
Del Rio, TX 78840

Monday-Friday 8:00am-12:00pm1:00pm-5:00pmAppointment Required

830-768-2800
Contact: Araceli Perez Jose Guerrero

Counties served; Val Verde

Texas Health Presbyterian Hospital Denton
3000 N I-35
Denton, TX 76201

1st Saturday 10-1.30pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

TXDOT - Dallas District
2624 W Prairie St

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Denton, TX 76201

2nd and 3rd Tuesday 9AM-2PM

940-387-1414
Contact: Kathleen Harlan

Denton County

Denton Police Department
601 E Hickory St.
Suite # E
Denton, TX 76205
Denton, Wise

Wednesday-Thursday-Friday, By Appointment

940-349-8181
Contact: Wanda Bodle

Denton County Health Department
535 TX-288 N Loop
Suite 288
Denton, TX 76205

by Appointment

972-434-4715
940-349-2900
Contact: Julie Wright

Spanish and English

TXDOT - Amarillo
1249 N Maddox Ave
Dumas, TX 79029

M-Th 8AM to 5 PM, by appointment only

806-935-4501

Counties Served Moore & Sherman

TXDOT - Brownwood District
906 E Main St
Eastland, TX 76448

by appointment

254-629-3845
Contact: Caleb Ashley

EastlandCounty

TXDOT - Brownwood District
906 E Main St
Eastland, TX 76448

by appointment

254-629-3845
Contact: Randy Boles

EastlandCounty

TXDOT - Brownwood District
906 E Main St
Eastland, TX 76448

By appointment

254-629-3845
Contact: Jason Maynard

Eastland

South Texas Health System
1400 W Trenton Rd
Edinburg, TX 78539

8AM-5PMBY APPOINTMEWNT

956-632-4484
Contact: Judy Castillo

SPANISH SPEAKING

Blissful Baby Consultants, LLC
4811 S Jackson Rd
Edinburg, TX 78539

11 May, 2015

Monday-Friday 0800-1530, by appointment only, English and Spanish

866 684-4811
Contact: Nancy Cavazos

Serving Starr, Hidalgo, Cameron, Willacy counties

Department State Health Services-FCHS
401 E Franklin Ave
El Paso, TX 79901

Thursday Appointments OnlyPlease Call to Schedule your appointment on Thursday

915-834-7760

Counties Served:El PasoMulti-lingual language available: Spanish

El Paso Police Department-Safe Communities
911 N. Raynor
El Paso, TX 79903
El Paso

Monday-Friday, By Appointment

915-564-7352
Contact: Margaret Petrozza-Meraz

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3PM. Spanish instruction available.

916-790-4270
Contact: Margarita Montes

Serving El Paso, Hudspeth, Culberson, Presido, Brewster & Jeff Davis Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

2nd & 3rd Tuesdays from 1-3pm...By appointment (Spanish instruction provided)

915-790-4384
Contact: Monica O'Kane

Serving El Paso, Hudspeth, Culberson, Presido, Brewster and Jeff Davis
Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3 PM

915-790-4388
Contact: Elva Rascon

Serving El Paso, Hudspeth, Culberson, Presidio, Brewster & Jeff Davis
Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3PM. Spanish instruction available.

915-790-4410
Contact: Carmen Sifuentes

Serving El Paso, Hudspeth, Culberson, Presido, Brewster & Jeff Davis
Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3 PM. Spanish instuction available.

915-790-4210
Contact: Ernie Valdez

Serving El Paso, Judspeth, Culberson, Presido, Brewster & Jeff Davis
Counties.

Euless Police Department
1102 W Euless Blvd
Euless, TX 76040
Tarrant

Monday-Friday, By Appointment

817-685-1686
817-835-4841
Contact: Cpl James Gordon

zip codes are 76039 & 76040

Department of State Health Services
1200 E Highway 285
Falfurrias, TX 78355

By appointment only

956-421-5582

Brooks County

TX Health Methodist Hospital Southwest
1800 West Fwy
Fort Worth, TX 76102

3rd Wednesday 9.30-1.30pmContact to make an appointment

1-877-847-9355

1-877-THR-Well
Contact: Community Outreach Coordinator Amanda English

St Paul Lutheran Church

Safe Kids Tarrant County led by Cook Children?s
801 Seventh Avenue
Fort Worth, TX 76104
Tarrant and surrounding

Locations and dates vary. By appointment only. Phone line messages returned within 2 business days. Spanish-speaking.

682-885-2634
Contact: Dana Walraven

Texas Health Harris Methodist Hospital Southwest
6270 John Ryan Dr
Fort Worth, TX 76132

2nd Saturday 9.30-1pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

TX Health Methodist Hospital Southwest
6300 John Ryan Dr
Fort Worth, TX 76132

4th Wednesday 9.30-1.30pm Contact to make an appointment

1-877-847-9355
1-877-THR-Well
Contact: Community Outreach Coordinator Amanda English

Gladney Center for Adoption

Jimmy?s Car Seat Check
602 Aviator Drive
Fort Worth, TX 76179
Tarrant and surrounding area

Must call or email to schedule an appointment!

817-755-0607

After scheduling an appointment, arrangements will be made for a time and location to conduct a child safety seat check with parents or caregivers.jimmywille@pilotservice.org

Texas Health Harris Methodist Hospital Alliance
10864 Texas Health Trail
Fort Worth, TX 76244

3rd Saturday 9-11.30am

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Friendswood Police Department
1600 Whitaker Dr
Friendswood, TX 77546

Every Other Monday4pm-8pmBy Appointment Only

281-996-3316

TXDOT - Abilene
400 E Wasson Ave
Gail, TX 79738

By Appointment

8067564491
Contact: Carrie Hart

Serving Borden County

TXDOT - Waco District
3502 E Main St
Gatesville, TX 76528

Tuesday-Thursday, by appoinment

254-867-7115
Contact: Donna Smith

Serving Coryell County.

Texas AgriLife Extension Service Lee County Fitting Station
310 S Grimes St
Giddings, TX 78942
Lee

By Appointment Only

979-542-2753
Contact: Tonya Poncik

TXDOT Brownwood
US 84 & US184 North
Goldthwaite, TX 76844

by appointment

325-648-3028

MillsCounty

TXDOT-Brownwood
US 84 & US184 North
Goldthwaite, TX 76844

by appointment

325-648-3028

MillsCounty

TXDOT - Brownwood District
US 84 & US 184 North
Goldwaite, TX 76844

By appointment

325-648-3028
Contact: Shelley Schuman

Mills county

TXDOT - Brownwood District
US 84 & US 184 North
Goldwaite, TX 76844

By appointment

325-648-3028
Contact: Kevin Seider

Mils county

TXDOT - Dallas District
4202 Corn Valley Rd
Grand Prairie, TX 75052

1st and 3rd Tuesday 9AM-11AM

972-263-1387
Contact: Justin Dotson

Serving Dallas County

TXDOT - Amarillo
114 W SH 15
Gruver, TX 79040

M-Th 8AM to 5 PM, by appointment only

806-733-2334

Hansford county

TX DEPARTMENT of State Health Services
1309 E Cemetery RD
Hallettsville, TX 77964

APPOINTMENT REQUIREDMONDAY-FRIDAY 8:00 AM- 5:00 PM

361-798-9626

COUNTIES SERVED LAVACA & GONZALES

Texas Department of State Health Services
1309 E Cemetery Rd
Hallettsville, TX 77964

Monday-Friday 8:00am-5:00pmAppointment Required

361-798-9626

Counties served:Lavaca, Gonzales, & Surrounding Counties

TXDOT - Waco District
1301 E Main St
Hamilton, TX 76531

Tuesday-Thursday, by appoinment.

254-386-5512
Contact: Keslie Koether

Serving Hamilton County.

Department of State Health Services
601 W Sesame Dr
Harlingen, TX 78550

BY APPOINTMENT ONLY

956-421-5582

Harlingen Police Department

1102 S. Commerce
Harlingen, TX 78550
Cameron, Hidalgo, Star, Willacy

956-216-5436
956-216-5529
Contact: Officer Ray DeLua/ Officer Salvador Carmona

Please call to schedule an appointment with Officer DeLua or Officer Carmona!

Valley Baptist Medical Center
2101 Pease St
Harlingen, TX 78550

8am - 5pm

956-339-6905
Contact: Yolanda Padilla

No appointment necessary

TXDOT - Waco District
1400 S Abbott Ave
Hillsboro, TX 76645

Tuesday-Thursday, by appoinment.

254-582-5411
Contact: Leona Aparicio

Serving Hill County.

TXDOT - Houston
7600 Washington Ave
Houston, TX 77007

TBD...Spanish instruction available.

713-802-5177
Contact: Olga Navarro

Brazoria, Ft. Bend, Galveston, Harris, Montgomery and Waller Counties.

TXDOT - Houston
7600 Washington Ave
Houston, TX 77007

TBD...

713-802-5187
Contact: Garry Rand

Serving Brazoria, Ft. Bend. Galveston, Harris, Montgomery and Walter
Counties.

Avance
1917 Cochran St
Houston, TX 77009

2nd Wednesday of Every Month 9am-12pmBy Appointment OnlySpanish
Speaking Technicians Available

713-812-0033 x 237
Contact: Liliana Garcia

Alternate Contact:Mary Garcia 832-831-4889

Harris County Emergency Corps
2800 Aldine Bender Rd

Houston, TX 77032

Monday-Friday 9am-12pmBy Appointment Only*Spanish Speaking Technicians Available Upon Request

281-449-3131
Contact: Amy Spoerle

Harris County Sherrif's Office
5202 Aldine Mail Route Rd
Houston, TX 77039

Monday-Friday 9am-4pmBy Appointment Only*Spanish Speaking Technicians Available Upon Request

281-449-6600

D2 Aldine Storefront

Texas Department of Public Safety
12230 West Rd
Houston, TX 77065

Hours: Monday-Friday, By Appointment Only

281-517-1338
281-517-1337
Contact: Trooper Richard Standifer Trooper John Sampa

Contact: Trooper Richard Standifer / Trooper John Sampa

Southwest Multi-Service Center
6400 High Star Dr
Houston, TX 77074

3rd Wednesday of Every Month 9am-12pmBy Appointment OnlySpanish Speaking Technicians Available

832-822-2277
Contact: Diana Suarez

Harris County Sheriff's Office
7043 Highway 6 S
Houston, TX 77083

Monday-Friday 9am-4pmBy Appointment Only*Spanish Speaking Technicians Available Upon Request

281-564-5988

D4 Mission Bend Storefront

Harris County Sherrif's Office
7614 Fallbrook Dr
Houston, TX 77086

Monday-Friday 9am-4pmBy Appointment Only*Spanish Speaking Technicians Available Upon Request

281-537-9492

D1 Willowood Storefront

Harris County Sheriff?s Dept-Cali Storefront
17117 Cali Dr
Houston, TX 77090

Monday-Friday 9am-4pmBy Appointment Only*Spanish Speaking Technicians
Available Upon Request

281-537-1606

District 1

Texas Department of Public Safety
12230 West Road
Houston, TX 77092
Harris,Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Monday-Friday, By Appointment

281-517-1338
281-517-1337
Contact: Trooper Richard Standifer / Trooper John Sampa

TX Department of State Health Services - Huntsville
2507 Lake Rd
Huntsville, TX 77340
Walker and Other

BY APPOINTMENT ONLY

936.294.2170
Contact: Jessica Twardeski

appointment required

First United Methodist Church of Hurst
521 W Pipeline Rd
Hurst, TX 76053

4th Tuesday 10.30-1.30pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

TXDOT - Dallas District
505 S I-45
Hutchins, TX 75141

3rd Tuesday and Thursday 9AM-2PM.

972-225-2346
Contact: Timothy Mask

Serving Dallas County.

Harris County Sheriff's Office
19818 Franz Rd
Katy, TX 77449

Monday-Friday 9am-4pmBy Appointment Only*Spanish Speaking Technicians
Available Upon Request

281-647-9371

D4 Franz Storefront

Presbyterian Hospital-Kaufman
850 Ed Hall Dr
Kaufman, TX 75142

4th Saturday 9-11.30am

1-877-847-9355

1-877-THR-Well

Contact to make an appointment

TXDOT - Dallas District
2750 S Washington St
Kaufman, TX 75142

1st and 3rd Tuesday 8AM-12PM.Also another POC is Daniel Poole...(972)962-3617

972-962-3848
Contact: Mandel Howard

Serving Kaufman and Rockwall counties.

Dept of State Health Services - Kerrville
819 Water St E
Kerrville, TX 78028

Monday-Friday 8am - 12noon and 1pm - 5pm

830-896-5515
Contact: Health Servie Tech Norma Cardona-Price

call to schedule an appointment

Kerr County Sheriff
400 Clearwater Paseo
Kerrville, TX 78028

Please call to schedule an appointment.

830-896-1216 ext.212
Contact: Michael Earney

Kerrville PD
429 Sidney Baker
Kerrville, TX 78028
Kerr

8:00am - 5:00pm

830-257-8181
Contact: Sergeant John Knoulton

Department of State Health Services
1413 E Corral Ave
Kingsville, TX 78363

By appointment only

956-421-5582

Kleberg County

Texas AgriLife Extension Service Fayette County Fitting Station
254 North Jefferson Street
La Grange , TX 78945-2213
Fayette

By Appointment Only

(979) 968-5831

Lake Jackson EMS
10 Oak Dr
Lake Jackson, TX 77566

2nd Friday of Every Month 11am-3pmBy Appointment Only

979-415-2715
Contact: Jenni Jones

TXDOT - Brownwood District
1133 US 283 North
Lampasas, TX 76550

by appointment

512-556-5435
Contact: Celeste Johnson

LampasasCounty

Texas Department of Transportation- Laredo District
1817 Bob Bullock Loop
Laredo, TX 78043

Every 1st and 3rd Wednesday of the Month and by appointment8:30am to 12:00 pm

956-7812-7408
Contact: BlancaN.Treviiio-Castro Blanca.Trevinocastro@txdot.gov

English and SpanishServes Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb, & Zavala Counties

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TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointment. Spanish instruction available.

956-717-7700
Contact: Mirelda Cavazos

Serving Webb, Duval Zavala, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointmemnt. Spanish intruction available.

956-712-7428
Contact: John Charles

Serving Webb, Duval, Zaval, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointment. Spansih instruction available.

956-712-7453
Contact: Maria Rodgers

Serving Webb, Duval Zavala, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointment. Spanish instruction available.

956-764-1212
Contact: Veronica Solis

Serving Webb, Duval, Zavala, Dimmit, Kinney, LaSalle,Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043
Web

Call for appointment. Spanish instruction available.

956-712-7428
Contact: Blanca Treviño-Castro

Serving Webb, duval, Zaval,Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

Doctor Hospital of Laredo
10700 McPherson Rd
Laredo, TX 78045

MON-FRIDAY 9AM TO 5 PM

956-523-2193

NO APPOINTMENT NEEDEDWEBB, ZAPATA, JIM HOGG COUNTIES

Smith South Plains
2483 Highway 114 E
Levelland, TX 79336
Hockley

806-894-3191

Child Safety Seat Clinic. There will be Certified Inspectors on site to check the Child

Smith South Plains
2483 Highway 114 E
Levelland, TX 79336
Hockley

806-894-3191

Child Safety Seat Clinic. There will be Certified Inspectors on site to check the Child

Lewisville Police Department
1187 W Main St
Lewisville, TX 75067

Please call 972-219-3668 to make an appointment. By appointment only.Appts held on the last Tuesday of each month.

972-219-3668

TxDOT
209 Layl Dr
Liberty, TX 77575

every Friday 12-5 PM by appointment only

936-336-5669

County served

TXDOT - Beaumont District
209 Layl Dr
Liberty, TX 77575

Every Friday 12-5 PM by appointment only

9363365669
Contact: Linda Frank

Liberty County

Lubbock Fire Department
515 East Ursuline Street
Lubbock, TX 79403
Lubbock, Hockley, Hale, Lynn, Crosby

Please Call to schedule an appointment

806-775-3070
806-771-5292
Contact: Doyce Ewing or Monica Pilip

TXDOT - Lubbock
135 E Slaton Rd
Lubbock, TX 79404
Lubbock, Hale, Hockley, Crosby,Lynn

Monday-Friday, 8:00:00 AM to 4:00 PM. Spanish instruction available.

806-748-4478
Contact: David Barrera

Serving Parmer, Terry, castro, Floyd, Dawson, Hockley, Lamb, Lubbock and
Cochran Counties.

TXDOT - Lubbock
135 E Slaton Rd
Lubbock, TX 79404
Bailey,Castro,Cochran,Crosby,Dawson,Floyd,Gaines,Garza,Hale,Hockley,Lamb,
Lubbock,Lynn,Parmer,Swisher,Terry,Yoakum

By appointment Monday-Friday 8AM-5PM

806-748-4478
Contact: Karen Peoples

Serving Palmer, Terry, Castro, Floyd, Dawson,Hockley,Lamb, Lubbock and
Cochran Counties.

Texas Dept of State Health Services
6302 Lola Ave
Lubbock, TX 79424

Appointment requiredHours of OperationMonday thru Friday 8AM to 5 PM; or as
needed by appointment

806-783-6481

Service surounding counties; Floyd, Childress, Hall, Castro, Crosby, Lubbock,
Hockley, Baily

Injury Prevention Coalition of the South Plains Inc.
P.O. Box 53074
Lubbock, TX 79453
Lubbock, Hale, Hockley, Crosby,Lynn

"By Appointment Only"

806-745-5428
Contact: Karen Slay

TXDOT - Lufkin District
1805 N Timberland Dr
Lufkin, TX 75901

Call for appointment.

936-633-4315
Contact: Allison Beck

Serving Angelina, Houston, nacogdoches, Polk, Sabine, San Augustine, San Jacinto, Shelby and Trinity Counties.

TXDOT - Lufkin District
1805 N Timberland Dr
Lufkin, TX 75901

Call for appointment

936-634-4433
Contact: Krista Cloonan

Serving Angelina and Nacogdoches Counties.

Lufkin Police Department
300 E. Sheperd Ave.
Lufkin, TX 75902
Angelina, Polk, Nacogdoches

Sunday-Saturday, By Appointment

936-633-0356
Contact: Toby Stanaland

Department State Health Services-FCHS
101 N Mesa St
Marfa, TX 79843

Appointment OnlyPlease Call to Schedule an appointment

432-729-4275

Counties Served:Jeff DavisMulti-lingual language available: Spanish

Marfa DSHS
101 N Mesa St
Marfa, TX 79843

BY APPOINTMENT ONLY, please call to schedule appointment.

(432) 729-5042
(432) 729-5045

A date & time to have your child?s car seat checked for proper installation will be provided.

City of McAllen-Traffic Operations
210 N 20th St
McAllen, TX 78501

M-F 7am-4pmAppointment Required

956-681-2700
Contact: Sara Gonzalez

Hidalgo County

Texas Department of Public Safety

Page 416 of 772

1414 N. Bicentennial
McAllen, TX 78501
Hidalgo, Willacy, Cameron

Monday thru FridayBilingual services in Spanish Available!

956-984-5647
Contact: Trooper Juan Hernandez

Walk ins welcome, please call or email Trooper Hernandez at
JuanG.Hernandez@txdps.state.tx.us!

TXDOT - Dallas District
2205 S State Highway 5
McKinney, TX 75069

1st and 3rd Wednesday 9AM-11PM

972-542-2345
Contact: Cody Phillips

Collin

TXDOT - Dallas District
2205 S State Highway 5
McKinney, TX 75069

1st and 3rd Wednesday 9AM-11PM

972-542-2461
Contact: David Sisk

Collin County

TXDOT - Waco District
9167 State Highway 6
Meridian, TX 76665

Tuesday-Thursday, by appoinment

254-435-2258
Contact: Jennifer Page

Serving Bosque county

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided.

214-320-4475
Contact: Tony Carrillo

Serving Dallas County

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

(214)320-6220
Contact: Bernadine Moore

Serving Dallas County

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

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1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

214-319-6502
Contact: Robert Plaza

Serving Dallas county

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

214-320-6610
Contact: Lisa Sierra

Serving Dallas County

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

214-320-6235
Contact: Robert White

Serving Dallas County

TXDOT - Waco District
N Highway 14
Mexia, TX 76667

Tuesday-Thursday, by appoinment

254-562-2900
Contact: Brian Dickinson

Serving Limestone County.

Mission Regional Medical Center
900 S Bryan Rd
Mission, TX 78572
Hidalgo, Star

by appointment, please call

956-821-4354

Mission Regional Medical Center
900 S Bryan Rd
Mission, TX 78572

Mon-Fri 8am-5pmBy Appointment

956-821-4354

English/Spanish Speaking

Texas AgriLife Extension Service Ward County Fitting Station
3600 S Stockton Ave
Monahans, TX 79756
Ward

By Appointment OnlyLocated in Unit # J

432-943-4112

TXDOT - Atlanta District
2210 W Ferguson Rd
Mount Pleasant, TX 75455

Every Tuesday from 1-4 PM

9035728511
Contact: Kelly Medder

Serving Titus and Upshur county.

Texas AgriLife Extension Service Grimes County Fitting Station
208 South Judson Street
Navasota, TX 77868
Grimes

By Appointment Only

936-873-3907

New Caney Fire Department
19870 FM 1485 West
New Caney, TX 77357

Hours: Saturday 1:00-4 PM by appointment

281-689-3112, Extension 0
Contact: Kyle Romagus

Texas Department of Transportation
3901 E Highway 80
Odessa, TX 79761

By appointment...Monday-Friday 8am - 5pm.

432-498-4748
Contact: Robert Martinez

serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward and Winkler counties.

TXDOT - Odessa District
3901 E Highway 80
Odessa, TX 79761

By appointment 10:00AM to 3:00PM daily. Spanish instruction available.

432-498-4748
Contact: Robert Martinez

Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward and Winkler Counties.

TXDOT - Odessa District
3901 E Highway 80
Odessa, TX 79761

By appointment 10:00Am to 3:00PM daily. Spanish instruction available.

432-498-4690
Contact: Griselda Rodriguez

Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward & Winkler Counties.

Texas AgriLife Extension Service Anderson County Fitting Station
101 East Oak Street, Corner of Oak & Sycamore St
Palestine, TX 75801
Anderson

By Appointment Only

903-723-3735

TXDOT - Paris District
3600 TX-286-LOOP SW
Paris, TX 75460

Monday - Friday 8:00AM to 5:00PM

903-782-1202
Contact: Shari Coker

Serving Lamar County

Paris EMS
150 SE 1st
Paris, TX 75460
Lamar

8am -5pm- Call prior to coming

903.784.9229
903.517.2633
Contact: Rodney Jones

TXDOT - Paris District
1365 N Main St
Paris, TX 75460

Monday - Friday 8:00AM to 5:00PM

903-737-9263
Contact: David Merritt

Serving Lamar County.

TXDOT - Paris District
1365 N Main St
Paris, TX 75460

Monday - Friday 8:00AM to 5:00PM.

903-737-9292
Contact: Tray Turner

Lamar, Grayson, Hopkins, Delta, Hunt, Franklin, Fannin, Rains and Red River Counties.

Monument Chevrolet
3940 Pasadena Fwy
Pasadena, TX 77503

2nd Thursday of every month 1pm-4pmBy Appointment OnlySpanish Speaking Technicians Available

832-822-2277
Contact: Diana Suarez

Monument Chevrolet
3940 Pasadena Fwy
Pasadena, TX 77503

2nd Thursday of every month 1pm-4pmBy Appointment OnlySpanish Speaking Technicians Available

832-822-2277

Contact: Diana Suarez

Pearland EMS-Station 5
3100 Kirby Dr
Pearland, TX 77584

Hours: 3rd Friday every month from 8:30am-12:00pm By Appointment Only.

: 281-997-5840

Spanish Speaking Technicians available upon request

TXDOT - Pharr District
600 US Highway 83
Pharr, TX 78577

Call for appointment. Spanish instruction available.

956-702-6119
Contact: Oscar Garza

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and ZapataCounties.

TXDOT - Pharr District
600 US Highway 83
Pharr, TX 78577

Call for appointment. Spanish instruction available.

956-802-4463
Contact: Ruby Martinez

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.

TXDOT - Pharr District
521 W Ferguson Ave
Pharr, TX 78577

Call for appointment

956-702-6250
Contact: Mary Mata

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and ZapataCounties.

TXDOT - Pharr District
600 US Highway 83
Pharr, TX 78577

Call for appointment

956-702-6141
Contact: Teresa Muehlberger-McMillian

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and ZapataCounties.

TXDOT - Pharr
600 US-83 Branch
Pharr, TX 78577

call or email for an appointmentHazel.Zepeda@txdot.gov956-702-6129

956-702-6129
Contact: Hazel Zepeda

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Serving hildago County

Childrens
7601 Preston Road
Plano, TX 75024
Collin

This Inspection Station is Only Open the last Friday of every Month! Hours are
9:30 AM thru 12:30 PM

214-456-2059
Contact: Susan Jackson

Appointement is required , so call to schedule an appointment!

Texas Health Presbyterian Hospital Plano
6200 W Parker Rd
Plano, TX 75093

1st Tuesday 9.30-1pm 3rd Tuesday 9.30-1pm4th Saturday 9.30-1pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Presbyterian Hospital of Plano
6200 W. Parker Road
Plano, TX 75093

by appointment

1-800-477-3729
972-981-8627
Contact: Safe Kids Collins County Coordinator Miriam Wilhem

Texas A&M AgriLife Extension
186 County Road 101
Suite 1
Port Lavaca, TX 77979

8 AM-5 PM Monday thru Friday

361-552-9747

Please call to schedule an appointment!

Presidio DSHS:
701 Bomar
One Main Center
Presidio, TX 79845

BY APPOINTMENT ONLY, please call to schedule appointment.

(432) 229-1540
(432) 229-1545

A date & time to have your child?s car seat checked for proper installation will
be provided.

Department State Health Services-FCHS
701 Bomar Ave
Presidio, TX 79845

Appointment OnlyPlease Call to Schedule an appointment

432-229-1540

Counties Served:PresidoMulti-lingual language available: Spanish

Department of State Health Services
174 S 13th St
Raymondville, TX 78580
Willacy County

by appointment only

956.421.5582
Contact: Patricia Huerta

Willacy County

Fort Bend County Sheriff's Office
1521 Eugene Heimann Circle
Richmond, TX 77469

Monday-Friday 9am-12pmBy Appointment Only

281-238-1536
Contact: Deputy Gerard Argao

Department of State Health Services
608 N Garza St
Rio Grande City, TX 78582
Star County

by appointment only, please call

956-421-5582

Starr County

Community Action Council of So. Texas
510 E Eisenhower Rd
Rio Grande City, TX 78582

Monday-Friday

956-573-5375
Contact: Victoria Ruiz Claudia Gonzalez

Rosenberg Municipal Court
2110 4th St
Rosenberg, TX 77471

Monday-Friday 9am-12pmBy Appointment Only

832-595-3450
Contact: Officer John Johnson

TXDOT - San Angelo District
4502 Knickerbocker Rd
San Angelo, TX 76904

Varies month to month

325-947-9219
Contact: Todd Deere

Serving Bexar County.

TXDOT - San Antonio District
3500 NW I-410-LOOP
San Antonio, TX 78201

Varies month to month.

210-731-5219

Contact: Robbi Smith

Serving Bexar County.

TXDOT - San Antonio District
4615 NW I-410-LOOP
San Antonio, TX 78229

Varies month to month

210-615-6471
Contact: Sandra Akins

Serving Bexar County.

University Hospital/San Antonio Safe Kids
4502 Medical drive
San Antonio, TX 78229
Bexar

Monday-Friday, By Appointment

210-358-4295
Contact: Susan Douglas

Spanish Speaking

TXDOT - San Antonio District
4615 NW I-410-LOOP
San Antonio, TX 78229

Varies month to month

210-615-6060
Contact: Jose Ibarra

Serving Bexar County.

TXDOT - San Antonio District
4615 NW I-410-LOOP
San Antonio, TX 78229

Varies month to month

210-615-5956
Contact: Kenneth Kuykendall

Serving Bexar County.

TXDOT - San Antonio District
4502 Medical Dr
San Antonio, TX 78229

Varies from month to month. Spanish instruction available.

210-383-4295
Contact: Sergio Vega

Serving Bexar County.

TXDOT - San Antonio District
NW I-410-LOOP
San Antonio, TX 78229

Varies month to month.

210-731-5218
Contact: Mona Zertuche

Serving Bexar County.

TXDOT - Pharr District
1350 E US Highway 77
San Benito, TX 78586

Call for appointment. Sppanish instruction available.

956-399-5102
Contact: Roberto Serna

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and ZapataCounties.

Hays County Sheriff Office
1307 Uhland Rd
San Marcos, TX 78666
Hays and Travis

M-F 8am - 12pm; by appointment only

512.393.7373
Contact: Deputy Manuel de La Rosa

Spanish Speaking

TXDOT - Brownwood District
2502 W Wallace St
San Saba, TX 76877

by appointment

325-372-3527
Contact: Keith Shaffer

San SabaCounty

New Parent Support Program
149 Hart Street
Sheppard AFB Clinic (Bldg 1200)
Sheppard AFB, TX 76311

Monthly car seat inspection station at Sheppard AFB, TexasThird Thursday of the month from 0830 AM until 1200.PM

940.676.7239

By appointment only

TXDOT - Paris District
US-75 S
Sherman, TX 75090

Monday - Friday 8:00AM to 5:00PM

903-892-6529
Contact: Jeff Galewater

Serving Grayson County

Texas Health Presbyterin Hospital-WNJ
500 N Highland Ave
Sherman, TX 75092

First Saturday of every month and Please call to schedule an appointment time

903-647-1777

Counties served Grayson, Fannin, Cooke, Bryan

TXDOT-Childress
1301 W Lonestar St

Silverton, TX 79257

call for appointment

806-823-2386

County-Briscoe

TXDOT - Childress
1301 W Lonestar St
Silverton, TX 79257

By appointment (call)

806-823-2386
Contact: Scott Perkins

Briscoe county

TxDOT
111 N Avenue V
Snyder, TX 79549

By appointment only

325-573-0143

ScurryCounty

TXDOT - Abilene
111 N Avenue V
Snyder, TX 79549

By Appointment

3255730143
Contact: Rosalinda Sanchez

Serving Scurry County

Dept of State Health Service Sonora
103 E Main
Sonora, TX 76950
Sutton, Kimble, Schleicher Crockett

MONDAY -FRIDAY8 AM -5 PM

325-387-2234

Southlake Police Department
100 E Dove Rd
Southlake, TX 76092

Monday -FridayAppointment Only

817-748-8173

Southlake Fire Department
600 State St
Southlake, TX 76092
Tarrant, Denton

Monday-Friday, By Appointment

817-748- 8349
Contact: Renni Burt

Cypress Creek EMS
7111 Five Forks Dr
Spring, TX 77379

Every Wednesday 9am-12pm By Appointment Only

281-378-0800
Contact: Kristen Roszko

TXDOT - Odessa District
State Highway 137
Stanton, TX 79782

By appointment 10:00AM to 3:30PM daily. Spanish instruction available.

432-756-2140
Contact: Herminia Gonzalez

Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward and Winkler Counties.

Texas Health Harris Methodist Hospital Stephenville
411 N Belknap Ave
Stephenville, TX 76401

1st Thursday 5.30-6.30pm 3rd Saturday 1.30-2.30pm

1-877-847-9355
1-877-THR-Well

Community Outreach Building 2Contact to make an appointment

Babies R Us Sugar Land
15555 Southwest Fwy
Sugar Land, TX 77478

1st Thursday of Every Month 9am-12pmBy Appointment Only

281-980-9595
832-822-2277

Texas Department of State Health Services
1400 College St
Sulphur Springs, TX 75482

Monday-Friday 8:00am-5:00pm Appointment preferred; however not required

903-885-6573

Counties served: Delta, Hopkins, Rains, Wood

Scott & White Hospital
2401 South 31st Street
Temple, TX 76508

Call for an appointment

254-724-4967

Scott & White Hospital
2401 South 31st Street
Temple, TX 76508
Bell, Falls, Coryell, Hamilton, Lampasas, Milam

by appointment 254-724-8202

254-724-8202 beeper #0679

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Contact: Trauma Injury Prevention/Outreach Coordinator Susan Burchfield

by appointment

ETMC EMS Headquarters
352 US-69 N
Tyler, TX 75702

By appointment only.

903-939-5746

TXDOT - Tyler District
2709 W Front St
Tyler, TX 75702

By Appointment only Please call to schedule.

903-510-9225
Contact: Wanda Ealey

Serving Smith, Cherokee, Anderson, Henderson, Upshur, Gregg, Rusk and Van Zandt Counties.

ETMC EMS Headquarters
352 S Glenwood Blvd
Tyler, TX 75702

903 939-5746
Contact: Outreach Education Specialist Vicky LaMay

Department State Health Services-FCHS
704 W Broadway
Van Horn, TX 79855

Appointment OnlyPlease Call to Schedule an appointment

432-283-3090

Multi-lingual language available: SpanishCounties Served:Culberson, Hudspeth

TXDOT - Wichita Falls District
4031 Main St
Vernon, TX 76384

By appointment only.

940-357-9390
Contact: David Fulford

Serving Wilbargar county.

TXDOT - Waco District
100 S Loop Dr
Waco, TX 76704

Monday-Friday by appointment.

254-867-2806
Contact: Theresa Dudik

Serving McLennan County.

TXDOT - Waco District
100 S Loop Dr

Waco, TX 76704

Monday-Friday by appointment

254-867-2869
Contact: Sherri Robelia

Serving Mclennan County.

TXDOT - Dallas District
124 FM-876
Waxahachie, TX 75167

3rd and 4th Friday 9AM-3PM...Spanish instruction provided

972-938-2960
Contact: Jennifer Godina

Ellis COunty

TXDOT
1601 Southwest Pkwy
Wichita Falls, TX 76302

?by appointment only?

940-720-7708
Contact: Tish Beaver

please call to schedule

United Regional
1600 11th Street
Witchita Falls, TX 76301
10 County area surrounding Witchita

8AM-4PM

940-764-2122
Contact: RN Laura Presser

TXDOT - Beaumont District
807 Pine St
Woodville, TX 75979

Mon-Fri., by appointment

4092832451
Contact: Amber Couthran

Counties served Tyler (Jasper & Newton if needed)

TXDOT -Yoakum
403 Huck St
Yoakum, TX 77995

second Tuesday of each month from 1-4 PM

361-293-4307

Counties; AUSTIN, CALNOUN, COLORADO, DEWITT, FAYETTE,
GONZALES, JACKSON, LAVACA, MATAGORDA, VICTORIA, WHARTON

TXDOT - Yoakum District
403 Huck St
Yoakum, TX 77995

2nd Tuesday of each month from 1-4 PM.

361-293-4307
Contact: Pat eifert

SERVING AUSTIN, CALNOUN, COLORADO, DEWITT, FAYETTE,
GONZALES, JACKSON, LAVACA, MATAGORDA, VICTORIA AND
WHARTON COUNTIES.

If changes need to be made in the address, phone, contact person, or hours of operation for
inspection station sites, please contact NHTSA.gov.

FIND ANOTHER STATION

EXPLORE

Inspection Station Locator
Car Seats
On the Move
Teen Driving
In and Around the Car
Seat Belts
Car Seat Video Help
Laws by State

SAFETY PARTNERS

Chuggington
Safe Kids Worldwide
Child Passenger Safety Certification
American Academy of Pediatrics
Children's Hospital of Philadelphia
Governors Highway Safety Association
American Driver and Traffic Safety
Education Association
Students Against Destructive Decisions (SADD)
NOYS
National Safety Council
National Child Passenger Safety Board

OUR SITES

NHTSA.gov
Safercar.gov
Distraction.gov
EMS.gov
911.gov
TrafficSafetyMarketing.gov

ABOUT US

Web Policies & Notices
Terms of Use
FOIA
Privacy Policy
Careers
Contact NHTSA
RSS

Texas Child Passenger Fitting Stations By County - Availability					
	Population of County			Population of County	
State of Texas County	Fitting Station Site located within the County	No Fitting Station Site located within this County	State of Texas County	Fitting Station Site located within the County	No Fitting Station Site located within this County
ANDERSON	57,627		KARNES		14,906
ANDREWS		17,477	KAUFMAN	111,236	
ANGELINA	87,750		KENDALL		38,880
ARANSAS		24,972	KENEDY		400
ARCHER		8,811	KENT		785
ARMSTRONG		1,955	KERR	50,562	
ATASCOSA		47,774	KIMBLE		4,438
AUSTIN		29,114	KING		262
BAILEY		6,910	KINNEY		3,526
BANDERA		20,892	KLEBERG	32,190	
BASTROP		78,069	KNOX		3,858
BAYLOR		3,592	LAMAR	49,523	
BEE	32,863		LAMB		13,574
BELL	329,140		LAMPASAS	20,156	
BEXAR	1,855,866		LASALLE		7,474
BLANCO		10,812	LAVACA	19,721	
BORDEN	652		LEE	16,742	
BOSQUE	17,780		LEON		16,861
BOWIE		93,275	LIBERTY	78,117	
BRAZORIA	338,124		LIMESTONE	23,524	
BRAZOS	209,152		LIPSCOMB		3,553
BREWSTER	9,173		LIVE OAK		12,091
BRISCOE	1,536		LLANO		19,510
BROOKS	7,194		LOVING		86
BROWN	37,653		LUBBOCK	293,974	
BURLESON		17,253	LYNN		5,771
BURNET		44,943	MADISON		8,199
CALDWELL		39,810	MARION		243,441
CALHOUN	21,797		MARTIN	805	
CALLAHAN		13,513	MASON	13,861	13,861

County	Value 1	Value 2	County	Value 1	Value 2
CAMERON	420,392		MATAGORDA	10,149	10,149
CAMP		12,621	MAVERICK	5,460	5,460
CARSON		6,013	MCCULLOCH	4,071	
CASS		30,261	MCLENNAN	36,519	
CASTRO		7,781	MCMULLEN		57,023
CHAMBERS	38,145		MEDINA		47,894
CHEROKEE		50,902	MENARD		2,147
CHILDRESS	7,089		MIDLAND		155,830
CLAY		10,370	MILAM		24,256
COCHRAN		2,935	MILLS	4,870	
COKE		3,254	MITCHELL		9,076
COLEMAN		8,430	MONTAGUE		19,416
COLLIN	885,241		MONTGOMERY	518,947	
COLLINGSWORTH		3,017	MOORE	22,148	
COLORADO		20,719	MORRIS		12,743
COMAL		123,694	MOTLEY		1,153
COMANCHE	13,550		NACOGDOCHES		65,301
CONCHO		4,050	NAVARRO	48,195	
COOKE		38,761	NEWTON		14,138
CORYELL	75,562		NOLAN		15,093
COTTLE		1,415	NUECES	356,221	
CRANE	4,950		OCHILTREE		10,758
CROCKETT		3,812	OLDHAM		2,070
CROSBY		5,899	ORANGE		83,433
CULBERSON	2,266		PALO PINTO		28,096
DALLAM	7,135		PANOLA		23,769
DALLAS	2,518,638		PARKER		123,164
DAWSON		13,372	PARMER		9,908
DEAF SMITH		19,195	PECOS		15,893
DELTA	5,238		POLK		46,079
DENTON	753,363		POTTER	121,627	
DEWITT	20,684		PRESIDIO	6,976	
DICKENS		2,218	RAINS		11,032
DIMMIT		11,089	RANDALL	128,220	
DONLEY		3,543	REAGAN		3,755
DUVAL		11,533	REAL		3,371
EASTLAND	18,176		RED RIVER	12,446	
ECTOR	153,904		REEVES		14,349

County			County		
EDWARDS		1,879	REFUGIO		7,302
ELLIS		159,317	ROBERTS		928
EL PASO	833,487		ROBERTSON		16,500
ERATH	40,147		ROCKWALL		87,809
FALLS		16,989	RUNNELS		10,416
FANNIN		33,752	RUSK		53,923
FAYETTE		24,833	SABINE		10,350
FISHER		3,831	SAN AUGUSTINE		8,610
FLOYD		5,949	SAN JACINTO		27,099
FOARD		1,275	SAN PATRICIO		66,915
FORT BEND	685,345		SAN SABA	5,622	
FRANKLIN		10,600	SCHLEICHER		3,162
FREESTONE		19,762	SCURRY	17,328	
FRIO		18,531	SHACKELFORD		3,343
GAINES		19,425	SHELBY		25,515
GALVESTON	314,198		SHERMAN		3,084
GARZA		6,435	SMITH	218,842	
GILLESPIE		25,520	SOMERVELL		8,694
GLASSCOCK		1,291	STARR	62,955	
GOLIAD		7,549	STEPHENS		9,405
GONZALES		20,462	STERLING		1,339
GRAY		23,044	STONEWALL		1,403
GRAYSON	123,534		SUTTON	3,972	
GREGG		123,204	SWISHER		7,581
GRIMES	27,172		TARRANT	1,945,360	
GUADALUPE		147,250	TAYLOR	135,143	
HALE		34,720	TERRELL		927
HALL		3,147	TERRY		12,739
HAMILTON	8,199		THROCKMORTON		1,608
HANSFORD	5,509		TITUS	32,506	
HARDEMAN		3,928	TOM GREEN	116,608	
HARDIN		55,621	TRAVIS	1,151,145	
HARRIS	4,441,370		TRINITY		14,224
HARRISON		67,336	TYLER	21,418	
HARTLEY	6,089		UPSHUR		40,354
HASKELL		5,769	UPTON		3,454
HAYS	185,025		UVALDE		27,117
HEMPHILL		4,180	VAL VERDE	48,974	

County			County		
HENDERSON		79,290	VAN ZANDT		52,910
HIDALGO	831,073		VICTORIA		91,081
HILL	34,848		WALKER	69,789	
HOCKLEY	23,577		WALLER	46,820	46,820
HOOD		53,921	WARD	11,625	
HOPKINS	35,921		WASHINGTON	34,438	34,438
HOUSTON	22,741		WEBB	266,673	
HOWARD		36,651	WHARTON		41,168
HUDSPETH		3,211	WHEELER		5,714
HUNT		88,493	WICHITA	132,355	
HUTCHINSON		21,773	WILBARGER	12,973	
IRION		1,574	WILLACY	21,903	
JACK		8,855	WILLIAMSON		489,250
JACKSON		14,739	WILSON		46,402
JASPER		35,552	WINKLER		7,821
JEFF DAVIS		2,204	WISE		61,638
JEFFERSON	252,235		WOOD		42,852
JIM HOGG		5,255	YOAKUM		8,286
JIM WELLS	41,353		YOUNG		18,350
JOHNSON		157,456	ZAPATA		14,319
JONES	19,936		ZAVALA		12,267
	15,862,399	2,208,629		6,342,709	2,653,949

Total Population   **27,067,686**

Total Number of Counties with Fitting Station	:	70
Total Number of Counties without Fitting Station	:	184
Total Population in Counties with Fitting Station	:	22,205,108
Total Population in Counties without Fitting Station	:	4,862,578
% of Population in Counties with Fitting Station	:	82.04%

Part 2.1: State Traffic Safety Information System Improvements
Section 405 (c) Attachments

Attachment 2.1 (a): Traffic Records Coordinating Committee Charter

➢ The following is the Traffic Records Coordinating Committee Charter, which is contained in the Texas Traffic Safety Information System Strategic Plan as Attachment 2.1 (e).

TRCC Operation

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

a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;

b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;

c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;

d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;

e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and

f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies.

- *A.   Objective*

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), Texas Department of Motor Vehicles (TxDMV) and The Office of Court Administration (TxOCA) 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, TxDMV and the TxOCA.

Each member shall serve at the discretion of their Department Director and shall have the authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation

- *D.   TRCC Purpose*

To evaluate the effectiveness of the committee's efforts to make improvements as needed.

To provide oversight to link state data systems within the state, such as systems that contain medical, economic data and crash information.

To provide oversight and investigate linking crash data to other crash data systems within the state with information relevant to crashes.

To ensure that all Traffic Safety Information System improvement projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's Traffic Safety Information System Strategic Plan.

- *E.   TRCC Duties and Responsibilities*

The duties of the TRCC include but are not limited to:

The TRCC will provide executive direction and oversight for the current Traffic Safety Information Systems.

The TRCC will provide executive direction and oversight for the Traffic Safety Information System Improvement Program.

The TRCC will provide executive direction, oversight and formal approval of the Traffic Safety Information System Strategic Plan.

The TRCC will have the authority to review any of the State's highway safety data and traffic records systems and to review changes to the systems before the changes are implemented.

The TRCC will provide a forum for discussion and reporting of highway safety data and traffic records issues back to the agencies and organizations that created maintain and use highway safety data and traffic records.

The TRCC will consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

The TRCC will represent the interests of the agencies and organizations within the traffic records system to outside organizations.

The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

I, Carol Rawson, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed

_____   5/13/16
Carol Rawson P.E., Texas Department of Transportation   Date
Traffic Operations Division Director
TRCC Coordinator and Chair

Attachment 2.1 (b): Traffic Records Coordinating Committee Meetings

➢ The following is the meeting schedule and minutes for the meetings conducted in the 12 months previous to this application for the Traffic Records Coordinating Committee.

![Save a Life — Texas Department of Transportation logo]

TRCC

Thursday, November 5, 2015
2 p.m. – 4 p.m.
TxDOT HQ Riverside, Bldg. 118 Rm 43

Meeting Agenda

Agenda

- **Welcome and Introductions –** Carol Rawson and Freddie Summer
- **Program Changes:**
  New Designees:
  Kellie Pierce – Director, Crash Data and Analysis, TxDOT
  Dan Dao – Branch Manager, EMS/Trauma Registry. DSHS
  Casey Kennedy – CIO, Office of Court Administrators

  New Traffic Records Program Manager:
  Larry Krantz

- **Project/Program Updates**

  DPS Citation Database – Maj. David Palmer
  DSHS EMS/Trauma – Dan Dao and Rob Klein
  TxDOT Roadway Data –David Freidenfeld
  OCA Statewide eCitation System – Casey Kennedy
  TxDOT CRIS/CRASH –Kellie Pierce
  TxDOT Traffic Safety – Terry Pence and Freddie Summer

- Performance Measures, Data Standards, and the Traffic Records Assessment

  Model Performance Measures for State Traffic Records Systems
  Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility

  MMUCC - Model Minimum Uniform Crash Criteria
  NEMSIS – National EMS Information System
  NIEM – National Information Exchange Model
  MIDRIS -   Model Impaired Driving Records Information
  HPMS – Highway Performance Monitoring System

ATTENDEES

- ❑ Carol Rawson
- ❑ Terry Pence
- ❑ Kellie Pierce
- ❑ Freddie Summer
- ❑ Dan Dao
- ❑ JoeAnna Mastracchio
- ❑ Laura Weiser
- ❑ Rob Klein
- ❑ Maj. David Palmer
- ❑ Frank Marrero
- ❑ Casey Kennedy
- ❑ David Freidenfeld
- ❑ Angie Suarez
- ❑ Stephen Ratke
- ❑ Tim Thompson
- ❑ Other:

HANDOUTS:

-Agenda

-Model Performance Measures

-DWI Tracking Info

Next Meeting:
3/22/15 – Topic: FY2017 Project Presentations to TRCC
5/12/15 – Topic: TBD

Minutes from meeting:

Meeting came to order at 2:08 p.m.

Introductions
Opening remarks from Freddie Summer, Outgoing Program Manager
Introduction of and comments from new designees (listed above)
- Also included first-time attendee Tim Thompson, TxDMV

Introduction of new program manager, Larry Krantz

Incoming Program Manager – Larry Krantz
With DMV now in attendance, Mr. Krantz introduced a five-year plan for the TRCC to achieve the integration of all six databases through the nexus, referred to as "The Orange." This new plan sparked conversation about the makeup, functionality, and ownership of the Orange, which led to the scheduling of an additional TRCC meeting in January.
That date was later announced as 2-4 p.m., Tuesday, Jan. 26, 2016 and sent out from Tiki Smith for Carol Rawson on Friday, November 6.
Maj. David Palmer suggested the Orange be the only agenda item at that meeting.
Mr. Pence suggested Mr. Krantz contact NHTSA representative Frank Marrero about the possibility of the NHTSA GO Team attending the meeting and providing technical support and guidance on the future of the Orange.
Krantz also suggested the future creation of subcommittees that would discuss and make recommendations on legislative needs, technical needs, and developing the Orange.
Krantz also recommended using the NHTSA Program Assessment Advisory sheet as guidance to develop opinions on the nature of the Orange before the January 26 meeting.

Outgoing program manager Freddie Summer
Mr. Summer reminded attendees of the resources available on the NHTSA website for further developing and evaluating their respective databases.

Other reports on the agenda
tabled for lack of time remaining.

Meeting adjourned at 4 p.m.

TRCC Executive Committee

Meeting Agenda

2-4 p.m. Tuesday, Jan. 26, 2016 - 118 Riverside, Room 43

1) **Call to order, 2:08 p.m.**
   - ➢ Circulation of sign-in sheet and introductions
     - ▪ Attendees:
       - ● Larry Krantz, TxDOT
       - ● Stephen Ratke, FHWA
       - ● Kellie Pierce, TxDOT
       - ● Laura Dennis, TxDMV
       - ● Tim Thompson, TxDMV
       - ● Dan Dao, DSHS
       - ● Frank Marrero, NHTSA
       - ● Rob Klein, DSHS
       - ● Angie Suarez, TxDPS
       - ● Maj. David Palmer, TxDPS
       - ● Marisa Furman, TxDPS
       - ● Sabrina Baker, TxDPS
       - ● Terry Pence, TxDOT
       - ● David Friedenfeld, TxDOT
     - ▪ TRCC Members not in attendance
       - ● Carol Rawson, TxDOT, TRCC Chair
       - ● Casey Kennedy, TxOCA
   - a) Remarks from TRCC Moderator, Larry Krantz

2) **Discussion of multi-database nexus**
   - ➢ Desired Function and functionality
     - ▪ Maj. Palmer
       - ● We need to make goals and discuss how to achieve them
       - ● We need to keep open minds, be willing to share data
     - ▪ Tim Thompson
       - ● No current data connection linking vehicle ID and driver ID
     - ▪ Frank Marrero
       - ● NHTSA wants to improve data collection and reporting
     - ▪ Kellie Pierce

- CRIS reporting good timeliness
- Still waiting on procurement to be able to link with TXDMV
- Data gaps include medical examiner/JP reports being returned
  ▪ Dan Dao
  - Could use TxDMV data to better track GDL programs, teen licensing
  - DSHS working on validating its own data
  - KAB data not consistent
  - Used "Crash Map" to illustrate data needs relating to an incident
    ♦ Concept will be revisited in March
  ▪ Terry Pence
  - Texas has no DWI tracking system
  ▪ David Friedenfeld
  - TxDOT's GRID database is a few months old, still being brought up to speed, but tracks more than 100 roadway attributes
  - Need to get unique intersection identifiers

3) Discussion of March 22 agenda (approx. 10 min)
  ➢ Review and discussion of FY 2017 grant proposals
  ▪ Grants not submitted by agencies in the room will be discussed in March
  ▪ David Palmer, DPS HSOC
  - Third year of HSOC, continuing to adjust staffing to needs
  - Adding employees for lower-level data gathering
  ▪ David Palmer, TTI support of HSOC
  - Helpful grant in the past
  - Will be studying statewide hit-and-run crashes
  - May be proposing localized hit-and-run alert similar to Amber Alert
  ▪ Dan Dao, DSHS
  - Linking EMS runs, trauma, measure data quality
  - Improving trauma registry
  ▪ Pierce, TxDOT-CRIS
  - FARS
  - CRIS Help Desk
  - User management agency support
  - Want to get CR-2 all electronic
  - Want to develop mobile app for CRASH data
  - Unique Intersection Identifiers

4) Closing remarks, announcements
5) Adjourn, 4:02 p.m.

Upcoming TRCC events

Next Executive Committee meeting

- 2-4 p.m. Tuesday, March 22, 118 Riverside, Room 43

Important dates

- Tuesday, May 10, Executive Committee Meeting, 2-4 p.m., 118 Riverside, Room 43
- Friday, May 27, Components of FY 2017 TRCC Strategic Plan due to Larry Krantz

TRCC Executive Committee

Meeting Agenda

2-4 p.m. Tuesday, March 22, 2016 - 118 Riverside, Room 43

1) **Call to order - 2:10 p.m.**
   a) Circulation of sign-in sheet
      i) Larry Krantz, TxDOT
      ii) Thomas Sullivan, TxOCA
      iii) Kellie Pierce, TxDOT
      iv) David Friedenfeld, TxDOT
      v) Tim Thompson, TxDMV
      vi) Dan Dao, TDSHS
      vii) Terry Pence, TxDOT
      viii) Carol Rawson, TxDOT
      ix) David Palmer, TxDPS
      x) Rob Klein, TDSHS (via telecon)
      xi) Bridget Barksdale, TxDPS (via telecon)
   b) Opening remarks from TRCC Chair, Carol Rawson, P.E., TxDOT-Traffic Ops.
   c) Remarks from TRCC Moderator, Larry Krantz

2) **Discussion and approval of FY 2017 TR grant proposals - Terry Pence**
   a) Presentation of proposed grants
   b) Discussion, selection of FY 2017 grant proposals to fund
      i) Motion to approve list as presented: Palmer
      ii) Seconded: Pierce
      iii) Motion carries unanimously
   c) Link to list of approved proposals: http://bit.ly/1PrsU1T

3) **Discussion of annual Texas Traffic Safety Info System Strategic Plan Update**
   a) Link to FY 2016 Plan: http://bit.ly/1RosTNP
   b) Updated information due to Larry Krantz by Friday, April 29
   c) Updated plan to be signed by TRCC executive committee at May 10 meeting

4) **Discussion of NHTSA "STRAP" Assessment Program**
   a) Replaces previous review program
   b) Texas due for review early in 2018, preparations to begin in 2017

c) Link to new NHTSA "STRAP" Assessment Program outline: http://bit.ly/1ThZ2N5

5) Discussion of Incident Map Concept - Dan Dao, DSHS

    a) The quest to begin linking databases should begin with commonalities in attributes, such as name, gender, birthdate, etc. Those like items should be chunked together to form larger data nodes. Then work should proceed to link the larger nodes. Dao distributed a form requesting common data reported by each agency and he would work to make connections on paper that would later be used to determine which nodes should be connected.

6) Meeting adjourned at 3:45 p.m.

Upcoming TRCC events

Next Executive Committee meeting

- 2-4 p.m. Tuesday, May 10, 118 Riverside, Room 43

Important dates

- Friday, April 29 - Components of FY 2017 Texas Traffic Safety Information System Strategic Plan due to Larry Krantz via email.

TRCC Executive Committee

Meeting Agenda

2-4 p.m. Tuesday, May 10, 2016 - 118 Riverside, Room 43

1) **Call to order and distribution of sign-in sheet (2:05 p.m.)**
   a) Opening remarks from TRCC Chair, Carol Rawson, P.E., TxDOT-Traffic Ops.
   b) Remarks from TRCC Moderator, Larry Krantz
   c) Attendees:
      i) Larry Krantz, TxDOT
      ii) Carol Rawson, TxDOT
      iii) Terry Pence, TxDOT
      iv) Kellie Pierce, TxDOT
      v) Stephen Ratke, FHWA (via telecon)
      vi) Bridget Barksdale, TxDPS (via telecon)
      vii) David Palmer, TxDPS (via telecon)
      viii) Thomas Sullivan, TxOCA
      ix) Dan Dao, TDSHS
      x) Dillon McAfee, TDSHS
      xi) Rob Klein, TDSHS
      xii) Prakash Patel, TDSHS
      xiii) Tim Thompson, TxDMV

2) FY **2017 TSIS Update - Larry Krantz**
   a) Vote to approve FY 2017 TSIS Strategic Plan
      i) Minor edits suggested prior to signing
      ii) Unanimous vote approving plan with recommended changes

3) **Discussion of future meeting dates and times - Larry Krantz**
   a) Tuesday, Sept. 20, 2016, 1:30 p.m.
      i) Delivery of FY 2017 TR grants
   b) Tuesday, Jan. 24, 2017, 1:30 p.m.
      i) RFP closes Jan. 15: Discussion of grant proposals
      ii) Begin process to update TSIS for FY 2018
   c) Tuesday, March 21, 2017, 1:30 p.m.
      i) Approval of grant proposals (must be complete by March 21)
      ii) Begin discussion of NHTSA STRAP review which begins early 2018

    iii) Link to "STRAP" Assessment Program outline: http://bit.ly/1ThZ2N5

d) Tuesday, May 16, 2017, 1:30 p.m.
    i) Finalize TSIS document (must be signed by May 16)
    ii) TTI reporting on preliminary findings of Nexus feasibility study
    iii) Continue preparation for STRAP review

e) Tuesday, Sept. 19, 2017, 1:30 p.m.
    i) Proposing mid-late September so FY 2018 grants can be delivered
    ii) Finalize preparations for STRAP review

4) **Discussion of common attributes handout - Dan Dao, DSHS**
a) Some member agencies had not responded by filling out handout document
b) All agencies need to report to complete data mapping exercise

5) **Adjourn meeting (2:37 p.m.)**

Attachment 2.1 (c): TRCC Membership and Organization

➢ The following is the list of members of the Traffic Records Coordinating Committee, the organizations those members represent, and the function area covered.

1.0 Texas Traffic Records Coordinating Committee Documentation

- ## Introduction

    This Update to the 2017 Texas Traffic Safety Information System (TSIS) Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) to advance the performance and quality of the State's traffic records data.

- ## The Role of the TRCC

    The TRCC is a statewide stakeholder forum created to facilitate the planning, coordination and implementation of projects to improve the State's traffic records system. The Texas TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. As such, the TRCC is the body responsible for improving the performance and quality of the data used to support highway safety analyses and countermeasure selection in Texas.

    The core membership of the Texas TRCC is described below. The State's Executive Charter (provided below) and Designation of TRCC and Traffic Records Coordinator Designation have changed from last year's plan.

    ### Representation

    Representing roadway, and Governor's Highway Safety Representative is Carol Rawson, Division Director of the Traffic Operations Division of the TxDOT. Ms. Rawson is instrumental in bringing together some of the key elements in collecting Texas traffic records. The TRCC designated and appointed Ms. Rawson as the Traffic Records Coordinator. Representation of the vehicle information system was transitioned to the Texas Department of Motor Vehicles (DMV) during FY 2011.

    - Carol Rawson, P.E., Division Director, Traffic Operations Division
      Carol.Rawson@txdot.gov
      Texas Department of Transportation
      125 East 11th Street
      Austin, TX 78701
      (512) 416-3200

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

- Kellie Pierce, Crash Data and Analysis Section
  Kellie.Pierce@txdot.gov
  Texas Department of Transportation
  125 East 11th Street
  Austin, TX 78701
  (512) 416-3137

Representing driver licensing and driver history is Abed Nader. He 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.

- Abed Nader, Assistant Manager, Enforcement & Compliance Services
  Driver License Division
  Abed.Nader@dps.texas.gov
  Texas Department of Public Safety
  5805 North Lamar Boulevard
  Austin, TX 78752
  (512) 424-5793

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

- Dan Dao, MPH, Branch Manager
  Dan.Dao@dshs.state.tx.us
  Injury Epidemiology & Surveillance Branch
  Texas Department of State Health Services
  1100 West 49th Street
  Austin, TX 78714
  (512) 776-3575

Representing the Office of Court Administration is Thomas Sullivan.   Thomas is a Project Manager and is responsible for managing the statewide eCitation Project.

- Thomas Sullivan, Project Manager
  Thomas.Sullivan@txcourts.gov
  Information Services
  Office of Court Administration
  205 W. 14th St
  Austin, TX 78701
  (512) 936-2632

Representing State Law Enforcement is Major David Palmer. He is a Major with the Texas Highway Patrol Division of the Texas DPS. Major Palmer provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

- Major David Palmer
  David.Palmer@dps.texas.gov
  Texas Highway Patrol
  Texas Department of Public Safety
  5805 North Lamar Boulevard
  Austin, TX 78752
  (512) 424-2099

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

- Tim Thompson
  Tim.Thompson@txdmv.gov
  Vehicle Titles and Registration Division
  Texas Department of Motor Vehicles
  4000 Jackson Ave.,
  Austin, TX, 78731
  (512) 465-4023

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

Attachment 2.1 (d): Interim Progress Reports/ Performance Measures

➢ The following shows the interim progress reports for targets set for performance measures in crash records and mimic the TRIPRS interim progress reports. These performance measures are contained as part of the Texas Traffic Safety Information Systems Strategic Plan as Attachment 2.1(e).

4.0 Performance Measures

- **Performance Measure #1:**
- **Timeliness of Crash Reporting**

A. Performance Measure Used to Track Improvements
Crash/Timeliness 2 - Availability of reports to the public.

B. Narrative Description of Calculation / Estimation Method
C-T-2: The percentage of crash reports entered into the database within 30 days after the crash

C. Date: April 1, 2013 – March 31, 2014   Baseline Value for Measure: 80.1%

D. Date: April 1, 2014 - March 31, 2015   Current Value for Measure: 88.4%

E. Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates
Traffic Records Assessment Reference Number 1-A.1 and 1-A.3 (Management and System Issues/Recommendations) document TxDOT's efforts to implement an electronic reporting system. Additionally, Traffic Records Assessment Reference Number 4-A.4 documents TxDOT's' efforts to capture crash data electronically.

Required Data	April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015	April 1, 2015 – March 31,2016
Number of crash reports submitted	498,740	524,309	605,095
Average number of days between date of crash and availability in warehouse	24.78	16.12	18.00
Number of crash records available for reporting within 30 days of the date of crash	399,387	463,579	557,824
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	80.08%	88.42%	92.19%

- # **Performance Measure #2**
- # **TIMELINESS of the EMS/Trauma Registry**

A. **Performance Measure Used to Track Improvements**
Timeliness of the Registry Data - The *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS record was accepted by the Registry. I-T-01B

B. **Narrative Description of Performance Measure Calculation**
Baseline Period:
The number of Hospital (Trauma Registry) records submitted was 129,824. The percentage of patient care reports with no missing *critical* data elements was 21.9%.
Performance Period:
The number of Hospital (Trauma Registry) records submitted was 98,821. The percentage of patient care reports with no missing *critical* data elements was 27.9%..

Baseline Period	Performance Period
April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015
The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements. Discharge Date and Time: 21.9%	The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements. Discharge Date and Time: 27.9%
Improvement Critical Date Element Percent Change Discharge Date and Time: **27.4**%	

C. **Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Injury Surveillance System Information, 2-F.8. Page 18

Attachment 2.1 (e): Traffic Records Strategic Plan

➢ The following is the updated and current Traffic Records Strategic Plan.

2017 Update to the Texas Traffic Safety Information System Strategic Plan

Prepared for

National Highway Traffic Safety Administration

Prepared By

Texas Department of Transportation *with the*

Texas Traffic Records Coordinating Committee

June 2016

1.0 Texas Traffic Records Coordinating Committee Documentation

- ## Introduction

  This Update to the 2017 Texas Traffic Safety Information System (TSIS) Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) to advance the performance and quality of the State's traffic records data.

- ## The Role of the TRCC

  The TRCC is a statewide stakeholder forum created to facilitate the planning, coordination and implementation of projects to improve the State's traffic records system. The Texas TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. As such, the TRCC is the body responsible for improving the performance and quality of the data used to support highway safety analyses and countermeasure selection in Texas.

  The core membership of the Texas TRCC is described below. The State's Executive Charter (provided below) and Designation of TRCC and Traffic Records Coordinator Designation have changed from last year's plan.

  ### Representation

  Representing roadway, and Governor's Highway Safety Representative is Carol Rawson, Division Director of the Traffic Operations Division of the TxDOT. Ms. Rawson is instrumental in bringing together some of the key elements in collecting Texas traffic records. The TRCC designated and appointed Ms. Rawson as the Traffic Records Coordinator. Representation of the vehicle information system was transitioned to the Texas Department of Motor Vehicles (DMV) during FY 2011.

  - Carol Rawson, P.E., Division Director, Traffic Operations Division
    Carol.Rawson@txdot.gov
    Texas Department of Transportation
    125 East 11th Street
    Austin, TX 78701
    (512) 416-3200

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

- Kellie Pierce, Crash Data and Analysis Section
  Kellie.Pierce@txdot.gov
  Texas Department of Transportation
  125 East 11th Street
  Austin, TX 78701
  (512) 416-3137

Representing driver licensing and driver history is Abed Nader. He 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.

- Abed Nader, Assistant Manager, Enforcement & Compliance Services
  Driver License Division
  Abed.Nader@dps.texas.gov
  Texas Department of Public Safety
  5805 North Lamar Boulevard
  Austin, TX 78752
  (512) 424-5793

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

- Dan Dao, MPH, Branch Manager
  Dan.Dao@dshs.state.tx.us
  Injury Epidemiology & Surveillance Branch
  Texas Department of State Health Services
  1100 West 49th Street
  Austin, TX 78714
  (512) 776-3575

Representing the Office of Court Administration is Thomas Sullivan.   Thomas is a Project Manager and is responsible for managing the statewide eCitation Project.

- Thomas Sullivan, Project Manager
  Thomas.Sullivan@txcourts.gov
  Information Services
  Office of Court Administration
  205 W. 14th St
  Austin, TX 78701
  (512) 936-2632

Representing State Law Enforcement is Major David Palmer. He is a Major with the Texas Highway Patrol Division of the Texas DPS. Major Palmer provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

- Major David Palmer
  David.Palmer@dps.texas.gov
  Texas Highway Patrol
  Texas Department of Public Safety
  5805 North Lamar Boulevard
  Austin, TX 78752
  (512) 424-2099

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

- Tim Thompson
  Tim.Thompson@txdmv.gov
  Vehicle Titles and Registration Division
  Texas Department of Motor Vehicles
  4000 Jackson Ave.,
  Austin, TX, 78731
  (512) 465-4023

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

TRCC Operation

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

a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;

b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;

c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;

d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;

e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and

f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies.

- *A. **Objective***

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), Texas Department of Motor Vehicles (TxDMV) and The Office of Court Administration (TxOCA) 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, TxDMV and the TxOCA.

Each member shall serve at the discretion of their Department Director and shall have the authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation

- *D. **TRCC Purpose***

To evaluate the effectiveness of the committee's efforts to make improvements as needed.

To provide oversight to link state data systems within the state, such as systems that contain medical, economic data and crash information.

To provide oversight and investigate linking crash data to other crash data systems within the state with information relevant to crashes.

To ensure that all Traffic Safety Information System improvement projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's Traffic Safety Information System Strategic Plan.

- ### *E.   TRCC Duties and Responsibilities*

The duties of the TRCC include but are not limited to:

The TRCC will provide executive direction and oversight for the current Traffic Safety Information Systems.

The TRCC will provide executive direction and oversight for the Traffic Safety Information System Improvement Program.

The TRCC will provide executive direction, oversight and formal approval of the Traffic Safety Information System Strategic Plan.

The TRCC will have the authority to review any of the State's highway safety data and traffic records systems and to review changes to the systems before the changes are implemented.

The TRCC will provide a forum for discussion and reporting of highway safety data and traffic records issues back to the agencies and organizations that created maintain and use highway safety data and traffic records.

The TRCC will consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

The TRCC will represent the interests of the agencies and organizations within the traffic records system to outside organizations.

The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

I, Carol Rawson, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed

_____   5/13/16
_____   _____
Carol Rawson P.E., Texas Department of Transportation   Date
Traffic Operations Division Director
TRCC Coordinator and Chair

2.0 Assessment and Benchmarking

- ## 2.1 Status of the 2007 Traffic Record Assessment Recommendations

In October 2007, TxDOT hosted a NHTSA Technical Assessment Team to conduct the State of Texas TRA. The final TRA report made numerous recommendations. The State then identified a general timeline for initiation or completion of those recommendations. The following table provides an update on the status of those recommendations.

The State's most recent assessment or update of its highway safety data and traffic records system was completed on 3/25/2013 which updated Texas's highway safety data and Traffic Records system to address each recommendation from the Assessment conducted on 10/26/2007. All updates contained within have been approved by the Traffic Records Coordinating Committee as of 5/10/16.

Table 2.1   Status of Traffic Records Assessment Recommendations

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-A	**Crash Information**			
1-A.2	Complete the data entry of backlogged reports by February 2008 as planned.	TxDOT	**Near-term**	Complete: backlog cleared in April 2016.
1-A.7	Develop a process to add the CRB-3C (commercial motor vehicle (CMV) Report) information to the CRIS database.	TxDOT	**Near-term**	Complete: CMV Data integrated into CRIS
1-A.8	Maintain the liaison role that DPS has with the over 2,000 local law enforcement agencies as the CRIS responsibility is transitioned to TxDOT.	DPS/TxDOT	**Near-term**	Complete: CRIS fully under TxDOT control.
1-A.9	Consider integrating CMV processing into the routine crash processing effort.	TxDOT	**Near-term**	Complete: CMV Data integrated into CRIS.

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-A.1	Develop a formal plan to support electronic reporting of crash data and assure that the plan will allow an interface with local RMSs.	TxDOT	Mid-term	Complete: CRIS has submission services which is an interface with agencies who have an internal Record Management System. We also have Share which enables CRASH agencies to receive information that can be fed into the Share application.
1-A.3	Establish a new standard data entry process upon completion of the backlog elimination efforts. The new process should include electronically transmitted data, as well as paper reporting.	TxDOT/DPS	Mid-term	Complete: The 2008 backlog was cleared and as of 4/2016, TxDOT receives 87.2% of the records electronically and 12.8% in paper. The 87.2% is broken between submission service agencies who submit 30.6% of the 87.2% and 56.6% are CRASH users.
1-A.6	Pursue MMUCC compliance of the crash report form and the CRIS database.	TxDOT	Mid-term	In progress: This is currently underway with a NHTSA Go Team.

1-A.4	Include in the data entry process the ability to integrate with other databases, e.g., the driver and vehicle systems to auto-populate CRIS with driver vehicle information.	DPS/TxDOT	Research completed/Long-term	Complete: TxDOT is integrated with DPS's Texas Law Enforcement Telecommunication System (TLETS) and TxDMV's Registration and Title System (RTS). TLETS pulls in information on drivers and populates driver license information for the officers who use CRASH. RTS pulls in Vehicle Identification Number information and populates the automobile information.
1-A.5	Develop a plan for improved accessibility to crash information where appropriate, i.e., web access for reporting and query capabilities.	TxDOT	Mid-term	Scheduled for release in Summer 2016.
1-A.11	Develop a marketing plan to inform Texas safety partners about the availability of timely and quality crash data.	TxDOT	Long-term	Ongoing

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-B	**Roadway Information**			
1-B.1	Include local engineering and safety professionals in strategic planning for traffic records systems.	TRCC	**Near-term**	No progress to report
1-B.2	Include representation on the Traffic Records Coordinating Committee of local engineering and safety professionals.	TRCC	**Near-term**	No progress to report
1-C	**Vehicle Information**			
1-C.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the Registration and Title System (RTS) Refactored system definition those features that would be useful to and from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	TxDOT/ TxDMV	Long-term	Complete: TxDMV administers the RTS Refactored System. This system interfaces and shares data with CRIS.
1-D	**Driver Information**			
1-D.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the revised driver records system definition those features that would be useful to and useful from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	DPS	Long-term	In progress: The driver information system is already being reengineered at this time; already interfacing and sharing data; there is no common identifier between DPS, TxDOT and DMV databases
1-E	**Citation/Adjudication Information**			

1-E.1	Oversee and facilitate communication related to electronic citation systems, between the judiciary and law enforcement agencies throughout the State, through the TRCC.	TRCC	Long-term	Ongoing. Will be massive undertaking and would require statutory approval; no single citation used in TX and no unified Court Administration as in most other states. The Office of Court Administration kicked off the eCitation project in February 2016. The project is currently in the requirements gathering phase, which is scheduled to complete in September 2016. The goal is to provide standardized data elements for citation data, which can be reported electronically to the courts.

Table 2.1   Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-E.2	Design and develop a distribution system for a statewide uniform citation which can be sequentially numbered and tracked as the basis for a citation tracking system for the State, or minimally develop a "proof of concept" with DPS.	OCA	Long-term	Ongoing. OCA hired project staff, initiated contact with representatives of the top 25 most populated cities, and began the requirements gathering process which is scheduled to complete in September 2016. Part of the requirements process will be to develop standardized data elements.
1-E.3	Investigate the potential for a DWI tracking system using information from TCIC (Texas Crime Information Center) and the Administrative License Revocation paperwork that is sent to Driver License Division (DLD), with matches to the convictions sent from the Courts.	TRCC	Near-term	Pilot has been planned but no progress has been made over the last year. The Texas State Supreme Court has implemented the start of electronic records for civil cases. Electronic filing began in late 2015 for criminal cases, which will provide the start of electronic records for those cases.
1-F	**Injury Surveillance System Information**			

1-F.1	Continue to utilize the GETAC recommendation of acquiring one year of a full-time IT specialist to bring EMS/Trauma registry software and computers up-to-date. This will prevent intermittent crashes and downtime that may cause providers and hospitals to lose confidence in the system.	DSHS	**Near-term**	Ongoing – DSHS continues to utilize a full-time IT specialist to assist with troubleshooting data processing errors in the new system (MAVEN) and issues with customer access to the system. Since implementing the new system on September 17, 2012, there has only been down time to put a new build into production.
I-F.6	Continue the many uses of the EMS/Trauma Registry, including injury prevention programs and trauma designation processes, and publicize these through involvement with the TRCC and through injury prevention and EMS conferences.	DSHS	**Near-term**	Ongoing DSHS registry staff hold stakeholder webinars presenting EMS and Hospital Summary Reports and made presentations at the 2014 Traffic Safety Conference; TxDOT Motorcycle Assessment; Texas Trauma Coordinator's Forum; and GETAC's Injury Prevention Committee, EMS Committee, and Trauma Systems Committee.
1-F.5	Develop an RFO to accept proposals from vendors to provide a software system to replace the current Trauma Registry software	DSHS	Term	Completed
1-F.2	Develop and sign a contract with the chosen vendor to provide Trauma software to replace the current Trauma Registry.	DSHS	Term	Completed

| 1-F.3 | Promote the value of the data in the ISS components to traffic safety partners and stakeholders. | DSHS | Mid-term | DSHS has presented ISS data at 2015 National Association of State EMS Officials (NASEMSO) and 2016 Annual Texas Public Health Association Conferences. DSHS updates stakeholders through quarterly webinars in which progress on linking EMS and hospital data to CRIS is discussed. DSHS also provides EMS and Hospital statistics on motor vehicle related causes of injury to stakeholders and legislators as requested. |
| I-F.4 | Assure that all managers of the Texas ISS components participate fully in the TRCC. | DSHS | Long-term | Ongoing DSHS Program and Project managers and Section Director are briefed about the TRCC activities and DSHS' involvement. |

Table 2.1   Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-A	**Crash Information Quality**			
2-A.3	Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and consistency.	TxDOT	**Near-term**	On-going: TxDOT continues to provide CRASH training to CRASH agencies via webex and in person. The Automated Training Program is on our future plan but a date for delivery has not been set.
2-A.1	Establish a formalized Quality Control program for the measurement of timeliness, completeness, consistency, and accuracy of crash data.	TxDOT	Mid-term	Ongoing: TxDOT has a Quality Assurance team who review crash accuracy, an Operations team that reivews timeliness and addresses any production related programs and a Data Team who monitors and reports crash data. Correction efforts have been historically performed as needed.

Table 2.1   Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-A.2	Use the results of the Quality Control program to develop baseline quality and performance measures for strategic planning purposes.	TxDOT	Mid-term	Ongoing.
2-A.4	Promote broad acceptance of electronic data capture and reporting (to CRIS) by all law enforcement agencies in the State.	TxDOT	Long-term	Ongoing: . As 4/29/2016, 87.2% of crash reports are submitted electronically. This is 12.1% increase since 6/2/2014.
2-A.5	Develop appropriate Internet accessibility to crash and traffic records systems.	TxDOT	Long-Term	Complete. TxDOT deployed an online purchase system in February 2014. This system allows individuals involved in crashes to purchase and download there crash report instantaneously.
2-B	**Roadway Information Quality**			
2-B.1	Involve local road and safety engineers in planning for data needs.	TxDOT/ TRCC	Long-term	Ongoing Through working group meetings.

2-B.2	Give serious consideration to provide local agencies access to road features and crash data on their roads for highway safety programming functions.	TxDOT	Long-term	Complete. TxDOT in 2014 deployed a web based query tool. This tool allows local agencies, MPOs and the public to build and submit data queries or choose from standard queries and receive the results immediately. TxDOT also works directly with local agencies through its district offices.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-C	**Vehicle Information Quality**			
	None.			
2-D	**Driver Information Quality**			
	None.			
2-E	**Enforcement/Adjudication Information Quality**			
2-E.1	Develop an avenue for regular feedback from the courts to police agencies related to timely filing of citations and any common errors that might occur.	OCA	Long-term	Some Progress: Dept. of Public Safety is building the Highway Safety Operations Center (HSOC) which will integrate with OCA data. OCA has begun collecting the requirements for the Statewide eCitation system which can integrate with HSOC.
2-E.2	Provide training for officers or a regularly scheduled newsletter that addresses issues with charging documents and charging language. This effort will promote both correct and uniform charging language, which will save time for officers, citizens, and court personnel.	TRCC	Long-term	No progress
2-E.3	Provide, pursuant to allowances by state statutes, court personnel with electronic access to driver history information.	TRCC	Long-term	OCA's case registry system was implemented in September 2009 has been shut down due to lack of funding.
2-F	**Injury Surveillance Systems Information Quality**			
2-F.1	Seek legislative funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system.	DSHS	Long-term	Ongoing Secured DSHS matching funding for TxDOT e-Grant for FY2016 and have been approved for funding for FY2017.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-F.2	Continue to work with the GETAC Injury Prevention Committee to raise awareness of the needs of the EMS/Registry and identify a legislator to champion the cause of injury prevention.	DSHS	Long-term	Ongoing Identification of a legislator to champion the cause of injury prevention is ongoing.
2-F.3	Work with EMS providers and hospitals submitting data to the EMS/Trauma Registry to determine the data elements to submit to the new Trauma Registry.	DSHS	Long-Term	Ongoing. The Injury Epidemiology & Surveillance Branch's EMS & Trauma Registries will be moving to the National EMS Information System (NEMSIS V3.4) and National Trauma Data Bank (NTDB 2016) data standards. These standards are utilized by EMS and hospitals and are considered the gold standard for data collection. DSHS continues to work with stakeholders on the inclusion of Texas specific customer data elements

2-F.4	Use the hospital discharge data set to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry.	DSHS	Near-Term	Ongoing Programmatic procedures for data sharing within the agency have been identified. DSHS registry staff now has access to more recent hospital discharge data.
2-F.8	Continue to promote the usefulness of the EMS/Registry data by working with injury prevention planners, producing data reports, and presenting at injury prevention conferences.	DSHS	Long-term	Ongoing Injury Epidemiology & Surveillance Branch staff promotes the usefulness of the registry data by presenting data and statistics to various GETAC committees in addition to other external forums such as the Department of Transportation Regional Partners Meetings and Texas Public Health Association. Future venues for data presentations include Texas EMS Conference, The American College of Rehabilitation Medicine, and The National Association of State EMS Officials' (NASEMSO) Highway Incident & Transportation Systems (HITS) meeting.

2-F.11	Assure that all managers of the key components of a statewide Injury Surveillance System are aware of and participate fully in the TRCC.	DSHS	Long-term	Ongoing DSHS Injury and Project managers and Section Director are briefed about the TRCC activities and DSHS involvement.
2-F.5	Undertake a linkage project to match EMS runs to major trauma cases in the Registry for the dual benefit of improving EMS information on trauma cases and providing EMS agencies with outcome information.	DSHS	Long-Term	Ongoing. The Injury Epidemiology & Surveillance Branch has successfully linked EMS and hospital records with Crash data for 2010-2014. The Injury Epidemiology & Surveillance Branch has created capability for hospitals to share patient outcome data with EMS

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Aency	Timeframe for Implementation	Status of Activity
2-F.9	Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood.	DSHS and TxDOT	Near-Term	In progress. DSHS is currently working on the algorithm for linking records that will be included in the programming for the new trauma registry record linking function within the registry (MAVEN). TxDOT provides a data extract file to DSHS to use in their EMS & Trauma Registries system to link crash data with EMS and Hospital records. The Injury Epidemiology & Surveillance Branch has successfully linked EMS and hospital records with Crash data for 2010-2014 and presentations were conducted at the 2015 Traffic Safety Conference and Impaired Driving Forum.

2-F.10	Collaborate with all data-sharing partners in the developing protocols, memoranda of understanding, and data sharing agreements and methodologies that will enable the injury prevention and traffic safety community to conduct analytical and research activities as authorized users. This should be done under the guidance of the TRCC.	DSHS	Mid-term	Ongoing. DSHS will begin to pursue collaboration once the EMS/Trauma Registry linking algorithm is completed.
2-F.6	Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System.	DSHS	In progress	DSHS is currently working on the programmatic procedures for data sharing within the agency. SB156 amends the Texas Health and Safety Code, sec. 108.013 to authorize the Department of State Health Services (DSHS) to share data records with patient identifiers collected from hospital discharge reports (not included in the public Use data) with other programs in the agency, allowing for linkage between public health databases. Effective date: 9/1/12
2-F.7	Investigate the feasibility of establishing a statewide emergency department database.	DSHS	Long-term	Ongoing.

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
3-A	**Program Management and Evaluation**			
	None			
3-B	**Research and Program Development**			
3-B.1	Encourage and provide resources for the development of a citation tracking system, based on a review by the TRCC of the most viable place to develop and house such a system.	OCA	Long-term	Ongoing. OCA has begun gathering requirements for the Statewide eCitation system, which will capture electronic citations submitted by law enforcement agencies.
3-C	**Policy Development**			
3-C.1	Address in the Strategic Plan where the responsibility for highway safety policy development should reside.	TxDOT	**Short-term**	Complete. Traffic Operations Division manages highway safety policy
3-D	**Private Sector and Public Requests**			
3-D.1	Continue to produce and update the Motor Vehicle Crash report when more current data become available.	TxDOT	**Near-term**	Completed
3-D.3	Seek opportunities to provide crash data to the injury prevention and surveillance community once the new crash data become available.	TxDOT	Long-term	Crash data requests can now be made through the TxDOT website. Additionally, DSHS is provided a file of data specific to their needs.
3-D.2	Begin strategizing for methods of dealing with public and private sector data requests in an easy and timely fashion; this could include web access to a compiled database where users can define and manipulate their own queries.	TxDOT	Mid-term	Complete. Crash data requests can now be made through the TxDOT website.

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
4-A	**Coordination**			
4-A.1	Add local law enforcement and local traffic engineers to the TRCC membership, and other appropriate stakeholders and transportation safety advocates.	TxDOT/ TRCC	**Near-term**	No progress
4-A.2	Provide an opportunity for members of the TRCC to present information regarding their individual data collection, use, or ownership.	TRCC	**Near-term**	In progress; TRCC members are communicating and sharing challenges/ successes at TRCC meetings
4-A.3	Form a TRCC subcommittee to develop an inventory of data elements and a data dictionary for all components of the diverse traffic records system.	TxDOT	Long-term	Not started, awaiting results from feasibility study planned for FY 2017
4-A.4	Continue, through the TRCC, to plan for electronic data collection and transmission by law enforcement and courts, using electronic crash and citation systems.	TxDOT/DPS /OCA	Long-term	In progress. Each agency working toward data consolidation, but not data housing repository has been identified.
4-A.5	Provide adequate administrative support to the TRCC chair.	TxDOT	**Near-term**	Ongoing
4-B	**Strategic Planning**			
4-B.1	Task the TRCC with the responsibility to follow up on the NHTSA review of the 2007 Section 408 grant submission and consider the suggestions cited above.	TxDOT	Short-term	The State did not receive any questions from NHTSA; State is considering and acting on recommendations from the TRA.
4-B.2	Use the recommendations in this Assessment and begin the process for a Traffic Records Strategic Plan and any future Section 408 grant submissions.	TxDOT	**Near-term**	Completed
4-B.6	Develop benchmark and performance measures in future Plan updates collaboratively with the project manager, other traffic records partners that may be affected by the project results, and the Traffic Records Coordinator to assure consensus is reached on the appropriate measures to be monitored for progress.	TRCC with consultant support	Complete	Completed April 2008

Table 2.1   Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
4-B.3	Assign the TRCC (restructured as recommended in Section 4-A of this assessment) with the responsibility for the development and implementation of the Traffic Records Strategic Plan.	TRCC	Near-term	Ongoing
4-B.4	Establish project management procedures for each project proposed in the Plan.	TxDOT with TRCC (and project leaders)	Near-term	Complete. TxDOT manages projects funded with Section 405c funds through the eGrants system.
4-B.5	Establish a progress reporting and monitoring system to track all projects listed in the Plan regardless of funding sources.	TxDOT/ Project Managers	Near-term	All 405c Projects will be managed in eGrants beginning in FY 2017.
4-C	**Training and Staff Capabilities**			
4-C.1	Determine the training needs for users to better understand the value and application of safety data.	Each core system owner	Long-term	Ongoing
4-C.2	Develop a clearinghouse to provide information about data service and resources that can assist in analyzing safety data.	N/A	Not at this time	No change in progress.

Table 2.1   Status of Traffic Records Assessment Recommendations (continued)

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
4-C.3	Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.	TxDOT	Long-term	Completed in 2014.
4-C.4	Consider including safety stakeholders in training courses offered through the judicial associations to better understand the processing of traffic-related offenses and their impact on traffic safety programs.	N/A	Long-term	No change in progress. Current TRCC membership does not have control over this.

2.2 Core System Status

This section provides an update on the status of core systems.   More extensive documentation regarding the progress made on individual systems can be found in the minutes of the Texas TRCC meetings.

Crash Record Information System (CRIS)

The Crash Record Information System is a web based, online system that is designed to capture, process and analyze crash data for the State of Texas. Crash Reporting and Analysis for Safer Highways (CRASH) is one of the many components of the Crash Records Information System (CRIS) was deployed October 2011, and enables Law Enforcement Officers to submit a crash report directly into the state system. . The CRIS program also provides the state a 12-hour, 7-day a week, 365-days a year CRIS Help Desk to allow law enforcement officers and the public assistance with CRIS and/or CRASH questions. In addition to CRASH, law enforcement agencies can connect to CRIS through third party vendors, called submission services, to submit records electronically. As of April 2016, 87.2% of crash reports are submitted electronically, leaving 12.8% in paper records. CRIS also has Crash Report Online Purchase System (CROPS) which allows eligible individuals to purchase crash reports directly from CRIS.

Injury Surveillance Systems

The Department of State Health Services (DSHS) houses the official state EMS & Trauma Registries (MAVEN) which was implemented in September 2012. Implementation of the new system included conducting system demonstrations in Austin, Dallas, and Houston as well as providing over 80 training webinars to EMS and hospital staff responsible for reporting to the EMS & Trauma Registries. DSHS Registry Program has hired two contractors - an IT Specialist and a Project Manager. The responsibility of the IT Specialist includes maintaining the current registry, fixing minor defects, and making minor improvements. Since there has been an IT Specialist on board (for more than 2 years), the Registry has been steadily working, with down time only for regular maintenance. The EMS & Trauma Registries is a commercial off-the-shelf product built by Consilience that allows reporting entities to submit data to the state via file upload or web data entry. The EMS & Trauma Registries is transitioning to the National EMS Information System (NEMSIS) V3.4.0and National Trauma Data Bank 2016 data standards.

Roadway System

The Transportation Planning and Programming Division of TxDOT is the owner of the roadway inventory file. In 2014, significant improvements to quality and accuracy the data were made. Specifically, the functional classification of roadways were comprehensively reviewed by TxDOT's planning partners (including MPOs and FHWA) and subsequently updated in the roadway inventory files. Similarly, the urban and rural

designation of all roadways in the state was also updated. Finally, consistency between the spatial data and the tabular data was vastly improved.

The GIS data is continually improved using the latest Imagery (including 2014 Google Imagery) and GPS data to verify/correct the spatial representation of roadways and tabular data is updated based upon plan and field review of changes to roadway data due to construction projects. Additional detail has been added to the roadway network for non-TxDOT toll roads.

A completely new Roadway Inventory database and maintenance application has been developed. This new system, the Geospatial Roadway Inventory Database (GRID), will transition the maintenance of the roadway inventory data from a variety of disparate systems to a single GIS-based system. This new system went into production during the fall of 2015. Around that same time, a new Straight Line Diagram tool was developed to enhance access to the roadway inventory data.

Driver Licensing System

The Driver License System (DLS) managed by the - Texas DPS contains over 18 million active records as of April 2016. The Texas DPS Driver License Division issues driver licenses and administers programs for enforcement and compliance of driver safety.

Vehicle Registration and Title System (RTS)

The TxDMV administers the refactored RTS database. The refactored RTS is an improved version of the legacy RTS. The objective was to improve the underlying technical implementation with modern, more agile and sustainable technology, while preserving the existing application functionality. The system allows for easier upgrades and enhancements to the application and a more efficient way to maintain and operate the code, while ensuring data integrity and security.

Citation/Adjudication System

The Statewide eCitation System project received funding in October 2015, and the Project Manager and Business Analyst were hired in February 2016.   The project is currently in the requirements gathering phase, which is scheduled to complete in September 2016. A Request for Offer will be published mid-2017, with the goal of having a vendor on board in October 2017 to begin the development and implementation of the Statewide eCitation System. The eCitation system is currently projected to go live in the summer of 2019.

3.0 Traffic Records Strategic Action Plan

- ## 3.1 Status of the Texas TSIS Strategic Action Plan

  Table 3.1 provides an update on the specific actions or projects that were recommended to advance the accessibility, accuracy, completeness, integration, timeliness, and uniformity of traffic records in Texas and to strengthen the TRCC program. Table 3.2 provides the status of recent traffic records projects.

Table 3.1   Action Plan

Objective	Activity/Description	Status Update
1. Improve the Leadership and Coordination of the TRCC	**1.1 Formalize and Focus TRCC Meetings** *Purpose:* To develop standing agenda items to be discussed every meeting. *Description:* System development updates by agencies. Status of other projects defined in this Action Plan, including contractor progress if they are used. Status of grant applications and requests. Presentation of recent data analyses and data use by members. *Measurement of Progress:* Regular meetings of the TRCC.	*Measurement of Progress*: TRCC meetings were held. The dates for the TRCC meetings were: November 5, 2015 January 26, 2016 March 22, 2016 May 10, 2016 Planned Meetings are: November 2016, TBA January 2017, TBA March 2017, TBA May 2017, TBA

	1.2 TRCC Working Groups *Purpose:* To develop smaller working groups for vetting specific issues. *Description:* Form at least three separate committees which will be subgroups below the TRCC, but not part of the TRCC: Citation and Adjudication Information Outreach; Web-Based Data Entry; and Data User Needs (outreach to MPOs, etc.). *Measurement of Progress:* Number of meetings and annual reports to the TRCC by subgroups.	*Measurement of Progress*: No recent meetings of sub-groups, but formation of those groups and other groups that may become necessary was discussed at the November 2015 meeting. The decision to form those groups was postponed until the results of an FY 2017 feasibility study were revealed.

Table 3.1   Action Plan (continued)

Objective	Activity/Description	Status Update
1. Improve the Leadership and Coordination of the TRCC (continued)	**1.3 TRCC Stakeholder Outreach** *Purpose:* To collect and share information regarding core system development by participating in other committee and meetings. *Description:* A representative of the TRCC or TxDOT will attend and report back to the TRCC on other information system projects and initiatives, such as: GETAC meetings; and OCA and JCIT meetings *Measurement of Progress:* Number of meetings attended by TRCC representative.	*Measurement of Progress*: Four GETAC meetings (including several different committee meetings), 4 Trauma Coordinator meetings, one EMS Conference, and 12 stakeholder webinars were attended by TRCC representatives.
	1.4 Apply for first and successive year grants under Section 405c of MAP-21 (*State Traffic Safety Information System Improvements*).	The Texas TRCC has been funded again for FY 2017.
	1.5 Retain consultant support to TRCC *Purpose:* To provide consultant support to TxDOT and TRCC to further the leadership and coordination of the newly reconvened Texas TRCC; gain lessons learned from other states. *Description: Retain a consultant to support TxDOT and the TRCC to:* Support the momentum achieved by the TRCC in the past fiscal year; Conduct outreach to potential working group members and stakeholders; Conduct annual update to the strategic plan; Assist with pursuing commission approval of additional TRCC membership; and Assist with preparation of future 408 grant applications. *Measurement of Progress:* Number of meetings prepared, facilitated, and documented; completed grant applications; additional as tasks are defined by TxDOT.	Consultant contract expired and was not renewed. TxDOT staff supports the TRCC by : Facilitating meetings Conducting annual update to the strategic plan; Preparing 405c grant applications and interim progress reports. *Measurement of Progress*: Four TRCC meetings were facilitated in FY 2016; an update to the Strategic Plan was prepared; and preparation of the Section 405c grant application.

| Improve the Individual Core Data Systems | 2.1 *Crash Record Information System (CRIS) Enhancements*

Purpose: To expand the functionality of CRIS and improve accessibility, accuracy, completeness, timeliness, and consistency of the system.

Description (Tasks):
A. Web Data Entry Public Internet;
B. Web Services for CRIS Data Requests;
C. Regular XML;
D. Texas On-line Component;
E. Data Entry of the Commercial Vehicle Crash Report into CRIS;
F. Extended Data Entry Modification; and
G. Data Entry of Public Crash Report into CRIS.
H. CRIS Help Desk
I. CRIS Agency Support

Measurement of Progress: Individual to each | A. Completed: Web Data Entry Public Internet: The Crash Reporting and Analysis for Safer Highways (CRASH) application offers law enforcement officers the option of submitting crash data via their desktops computers, laptops or in-car computers via the internet. This application was developed with assistance from law enforcement officers.
Measurement of Progress: Deployment of CRASH.
2. Completed: The component was deployed in October 2011.
B. Completed: Web Services for CRIS Data Requests: Aggregate crash data is available to stakeholders and the general public via the TxDOT website. The CRIS Query system is currently being tested and is planned to go into production July 2017.
Measurement of Progress: Development and testing of the Query module.
C. Completed: Regular XML
Measurement of Progress: Crash reports are sent and received in XLM format. D. Completed: Texas On Line Component
Measurement of Progress: Crash reports are available online for purchase through CROPS.
E. Completed: Data Entry of Commercial Vehicle Crash Report into CRIS.
 Measurement of Progress: Complete. CMV Data is currently being entered into CRIS.
F. Completed: Extended Data Entry Modification
Measurement of Progress: Complete. Currently all data from the Texas crash report (CR-3) is being captured in CRIS.
G. In Progress: Data Entry of Public Crash Report into CRIS.
Measurement of Progress: Complete. Driver Crash Report entered into an automated system such as CRIS.
 H. CRIS Help Desk
 Measurement of Progress: Completed: A call center/help desk is available to support law enforcement officers using CRASH.
I. CRIS Agency Support
 Measurement of Progress: Currently we have ongoing technical support to assist law enforcement agencies get set up for CRASH. |

Table 3.1   Action Plan (continued)

Objective	Activity/Description	Status Update
2. Improve the Individual Core Data Systems (continued)	**2.2** *Texas* EMS & Trauma Registries *First Responder Emergency Department (FRED) Project* *Purpose:* The Trauma Registry First Responders Emergency Department (FRED) Project will implement improvements identified by internal and external stakeholders of the EMS & Trauma Registries. The project addresses new requirements in data reporting, linking, abbreviated injury scoring capability, NEMSIS data certification, and interoperability and timeliness reporting with our stakeholders. The need for analytics reporting will be developed as the EMS/Trauma Registry's usefulness is tied to providing improvements in prevention of trauma and injuries to the people of Texas. *Description (Tasks):* • ISS Injury Severity Scoring – DSHS will provide the logic to use for the calculations. Calculations are based on already existing data in the trauma events. • TxDOT Data Extract – Format to be decided on the file extract from TxDOT to link with EMS and hospital data. • Analytics, Public Use Data Files – DSHS will provide datasets for analytics to be used by internal staff and external stakeholders. Purpose is to generate datasets by specific facilities and regions. • Improved Case Data Linking – Improve linking of events including data from new senders (First Responders and Emergency Departments). *Measurement of Progress:* Implementation of the above project deliverables during FY2015.	Progress made on this task includes the completion of: Injury Severity Scoring calculator built within the EMS & Trauma Registries. Improved case data linkage of true matches by expanding linking algorithm. Linkage of Crash data to EMS and hospital records from 2010-2013 and providing an extract to TxDOT. *Measurement of Progress*: Project objectives and activities are being completed. Contracts are executed with work being delivered.

Objective	Activity/Description	Status Update

2. Improve the Individual Core Data Systems (continued)	**2.3** *Texas* EMS & Trauma Registries *Linking Data for Health Information Quality Project*
	
	  Purpose: The Linking Data for Health Information Quality (LDHIQ) project increases health information interoperability and improves injury data quality and assessment for the Trauma Registry. New data linking of health information data and analysis requirements have been identified to provide Texas with the ability to better assess patient EMS/Trauma events to assist in the assessment and development of protocols to improve patient care.
	
	  The ability to link data from multiple health information sources will improve data quality and provide the following benefits to the state.
	
	Description (Tasks):
	• Linking data from multiple health information sources (such as Submersion, Traumatic Brain Injury (TBI), Spinal Cord Injury (SCI), NTDB and NEMSIS within the Trauma Registry to better assess the continuum of patient care.
	
	• Improving data quality by collecting Injury and Trauma information based on NTDB and NEMSIS national data standards.
	
	• Developing reportable injury model and data submission capabilities for Justices of the Peace (JPs) and Medical Examiners (MEs) for Submersion, TBI, and SCI data collected.
	
	• Improving the ability to identify patient injuries and their health outcome due to motor vehicle crashes to identify modifiable risk factors to prevent future motor vehicle injuries.
	
	• Linking submersion data to NEMSIS and NTDB data within the Trauma Registry to improve the collection of risk factor information for prevention planning to reduce submersion injuries.
	
	• Using Pediatric and Adolescent reporting to improve the outcomes of children who experience an injury.
		Progress made on this task includes the following:
		
		Project is currently under development with first phase of deliverables in progress to be delivered by September 30th, 2016.
		
		These tasks include:
		• Linking data from multiple health information sources (such as Submersion, Traumatic Brain Injury (TBI), Spinal Cord Injury (SCI), NTDB and NEMSIS within the Trauma Registry to better assess the continuum of patient care.
		
		• Improving data quality by collecting Injury and Trauma information based on NTDB and NEMSIS national data standards.
		
		• Developing reportable injury model and data submission capabilities for Justices of the Peace (JPs) and Medical Examiners (MEs) for Submersion, TBI, and SCI data collected.
		
		Measurement of Progress: Project objectives and activities are currently under development with the first phase deliverables due by September 30th, 2016.

| 3. Broaden availability and distribution of traffic safety data to all safety practitioners. | 3.1 *Continue to produce and update the Motor Vehicle Crash report when more current data become available.*

Purpose: To provide most recent years of data in standard, easy-to-understand format for planning by TxDOT and other safety stakeholders.

Description (Tasks):
 Complete cleansing of CRIS data;
 Conduct detailed analysis of 2008 - 2013 crash data;
 Produce updated version of Motor Vehicle Crash Report; and
 Distribute report to TRCC, public health community, advocacy groups, universities, etc.
Measurement of Progress: Production of Report. | Progress made on this task includes the following:

Measurement of Progress: Production of Report.

Completed:

Data entry and reconciliation (cleansing of CRIS data) has been completed.

TxDOT has produced annual summary reports for years 2003-2015 and posted the reports to their website. Years within retention period are updated annually and the previous year's reports are added. Crash data requests can now be made through the TxDOT.gov website.

Extract crash data files are available to DSHS, universities, MPO's/COG's, advocacy groups, law enforcement, general public, etc. upon request.

The Crash Reporting and Analysis for Safer Highways (CRASH) application allows direct entry of crash data into CRIS and in turn, the information is electronically returned to the RMS after processing by TxDOT. Effective 01/01/10, commercial motor vehicle (CMV) data fields are incorporated into 2010 CR-3 form and data is being captured in CRIS.

Measurement of Progress: Deployment of CRASH.

Completed: The CRASH application was deployed in October 2011. |
| | | |

Table 3.1   Action Plan (continued)

Objective	Activity/Description	Status Update
3. Broaden availability and distribution of traffic safety data to all safety practitioners.	3.2 *Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.* *Purpose:* train law enforcement on new CRIS and additional functionalities as they come on-line (i.e., Web Data Entry). *Description (Tasks):* Develop training program for law enforcement to improve data quality on crash report; execute training with state and local police departments. *Measurement of Progress:* Number of training sessions conducted by TxDOT.	TxDOT revised the crash report form (CR-3). Once the revision of the form was complete, TxDOT teamed up with experienced law enforcement trainers from the Texas Department of Public Safety to teach other law enforcement officers statewide how to complete the form. *Measurement of Progress*: On Going A TxDOT help desk that runs hours a day/7 days a week/365 days a year was deployed when CRASH deployed on 10/1/2011.

4.0 Performance Measures

- ## Performance Measure #1:
- ## Timeliness of Crash Reporting

A. Performance Measure Used to Track Improvements
Crash/Timeliness 2 - Availability of reports to the public.

B. Narrative Description of Calculation / Estimation Method
C-T-2: The percentage of crash reports entered into the
database within 30 days after the crash

C. Date: April 1, 2013 – March 31, 2014 Baseline Value for Measure: 80.1%

D. Date: April 1, 2014 - March 31, 2015 Current Value for Measure: 88.4%

**E. Title, number and strategic Plan page reference for each Traffic Records System
improvement project to which this performance measure relates**
Traffic Records Assessment Reference Number 1-A.1 and 1-A.3 (Management and
System Issues/Recommendations) document TxDOT's efforts to implement an
electronic reporting system. Additionally, Traffic Records Assessment Reference
Number 4-A.4 documents TxDOT's' efforts to capture crash data electronically.

Required Data	April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015	April 1, 2015 – March 31,2016
Number of crash reports submitted	498,740	524,309	605,095
Average number of days between date of crash and availability in warehouse	24.78	16.12	18.00
Number of crash records available for reporting within 30 days of the date of crash	399,387	463,579	557,824
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	80.08%	88.42%	92.19%

- ## **Performance Measure #2**
- ## **TIMELINESS of the EMS/Trauma Registry**

A. **Performance Measure Used to Track Improvements**
Timeliness of the Registry Data - The *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS record was accepted by the Registry. I-T-01B

B. **Narrative Description of Performance Measure Calculation**
Baseline Period:
The number of Hospital (Trauma Registry) records submitted was 129,824. The percentage of patient care reports with no missing *critical* data elements was 21.9%.
Performance Period:
The number of Hospital (Trauma Registry) records submitted was 98,821. The percentage of patient care reports with no missing *critical* data elements was 27.9%..

Baseline Period	Performance Period
April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015
The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements. Discharge Date and Time: 21.9%	The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements. Discharge Date and Time: 27.9%
Improvement Critical Date Element Percent Change Discharge Date and Time: **27.4**%	

C. **Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Injury Surveillance System Information, 2-F.8. Page 18

5.0 FY2017 Proposed Projects

# Projects	Project Title	Agency	Proposal Number	405 © Funding	402 Funding
1	Core Traffic Records Database Integration Feasibility Study	TTI	2017-TTI-G-1YG-0096		$137,923.41
1	DWI Data Tracking System Feasibility	TTI	2017-TTI-G-1YG-0107		$181,378.61
1	State Traffic Records Systems Citation Database	TxDPS	2017-TDPS-G-1YG-0021	$1,034,021.16	
1	Linking Data For Health Information Quality (LDHIQ)	TDSHS	2017-TDSHS-IS-G-1YG-0137	$1,591,129.97	
1	Law Enforcement Advanced DUI/DWI Reporting System	TMPA	2017-TMPA-G-1YG-0026		$631,610.34
1	Statewide eCitation System	TxOCA	2017-TxOCA-G-1YG-0158	$215,530.00	
1	Reduce Crashes and Crime in Texas by Expanding the DDACTS Model	IADLEST	2017-IADLEST-G-1YG-0142		$221,748.05
1	Texas Law Enforcement DDACTS	TTI	2017-TTI-G-1YG-0094		$135,485.27
1	TTI Interactive Mapping DDACTS Tool	TTI	2017-TTI-G-1YG-0095		$117,876.08
1	Standards and Compliance	TxDOT-CRIS	TBD-TRF	$150,000.00	
1	SLD Enhancements	TxDOT-TPP	TBD-TRF		$500,000.00
1	Unique Intersection Identifier Study	TBD	TBD-TRF	$75,000.00	
1	CR-2 Application and Processing	TxDOT-CRIS	TBD-TRF	$700,000.00	
	CRIS Help Desk	TxDOT-CRIS	TBD-TRF	$1,500,000.00	
	User Management + Enhancments	TxDOT-CRIS	TBD-TRF	$210,000.00	
	CRIS Mobile App	TxDOT-CRIS	TBD-TRF	$565,000.00	
	Agency Support	TxDOT-CRIS	TBD-TRF	$200,000.00	
13				$6,240,681.13	$1,926,021.76

Part 3.1: Impaired Driving Countermeasures Section 405 (d) Attachments

Mid-Range State Notation

➢ The Texas Department of Transportation (TxDOT) will continue to meet with the Texas Impaired Driving Task Force to update the statewide impaired driving strategic plan that meets the requirements outlined in MAP-21 and the FAST Act. The statewide plan was submitted to NHTSA and the most current and updated version is attached as Attachment 3.1 (a).

Attachment 3.1 (a): Texas Impaired Driving Strategic Plan

➢ State of Texas - Statewide Impaired Driving Strategic Plan
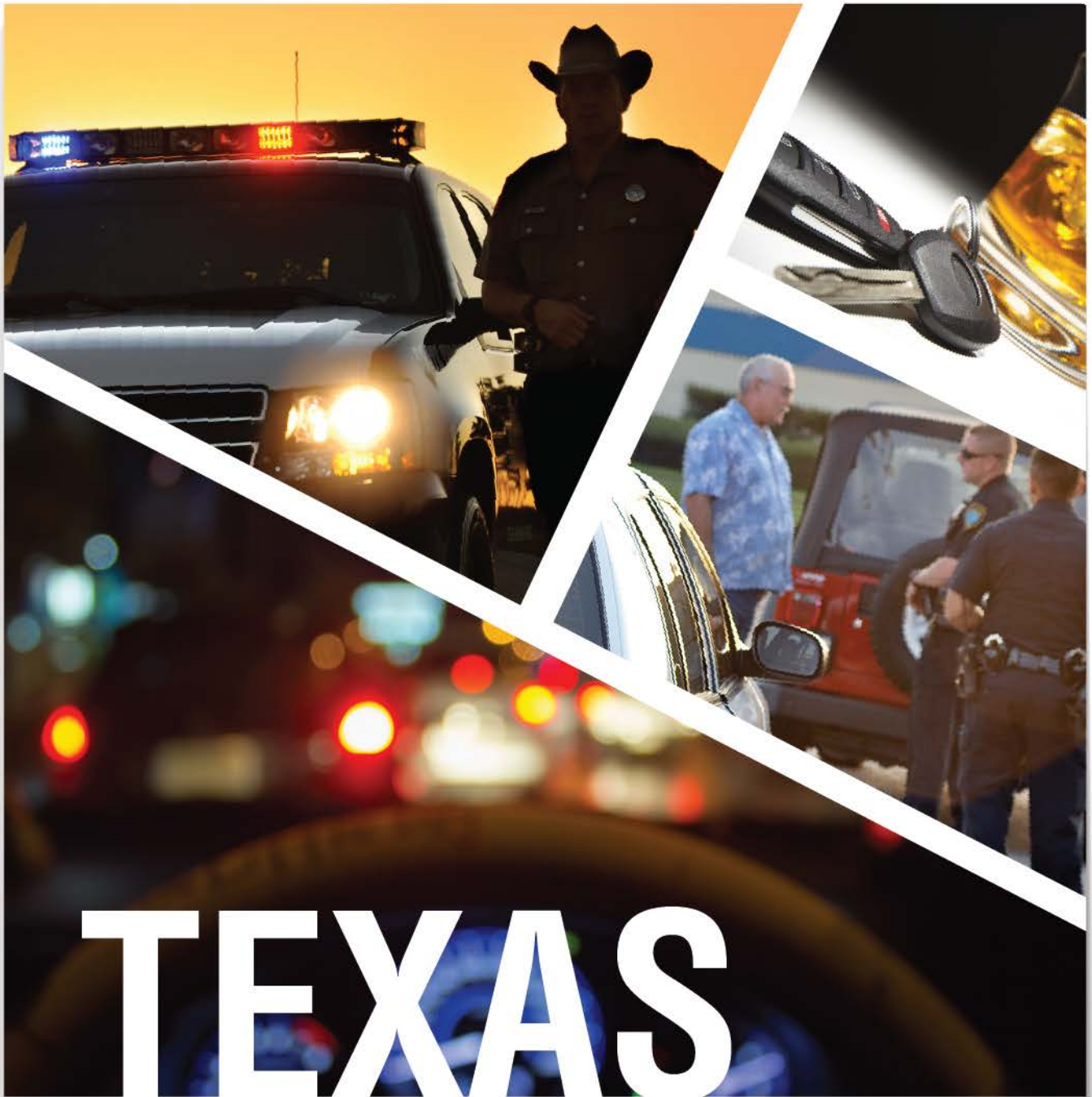
TEXAS

IMPAIRED DRIVING PLAN
June 2016

TEXAS **IMPAIRED DRIVING** TASK FORCE

Save a Life™
Texas Department of Transportation

Texas A&M Transportation Institute

TEXAS IMPAIRED DRIVING PLAN

by

Troy D. Walden, Ph.D.
Senior Research Scientist
Texas A&M Transportation Institute

Prepared by the
Texas A&M Transportation Institute

on behalf of
Texas Department of Transportation

approved by the
Texas Impaired Driving Task Force

June 2016

TEXAS A&M TRANSPORTATION INSTITUTE
College Station, Texas 77843-3135

Texas Department of Transportation

June 15, 2016

To Whom It May Concern:

The Texas Statewide Impaired Driving Task Force serves in an advisory and strategic capacity to not only identify problems and countermeasures, but also to help drive solutions for the impaired driving problem in Texas. The Task Force includes representatives from a diverse set of stakeholder organizations that are involved with addressing impaired driving issues in the State.

In accordance with MAP-21, a qualifying criteria for Section 405 Impaired Driving Countermeasure Grant funding for Mid-Range States, Texas is in this category, is to submit a statewide impaired driving plan developed and approved by a statewide impaired driving task force. The initial plan was developed in FY 2013, and then revised in FY 2014 and FY 2015. The following FY 2016 document is the third revision of the Texas Statewide Impaired Driving Plan and has been approved by the Texas Impaired Driving Task Force. This plan will guide the State as well as the Task Force as we enter the 2017 and 2018 fiscal years.

The Texas Department of Transportation serves as the Governors Highway Safety Office for the State of Texas, and I fully support the efforts of the Texas Impaired Driving Task Force. The Impaired Driving Plan provides a comprehensive strategy for preventing and reducing impaired driving behavior in Texas.

Sincerely,

Carol T. Rawson, P.E., Director
Traffic Operations Division
Texas Department of Transportation

OUR VALUES: People • Accountability • Trust • Honesty
OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

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BACKGROUND

STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

In cooperation with local and regional jurisdictions and tribal governments, Texas has developed a comprehensive state Strategic Highway Safety Plan (SHSP). The SHSP was developed to achieve a significant reduction in the number of traffic crashes, fatalities, and injuries on public roads. Although the SHSP contains a component that addresses the issue of impaired driving, it was determined that the State needed an impaired driving plan that provided additional detail related to reducing the number of impaired driving crashes, fatalities, and injuries, as well as impaired driving in general.

TEXAS IMPAIRED DRIVING PLAN

The Texas Impaired Driving 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, Number 8 – Impaired Driving*. The Texas Impaired Driving Plan includes an internal assessment matrix which was developed based on recommendations from the 2010 and 2015 NHTSA Technical Assessment for the Alcohol and Other Drugs Countermeasures Program. The matrix can be found in Appendix A. In order to better integrate recommendations from the assessment into the plan, a list of the 2015 technical assessment recommendations can be found at the end of each section of the plan.

The impaired driving plan addresses the recommendations of the NHTSA assessment team, but it also moves beyond individual recommendations to ensure that the Texas Impaired Driving Plan serves as a framework for continuous improvement in reducing impaired driving crashes.

PROBLEM IDENTIFICATION

Impaired driving continues to be a significant issue in the state of Texas. The State ranks in the top 10 states nationally (fifth) for alcohol-related fatalities per 100 million vehicle miles traveled (VMT). This marks the seventh consecutive year Texas has ranked in the top 10 states for alcohol-related fatalities per 100 million VMT. *Alcohol-related* is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 0.08% by volume or above, which is the legal limit to drive within the state of Texas. A glossary of terms can be found in Appendix B.

Although trends indicate improvement in the number of alcohol-related fatalities involving adults and those under the age of 21 years old, it is important to recognize that Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving.

A number of potential performance measures were identified that could be used to illustrate the impact of countermeasures and demographic changes on the number of alcohol-related fatalities.

This version of the plan focuses on performance measures typically used by TxDOT in reporting to federal agencies including NHTSA. Texas reports alcohol-related crash statistics to NHTSA in terms of the following:

- Number of fatalities involving driver or motorcycle operator with 0.08 BAC or above
- Rate of alcohol-related fatalities per 100 million VMT
- Percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator

The metrics associated with fatal injuries attributed to crashes involving at least one driver under the influence of alcohol is provided in the following figures:

State of Texas: Alcohol-Related Fatalities, 2011–2013
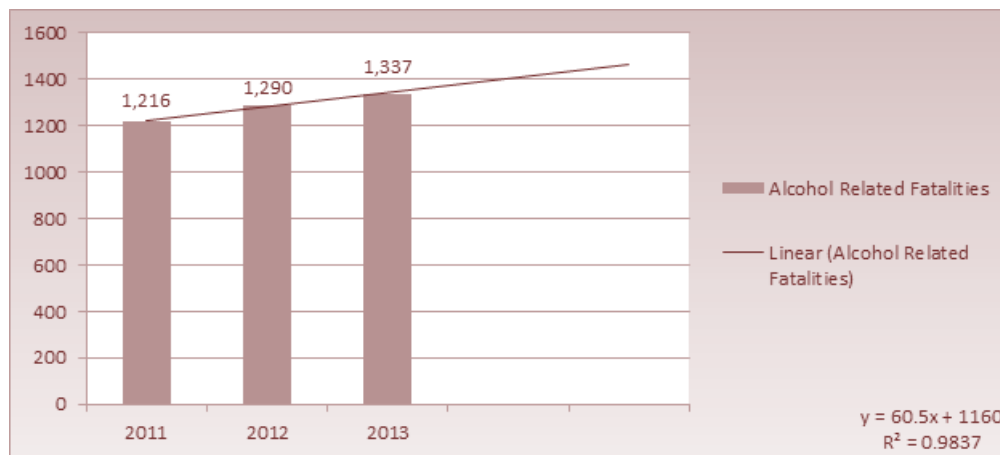
Figure 1. Alcohol-Related Fatalities, 2011–2013

State of Texas: Alcohol-Related Fatality Rate, Per VMT, 2011–2013
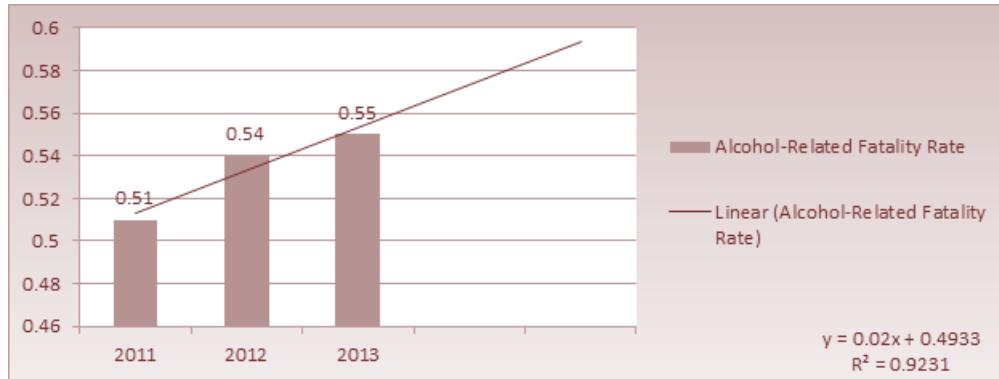
Figure 2. Alcohol-Related Fatality Rate, Per VMT, 2011–2013

State of Texas: Percent of Alcohol-Related Fatalities, 2009–2013
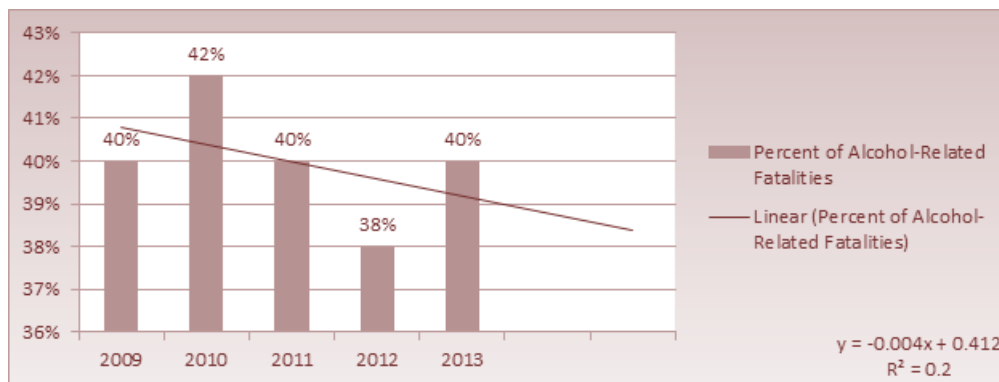
Figure 3. Percent of Alcohol-Related Fatalities, 2009–2013

PROGRAM MANAGEMENT AND STRATEGIC PLANNING

TEXAS IMPAIRED DRIVING TASK FORCE

The Texas Impaired Driving Plan is revised on an annual basis with input and approval from the Texas Impaired Driving Task Force. The Task Force has developed and approved this plan in preparation for submission through the Texas Department of Transportation (TxDOT) to the National Highway Traffic Safety Administration (NHTSA) in accordance with MAP-21. This plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category.

The primary focus of the Texas Impaired Driving Task Force is to prepare and maintain the *Texas Impaired Driving Plan*. The Plan has evolved from a simplified internal assessment into a detailed document that provides both strategic and operational direction for the State and TxDOT specifically in terms of reducing the impaired driving problem on Texas roadways. The complete standard operating procedures for the Texas Impaired Driving Task Force can be found as Appendix C, but the major items of responsibility are as follows:

- Identify specific impaired driving problems in Texas spanning the entire process (prevention to enforcement to adjudication to treatment)
- Identify and recommend methods to reduce impaired driving in Texas
- Identify obstacles impeding the deployment of effective countermeasures in Texas including the evaluation of such countermeasures
- Identify and address unintended consequences that have or may result from the implementation of countermeasures including laws, campaigns, and processes
- Establish and maintain an effective network of stakeholders to communicate and work collaboratively to address the problem of impaired driving in Texas

Membership

The Texas Statewide Impaired Driving Task Force includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving. There are 59 members on the Task Force. Membership is primarily composed of representatives from subgrantees associated with the Alcohol and Other Drug Countermeasures Program within the Traffic Safety Section (TRF-TS) of TxDOT. The Task Force continually assesses weaknesses and gaps in expertise. If an area of the impaired driving problem is not reflected through Task Force membership, then the Task Force reaches out to non-affiliated individuals or organizations and invites them to join the Task Force.

All projects supported by TRF-TS 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. The State and, more specifically, the Impaired Driving Task Force use education, encouragement, enforcement, engineering, and evaluation in order to

develop strategies for addressing identified problems and targeted groups. To ensure that the State is making progress, performance metrics have been identified and stakeholder input and participation have been demonstrated through the creation and maintenance of this plan.

Detailed information regarding Task Force membership and meetings can be found in Appendices D and E. Appendix D is a comprehensive list of individual members of the Task Force, and Appendix E details Task Force membership by organization and respective focus area.

Meetings

The Texas Impaired Driving Task Force meets twice a year. These meetings are conducted by the Texas A&M Transportation Institute (TTI) in Austin. The first meeting is held in the fall – typically in October -- prior to the traffic safety proposal cycle. The second meeting is held in the spring – typically in April -- in conjunction with the Statewide Impaired Driving Forum.

Appendix F contains notes from FY 16 Task Force meetings, Appendix G are notes from Subcommittee meetings, and Appendix H contains information regarding the FY 16 Statewide Impaired Driving Forum.

STRATEGIC PLANNING

The most recent strategic planning session for the Texas Traffic Safety Program addressed the period including FY 2012 – 2016. The session reevaluated the program areas, goals, strategies, and reviewed the traffic safety program mission statement.

The TxDOT Traffic Safety Section (TRF-TS) sought public comments by posting a Request for Comments (RFC) on the *Texas Register*. The *Texas Register* serves as the journal of state agency rulemaking. TRF-TS also sent e-mail notifications to all registered users of TxDOT's Traffic Safety Electronic Grants Management System, eGrants. The following organizations submitted formal comments through the call posted in the *Texas Register*:

- Law Enforcement Mobile Video Institute – University of Houston
- NHTSA Region 6
- San Antonio Metropolitan Planning Organization
- Texas A&M Transportation Institute
- Texas Center for the Judiciary
- Texas Department of Transportation - Traffic Safety and Engineering Professionals within TRF at Austin Headquarters
- Texas Department of Transportation - Traffic Safety Specialists
- Texas Education Agency

As an outgrowth of the overall strategic planning process, Texas develops specific goals for the traffic safety program along with specific strategies and associated performance measures.

The following are the Goals, Strategies, and Performance Measures established for the Alcohol and Other Drug Countermeasures Program Area for the Texas Highway Safety Plan (HSP) through the State's strategic planning process:

Goals

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

Strategies

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

In order for the strategic planning to be an integral part of the Texas Impaired Driving Plan, the goals and strategies are not only part of the internal operations of the program but integrated into the actions of the Impaired Driving Task Force. The following are the performance measures that have been identified as metrics to assess the impact of the TxDOT Alcohol and Other Drug Countermeasures Program.

Performance Measures

- Number of DUI-related (alcohol or other drugs) KAB crashes
- Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
- Number of impaired-driving arrests made during grant-funded enforcement activities
- Number of 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year olds

It is the intention of the Texas Impaired Driving Task Force to identify secondary performance measures related to crashes, program deployment, youth, and other items in order to better understand the impact of countermeasures on the number of fatal and serious injury crashes where at least one driver is deemed to be impaired by alcohol and/or other drugs.

Assessment

In addition to the annual planning and goal setting, Texas has worked with NHTSA to conduct a Statewide Impaired Driving Assessment in 2010 and again in August 2015. The Task Force and TxDOT use the recommendations from these assessments as a framework of performance measurement for the program. The Task Force reviews the recommendations annually, at a minimum, to determine the State's progress towards the assessment results.

PROGRAM MANAGEMENT

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TRF-TS) in the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The program management staff is located at the Austin headquarters, and the traffic safety specialist field staff is stationed across the State in support of the 25 TxDOT districts. Federal funding is secured from the NHTSA, a division of the U.S. Department of Transportation (USDOT).

Over 347 traffic safety grants are awarded annually to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. One hundred and seventeen Alcohol and Other Drugs Countermeasures projects were planned in the Texas Highway Safety Plan for FY 2015, 153 projects were planned for FY 2016, and 148 were planned for FY 2017. A list of those organizations represented on the Task Force with a TxDOT-sponsored Alcohol and Other Drugs Countermeasures project can be found as Appendix I.

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with a diverse set of program partners as well as other individuals and organizations not currently affiliated with TxDOT. This network not only addresses the goals and strategies associated with the TxDOT Alcohol and Other Drug Countermeasures Program but also provides expert resources for the program in an ad hoc capacity. The Task Force works together with

TxDOT to create a multifaceted, cohesive program, as opposed to a group of projects and organizations, in order to address the problem of impaired driving in Texas.

Resources

The TxDOT Alcohol and Other Drug Countermeasures Program area has a comprehensive approach to addressing the problem of impaired driving in Texas. The following table provides a fiscal summary for FY 2015–2017:

Table 1. Fiscal Summary for FY 2015–2017

	FY 2015 Awarded	**FY 2016 Awarded**	**FY 17 Planned**
Federal	$18,640,713	$ 16,464,162.29	$ 15,225,007.76
State	$1,300,000	$ 300,000.00	$ 300,000.00
Program Income	$21,600	$ 800,000.00	$ 0.00
Match	$13,410,825	$ 29,829,295.20	$ 26,267,268.74
Total	**$33,373,138**	**$ 47,393,457.49**	**$41,792,276.50**

Currently, some of the costs associated with addressing the impaired driving issues in Texas are supported by fines related to offenses. The Texas Legislature has been hesitant in recent years to impose additional fines. A list of bills passed during the 84th Texas Legislature can be found in Appendix J. The Impaired Driving Task Force continues to examine ways that fines could be applied in order to support traffic safety initiatives from a fiscal perspective.

DATA AND RECORDS

The primary source of data used for traffic safety programs originates from information collected by law enforcement officers at a crash site. This information is then input into a statewide crash database referred to in Texas as TxDOT's Crash Records Information System (CRIS). Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete datasets to analyze.

CRIS data is combined with other data sources including the U.S. Census, the Fatality Analysis Reporting System (FARS), and other localized databases to ensure that the State's impaired driving program is fully supported in regards to data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, encouragement, and evaluation activities throughout the State.

This part of the impaired driving program also satisfies the need for integration with the Traffic Records Coordinating Committee (TRCC). TRCC is comprised of designees from TxDOT, the Department of State Health Services (DSHS), Texas Department of Public Safety (TxDPS), and the Texas Center for Judiciary (TCJ), who are also members of the Impaired Driving Task Force.

The Texas A&M Transportation Institute (TTI) provides additional extensive data analysis to TxDOT and facilitates the development of the Texas Strategic Highway Safety Plan.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- **Create and convene a Governor's Executive Committee of the Impaired Driving Task Force chaired by a Texas Department of Transportation Commissioner (appointed by the Governor) with a membership consisting of the Attorney General, six State Senate members (appointed by the Lt. Governor), and six House members (appointed by the Speaker of the House), meeting in even numbered years and receiving administrative support from the Texas Operations Division-Traffic Safety Section (TRF-TS)**
- **Develop and fund a driving under the influence/driving while intoxicated (DUI/DWI) tracking system that would link Texas criminal justice agencies' databases in order to create a network containing offenders' criminal history, arrests, warrants, photographs, and fingerprints to ensure access to offenders' previous and/or current DUI/DWI history**
- Conduct a study to determine the Texas Highway Safety Office's needs for better and more accurate impaired driving data
- Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner
- Establish private/public partnerships to increase funding for the impaired driving program
- Support initiatives that will encourage the Governor and legislature to enact legislation that increases driving while intoxicated fines to generate funding for the impaired driving program

PREVENTION

NHTSA recommends that impaired driving prevention programs should include public health approaches, such as interventions that alter social norms related to drinking and driving, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a diverse and culturally responsive set of multifaceted 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. The following subsections detail efforts being made by Task Force members to promote and educate Texans on responsible alcohol consumption.

Responsible Alcohol Service

The Texas Impaired Driving Task Force works with TxDOT subgrantees and other local and statewide organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, and any alcohol service to minors at the statewide and community level. Additionally, the group focuses on policies and best practices that prevent over-service to those individuals aged 21 and over. Education is promoted and provided by Task Force members, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization which works to promote responsible alcohol service is the Texas Alcohol Beverage Commission (TABC). TABC regulates third party, seller-server schools available throughout Texas and online. The program covers Texas' underage and over-service laws, and prevention strategies. TABC-approved seller sever schools train about 350,000 people each year. The certification is valid for two years. Currently, Texas law does not require seller/servers to be certified, but administrative sanctions are offered to licensed locations that require the certification and meet other minimum standards.

TABC offers a Manager's Awareness Program (MAP) for owners and managers of licensed establishments to encourage voluntary compliance through education. Topics presented during MAP training include: responsible management practices, exemption from administrative action (safe harbor), civil liability for the licensed establishment, minors, private clubs, intervention techniques, signs of intoxication, refusing sales, policies and procedures, and checking employee certification for seller/server training. Additionally, TABC offers a companion education program, known as SERVE, for all employees of licensed locations to deter violations and promote voluntary compliance with the Texas Alcoholic Beverage Code. MAP, SERVE, and other responsible vendor programs are offered free of charge to licensed retailers and their employees.

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 pre-determined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are: increased inspection frequency for retailers with past histories of public safety violations, a greater emphasis on "after hours" establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of its complaint investigations to give investigations involving allegations of public safety offenses first priority in terms of time and resources.

Priority Inspection

TABC identifies retailers whose premises have been the scene of an offense with public safety implications, or that have been the subject of multiple complaints alleging such violations. Once identified, these retailers are assigned to one of five priority levels, which determine the frequency of TABC inspections. Priority levels are assigned based on the severity and number of past violations or complaints, and on the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes, so long as no new violations are observed, a business will progress downward through the priority tiers. Inspections become less frequent with each downward step among the tiers. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when they are leaving licensed premises. These public safety violations are alcohol age-law offenses, intoxication offenses, prohibited hours offenses, drug-related offenses, disturbances of the peace, and human trafficking. Vice offenses such as prostitution are also considered when assigning priority status. Violations indicative of retailer financial stress are also reviewed because such offenses have been found to occur concurrently with or as a precursor to actual public safety offenses.

As part of this program, TABC also provides free training opportunities to retail managers and employees in an attempt to prevent future violations. Field offices are required to offer these opportunities to all retailers qualifying for the two highest tiers but routinely make them available to all other retailers as well. As result of its training initiatives, some 20,000 retail managers and employees were exposed to illegal sales recognition and prevention "best practices" techniques.

During FY 2014, 7,010 retailers qualified for priority status. TABC enforcement agents conducted over 45,350 inspections of these priority status retailers as the year progressed. These inspections produced nearly 554 criminal cases and over 886 administrative cases, mostly

involving additional public safety offenses. Due to this model of compliance, the percent of inspections of priority locations resulting in the discovery of public safety violations has steadily declined, falling from 12.8 percent in FY 2006, to 6.9 percent by the end of FY 2014.

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 following media campaigns aimed to prevent impaired driving: Christmas/New Year Holiday Campaign, Project Celebration, Impaired Driving Mobilization STEP Grant Program, Hispanic Impaired Driving Campaign, Labor Day, Football Season Impaired Driving, and College and Young Adult.

The Texas Impaired Driving Task Force members and their respective organizations work with other agencies which are not funded by TxDOT in order to continue to address this important component of an integrated Impaired Driving Plan. Some of these initiatives include: university peer-to-peer programs such as TTI's "U in the Driver Seat program" and its associated Designated Unimpaired Driver Extraordinaire (D.U.D.E.) outreach messaging platform. In concert with the philosophical approach of the program's positive peer messaging format and to help address the growing challenges with "other drugs" (i.e., other than alcohol), the D.U.D.E. outreach initiative is designed to help address impaired driving on a much broader scale/basis. Other examples of promoting and/or providing transportation alternatives include: CARPOOL at Texas A&M University and Driving Jacks at Stephen F. Austin University; transportation alternatives at Fiesta and Fort Worth Stockyards; small businesses providing alternative transportation and employer incentive programs; taxi voucher programs; and extended hours of public transportation.

As demand for alternative sober rides home have increased, private-for-profit companies have emerged to meet this need. One such type is a membership company which guarantees a ride or spare driver for the impaired person. Sober Monkeys, for example, not only provides a ride home for the intoxicated individual, but it also provides a professional sober driver for the intoxicated person's vehicle. Companies such as URide, Uber, and Lyft provide safe rides home much like a taxi would. Another example of safe transportation for those who intend to drink is shuttles to and from night life areas. These services allow individuals to schedule a ride to and from their destination. Additionally, some cities such as Austin are attempting to encourage the public to utilize these alternative modes of transportation by not ticketing or towing vehicles that are left overnight in the downtown area.

Reducing Underage Access to Alcohol in Social Settings

The Texas Impaired Driving Task Force works with various statewide organizations to promote best practices for social hosting. Social hosts are individuals who provide alcohol to minors in a home or other private property where underage drinking occurs. Such parties can result in

various negative consequences such as vandalism, impaired driving, alcohol poisoning, and sexual assault. Responding to these parties places a costly burden on police, fire, and emergency services.

Coalitions across the State educate communities on the dangers of underage drinking parties, and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors, as well as the importance of youth abstention until 21 to reduce the likelihood of alcohol addiction. Organizations such as Texans Standing Tall (TST) train law enforcement on controlled party dispersal, so law enforcement personnel can respond to parties and ensure the safety of the youth attendees and the surrounding community. The Texas Municipal Courts Education Center offers judicial education on topics related to social hosting.

Community-Based Programs

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools – Public and Private
- Statewide Organizations

Schools and Education

In educational environments, community-based programs use public information, education simulators, and training initiatives to engage students, parents and caregivers, and school staff and support personnel to affect social norms to reduce alcohol abuse and impaired driving.

Although it is no longer taught in school, young people receive a minimum of six alcohol awareness hours through Texas driver education programs. This early education is designed to prevent young drivers from getting behind the wheel while impaired. However, Texas provides a variety of programs to address impaired driving needs in schools at the grassroots level. In addition to the college-level peer-to-peer program (U in the Driver Seat) mentioned previously, TTI has also been widely deploying a peer-to-peer program at the high school level as well for over a decade. Identified for the last several years as a national best practice, the Teens in the Driver Seat® program is designed to engage, empower, and activate students to become young

traffic safety advocates. Having now reached over 750 high schools in Texas, Teens in the Driver Seat® emphasizes helping students avoid impaired driving as a key outreach and educational message. A brief testimonial video exhibiting the program's ability to positively influence and create a traffic safety culture amongst high school students can be viewed at: https://www.youtube.com/watch?feature=player_embedded&v=1H-fq4OVPFs. Additionally, the National Safety Council's *Alive at 25* program has been incorporated into some of the municipal courts and teens may be required to participate in the program.

Other community-based programs have included public outreach efforts by various social service entities and organizations as a part of their core public health and safety mission. This includes activities launched by municipal courts, hospitals, regional education service centers, social advocacy groups, institutions of higher education, and private companies. Examples would include how municipal court programs utilize judges and court staff as resources on impaired driving issues in schools and communities. In addition, hospitals, such as Baylor Scott and White Hillcrest, employs programs such as the Texas Reality Education for Drivers (RED) Program which are designed to impact risky teen driving behavior. RED educates on driving *secure* by wearing a seatbelt, *silent* by being free of distractions like cellphones, and *sober* by refraining from using alcohol or drugs.

Employers

Building an on-going traffic safety culture of preventing impaired driving is also achieved through employers. As 80% of Texans have an employer or live with someone who does, and employees drive to work and may drive as a part of their job, makes the employer ideal to address impairment. The workplace is a critical area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, poor performance, re-hiring and training costs, and the potential liability that can be significant. Impaired driving that occurs within someone's family can also impact the worker, co-workers, and employer. Therefore, employer training, on-going education and messaging, employee assistance programs and employee health fairs are important opportunities which are used to address driver behavior in the area of impairment.

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 as well as provide for input resources at the state level for strategic and operational initiatives. These coalitions primarily focus on traffic safety in general terms, but each coalition includes a

component of impaired driving as an area of interest. One such organization is Texans Standing Tall; this organization hosts regional forums and trainings based on initiatives that start at the community level to address impaired driving.

For a more comprehensive list of local and statewide coalitions and respective Traffic Safety Specialists, please see Appendix K.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- Implement high-visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns
- Enact a strict social host liability statute holding all individuals liable for damages resulting from over-service of alcohol to guests
- **Enact a $.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment**
- Ensure that all designated driver programs stress "no use of alcohol" messages for the designated driver
- Ensure alternative transportation programs do not encourage or enable excessive drinking
- Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption
- Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula
- Coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs
- Continue and expand the *Our Driving Concern: Texas Employer Traffic Safety Program*
- Conduct an assessment of community-based coalitions that addresses alcohol and substance use to determine the extent and nature of impaired driving prevention strategies and areas for potential collaboration with the traffic safety community
- Coordinate highway safety plans and programs with substance abuse prevention plans and programs

CRIMINAL JUSTICE SYSTEM

For Texas' impaired driving program to be effective, it must engage all facets of the criminal justice system including law enforcement, prosecution, judiciary, and probation/community supervision. Each of these components addresses general and specific deterrence.

In order for deterrence to be effective, a multidisciplinary approach that ensures each criminal justice component is educated and engaged in its particular aspect of the issue of impaired driving must be used. For more than ten years, Texas has effectively involved law enforcement through adjudication in its TxDOT Alcohol and Other Drug Countermeasures Program. The following sections detail how Texas addresses the engagement of the criminal justice system into the State's impaired driving program.

LAWS

NHTSA has utilized evidence-based research to identify effective countermeasures that are recommended to states to reduce impaired driving. According to NHTSA guidelines, each state is expected to enact impaired driving laws that are sound, rigorous, and easy to enforce and administer. These laws should clearly: define the offenses, contain provisions that facilitate effective enforcement, and establish effective consequences. These guidelines provide specific suggestions to define offenses, provide facilitation for effective enforcement, and establish penalties for the offenses. Details related to these guidelines and how Texas laws address each one are included in Table 2.

The Texas statute information is detailed according to the following:
- Penal Code (PC) – A body of laws relating to crimes and offenses and the penalties associated with their commission
- Transportation Code (TC) – Provides definition of rules, offenses and penalties for activities related to the transportation system
- Alcohol Beverage Code (ABC) – Comprised of statutes related to the sale and consumption of alcoholic beverages
- Code of Criminal Procedure (CCP) – The main legislation related to the procedure for the administration of criminal law
- Health and Safety Code (HSC) – Comprised of statues and regulations related to controlled substance laws and individuals and organizations providing health care records associated with these activities

Table 2. Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Define Offenses to Include	Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly;	IPC 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, perhaps the most inclusive statute in the nation.
	Driving with a blood alcohol concentration (BAC) limit of .08 grams per deciliter, making it illegal "per se" to operate a vehicle at or above this level without having to prove impairment;	PC 49.01 (2)B Definitions TC 724.001 (9) Definitions
	Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense;	PC 49.04(D) DWI PC 49.09 Enhanced Offenses & Penalties First time offenders with a BAC over .15 are subject to the highest misdemeanor punishment under the law.
	Zero Tolerance for underage drivers, making it illegal "per se" for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater);	ABC 106.041 Driving Under the Influence by Minor (_Texas statute provides for a provision of any detectable amount of alcohol when a person is < 21 years of age. Can be prosecuted for higher offense of DWI when the BAC is .08 or above._)
	Repeat offender with increasing sanctions for each subsequent offense;	PC 49.09 Enhanced Offenses & Penalties ABC 106.041 Driving Under the Influence by Minor Texas frequently sentences its worst repeat DWI offenders with life sentences.
	BAC test refusal with sanctions at least as strict or stricter than a high BAC offense;	TC 524.022 Period of Suspension
	Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions;	TC 521.202 Ineligibility for License TC 521.292 Department Determination for License Suspension TC 521.457 Driving While License Invalid
	Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270);	PC 49.04(c) Driving While Intoxicated PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle
	Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.	TC 545.413 Safety Belts Offense TC 545.412 Child Passenger Safety Seat System Offense

NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Include Provisions to Facilitate Effective Enforcement	
Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs);	*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.*
Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers;	*Texas case law and statutes prohibit results from these devices being presented to the jury. All admissible breath test results must come from an instrument verified and maintained by the office of Breath Testing, such a device has never been approved. Portable breath tests are admissible to establish probable cause outside of the jury. Statutes neither expressly authorize nor prohibit the use of passive alcohol sensors.*
Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs;	TC 724.011 Consent to Taking a Specimen An officer may obtain one or more samples of breath and/or blood.
Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.	TC 724.012b Taking of a Specimen One of the nation's most expansive laws, currently unusable after recent Supreme Court rulings.
Laws Should Establish Effective Penalties	
Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;	TC 521.372 Automatic Suspension for Certain Drugs
Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the State's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock;	TC 724.032 Officer Duties for License Suspension TC 724.033 Issuance by Department of Notice of Suspension in Denial TC 724.035 Suspension in Denial of License TC 524.022 Period of Suspension
Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment;	PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial CCP 42.12 § 13 DWI Community Supervision CCP 17.441 Conditions Requiring Motor Vehicle Ignition Interlock TC 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication TC 521.457 Driving While License Invalid
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;	*Texas does not have a statute that requires assessment for alcohol or other drug abuse problems for all impaired driving offenders. CCP 42.12 §13 (a)(2) allows a judge to order an assessment for alcohol or other drug abuse problems and requires an assessment for subsequent offense.*

NHTSA Recommendations	Texas Statutes and/or Commentary
Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.	ABC 106.02 Purchase of Alcohol by Minor ABC 106.071 Punishment for Alcohol Related Offense by Minor ABC 106.04 Consumption of Alcohol by Minor ABC 106.05 Possession of Alcohol by Minor ABC 106.07 Misrepresentation of Age by a Minor ABC 106.115 Attendance at an Alcohol Awareness Course; License Suspension PC 49.02 Public Intoxication

ENFORCEMENT

Texas law enforcement includes state and local officers from the Texas Department of Public Safety (TxDPS), police agencies (municipalities, university, school districts, etc.), sheriff offices, and constables as well as agents with the Texas Alcoholic Beverage Commission (TABC) and Texas Parks and Wildlife.

One of the primary goals of the NHTSA 2010 Statewide Alcohol Assessment was to increase training provided to Texas law enforcement officers in the area of driving while intoxicated/driving under the influence of drugs. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to see driving while intoxicated as an important component of their enforcement activities.

Texas has provided a long-standing program on updated case law; enforcement techniques such as in-car mobile video and/or officer body worn camera recording of driving while intoxicated, boating while intoxicated, drugged driving offenses, standardized field sobriety testing; and blood search warrant procedures on a statewide basis. Texas also provides the Drug Evaluation Classification Program (DRE) and Advanced Roadside Impaired Driving Enforcement education (ARIDE).

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.

PUBLICIZING HIGH VISIBILITY ENFORCEMENT

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to roll out media campaigns in the form of events, distributed materials, as well as earned and purchased media.

One example of implementing high visibility enforcement in Texas is through No-Refusal initiatives. No-Refusal initiatives are a high-profile, organized enforcement strategy designed to

combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement is able to quickly obtain search warrants from "on call" magistrates in order to take blood samples from suspected intoxicated drivers who refuse voluntary breath or blood tests. No-Refusal initiatives thus take away the driver's ability to refuse to provide scientific evidence of intoxication. These initiatives are publicized at the local level consistent with when they are deployed (i.e., full-time, holidays, or weekend). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives. Currently operating in a number of jurisdictions, including in Austin, Dallas, San Antonio, and Montgomery County, No-Refusal initiatives are a good example of how high visibility enforcement is publicized using a local and statewide media. Texas conducts analysis of biological (breath and blood) specimens collected as evidence in criminal cases through the Department of Public Safety Crime Laboratory system, the Texas Breath Alcohol Testing program, and other private or publicly funded laboratories recognized as accredited by the Texas Forensic Science Commission.

PROSECUTION

Texas has strong support at the state and local level in regards to prosecuting DWI and DUI offenders.

One program partner is the Texas District and County Attorneys Association (TDCAA) which supports the Traffic Safety Resource Prosecutor (TSRP). This association provides technical assistance, training, education, and case resources for prosecutors processing impaired driving cases. The TSRP has been a long-standing, critical member of the Texas Impaired Driving Task Force and is instrumental in integrating representatives from law enforcement through adjudication to improve DWI processing in the State. The TSRP has been a significant champion in the No-Refusal initiatives by providing training and technical assistance throughout the State.

At the local level, many prosecutors have joined in implementing integrated approaches to address their jurisdiction's impaired driving problem. A 2010 Listening Session by TDCAA found the overwhelming majority of Texas Elected Prosecutors hold DWI prosecution to be a priority of their offices. Several local prosecutors are members of the Task Force and provide a practical perspective related to processing DWI cases through the criminal justice system. They are responsible for implementing the No-Refusal programs in their jurisdictions. Many of these prosecutors also spend time and resources to develop localized DWI task forces and work to train law enforcement on DWI procedures and enforcement strategies. The Texas Municipal Courts Education Center also trains prosecutors on the adjudication of juvenile DUI cases.

The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in regards to prosecuting DWI cases.

ADJUDICATION

Texas has a unique judicial system. Different types of courts have specific roles in dealing with the impaired driving problem in the State. The TxDOT Alcohol and Other Drugs Countermeasures Program has worked to improve communication between each of these courts to ensure a comprehensive approach to address the impaired driving problem. Each court type can emphasize how its court impacts the overall problem of impaired driving.

The Texas court system typically becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriate conditions of bond, including mandatory controlled substance testing and/or the installation of an ignition interlock device.

Bond conditions are important in DWI cases in Texas because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases, mandated, to order ignition interlock and other innovative technology approaches as conditions of bond to decrease the rate of recidivism.

After a charging instrument is filed with a trial court, that court is responsible for properly adjudicating the charge and imposing a disposition. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial.

Trial courts include specialized DWI/drug courts where recidivism, screening, and treatment are addressed over a longer period with the goal of reducing the probability of a driver reoffending. Other courts, without the DWI/drug court approach, may use more traditional approaches to DWI cases, but they are encouraged to utilize ignition interlock and other innovative approaches to decrease the rate of recidivism.

Each of the different courts has a statewide association that is funded to provide technical assistance and provide education specifically related to impaired driving. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues in the State.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the Texas Impaired Driving Task Force have also trained judges in smaller jurisdictions to employ the precepts of a DWI/drug court to create hybrid approaches.

The courts that deal with underage alcohol offenses or public intoxication have the opportunity to impact offenders prior to them driving impaired while other courts are dealing directly with DWI cases.

COMMUNITY SUPERVISION/PROBATION

Offenders who have been convicted of an impaired driving offense have two sentencing options: jail time or probation. In Texas, probation is also known as community supervision. In most impaired driving cases, the offender is placed on probation for a period of 6 to 24 months. During this time, the offender will likely be required to: report to the probation department or assigned probation officer monthly; pay any fines, court costs, probation fees, and treatment costs ordered; complete community service (no less than 24 hours, no more than 100 hours); attend a state-approved DWI Education course within the first six months of supervision; attend a Victim Impact Panel; complete an alcohol and drug evaluation to determine any substance abuse issues; and complete random substance testing (usually urinalysis and/or breathalyzer). These general probation conditions can be amended by the court or prosecution (prior to disposition) to allow for the unique needs of each offender to be met. Additionally, the court may amend these conditions at its discretion.

The most common addition to the aforementioned probation conditions is the installation of an ignition interlock device in the offender's vehicle. While some cases mandate an ignition interlock be ordered, a court may assign this at their discretion as well. When an ignition interlock device is ordered, it is typically ordered for half of the supervision period.

It is important to note an offender cannot receive deferred adjudication for an impaired driving offense in the state of Texas. As a result, many prosecutors have developed Pre-Trial Diversion programs. These programs function much in the same way a deferred adjudication would. Most Pre-Trial Diversion programs require the offender to complete a period of supervision successfully in exchange for the charge against them to be dismissed, typically with the understanding that if they are arrested a second time for an impaired driving offense they will be treated as a repeat offender. Pre-Trial Diversion programs vary in length and requirements vary from county to county. Each is run at the discretion of the prosecutor's office in that county.

IGNITION INTERLOCK PROGRAM

An ignition interlock is an alcohol-specific device that is wired into the ignition of a vehicle to prevent the driver from starting the vehicle after consuming alcohol. The device requires the driver to provide a breath sample in order for the vehicle to start. Once the vehicle is started, the device requires the driver to provide additional breath samples at randomly occurring intervals.

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an ignition interlock should be ordered when the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if this is a subsequent impaired driving offense for the offender.

For offenders placed on probation for intoxication assault or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. In the state of Texas, ignition interlock is not mandated for all first offenders. However, first offenders with a BAC of .15 or above or who are under the age of 21 at the time of arrest must be ordered an ignition interlock when placed on probation.

Typically, an offender who is ordered an ignition interlock will be required to have the device installed within 30 days of judgment or as a condition of bond. Offenders are usually required to keep the device installed in their vehicle for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement. The Texas Municipal Courts Education Center, Texas Center for Judiciary, Texas Justice Court Training Center, and Texas Association of Counties train judges and/or 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 as well as to help to prevent and monitor impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. The information on graduated driver licensing (GDL), zero-tolerance laws, and the requirements related to ignition interlock devices are integrated into the administrative sanctions and driver licensing program in Texas. This information is also part of the driver education curriculum.

Administrative License Revocation (ALR) is a traffic safety countermeasure. An ALR law authorizes police to confiscate the drivers licenses of individuals arrested on the suspicion of driving under the influence of alcohol and/or other drugs who either refuse to submit to a

chemical test (breath or blood) or whose test results indicate a blood alcohol concentration (BAC) above the per se limit of 0.08. Drivers are given a notice of suspension that allows them to drive temporarily during such time the suspension may be challenged through an administrative hearing. If the suspension is not challenged through the hearing process or the suspension in 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 3. ALR Sanctions for Adults

Refuses to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater, following an arrest DWI/BWI	90 days	First offense
	1 year	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest

Table 4. ALR Sanctions for Minors

Refuses to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount), following an arrest DWI/BWI or was not requested to provide a specimen following an arrest for an offense	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

In addition to these administrative initiatives, Texas is working with prosecution, judiciary, and probation professionals to maximize the effective use of ignition interlock devices to reduce recidivism associated with impaired driving.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- **Codify driving while intoxicated (DWI) deferral, diversion, and pre-trial intervention programs so as to provide uniform statewide guidelines, requirements, and procedures that regulate the implementation, operation, and applicability of such programs**
- **Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety roadblocks**
- **Enact a statute that establishes a uniform statewide driving while intoxicated (DWI) case tracking system in which all DWI charges are required to be charged on specifically numbered uniform traffic citations, the dispositions of which must be reported to a central record keeping system regardless of whether the offense is refiled as an information, indictment, or results in a dismissal, deferral, diversion, amendment, or reduction of the original citation to a non-alcohol-related offense**
- **Enact a statute that allows well planned and fairly executed sobriety checkpoints**
- Continue regular Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the Standardized Field Sobriety Tests (SFST) and an introduction to drugs that impair driving
- Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers
- **Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide**
- **Expand statewide partners for Drug Recognition Expert (DRE) training through regional training teams**
- **Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations**
- Enact a statute establishing per se levels for controlled substances
- Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing
- Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time
- Increase use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities
- Provide regular, ongoing training for prosecutors and members of the judiciary on the principles, effectiveness, and accuracy of Standardized Field Sobriety Tests (SFSTs), the Drug Recognition Expert (DRE) Program, and approved breath testing instrumentation

- Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute
- **Review the organization, operation, and budget of the office of the Traffic Safety Resource Prosecutor (TSRP) to determine if additional TSRPs should be funded for purposes including on-site assistance to prosecutors, particularly in rural jurisdictions, in the trial of complex DWI felonies and assistance in argument of motions with significant statewide implications**
- Encourage prosecutors and county attorneys to request judges not permit DWI pleas for jail time in lieu of probation and to urge judges to place convicted DWI defendants on probation with supervision requirements of undergoing drug/alcohol assessment and treatment where indicated
- Convene a meeting of prosecutors and county attorneys to develop and recommend specific uniform statewide guidelines, standards, and requirements for the operation of DWI Pretrial Diversion and/or DWI Pretrial Intervention programs
- Adopt statutory guidelines for the operation of pretrial deferral, diversion, and intervention programs
- Educate law enforcement and other criminal justice stakeholders in how driver license checkpoints can be constitutionally operated and utilized
- Enact rules of professional conduct and disciplinary rules that either totally prohibit assistant prosecutors from engaging in civil law practice or that limit such civil practice to matters that do not involve issues related to pending criminal matters
- Convene a task force to investigate and report, to the Governor and Legislature, the current deficient state of driving while intoxicated (DWI) record keeping and DWI case disposition practices so that appropriate remedies, statutory or otherwise, can be fashioned to address and cure such deficiencies
- Continue funding for the further establishment and expansion of driving while intoxicated (DWI)/Drug Courts and for the training of judges, prosecutors, and other personnel needed to operate such courts
- Encourage judges to not permit driving while intoxicated (DWI) defendants to avoid probation where the best interests of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment
- Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24 months in the disposition of driving while intoxicated (DWI) cases
- **Enact a driving while intoxicated (DWI) diversion statute that would enable DWI/Drug Court judges to reward those who successfully complete a DWI/Drug Court program of one year or longer in duration, by dismissing the pending DWI case upon motion by the District or County Attorney**
- Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user

- Notify and/or train law enforcement officers about the ignition interlock program and license so that they are able to recognize an interlock-restricted license and take appropriate action for non-compliance
- Resolve the continued concern about the administrative hearings' negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings
- Conduct a study of the effect of the Responsible Driver Act surcharges on subsequent compliance and relicensure of drivers to determine if alternative source of revenue should be sought
- Provide accountability for the ignition interlock program by specifying in law or policy to whom responsibility for review of driver behavior and sanction of non-compliance belongs
- Enact a law that allows vehicle sanctions to be used for driving while intoxicated (DWI) convictions

COMMUNICATION PROGRAM

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multi-lingual materials, care has been taken to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 5. These efforts represent event-specific, holiday, and year-long efforts. The communication plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

Table 5. Communication Projects and Campaigns

Project Title	Organization	FY 15	FY 16	FY 17
Christmas/New Year Holiday Campaign	Texas Department of Transportation	X	X	X
College and Young Adult	Texas Department of Transportation	X	X	X
DWI March for Change	AAA Texas and the Travis County Underage Drinking Prevention Program	X	X	X
Football Season Impaired Driving	Texas Department of Transportation	X	X	X
Hispanic Impaired Driving Campaign	Texas Department of Transportation	X	X	X
Impaired Driving Mobilization STEP Grant Program	Texas Department of Transportation	X	X	X
Labor Day	Texas Department of Transportation	X	X	X
Project Celebration	Texas Department of Transportation	X	X	X

The Texas Impaired Driving Task Force and TxDOT Traffic Safety staff (headquarters and district level) in conjunction with their creative agency partners have developed strong relationships with the following types of organizations in order to maximize the impact of all communications:

- Corporations - Valero, HEB, AMI, and Clear Channel Communications, etc.
- Business and Professional Associations - Representing restaurants, convenience stores, insurance, colleges, business alliances, chambers of commerce, OSHA, etc.
- Professional Development Groups - Leadership Program for Young Hispanics, etc.

- Youth and College Groups - Teens/U in the Driver Seat and other young driver programs
- Festival and Event Groups - San Antonio's Fiesta, Fort Worth Stock Show, Circuit of the Americas in Austin, Republic of Texas (ROT) Rally, and college football tailgating and game time
- Alternative Transportation Opportunities - Pre-paid vouchers for cabs, etc.
- Distributor's Campaign and Education Programs
- Community Outreach Activities – National Night Out, 100 Club, etc.
- National Safety Council's Employer Network, Safe Communities & Teen Coalitions
- Judicial Networks (Teen Courts, TCCA, Judges/Clerks, etc.)

TxDOT Traffic Safety, in partnership with its creative agency partners, focuses on educating Texans across the state about the important issue of impaired driving by reaching the public through a variety of means. These include but are not limited to:

- TV – Public Service Announcements (PSAs) and Paid Advertising
- Radio – Public Service Announcements (PSAs) and Paid Advertising
- Billboards
- Gas Station Pump Topper Advertisements
- Convenience Store Point of Purchase Reminders
- Parking Lot Banners at Amusement Parks and Other Entertainment Venues
- Posters and Public Information Cards
- Press Releases and Media Events
- News Interviews (Print, TV, Online)
- Online Advertising
- Social Media (YouTube)
- Mobile Advertising
- Bus Wraps
- Sports Sponsorships
- Targeted mailing to employers
- Webinars
- Training
- Newsletters
- Websites

In addition to these mass media tactics, the communications plan includes a serious grassroots campaign to educate the public through word-of-mouth. TxDOT has 25 districts which are staffed with Traffic Safety Specialists (TSSs) who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high-schools and colleges, sponsor parade floats, and personally distribute educational materials to local employers. Many of the TSSs are organizing their own local safety coalitions, comprised of local law enforcement, business leaders, and concerned citizens to address this complex issue at the local level.

For many of the impaired driving campaigns, the creative ad agencies design tours, such as the traveling jail cell for the Labor Day Campaign: *Drink. Drive. Go to Jail.* These tours travel to the major metro areas, college campuses, and rural safety fairs to spread the word about drinking and driving. These tours frequently include a drawing for a prize for anyone who takes a pledge not to drink and drive.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly distribute educational DVDs with videos showing the consequences of drinking and driving. In the past, these have included documentary-style videos telling the stories of the victims of intoxicated driving and their families. They have also included interviews of real people who have been charged with DWI, telling others about the adverse consequences.

TxDOT Traffic Safety and its ad agency partners regularly perform market research to determine what messages and tactics will best reach the target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month drawn by the booming economy. Based on this important research, subtle changes to campaigns have been made. One example is "planning ahead" instead of waiting until the drinking begins. Another example is replacing the term "designated driver" with "sober driver" since it has been discovered that frequently the designated driver is the one who is the least intoxicated.

Coalitions serve as the mouthpiece to the communication program. In order to maximize the reach of these coalitions, Task Force members advocate for both greater cooperation within individual coalitions and also between established and emerging local, regional, and statewide coalitions. While there are a number of coalitions dedicated to raising impaired driving awareness, their efforts may go unnoticed by coalitions in distant and even surrounding jurisdictions. In the future, Task Force members would like to compile and maintain an exhaustive database containing contact and event-specific information for each individual coalition. The database would also serve as a platform for facilitating discussion, reporting efforts, and sharing materials and best practices between groups. Creating and maintaining a central coalition database would help to expand the reach of the important outreach materials that have already been produced.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- Develop a Communications Plan that includes a well-thought-out plan to deliver life-saving highway safety messages to the intended audiences and traffic safety partners
- **Evaluate Highway Safety Office marketing to ensure its messages are reaching target audiences**

ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Based on research related to substance abuse in general and impaired driving in particular, a number of offenders have alcohol and/or other drug dependency problems that require complex solutions and approaches for effective intervention. The primary reason that screening, assessment, treatment, and rehabilitation are included in the Texas Impaired Driving Plan is to prevent crashes and fatalities by addressing the root cause of a large portion of the impaired driving problem.

This area has been a challenge for the Texas Impaired Driving Task Force to affect. It has been difficult to identify and maintain the appropriate individuals or organizations to serve on the Task Force since its primary focus is not specifically tied to traffic safety. The Task Force has identified potential representatives in order to better integrate these disciplines into the regular functions of the Task Force.

In addition to incorporating effective representation into the operations of the Task Force, Texas has worked to encourage employers, educators, community supervision/probation officers, juvenile case managers, and health care professionals to implement policies and procedures that assist them in screening and assessing individuals so that they might be referred for treatment.

SCREENING AND ASSESSMENT

The primary manner in which Texas encourages employers, educators, probation officers, and health care professionals to identify and intervene with individuals who they deem as in need of appropriate treatment is to educate them on the signs of impairment or substance abuse. These educational initiatives target employers, schools (K-12 and higher education), probation, law enforcement, and health care. From the point of identification, organizations are encouraged to develop processes to refer people to treatment opportunities. This identification and assessment is not required by law, but the basis of this encouragement is general safety, liability, loss of resources, and costs related to absences or criminal processing. For example, probation departments across the state of Texas handle screening of DWI offenders differently. Some departments screen offenders in-house while others refer offenders to licensed providers within the community. Each probation department follows the policies and procedures established by the courts in their jurisdiction and departments. Additionally, Texas provides for DWI or Drug Courts that incorporate screening, assessment, and treatment into its process.

SCREENING AND BRIEF INTERVENTION

One evidence-based screening that has been implemented by stakeholders is Screening and Brief Intervention Referral to Treatment (SBIRT) or Screening and Brief Intervention (SBI). SBIRT involves a short screening designed to identify both real and potential problem alcohol use. It should also motivate an individual to moderate any harmful

behaviors identified. Research indicates that the majority of impaired driving problems are caused by individuals who perceive themselves to be "moderate drinkers." They underestimate the amount of alcohol consumed in the setting prior to driving and/or how intoxicated they are. The majority of the population driving impaired are risky drinkers (or self-defined moderate drinkers who are unknowingly too impaired to drive); fewer impaired drivers are those who are in need of treatment. As such, research indicates SBI can dramatically reduce impaired driving incidents as well as other injuries sustained under the influence of alcohol. Current statewide grants that are utilizing SBIRT or SBI are: Texans Standing Tall's *Screening and Brief Intervention for Risky Alcohol Use and Related Behavior Among College Students*, Texas A&M AgriLife Extension Service's *Watch UR BAC*, Texas A&M Transportation Institute's *Alcohol and Ignition Interlock Training for Adult Probation Officers*, and the Texas Municipal Courts Education Center's *Motivational Interviewing Program for Juvenile Case Managers*.

The Impaired Driving Task Force strongly considers SBIRT and SBI to be effective countermeasures against impaired driving. The Task Force would like to see additional professionals trained in SBIRT and SBI to implement this strategy statewide.

TREATMENT AND REHABILITATION

With the exception of DWI/Drug Courts, the Texas Impaired Driving Task Force is not directly engaged in treatment and rehabilitation activities. However, the Task Force works with health care and other professionals related to treatment and rehabilitation. Texas rural judges are being educated on how to employ innovative approaches to assess and treat offenders in areas where treatment options are limited by engaging community-based options. Local courts are using minor in possession and public intoxication citations as a means to employ early intervention. Self-assessment and treatment referral are part of alcohol education courses required for a wide range of alcohol and drug-related offenses.

While there are no federal funds related to traffic safety available in this area, the Task Force still considers Treatment and Rehabilitation to be a valid countermeasure and will continue to pursue other available funding and collaborative opportunities.

MONITORING IMPAIRED DRIVERS

In Texas, DWI offenders can be monitored through court-ordered probation. Additionally, offenders may be monitored through pre-trial diversion programs, which have been created because Texas does not allow for deferred adjudication of DWI offenses. Typically, offenders in pre-trial diversion programs are monitored by probation departments or courts. Elements of DWI supervision may include ignition interlocks or other monitoring devices, chemical assessment, treatment or rehabilitation, and other sanctions. In addition to ignition interlock, probation departments may require offenders to have an in-home alcohol monitoring device, a transdermal alcohol monitoring device, or a portable alcohol monitoring device. These sanctions are typically applied on a case-by-case basis.

Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. However, the Office of Court Administration (OCA) does track the number of felony DWI and DWI 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. Members of the Texas Impaired Driving Task Force are involved with educating the judiciary and probation to engage offenders so that they will comply with the elements of their sentencing.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should not be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

Texas has established funding for DWI/Drug Courts, which integrate screening and assessment, treatment and rehabilitation while monitoring impaired drivers. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- **Develop and implement a driving while intoxicated (DWI) tracking system**
- Require the use of uniform and standardized screening protocols in community supervision (probation)
- Require the use of uniform and standardized screening protocols in all driving while intoxicated (DWI) education programs
- Implement Screening, Brief Intervention, and Referral to Treatment procedures in healthcare settings throughout Texas
- Implement Screening, Brief Intervention, and Referral to Treatment procedures on college campuses throughout Texas
- Expand the availability of driving while intoxicated (DWI) courts in Texas
- Require the use of uniform and standardized screening protocols in all driving while intoxicated (DWI) education programs

PROGRAM EVALUATION AND DATA

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the State. The Texas Impaired Driving Task Force and the TxDOT Alcohol and Other Drugs Countermeasures Program rely primarily on crash data from the Texas Crash Records Information System (CRIS) and NHTSA's Fatality Analysis Reporting System (FARS). Additionally, the State utilizes various forms of demographic databases such as the U.S. Census. As projects and programs develop, program partners initiate surveys that explore attitudes and reactions to laws, educational campaigns, and cultural issues related to impaired driving.

When programs or processes are evaluated in relation to impaired driving, researchers use data from criminal histories, drivers licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the State. For the purpose of research and evaluation, efforts are being made to try to connect data from criminal histories and drivers licensing, so that stakeholders can assess the impact of countermeasures on DWI and more specifically recidivism. While TRCC is currently working to coordinate CRIS, DSHS, DPS, and Court Records, an impaired driving database would ideally encompass these and additional records.

In order to establish an impaired driving database, all possible sources of data will need to be identified. While multiple impaired driving stakeholders collect relevant data, it is important to consider that some data will be protected by Health Insurance Portability and Accountability Act (HIPAA) and other confidentiality regulations. Standard operating procedures will need to be established to de-identify this protected data while still linking it to the other sources in the database.

Once potential organizations and data sources are identified, a custodian of records will need to be identified. This entity will likely be responsible for merging all of the available data into one database, as well as maintenance of the database.

The first identifiable step is to survey impaired driving stakeholders for the data types they have, sources they use, and any potential barriers to sharing their data. Additionally, this will give the Task Force information on who is willing to share their data, and if any incentives are needed for stakeholders to share their data. Understanding what data is available, will allow stakeholders to better understand how to move forward in establishing an impaired driving database.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- Include in the electronic crash system a list of appropriate factors which contributed to the crash from which the officers can select, to include a means of designating which factor was the primary one
- Engage the Traffic Records Coordinating Committee to develop the database needed for impaired driving enforcement evaluation from the core data systems of the State Traffic Records System, including citation/adjudication, driver, vehicle, roadway, crash, and injury surveillance
- **Develop a driving while intoxicated (DWI) tracking system to enable analysis of the impaired driving problem in the State**
- Engage the Traffic Records Coordinating Committee in determining the source and location of various data elements that are needed in an effective driving while intoxicated (DWI) tracking system
- **Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration**
- Enact legislation that prevents removal of driving while intoxicated (DWI) conviction data from the driver history

SUMMARY

The Texas Impaired Driving Task Force and the Texas Impaired Driving Plan have evolved over the last ten years to include all aspects of the impaired driving continuum. The Texas Impaired Driving Plan encompasses the areas of Program Management and Strategic Planning, Prevention, Criminal Justice, Communications, Alcohol and Other Drug Misuse, and Program Evaluation and Data to use a multifaceted approach affecting the issue of impaired driving. By taking this holistic approach, the Task Force can significantly impact impaired driving in the State. New and innovative projects are funded each year by TxDOT's Traffic Safety Alcohol and Other Drug Countermeasures Program to address all of the diverse components of the impaired driving program. The Task Force and the plan are robust in nature and will continue to change and evolve as processes and laws change in the State. Both the Task Force and the plan will continue to improve, so that the State can make progress toward eliminating the deadly and far-reaching problem of impaired driving.

APPENDIX A. TEXAS IMPAIRED DRIVING PROGRAM INTERNAL ASSESSMENT MATRIX

Year	Recommendation	Status	Comments/References
I. Program Management and Strategic Planning			
A. State and Tribal DWI Task Forces and Commissions			
2010	**Implement recommendations from the Impaired Driving Assessment Report with priorities set by the DWI Task Force**	Ongoing	The Texas Impaired Driving Task Force meets periodically throughout the year (in whole and in-part) to review the implementation status of the assessment's recommendations. This matrix is intended to track the progress of activities related to the assessment recommendations. The implementation efforts will be an on-going process until impaired driving is no longer a significant traffic safety issue in the state.
2010	Document and evaluate the impact of the San Antonio Traffic Jam coalition model and if proven successful build similar regional and local coalitions where appropriate.	Complete Ongoing	TxDOT has recommended that other Districts/local communities adopt the Traffic Jam approach to ensure traffic safety initiatives are coordinated between agencies and organizations (with and without TxDOT grants). Community coalitions are an active part of the efforts to address impaired driving. See appendices for a list of the current community coalitions.
2010	**Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the 2010 Impaired Driving Assessment Report.**	Complete and Ongoing	Texas has created an Impaired Driving Task Force that is facilitated by the Texas A&M Transportation Institute (TTI) on behalf of Texas Department of Transportation (TxDOT). The Task Force includes, but is not limited to, representation from prevention, criminal justice, communication, treatment/rehabilitation, research, advocacy, public health, and education. The Task Force revises/approves the state's Impaired Driving Plan as well as establishing subcommittees to focus on specific aspects of the impaired driving issue and report back to the entire Task Force membership.

Year	Recommendation	Status	Comments/References
2015	**Create and convene a Governor's Executive Committee of the Impaired Driving Task Force chaired by a Texas Department of Transportation Commissioner (appointed by the Governor) with a membership consisting of the Attorney General, six State Senate members (appointed by the Lt. Governor), and six House members (appointed by the Speaker of the House) meeting in even numbered years to discuss legislative recommendations provided by the full administrative support from the Traffic Operations Division-Traffic Safety Section (TRF-TS)**	In Progress	The Statewide Impaired Driving Task Force has drafted and submitted a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner. The Task Force is awaiting word back from the Commissioner regarding the status of this action item.
B. Strategic Planning			
2010	**Undertake the state's strategic planning process in a holistic, coordinated and comprehensive manner**	Complete and Ongoing	The strategic planning process is coordinated by TxDOT for the entire Traffic Safety Program and includes a diverse set of stakeholders from state and local levels.
2010	Implement remaining recommendations from the 2007 Traffic Records Assessment	In Progress	The Traffic Records Working Group meets separately, but has involved representation from the Impaired Driving Task Force.
2015	**Develop and fund a driving under the influence/driving while intoxicated (DUI/DWI) tracking system that would link Texas criminal justice agencies databases in order to create a network containing offenders criminal history, arrests, warrants, photographs, and fingerprints, to ensure access to offenders previous and/or current DUI/DWI history**	Not Being Addressed Currently	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item.
C. Program Management			
2010	Conduct training on the eGrant system for the new Traffic Safety Specialists who have recently transferred or been hired as part of the Texas Traffic Safety Section (TRF-TS).	Complete and Ongoing	Training is ongoing and online help is available on an as needed basis. TxDOT Traffic Safety Personnel participate in the training with Sub-grantees to maximize communication.
2010	Conduct program evaluation in addition to an administrative evaluation of the Impaired Driving Program area	Complete and Ongoing	Targeted evaluations continue and an evaluation component has been implemented as appropriate on selected projects.

Year	Recommendation	Status	Comments/References
2015	Conduct a study to determine the Texas Highway Safety Office's needs for better and more accurate impaired driving data	Not Being Addressed Currently	At present, a call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, sub-grantees are preforming annual Statewide impaired driving crash analyses that pertains to the states need for identifying impaired driving data.
D. Resources			
2010	**Fill the Traffic Safety Section vacant program manager and Traffic Safety Specialist positions as soon as possible.**	Complete and Ongoing	There are two full-time Alcohol and other Drug Countermeasures Program Managers that devote 100% of their time to impaired driving. There are no critical vacancies in the TxDOT Traffic Operations Division – Traffic Safety Section at this time.
2010	**Import NHTSA sponsored training in Program Management, Safe Communities, Impaired Driving and Financial Management for all program managers and Traffic Safety Specialists**	Complete and Ongoing	TxDOT traffic safety staff as well as sub-grantees, attend NHTSA program management training. Annual grant progress meetings are also held with sub-grantees to provide continuous project management training and assistance.
2010	**Establish funding based upon portions of fines, court costs, etc., to support long term projects and promote self-sufficiency**	Requires Legislative Action	This recommendation has been discussed at length among the program partners. During the last legislative session, representatives introduced very few bills that required a fiscal note. School financing and the overall state budget was the major funding focus.
2015	Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner	Complete and Ongoing	This activity is performed at the State level by TxDOT. Program partners do not participate at this level unless directed to do so by TxDOT. This does not preclude an independent investigation of resources effectiveness as part of a larger project related effort.
2015	Establish private/public partnerships to increase funding for the impaired driving program	Complete and Ongoing	Funding and in-kind contributions are being provided from the private sector to support various local and state programs being implemented in the state. For example, AAA DWI March for Change.

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Year	Recommendation	Status	Comments/References
2015	Support initiatives that will encourage the Governor and legislature to enact legislation that increases driving while intoxicated fines to generate funding for the impaired driving program	Not Being Addressed Currently Requires Legislative Action	This action would require legislation to be passed. Program partners are unable to pursue, promote, or lobby legislative activity at any level.

II. Prevention

A. Responsible Alcohol Service

Year	Recommendation	Status	Comments/References
2010 2015	**Enact a $ .10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment**	Not Being Addressed Currently Requires Legislative Action	While use of fees to support project self-sufficiency is a priority for program partners, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a % of the price of the alcohol but rather by the gallon. The dime a drink is used by partners to simplify the discussion of the strategy. There is no discussion of changing the methodology of the tax but to raise the tax per gallon. In 2015, Texans Standing Tall created a report entitled "The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas."
2015	Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns	Complete and Ongoing	TxDOT and the traffic safety partners address underage drinking enforcement through different projects that address the problem through alcohol retail stings, media campaigns, and high visibility enforcement projects.

Year	Recommendation	Status	Comments/References
2015	Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests	Complete and Ongoing Requires Legislative Action	Texas Alcoholic Beverage Code regulates this issue which allows the State or private citizen to hold accountable those individuals or establishments that overserve alcohol to individual guests or patrons. Administrative and Criminal actions can be levied against individual servers or an establishment that over sells or over serves. There is an area of growth where strengthening the laws for social hosting at the private level where individuals over the age of 21 are consuming. Making alcohol available to a minor is covered under present legislative mandates.
B. Community Based Programs			
1. Schools			
2010	Replicate *Shattered Dreams* and other prevention strategies in schools throughout Texas	Complete and Ongoing	Shattered Dreams and similar programs are available in most parts of the State. Currently, individual schools or districts must fund the implementation of Shattered Dreams in local areas.
2010	Establish a college alcohol abuse/impaired driving prevention consortium	Complete and Ongoing	Programs, education, and awareness efforts such as peer to peer and social norm change are implemented in colleges and universities statewide.
2010 2015	Provide schools with current, Texas specific impaired driving information for inclusion in health and other curricula	Complete and Ongoing	TxDOT traffic safety partners provide a variety of impaired driving information and educational programs at secondary schools statewide. Much of this effort is led by Texas Education Agency through TxDOT sponsored and other non-sponsored projects. The Education Subcommittee of the Impaired Driving Task Force actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on Evidence-Based Programs for Alcohol Awareness that will be distributed to schools.

Year	Recommendation	Status	Comments/References
2015	Coordinate school based impaired driving activities with evidence based alcohol and substance abuse prevention programs	Complete and Ongoing	The Texas Impaired Driving Task force has compiled a list of evidence based school based programs and activities that addresses alcohol and substance abuse prevention. The list of evidence based projects will be a resource for TxDOT and impaired driving program partners to promote prevention at elementary, middle and secondary education institutions. The Education Subcommittee of the Impaired Driving Task Force actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on Evidence-Based Programs for Alcohol Awareness that will be distributed to schools.
2. Employers			
2015	Continue and expand the Our Driving Concern: Texas Employer Traffic Safety Program	Complete and Ongoing	TxDOT continues to support and fund the National Safety Council's program that addresses impaired driving within occupational settings. The State also supports other program partners for their effort in educating organizations about impairment as it relates to occupational settings.
3. Community Coalitions and Traffic Safety Partners			
2010	Coordinate the Safe Communities model with Drug Free Communities, Strategic Prevention Framework-State Incentive Grant (SPF-SIG), and other local traffic safety and substance abuse prevention coalitions throughout Texas	Completed and Ongoing	Texas is utilizing a Safe Communities model to engage stakeholders at the local level in order to address traffic safety as a threat to the community. Impaired driving subcommittees are part of this approach and they provide specific attention to the problem reporting back to the larger group. Traffic Safety Specialist for TxDOT coordinate several Traffic Safety Community Coalitions that address a wide variety of issues including impaired driving and prevention.

Year	Recommendation	Status	Comments/References
2010	Provide funding to sustain community coalitions developed under the Strategic Prevention Framework-State Incentive Grant (SPF-SIG)	Completed and Ongoing	TxDOT continues to provide funding and support for multiple community traffic safety coalitions at the state and district level. These coalitions stand as individual efforts or part of a larger traffic safety grant project.
2015	Conduct an assessment of community based coalitions that address alcohol and substance use to determine the extent and nature of impaired driving prevention strategies and areas for potential collaboration with the traffic safety community	Not Being Addressed Currently	The Texas Impaired Driving Task Force has discussed moving on this action item. This undertaking may better be achieved through a grant proposal that a member organization pursues. Several organizations have submitted proposals to TxDOT for FY17 to meet this recommendation.
2015	Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	The Texas Impaired Driving Task Force has discussed moving on this action item. The effort will be undertaken in the near future.
4. Transportation Alternatives			
2010	Continue to develop public/private partnerships designed to promote alternative methods of transportation	Complete and Ongoing	TxDOT and program partners have stressed designated driver programs and alternative transportation options as an acceptable substitute to driving after drinking especially in conjunction with holiday periods and special events. The option of utilizing companies such as Uber and Lyft to provide safe ride homes for impaired drivers are being discussed and researched.
2010 2015	Ensure that all designated driver programs stress "no use of alcohol" messages for the designated driver	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging through a wide variety of program media campaigns and blitz efforts. These efforts will continue as a foundation for promoting a no use policy for the designated driver.
2015	Ensure alternative transportation programs do not encourage or enable excessive drinking	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging through a wide variety of program media campaigns and blitz efforts.
2010 2015	Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging through a wide variety of program media campaigns and blitz efforts.
III. Criminal Justice System			
A. Laws			

Year	Recommendation	Status	Comments/References
2010	**Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.**	Requires Legislative Action	Presently, the license is removed from the impaired driver upon arrest. However, a temporary permit is issued and the option of obtaining an occupational license to drive is a reality. Drivers also choose to operate without a valid license.
2010 2015	**Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/ sobriety checkpoints**	Requires Legislative Action	Bills relating to sobriety check points have been introduced to the legislature during the last several sessions without success. Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state.
2015	Utilize driver license checkpoints, pursuant to Texas Transportation Code 521.025, to monitor compliance with motor vehicle statutes related to safe operation on Texas streets and highways in the absence of legislation authorizing sobriety checkpoints	Not Being Addressed Currently Requires Legislative Action	At present, impaired driving checkpoints are not supported and as such using a license checkpoint to pretext for impaired driving is not legal nor is it ethical. In order for impaired driving checkpoints to take place there must be legislation that supports the effort.
2015	**Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedure that regulate the implementation, operation, and applicability of such programs**	Not Being Addressed Currently	TxDOT, TDCAA and program partners are exploring how these programs impact impaired driving and examining processes being used to better understand the practice as a countermeasure. Standards and policy for driving the practice are being explored however, there does not appear to be a clear path toward standardizing the practice yet. Standardizing a set of procedures could require legislative action to coordinate and mandate specificity of purpose.

Year	Recommendation	Status	Comments/References
2015	**Enact a statute that establishes a uniform statewide driving while intoxicated case tracking system in which all DWI charges are required to be charge on specifically numbered uniform traffic citations, the disposition of which must be reported to a central record keeping system regardless of whether the offense is refiled as an information, indictment, or results in a dismissal, deferral, diversion, amendment, or reduction of the original citation to a non-alcohol related offense**	Not Being Addressed Currently	In TxDOTs FY 2017 request for proposals, a call was made for a feasibility study for a DUI/DWI tracking system.
B. Enforcement			
2010	Expand development and deployment of LEADERS	Complete and Ongoing	Texas is in the process of expanding the LEADERS program.
2015	Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time	Complete and Ongoing	As part of the LEADERS expansion, the program will continue to focus on report writing process.
2010 2015	Enact a statute that allows well planned and fairly executed sobriety checkpoints	Requires Legislative Action	Bills relating to sobriety check points have been introduced to the legislature during the last several sessions without success. Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state.
2010 2015	Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers	Complete and Ongoing	The statewide effort for SFST update training is continued through a TxDOT grant.
2010 2015	Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations	Complete and Ongoing	DREs are incorporated into mobilizations, no refusal enforcement activities, and fatal crash investigations (when available).

Year	Recommendation	Status	Comments/References
2010 2015	Increase the use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities	Not Being Addressed Currently	TxDOT sponsors many STEP enforcement projects that address impaired driving. TABC is not one of the agencies that participate in STEP activities as a sub-grantee. Growth in this area could allow for TABC to provide assistance in licensed premises investigations when serious injury crashes are investigated as part of a local police STEP grant or for individual or ride along support for STEP activities. TABC has increased the number of undercover operations that are funded through TxDOT grants (which include minor sting and over-service operations) There could be better coordination between TxDOT and TABC to communicate which communities receive STEP funding, enabling TABC to use the information for coordinating their operations.
2015	Continue regular Advance Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the SFST and Introduction to Drugs that Impair Driving.	Complete and Ongoing	The statewide effort for ARIDE and SFST update training inclusion is provided through training in the TxDOT grant.
2015	Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide	Complete and Ongoing	The statewide effort for DRE training is provided through a training grant supported by TxDOT.
2015	**Expand statewide partners for DRE training through regional training teams**	Complete and Ongoing	TxDOT's program partner continues to expand the DRE program and it partnership with other criminal justice constituents by using DRE regional coordinators to provide assistance and information.
2015	Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing	Complete and Ongoing	The Drug Evaluation and Classification Program Coordinator currently works with TxDPS to remind all the DREs to submit face sheets.
2015	Provide regular, ongoing, training for prosecutors and members of the judiciary on the principles, effectiveness, and accuracy of SFSTs, the DRE program, and approved breath testing instrumentation	Complete and Ongoing	Training and seminars are being conducted through TxDOT at the local district and statewide levels.

Year	Recommendation	Status	Comments/References
2015	Enact a statute establishing per se levels for controlled substances	Requires Legislative Action	There are efforts being performed that are examining the potential of establishing per se limits for controlled substances.
2015	Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	Not Being Addressed Currently	Training grant proposals have been submitted to TxDOT to address this gap.
C. Prosecution			
2010	**Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.**	Complete	This action was completed as part of the FY 13 project administered by the Texas District and County Attorneys Association (TDCAA). A meeting was held at the elected prosecutor's conference in December 2013 to discuss this.
2015	Review the organization, operation, and budget of the Office of the Traffic Safety Resource Prosecutor (TSRP) to determine if additional TSRPs should be funded for purposes including on-site assistance to prosecutors, particularly in rural jurisdictions, in the trial of complex DWI felonies and assistance in argument of motions with significant statewide implications	Complete and Ongoing	There is area for growth in this area for preparation and assistance at trial. TDCAA and TxDOT provide ongoing internal and external assessment with regard to potential for expanding the TSRP program and staff. TDCAA provides ongoing technical assistance through e-mail and outreach to prosecutor offices, law enforcement officers, and other traffic safety professionals.
2015	Encourage prosecutors and county attorneys to request judges not to permit DWI pleas for jail time in lieu of probation and to urge judges to place convicted DWI defendants on probation with supervision requirements of undergoing drug/alcohol assessment and treatment where indicated	Completed (Jurisdictional Condition)	This is currently performed on a case by case basis by prosecutors who can request more punitive sanctions upon conviction. Attorney discretion should be strongly considered, but it should be recognized that acceptable plea bargains depend upon the culture of the community.
2015	Convene a meeting of the prosecutors and county attorneys to develop and recommend specific uniform statewide guidelines, standards, and requirements for the operation of DWI Pre-Trial Intervention programs	In Progress	TDCAA program partners are working with their internal task force and state attorney's offices with regard to standards for pre-trial diversion programs.
2015	Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs	Requires Legislative Action	

Year	Recommendation	Status	Comments/References
2015	Educate Law Enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized	Not Being Addressed Currently	It should be noted that the Texas Legislature will not actively pursue sobriety checkpoints.
2015	Enact rules of professional conduct and disciplinary rules that either totally prohibit assistant prosecutors from engaging in civil law practice or that limit such civil practice to matters that do not involve issues related to pending criminal matters	Requires Legislative Action	
D. Adjudication			
2010	Analyze the filings and dispositions from all courts, statewide and link to the arrest data and prosecution information for each court to identify weaknesses both geographically and systemically to strengthen efforts to improve the adjudication of impaired driving	Not Being Addressed Currently	This is very difficult to accomplish in Texas due to the court structure and lack of a comprehensive, statewide database related to DWI. There are ways of tackling this analysis in those counties where data streams exist. One approach might be to link at this analysis through sampling (similar approach that occupant protection utilizing for their surveys). Texas could designate specific counties within the state as sample counties and pull the necessary at that level in order to provide a viable estimation for the state as a while.
2010	Apply an analysis to planning and management of resources to improve the adjudication of impaired driving	Not Being Addressed Currently	This is being addressed in other ways since the analysis of convictions is not available at a depth necessary to address specific geographic or other systematic challenges.
2010	Continue to develop and improve the science content in judicial education about alcohol and other drugs	Complete and Ongoing	By utilizing judicial liaisons at multiple levels, the state educates judges using experts in the field. The Liaisons work with state and national resources to ensure that they provide quality information to those judged hearing impaired driving cases. The judicial training centers in the state hold annual educational conferences that address impaired driving specifically.
2010	Map the judicial education resources and see where and how synergies might be created	Complete and Ongoing	Judicial education is coordinated statewide.
2010	Review the probation education and the DWI court education programs and identify opportunities to share education resources	In Progress	Some of this analysis has been completed and has resulted in additional training for the target audiences.

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Year	Recommendation	Status	Comments/References
2010	Increase the consistency of information given on alcohol and other drugs in impaired driving cases so that the police, prosecutors, judges, and probation hear the same science	Complete and Ongoing	This recommendation is being addressed at some levels through organizations that are part of the program partners. Resources could be developed, such as tool kits, where all members of the process receive the same information (PowerPoint presentation to use in court, short videos for court and/or rile call meetings with law enforcement, etc.) Other states have accomplished this on varying levels.
2010	**Increase probation resources for the management of impaired driving cases**	Not Being Addressed Currently	The resources allocated for probation in Texas are determined at the county level since the officers are county employees, TxDOT and program partners can work with counties and statewide organizations to promote training and education, but do not have the authority to affect the probation resources at the county level.
2015	Convene a task force to investigate and report to the Governor and legislature the current deficient state of DWI record keeping and DWI case disposition practices so that appropriate remedies, statutory or otherwise, can be fashioned to address and cure such deficiencies	Not Being Addressed Currently	The Texas Impaired Driving Task Force is exploring the potential for convening a high level task force at the Governors level to address impaired driving issues and gaps where improvements can be made, No task force at this level is yet to be convened nor in action.
2015	Continue funding for the further establishment and expansion of DWI/Drug Courts and for the training of judges, prosecutors, and other personnel needed to operate such courts	Complete and Ongoing	Program Partners in the Bexar County Commissioners Court are performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts. There is room for growth in this area specifically for creating drug courts and for establishing additional DWI and Drug courts at the statewide level.

Year	Recommendation	Status	Comments/References
2015	Encourage judges to not permit DWI defendants to avoid probation were the best interest of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment.	Jurisdictional Determination	There is currently education related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.
2015	Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases	Completed and Ongoing	Program partners-MADD participates in the take the wheel program which provides training for court monitoring and assessment of trial outcomes. Participants monitor court cases in multiple jurisdictions around the state. (Smith, Gregg, El Paso, Bexar, Harris, Montgomery, Travis, Dallas, Cameron, and Hidalgo Counties)
2015	**Enact a driving while intoxicated (DWI)/Drug Court judges, upon motion from the prosecutor, reward those who successfully complete a DWI/Drug court program of one year or longer in duration, by waiving surcharges/fines**	Requires Legislative Action	Presently the Department of Public Safety is responsible for surcharge program which is part of the Driver Responsibility Program. Surcharges are administered post-conviction and sanctions are mandated under Chapter 708 Transportation Code. To enact this recommendation legislative action would have to be taken to amend the Transportation Code. The judge has the ability to waive surcharges if finding of indigence.
E. Administrative Sanctions and Drivers Licensing Programs			
1. Administrative License Revocation and Vehicle Sanctions			
2010	**Commission an assessment of ALR in Texas to establish best practices and identify the most effective design and focus on ways to optimize interactions between administrative and criminal proceedings.**	Completed	TTI completed an assessment of the ALR process in Texas during FY 12. A copy of the final report was provided to TxDOT.
2010	Establish a forum for regular communication between the judiciary and administrative adjudicators of impaired driving proceedings	Completed and Ongoing	Training and communication has begun between these entities through projects managed by one or more of the judicial program partners.
2015	Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	Not Being Addressed Currently	Traffic safety grant applications have been made to TxDOT for consideration of funding.

Year	Recommendation	Status	Comments/References
2015	Notify and/or train law enforcement officers about the ignition interlock program and license so that they are able to recognize and interlock-restricted license and take appropriate action for non-compliance	Not Being Addressed Currently	Traffic Safety grant applications have been made to TxDOT for consideration of funding.
2015	Resolve the continued concern about the administrative hearings negative impact on criminal cases based on a study the interaction administrative and criminal proceedings	Not Being Addressed Currently	
2015	Conduct a study of the effect of the Responsible Driver Act surcharge on subsequent compliance and re-licensure of drivers to determine if alternative source of revenue should be sought	Not Being Addressed Currently	
2015	Provide accountability for the ignition interlock program by specifying in law or policy to whom responsibility for review of driver behavior and sanction of non-compliance belongs	Requires Legislative Action	Compliance should fall to the court who ordered the ignition interlock. Notification of the court should come from Community Supervision Personnel responsible for the oversight of the convicted violator in cases where ignition interlock was a condition of supervision.
2015	Enact a law that allows vehicle sanctions to be used for DWI convictions	Requires Legislative Action	
2. Driver Licensing Programs			
2010	Provide information regularly to minor drivers and law enforcement regarding the provisions of Graduated Driver Licensing, as awareness has definitely been shown to drive down the crash rates of this age group	Complete and Ongoing	Informational materials are distributed to driver education school owners online. The list of school owners is maintained by the Texas Education Agency. Additionally, workshops are provided by Education Service Center 6 and 13.
IV. Communications Programs			
2010	Continue to coordinate messages related to impaired driving campaigns with national campaigns to ensure a consistent message is delivered	Complete and Ongoing	Careful attention is given to providing and maintain a consistent message regarding impaired driving.
2010	Expand the use of awareness surveys to measure the effectiveness of the media campaign	Complete and Ongoing	Currently using this approach on media campaigns as well as program/project evaluations.
2010	Expand the use of the TxDOT website to promote impaired driving related PI&E materials	Complete and Ongoing	TxDOT and their media contractors work diligently with sub-grantees to disseminate the information and make media easily accessible/usable.

Year	Recommendation	Status	Comments/References
2015	Develop a communications plan that includes a well thought out plan to deliver life-saving highway safety messages to the intended audiences and traffic safety partners	Complete and Ongoing	TxDOT impaired driving programs utilize a wide mix of media campaigns and media blitz in association with focused mobilization efforts. State strategic highway safety plan, state highway safety plan, and ongoing PI& E campaigns promote lifesaving safety messages to the motoring public and safety partners.
2015	**Evaluate the highway safety office marketing to ensure its messages are reaching target audiences**	Complete and Ongoing	TxDOT audits the statewide marketing effort as well as associated campaigns and marketing that is encompassed in program projects.
V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation			
A. Screening and Assessment			
1. Criminal Justice System			
2010	Require, develop and implement a program of screening and assessment for all DWI offenders prior to sentencing	Not Being Addressed Currently	
2010	Provide results of screening and assessment and treatment recommendations to courts for consideration in sentencing of DWI offenders	Not Being Addressed Currently	
2010	**Require completion of appropriate treatment, as determined by standardized screening and assessment as a condition of relicensing**	Not Being Addressed Currently	Current re-licensing is based only as a function of time elapsed. Individuals do not need to complete a screening or assessment to regain their license.
2015	Develop and implement a DWI tracking system	Not Being Addressed Currently	In TxDOT FY 2017 RFP, a call for proposals was solicited to undertake a feasibility study to explore the states readiness to create a DWI tracking system. However, the process of creating a tracking system is not yet being currently addressed at the state level other than consideration.
2015	Require the use of uniform and standardized screening protocols in community supervision (probation)	Not Being Addressed Currently	Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from Community Supervision leadership to ensure there is no adverse impact on their ability to perform their functional role.

Year	Recommendation	Status	Comments/References
2015	Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs	Not Being Addressed Currently	Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from TEA leadership to ensure there is no adverse impact on their ability to perform their functional role.
2. Medical or Health Care Settings			
2010	Provide insurance coverage for screening brief intervention and treatment services	Not Being Addressed Currently	This action would more than likely require legislative action to address the action item. Input should be sought from the Texas Insurance Board and Texas Department of State Health Services to ensure there is no adverse impact health care.
2010	Repeal Alcohol Exclusion Laws in Texas	Not Being Addressed Currently Requires Legislative Action	This action would more than likely require legislative action to address the action item.
2010 2015	Implement screening , brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	This action would more than likely require legislative action to address the action item.
2015	Implement screening brief intervention, referral to treatment procedures on college campuses throughout Texas	Not Being Addressed Currently	This action would more than likely require legislative action to address the action item.
B. Treatment and Rehabilitation			
2010	**Support training for clergy to provide substance abuse counseling in rural areas**	Not Being Addressed Currently	The Texas Impaired Driving Task Force will be exploring how it can incorporate this action item into the TxDOT impaired driving and other drug countermeasures program area.
2010	Require, develop and implement a program of screening, assessment, and treatment for all DUI offenders prior to sentencing	Requires Legislative Action	

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Year	Recommendation	Status	Comments/References
2010 2015	Expand the availability of DWI courts in Texas	Complete and Ongoing	Program Partners in the Bexar County Commissioners Court are performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts. There is room for growth in this area specifically for creating drug courts and for establishing additional DWI and Drug courts at the statewide level. As part of sanctioning drug and alcohol treatment opportunities are being explored.
2015	Require the use of uniform and standardized screening protocols in all DWI education programs	Not Being Addressed Currently	Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from TEA leadership to ensure there is no adverse impact on their ability to perform their functional role.
VI. Program Evaluation and Data			
A. Evaluation			
2010	Evaluate the success of impaired driving countermeasures being used in the state	Complete and Ongoing	Evaluations are currently being performed on countermeasures deployed at the local district and statewide levels. Evaluation comes from TxDOT and program partners and within the impaired driving projects that have been implemented.
2015	Include in the electronic crash system as list of appropriate factors which contributed to the crash from which the officers can select, to include a means of designating which factor was the primary one	Complete and Ongoing	The Crash Records Information System Database with TxDOT has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2.

Year	Recommendation	Status	Comments/References
2015	Engage the Traffic Records Coordinating Committee to develop the database needed for impaired driving enforcement evaluation from the core data systems of the State Records System, Including citations/adjudication, driver, vehicle, roadway, crash and injury surveillance	Not Being Addressed Currently	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item. If movement is approved by TxDOT to pursue the database feasibility, a will be requested made to work with the TRCC to determine their needs and to gain their input on development of the system.
B. Data and Records			
2010	**Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADERS)**	Complete and Ongoing	TxDOT continues to support the LEADERS program to address this issue and believes it is a priority in making the system viable for the majority of law enforcement agencies in the state.
2010	Establish a technology subcommittee within the Traffic Records Coordinating Committee.	2010	
2010 2015	**Develop a DWI tracking system to enable analysis of the impaired driving problem in the state**	Not Being Addressed Currently	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item.
2015	Engage the Traffic Records Coordinating Committee in determining the source and location of various data elements that are needed in an effective DWI tracking system	Not Being Addressed Currently	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item. If movement is approved by TxDOT to pursue the database feasibility, a will be requested made to work with the TRCC to determine their needs and to gain their input on development of the system.

Year	Recommendation	Status	Comments/References
2015	Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration	Not Being Addressed Currently	Presently the Texas Office of Court Administration is assessing the feasibility of such a system. If presented to the Department for consideration and the Department chooses to move forward, such a system may exist in the future.
C. Driver Records Systems			
2010	Participate actively in the Traffic Records Coordinating Committee to stay apprised of opportunities to be involved in any database changes or development that would impact the transmission of electronic conviction data to the Driver License Division	Complete and Ongoing	
2015	Enact legislation that prevents removal of DWI conviction data from the driver history	Requires Legislative Action	

APPENDIX B. GLOSSARY OF TERMS

Alcohol-Related Crashes – Crashes where at least one of the drivers had a BAC of 0.08 g/dL or above at the time of the crash.

Crash Reporting – Various data sources contribute to forming problem identifications, and project and program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the TxDOT file are classified as K, A, B, or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:

- K = At least one person was killed
- A = Incapacitating injury
- B = Non-incapacitating injury
- C = Possible injury

Location Specific – Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected from TxDOT.

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

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

Driving Under the Influence (DUI) – Texas statute provides a provision for any detectable amount of alcohol when a person is under 21 years of age. The Texas statute that covers DUI is ABC 106.041 Driving Under the Influence by Minor.

Driving While Intoxicated (DWI) – A person commits an offense of DWI if the individual is operating a motor vehicle in a public place and has lost the normal use of their mental and/or physical faculties due to the introduction of alcohol and/or other drugs, or is at or above a 0.08 BAC.

Impaired/Impairment – The condition of being unable to perform as a consequence of physical or mental unfitness. Related to DWI, this unfitness was caused by the consumption of alcohol

and/or other drugs and is evidenced by a BAC of at or above 0.08 g/dL or the observation of a driver who has lost the normal use of their mental and physical faculties.

Recidivism – Refers to a person's relapse into criminal behavior often after a person receives sanctions or undergoes intervention for a previous crime. Recidivism is measured by criminal acts that resulted in rearrests, reconviction, or return to prison with or without a new sentence within a three year period following the individual's release. In terms of this Plan, an example of recidivism would be a person who is arrested for an impaired driving offense, such as DWI, and is rearrested for another impaired driving offense within three years of the first arrest.

Strategic Highway Safety Plan (SHSP) – The Texas Strategic Highway Safety Plan establishes statewide goals, objectives, and key emphasis areas in consultation with federal, state, local, and private sector safety stakeholders. It serves as an initial attempt to identify key safety needs and guide investment decisions intended to lead to significant reductions in highway fatalities and serious injuries on all public roads. While the SHSP contains a driving impaired component, it was determined that the State needed an impaired driving plan that would further detail the State's goals and strategies toward reducing impaired driving-related fatalities and crashes; the Texas Impaired Driving Plan was developed and has been maintained to meet this need.

Texas (TxDOT) Alcohol and Other Drug Countermeasures Program – The Alcohol and Other Drug Countermeasures Program is a program area within the Traffic Safety Section (TRF-TS) of the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The Alcohol and Other Drug Countermeasures program secures funding from the National Highway Traffic Safety Administration (NHTSA). The goals of the program are to reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities, and injuries; and to reduce the number of DUI-related crashes where the driver is under age 21.

Texas Impaired Driving Plan – The document is intended to specifically support and inform the Texas Alcohol and Other Drug Countermeasures Program. The Plan was developed based on the requirements of MAP-21 and NHTSA's *Uniform Guidelines for State Highway Safety Programs*. The major sections in the Plan are Program Management, Prevention, Criminal Justice System, Communication Program, Screening, Assessment, Treatment and Rehabilitation, and Program Evaluation and Data.

Texas Impaired Driving Program Internal Assessment Matrix – Following the NHTSA Alcohol Assessment in November 2010, Texas began utilizing an internal impaired driving matrix as a discussion and action item tool with the Impaired Driving Task Force. The matrix detailed the final recommendations from the NHTSA team with special emphasis on the priority recommendations. This matrix tool is an easy to read document that details the recommendation, implementation status, and any commentary or references that are specific to that recommendation. The Impaired Driving Program Internal Assessment Matrix is revised at least

once a year based on input from the Impaired Driving Task Force, and this revision process is facilitated by the Texas A&M Transportation Institute (TTI).

Texas Impaired Driving Task Force – A group of individuals and organizations representing the diverse stakeholders who are involved with impacting the impaired driving problem in the state of Texas. This group has representatives from a cross-section of organizations covering the areas of prevention, the criminal justice system, media development and education, advocacy, research, driver licensing and traffic records, traffic safety program management, as well as public health, screening, and treatment. Texas is a large, diverse state, so the members of the Task Force provide for representation in terms of various aspects of the impaired driving problem, potential solutions as well as geographic and demographic perspectives. At a minimum, the Task Force meets twice a year and is supported administratively by a grant administered by the Texas A&M Transportation Institute (TTI).

APPENDIX C. PROCEDURES

The Impaired Driving Task Force administrator, currently Troy D. Walden from Texas A&M Transportation Institute, reports directly to their organization or agency, but is responsible to the TxDOT Alcohol and Other Drug Countermeasures Program Manager based on the goals and objectives outlined in a Traffic Safety Grant. The Impaired Driving Task Force administrator is responsible for maintaining the operations of the Task Force as well as facilitating the required meetings. The administrator will generate required reporting to meet the intent and expectations that TxDOT and NHTSA has for a State-level impaired driving task force.

The Texas Impaired Driving Task Force must embrace and document a mission/purpose that is consistent with what TxDOT and NHTSA has for a state-level impaired driving task force type group. A formal document needs to be submitted to TxDOT indicating the purpose of each group, what their objectives are for the grant year, and what areas they are investigating.

- The Texas Impaired Driving Task Force administrator is required to provide performance-related information to TxDOT through monthly performance reports in the TxDOT eGrants system. This information will also be available to NHTSA through eGrants.

- The Texas Impaired Driving Task Force administrator is required to make a short presentation twice during the grant year to TxDOT (attendees can include Traffic Safety Section Manager, Traffic Safety Program Managers, NHTSA, and other stakeholders).

- All Texas Impaired Driving Task Force administrative documents must be sent to TxDOT electronically for review. The final version of presentations will be posted on the impaired driving website (www.dyingtodrink.org).

- After action reports from all Texas Impaired Driving Task Force meetings will be published within 2 weeks of meeting unless there are extenuating circumstances involved. The TxDOT Alcohol and Other Drug Countermeasures Program Manager must be notified immediately of any potential delay. The final version of the after action reports will be posted on the impaired driving website (www.dyingtodrink.org).

- A follow-up status on action items will be submitted to the TxDOT Alcohol and Other Drug Countermeasures Program Manager and published on the website as appropriate.

- The Texas Impaired Driving Task Force administrator is responsible for: ensuring that a calendar for their groups are maintained; minutes are taken at meetings, documenting and tracking all action items generated during the meetings, and should anticipate reporting attendance at all meetings.

The Texas Impaired Driving Task Force are not bound by formal state meeting and records requirements, the business of these groups will be conducted in a spirit of openness and participation so that the recommendations of the Texas Impaired Driving Task Force reflect both the expertise of its members and the input of the people of Texas at the state and local levels. The Texas Impaired Driving Task Force does not make final decisions on matters, but will provide TxDOT and other stakeholders with recommendations related to the issue of impaired driving.

APPENDIX D. MEMBERSHIP BY INDIVIDUAL

Last Name	First Name	Title	Organization	Email
Abbott	Clay	DWI Resource Prosecutor	Texas District and County Attorneys Association	abbott@tdcaa.com
Allen	Kayla	Chief of Special Crimes	Galveston County District Attorney's Office	kayla.allen@co.galveston.tx.us
Alpert	Richard	Assistant District Attorney	Tarrant County District Attorney's Office	ralpert@tarrantcounty.com
Arnold	Jason	Officer	College Station Police Department	jearnold@cstx.gov
Ayala	Phillip	Major	Texas Department of Public Safety	phillip.ayala@dps.texas.gov
Bauer	Lauralea	Program/Project Manager	Texas Department of Transportation	lauralea.bauer@txdot.gov
Brooks	Bobbi	Program Manager	Texas A&M AgriLife Extension	blbrooks@ag.tamu.edu
Busbee	Mark	Program Manager	ADAPT / FRIDAY	mark.busbee@tmpa.org
Carroll	Mindy	Director Education and Prevention Division	Texas Alcoholic Beverage Commission	mindy.carroll@tabc.state.tx.us
Coffey	Debra	Vice President, Government Affairs	Smart Start, Inc.	dcoffey@smartstartinc.com
Dean-Mooney	Laura	Program Coordinator	Texas A&M AgriLife Extension	LDMooney@ag.tamu.edu
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary	hollyd@yourhonor.com
Dunman	Tyler	Assistant District Attorney	Montgomery County District Attorney's Office	tyler.dunman@mctx.org
Ellington	Maghan	Program Services Specialist	Texas SFST	maghan.ellington@txsfst.org
Ericson-Graber	Paige	Assistant Transportation Researcher	Texas A&M Transportation Institute	p-ericson@tti.tamu.edu
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute	j-graber@tti.tamu.edu
Gutierrez	Jaime	Executive Director	MADD - State Office	Jaime.Gutierrez@madd.org

Last Name	First Name	Title	Organization	Email
Hammond	Sarah	Associate Transportation Researcher	Texas A&M Transportation Institute	s-hammond@tti.tamu.edu
Harris	Kevin	Corporal	College Station Police Department	klharris@cstx.gov
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute	r-henk@tamu.edu
Holt	Nicole	Chief Executive Officer	Texans Standing Tall	nholt@texansstandingtall.org
Jennings	Mike	Detective	Austin Police Department	michael.jennings@austintexas.gov
Jermstad	Todd	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department	todd.jermstad@co.bell.tx.us
Kuboviak	Jim	Director	Law Enforcement Mobile Video Institute - University of Houston Downtown	kuboviak@lemvi.com
Lochridge	Hope	Executive Director	Texas Municipal Courts Education Center	hope@tmcec.com
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services	celeste.lunceford@dshs.state.tx.us
Mabe	Richard	Detective	Austin Police Department	richard.mabe@austintexas.gov
Marks	Georgia	Youth Engagement Specialist	Texans Standing Tall	gmarks@texansstandingtall.org
Marquart	Cecil	Project Director	Sam Houston State University	icc_cpm@shsu.edu
McCann	Missy	Law Enforcement Liaison Program Coordinator	Texas Standardized Field Sobriety Testing	missy.mccann@txsfst.org
McDonald	Dottie	Judicial Services Liaison	Smart Start, Inc.	dmcdonald@smartstartinc.com
McGarah	David	Program Manager	Texas Standardized Field Sobriety Testing	david.mcgarah@txsfst.org
Minevitz	Edward	MTSI Grant Administrator and Program Attorney	Texas Municipal Courts Education Center	ned@tmcec.com
Minjares-Kyle	Lisa	Associate Transportation Researcher	Texas A&M Transportation Institute	l-minjares@tti.tamu.edu
Moser	Amy	Safety Education and Training Specialist	Education Service Center - Region 6	amoser@esc6.net

Last Name	First Name	Title	Organization	Email
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety	anna.mudd@dps.texas.gov
Nitibhon	Atalie	Director of Research and Advocacy	Texans Standing Tall	anitibhon@texansstandingtall.org
Ortiz	Charles	LEADRS Program Manager	LEADRS	charles.ortiz@tmpa.org
Palmer	David	Major	Texas Department of Public Safety	david.palmer@dps.texas.gov
Pence	Terry	Traffic Safety Director	Texas Department of Transportation	terry.pence@txdot.gov
Prescott	Jena	Assistant Transportation Researcher	Texas A&M Transportation Institute	j-prescott@tti.tamu.edu
Pryor	Nancy	Higher Education Prevention Specialist	Texans Standing Tall	npryor@texansstandingtall.org
Redford	Susan	Judicial program Manager	Texas Association of Counties	susanr@county.org
Robinson	Lisa	Program Manager	National Safety Council	lisa.robinson@nsc.org
Rogers	Shalandra	Program Manager	Texas Department of Transportation	shalandra.rogers@txdot.gov
Ryan	Kevin	Program Services Specialist	Texas SFST	kevin.ryan@txsfst.org
Saenz	Frank	Alcohol and Other Drugs Countermeasures Program Manager	Texas Department of Transportation	frank.saenz@txdot.gov
Saint	Nina	Curriculum Director	SafeWay Driving Systems	njsaint@safewaydriving.com
Sarosdy	Randy	Program Attorney	Texas Justice Court Training Center	rs52@txstate.edu
Schexnyder	Jude	Traffic Safety Specialist	Texas Department of Transportation	jude.schexnyder@txdot.gov
Souhami	Gloria	Program Director	Travis County Attorney's Office	gloria.souhami@co.travis.tx.us
Stratton	Doug	Account Supervisor	Guerra Deberry Coody and Company	dstratton@gdc-co.com
Tedder	Jay	Deputy Scientific Director Breath Alcohol Testing	Texas Department of Public Safety	james.tedder@dps.texas.gov
Thomas	Dannell	Director of Safety Education and Training	Education Service Center - Region 6	dthomas@esc6.net

Last Name	First Name	Title	Organization	Email
Thorp	Kara	Public Affairs Specialist	AAA - Texas & New Mexico	thorp.kara@aaa-texas.com
Thurmond	Khris	Program Coordinator	Brazos Valley Injury Prevention Coalition	khris.thurmond@ag.tamu.edu
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute	t-walden@tti.tamu.edu
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary	lweiser@yourhonor.com
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program	dan.worley@BSWHealth.org

APPENDIX E. MEMBERSHIP BY ORGANIZATION AND AREA

Organization	Prevention	Enforcement - Local	Enforcement – State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
AAA - Texas & New Mexico	x									x			x	x	x	x	x		x	x
ADAPT	x			x												x				x
Austin Police Department		x																		
Baylor Scott & White Health - RED Program	x									x	x					x			x	x
Bell/Lampasas Counties Community Supervision & Corrections Department					x															
Brazos Valley Injury Prevention Coalition	x																		x	x
College Station Police Department		x																		
Education Service Center - Region 6	x												x			x			x	x
FRIDAY	x			x												x				x
Galveston County District Attorney's Office					x															
Guerra Deberry Coody and Company	x									x						x			x	x
Law Enforcement Mobile Video Institute – University of Houston Downtown				x												x			x	x
LEADRS				x																
MADD - State Office	x														x				x	x
Montgomery County District Attorney's Office		x			x														x	x
National Safety Council	x									x					x	x		x	x	x
SafeWay Driving Systems																x				x
Sam Houston State University				x			x									x		x	x	x

Organization	Prevention	Enforcement - Local	Enforcement – State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Smart Start, Inc.								x								x				
Tarrant County District Attorney's Office		x			x														x	x
Texans Standing Tall	x		x							x					x	x				x
Texas A&M AgriLife Extension Service	x				x											x			x	x
Texas A&M Transportation Institute	x		x			x	x	x							x	x			x	x
Texas Alcoholic Beverage Commission	x	x																	x	x
Texas Association of Counties	x					x	x	x								x			x	x
Texas Center for the Judiciary						x	x	x	x							x			x	
Texas Department of Public Safety			x	x				x				x							x	x
Texas Department of State Health Services	x								x		x						x		x	x
Texas Department of Transportation													x	x					x	x
Texas District and County Attorneys Association				x	x			x								x			x	x
Texas Justice Court Training Center						x										x			x	x
Texas Municipal Courts Education Center	x				x	x		x					x	x		x			x	x
Texas SFST				x																
Travis County Attorney's Office	x	x			x											x			x	x

APPENDIX F. MEETING NOTES

The following are the respective notes and attendance from the April 28th, 2016, and October 7th, 2015, Impaired Driving Task Force meetings.

Texas Statewide Impaired Driving Task Force
4.28.16 Meeting Notes

The spring 2016 Impaired Driving Task Force meeting was held in Austin, TX at the Norris Conference Center. Troy Walden (TTI) opened the April 28, 2016 Task Force meeting at 9:05am.

Support Letter for the Creation of the Governor's Executive Committee
Neither TTI nor TxDOT have received feedback regarding the letter, but Troy expects that we will have an update on whether the Texas Transportation Commission will move forward with the request by the fall meeting.

Task Force Subcommittees
At the fall meeting, Troy discussed the creation of two subcommittees: Legislation and DWI Monitoring & Technology. Both subcommittees held their first meeting in February 2016. The Task Force was provided with meeting notes for each. Clay Abbott (TDCA) and Paige Ericson-Graber (TTI) were elected the subcommittee chairs, respectively. The subcommittee chairs will provide updates at the fall meeting.

It was recommended that an Educational subcommittee also be created.
- Task Force members interested in participating on this subcommittee should let TTI know
> Interested individuals included:
> - Nina Saint
> - Dannell Thomas
> - Amy Moser
> - Jaime Gutierrez
> - Lisa Robinson
> - Mark Busbee
> - Hope Lochridge
> - Cecil Marquart
> - Russell Henk
> - Dan Worley

- TTI will email all interested members by May 13 to set the first date

Pre-Trial Diversion Discussion
Rob Kepple spoke in place of Brian Klas about the TDCAA meeting which took place in December 2015 and examined how pre-trial intervention works from an individual standpoint and how it impacts the state. The meeting included both large and small jurisdictions. While Texas doesn't currently have Deferred Adjudication, many offices offer alternatives if there was no accident or a low BAC, and done in conjunction with ETOH awareness or counseling. Results have not been satisfactory in the long run, and it doesn't seem to prevent repeat offense. Jennifer Tharpe (Comal Co. DA Office) and Nico LaHood (San Antonio DA Office) are looking at potential legislation related to deferred adjudication (eligibility, 1st offenders, breath test, no accident or injuries). With deferred adjudication you cannot collect the surcharge so it is often difficult to get through legislation. Rob feels prosecutors would use it if they could. It would also allow for a consistent policy throughout the state. Rob also discussed an example of a DA in the Victoria, TX area who in order to enact change, began refusing to plead any DWI cases.

Because juries were convicting, judges began ruling a little heavier. That DA has now started allowing plea bargains again but they are more meaningful. This was an example of someone putting their foot down and bringing about more DWI convictions in their area.

Evidence-Based Educational Programs for Alcohol Awareness
As an action item from the Oct. 2015 Task Force meeting, a booklet of evidenced-based programs for alcohol awareness was distributed to members. Lauralea Bauer (TxDOT) was helpful in directing TTI to a list of TEA-approved programs. TTI took that list and attempted to break down programs and their outcomes. This information is designed to be useful to school administrators, as there is information related to costs and contact information for each program included in the document.
- Members are to provide feedback regarding this document by May 13.
- The newly created Educational Subcommittee will spearhead revisions to this document.

Discussion surrounding revisions to this document included:
- Adding an appendix to the document that includes strictly Texas-based programs
- Adding more programs that are free or low cost
- Adding more programs that may not be evidence-based but have positive outcomes
- Adding more after-school programs
- Adding information about how these programs are related to 'brain health,' which could open opportunities for funding for these schools
- Adding a page in the document that shows rational for why you would use an evidence based program, addressing the issue that there is a gap in resources, and why it's necessary to fill that gap. We can use this document to discuss those gaps and explain why high investment gives high return. It's an argument we can use to get additional funding as well.
- Nicole Holt (TST) agreed to put together the rationale for using EBP and will provide that narrative to be included in the document to TTI by May 20.

Dying to Drink Website Update
Sam Atchison (TTI) provided an overview of the new website which has not been updated in approximately 18 months. The new site will have documents, infographics, and other resources that Task Force members provide. There is a new *Events* section which allows the user to pull up all details related to Impaired Driving events across the state.

Sam introduced the new member spotlight area in which a program partner from the Task Force is highlighted through a video giving details about their organization. If an organization is unable to travel to TTI for filming, TTI's Communications staff can travel to the organization's location instead.

It was emphasized that the website will only be as useful and up-to-date as the information that is received from partners.
- Task Force members should send the following to Paige to be included on the site: a short (5 sentence) organization bio, the organization's logo, website address, details surrounding upcoming events, resources, etc. throughout the year. This is an ongoing effort.

Member Commitment
Paige discussed the Commitment Letter that each Task Force member was provided with at the meeting. She brought up that from an administrative standpoint, when there are multiple members from the same agency, it has been difficult to determine who needs to provide the approval from the organization to Task Force related items (ex- signing off on Impaired Driving Plan). It was reiterated

membership is no longer mandatory for all TxDOT program partners and that the Task Force works because its members want it to be successful. Feedback was sought on how to handle inactive members.

There was some concern that if a member was removed due to inactivity, can they become a member of the Task Force at a later date (ex. new leadership in an organization). Troy responded that there was a possibility they could reinstate but that we want to maintain a membership level that is manageable and functional.

Frank Saenz (TxDOT) emphasized that the only way a new member is solicited is if, as a group, we feel there is an area where membership expertise has a gap. This is challenging because there are a lot of areas that need coverage (Engineering, Treatment), but we want to keep the Task Force at a manageable and functioning level.

If current members no longer want to be active, please let Frank know. If current members are committed, then we want them here but we must take into account that we need other people in the Task Force in areas not currently represented.

It was asked if it was possible to record the meetings and upload them to the member-only site. Some members expressed concern with such action and stated that they may no longer be able to participate in the Task Force if that transpired. Paige reminded the group that meeting minutes are always provided to the Task Force.

It was decided that if a member misses two meetings in a row, the member would be contacted to ask if they would like to continue to serve on the Task Force.

Other Membership Issues
Frank asked if anyone would like to volunteer to reach out to persons in the underrepresented areas? Treatment is one area for which the Task Force has no representation- this could be a nurse, doctor, etc.. The Task Force needs to determine areas where we are lacking.
- Members are asked to think of anyone or any gaps that we have, a name or organization name that we could consider or extend invitation to, please submit those within the next couple of weeks. Please make sure those people are dedicated and willing and that they are related to *traffic safety* as well as being related to impaired driving.
- TTI will ensure that when sending a letter of invitation to a member in the community, we will include who recommended that person to the Task Force

Internal Assessment Matrix
Troy reminded members to please review the impaired driving plan, as the group would not be reviewing the entire document together at the meeting. What was reviewed together was the internal assessment matrix (that begins on page 37). The matrix is comprised of 2010 and 2015 recommendations from the impaired driving program technical assessments. Feedback was sought on a number of the listed recommendations.
- Please review the entire matrix, giving special attention to those recommendations whose statuses are "not being addressed currently."

TxDOT Update

Terry Pence (TxDOT) explained that TxDOT is currently undergoing NHTSA Management Review. They will be looking at grants and observing during on-site monitoring visits over the next few weeks. As a result of the review, NHTSA will provide accolades, management considerations, and recommendations.

There has also recently been some discussion about Match. TxDOT is working with NHTSA to determine what can be covered under Match. When that determination has been made, TxDOT will let program partners know. Promotional items are no longer allowed through federal funds, only educational documents (flyers, handouts, brochures, etc.).

Breakout Working Groups

Troy discussed the potential to use ETOH countermeasures for drug driving and how attendees should be thinking about these countermeasures as more states moved toward legalizing recreational marijuana use. This activity will benefit Texas because it allows us to be ahead of the game should marijuana be legalized in Texas.

The Task Force was divided into four emphasis areas: education, enforcement, encouragement, and evaluation. Each group was provided with a list of respective countermeasures that are currently used for alcohol-impairment. For each countermeasure, members were asked to rank the countermeasure, assess its transition potential to be used to identify drug impaired driving, its implementation potential, its impact potential, as well as provide any comments which should be taken into account when considering each countermeasure. Task Force members were also asked to consider those countermeasures which may not be listed but may do well to identify drug impaired drivers.

Task Force members worked on this activity from 1:30 – 4:00 pm. Each emphasis area was asked to report out to the larger group on their findings.

- The results from this task will be reported in a second memorandum which will be provided to TxDOT

The Task Force meeting adjourned at 4:00pm. Before adjourning, the following was shared with members:

Impaired Driving Plan Approval Process:
- Accept revisions from members: **5/13**
  - Plan was previously emailed to all members on 4/21
- Integrate suggestions and distribute plan to Task Force members: **6/1**
- Request approval from Task Force Members by: **6/15**
- Submit plan to TxDOT by: **6/30**

Save-the-Dates:
- 2016 Fall Task Force Meeting
  Thursday, October 13th, 2016

- 2017 Statewide Impaired Driving Forum
  Wednesday, April 26th, 2017

- 2017 Spring Task Force Meeting
  Thursday, April 27th, 2017

*All events will be held at the Norris Conference Center. Start times to be confirmed in the future.

April 28th, 2016 Attendance

Last Name	First Name	Title	Organization
Arnold	Jason	Officer	College Station Police Department
Ayala	Phillip	Major	Texas Department of Public Safety
Busbee	Mark	Program Manager	ADAPT / FRIDAY
Carroll	Mindy	Director Education and Prevention Division	Texas Alcoholic Beverage Commission
Coffey	Debra	Vice President, Government Affairs	Smart Start, Inc.
Dean-Mooney	Laura	Program Coordinator	Texas A&M AgriLife Extension Service
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary
Ericson-Graber	Paige	Assistant Transportation Researcher	Texas A&M Transportation Institute
Garcua	Lisa	Associate Director	Texas Association of Counties
Gilbert	Bob	Senior Research Specialist	Texas A&M Transportation Institute
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute
Gutierrez	Jaime	Executive Director	MADD - State Office
Hammond	Sarah	Associate Transportation Researcher	Texas A&M Transportation Institute
Harris	Kevin	Corporal	College Station Police Department
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute
Holt	Nicole	Executive Director	Texans Standing Tall
Jennings	Mike	Detective	Austin Police Department
Jermstad	Todd	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department

Last Name	First Name	Title	Organization
Kepple	Robert	Executive Director	Texas District and County Attorneys Association
Kuboviak	Jim	Director	Law Enforcement Mobile Video Institute - University of Houston Downtown
Lemons	Brian	Strategy Specialist	Texans Standing Tall
Lochridge	Hope	Executive Director	Texas Municipal Courts Education Center
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services
Marks	Georgia	Program Coordinator - YLC	Texans Standing Tall
Marquart	Cecil	Project Director	Sam Houston State University
McGarah	David	Program Manager	Texas Standardized Field Sobriety Testing
Minevitz	Edward	MTSI Grant Administrator and Program Attorney	Texas Municipal Courts Education Center
Moser	Amy	Safety Education and Training Specialist	Education Service Center - Region 6
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety
Muller	Katy	Program Assistant/Coordinator	National Safety Council
Nitibhon	Atalie	Director of Research and Advocacy	Texans Standing Tall
Ortiz	Charles	LEADRS Program Manager	LEADRS
Pence	Terry	Traffic Safety Director	Texas Department of Transportation
Pryor	Nancy	Project Specialist and Office Manager	Texans Standing Tall
Robinson	Lisa	Program Manager	National Safety Council
Saenz	Frank	Alcohol and Other Drugs Countermeasures Program Manager	Texas Department of Transportation
Saint	Nina	Curriculum Director	SafeWay Driving Systems

Last Name	First Name	Title	Organization
Sarosdy	Randy	Program Attorney	Texas Justice Court Training Center
Schexnyder	Jude	Traffic Safety Specialist	Texas Department of Transportation
Souhami	Gloria	Program Director	Travis County Attorney's Office
Tedder	Jay	Deputy Scientific Director Breath Alcohol Testing	Texas Department of Public Safety
Thomas	Dannell	Director of Safety Education and Training	Education Service Center - Region 6
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program

Impaired Driving Task Force – Meeting Notes

The fall 2015 Impaired Driving Task Force meeting was held in Austin, TX at the Norris Conference Center. Troy Walden (TTI) opened the October 7, 2015 Task Force meeting at 9:35am. Troy introduced himself as the new face of leadership for the Impaired Driving Task Force. Troy expressed excitement as he transitions into this role and leads the Task Force forward.

Troy asked if there were any new members in attendance and asked that they introduce themselves:
- Georgia Marks – Texans Standing Tall – Program Coordinator YLC
- Charles Ortiz – Texas Municipal Police Association - Texas LEADRS Project Manager
- Lisa Minjares-Kyle – Texas A&M Transportation Institute – U in the Driver Seat Program

Troy gave an overview of the agenda.

Frank Saenz emphasized the importance of reviewing both the Impaired Driving Plan and the NHTSA Assessment Report to identify gaps in the State's impaired driving program; Terry Pence reiterated this.

Terry Pence mentioned that the call for proposals will be posted in the *Texas Register* by early November, and proposals will be due in early January. Terry also reiterated that the Impaired Driving Plan is the main component in receiving 405 section funding. He also reported that TxDOT was approved for the FY16 funding.

New Legislation Regarding Ignition Interlock

This item was not included on the original agenda, however, it was requested by members of the Task Force.

Judge Weiser (TCJ) spoke about the new legislation regarding ignition interlock (IG IN) for first-time offenders. This is known as House Bill 2246 and became effective September 1st, 2015. Judge Weiser commented that the media has reported this legislation as a first offender's interlock program, but that that description is a little inaccurate.

The law says if you're accused of an offense from 49.04-49.08 (DWI, BWI, FWI, etc.) of the Texas Penal Code, you can get your license returned to you if you have an IG IN installed on every vehicle that you own and operate. But, what does that mean in Texas, which is as a community property state?

If an offender is married and the spouse also owns a car, then an IG IN must be installed on both the offender and spouse's cars. The IG IN must stay on the vehicle(s) for the entire term of

the license suspension. The offender must prove liability insurance – SR-22. If an offender does those things, then the offender can be granted an occupational license, however, there is no geographical or time restrictions associated with that occupational license.

The purpose behind this legislation is that we know offenders continue to drive after their license has been suspended. This legislation would allow for some supervision of these drivers. Offenders cannot be referred to CSCD to be supervised unless an occupational license is granted by the Court of Record. Judge Weiser's interpretation is that it's an application for an occupational license – courts still have the discretion to deny one. If offenders don't keep the IG IN for the entire suspension, then their license is revoked and the suspension is reinstated.

Clay Abbott (TDCAA) added a few comments: (1) Offender must install IG IN before they can apply for the license. (2) There's a criminal provision: must obtain an interlock license, which means an officer who stops someone will be easily able to detect that this person should have an interlock installed – if the offender does not have this license, that's a class B misdemeanor. (3) Does not apply to every license suspension, just the ones related to convictions. If they are stopped and arrested, they lose their occupational license as well.

Open Discussion
(1) Mission Statement – **ATTACHED**
Paige Ericson-Graber (TTI) introduced the Mission Statement that was developed over the summer. The Mission Statement was developed by Frank Saenz, Melissa Walden, Sarah Hammond, Clay Abbott, Rob Daniel, and Gabby Sewing. The Task Force was asked to review the mission statement and submit comments/feedback to Paige by Friday, October 23. Her email is p-ericson@tti.tamu.edu.

(2) DyingtoDrink Website
Sam Atchison (TTI) introduced the Task Force's private website: http://taskforce-dev.tti.tamu.edu/ . Sam will be sending usernames and passwords to all Task Force members on 10/9/15 in order to access the private member page. Once you receive your log-in information, please log-in and play around with the website. Please submit comments, feedback, suggestions about the website to her by Friday, October 23. Her email is s-atchison@tamu.edu. Once she receives feedback, changes will be made to the beta websites, and they will be submitted to Frank Saenz for approval.

Both the public website (www.dyingtodrink.org) and the private member webpage include a calendar of events. It's the responsibility of each member to submit events they want listed on either the public, the private, or both calendars to Sam.

The private member webpage allows for members to post topics under various Forums. Individual members can also be "tagged," or notified in a post. Members can be tagged by using an "@" before a member's user name.

Sam will change the public and private calendars to begin on Sunday and not Monday.

Lauralea Bauer (TxDOT) suggested creating a ListServ, where individuals could sign up to receive notification regarding certain posted topics. For instance, if an individual wanted to receive more information regarding legislation involving impaired driving, after signing up for that listserv, s/he would automatically receive emails pertaining to it.

(3) Subcommittees
Troy re-introduced the three subcommittees the Task Force previously discussed implementing: DWI Tracking System, Legislation, and DWI Monitoring and Technology.

Clay Abbott suggested changing the term from "subcommittee" to "work group," which would give more authority to the group, would not require that all Task Force members be in a group, and the group could report and make recommendations to the Task Force. That way some of the work that needs to be accomplished is done prior to the meeting themselves.

In the interest of time, the decision on making subcommitees or "work groups" was tabled for later discussion.

Overview of the NHTSA Assessment – PowerPoint (PPT) ATTACHED
The following are comments made by Task Force members during the overview that Troy gave regarding the NHTSA Assessment. Each PPT slide contains information regarding what is currently in the Impaired Driving Plan as well as what NHTSA's recommendations are for that component of the Plan. Recommendations with a double asterisk (**) are priority recommendations.

(1) Program Management and Strategic Planning
- Lauralea Bauer mentioned that there are Four Indian Reservations in Texas which the Task Force or, if created, the Governor's Task Force should seek out.
- Terry Pence mentioned that it will take time quite some time to pull together a DWI tracking system; however, TxDOT has been talking with the Traffic Records Committee on how to move forward with this recommendation.
- Clay Abbott mentioned that all the recommendations thus far (Resources Slide) require legislation changes.

(2) Prevention
- Gloria Souhami mentioned that she was glad that it's being recognized that treatment and recovery is part of the problem. Her program is receiving outside interest, and they are attending her meetings and wanting to participate. It's another player who has not come aboard in the past year.
- Nicole Holt mentioned that the NHTSA team seemed to be making policy-making recommendations, and what can the Task Force do with those kinds of recommendations? She highlighted that the Task Force should not be dismissive: think

of what the Task Force can do to put ourselves in the position where we can make change. People who learn about the things that we share ARE able to lobby, and it's important to remember that.

- Terry Pence mentioned that the Assessment Report is now on TxDOT's website. Here is a link to that document: https://www.txdot.gov/apps/eGrants/eGrantsHelp/Reports/TexasImpairedDrivingAssessment.pdf Terry said that the Assessment Report has already been distributed to some of their commissioners.

(3) Criminal Justice System

- Clay Abbott mentioned that Diversion is difficult to do, but it is by and large outside the procedural system, and to enact guidelines of something outside the procedural system is a unique opportunity. One thing that is a big push among prosecutors is that if deferred adjudication is offered and the offender reoffends, that would be w conviction for enhancement.
- Cecil Marquart mentioned that SHSU has partnered with the DPS crime lab
- There was some discussion about collaboration effort between TABC and STEP grants.
  - Tyler Dunman mentioned collaboration between Montgomery County DAO and law enforcement. If a DWI crash occurs and is traced back to a bar, law enforcement can dispatch officers to the location of the bar or nearby.
  - Mindy Carroll (TABC) encouraged law enforcement to open a complaint, so it allows TABC to place the problematic bar on a priority list. That way, TABC goes in to do an inspection. TABC follows up on every single complaint. Anyone can issue a complaint, and they are uniformly investigated.

No comments were made during the overview of Communication, Alcohol and Other Drug Issues: Screening and Rehabilitation, and Data and Evaluation: this is largely due to the interest in time.

Breakout Groups
For the next phase of the meeting, Troy asked that Task Force members review the NHTSA recommendations and determine which ones are feasible, and then select 2 or 3 recommendations that are most important or achievable. Breakout groups were asked to formulate specific action steps that are needed to achieve that particular goal/recommendation. Basically answer how can the Task Force put that recommendation into practice?

Breakout Group: Strategic Planning / Data and Evaluation Groups
Recommendation: Creation of Executive Governor's Committee
- Approach TxDOT Commission to ask legislators to convene executive committee
- TxDOT Traffic Operations Division-Traffic Safety Section (TRF-TS) would make recommendations of other individuals to serve on TF

- Current Impaired Driving (ID) TF members would serve as resource about creation of Governor's Committee

Frank Saenz: TxDOT TRF-TS has taken this recommendation to the commission and has given them the information they need to make that happen. Just a matter of the commission meeting and deciding where to take it.

Terry Pence: If the Governor's Committee TF is created, that new TF will have the Impaired Driving Plan and the Assessment Report as two great tools to utilize

Recommendation: Creation of DWI Tracking System
- TxDOT will be putting out a call for RFPs in November. They're be looking for a feasibility study
Recommendation: Provide Funding for E-citation System
- Office of Court of Administration (OCA) received a FY16 grant and are planning on how to develop e-citations system. At the time of the NHTSA recommendation, the proposals had not been granted.

Troy asked what else can be done to see these recommendations implemented:
- Frank Saenz suggested that the TF write a letter of support
- TTI will draft the initial letter of support by October 16, 2015, and then it will be submitted to TxDOT and the TF for approval.

Breakout Group: Prevention
Recommendation: Conduct an assessment of community-based coalitions to determine the extent and nature of prevention strategies
- Compile a list of community based coalitions with their mission statement
  - Start with the TxDOT TSSs
- Recommend that TxDOT do an assessment of the community based coalitions – RFP

Recommendation: Provide schools with current Texas-specific health and other curriculum
- Make school districts aware that there are evidenced-based programs available
  - DSHS has a start to what those prevention programs are
- Recommend that TxDOT put out a proposal with a focus on Texas-specific information - RFP

Lauralea Bauer mentioned that TST has maintained relationships with many community-based coalitions and has in the past maintained a comprehensive coalition list.
Nicole Holt mentioned some of the difficulties that are associated with maintaining that list: (1) often the primary contact listed is the person who signs for the grant, (2) some personnel turnover. If the TF seeks to do this, we must devote serious time to it for it be a serious tool for us to use.

The Task Force recommends that the creation and maintenance of community-based coalition contact database be a proposal.

Bobbi Brooks (A&M AgriLife) recommended that evidence-based program list be given to schools at the end of their programs as a follow-up. Dannell Thomas (ESC-6) mentioned that school districts are always looking for free opportunities to educate their kids – multitudes of us need to go in – not just one program.

Prevention Breakout Group could maintain a list of the programs that could go into these schools that would fit their needs.

Lauralea Bauer will compile list of programs by the end of the month.

Breakout Group: Criminal Justice – Prosecution
Recommendation: Review of TSRP
- Clay Abbott has a plan to add personnel to his team come this fall.

Recommendation: Convene a meeting of prosecutors and County attorneys to address DIVERT
- Clay has set a meeting in December where they will gather representatives from the top 10 counties do pre-trial diversion programs. Together, they will try to set up some universal guidelines and how they might be used effectively. Clay will be able to report back in January.

Recommendation: Encouraging judges to push people into CSCD
- TDCAA to push CSCD – Will partner with TCJ
- Reaching out to Defense Bar – helping them to understand the best interests of their client
- Emphasized that this is not something that prosecutors can approach on their own

Recommendation: Enact rules of professional conduct and disciplinary rules
- This is a single-person issue...most DAOs do not allow them to have any other appointment outside their job. We can forward this along to the State Bar, but this is not a state issue.

Clay Abbott spoke vehemently against the recommendation to use a provision that allows an officer to stop someone to check their license as a secondary means of controlling impaired driving.

Breakout Group: Criminal Justice - Adjudication
Recommendation: Training of the judiciary on DREs
- TCJ is holding its second annual impaired driving symposium which includes municipal, justice, county courts, county courts at law, and district courts at law. Discussion of this recommendation is on the agenda in August 2016.

Recommendation: Enacting statute to reward people who complete DWI
- Provide information and be a resource to the legislature and be a resource in enacting such legislation

Breakout Group: Criminal Justice - Law Enforcement
Cecil Marquart is working with DPS Crime Lab and working their recertification. They have been at each of the DRE courses this past year and encouraging them strongly to include face sheets as well.

Recommendation: Expand statewide partners for the DRE training through regional training teams
- There are concentrated areas within the state, but the team decided that they would saturate the southern part of the state with ARIDE courses this year to educate about what it really means to be a DRE. At least 3 ARIDE courses in the South Texas Area to fill a pool of DRE candidates for next year. Educate them on the DRE training: it's not just two weeks in the classroom...it's also an internship (to San Antonio for field certification training) and then 8-hr testing. Will do training and educate.

Cecil noted that the majority of recommendations involve training for DWI or BWI. ARIDE is a refresher course. It is issued as an SFST refresher course. LEMVI and TMPA also do an SFST update as well. Between those three agencies – SHSU, LEMVI, and TMPA – they cover the state. ARIDE is an equivalent to the SFST, but it's a different curriculum.

Terry Pence noted that some of the recommendations that were made by the NHTSA team, the State of Texas is already doing.

Breakout Group: Communications
Recommendation: Develop a communication plan to attended audiences
- As of Oct. 1, what was 6 individual impaired driving programs have now been bundled into one comprehensive program for the whole year – football, holiday, labor day, spring break, etc.

Recommendation: Evaluation
- Think about measuring the impact of the messaging of the target audience 18 -34 year olds. We have a lot of mediums – TV, radio, digital sites, mobile apps, that index high with that demographic. But, we must evaluate how effective it was at delivering that message and making an impact. Sit down and collaborate on ideas on what we could accomplish. Would like to have a baseline research – with where attitudes are and sit – before. Will collaborate with Terry Pence and his team. Would like to have a proposal put together by mid-December, before the holidays. That way if actionable, could implement in April and move forward from there.

Terry Pence asked that if there are inaccuracies in the Assessment Report, please follow-up with Frank Saenz within the next two weeks: **OCTOBER 21.**

Wrapping-Up

Keep the following dates on your calendar:
- Wednesday, April 27, 2016 – Impaired Driving Forum
- Thursday, April 28, 2016 – Impaired Driving Task Force Meeting
- Thursday, October 13, 2016 – Impaired Driving Task Force Meeting

The above events will take place at the Norris Conference Center in Austin, TX.

October 7th, 2015 Attendance

Last Name	First Name	Title	Organization
Abbott	Clay	DWI Resource Prosecutor	Texas District and County Attorneys Association
Arnold	Jason	Officer	College Station Police Department
Bauer	Lauralea	Program/Project Manager	Texas Department of Transportation
Brooks	Bobbi	Program Manager	Texas A&M AgriLife Extension Service
Burton	Ted	Executive VP	Enviromedia
Carroll	Mindy	Director Education and Prevention Division	Texas Alcoholic Beverage Commission
Dean-Mooney	Laura	Program Coordinator	Texas A&M AgriLife Extension Service
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary
Dunman	Tyler	Assistant District Attorney	Montgomery County District Attorney's Office
Ellington	Maghan	Program Services Specialist	Texas SFST
Ericson-Graber	Paige	Assistant Transportation Researcher	Texas A&M Transportation Institute
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute
Hammond	Sarah	Associate Transportation Researcher	Texas A&M Transportation Institute
Harris	Kevin	Corporal	College Station Police Department
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute
Holt	Nicole	Executive Director	Texans Standing Tall
Jennings	Mike	Detective	Austin Police Department
Kuboviak	Rhonda	Vice President	Law Enforcement Mobile Video Institute – University of Houston Downtown

Last Name	First Name	Title	Organization
Lochridge	Hope	Executive Director	Texas Municipal Courts Education Center
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services
Mabe	Richard	Detective	Austin Police Department
Marks	Georgia	Program Coordinator - YLC	Texans Standing Tall
Marquart	Cecil	Project Director	Sam Houston State University
Minevitz	Edward	Grant Administrator - DRSR and MTSI grants	Texas Municipal Courts Education Center
Minjares-Kyle	Lisa	Associate Transportation Researcher	Texas A&M Transportation Institute
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety
Ortiz	Charles	LEADRS Program Manager	LEADRS
Palmer	David	Major	Texas Department of Public Safety
Pence	Terry	Traffic Safety Director	Texas Department of Transportation
Prescott	Jena	Assistant Transportation Researcher	Texas A&M Transportation Institute
Pryor	Nancy	Project Specialist and Office Manager	Texans Standing Tall - Screening and Brief Intervention
Ryan	Kevin	Program Services Specialist	Texas SFST
Saenz	Frank	Alcohol and Other Drugs Program Manager	Texas Department of Transportation
Saint	Nina	Curriculum Director	SafeWay Driving Systems
Sewing	Gabby	Program Coordinator and Strategy Specialist	Texans Standing Tall
Souhami	Gloria	Program Director	Travis County Attorney's Office
Stratton	Doug	Account Supervisor	Guerra Deberry Coody & Company (GDC Marketing)

Last Name	First Name	Title	Organization
Thomas	Dannell	Director of Safety Education	Education Service Center – Region 6
Thorp	Kara	Public Affairs Specialist	AAA – Texas & New Mexico
Thurmond	Khris	Program Coordinator	Brazos Valley Injury Prevention Coalition
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program

APPENDIX G. SUBCOMMITTEE NOTES

The following are meeting notes from the DWI Monitoring and Technology, and the Legislative Subcommittees. Each subcommittee was established to address specific, focused issues. The DWI Monitoring and Technology subcommittee will explore technologies that include ignition interlock, other monitoring devices like SCRAM, and emerging technologies like fingerprint scanning devices that scan for the presence of drugs. The Legislative subcommittee was developed to monitor pending legislation and inform Task Force members how this legislation could impact impaired driving in the state of Texas.

Subcommittee members volunteer to participate on the subcommittee. The subcommittees were established with the goal of working and holding meetings, as each subcommittee deems appropriate, between the two annual Task Force meetings. This will help to ensure that not only are Task Force members informed with the most up-to-date information surrounding each focus area, but that when the Task Force does meet in person, the meetings will be conducted efficiently and with a more focused direction.

Each subcommittee met via webinar to discuss the direction, goals, and activities each would pursue. Each subcommittee selected a subcommittee chairperson, who will report back to the larger Task Force and keep general members apprised of their actions and share important information.

DWI Monitoring & Technology Subcommittee

2.25.16 @ 10:00 AM – 11:00 AM
Meeting Notes

Webinar Participants:

- Cecil Marquart, SHSU
- Dottie McDonald, Smart Start
- Frank Saenz, TxDOT
- Jena Prescott, TTI

- Troy Walden, TTI
- Sarah Hammond, TTI
- Paige Ericson-Graber, TTI

The subcommittee used the following questions to begin dialogue:

- How do we see the subcommittee impacting the larger Impaired Driving Task Force?

- How do we see the subcommittee benefiting the Alcohol and Other Drugs Countermeasures Program?

- What are the DWI Monitoring and Technology issues that impact alcohol and drug issues at the state level?

- What do you need from us (Task Force administration) to help with in order to achieve objectives?

- As a subcommittee, what activities/issues should we pursue?
    - Review current monitoring technology
    - Identify areas that are working / areas where improvement is needed
        - Educate/Inform larger Task Force about these areas
    - Identify new technologies, such as Smartox, a drug-impaired driving technology, and how it could potentially impact the overall effort of enforcement
    - Create short-term / long-term activities

    - Distribute report on usage of ignition interlocks in the courts in rural areas by Kim Hodges
        - TTI to distribute this report ahead of next subcommittee meeting
    - TxDPS is currently updating the regulations for ignition interlock
        - Dottie to send draft regulations

    - Explore growing the subcommittee:
        - Invite Debra Coffey (Smart Start) to the Legislation Subcommittee
            - TTI to invite Debra
        - Dr. Sarah Carringen, SHSU
        - TxDPS Toxicologists
        - Judge David Hodges
        - Judge Robert Anchondo CC #2 El Paso
            - TTI to send Dottie information regarding subcommittee, and Dottie to contact the judge

- Possibility of creating subcommittee chair
  - Paige

- Meet again before the next Task Force meeting in April
  - TTI to send out Doodle Poll

**Notes from today will be transcribed and reviewed by subcommittee, then distributed to TxDOT and the larger Task Force.

Legislative Subcommittee
Meeting Notes 2.25.16 @ 2:00 PM – 3:00 PM
Participants

- Clay Abbott, TDCAA
- Judge Laura Weiser, TCJ
- Stephen Polunsky, Policy Center @ TTI
- Randy Sarosdy, TJCTC
- Nicole Holt, TST

- Sarah Hammond, TTI
- Jena Prescott, TTI
- Troy Walden, TTI
- Paige Ericson-Graber, TTI

Questions for the Legislative Subcommittee
- How do we see the subcommittee impacting the larger Impaired Driving Task Force?
    - **Informational** – what info can they carry back to their respective constituencies
    - What to know about new legislation, how it impacts impaired driving
    - If someone wants to speak for/against, they are informed
    - Be clear about not influencing legislation (no direct or indirect lobbying)

- As a subcommittee, what activities/issues should we pursue?
    - Prepare information documents (the issues, the background, technical info)
    - Look at info before Texas goes into session
    - Identify the issues (cognizant that we may also be arming opponents)
    - Post Interpretation after bills approved
    - Centralized place for information (clearinghouse), open to both sides
        - Screen information coming in and have it available to send interested parties

- What do you need from us (Task Force administration) to help achieve objectives?
    - Parcel out focus areas (who is already working in which topic area)
    - Look at past history of bills that keep coming up
    - Send link to TTI's policy site
    - Subcommittee meeting minutes and list of focus topics (with contacts) due in **April**
    - Create printable PDF (similar to Clay's Deferred document) for fall task force meeting
        - Put PDF on website as well

- Focus Areas:
    - Sobriety checkpoints (TTI)
    - Interlock First Time Offenders (TTI)
    - Interlock Licenses (Laura)
    - Deferred in DWI (Clay)
    - Records and Tracking (TTI)
    - Driver Responsibility, surcharges (Laura)
    - Lab Funding (may not fit well at this time for the subcommittee) (Clay)
    - Excise Taxes (TST)
        - Powdered alcohol
        - Rx drugs as it relates to youth use
        - Marijuana bills (sales, licensing, etc.)

- Creating a subcommittee Chair – Clay volunteered to act as Chair

- Action Items:
    - Send minutes from meeting to subcommittee for approval (**April**)
    - Set next meeting for late August/early September (prior to fall Task Force meeting)
    - Create documents related to legislation in Focus Areas to be printed and available for fall meeting

The following is the agenda and list of attendees at the Texas Statewide Impaired Driving Forum held on April 27th, 2016.

Texas Statewide Impaired Driving Forum

April 27, 2016 • Norris Conference Center
2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

8:30 – 9:00 am	**Registration**
9:00 – 9:15 am	**Welcome / Opening Remarks** Terry Pence, *Traffic Safety Director*, Texas Department of Transportation Troy Walden, *Research Scientist and Director of Center for Alcohol & Drug Education Studies*, Texas A&M Transportation Institute
9:15 – 9:30 am	**Impaired Driving: A Data Snapshot** Paige Ericson-Graber, *Assistant Transportation Researcher,* Texas A&M Transportation Institute
9:30 – 11:30 am	**Drug Impaired Driving Trends and the DRE Process** Renée Hawkins, *Forensic Scientist,* Texas Department of Public Safety Sarah Martin, *Forensic Scientist,* Texas Department of Public Safety Cecilia Marquart, *Project Director and Texas DECP State Coordinator,* Sam Houston State University Mark Berry, *Special Agent*, Texas Department of Public Safety Dean Peterson, *Detective*, Round Rock Police Department
11:30 – 12:30 pm	**Lunch / Keynote** Jason Villalba, *Texas State Representative for House District 114*
12:30 – 1:00 pm	**View from the Bench: A Judicial Perspective** Judge David Hodges, *Visiting Judge*
1:00 – 1:30 pm	**DWI Pre-Trial Intervention Program: A Prosecutorial Perspective** Wonderland Hudson, *Assistant District Attorney*, Harris County District Attorney's Office
1:30 – 2:15 pm	**Data Driven Approaches to Impaired Driving: A Case Study of South Texas** Bob Gilbert, *Senior Research Specialist,* Texas A&M Transportation Institute Ruby Martinez, *Traffic Safety Specialist,* Texas Department of Transportation Dave Osborne, *Sergeant,* Harlingen Police Department
2:15 – 2:45 pm	**Changing Behavior: The Impact of Teens-in-the-Driver Seat Program** Russell Henk, *Program Manager and Senior Research Engineer*, Texas A&M Transportation Institute Suzanne Reese, *Teacher and Student Council Adviser*, Creekview High School from Carrollton, TX
2:45 – 3:30 pm	**Aftermath: The Impact of Impaired Driving** Jaime Gutierrez, *State Executive Director*, Mothers Against Drunk Driving Nancy Pratt, *Speaker*, Mothers Against Drunk Driving Denise San Luis, *Speaker*, Mothers Against Drunk Driving Myra Constable, *Court Monitoring Project Specialist*, Mothers Against Drunk Driving
3:30 – 3:45 pm	**Closing Remarks and Questions** Troy Walden, *Research Scientist and Director of Center for Alcohol & Drug Education Studies*, Texas A&M Transportation Institute

Save a Life™
Texas Department of Transportation

Texas A&M Transportation Institute

Center for Transportation Safety
Texas A&M Transportation Institute

April 27th, 2016 Attendees

First Name	Last Name	Title	Organization
Samantha	Akins	Program Coordinator	FRIDAY
Christina	Alexander	Senior Account Supervisor	GDC Marketing & Ideation
Patty	Arellano	Probation Officer	Travis County Adult Probation
Jason	Arnold	Officer	College Station Police Department
Mark	Avila	Sergeant	Lampasas County Sheriff's Office
Phillip G.	Ayala	Major	Texas Department of Public Safety
Doug	Ballew	Injury Prevention Program Coordinator	Austin/Travis County HHSD
Lauralea	Bauer	Impaired Driving Program Manager	Texas Department of Transportation
Karen	Bays	Probation Officer	Travis County Adult Probation
Tish	Beaver	Traffic Safety Specialist	Texas Department of Transportation
Taylor	Bee	RED Program Coordinator	Baylor Scott & White Medical Center
Mark	Berry	Special Agent	Texas Department of Public Safety
Bobbi	Brooks	Program Manager	Texas A&M AgriLife Extension Service
Heidi	Brueckner	Community Supervision Officer II	Travis County Adult Probation
Mark	Busbee	Program Manager	FRIDAY/ADAPT
Carol	Campa	Traffic Safety Program Lead	Texas Department of Transportation
Becky	Cantu-Aguilar	Program Specialist	Mothers Against Drunk Driving
Mindy	Carroll	Director, Education and Prevention	Texas Alcoholic Beverage Commission

First Name	Last Name	Title	Organization
Nora	Chavarria	Probation Officer	Travis County Adult Probation
Diane	Clark	Staff Associate	Sam Houston State University, Impaired Driving Initiatives
Debra	Coffey	VP Government Affairs	Smart Start, Inc.
Jill	Collett	Traffic Safety Specialist	Texas Department of Transportation
Jennifer	Collity	Assistant County Attorney	Travis County Attorney's Office
Myra	Constable	Court Monitoring Project Specialist	Mothers Against Drunk Driving
Laura	Dean-Mooney	Project Coordinator	Texas A&M AgriLife Extension Service
Jason	Derscheid	Executive Director	Mothers Against Drunk Driving, South Texas Affiliate
Olivia	Don Juan	Probation Officer	Travis County Adult Probation
Holly	Doran	TxDOT Program Director	Texas Center for the Judiciary
Wanda	Ealey	Traffic Safety Specialist	Texas Department of Transportation
Donald	Egdorf	DWI Traffic Safety Liaison	Houston Police Department
Paige	Ericson-Graber	Assistant Transportation Researcher	Texas A&M Transportation Institute
Jerome	Ervin	Deputy	Lampasas County Sheriff's Office
Ryan	Forsyth	Forensic Scientist	Austin Police Department
Patricia	Gaffney	Leader, Texas Teen Safe Driving Coalition	National Safety Council
Ludivina	Garza	Adult Probation Officer	Travis County Adult Probation
Bob	Gilbert	Senior Research Specialist	Texas A&M Transportation Institute
Jaime	Gutierrez	State Executive Director	Mothers Against Drunk Driving
Rodrigo	Guzman	Court Monitoring Specialist	Mothers Against Drunk Driving, South Texas - Take the Wheel Project

First Name	Last Name	Title	Organization
Toni	Hale	Project Manager and Grants Coordinator	Texas Alcoholic Beverage Commission
Sarah	Hammond	Associate Transportation Researcher	Texas A&M Transportation Institute
Dan	Hamre	Assistant County Attorney	Travis County Attorney's Office
Christyne	Harris Schultz	Assistant County Attorney	Travis County Attorney's Office
Christie	Havemann	Administrative Assistant	Texas A&M Transportation Institute
Renee	Hawkins	Forensic Scientist	Texas Department of Public Safety
Russell	Henk	Program Manager	Texas A&M Transportation Institute
JoJo	Heselmeyer	Senior Manager	Texas Department of Public Safety
Mary	Hill	Consultant for State and National Agencies	Texas A&M Transportation Institute
David	Hodges	Visiting Judge	
Corby	Holcomb	Assistant County Attorney	Travis County Attorney's Office
Wonderland	Hudson	Assistant District Attorney	Harris County District Attorney's Office
Melvin	Jefferson	Driver Education Supervisor	Education Service Center, Region 6
Michael	Jennings	Detective	Austin Police Department
Todd	Jermstad	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department
Lisa	Johnson	Traffic Safety Specialist	Texas Department of Transportation
Todd	Johnson	Civil Engineer - CDP	Federal Highway Administration
Betsy	Jones	Coalition Coordinator	San Antonio Council on Alcohol and Drug Abuse
Ashley	Juergens	Chief of Staff	Texas House of Representatives

First Name	Last Name	Title	Organization
Zach	Kilborn	Forensic Scientist	Texas Department of Public Safety
Tanner	Kilpatrick	Program Coordinator	Texas A&M AgriLife Extension Service
Janeen	Kubilus	Forensic Scientist / Technical Supervisor	Texas Department of Public Safety
Sharon	La Follette	Adult Probation Officer	Travis County Adult Probation
John	Lastovica	Assistant County Attorney	Travis County Attorney's Office
Raul	Leal	Public Information Officer	Texas Department of Transportation
Delana	Lemley	Case Work Manager	Travis County Adult Probation
Brian	Lemons	Strategy Specialist	Texans Standing Tall
Angel S.	Lopez	Probation Officer	Travis County Adult Probation
Jeanni	Luckey	Traffic Safety Specialist	Texas Department of Transportation
Jim	Lyle	Video Production Associate	Texas A&M Transportation Institute
Lorrie	Lynn	Director, Grants and Evaluation	National Safety Council
Richard	Mabe	Detective	Austin Police Department
Georgia	Marks	Youth Engagement Specialist	Texans Standing Tall
Cecelia P.	Marquart	Director, Texas DRE State Coordinator	Sam Houston State University
Sarah	Martin	Forensic Scientist	Texas Department of Public Safety
Marianela	Martinez	Forensic Scientist Breath Alcohol Technical Supervisor	League City Police Department
Ruby	Martinez	Traffic Safety Specialist	Texas Department of Transportation
Sarah	Martinez	Community Specialist	Travis County Underage Drinking Prevention Program

First Name	Last Name	Title	Organization
Terry	Martinez	Research Specialist, State Legislative Affairs Section	Texas Department of Transportation
Laura	Mayfield	Probation Officer II	Travis County Adult Probation
Missy	McCann	Program Services Specialist	Texas SFST
David	McGarah	Texas SFST Program Manager and SFST State Coordinator	Texas SFST
Regan	Metteauer	Program Attorney	Texas Municipal Courts Education Center
Edward	Minevitz	TxDOT Grant Administrator and Program Attorney	Texas Municipal Courts Education Center
Lisa	Minjares-Kyle	Associate Transportation Researcher	Texas A&M Transportation Institute
Bernadine	Moore	Traffic Safety Specialist	Texas Department of Transportation
Anna	Mudd	Toxicology Section Supervisor	Texas Department of Public Safety
Katy	Muller	Program Assistant	National Safety Council
Elsbeth	Murata	Forensic Scientist	Austin Police Department
Olga	Navarro	Traffic Safety Specialist	Texas Department of Transportation
Meda	Nix	Forensic Scientist	Texas Department of Public Safety
David	Ocamb	Account Director	Sherry Matthews Advocacy Marketing
Ana	Ochoa	Adult Probation Officer	Travis County Adult Probation
Monica G.	O'Kane	Transportation Funding Specialist	Texas Department of Transportation
Olivia	Orr	Forensic Scientist - Chemistry	Austin Police Department
Charles	Ortiz	Program Manager	Texas LEADRS
Dave	Osborne	Sergeant	Harlingen Police Department

First Name	Last Name	Title	Organization
Delma	Pace	Senior Probation Officer	Travis County Adult Probation
David L.	Palmer	Major	Texas Department of Public Safety
Shermain L.	Parks	License and Permit Specialist I	Texas Department of Public Safety
Prakash S.	Patel	Injury Epidemiologist, M.D., MPH	Texas Department of State Health Services
Terry	Pence	Director, Traffic Safety Section	Texas Department of Transportation
Marcie	Perez	Associate Transportation Researcher	Texas A&M Transportation Institute
Efrain	Perez, Jr.	Forensic Scientist - Technical Leader	Austin Police Department
Jolie	Person	Traffic Safety Specialist	Texas Department of Transportation
Dean	Peterson	Detective	Round Rock Police Department
Steven	Polunsky	Research Scientist	Texas A&M Transportation Institute
Nancy	Pratt	Speaker	Mothers Against Drunk Driving
Nancy	Pryor	Higher Education Prevention Specialist	Texans Standing Tall
Karen	Puckett	Director, Workplace Safety	Texas Department of Insurance
Anita	Ramirez	Probation Officer	Travis County Adult Probation
Lillian M.	Ramirez	Transportation Funding Specialist	Texas Department of Transportation
Stephen	Ratke	Safety Engineer	Federal Highway Administration - Texas Division
Suzanne	Reese	Teacher	Creekview High School
John	Ribsam	Deputy II	Travis County Sheriff's Office
Crystal	Rios	Customer Service Rep III	Texas Department of Public Safety

First Name	Last Name	Title	Organization
Lisa	Robinson	Program Manager	National Safety Council
Rudy	Rodriguez	Program Specialist	Mothers Against Drunk Driving, South Texas
Mike	Rogers	Probation Officer	Travis County Adult Probation
Barb	Rowan	Assistant County Attorney	Travis County Attorney's Office
Frank	Saenz	Alcohol and Other Drugs Program Manager	Texas Department of Transportation
Morgan	Salari	Adult Probation Officer	Travis County Adult Probation
Denise	San Luis	Speaker	Mothers Against Drunk Driving
Janet	Sandera	Program Coordinator	Texas A&M AgriLife Extension Service
Randy	Sarosdy	Program Attorney	Texas Justice Court Training Center
Jude	Schexnyder	Traffic Safety Specialist	Texas Department of Transportation
Marcia	Smith	Program Supervisor V Private Security and Ignition Interlock	Texas Department of Public Safety
Margie	Smith	Senior Adult Probation Officer	Travis County Adult Probation
Robbi	Smith	Traffic Safety Specialist	Texas Department of Transportation
Catherine	St. Laurent	Forensic Scientist	Austin Police Department
Jason	Steans	Assistant County Attorney	Travis County Attorney's Office
Doug	Stratton	Director of Account Service	GDC Marketing & Ideation
Thomas	Sullivan	Project Manager	Office of Court Administration
Freddie	Summer	Lead Worker	Texas Department of Transportation
Debbie	Tahiri	Traffic Safety Specialist	Texas Department of Transportation
Tracy	Talavera	Coalition Coordinator	San Antonio Council on Alcohol and Drug Abuse

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First Name	Last Name	Title	Organization
Jay	Tedder	Deputy Scientific Director	Texas Department of Public Safety
David	Terronez	Casework Manager	Travis County Adult Probation
Dannell	Thomas	Director of Safety Education and Training	Education Service Center, Region 6
Kara	Thorp	Public Affairs Specialist	AAA Texas
Khris	Thurmond	Program Coordinator	Texas A&M AgriLife Extension Service / Brazos Valley Injury Prevention Coalition
Allison	Tisdale	Assistant County Attorney	Travis County Attorney's Office
Rick	Tomlin	Public Information Coordinator	Abilene Police Department
Blanca	Trevino-Castro	Traffic Safety Specialist	Texas Department of Transportation
Jason	Villalba	Texas State Representative for House District 114	Texas House of Representatives
Troy	Walden	Director, Center for Alcohol and Drug Education Studies	Texas A&M Transportation Institute
Beth	Wammack	Partner/COO	GDC Marketing & Ideation
Afton	Washbourne	Assistant County Attorney	Travis County Attorney's Office
Jacob	Weckwerth	CCP Coalition Coordinator	Abilene Regional Council on Alcohol and Drug Abuse, Inc.
Judge Laura	Weiser	Judicial Resource Liaison	Texas Center for the Judiciary
Thea	Whalen	Executive Director	Texas Justice Court Training Center
Robert L.	White	Traffic Safety Specialist	Texas Department of Transportation
Brandy	Williams	Account Executive	GDC Marketing & Ideation
Emilee	Williams	Adult Probation Officer	Travis County Adult Probation
Stephen	Woodard	State Trooper	Texas Department of Public Safety

First Name	Last Name	Title	Organization
Carly	Woods	Safety Education and Training Specialist	Education Service Center, Region 6
Dan	Worley	RED Outreach and Injury Prevention Coordinator	Baylor Scott & White Hillcrest Medical Center
Esmeralda	Yado	Judicial Services Liaison	Smart Start, Inc.
Mona Lisa	Zertuche	Traffic Safety Specialist	Texas Department of Transportation

APPENDIX I. TXDOT ALCOHOL AND OTHER DRUGS PROGRAM AREA PROJECTS

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Bexar County Commissioners Court	Bexar County DWI Court	X	X		X		X			X	X	X	X	X											X	
Bexar County District Attorney's Office	Bexar County No-Refusal Initiative	X	X	X			X			X															X	X
Collin County District Attorney's Office	DWI No-Refusal Mandatory Blood Draw Program	X	X	X			X			X															X	X
Drug Alcohol and Tobacco Education	Your Decisions Save Lives: Understanding the True Impact of Alcohol and Drugs	X			X																	X			X	X
Education Service Center – Region 6	Alcohol Drugs and Safety Education Program AD-A-STEP for Life	X	X	X	X																	X				X
Galveston County Criminal District Attorney	DWI No-Refusal Blood Draw Grant for Holiday and Festival Weekends	X	X			X				X															X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Harris County District Attorney	Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program	X	X				X			X															X	X
Hillcrest Baptist Medical Center - Hillcrest	TeenSafe Program	X			X										X	X						X				X
Hillcrest Baptist Medical Center - Hillcrest	Texas Reality Education for Drivers (RED) Program	X	X	X	X										X	X						X				X
Montgomery County District Attorney's Office	Search Warrants Stop Drunk Drivers: MCDAO No-Refusal Program	X	X	X			X			X															X	X
Mothers Against Drunk Driving	Take The Wheel - Bexar County	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Dallas, Travis, Cameron, and Hidalgo Counties	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - El Paso County	X	X		X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Harris and Montgomery Counties	X	X	X	X																X	X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Mothers Against Drunk Driving	Take The Wheel - Smith and Gregg Counties	X	X	X	X																X	X			X	X
National Injury Prevention	Texas Specific Interlock Penetration Study – Medium Size County	X											X				X						X		X	
Sam Houston State University	Drug Impairment Training for Texas Community Supervision, Juvenile Probation, and Parole Officers	X	X						X			X										X			X	X
Sam Houston State University	Drug Impairment Training for Texas Employers	X	X	X					X													X		X	X	X
Sam Houston State University	Impaired Driving Initiatives - DECP, ARIDE, and DITEP	X	X	X					X													X			X	X
Tarrant County	Tarrant County No-Refusal Program	X	X	X			X			X															X	X
Texans Standing Tall	Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DUI	X	X	X	X				X												X	X				X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texans Standing Tall	Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students	X	X	X	X									X		X						X			X	X
Texans Standing Tall	Statewide Community Coalitions Assessment to Identify Collaboration Opportunities to Prevent DUI/DWI			X	X																				X	X
Texans Standing Tall	Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to Reduce Impaired Driving	X	X	X	X																X	X				X
Texas A&M AgriLife Extension Service	Alcohol and Other Drug Driving Awareness Education	X		X	X																	X			X	X
Texas A&M AgriLife Extension Service	Alcohol and Other Drugs Parent Education Program	X		X	X																	X			X	X
Texas A&M AgriLife Extension Service	Watch UR BAC Alcohol Awareness Program	X	X	X	X								X									X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M Transportation Institute	Alcohol and Ignition Interlock Training for Texas Adult Probation Personnel and Alcohol/Drug Training	X			X							X	X									X	X		X	X
Texas A&M Transportation Institute	BAC Reporting in Texas: Improving ME Office and County Performance	X	X	X			X	X	X											X			X		X	X
Texas A&M Transportation Institute	Ignition Interlock Training Program for Criminal Justice Professionals			X							X		X									X				
Texas A&M Transportation Institute	Marijuana and Driving: A Look at Texans Attitudes and Impact on Driving Under the Influence			X																		X	X		X	X
Texas A&M Transportation Institute	Peer-to-Peer Program for Decreasing Alcohol-Impaired Driving Among College Students	X	X	X	X	X									X							X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M Transportation Institute	Statewide Impaired Driving Task Force, Plan, Summit, and Technical Assistance	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Texas A&M Transportation Institute	Teens in the Driver Seat Program Outreach Enhancement with Distracted Driving Safety Presentations and Assemblies	X	X		X												X	X			X				X
Texas Alcoholic Beverage Commission	TABC Marketing Practices Educational Project			X	X																X			X	X
Texas Alcoholic Beverage Commission	TABC Promoting Retailer Integrity while Delivering Education (PRIDE) Project	X			X			X													X			X	X
Texas Alcoholic Beverage Commission	Texas Alcoholic Beverage Commission Public Safety Project		X		X				X												X			X	X
Texas Association of Counties	Rural Courts Impaired Driving Liaison Project	X	X		X						X	X									X			X	X
Texas Association of Counties	County Judges Impaired Driving Liaison Project			X							X										X				

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Association, Family, Career and Community	Alcohol and Drunk Driving Awareness Education	X			X																	X			X	X
Texas Center for the Judiciary	Texas Judicial Resource Liaison and Impaired Driving Judicial Education	X	X	X							X	X	X	X								X			X	X
Texas Counseling Association	Alcohol and Other Drug Prevention Guidance and Counseling Program Toolkit	X			X										X	X						X			X	X
Texas Department of Public Safety	Evidential Breath and Blood Alcohol Testing	X	X	X				X								X									X	X
Texas Department of Transportation	Alcohol and Impaired Driving Campaign (Christmas, Football, College, Labor Day, Hispanic)	X	X	X	X										X							X			X	X
Texas Department of Transportation	Impaired Driving Incentive Grants	X	X	X	X		X	X							X										X	X
Texas Department of Transportation	Impaired Driving Mobilization Blitz Grants	X	X	X	X		X	X							X										X	X
Texas Department of Transportation	Local Match Requirement Fulfillment	X	X	X	X										X										X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Department of Transportation	Project Celebration Prom Activities	X	X	X	X										X							X				X
Texas Department of Transportation	Step DWI	X	X	X	X		X															X				
Texas Department of Transportation	STEP WAVE DWI	X	X	X	X		X															X				
Texas District and County Attorneys Association	DWI Resource Prosecutor	X	X	X						X	X		X									X			X	X
Texas Justice Court Training Center	Texas Justice Court Traffic Safety Initiative	X	X								X											X			X	X
Texas Municipal Courts Education Center	Municipal Traffic Safety Initiatives	X	X	X	X					X	X		X									X			X	X
Texas Municipal Police Association	Fundamentals of Driving While Intoxicated (DWI) Investigation & Enforcement Training Program		X	X					X													X				
Texas Municipal Police Association	Law Enforcement Training to Reduce Impaired Driving by People Under 21	X	X	X	X				X													X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Municipal Police Association	Texas DWI Detection and Standardized Field Sobriety Testing (SFST) Training Program	X							X													X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing (SFST) Basic/Practitioner Course and Instructor Course		X						X													X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing (SFST) Refresher Training Program		X						X													X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing Refresher, Practitioner, and Instructor Training Program			X					X													X			X	X
Travis County Attorney's UDPP	Comprehensive Underage Drinking Prevention Program	X	X	X	X		X			X												X				X
University of Houston - Downtown	Mobile Video Training Course	X	X						X													X			X	X

Texas Impaired Driving Plan

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
University of Houston - Downtown	Standardized Field Sobriety Testing/Blood Warrant/Mobile Video Updates	X	X	X					X													X			X	X

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APPENDIX J. BILLS PASSED IN 84TH LEGISLATURE

		Texas Legislature – Bills Signed by the Governor 84th Legislature Regular Session		
HB 642	Author:	Canales
	Sponsor:	Hinojosa
	Caption:	Relating to an alcohol awareness program or drug education program for certain minors convicted of or adjudicated to have engaged in, or placed on deferred disposition or community supervision for, certain drug or alcohol related offenses; authorizing a fee. **Impact:** Adds drug education to programs that can be required of an offender, under the age of eighteen who engages in conduct constituting a drug-related offense. Specifies that the program will be at the defendant's expense unless the defendant is shown to be indigent.
	Effective:	September 1, 2015
HB 1264	Author:	Wu
	Sponsor:	Huffman
	Caption:	Relating to the preservation of toxicological evidence collected in connection with certain intoxication offenses. **Impact:** Adds Article 38.50 to Chapter 38 of the Texas Code of Criminal Appeals. Requires retention and preservation of a blood or urine specimen that was collected as part of an investigation of an alleged offense under Chapter 49 of the Texas Penal Code. Applies to a governmental or public entity or individual that is charge with the collection, storage, preservation, analysis, or retrieval of toxicological evidence. Requires retention for two years or the period of the statute of limitations if an indictment or information has not been presented. Requires retention for the term of supervision, if applicable or for the duration of the defendant's sentence. If defendant is acquitted or the indictment or information is dismissed with prejudice, requirement of retention ends.
	Effective:	September 1, 2015
HB 1424	Author:	Lozano | Wu | Guillen
	Sponsor:	Zaffirini
	Caption:	Relating to increasing penalties for defendants convicted of the manufacture or delivery of certain controlled substances. **Impact:** Amends Sections 481.002(5) AND (6) to redefine the terms "Controlled Substance" and "Controlled Substance Analogue, Adds new compounds to Penalty Group 2 and Penalty Group 2A. Increases the penalty for manufacturing, delivering or possessing with intent to deliver a controlled substance listed on a schedule by the Commissioner but not listed in a penalty group to a state jail felony if the defendant has a prior conviction an offense under this subsection or to a 3rd Degree Felony if the person has two or prior convictions under this subsection.
	Effective:	September 1, 2015

Texas Legislature – Bills Signed by the Governor 84th Legislature Regular Session		
HB 2246	Author:	Villalba | Harless | Lucio III | Johnson | Koop
	Coauthor:	Alonzo | Capriglione | Cook | Davis, Yvonne | Geren | Giddings | Guillen | Huberty | Larson | Riddle | Rodriguez, Eddie | Thompson, Senfronia | Zedler
	Sponsor:	Huffman
	Cosponsor:	Ellis | Menéndez
	Caption:	Relating to the restriction of certain intoxication offenders to the operation of a motor vehicle with an ignition interlock device in lieu of a license suspension. *Impact:* Allows a defendant whose license is suspended for an offense under Sections 49.04-49.08 (DWI, DWI w/child passenger, FWI, BWI, Assembling Or Operating An Amusement Ride While Intoxicated, Intoxication Assault and Intoxication Manslaughter) to operate a motor vehicle during the period of suspension if the defendant obtains an ignition interlock device and applies for and receives an occupational driver's license. Does not require proof of essential need just evidence of financial responsibility and proof of installation of an IID on each motor vehicle owned or operated by the defendant. No time, geographical or purpose restrictions are permitted. IID must remain installed for the entire period of suspension.
	Effective:	September 1, 2015
HB 3791	Author:	Green
	Sponsor:	Hinojosa
	Caption:	Relating to the provision of recordings of certain interactions with a peace officer relating to intoxication offenses. *Impact:* Amends Chapter 2 of the Code of Criminal Procedure to add Art. 2.139. A person stopped or arrested for an offense under Penal Code Sections 49.04-49.08 is entitled to receive a copy of any video of the stop, the arrest, the conduct of the person stopped during any interaction with the officer, or a procedure in which a specimen of the person's breath or blood is taken. Applies only to a recording of conduct occurring on or after the effective date.
	Effective:	September 1, 2015
SB 339	Author:	Eltife
	Coauthor:	Ellis | Menéndez | Rodríguez
	Sponsor:	Klick | Zerwas | Zedler | Coleman | Sheffield
	Cosponsor:	Allen | Alvarado | Bernal | Collier | Geren | Guerra | Isaac | Miller, Rick | Naishtat | Peña | Stephenson | White, James | White, Molly

	Caption:	Relating to the medical use of low-THC cannabis and the regulation of related organizations and individuals; requiring a dispensing organization to obtain a license to dispense low-THC cannabis and any employee of a dispensing organization to obtain a registration; authorizing fees. ***Impact:*** Amends the Occupations Code to authorize a qualified physician to prescribe low-THC cannabis to a patient with intractable epilepsy. Amends the Health and Safety Code, including provisions amended by S.B. 219, Acts of the 84th Legislature, Regular Session, 2015, to require DPS to issue or renew a license to operate as a dispensing organization, defined by the bill as an organization licensed by DPS to cultivate, process, and dispense low-THC cannabis to a patient for whom low-THC cannabis is prescribed, to each applicant who satisfies the bill's requirements.
	Effective:	June 1, 2015
SB 1070	Author:	Hinojosa
	Sponsor:	Moody
	Caption:	Relating to allowing certain defendants to successfully complete education at a substance abuse treatment facility in lieu of attending an education program; changing required conditions of community supervision for certain defendants. ***Impact:*** Amends Section 13, Article 42.12 of the Code of Criminal Procedure and Section 521.374 of the Texas Transportation Code to require the judge to waive the requirement of a DWI, Repeat DWI or Drug Education program if the defendant successfully completes an equivalent program at a residential treatment facility. Change applies to a person placed on community supervision on or after the effective date or to a person whose license is suspended on final conviction for an offense on or after the effective date.
	Effective:	September 1, 2015
SB 1287	Author:	Hinojosa
	Sponsor:	Geren	Herrero
	Caption:	Relating to the Texas Forensic Science Commission, the accreditation of crime laboratories, and the licensing and regulation of forensic analysts; authorizing fees; requiring an occupational license. ***Impact:*** Amends the Code of Criminal Procedure and Government Code to provide for the establishment of a forensic analyst licensing program and the transfer of the crime laboratory accreditation process to the Texas Forensic Science Commission, among other provisions. In addition, the bill requires the commission to establish a method for collecting DNA and other forensic evidence related to unidentified bodies located less than 120 miles from the Rio Grande River.
	Effective:	September 1, 2015, except for the requirement of a forensic analyst to hold a license, which takes effect January 1, 2019

APPENDIX K. LOCAL AND STATEWIDE COALITIONS

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Title	Contact Phone	Contact Email
Abilene	Jill Collett	D.R.I.V.E. (Decisions, Responsibilities, Initiatives, and Education) Safe Coalition	Jill Collett	Traffic Safety Specialist	325-676-6808	jill.collett@txdot.gov
		Taylor Alliance for Prevention	Jacob Weckwerth	TAP Coordinator	325-673-2242 ex. 122	jacob.weckwerth@arcadatx.org
Atlanta	Irene Webster	Harrison County Community Coalition	Paula Vance	Coalition Coordinator	903-702-0062	pvance@etcada.com
		NE Texas Traffic Safety Coalition	Irene Webster	Traffic Safety Specialist	903-799-1221	irene.webster@txdot.gov
		NextStep	Susan Anderson	Coalition Coordinator	903-939-9010	susan.anderson@nextstepcsi.com
		Panola County Coalition	Monica Ingram	Coalition Coordinator	903-407-5812	mingram@etcada.com
Austin	Lisa Johnson Jude Schexnyder	Crossroads Coalition	Lisa Johnson Jude Schexnyder	Traffic Safety Specialist	512-832-7243 512-832-7035	lisa.johnson2@txdot.gov jude.schexnyder@txdot.gov
		Texans Standing Tall	Nicole Holt	Executive Director	512-442-7501	tst@TexansStandingTall.org
Beaumont	Georgette Pillitere	Drive Smart Southeast Texas	Georgette Pillitere	Traffic Safety Specialist	409-898-5719	georgette.pillitere@txdot.gov
Brownwood	Jeanni Luckey	DRIVERS Coalition	Jeanni Luckey	Traffic Safety Specialist	325-643-0403	jeanni.luckey@txdot.gov
Bryan	Terri Miller	Brazos Valley Injury Prevention Coalition	Cindy Kovar	Coalition Program Coordinator	979-862-1921	cmkovar@ag.tamu.edu
		Coalition for Alcohol Responsible Education (CARE)	Jessica M. Paul	President	979-361-5757	jpaul@brazoscountytx.gov
		Law Enforcement Advisory Group	Laura Dean-Mooney	Co-Chair	979-862-1911	ldmooney@ag.tamu.edu
Dallas	Bernadine Moore / Robert White	Citizens for Traffic Safety	Carrie Nie	Associate Director (of the Injury Prevention Center of Greater Dallas)	214-590-4455	carrie.nie@phhs.org
		DalTaSC	Bernadine Moore / Robert White	Traffic Safety Specialist	214-320-6220 / 214-320-6235	Bernadine.moore@txdot.gov / robert.white@txdot.gov

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Title	Contact Phone	Contact Email
		DWI Task Force	Linda Baker	Senior Secretary (to Dallas County Commissioner)	214-653-6670	lbaker@dallascounty.org
El Paso	Monica O'Kane	Safety Traffic Regional Operations Networking Group (STRONG)	Monica O'Kane	Traffic Safety Specialist	915-790-4384	monica.okane@txdot.gov
Ft. Worth	Barbara Penny	Fort Worth Area Coalition for Traffic Safety (F.A.C.T.S.) Coalition	Barbara Penny	Traffic Safety Specialist	817-370-6643	Barbara.penny@txdot.gov
Houston	Olga Navarro	Houston Injury Data Coalition	Olga Navarro	Traffic Safety Specialist	713-802-5177	olga.navarro@txdot.gov
Laredo	Blanca Trevino-Castro	Laredo/Webb Traffic Safety Coalition	Blanca Trevino-Castro	Traffic Safety Specialist	956-712-7408	Blanca.Trevinocastro@txdot.gov
		Webb County Community Coalition of SCAN	Veronica Jimenez	Program Director	956-724-3177	Veronica.jimenez@scan-inc.org
		AHEC-Area Health Education Center	Vicky Flores	Administrative Assistant	956-712-0037	vflores@mrgbahec.org
Lubbock	Karen Peoples	Hockley County VOICES Coalition	Sip Gutierrez	Coalition Director	806-317-6132	VOICEScoalition@hotmail.com
		Injury Prevention Coalition of the South Plains	Karen Slay	Executive Director	806-745-5428	kidsarentcargo@swbell.net
		Lubbock County VOICES Coalition	Teresa Alvarado	VOICES Coordinator	806-766-0307	talvarado@STARCARELubbock.org
		Lubbock County Youth Alcohol Coalition	Karen Peoples / Teresa Alvarado	Program Director	806-748-4478	karen.peoples@txdot.gov
Lufkin	Allison Rounsavall	Group United Against Roadway Deaths (GUARD)	Allison Rounsavall	Traffic Safety Specialist	936-633-4315	allison.rounsavall@txdot.gov
		Nacogdoches CAN (Community and Neighbors)	Peggy Muckelroy	Coordinator	936-569-1445	pmuckelroy@adacdet.org
		The Coalition	Janet Taylor	Coordinator	936-634-9308	jtaylor@angelinacoaliton.org

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TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Title	Contact Phone	Contact Email
Odessa	Robert Martinez	The Permian Basin Regional Council on Alcohol & Drug Abuse H2i	Sylvia Gonzalez	H2i Coalition Coordinator	432-333-4100	sgonzalez@pbrcada.org
		Permian Road Safety Coalition	Dolores Vick	Policy, Government & Public Affairs Team Lead	432-687-7164	dvick@chevron.com
Pharr	Ruby Martinez	Rio Grande Valley Traffic Safety Coalition	Ruby Martinez	Traffic Safety Specialist	956-782-2508	ruby.martinez@txdot.gov
San Angelo	Todd Deere	Concho Valley Traffic Safety Coalition	Todd Deere	Traffic Safety Specialist	325-947-9219	Todd.deere@txdot.gov
San Antonio	Robbi Smith / Mona Lisa Zertuche	Traffic Jam Coalition	Robbi Smith / Mona Lisa Zertuche	Traffic Safety Specialist	210-731-5219 210-731-5218	robbi.smith@txdot.gov / monalisa.zertuche@txdot.gov
Tyler	Wanda Ealey	Pay Attention East Texas (PAET)	Wanda Ealey	Traffic Safety Specialist	903-510-9225	wanda.ealey@txdot.gov
Waco	Debbie Tahiri	Hill County Substance Abuse Coalition (HCYSAC)	Tina Lincoln	Chief Juvenile Probation Officer	254-582-9553	tinalincon@gmail.com
		Teen Safe Driving Coalition	Patricia Gaffney	Coalition Leader	817-798-2082	pgaff@flash.net
		Voices Against Substance Abuse (VASA)	Stephanie Drum	Coalition Coordinator	254-741-9222	sdrum@voiceinc.org
		Waco District Coalition	Debbie Tahiri	Traffic Safety Specialist	254-967-2752	debbie.tahiri@txdot.gov
Yoakum	Amy Brandt	Golden Crescent Traffic and Safety Coalition	Amy Brandt	Traffic Safety Specialist	361-293-4307	amy.brandt@txdot.gov

APPENDIX L. APPROVAL FORM

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: _____ Date: 2016-06-01 15:24:01

Agency/Organization: _____ Position/Title: _____

I, _____ , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☐ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

_____

Electronic Signature: _____

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: W. Clay Abbott

Date: 2016-06-15 16:30:23

Agency/Organization: TDCAA

Position/Title: DWI Resource Prosecutor

I, Clay Abbott   , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **W Clay Abbott**

Digitally signed by W Clay Abbott
DN: cn=W Clay Abbott, o=TDCAA, ou, email=abbott@tdcaa.com, c=US
Date: 2016.06.01 16:40:47 -05'00'

Print Form   Submit by E-mail

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Richard Alpert

Date: 2016-06-01 16:31:33

Agency/Organization: Tarrant County Criminal DA's Office

Position/Title: Assistant Criminal District Attorney

I, Richard Alpert _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Print Form   Submit by E-mail

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Jason Arnold

Date: 2016-06-01 14:20:19

Agency/Organization: College Station Police Department

Position/Title: Police Officer

I, Jason Arnold _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: _____ Z 741

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Phillip G. Ayala   Date: 2016-06-15 16:30:55

Agency/Organization: Texas Department of Public Safety   Position/Title: Major, Texas Highway Patrol Division

---

I, Phillip G. Ayala _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: phillip.ayala@dps.texas.gov

Digitally signed by phillip.ayala@dps.texas.gov
DN: cn=phillip.ayala@dps.texas.gov
Date: 2016.06.14 10:43:02 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Mark Busbee

Date: 2016-06-15 16:31:04

Agency/Organization: FRIDAY/ADAPT

Position/Title: Program Manager

I, Mark Busbee _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Mark Busbee** Digitally signed by Mark Busbee
Date: 2016.06.15 08:48:02 -05'00'

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Debra Coffey

Date: 2016-06-16 10:45:33

Agency/Organization: Smart Start, Inc

Position/Title: VP Government Affairs

I, Debra Coffey   , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Debra Coffey**   Digitally signed by Debra Coffey
Date: 2016.06.15 18:44:55 -05'00'

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Laura Dean-Mooney

Date: 2016-06-15 16:31:12

Agency/Organization: Texas A&M AgriLife Extension Service

Position/Title: Project Coordinator

I, Laura Dean-Mooney , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Laura Dean-Mooney**
Digitally signed by Laura Dean-Mooney
DN: cn=Laura Dean-Mooney, o=Texas A&M AgriLife Extension Service, ou=FDRM, email=ldmooney@ag.tamu.edu, c=US
Date: 2016.06.13 13:38:48 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Holly Doran

Date: 2016-06-13 13:54:59

Agency/Organization: Texas Center for the Judiciary

Position/Title: TxDOT Program Director

I, Holly Doran   , am a member of the Texas Impaired Driving Task Force. I have

read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas

Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Print Form   Submit by E-mail

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Tyler Dunman

Date: 2016-06-15 16:31:33

Agency/Organization: Montgomery County DA's Office

Position/Title: Assistant District Attorney

I, Tyler Dunman _____ , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Tyler Dunman**   Digitally signed by Tyler Dunman
Date: 2016.06.02 08:52:03 -05'00'

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Paige Ericson

Date: 2016-06-15 16:31:56

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Asst. Transportation Researcher

I, Paige Ericson   , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Paige Ericson-Graber**
Digitally signed by Paige Ericson-Graber
DN: cn=Paige Ericson-Graber, o=Texas A&M Transportation Institute, ou, email=paige.ericson@ttimail.tamu.edu, c=US
Date: 2016.06.14 08:58:21 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Jonathan Graber

Date: 2016-06-15 16:32:04

Agency/Organization: TTI

Position/Title: Researcher

I, Jon Graber _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Jon Graber**

Digitally signed by Jon Graber
DN: cn=Jon Graber, o, ou, email=j-graber@ttimail.tamu.edu, c=US
Date: 2016.06.14 14:20:00 -05'00'

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Jaime Gutierrez   Date: 2016-06-13 13:34:35

Agency/Organization: Mothers Against Drunk Driving   Position/Title: Texas State Executive Director

---

I, Jaime Gutierrez _____ , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

I approve of the TX. Impaired Driving Plan with no modifications needed.

Electronic Signature: *Jaime Gutierrez*

[Print Form]   [Submit by E-mail]

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TEXAS
IMPAIRED DRIVING
TASK FORCE

Texas A&M
Transportation
Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Sarah Hammond

Date: 2016-06-15 16:32:19

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Associate Transportation Researcher

I, Sarah Hammond   , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Sarah Hammond** Digitally signed by Sarah Hammond
Date: 2016.06.13 13:25:42 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Russell H. Henk

Date: 2016-06-15 16:33:21

Agency/Organization: TTI

Position/Title: Program Manager/Sr. Research Engineer

I, _____ Russell Henk _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Russell H. Henk**
Digitally signed by Russell H. Henk
DN: cn=Russell H. Henk, o=TTI, ou=Youth Transportation Safety Program,
email=r-henk@tamu.edu, c=US
Date: 2016.06.14 12:49:48 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Nicole Holt

Date: 2016-06-15 14:04:44

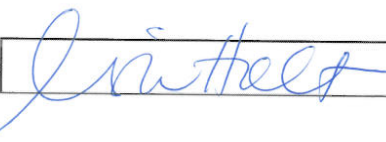Agency/Organization: Texans Standing Tall

Position/Title: Chief Executive Officer

I, Nicole Holt _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: _Nic Holt_

Print Form   Submit by E-mail

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TEXAS
IMPAIRED DRIVING
TASK FORCE

Texas A&M
Transportation
Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Michael Jennings

Date: 2016-06-14 10:54:59

Agency/Organization: Austin Police Department

Position/Title: Detective - DWI Program Coordinator

I, Michael Jennings _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form]   [Submit by E-mail]

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TEXAS
IMPAIRED DRIVING
TASK FORCE

Texas A&M
Transportation
Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Jim Kuboviak

Date: 2016-06-15 16:34:18

Agency/Organization: Law Enforcement Mobile Video Institute

Position/Title: Director

I, Jim Kuboviak   , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Jim Kuboviak**   Digitally signed by Jim Kuboviak
Date: 2016.06.02 11:23:00 -05'00'

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Hope Lochridge

Date: 2016-06-02 11:50:32

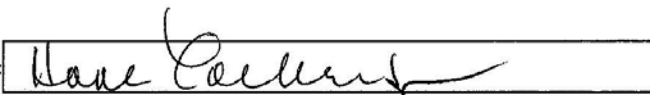Agency/Organization: TMCEC

Position/Title: Executive Director

I, Hope Lochridge _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: _Hope Lochridge (signature)_

[Print Form] [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Celeste Lunceford

Date: 2016-06-15 16:34:48

Agency/Organization: DSHS

Position/Title: Manager II

I, Celeste Lunceford , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Celeste Lunceford**
Digitally signed by Celeste Lunceford
Date: 2016.06.02 10:53:29 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Richard Mabe

Date: 2016-06-01 19:31:33

Agency/Organization: Austin Police Department

Position/Title: Detective

I, Richard Mabe _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: *Richard Mabe*

Print Form   Submit by E-mail

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Cecelia P Marquart   Date: 2016-06-15 11:03:25

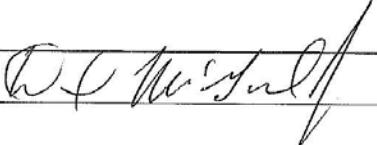Agency/Organization: Sam Houston State University   Position/Title: Director/DRE State Coordinator

---

I, Cecelia P Marquart , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: *Cecelia P. Marquart*

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: David McGarah

Date: 2016-06-13 14:25:18

Agency/Organization: Texas SFST Program

Position/Title: Texas SFST Manager and State Coordinator

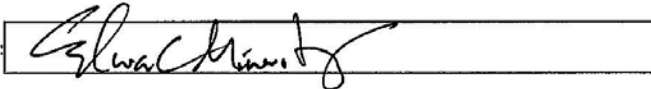I, David McGarah _____ , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Print Form   Submit by E-mail

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Texas A&M
Transportation
Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Edward Minevitz

Date: 2016-06-02 11:49:25

Agency/Organization: TMCEC

Position/Title: Grant Administrator and Program Attorney

I, Edward Minevitz , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: *[signature]*

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Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Lisa Minjares-Kyle

Date: 2016-06-15 16:36:17

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Associate Transportation Researcher

I, Lisa Minjares-Kyle _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Lisa Minjares**
Digitally signed by Lisa Minjares
DN: cn=Lisa Minjares, o=TTI, ou, email=l-minjares@tti.tamu.edu, c=US
Date: 2016.06.15 09:44:09 -05'00'

[Print Form]   [Submit by E-mail]

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Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Amy Moser

Date: 2016-06-15 16:36:35

Agency/Organization: Region 6 Education Service Center

Position/Title: Safety Education Training Specialist

I, Amy Moser _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Amy Moser**
Digitally signed by Amy Moser
DN: cn=Amy Moser, o, ou=Region 6 Education Service Center,
email=amoser@esc6.net, c=US
Date: 2016.06.13 15:34:25 -05'00'

[Print Form]   [Submit by E-mail]

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Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Anna K. Mudd   Date: 2016-06-09 17:45:40

Agency/Organization: Texas DPS Crime Lab   Position/Title: Toxicology Section Supervisor

---

I, Anna K. Mudd _____ , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: *Anna Mudd*

[Print Form]   [Submit by E-mail]

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Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Charles Ortiz

Date: 2016-06-14 06:14:18

Agency/Organization: Texas LEADRS

Position/Title: Program Manager

I, Charles R. Ortiz _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

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FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Terry A. Pence

Date: 2016-06-15 10:52:08

Agency/Organization: Texas Department of Transportation

Position/Title: Traffic Safety Director

I, Terry A. Pence , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: *Terry A. Pence*

[Print Form]   [Submit by E-mail]

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FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Jena Prescott

Date: 2016-06-15 16:37:28

Agency/Organization: TTI

Position/Title: Asst. Transportation Researcher

I, Jena Prescott , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Jena Prescott**

Digitally signed by Jena Prescott
DN: cn=Jena Prescott, o=Texas A&M Transportation Institute, ou, email=j-prescott@tti.tamu.edu, c=US
Date: 2016.06.13 13:26:13 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Susan Redford

Date: 2016-06-06 13:36:57

Agency/Organization: Texas Association of Counties

Position/Title: Judicial Program Manager

I, Susan M. Redford _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

[X] I approve of the Texas Impaired Driving Plan.

[ ] I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: _Sun M Redfer_

Print Form   Submit by E-mail

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FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: lisa robinson

Date: 2016-06-15 16:38:26

Agency/Organization: National Safety Council

Position/Title: Program Manager
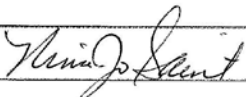
I, Lisa Robinson, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Lisa Robinson**

Digitally signed by Lisa Robinson
DN: cn=Lisa Robinson, o=Naitonal Safety Council, ou,
email=lisa.robinson@nsc.org, c=US
Date: 2016.06.13 16:47:44 -05'00'

Print Form   Submit by E-mail

Ericson, Paige

From:	Shalandra Rogers <Shalandra.Rogers@txdot.gov>
Sent:	Wednesday, June 15, 2016 10:49 AM
To:	Ericson, Paige
Subject:	RE: Approval Requested: Impaired Driving Plan

I, Shalandra Rogers, am the Driver Education and Behavior Program Manager at the Texas Department of Transportation. I am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application, and I approve of the Texas Impaired Driving Plan.

- - *Shalandra*

Driver Education and Behavior Program Manager
512.416.3271

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Frank Saenz

Date: 2016-06-15 16:38:42

Agency/Organization: Texas Department of Transportation

Position/Title: Alcohol and Other Drugs Program Manager

I, Frank Saenz , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Frank Saenz

Digitally signed by Frank Saenz
DN: cn=Frank Saenz, o=TxDOT, ou=Traffic Operations,
email=frank.saenz@txdot.gov, c=US
Date: 2016.06.09 15:05:03 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Nina Jo Saint   Date: 2016-06-01 14:20:19

Agency/Organization: SafeWay Driving Systems   Position/Title: Education Director

---

I, Nina Jo Saint _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

◉ I approve of the Texas Impaired Driving Plan.

◯ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: _Nina Jo Saint_

Print Form   Submit by E-mail

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Institute**

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Randall L. Sarosdy   Date: 2016-06-07 16:30:42

Agency/Organization: Texas Justice Court Training Center   Position/Title: Attorney

I, Randall L. Sarosdy _____ , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: _Randall L. Sarosdy_

[Print Form]   [Submit by E-mail]

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FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Rowan Jude Schexnyder

Date: 2016-06-15 16:39:32

Agency/Organization: TXDOT

Position/Title: Traffic Safety Specialist

I, Rowan Jude Schexnyder   , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Rowan J Schexnyder

Digitally signed by Rowan J Schexnyder
DN: cn=Rowan J Schexnyder, o=TxDOT, ou=Traffic Safety – Austin Dist.,
email=jude.schexnyder@txdot.gov, c=US
Date: 2016.06.02 17:08:22 -05'00'

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Gloria Souhami

Date: 2016-06-15 16:40:08

Agency/Organization: Travis County Underage Drinking Prevention

Position/Title: Director

I, Gloria Souhami _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Gloria Souhami**

Digitally signed by Gloria Souhami
DN: cn=Gloria Souhami, o=Underage Drinking Prevention Program, ou=Travis County, email=gloria.souhami@traviscountytx.gov, c=US
Date: 2016.06.06 08:58:46 -05'00'

Print Form   Submit by E-mail

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Jay Tedder   Date: 2016-06-15 16:40:25

Agency/Organization: Texas Department of Public Safety   Position/Title: Deputy Scientific Director

---

I, Jay Tedder _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: _James Tedder_   Date: 2016.06.13 13:25:17 -05'00'

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Dannell Thomas

Date: 2016-06-15 16:40:50

Agency/Organization: Region 6 Education Service Center
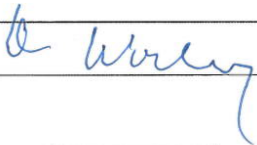
Position/Title: Director of Safety Education and Training

I, Dannell Thomas , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Dannell Thomas**

Digitally signed by Dannell Thomas
DN: cn=Dannell Thomas, o=Region 6 Education Service Center, ou=Safety Education and Training, email=dthomas@esc6.net, c=US
Date: 2016.06.15 10:00:54 -05'00'

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Kara Thorp   Date: 2016-06-15 16:41:08

Agency/Organization: AAA Texas   Position/Title: Public Affairs Specialist

---

I, Kara Thorp   , am a member of the Texas Impaired Driving Task Force. I have
read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas
Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Kara Thorp**   Digitally signed by Kara Thorp
DN: cn=Kara Thorp, o=AAA Texas, ou=Public Affairs, email=thorp.kara@aaa-texas.com, c=US
Date: 2016.06.10 10:08:57 -05'00'

[Print Form]   [Submit by E-mail]

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Troy Walden   Date: 2016-06-15 09:16:30

Agency/Organization: Texas A&M Transportation Institute   Position/Title: Program Manager & Director CADES

I, Troy Walden , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: *Troy D Walden*

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FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Laura A. Weiser

Date: 2016-06-13 13:51:31

Agency/Organization: Texas Center for the Judiciary

Position/Title: Texas Judicial Resource Liaison

I, Laura Weiser   , am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.

☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: *Laura A. Weiser*

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FY 16 Texas Impaired Driving Plan Review/Approval Form

Name: Dan Worley   Date: 2016-06-13 16:45:46

Agency/Organization: Baylor Scott & White Hillcrest Medical Center   Position/Title: RED Program Coordinator

---

I, Dan Worley _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

☒ I approve of the Texas Impaired Driving Plan.
☐ I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form]   [Submit by E-mail]

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TEXAS IMPAIRED DRIVING TASK FORCE

Texas A&M Transportation Institute

Part 7.1: Motorcycle Safety and Awareness Section 405 (f) Attachments

Attachment 7.1 (a): Texas Transportation Code Chapter 662

➢ Texas Title 7: Vehicles and Traffic
  - Sec. 662.001 – Designated State Agency
  - Sec. 662.002 – Purpose of Program; Curriculum
  - Sec. 662.003 – Program Director
  - Sec. 662.004 – Motorcycle Safety Coordinator
  - Sec. 662.005 – Contracts
  - Sec. 662.006 – Unauthorized Training Prohibited
  - Sec. 662.007 – Fee for Course
  - Sec. 662.008 – Denial, Suspension, or Cancellation of Approval
  - Sec. 662.009 – Rules
  - Sec. 662.010 – Non-applicability of Certain Other Law
  - Sec. 662.011 – Motorcycle Education Fund Account
  - Sec. 662.012 – Reports

TRANSPORTATION CODE

TITLE 7. VEHICLES AND TRAFFIC

SUBTITLE G. MOTORCYCLES AND OFF-HIGHWAY VEHICLES

CHAPTER 662. MOTORCYCLE OPERATOR TRAINING AND SAFETY

Sec. 662.001. DESIGNATED STATE AGENCY. The governor shall designate a state agency to establish and administer a motorcycle operator training and safety program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.002. PURPOSE OF PROGRAM; CURRICULUM. (a) The purpose of the motorcycle operator training and safety program is:
        (1) to make available to motorcycle operators:
            (A) information relating to the operation of motorcycles; and
            (B) courses in knowledge, skills, and safety relating to the operation of motorcycles; and
        (2) to provide information to the public on sharing roadways with motorcycles.

Text of subsection as amended by Acts 2013, 83rd Leg., R.S., Ch. 1111
(H.B. 3838), Sec. 5

    (b) The program:
        (1) shall contain information regarding operating a motorcycle while carrying a passenger; and
        (2) may include curricula developed by the Motorcycle Safety Foundation.

Text of subsection as amended by Acts 2013, 83rd Leg., R.S., Ch. 1336
(S.B. 763), Sec. 2

    (b) The program shall include curricula approved by the state

agency administering the program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.
Amended by:
      Acts 2013, 83rd Leg., R.S., Ch. 1111 (H.B. 3838), Sec. 5, eff.
September 1, 2013.
      Acts 2013, 83rd Leg., R.S., Ch. 1336 (S.B. 763), Sec. 2, eff.
September 1, 2013.

      Sec. 662.003. PROGRAM DIRECTOR. The designated state agency
shall employ as program director a person who is certified as a chief
instructor by the Motorcycle Safety Foundation.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

      Sec. 662.004. MOTORCYCLE SAFETY COORDINATOR. (a) The
designated state agency shall employ a motorcycle safety coordinator.
      (b) The coordinator shall supervise the motorcycle operator
training and safety program and shall determine:
            (1) locations at which courses will be provided;
            (2) fees for the courses;
            (3) qualifications for instructors;
            (4) instructor certification requirements; and
            (5) eligibility requirements for program sponsors.
      (c) The program must include instructor certification
requirements developed by the Motorcycle Safety Foundation.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

      Sec. 662.005. CONTRACTS. The designated state agency may
license or contract with qualified persons to administer or operate
the motorcycle operator training and safety program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

      Sec. 662.006. UNAUTHORIZED TRAINING PROHIBITED. (a) A person
may not offer or conduct training in motorcycle operation for
consideration unless the person is licensed by or contracts with the

designated state agency.

    (b)   A person who violates Subsection (a) commits an offense.   An
offense under this subsection is a Class B misdemeanor, except that
the offense is a Class A misdemeanor if it is shown on the trial of
the offense that the defendant has been previously convicted of an
offense under this section.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.
Amended by:
    Acts 2013, 83rd Leg., R.S., Ch. 1111 (H.B. 3838), Sec. 6, eff.
September 1, 2013.
    Acts 2013, 83rd Leg., R.S., Ch. 1336 (S.B. 763), Sec. 3, eff.
September 1, 2013.

    Sec. 662.007.   FEE FOR COURSE.   A person may charge, for a course
under the motorcycle operator training and safety program, a fee that
is reasonably related to the costs of administering the course.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

    Sec. 662.008.   DENIAL, SUSPENSION, OR CANCELLATION OF APPROVAL.
(a)   The designated state agency may deny, suspend, or cancel its
approval for a program sponsor to conduct or for an instructor to
teach a course offered under this chapter if the applicant,
instructor, or sponsor:
        (1)   does not satisfy the requirements established under this
chapter to receive or retain approval;
        (2)   permits fraud or engages in a fraudulent practice with
reference to an application to the agency;
        (3)   induces or countenances fraud or a fraudulent practice
by a person applying for a driver's license or permit;
        (4)   permits fraud or engages in a fraudulent practice in an
action between the applicant or license holder and the public;   or
        (5)   fails to comply with rules of the state agency.
    (b)   Following denial, suspension, or cancellation of the
approval of a program sponsor or an instructor, notice and opportunity
for a hearing must be given as provided by:
        (1)   Chapter 2001, Government Code; and

(2)   Chapter 53, Occupations Code.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995. Amended by
Acts 2001, 77th Leg., ch. 1420, Sec. 14.838, eff. Sept. 1, 2001.
Amended by:
     Acts 2013, 83rd Leg., R.S., Ch. 1111 (H.B. 3838), Sec. 7, eff.
September 1, 2013.
     Acts 2013, 83rd Leg., R.S., Ch. 1336 (S.B. 763), Sec. 4, eff.
September 1, 2013.

     Sec. 662.009. RULES. The designated state agency may adopt
rules to administer this chapter.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

     Sec. 662.010. NONAPPLICABILITY OF CERTAIN OTHER LAW. Chapter
332, Acts of the 60th Legislature, Regular Session, 1967 (Article
4413(29c), Vernon's Texas Civil Statutes), does not apply to training
offered under this chapter.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

     Sec. 662.011. MOTORCYCLE EDUCATION FUND ACCOUNT. (a) Of each
fee collected under Sections 521.421(b) and (f) and Sections
522.029(f) and (g), the Department of Public Safety shall send $5 to
the comptroller for deposit to the credit of the motorcycle education
fund account.
     (b) Money deposited to the credit of the motorcycle education
fund account may be used only to defray the cost of:
          (1) administering the motorcycle operator training and
safety program; and
          (2) conducting the motorcyclist safety and share the road
campaign described by Section 201.621.
     (c) The comptroller shall report to the governor and legislature
not later than the first Monday in November of each even-numbered year
on the condition of the account. The report must contain:
          (1) a statement of the amount of money deposited to the
credit of the account for the year;

(2)   a statement of the amount of money disbursed by the comptroller from the account for the year;

(3)   a statement of the balance of money in the account;

(4)   a list of persons and entities that have received money from the account, including information for each person or entity that shows the amount of money received; and

(5)   a statement of any significant problems encountered in administering the account, with recommendations for their solution.

Added by Acts 1997, 75th Leg., ch. 165, Sec. 30.155, eff. Sept. 1, 1997; Acts 1997, 75th Leg., ch. 1156, Sec. 4, eff. Sept. 1, 1997. Amended by Acts 2001, 77th Leg., ch. 657, Sec. 2, eff. Sept. 1, 2001. Amended by:

Acts 2009, 81st Leg., R.S., Ch. 1391 (S.B. 1967), Sec. 9, eff. September 1, 2009.

Acts 2015, 84th Leg., R.S., Ch. 610 (S.B. 754), Sec. 1, eff. September 1, 2015.

Sec. 662.012.   REPORTS.   (a)   The designated state agency shall require each provider of a motorcycle operator training and safety program to compile and forward to the agency each month a report on the provider's programs.   The report must include:

(1)   the number and types of courses provided in the reporting period;

(2)   the number of persons who took each course in the reporting period;

(3)   the number of instructors available to provide training under the provider's program in the reporting period;

(4)   information collected by surveying persons taking each course as to the length of any waiting period the person experienced before being able to enroll in the course;

(5)   the number of persons on a waiting list for a course at the end of the reporting period; and

(6)   any other information the agency reasonably requires.

(b)   The designated state agency shall maintain a compilation of the reports submitted under Subsection (a) on a by-site basis.   The agency shall update the compilation as soon as practicable after the beginning of each month.

    (c) The designated state agency shall provide without charge a copy of the most recent compilation under Subsection (b) to any member of the legislature on request.

Added by Acts 2001, 77th Leg., ch. 657, Sec. 3, eff. Sept. 1, 2001.

Attachment 7.1 (b): Texas Administrative Code, Chapter 31

➢ The following summarizes the Texas Standard Motorcycle Rider Coach, and approved standards for approved motorcycle operator training course for the State of Texas.

Texas Administrative Code

TITLE 37   PUBLIC SAFETY AND CORRECTIONS
PART 1   TEXAS DEPARTMENT OF PUBLIC SAFETY
CHAPTER 31   STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR
                                TRAINING COURSE
RULE §31.1   Definitions

The following words and terms when used in this chapter have the meanings as detailed in this section, unless the context indicates otherwise.

(1) Advanced motorcycle operator training course--A department approved course of instruction designed to provide experienced motorcyclists with additional skills and knowledge found to be lacking in accident-involved motorcyclists. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8. Courses meeting this description do not meet the training requirement to obtain a motorcycle license.

(2) Basic motorcycle operator training course--A department approved course of instruction designed to teach new or inexperienced motorcyclists basic riding skills and defensive street riding strategies. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8. Courses meeting this description meet the training requirement to obtain a motorcycle license for up to 2 years from the date of issuance.

(3) Contract applicant--A person applying for a contract from the department to provide standard motorcycle operator training courses.

(4) Contracted motorcycle operator training site--An appropriate and safe place where standard motorcycle operator training is conducted by a contracted motorcycle operator training sponsor.

(5) Department--Texas Department of Public Safety. The department is the state agency designated by the governor to establish and administer the motorcycle operator training and safety program.

(6) Intermediate motorcycle operator training course--A department approved course of instruction designed to provide motorcyclists with refresher training to include both basic and advanced riding skills. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8. Courses meeting this description meet the training requirement to obtain a motorcycle license for up to 2 years from the date of issuance.

(7) Instructor preparation course--A department approved course of instruction designed to provide experienced motorcyclists with training to become certified to conduct basic, intermediate, or advanced motorcycle operator courses.

(8) License applicant--A person applying for a license from the department to provide specialized motorcycle operator training.

(9) Licensed motorcycle operator training site--An appropriate and safe place where specialized motorcycle operator training is conducted by a licensed specialized motorcycle operator training sponsor.

(10) Mobile site sponsor--A public or private entity bound by contract to locally administer the motorcycle operator training program in locations serviced by the department's mobile training unit. The department provides the course equipment, material, and instructional staff. In its role as a mobile site sponsor, this entity is not an agent, servant, or employee of the department or the state of Texas.

(11) Motorcycle operator training and safety program--The motorcycle operator training and safety program makes information and courses in knowledge, skills, and safety relating to the operation of motorcycles available to all motorcycle operators in this state. It also provides information to the general public on sharing the roadway with motorcycles.

(12) Motorcycle Safety Unit--An administrative unit within the department assigned with the responsibility for establishing and administering the motorcycle operator training and safety program.

(13) Motorcycle Safety Foundation (MSF)--A national, nonprofit organization whose purpose is to improve the safety of motorcyclists on the nation's streets and highways. The MSF provides programs in rider education, licensing improvement, public information, and research.

(14) Specialized motorcycle safety instructor--An individual who has established sufficient credibility in teaching a form of specialized motorcycle operator training, and is certified and approved by the department to teach such courses through a licensed motorcycle operator training site. This individual must meet the requirements set forth in §31.3 of this title (relating to Motorcycle Safety Instructor). This individual, unless directly employed by the department as a specialized motorcycle safety instructor, is not an agent, servant, or employee of the department or State of Texas.

(15) Specialized motorcycle operator training courses--A department approved intermediate or advanced course of instruction designed to teach knowledge and skills not addressed, or only lightly addressed, in standard motorcycle operator training courses, but considered by the department to be beneficial to public safety. These courses may include, but are not limited to, refresher training, sidecar rigs, towing trailers behind motorcycles, trikes, or sidecar rigs, higher speed street skills taught on race tracks, or courses offered by a particular motorcycle manufacturer. Motorcycle courses taught by law enforcement agencies to law enforcement officers are exempt from licensing under this definition. These courses are offered by entities contracted with or licensed by the department and if satisfactorily completed, earn students the standardized Motorcycle Operator Training Course Completion Card, MSB-8, of which the basic or intermediate course is required to obtain a motorcycle license.

(16) Sponsor--A public or private entity contracted or licensed by the department to provide motorcycle operator training. In its role as a motorcycle operator training sponsor, this entity is not an agent, servant, or employee of the department or the state of Texas.

(17) Motorcycle safety instructor--An individual certified and approved to teach the standard motorcycle operator training courses in Texas through contracted motorcycle operator training sites. This individual must meet the requirements set forth in §31.3 of this title (relating to Motorcycle Safety Instructor). This individual, unless directly employed by the department as a motorcycle safety instructor, is not an agent, servant, or employee of the department or the State of Texas.

(18) Standard motorcycle operator training courses--Department approved basic, intermediate, or advanced courses, or motorcycle safety instructor preparation courses. These courses may not include

information specific to any particular motorcycle brand, manufacturer, distributor, or dealership. These courses are offered by entities contracted with or licensed by the department and if satisfactorily completed, earn students the standardized Motorcycle Operator Training Course Completion Card, MSB-8, of which the basic or intermediate course is required to obtain a motorcycle license.

Source Note: The provisions of this §31.1 adopted to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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PART 1   TEXAS DEPARTMENT OF PUBLIC SAFETY

CHAPTER 31   STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR TRAINING COURSE

RULE §31.2   Contracted Motorcycle Operator Training Sponsor

(a) A person may not offer or conduct training in motorcycle operation for consideration unless the person is licensed by, or contracts with the designated state agency.

(b) To qualify for authorization, a sponsor must be approved by the department. The department may deny approval unless a sponsor applicant agrees to provide the training courses in accordance with the department's rules, policies, procedures, and approved curricula. A sponsor applicant must:

 (1) meet the current driving record evaluation standards established by the Texas Department of Public Safety for school bus drivers pursuant to Texas Transportation Code, §521.022 by supplying a certified copy of an out-of-state driving history if requested;

 (2) meet the current minimum criminal history requirement pursuant to subsection (e) of this section.

(c) Approval for a contract will be denied unless a sponsor applicant demonstrates the capacity to register students, collect and account for tuition and state reimbursements as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, provide use agreement(s), submit and maintain all required records, and contract with, schedule, and compensate department approved instructors as appropriate and within a reasonable amount of time not to exceed 45 days.

(d) All contract applicants wishing to offer standard motorcycle operator training must submit a written request to the department.

 (1) The request must state the type of training to be offered (basic, intermediate, advanced, and/or instructor preparation courses).

 (2) All contract applicants must have access to a riding area for on-cycle training that is:

  (A) a paved surface, including asphalt, concrete, or other all weather surface of suitable traction; and

  (B) large enough to safely accommodate any motorcycle training range approved by the department, as flat as possible, secure from vehicular and pedestrian traffic, and free of surface hazards and obstacles.

 (3) All contract applicants with permanent sites must also have access to:

  (A) a secure storage area to physically and environmentally protect training motorcycles and other course equipment;

  (B) a classroom, not located in a private residence, that is large enough to seat all students and

instructors comfortably and that contains at least one adequate desk or equivalent seating and writing surface for each student, and at least one instructor's desk, table, or podium;

(C) audiovisual presentation equipment for the classroom, including a chalkboard or equivalent; and

(D) a first aid kit and at least one five-pound Class ABC fire extinguisher, or equivalent, for the riding area.

(4) All contract applicants must abide by the Texas Sponsor Rules of Professional Conduct.

(e) The department may deny, suspend, or cancel its approval for a program sponsor to conduct a course or for an instructor to teach courses offered under this section if:

(1) the applicant, sponsor, or instructor does not satisfy the requirements of subsections (a), (b), and (c) of this section;

(2) is convicted under the laws of this state, another state, or the United States, of any felony or offense involving moral turpitude, tampering with a governmental record, driving while intoxicated, or driving under the influence of drugs, or an offense committed as a result of the person's criminally negligent operation of a motor vehicle;

(A) These particular crimes relate to conducting and teaching courses because the sponsor and instructor are required to be of good reputation, character, and moral conduct, to deal honestly with members of the public, keep records on behalf of the department, and to recognize the importance of, encourage, and practice safe driving and riding techniques.

(B) A conviction for an offense other than a felony will not be considered by the department, under this subsection, if a period of more than 5 years has elapsed since the date of the conviction or of the release of the person from the confinement or supervision imposed for that conviction, whichever is the later date.

(C) For the purposes of this section, a person is convicted of an offense when an adjudication of guilt on an offense is entered against the person by a court of competent jurisdiction, whether or not the sentence is subsequently probated and the person is discharged from probation.

(3) cannot provide sufficient information and documentation to enable the department to evaluate or reevaluate the applicant's request for approval;

(4) knowingly presents or allows to be presented to the department any false or misleading information relating to a request for approval;

(5) permits or engages in any fraud or fraudulent practice concerning an application or, in any action between the applicant or licensee and the public, induces or countenances any fraud or fraudulent practice on the part of an applicant for a driver license or learner license;

(6) knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding the motorcycle operator training program; or

(7) knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.

(f) In determining the present fitness of a person who has been convicted of a crime and in determining whether a criminal conviction is directly related to an occupation, the department shall consider those factors stated in Texas Occupations Code, Chapter 53.

(g) The department may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(h) The department may cancel its approval if:

  (1) it was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or

  (2) if the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension; or

  (3) any offense involving tampering with a government record or driving while intoxicated where the offense occurred within the previous 5 years.

(i) Each sponsor may designate a program manager to be responsible for signing any forms required of the sponsor not including a department contract. Any person with program responsibilities must meet the same qualification requirements as a sponsor, this includes but is not limited to all owners, partners regardless if considered a silent partner and stockholders of sponsoring entity.

(j) If the sponsor is an organization, that organization may designate one of its members as the program manager. If the sponsor is an individual, that person shall also be the program manager.

(k) The control of the sponsor is considered to have changed:

  (1) in the case of sole proprietorship, when more than 50% of the controlling interest has been sold or transferred;

  (2) in the case of a partnership or a corporation, when more than 50% of the controlling interest has been sold or transferred; or

  (3) when the board of directors, officers, shareholders, or similar governing body has been changed to such an extent as to significantly alter the management and control of the sponsor.

(l) When control of the sponsor has changed, as outlined in subsection (j) of this section, the sponsor must notify the department. The contract will then be canceled and renegotiated through the appropriate rules and regulations.

Source Note: The provisions of this §31.2 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.3   Motorcycle Safety Instructor

(a) A person may not instruct or offer instruction in motorcycle operation to the public for a consideration without authorization from the department.

(b) To qualify for authorization, an instructor must be approved by the department. The department may deny approval unless an instructor applicant agrees to teach the training courses in accordance with the department's rules, policies, procedures, and approved curricula. An instructor applicant must:

  (1) hold a current certification for the curriculum for which they are applying:

   (A) Standard motorcycle safety instructor; or

   (B) Specialized motorcycle safety instructor.

  (2) be a high school graduate or possess a valid GED;

  (3) possess a current, valid unrestricted Texas motorcycle license or an equivalent license from the applicant's state of residence for at least 2 years;

  (4) be a licensed driver for at least 5 years;

  (5) meet the current driving record evaluation standards established by the Texas Department of Public Safety for school bus drivers pursuant to Texas Transportation Code, §521.022 by supplying a certified copy of an out-of-state driving history if requested;

  (6) meet the current minimum criminal history requirement pursuant to §31.2(e) of this title (relating to Contracted Motorcycle Operator Training Sponsor);

  (7) must possess a current first aid and adult CPR certification. Training courses must be attended in person and provide hands-on skills practice. Courses will only be accepted from providers that meet or exceed the curriculum standards of the American Red Cross, the American Heart Association, the Department of Transportation, or the National Highway Traffic Safety Administration;

  (8) be free from addiction to alcoholic beverages or drugs;

  (9) be physically competent to conduct classroom and on-cycle instruction, including technically correct riding demonstrations; and

  (10) must abide by the Texas Instructor Rules of Professional Conduct.

(c) An applicant for approval to instruct an advanced motorcycle operator training course must meet all the requirements to instruct as identified in subsection (a) of this section, plus attend a department-

approved curriculum update, and be able to perform technically correct riding demonstrations on his or her personal motorcycle.

(d) The department may deny or suspend its approval if the instructor fails to meet or continue to meet the requirements of subsections (a) and (b) of this section or if the instructor, as an individual, fails to meet or continue to meet the requirements of §31.2(c) of this title (relating to Contracted Motorcycle Operator Training Sponsor).

(e) The department may cancel its approval if:

  (1) it was based on false or incorrect information or mistake; or

  (2) the discrepancy causing the suspension under §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor), §31.3 of this title (relating to Motorcycle Safety Instructor), §31.4 of this title (relating to Student Admission Requirements), §31.5 of this title (relating to Verification of Motorcycle Operator Training Course Completion), §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses), and §31.7 of this title (relating to Motorcycle Requirements) has not been corrected within the time limit prescribed by a suspension.

(f) An instructor approved by the department shall teach both the classroom and on-cycle phases of the courses for which the approval was granted. Upon department request, the instructor shall be observed by a department appointed evaluator to ensure quality training courses are offered. The evaluator will use the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved instructor preparation course.

(g) Instructors approved by the department may not:

  (1) give instructions or allow a student to receive instruction in motorcycle safety if either the instructor or student is using or exhibits any evidence of effect from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.; or

  (2) complete, issue, or validate a certificate of course completion to a person who has not successfully completed the course. A period of absence for any portion of scheduled course instruction will require that student repeat that portion of instruction prior to issuance of the certificate of completion.

Source Note: The provisions of this §31.3 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.4	Student Admission Requirements

(a) Basic motorcycle operator training courses are open to any person who is:

  (1) physically and mentally capable of being licensed in Texas as a motorcycle operator; and

  (2) at least 15 years old on the day the course begins.

(b) A person who is 15 years old but is less than 18 years old may not enroll into a basic motorcycle operator training course unless he or she can present the proper driver education form verifying successful completion of the classroom portion phase of driver education, has a Class C learner license or an unrestricted Class C, or higher, driver license.

(c) A person who is 18 years old or older may not enroll into a basic motorcycle operator training course unless he or she has a picture identification to confirm his or her identity.

(d) Intermediate motorcycle training courses are restricted to persons who are 18 years or older on the day the course begins. For courses that require students to provide his or her own motorcycle, the motorcycle must meet the requirements of §31.7 of this title (relating to Motorcycle Requirements).

(e) Advanced motorcycle operator training courses are restricted to individuals with a current motorcycle (Class M) driver license. Each student must provide his or her own motorcycle that meets the requirements of §31.7 of this title (relating to Motorcycle Requirements).

Source Note: The provisions of this §31.4 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.5   Verification of Motorcycle Operator Training Course Completion

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(a) The sponsor will issue a Standardized Motorcycle Operator Training Course Completion Card, MSB-8 to all students who have successfully completed a department approved motorcycle operator training course as outlined in §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses).

  (1) A MSB-8 indicating completion of the department approved basic motorcycle operator training course, is issued to verify that a student age 15 or over has successfully completed the training requirements for a motorcycle driver license.

  (2) A MSB-8, indicating completion of a department approved intermediate motorcycle operator training course is issued to verify that a student age 18 or over has successfully completed the training requirement for a motorcycle driver license.

  (3) A MSB-8, indicating completion of the department approved advanced motorcycle operator training course, will be issued by the course sponsor to every student completing the approved advanced motorcycle operator training course.

(b) The department will accept only an official MSB-8 with the signature of a department approved instructor or designated school official. Photocopies will not be accepted.

(c) A MSB-8 with an issuance date of over 2 years will not be accepted for the training requirement of a motorcycle license.

Source Note: The provisions of this §31.5 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective August 11, 1995, 20 TexReg 5617; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.6   Approved Standard Motorcycle Operator Training Course

(a) Except as modified by subsection (c) of this section, the department adopts the educational, safety, and instructor standards for the Motorcycle Safety Foundation's (MSF) basic, intermediate, and advanced motorcycle operator training and instructor preparation courses.

(b) Approved course curricula are available for inspection at the department's Austin headquarters.

(c) In addition to these curricula requirements, the minimum standards for motorcycle operator training courses include the items detailed in this subsection:

  (1) The student to instructor ratio for the basic and advanced course classroom instruction may not exceed 36 students per instructor.

  (2) The student to instructor ratio for on-cycle instruction may not exceed six students per instructor until the instructor has taught more than six courses. Once this has occurred and the instructor has requested in writing and received written permission from the department, they may teach up to eight students alone. In no case will there be more than 12 students on the range at any given time.

  (3) The department may change these ratios on a case-by-case basis when such change is justified after considering the available facilities, the safety of the students and instructor(s), and the efficient conduct of the course.

  (4) A separate motorcycle must be available for each individual student during all on-cycle instruction.

(d) All participants and instructors must wear protective gear when participating in the on-cycle portion of the course. The minimum protective gear includes:

  (1) a motorcycle helmet that meets Department of Transportation standards;

  (2) eye protection;

  (3) over-the-ankle, sturdy footwear (not cloth, canvas, etc.);

  (4) long-sleeved shirt or jacket;

  (5) long, non-flare denim pants or equivalent; and

  (6) full-fingered gloves, preferably leather.

Source Note: The provisions of this §31.6 adopted to be effective April 20, 1993, 18 TexReg 2301;

amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.7	Motorcycle Requirements

(a) A motorcycle must be rejected for use by the instructor if it fails to meet the requirements of this section or if, in the discretion of the instructor, the motorcycle is unsafe or inappropriate for the rider, an instructor, another student, or any other person permitted in the riding area. A motorcycle may be deemed unsafe because of modification, damage, lack of maintenance, nonstandard configuration, or any other substantial safety reason.

(b) Student-owned motorcycles used in the basic, intermediate, or advanced motorcycle operator training courses must:

  (1) meet all the requirements for operation on public highways;

  (2) have proof of adequate insurance coverage available for inspection by an instructor; and

  (3) pass a safety inspection conducted by the instructor.

(c) A student may use a borrowed motorcycle if the student can show written permission from the owner to use the motorcycle in the course and if it meets the requirements of paragraphs (1), (2), and (3) of subsection (b).

(d) A student electing to use a personal or borrowed motorcycle in the basic motorcycle operator training course must sign a waiver form stating that they accept all liability for damages caused by, or to the vehicle.

(e) A motorcycle provided by a sponsor for use in the basic motorcycle operator training course must meet a minimum of two of the three criteria detailed in this subsection based on the original equipment manufacturer's specifications without modifications:

  (1) an engine displacement of 500cc or less;

  (2) an unladened weight of 400 pounds or less; or,

  (3) a seat height of 30 inches or less.

(f) Motorcycles on loan to sponsors from the department for use in the basic motorcycle operator training course, if deemed unsafe, may be required to be returned to the department.

(g) Sponsors may not provide a training motorcycle or riding gear to a student for use in the advanced motorcycle operator training course. If a sponsor provides a motorcycle to a student for use in the basic motorcycle operator training course, the motorcycle:

(1) must meet the safety requirements of subsection (a) and subsection (b) of this section; and

(2) may, but is not required to, be registered, inspected, or insured for operation on public highways.

(h) Motorcycles, trikes, sidecar rigs, or any other combinations of motorcycle equipment used in specialized motorcycle training courses must be in safe operating condition, as determined by the instructor, at the time of use.

Source Note: The provisions of this §31.7 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.8	Notice and Hearing Requirements

Following a denial, suspension, or cancellation of the approval of a program sponsor or an instructor, notice and opportunity for hearing must be given as provided by Texas Government Code, Chapter 2001, Texas Occupations Code, Chapter 53, and 1 TAC §155.401 (relating to Notice of Hearing).

Source Note: The provisions of this §31.8 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.9	Suspension

The term of suspension under §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor), §31.3 of this title (relating to Motorcycle Safety Instructor), and §31.12 of this title (relating to Licensed Motorcycle Operator Training Sponsor) may not exceed 1 year. The term of suspension may be reduced by the Motorcycle Safety Unit Coordinator if corrective actions have been taken and the reason for suspension no longer exists. If the reason for suspension still exists at the end of the suspension period, the suspension automatically elevates to cancellation of approval.

Source Note: The provisions of this §31.9 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192 ; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective November 9, 2014, 39 TexReg 8596

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[CHAPTER 31](#)	STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR TRAINING COURSE
RULE §31.10	Technical Assistance Visits

(a) To ensure quality training courses are offered statewide, Technical Assistance Visits (TAV) will be scheduled and conducted at each of the contracted permanent motorcycle operator training program sites. During the TAV, the focus will be on the quality of the information presented and the sponsor and/or instructors adherence to requirements outlined in §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor), §31.3 of this title (relating to Motorcycle Safety Instructor), §31.4 of this title (relating to Student Admission Requirements), §31.5 of this title (relating to Verification of Standard Motorcycle Operator Training Course Completion), §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses), and §31.7 of this title (relating to Motorcycle Requirements).

(b) The TAV will be conducted by department personnel or by persons contracted by the department to perform them.

(c) While conducting the TAV, the evaluator will observe the instructor using the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved instructor preparation course. Based on observations, the evaluator will provide the instructor with suggestions to improve his/her curriculum presentations. Instructors not meeting the requirements of the approved criteria and unwilling to accept and adopt suggestions for improvement will be suspended as outlined in §31.3 of this title (relating to Motorcycle Safety Instructor). Remedial actions necessary to remove the suspension will be determined by the Motorcycle Safety coordinator and may include, but are not limited to:

  (1) attending a department sponsored instructor curriculum refresher course;

  (2) attending all or portions of a department sponsored instructor preparation course; or

  (3) present an entire course under the supervision of a Motorcycle Safety Unit staff member, an approved instructor trainer, or other individual expressly designated by the department to perform such duties.

(d) A department representative may observe specialized motorcycle operator training sites, courses, and trainers for adherence to generally accepted instructional quality and safety practices relative to the type of specialized training for which a license has been issued. Licensed sponsors of specialized motorcycle operator training must provide department representatives access to their sites and instructors for such observations.

Source Note: The provisions of this §31.10 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25

TexReg 4192; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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Texas Administrative Code

[TITLE 37](#)	PUBLIC SAFETY AND CORRECTIONS
[PART 1](#)	TEXAS DEPARTMENT OF PUBLIC SAFETY
[CHAPTER 31](#)	STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR TRAINING COURSE
RULE §31.11	Notification of Legal Actions

All sponsors shall notify the Motorcycle Safety Unit with the details of any legal action which has been filed against the sponsor, its officers, or its contracted instructors within 30 days of such action. Failure to notify the department within 30 days is cause for suspension of contract or license.

Source Note: The provisions of this §31.11 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective November 9, 2014, 39 TexReg 8596

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Texas Administrative Code

TITLE 37   PUBLIC SAFETY AND CORRECTIONS
PART 1   TEXAS DEPARTMENT OF PUBLIC SAFETY
CHAPTER 31   STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR
                    TRAINING COURSE
RULE §31.12   Licensed Motorcycle Operator Training Sponsor

(a) A person may not offer or conduct training in motorcycle operation for consideration unless the person is licensed by, or contracts with the designated state agency.

(b) To qualify for authorization, a sponsor must be approved by the department. The department may deny approval unless a sponsor applicant agrees to provide the training courses in accordance with the department's rules, policies, procedures, and approved curricula. A sponsor applicant must:

   (1) meet the current driving record evaluation standards established by the Texas Department of Public Safety for school bus drivers pursuant to Texas Transportation Code, §521.022 by supplying a certified copy of an out-of-state driving history if requested;

   (2) meet the current minimum criminal history requirement pursuant to subsection (h) of this section.

(c) Approval for a license will be denied unless a sponsor applicant demonstrates the capacity to register students, collect and account for tuition and state reimbursements as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, provide use agreement(s), submit and maintain all required records, and contract with, schedule, and compensate department approved instructors, as appropriate and within a reasonable amount of time not to exceed 45 days.

(d) An entity wishing to offer specialized motorcycle operator training must submit a written request to the department.

   (1) The request must state whether basic, intermediate, or advanced motorcycle operator training or instructor preparation courses are being offered;

   (2) the perceived benefits to public safety; and

   (3) describe how the applicant intends to offer such training in a safe and prudent manner.

(e) The department may allow such training by entering into a license agreement with the entity setting forth the responsibilities and limits of the sponsor and the department.

(f) The license will authorize the entity to offer specialized motorcycle operator training.

(g) The entity must abide by the Texas Sponsor Rules of Professional Conduct.

(h) The department may deny or revoke a license to offer specialized training if the applicant:

   (1) cannot provide sufficient information and documentation to enable the department to evaluate or

reevaluate the applicant's request for a license;

(2) knowingly presents or allows to be presented to the department any false or misleading information relating to a request for a license;

(3) knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding specialized motorcycle operator training;

(4) knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.;

(5) is convicted under the laws of this state, another state, or the United States, of any felony or offense involving moral turpitude, tampering with a governmental record, driving while intoxicated or driving under the influence of drugs, or an offense committed as a result of the person's criminally negligent operation of a motor vehicle;

(A) these particular crimes relate to conducting and teaching courses because the sponsor and instructors are required to be of good reputation, character, and moral conduct, to deal honestly with members of the public, keep records on behalf of the department, and to recognize the importance of, encourage, and practice safe driving and riding techniques;

(B) a conviction for an offense other than a felony will not be considered by the department, under this paragraph, if a period of more than 5 years has elapsed since the date of the conviction or of the release of the person from the confinement or supervision imposed for that conviction, whichever is the later date; and

(C) for the purposes of this section, a person is convicted of an offense when an adjudication of guilt on an offense is entered against the person by a court of competent jurisdiction, whether or not the sentence is subsequently probated and the person is discharged from probation.

(6) The department may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(i) The department may cancel its approval if:

(1) it was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or

(2) if the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension; or

(3) any offense involving tampering with a government record or driving while intoxicated where the offense occurred within the previous 5 years.

(j) Each sponsor may designate a program manager to be responsible for signing any forms required of the sponsor not including a department contract. Any person with program responsibilities must meet the same qualification requirements as a sponsor, this includes but is not limited to all owners, partners regardless if considered a silent partner and stockholders of sponsoring entity.

(k) If the sponsor is an organization, that organization may designate one of its members as the program

manager. If the sponsor is an individual, that person shall also be the program manager.

(l) The control of the sponsor is considered to have changed:

 (1) in the case of sole proprietorship, when more than 50% of the controlling interest has been sold or transferred;

 (2) in the case of a partnership or a corporation, when more than 50% of the controlling interest has been sold or transferred; or

 (3) when the board of directors, officers, shareholders, or similar governing body has been changed to such an extent as to significantly alter the management and control of the sponsor.

(m) When control of the sponsor has changed, as outlined in subsection (j) of this section, the sponsor must notify the department. The contract will then be canceled and renegotiated through the appropriate rules and regulations.

Source Note: The provisions of this §31.12 adopted to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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Attachment 7.1 (c): Motorcycle Training Locations

➢ The following summarizes the number of motorcycle operator training locations in the state of Texas. The complete list is on the next pages.

TAV training locations FY17

[Sponsor Name]	Range Add 1	Range Add 2	Range City!
ABILENE SAFETY INSTRUCTION		S 14TH ST 3/4 MILE PAST REBECCA LANE	ABILENE
ALVIN COMMUNITY COLLEGE	ALVIN COLLEGE	CAMPUS BLDG B	ALVIN
AMERICAN ACE MOTORCYCLE RIDER COURSE		4700 AIRPORT DR NORTH RANGE	DENISON
AMERICAN ACE MOTORCYCLE RIDER COURSE		1900 JOHN ARDEN DR	WAXAHACHIE
ANGELINA COLLEGE	ANGELINA COLLEGE	900 E. DENMAN	LUFKIN
AUSTIN MOTO ACADEMY, LLC		5700 GROVER STREET	AUSTIN
AUSTIN MOTO ACADEMY, LLC		6001 AIRPORT BLVD	AUSTIN
AWESOME CYCLES, INC.		13101 KUYKENDAHL RD.	HOUSTON
BOSS HOSS CYCLES OF HOUSTON		9120 WINKLER DRIVE	HOUSTON
COASTAL CYCLE ACADEMY, INC.	WHATABURGER FIELD	734 E. PORT AVE	CORPUS CHRISTI
EL PASO COMMUNITY COLLEGE	MISSION DEL PASO CAMPUS	10700 GATEWAY EAST	EL PASO
ELECTRIC AVENUE SCOOTERS		ANDERSON SQUARE	AUSTIN
GEO-CENTER MOTORCYCLE TRAINING LLC		115 N LEVITA RD	GATESVILLE
GEO-CENTER MOTORCYCLE TRAINING LLC		1501 N. DALLAS HWY	BELLMEAD
GEO-CENTER MOTORCYCLE TRAINING LLC		4529 W ROYAL LN	IRVING
GO MOTORCYCLE TRAINING SCHOOL		3880 IRVING MALL	IRVING
GO MOTORCYCLE TRAINING SCHOOL		KELLER ISD COMPLEX	KELLER
GO MOTORCYCLE TRAINING SCHOOL		13131 PRESTON RD	DALLAS
GO MOTORCYCLE TRAINING SCHOOL		1500 LONG ROAD	DENTON
GOE KAWASAKI INC	ANGLETON ADMINISTRATION BUILDING	1900 NORTH DOWNING ROAD	ANGLETON
GREGORYS DRIVING SCHOOL, INC.		HWY 59, 17 MILES EAST OF LAREDO	LAREDO
H & H EASTEX MOTOR SPORTS, INC.	H & H EASTEX MOTOR SPORTS, INC	440 HWY 59 LOOP SOUTH	LIVINGSTON
KEEP IT ON 2 MOTORCYCLE TRAINING COURSE	11205 NORTH 23RD STREET		MCALLEN
LONE S.T.A.R. BIKERS		3545 LONE STAR CIRCLE	FORT WORTH
LONE S.T.A.R. BIKERS		1820 NORTH 1ST STREET	GARLAND
LONE S.T.A.R. BIKERS		2401 STEMMONS FWY	LEWISVILLE
LONE S.T.A.R. BIKERS		3662 W CAMP WISDOM RD	DALLAS
LONE S.T.A.R. BIKERS		4201 ANDREWS HIGHWAY	ODESSA
LONE STAR COLLEGE	LONE STAR COLLEGE	24037 W. HARDY ROAD	SPRING
LUFKIN MOTORCYCLE SALES AND SALVAGE		952 GIBSON ST.	HUNTINGTON
MOTO FUN		500 FM 967	BUDA
MOTO FUN		4601 PECAN BROOK DR.	AUSTIN
MOTORCYCLE RENTALS OF HOUSTON, LP		555ALMEDA MALL	HOUSTON
MOTORCYCLE RENTALS OF HOUSTON, LP		12710 CROSSROADS PARK DRIVE	HOUSTON
MOTORCYCLE RENTALS OF HOUSTON, LP		1000 FM 2004	LAMARQUE
MOTORCYCLE TRAINING CENTER		4310 HIGHWAY 3,	ROSENBERG
MOTORCYCLE TRAINING CENTER		1908 Central Drive,	BEDFORD
MOTORCYCLE TRAINING CENTER		9700 Gateway N. Blvd,	EL PASO
MOTORCYCLE TRAINING CENTER		2063 Town East Mall,	MESQUITE
MOTORCYCLE TRAINING CENTER		2925 E. Division Street,	ARLINGTON
MOTORCYCLE TRAINING CENTER		3515 Lions Lair Road,	GREENVILLE
MOTORCYCLE TRAINING CENTER		2925 E. Division Street,	ARLINGTON
MOTORCYCLE TRAINING CENTER		517 SW Johnson Ave	BURLESON
MOTORCYCLE TRAINING CENTER		501 S. Plano Road,	RICHARDSON
MOTORCYCLE TRAINING CENTER		1441 W. TRINTY MILLS ROAD	CARROLLTON
MOTORCYCLE TRAINING CENTER		CEDAR HILL HIGH SCHOOL 1 LONGHORN BLVD	CEDAR HILL
MOTORCYCLE TRAINING CENTER		3940 NORTH ELM ST	DENTON
MOTORCYCLE TRAINING CENTER		11510 FM 1488 - EAST	MAGNOLIA
MOTORCYCLE TRAINING CENTER		3737 MOTLEY DR	MESQUITE
MOTORCYCLE TRAINING CENTER		HULEN MALL	FORT WORTH
MOTORCYCLE TRAINING CENTER		9700 GATEWAY BLVD NORTH	EL PASO
MOTORCYCLE TRAINING CENTER		6909 N LOOP 1604	SAN ANTONIO
MOTORCYCLE TRAINING CENTER		1709 PINE TREE ROAD	LONGVIEW
MOTORCYCLE TRAINING CENTER		2400 EASTEND BLVD S.	MARSHALL
MOTORCYCLE TRAINING CENTER		2886 FM 1735	MT. PLEASANT
MOTORCYCLE TRAINING CENTER		2000 W. FRONT ST.	TYLER
MOTORCYCLE TRAINING CENTER		1417 E. DEVINE	TYLER
MOTORCYCLE U RIDER TRAINING		30 IH 10 N	BEAUMONT
NORTH TEXAS MOTORCYCLE SAFETY COURSE		1 DUVALL STREET	MCKINNEY
PRIDE OF TEXAS MOTORCYCLE TRAINING		201 NE STOCKYARDS BLVD	FORT WORTH
SADDLE-UP MOTORCYCLE TRAINING		3900 10TH STREET	LUBBOCK
SADDLE-UP MOTORCYCLE TRAINING		FM 3139	DALHART
SAN JACINTO COMMUNITY COLLEGE DISTRICT	SAN JACINTO COLLEGE	CENTRAL CAMPUS - 8060 SPENCER HWY	PASADENA
SAN JACINTO COMMUNITY COLLEGE DISTRICT	SAN JACINTO COLLEGE	NORTH CAMPUS - 5800 UVALDE ROAD	HOUSTON
SAN JACINTO COMMUNITY COLLEGE DISTRICT	SAN JACINTO COLLEGE	SOUTH CAMPUS - 13735 BEAMER ROAD	HOUSTON
SOUTHWEST MOTORCYCLE TRAINING	KOC HALL	5763 RAY ELLISON DR.	SAN ANTONIO
SOUTHWEST MOTORCYCLE TRAINING	53 EAST 43RD ST.		SAN ANGELO
SPRING BRANCH ISD		2045 GESSNER DRIVE	HOUSTON
TARRANT COUNTY COLLEGE	TARRANT COUNTY COLLEGE	4801 MARINE CREEK PKWY	FORT WORTH
TEXAS MOTOR SPORTS		3401 S. WS YOUNG BLVD	KILLEEN
TEXAS MOTORCYCLE TRAINING		811 N. CENTRAL EXPY	PLANO
TEXAS R.I.D.E.R.		DOUG RUSSELL RD. LOT 50	ARLINGTON
TEXAS R.I.D.E.R.		9200 WORLD CUP WAY	FRISCO
TEXAS TWO WHEEL, LLC		SPJST #18	ELGIN
THE MOTORCYCLE SCHOOL	4918 FREDERICKSBURG RD.		SAN ANTONIO
THE RIDE COMPANY		2101 MUSTANG DRIVE	MARBLE FALLS
TOTAL RIDER, LLC		500 VFW ROAD	AUSTIN
TOTAL RIDER, LLC		101 FM 685	HUTTO
TOTAL RIDER, LLC		1202 RIO ROAD	KILLEEN
TOTAL RIDER, LLC		7301 METRO CENTER DRIVE	AUSTIN
TRAINING WHEELS		1801 HARVEY MITCHELL PARKWAY S.	COLLEGE STATION
TSTC HARLINGEN	AVIATION TECH BLDG "T" PARKING LOT	1902 North Loop 499	HARLINGEN
VERNON COLLEGE	VERNON COLLEGE	2813 CENTRAL FREEWAY EAST	WICHITA FALLS
VICTORIA COLLEGE	VICTORIA COLLEGE	7403 LONE TREE ROAD	VICTORIA

Texas Motorcycle Registrations By County and Training Availability

State of Texas County	Number of Registered		State of Texas County	Number of Registered	
	Training Site in the County	No Training Site in this County		Training Site in the County	No Training Site in this County
ANDERSON		771	KARNES		142
ANDREWS		322	KAUFMAN		2,172
ANGELINA	982		KENDALL	1,022	
ARANSAS		571	KENEDY		6
ARCHER		186	KENT		20
ARMSTRONG		38	KERR		1,235
ATASCOSA		729	KIMBLE		62
AUSTIN		640	KING		2
BAILEY		61	KINNEY		65
BANDERA		677	KLEBERG		396
BASTROP	1,724		KNOX		44
BAYLOR		48	LAMAR	868	
BEE	355		LAMB		144
BELL	8,182		LAMPASAS		629
BEXAR	23,166		LASALLE		72
BLANCO		317	LAVACA		270
BORDEN		6	LEE		245
BOSQUE		386	LEON		283
BOWIE		1,512	LIBERTY		1,493
BRAZORIA	6,276		LIMESTONE	318	
BRAZOS	2,297		LIPSCOMB		79
BREWSTER	317		LIVE OAK		203
BRISCOE		11	LLANO		522
BROOKS		60	LOVING		4
BROWN	761		LUBBOCK	3,377	
BURLESON		379	LYNN		73
BURNET	980		MADISON		161
CALDWELL		578	MARION		250
CALHOUN		410	MARTIN		86
CALLAHAN		317	MASON		71
CAMERON	3,435		MATAGORDA		611
CAMP		201	MAVERICK	395	

County			County		
CARSON		135	MCCULLOCH		153
CASS		512	MCLENNAN	3,994	
CASTRO		77	MCMULLEN		11
CHAMBERS		808	MEDINA	925	
CHEROKEE		677	MENARD		18
CHILDRESS		102	MIDLAND	2,441	
CLAY		242	MILAM		374
COCHRAN		39	MILLS		65
COKE		74	MITCHELL		126
COLEMAN		135	MONTAGUE		461
COLLIN	12,957		MONTGOMERY	10,207	
COLLINGSWORTH		35	MOORE		394
COLORADO		338	MORRIS		200
COMAL	3,829		MOTLEY		9
COMANCHE		170	NACOGDOCHES		766
CONCHO		30	NAVARRO		619
COOKE		959	NEWTON	200	
CORYELL	1,789		NOLAN		291
COTTLE		16	NUECES	5,046	
CRANE		70	OCHILTREE		215
CROCKETT		50	OLDHAM		33
CROSBY		79	ORANGE		1,780
CULBERSON		24	PALO PINTO		635
DALLAM	109		PANOLA		405
DALLAS	22,480		PARKER		3,218
DAWSON		148	PARMER		93
DEAF SMITH		271	PECOS		234
DELTA		91	POLK	1,195	
DENTON	12,541		POTTER	1,954	
DEWITT		349	PRESIDIO		80
DICKENS		39	RAINS		269
DIMMIT		146	RANDALL		2,790
DONLEY		33	REAGAN		62
DUVAL		104	REAL		74
EASTLAND		333	RED RIVER		156
ECTOR	2,410		REEVES		135
EDWARDS		32	REFUGIO		91
ELLIS	3,247		ROBERTS		27

County				County		
EL PASO	11,482			ROBERTSON		215
ERATH		640		ROCKWALL		1,729
FALLS		203		RUNNELS		178
FANNIN		668		RUSK		816
FAYETTE		439		SABINE		205
FISHER		66		SAN AUGUSTINE		113
FLOYD		75		SAN JACINTO		646
FOARD		18		SAN PATRICIO		1,282
FORT BEND	7,602			SAN SABA		64
FRANKLIN		205		SCHLEICHER		53
FREESTONE		302		SCURRY	376	
FRIO		202		SHACKELFORD		55
GAINES		282		SHELBY		329
GALVESTON	7,063			SHERMAN		44
GARZA		56		SMITH	3,499	
GILLESPIE		512		SOMERVELL		219
GLASSCOCK		16		STARR		281
GOLIAD		110		STEPHENS		122
GONZALES		228		STERLING		20
GRAY		498		STONEWALL		13
GRAYSON	3,099			SUTTON		49
GREGG	2,020			SWISHER		114
GRIMES		469		TARRANT	30,204	
GUADALUPE		3,268		TAYLOR	2,587	
HALE		453		TERRELL		19
HALL		30		TERRY		165
HAMILTON		158		THROCKMORTON		20
HANSFORD		99		TITUS	366	
HARDEMAN		76		TOM GREEN	2,226	
HARDIN	1,084			TRAVIS	17,423	
HARRIS	43,480			TRINITY		251
HARRISON	1,292			TYLER		372
HARTLEY		83		UPSHUR		909
HASKELL		73		UPTON		62
HAYS	3,510			UVALDE		339
HEMPHILL		81		VAL VERDE	647	
HENDERSON		1,685		VAN ZANDT		1,058
HIDALGO	5,105			VICTORIA	1,439	

County				County		
HILL		678		WALKER	784	
HOCKLEY		389		WALLER		787
HOOD	1,530			WARD		213
HOPKINS		631		WASHINGTON	608	
HOUSTON		309		WEBB	1,816	
HOWARD	618			WHARTON		498
HUDSPETH		24		WHEELER		131
HUNT	1,984			WICHITA	2,745	
HUTCHINSON		543		WILBARGER		224
IRION		42		WILLACY		119
JACK		118		WILLIAMSON	9,139	
JACKSON		207		WILSON		1,022
JASPER		550		WINKLER		126
JEFF DAVIS		45		WISE	1,620	
JEFFERSON	3,309			WOOD		946
JIM HOGG		38		YOAKUM		110
JIM WELLS		510		YOUNG		357
JOHNSON	3,886			ZAPATA		118
JONES		284		ZAVALA		102
	204,901	29,701			107,421	37,619

Total Number of Registered Motorcycles	:	**379,642**
Total Number of Counties with Training	:	**62**
Total Number of Counties Without Training	:	**192**
Total # Registered MC in Counties with Training	:	**312,322**
Total # Registered MC in Counties without Training	:	**67,320**
% of Registered MC in County with Training Available	:	**82.27%**

Attachment 7.1 (d): DPS MSU Quality Control Program

- ➢ DPS MSU internal policy detailing quality control measures at certified sites.

Technical Assistance Visits
GUIDELINES AND PROCEDURES

I.   Purpose. The Purpose of the Technical Assistance Visit (TAV) is to observe RiderCoaches (Instructors) presenting the basic and Intermediate motorcycle operator training courses, provide technical assistance to Instructors experiencing problems with the technical aspects of the curricula and to ensure:

A. The program meets all administrative requirements as specified in the Department's Administrative Rules.
B. The Instructors use and adhere to the Department's approved curricula as identified in the Administrative Rules. This includes all safety and educational standards as well as adherence to the Learning Principles and the Motor Skills Development Training process within the curriculum intent of delivery and application.
C. Verify the condition of training motorcycles to confirm each is safe for training.

II.   Scheduling your Visit and Notification of Pertinent Parties.

You must develop a site visitation schedule that allows you to conduct all the TAVs that you are contracted for prior to the expiration date of the contract. Before the third working day of each month provide the Motorcycle Safety Unit (MSU) a monthly visitation schedule.

The TAV should be a minium of one nine (9) hour day. Either all range or a combination of classroom and range, may be evaluated. A typical schedule of 8 hours dedicated to observation and one (1) hour dedicated to communication with Instructor(s) observed during the TAV to discuss observation findings (debriefing). If circumstances such as split schedules or weather prevent the TAV of a full 9 hours it is the contractor's responsibility to notify the MSU of the situation as soon as practical.

III.   Conducting the Technical Assistance Visit.

Most training sites have been visited by a Trainer or a Motorcycle Safety Unit staff member; however some sponsors and Instructors may feel threatened by your presence. Remember that the intent of the TAV is to evaluate and provide specific feedback and information to improve, not to intimidate. The impression that you make when you conduct your visit is a direct reflection on the Motorcycle Operator Training Program throughout the state. You are expected to act in a professional and courteous manner.

Whenever possible Contractors should arrive at a site before training activites begin. You should not interrupt training by arriving late.

The MSU will supply electronic copies of classroom and range assessment forms for use in TAVs. You will be required to submit the assessment forms and notes of your visit to the MSU when your visit is complete. Quality information from you is essential for justifying any future course of action the Department may consider.

Contractors should assist Instructors by coaching, facilitating, or modeling the conduct of the course as needed. Contractors should not damage Instructors credibility in presents of students. Discrete corrective activities should be used unless a safety issue requires immediate intervention.

After your evaluation, debrief the Instructor. During the debriefing, identify any problem areas, including continuous improvement action needed. Don't forget to identify and commend exceptional areas.

IV.   Following the Technical Assistance Visit.

Contractor will return assessment forms and any additional notes to the MSU within ten days of the visit. On the first working day of each month the contractor will submit an invoice utilizing the on-line eprocurment system for completed work. The MSU will verify assessment forms received and authorize payment.

V.   Quality Assurance Workshop

The Contractor and the TAV team members utilized shall attend a Workshop during the contract period. Generally within the first 60 days of the contract being awarded. The purpose of the Quality Assurance Workshop are to meet with the Program Supervisor and MSU staff to identify issues affecting the quality of the program and formulate solutions with the overall goal of enhancing the Mototcycle Safety Training Program in an effort to reduce motorcyclist involed crashes and fatalities in Texas.

Attachment 7.1 (e): MC Program Coordination - TxDOT and DPS

➤ Letter from Carol Rawson, P.E. Director of Traffic Operations detailing cooperation between TxDOT and DPS, the designated State authority.

Texas Department of Transportation

June 1, 2016

Ms. Georgia Chakiris, Regional Administrator
National Highway Traffic Safety Administration, Region 6
819 Taylor Street, Room 8A38
Fort Worth, Texas 76102

Dear Ms. Chakiris:

The Texas Department of Public Safety (DPS) is the state agency designated by the Governor to establish and administer the motorcycle operator training and safety program pursuant to Texas Administrative Code, Chapter 31.1(5). The Texas Department of Transportation (TxDOT) partners with DPS by meeting regularly to exchange ideas and discuss issues related to motorcycle safety, as well as participating together with the Texas Motorcycle Safety Coalition (TMSC).

DPS is responsible for the State's mandated basic operator trainings and licensing of course instructors. TxDOT utilizes Highway Safety Funding to educate motorcycle riders and vehicle drivers about roadway safety and sharing the road with motorcyclists. TxDOT administers a grant with the Texas A&M Transportation Institute that is responsible for developing and implementing a statewide motorcycle safety program. TxDOT and DPS, along with other state agencies and private organizations utilize this grant to coordinate the State's motorcycle safety program. TxDOT has also worked with DPS to help provide additional training resources including the purchase of portable training facilities, and funding online content for instructor training courses.

The partnership established between TxDOT and DPS allows Texas to address the motorcycle safety program in a comprehensive and coordinated manner that benefits the citizens of the State of Texas.

Sincerely,

Carol T. Rawson, P.E., Division Director
Traffic Operations Division
Texas Department of Transportation

OUR VALUES: *People • Accountability • Trust • Honesty*
OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

Page 714 of 772

Attachment 7.1 (f): Texas Statewide Media Market Outreach

➢ Executive Summary – media market coverage
➢ Email detailing the use of dynamic message boards for motorcycle safety
➢ Statement of Work Request – detailing vendor media campaign requirements
➢ Breakdown of Media Markets Covered – fatalities and registration documentation

Motorcycle Program – Motorist Awareness Campaign

During FY 2016 The State of Texas conducted a "Look Twice for Motorcycles" paid media campaign targeting 25- to 54-year old Texans (general market / Hispanic) statewide, with a special emphasis on TxDOT districts that represent the highest percentage of motorcycle registrations. TxDOT budgeted $500,000 for this campaign, and required an additional $500,000 of match to ensure a $1,000,000 media campaign was conducted. The statement of work was first issued in August 2016 to cover the FY 2016 and FY 2017 campaigns.

Paid media reached 18- 24-year-olds as well. Texas targeted seven TxDOT districts (Austin, Dallas, Fort Worth, Houston, San Antonio, El Paso, and Waco), which represents:

- 71.25 % of all motorcycle registrations in Texas
- 67.8% of all motorcycle fatality crashes in Texas
- Seven TxDOT Districts containing 59 Counties

Paid media tactics included radio, online, mobile, convenience store, billboards and PSA distribution. The paid media flight ran from May 1, 2016 through May 31, 2016.

Texas also went to six markets with the Look Twice for Motorcycles event booth. Event visitors were able to pledge to always look twice for motorcycles and put themselves in a motorcyclist's shoes by taking a photo on a motorcycle. The photos were branded with a Look Twice campaign photo skin that could be viewed instantly and shared on event visitors' social media networks.

TxDOT and our media vendor made minor changes to the campaign format without changing the overall message. In an effort to personalize the message, TxDOT added "There's a life Riding on it" to the materials.
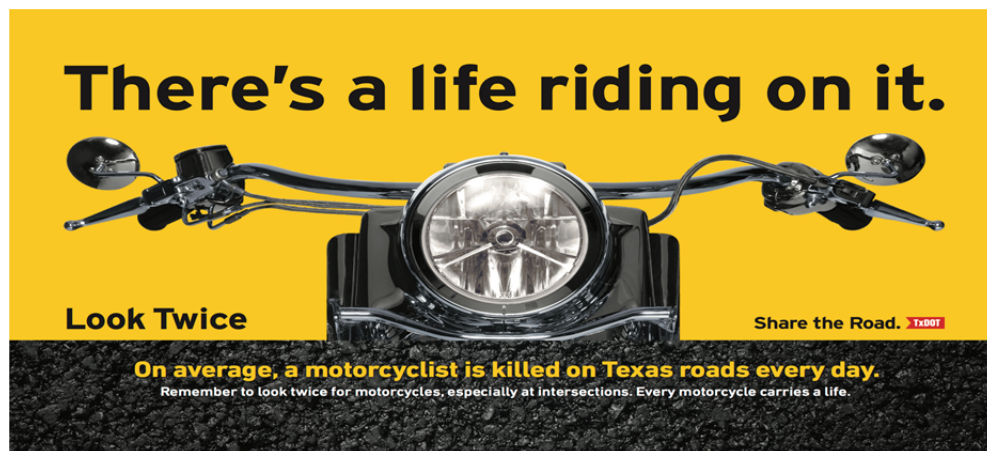
Media photo opportunities were staged as part of the campaign to help gain media coverage for the campaign. Riding with bikes emblazoned with Look Twice and Share the Road flags, Patriot Guard Riders were recruited to lead these processions throughout the state. Local police

department motorcycle units helped set up routes and escorted the riders to create a spectacle for media and local communities.

Educational materials including infographics, push cards, and kids' coloring game pages, were sent to the Traffic Safety Specialists (TSS) located in TxDOT's 25 District Offices as well as other campaign partners like the National Safety Council. Local media and outreach efforts were conducted in the smaller market areas by the TSSs.

Texas also leveraged the TxDOT Facebook and Twitter platforms during the month of May to push out infographics about motorcycle safety features, crash statistics and other topics related to motorcycle safety and motorist awareness of motorcycles to Texans.

In addition,

- Produced 5 "Look Twice for Motorcycles" billboard vinyls.
- Created and produced new convenience store advertisements – posters, window clings and pump toppers.
- Coordinated with VIA (bus service) in San Antonio for added value transit placements.
- Produced eight static infographics (in English and Spanish) and animated one infographic to be used as a pre-roll video (in English).
- Developed social media content to be posted to TxDOT's Facebook and Twitter platforms during May, National Motorcycle Safety Awareness Month. Updated the Look Twice TxDOT Facebook tab to include 2015 statistics.
- Developed campaign media talking points, a statewide press release, media advisories and infographics in English and Spanish for statewide media use.
- Distributed statewide English and Spanish TV and radio PSAs to stations participating in the motorcycle safety awareness campaign.
- Secured added media value for the federal funds spent.
- TxDOT utilized over 700 dynamic message signs (highway electronic message boards) located throughout the state to display a traffic safety messages as part of the Motorcycle Awareness Campaign. The "SHARE THE ROAD, LOOK TWICE FOR MOTORCYCLES" message was displayed from May 6th, 2015 and continued through May 16th, 2015. (See attached documentation)
- Texas reached out to motorcycle advocacy groups for input on motorcycle safety awareness through the Motorcycle Campaign.

TxDOT works closely with the Texas A&M Transportation Institute (TTI) through a traffic safety grant each year to promote statewide motorcycle public information and education programs and efforts. TTI and TxDOT conducted an annual statewide motorcycle safety forum in Austin, Texas on May 20th, 2016, and quarterly motorcycle coalition meetings. TTI oversees, and updates on a regularly basis, the website LOOK LEARN LIVE: http://www.looklearnlive.org/. This site promotes motorcycle public awareness and education to the public on a daily basis.

Daniel Jeffries

From:	Carol Rawson
Sent:	Friday, May 06, 2016 9:33 AM
To:	!District Engineers
Cc:	#Traffic Engineers; Carlton Allen; Billy Manning; Gordon Harkey; Imelda Barrett; John Nevares; John Gold; Penny Buller; James Moore II; David Rodrigues; James Lewis; Cody Woodard; Jose Saldana; Alberto Aldape; Sandy Velasquez; Jamey Whitley; Ricky Lawrence; Kassondra Munoz; ADM_All; Brian Burk
Subject:	Texas Motorcycle Awareness Campaign - Dynamic Message Signs
Attachments:	DMSforMotorcycleAwareness.xls

Our permanent dynamic message signs (DMS) continue to provide an excellent opportunity to get our traffic safety messages out to the public. We are asking you to support the Texas Motorcycle Awareness Campaign by displaying the attached message on your permanent DMS for the period starting after the morning peak on Friday, May 6, 2016 and ending before the morning peak on Monday, May 16, 2016.

As always, this DMS message should not pre-empt needed traffic messages, incident-related messages, Emergency Operation Center (EOC) messages, or Amber/Silver/Blue alerts. In areas with a large number of DMS, this message should be displayed on a few signs along the corridor even during peak times when travel times are being displayed.

SHARE THE ROAD
LOOK TWICE
FOR MOTORCYCLES

Your assistance in this effort is greatly appreciated.

Thanks,

Carol

S	H	A	R	E		T	H	E		R	O	A	D	
		L	O	O	K		T	W	I	C	E			
F	O	R		M	O	T	O	R	C	Y	C	L	E	S

FY 2016 SOWR-Schedule 5

Motorist Awareness of Motorcycles, Traffic Safety Campaign

August 17, 2015

Scope of Work

The selected vendor(s) will assist the Texas Department of Transportation (TxDOT) and its partners to develop a public awareness campaign to educate and encourage safe driving in regards to motorcycle traffic on the roadways of Texas. This will be a paid media campaign and public education outreach. The TxDOT project will focus on increasing public awareness of the presence of motorcycles and motorcycle traffic resulting from increased traffic and congestion in the state, particularly the metropolitan areas. The campaign will start the spring of 2016 and extend through to the end of FY2016. It will have a concentrated focus prior to and during the month of May, which is National Motorcycle Safety Awareness Month.

The purpose of this campaign is to enhance motorist awareness of the presence of motorcycles on or near roadways and to encourage safe driving practices in order to avoid injuries to motorcyclists. The goal of course, is to reduce crashes, injuries, and fatalities involving motorcyclists.

TxDOT reserves the right to withdraw or reduce the amount of an award or to cancel any blanket purchase order release resulting from this process if adequate funding is not received from the National Highway Traffic Safety Administration (NHTSA) or other funding sources or due to legislative changes.

NOTE: After the SOWR is awarded, vendor should be prepared to scale back the scope of this proposal if funding is reduced. For this campaign, the funding may not be fully obligated and may be reduced as much as 50 percent or more.

Background

Motorcycle fatalities and crashes in Texas are heavily overrepresented in the total number of motor vehicle crashes. Motorcycles registrations comprise approximately 2 percent of the motoring public in Texas, yet they account for approximately 14.7 percent of all traffic fatalities. Texas has experienced growth in the number of motorcycles on its roads over the course of time, as well as additional licensed operators. As of January 2015, Texas has 440,492 vehicles registered as a motorcycle, which has almost doubled since 2000, and an increase of 36,860 motorcycles since 2014. This campaign will focus on (but is not limited to) seven areas: Austin, Dallas, Fort Worth, El Paso, Houston, San Antonio, and the Waco TxDOT Districts.

This campaign should be designed to educated motorists regarding the presence of motorcycles on the highways of Texas, becoming more aware to be observant of motorcycles to prevent crashes. Many Texans may not be used to sharing the road with motorcycles, and we are urging them to give driving their full attention to prevent right of way violations and other causation factors for vehicle/motorcycle crashes.

The program requires a communication plan that is designed to educate motorists in those counties or jurisdictions where motorcycle crashes are the highest (using data from the most recent calendar year).

Texas Statistics

Texas has experienced growth in the number of motorcycles on its roads over the course of time, as well as additional licensed operators. As of January 2015, Texas has 440,492 vehicles registered as a motorcycle, which has almost doubled since 2000, and an increase of 36,860 motorcycles since 2014. Of all the motorcyclists who are involved in fatal crashes in Texas, 20-29 year olds have the highest percentage of deaths overall, followed closely by the 40-49 years of age range. These two age groups account for 46.6 percent of all motorcyclists killed on Texas roadways. Crashes involving a motorcycle and another vehicle account for approximately 50 percent of all fatal motorcycle crashes.

The TxDOT districts of Austin, Dallas, Fort Worth, El Paso, Houston, San Antonio, and the Waco TxDOT Districts are comprised of 59 counties, which is only 23 percent of all the counties in Texas. These seven TxDOT districts represent 71.25 percent of all motorcycle registrations in Texas. These seven TxDOT districts also represent 67.8 percent of all motorcycle fatalities.

SOW Eligibility

Vendors eligible to submit responses to this request for SOW are media vendors who have a current Master Blanket Purchase Order issued from TxDOT.

Traffic Safety Funding

The traffic safety grant program derives from the National Highway Safety Act of 1966 (23 USC §401, et seq.), and the Texas Traffic Safety Act of 1967 (Transportation Code, Chapter 723). Traffic Safety is an integral part of the TxDOT and works through TxDOT's 25 districts for local projects. The program is administered at the state level by TxDOT's Traffic Operations Division. TxDOT executive director is the designated Governor's Highway Safety Representative.

Funding Constraints

SOWs selected for inclusion in the Highway Safety Plan (HSP) become cost reimbursable blanket purchase order releases. Federal and state grant funds cannot be used for lobbying and supplanting is prohibited. The funding year for this project is during the Federal Fiscal Year 2016–starting October 1, 2015–September 30, 2016. However, it includes an option to renew for an additional one-year period (FY2017) based on the availability of funding and agency standing.

Budget and Matching Funds

The project budget for the FY 2016 Motorist Awareness of Motorcycles campaign is not to exceed a maximum TxDOT reimbursable amount of $ 500,000. (Final awarded amount will be contingent on funding). In addition, the proposal should include a plan to secure a minimum of 50 percent match for the total budget amount. For example; for a reimbursable budget amount of $ 500,000, the match requirement would be a minimum of $ 500,000 for a total budget of $1,000,000.

Projected Term of Service

The projected Term of Service is October 1, 2015 through September 30, 2016 with an option to renew for 12 additional months contingent upon renewal of the Master Blanket Purchase Order and funding availability.

PROJECT DELIVERABLES

Tasks will include, but are not limited to the following:

Campaign Planning: Development of Marketing & Communication Strategies

▪ Provide a project overview. Please include your strategy, goals and objectives, target audience, key messages and overview of tactics.

▪ Provide a timeline for all anticipated campaign activities, and include a listing of key personnel with their roles and responsibilities.

▪ Develop a detailed project budget. The project budget is not to exceed a maximum TxDOT reimbursable amount of $500,000.00 and will include a plan to secure a minimum of dollar for dollar matching funds. Budget information is critical in the final determination of a SOW award.

A strong SOW budget supports the objective, performance measures, and activities that are proposed to affect the Project. The proposed budget must be realistic and reasonable, allowable, and necessary and must include only cost-eligible line items. Include as much specific information as possible for all costs in the categories of Labor, Travel, Contractual Services, and Other Miscellaneous. Vendor(s) shall indicate the amount of funds that will be used for the required match.

Examples of information to be included in the detailed budget are:

▪ Number of personnel and their pay rates

▪ Estimated means and length of travel

▪ Contractual services

▪ Details of other miscellaneous costs

▪ Matching funds amount

NOTE: Any standard-size printing (on standard paper stock) for this project may be done internally by the TxDOT print shop assuming an adequate turn-around time is allowed. Any printing done by the TxDOT print shop would not impact the vendor's budget. The vendor will provide the TxDOT Project Manager the necessary specifications prior to development of any print materials to ensure these items can be printed internally. However, the TxDOT print shop no longer provides fulfillment services so the vendor will need to budget for these costs.

Creative Development: Branding and Original Creative Concepts

- <u>Provide a Creative/Branding Plan. Include recommendations and illustrations for a custom-designed creative concept, direction and/or branding</u>.

- <u>Note</u>: Vendor will NOT design a unique direction/brand for the Motorcycle Awareness Initiative. We will use the slogan *"Look Twice for Motorcycles"* with the sub-head of *"Share the Road."* just as we did last year. Using last year's campaign concept and branding as a starting point, indicate any adjustments, new variations, or new twists that you might incorporate to effectively build awareness of the Motorcycle Awareness Campaign–and to be used as a recurring theme in all media and materials.

  <u>NOTE</u>: Any new, custom-designed creative elements proposed on the SOWR will be contingent on maximum or near-maximum federal funding obligated to TxDOT. If the funding is reduced by 50 percent or more, the vendor shall use the only existing creative materials.

- <u>Utilizing the creative concept outlined in Creative/Branding (above) design a variety of materials for television, radio, outdoor, and/or internet</u>. Vendor will be required to provide materials in English as well as some of the materials in Spanish (limited).

- <u>Provide recommendations for collateral, printed educational pieces, or additional promotional ancillary items</u> to support the major media platforms.

Media Planning & Placements: Message Distribution

- <u>Provide a measurable comprehensive Paid-Media Placement Plan</u>. Craft an efficient paid-media mix for this initiative for radio, print, outdoor signs, and internet. There will be no TV media buys; vendor will run existing TV spots as PSA's for this initiative. The focus of the media buy and placements should be on radio, print, outdoor and internet. In addition, vendor will be asked to secure free and leveraged air time, so this media plan will include some leveraged (non-paid) elements.

- <u>Identify unique and unusual methods for delivery and placement of key themes</u>.

- <u>Provide a matrix showing the following for each paid media platform</u>: placement/reach; number & name of markets; number, length & frequency of advertisements; estimated total airtime or GRPs; estimated impressions.

Public Relations Plan

- <u>Provide a detailed Public Relations Plan</u>. Vendors will identify resources for capturing and utilizing non-paid media through publicity activities designed to reach audiences at the grass-roots level. This may include press releases, promotional activities, civic engagement, sporting events, earned media, and social media. This may also include details on how the vendor will creatively utilize TxDOT's Traffic Safety Specialists and Public Information Officers spread around the state to get the message to the public at the local level. Additionally, the vendor should give information on the efficient use of the TxDOT subgrantee partners to distribute collateral materials and information.

- <u>Highlight any specific plans to incorporate the use of social media technologies</u> such as Blogs, Facebook, and Twitter to engage in interactive dialogue with potential audiences.

- <u>Give special details for any plans to design and execute special TxDOT media events</u> to support the campaign strategy and initiatives. Provide exact details such as number/name of proposed markets where events will be organized, and strategies for attracting/engaging the public.

- <u>Include special attention and details on Hispanic outreach</u>. Provide culturally appropriate grass-roots strategies and activities designed to specifically reach out to the Hispanic Texans.

  <u>NOTE</u>: To date, this campaign has only included a limited number of elements in Spanish (radio, posters). We would like to continue making some elements available in Spanish– but not everything will need to be produced in both languages.

Campaign Enhancement: Value Added Opportunities

- <u>Provide a detailed Value Added Plan</u>. This plan should clearly show how the vendor plans to identify and engage resources that can provide the non-paid media and value added contributions required.

- <u>Provide a list of potential partners and relationships</u>. Detail the ways they will contribute to the Value Added Plan.

Campaign Program Measurement: Message Evaluation

- <u>Provide a Campaign Evaluation Plan</u>. The vendor(s) will evaluate all activities and generate a report that will effectively measure the campaign and program results, identify activities, resources, lessons-learned, critique and suggestions for improving future public awareness efforts related to this project.

  <u>NOTE:</u> The vendor(s) selected will also be required to provide comprehensive reports for the various tasks listed in this document. Frequency of reporting will be agreed upon by designated TxDOT Project Manager and the selected vendor(s). These reports may include but are not limited to the following:
  - Regular reporting on milestones achieved, and any problems on milestones
  - A detailed media report for all placements to include reach and frequency.
  - A final comprehensive report that captures project goals and objectives and identifies how each goal was accomplished. This report should include examples of all deliverables as well as collateral materials, if any, that were distributed.
  - A summary of the campaign for our TxDOT's Annual Report.
  - Vendors will be required to enter billings and performance reports into eGrants.

Response Submission

General Formatting:
Each submission should be formatted in sections as indicated below. Proposals should be submitted electronically by email in PDF letter-size format to Anthony Webb. Finished submittals shall be limited to a maximum of **60** pages. Please include only the information specified in each section.

Project Deliverables:
This section of the vendor's submission should address each of the items outlined in *Project Deliverables*.

Each item should be addressed in the order presented in the Project Deliverables section, and preceded by the paragraph number and title.

NOTE: The vendor should be specific when creating their submission. Detailed, measurable data is critical in the final determination of a SOW award. For example, when presenting your Media Placement Plan, the information should be quantifiable including all relevant performance indicators such as number & name of markets, frequency of ad placement, estimated total amount of air time, or estimated number of online impressions (for web advertising).

AWARDING THE SOW

TxDOT's Evaluation Process

A TxDOT evaluation committee will evaluate and score each Statement of Work Response based on established criteria set forth in this Statement of Work Request. Respondents shall not contact members of the evaluation team. Responses will be evaluated according to the respondent's ability to best satisfy TxDOT requirements based on the criteria outlined in the Project Deliverables section. Each respondent's submission is evaluated and scored on a weighted system to determine which response best meets the goals and criteria set forth in the TxDOT Statement of Work Request.

Oral Presentation and Discussion

TxDOT may request that selected Vendors, including key personnel participate in discussions or oral presentation. For details, please see Attachment A Supplemental Terms and Conditions; Section 1, Discussions or Oral Presentation. Vendors selected to provide oral presentations will be evaluated according to each respondent's ability to best satisfy TxDOT requirements. The vendor(s) with the highest score(s) for the oral presentation will be awarded the SOW.

Pre-Proposal Project Meeting
A pre-proposal meeting is not scheduled this proposal.

Questions Concerning Proposal

- Start date for submission of questions: <u>August 17, 2015</u>

- Last date for submission of questions: <u>August 24, 2015 COB (5PM) CST.</u>

- TxDOT Response to Questions to be completed: <u>August 31, 2015 COB (5PM) CST.</u>

All questions and inquiries concerning this SOW shall be submitted via e-mail to: Purchaser:
Anthony Webb, CTP
E-mail: <u>anthony.webb@txdot.gov</u>

PROPOSAL SUBMISSION
Vendor should notify the TxDOT Procurement Division Contract Manager in writing of their intention to participate no later than <u>Friday, September 4, 2015 COB (5PM) CST</u> Failure by the vendor to notify TxDOT in writing may disqualify the vendor from further consideration.

Vendor will provide a written Project SOW Response no later than <u>Monday, October 5, 2015 COB (5PM) CST</u> to Anthony Webb via drop box at <u>https://ftp.dot.state.tx.us/dropbox/</u> at above email in order to be accepted for an oral presentation. Any questions or concerns regarding this SOW can be directed to Anthony Webb, Procurement Division Contract Manager at (512) 416-4709.

Supplemental Terms and Conditions
Attachment A

1. DISCUSSIONS OR ORAL PRESENTATIONS: TxDOT may request that selected respondents, including key or respondent personnel participate in discussions or oral presentations.

OPTION 1 - Discussions

1.1. The respondent and TxDOT may discuss and clarify various requirements of the solicitation, vendor response, discuss any negotiable points, further confirm proposed personnel qualifications and determine the respondent's capability to perform the service. A TxDOT evaluation committee may evaluate and score each discussion.

    1.1.1. The initial evaluation score of the qualifications and submission information will be replaced with the discussion meeting score.

    1.1.2. TxDOT will advise each respondent in writing of the location, date and time of the scheduled discussion meeting. A minimum of one weeks' notice will be given to the respondent(s) selected for the discussion phase.

    1.1.3. TxDOT may provide the respondent with a list of proposed key or respondent personnel required to attend and participate in the meeting.

    1.1.4. Respondent and proposed key or respondent personnel should be prepared to address any questions that may be asked by TxDOT evaluators.

OPTION 2 – Oral Presentation

1.2. The TxDOT evaluation committee will evaluate and score each oral presentation. All responses will be evaluated according to the respondent's ability to best satisfy TxDOT requirements.

    1.2.1. The initial evaluation score of the qualifications and submission information will be replaced with the oral presentation score.

    1.2.2. TxDOT will advise each respondent in writing of the location, date and time of the scheduled oral presentation. A minimum of one weeks' notice will be given to the respondent(s) selected for the oral presentation phase.

    1.2.3. TxDOT may provide the respondent with a list of proposed key personnel required to attend and participate in the meeting.

    1.2.4. Respondent and proposed key or respondent personnel should be prepared to address any questions that may be asked by TxDOT evaluators.

    1.2.5. TxDOT reserves the right to continue discussions with selected respondent(s).

1.3. NEGOTIATIONS: Upon completion of discussions or oral presentation evaluation scoring, TxDOT reserves the right to enter into negotiations with one or more selected respondents.

1.4. STEP 4 – BEST AND FINAL OFFER (BAFO): TxDOT reserves the right to request a BAFO from selected respondent(s).

1.4.1. The respondent(s) shall submit a final price and any added value. If more than one respondent reaches this level, the negotiated terms, references, BAFO and added values will be the considered in the award. TxDOT will make the final determination on the best value.

1.4.2. TxDOT may award the purchase order for the service without requesting a BAFO.

2. AWARD: TxDOT reserves the right to award a purchase order(s) to the company that provides the best value to TxDOT in performance of this service. TxDOT may award to a single vendor, multiple vendors, or use any combination that best serves the interest of TxDOT.

2.1. BEST VALUE: TxDOT will be the sole judge of best value. Best value criteria may include, but are not limited to:

2.1.1. Best meets the goals and objectives of the solicitation as stated in the Service Requirements.

2.1.2. Best meets the quality and reliability of the proposed goods and services.

2.1.3. Effect of the proposed solution on agency productivity.

2.1.4. Provides the most customer focused solution that will best meet the needs of the traveling public.

2.1.5. Experience in successfully providing services in the solicitation.

3. PURPOSE OF STATEMENT OF WORK: The only purpose of this SOWR is to ensure uniform information in the solicitation of SOWs and procurement of services. This SOWR is not construed as a purchase agreement or contract or as a commitment of any kind, nor does it commit TxDOT to pay for cost incurred prior to the execution of a formal agreement unless such costs are specifically authorized in writing by TxDOT.

4. RIGHT TO CANCEL OR REISSUE SOWR: TxDOT reserves the right to cancel or reissue this SOWR in part or its entirety or decline to issue a contract or grant based on this SOWR.

5. RIGHT TO CORRECT ERRORS: TxDOT reserves the right to correct any error(s) and/or Make changes to this solicitation as it deems necessary. Corrections and/or changes will be posted on the TxDOT Website prior to the date of award at:
https: //www.txdot.gov/apps/egrants/eGrantsResources/SOW.html.

6. RIGHT TO NEGOTIATE FINAL TERMS: TxDOT reserves the right to negotiate the final terms of any and all contracts or grant agreements with selected vendor(s) and any such terms negotiated as a result of this SOW which may be renegotiated and/or amended in order to successfully meet the needs of TxDOT.

7. RIGHT TO WITHDRAW. REDUCE AWARD AMOUNT OR CANCEL RELEASE: TxDOT reserves the right to withdraw or reduce the amount of an award or to cancel any blanket purchase order release resulting from this process if adequate funding is not received from the National Highway Traffic Safety Administration (NHTSA) or other funding sources or due to legislative changes.

8. INFLUENCING TXDOT STAFF: Vendors shall not offer or provide any gratuities, favors, or anything of monetary value to any officer, member, employee, or agent of TxDOT, for the purpose of influencing the award of any SOW.

9. CONFLICT OF INTEREST: No employee, officer, or agent of TxDOT shall participate in the selection, award, or administration of an agreement supported by federal and/or state funds if a conflict of interest or potential conflict or appearance of impropriety would be involved.

10. RIGHT TO REQUEST ADDITIONAL INFORMATION: TxDOT reserves the right to clarify, explain or verify any aspect of a response to the SOWR and to require the submission of any price, technical or other revision to the SOWR that results from negotiations conducted with the presumptive selected Vendor(s).

11. RIGHT TO DISQUALIFY: TxDOT reserves the right to deem non-responsive or disqualify any response to this SOWR that is determined to not comply with or conform to terms and conditions and requirements herein contained.

12. DEBRIEFING: Vendors not awarded the blanket purchase order release may obtain a prompt explanation concerning the reasons that the SOW submitted by the unsuccessful vendor was not selected for a blanket purchase order release. Unsuccessful Vendors, who wish to be debriefed, must request the debriefing in writing. Vendors must notify the Contract Manager of their request for a debriefing within five business days of notification to the Vendor that they were unsuccessful.

13. PROTEST PROCEDURE: Respondent's may protest any award as detailed below.

    13.1. AUTHORITY: 43TAC, §9.3, Protest of Department Purchases under the State Purchasing and General Services Act.

    13.2. RIGHT TO PROTEST: Any actual or prospective bidder or offeror who is aggrieved in connection with the solicitation, evaluation, or award of a purchase made by the department under the State Purchasing and General Services Act may file a written protest.

13.3. FILING DEADLINES: A protest must be made within 10 working days after the aggrieved person knows, or should have known, of the action or fact causing the complaint. Untimely protests may not be considered unless the Texas Transportation Commission determines the appealing party has demonstrated good cause for the delay, or that a protest raises issues significant to procurement practices or procedures.

13.4. HANDLING PROTESTS: The protest must be in writing and:

13.4.1. Addressed to the Director of Purchasing for purchases made on behalf of a division, and submitted to the Director of the General Services Division and

13.4.2. Copies sent by protestor to all identifiable interested parties (defined as a vendor that has submitted a response for the purchase involved).

13.5. CONTENTS OF PROTEST: The protest must be sworn and must contain all of the following:

13.5.1. Statutory or regulatory provision of the Act or the rules that the action is alleged to have violated

13.5.2. Specific description of the violation

13.5.3. Precise statement of the relevant facts

13.5.4. Issue to be resolved

13.5.5. Argument and authorities in support of the protest, and

13.5.6. Statement confirming that copies of the protest have been mailed or delivered to other identified interested parties.

13.6. SUSPENSION OF AWARD: If a protest or appeal of a protest has been filed, then the department will not proceed with the solicitation or the award of the purchase until the executive director or his or her designee, not below the level of division director, consults with the director of general services and makes a written determination that the award of the purchase should be made without delay to protect substantial interests of the department.

13.7. INFORMAL RESOLUTION: The director of purchasing may informally resolve the dispute, including:

13.7.1. Soliciting written responses to the protest from other interested parties; and

13.7.2. Resolving the dispute by mutual agreement.

13.8. WRITTEN DETERMINATION: If the protest is not resolved by agreement, the director of purchasing will issue a written determination to the protesting party and interested parties which sets forth the reason for the determination. The director of purchasing may determine that:

   13.8.1. No violation has occurred; or

   13.8.2. A violation has occurred and it is necessary to take remedial action which may include:

      13.8.2.1. Declaring the purchase void;

      13.8.2.2. Reversing the award; and

      13.8.2.3. Re-advertising the purchase using revised specifications.

13.9. APPEAL

   13.9.1. An interested party may appeal the determination to the executive director. The written appeal must be received in the executive director's office no later than 10 working days after the date of the determination. The appeal is limited to a review of the determination.

   13.9.2. The appealing party must mail or deliver copies of the appeal to the director of purchasing and other interested parties with an affidavit that such copies have been provided.

   13.9.3. The general counsel shall review the protest, the determination, and the appeal, and prepare a written opinion with recommendation to the executive director.

   13.9.4. The executive director may:

      13.9.4.1. Issue a final written determination; or

      13.9.4.2. Refer the matter to the commission for its consideration at a regularly scheduled open meeting.

13.10. The commission may consider oral presentations and written documents presented by the department and interested parties. The chair shall set the order and the amount of time allowed for presentation. The commission's determination of the appeal shall be adopted by minute order and reflected in the minutes of the meeting.

13.11. The decision of the commission or executive director shall be final.

13.12. FILING DEADLINE: Unless the commission determines that the appealing party has demonstrated good cause for delay or that a protest or appeal raises issues significant to procurement practices or procedures, a protest or appeal that is not filed timely will not be considered.

13.13. DOCUMENT RETENTION: The department shall maintain all documentation on the purchasing process that is the subject to a protest or appeal in accordance with the retention schedule of the department.

The breakdown of the media markets and coverage of registrations and Fatals are as follows:

Austin Media Market		# 2015 Motorcycle Registrations	2014 FARS MC Fatals
Travis	Primary County	17,423	20
Bastrop	Surrounding County	1,724	0
Blanco	Surrounding County	317	5
Burnet	Surrounding County	980	7
Caldwell	Surrounding County	578	0
Gillespie	Surrounding County	512	1
Hays	Surrounding County	3,510	5
Lee	Surrounding County	245	0
Llano	Surrounding County	522	0
Mason	Surrounding County	71	0
Williamson	Surrounding County	9,139	5
		35,021	**43**

Dallas / Fort Worth Media Market		# 2015 Motorcycle Registrations	2014 FARS MC Fatals
Dallas	Primary County	22,480	35
Collin	Surrounding County	12,957	14
Denton	Surrounding County	12,541	2
Ellis	Surrounding County	3,247	4
Hunt	Surrounding County	1,984	2
Kaufman	Surrounding County	2,172	2
Navarro	Surrounding County	619	0
Rockwall	Surrounding County	1,729	0
Tarrant	Primary County	30,204	31
Erath	Surrounding County	640	1
Hood	Surrounding County	1,530	0
Jack	Surrounding County	118	2
Johnson	Surrounding County	3,886	4
Palo Pinto	Surrounding County	635	0
Parker	Surrounding County	3,218	2
Somervell	Surrounding County	219	1
Wise	Surrounding County	1,620	2
		99,799	**102**

El Paso Media Market		# 2015 Motorcycle Registrations	2014 FARS MC Fatals
El Paso	Primary County	11,482	14
Culbertson	Surrounding County	24	0
Hudspeth	Surrounding County	24	0
Jeff Davis	Surrounding County	45	1
Presido	Surrounding County	80	1
		11,655	**16**

Waco Media Market		# 2015 Motorcycle Registrations	2014 FARS MC Fatals
McLennan	Primary County	3,994	5
Bosque	Surrounding County	386	2
Coryell	Surrounding County	1,789	0
Falls	Surrounding County	203	0
Hamilton	Surrounding County	158	0
Hill	Surrounding County	678	1
Limestone	Surrounding County	318	1
		7,526	**9**

Houston Media Market		# 2015 Motorcycle Registrations	2014 FARS MC Fatals
Harris	Primary County	43,480	53
Brazoria	Surrounding County	6,276	5
Chambers	Surrounding County	808	3
Fort Bend	Surrounding County	7,602	6
Galveston	Surrounding County	7,063	10
Grimes	Surrounding County	469	0
Liberty	Surrounding County	1,493	2
Montgomery	Surrounding County	10,207	10
San Jacinto	Surrounding County	646	2
Waller	Surrounding County	787	4
		78,831	**95**

San Antonio Media Market		# 2015 Motorcycle Registrations	2014 FARS MC Fatals
Bexar	Primary County	23,166	25
Atascosa	Surrounding County	729	2
Comal	Surrounding County	3,829	5
Frio	Surrounding County	202	0
Gonzales	Surrounding County	228	1
Guadalupe	Surrounding County	3,268	2
Kendall	Surrounding County	1,022	0
Kerr	Surrounding County	1,235	1
McMullin	Surrounding County	11	0
Medina	Surrounding County	925	0
Uvalde	Surrounding County	339	1
Wilson	Surrounding County	1,022	3
		35,976	**40**

	Raw #	% Covered
State Wide Registrations 2015	379,642	
MC Registrations Covered by Media	268,808	70.81%
State Wide Fatals 2014 (FARS)	450	
Fatals Covered by Media	305	67.78%

Attachment 7.1 (g): Texas Motorcycle Safety Coalition

➢ Strategic Action Plan for Motorcycles: 2013 – 2018

Texas Strategic Action Plan for Motorcycles

2013–2018

Texas Department of Transportation

Texas A&M Transportation Institute

CONTENTS

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EXECUTIVE SUMMARY

The *Texas Strategic Action Plan for Motorcycles: 2013-2018* provides an integrated approach to identify implementable strategies and action steps to make the road environment and infrastructure safer for motorcyclists and other powered two- and three-wheelers in the State of Texas. The development of this plan spanned an 18-month period between August 2011 and February 2013 during the completion of Texas Department of Transportation (TxDOT) Project 0-6712, "Evaluation of the Measures and the Development of a Plan to Reduce the Number and Mitigate the Severity of Crashes Involving Motorcyclists on Texas Highways."

Several activities were completed during the course of the project to aid in the plan's development. The activities included a review of published literature on motorcycle safety countermeasures, a review of Intelligent Transportation System (ITS) and other advanced technologies for motorcycles and other vehicles, an analysis of motorcycle crash and injury data, and a statewide survey of motorcycle riders. These activities culminated in a list of potential motorcycle crash and injury countermeasures that were evaluated and prioritized in a workshop attended by motorcycle safety experts and advocates. A separate report, *Development of a Statewide Motorcycle Safety Plan for Texas: Research Report*, fully documents all steps completed under the project.

The five-year plan includes detailed strategies and action steps to reduce the number of motorcycle fatalities, injuries, and crashes on Texas roadways. It provides guidance to TxDOT and key stakeholders involved with improving motorcycle safety, including the Texas Department of Public Safety - Motorcycle/ATV Safety Unit (DPS-MSU), the Texas Education Agency (TEA), the Texas Department of State Health Services (DSHS), the Texas Motorcycle Safety Coalition (TMSC), law enforcement, local agencies, motorcycle clubs/groups, motorcyclists, and dealers. The plan is dynamic –as strategies are implemented, other strategies can be added as identified. The goal of the plan is to focus limited funding and resources on the areas with the greatest opportunity to reduce motorcycle fatalities, serious injuries, and crashes in Texas.
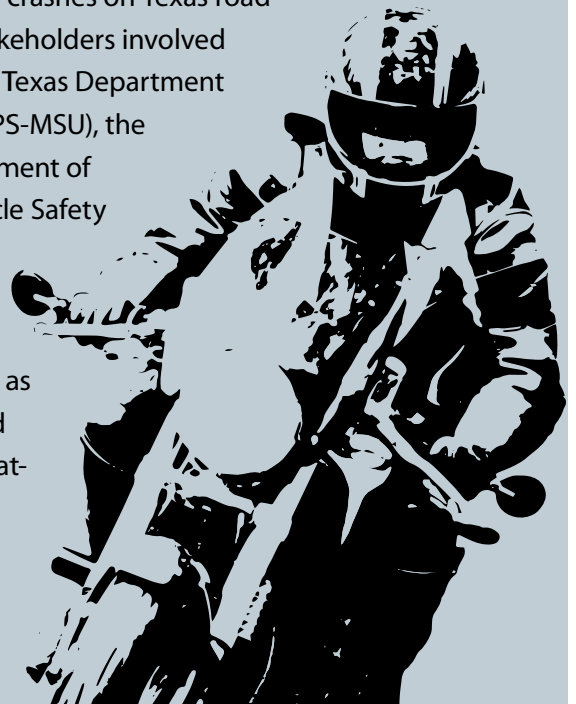
DATA FINDINGS

Crashes occurring between 8 p.m. and 6 a.m. are more severe thancrashes occurring between 6 a.m. and 8 p.m. This may be related to alcohol involvement, difficultly detecting adverse road conditions, higher speeds, etc.

- Helmet use influences crash injury severity and reduces the chances of fatal and incapacitating injuries.
- Single-vehicle crashes are less likely to result in fatal or incapacitating injuries, compared to multi-vehicle crashes.
- Older riders tend to suffer more severe injuries in a crash compared to younger riders.
- Crashes occurring between 8 p.m. and 6 a.m. are more severe than crashes occurring between 6 a.m. and 8 p.m. This may be related to alcohol involvement, difficultly detecting adverse road conditions, higher speeds, etc.
- Roadway curvature (both horizontal and vertical) is correlated with motorcycle crash severity. These features increase the likelihood of more severe crashes. Horizontal curves have a more pronounced effect than the vertical curves on influencing crash severity.
- Riding under the influence of alcohol or drugs has a strong correlation with crash severity. Riding after drinking significantly increases the probability of a fatality, regardless if the crash occurrs in an urban or rural area.
- Crashes involving higher speeds or lane indiscipline (failure to stay within lane of travel) are more severe in comparison to crashes without these two contributing factors.
- Crashes occurring on higher speed limit roads (such as interstate, U.S., and state highways) tend to be more severe than those occurring on other roads (such as city streets and county roads). In rural areas, crashes occurring on FM roads are more likely to result in more severe (fatal or incapacitating) injuries.

DATA CONCLUSIONS

- Continue efforts to increase helmet use, and educate riders about the effects of alcohol and drug use on riding skills and crash injury severity.
- Educate older riders about increased risks to severe injuries when involved in a crash.
- Inform riders about the increased crash risks associated with night time riding. Encourage riders to use high visibility gear, especially during evening and night time hours.
- Increase rider awareness about greater crash risks on roadway segments with horizontal and vertical curves.
- Speed limits should be uniformly enforced.
- Reiterate the consequences of speed, alcohol, and unsafe riding in rider training programs. Encourage safe riding.

Continue efforts to increase helmet use, and educate riders about the effects of alcohol and drug use on riding skills and crash injury severity.

PLAN DEVELOPMENT

The project goal was to develop a broad-based plan that includes strategies and action steps to prevent and/or mitigate motorcycle crashes and injuries. The plan will serve as a blue print to reduce motorcycle crashes, fatalities, and injuries on Texas roadways and provide a baseline from which the districts and TxDOT can measure and track implemented countermeasures and programs, and if necessary, make changes over time.

The plan development was based on:

- A review of published literature on countermeasures for reducing the incidence of and/or the severity of motorcycle-involved crashes and related injuries.

- A review of existing and emerging Intelligent Transportation System (ITS) and other technologies for motorcycles and vehicles.

- An analysis of motorcycle crash and injury data from 2006 through 2010.

- A survey of Texas motorcyclists capturing rider demographics, riding histories, training and licensing status, use of protective gear, crash involvement, and attitudes toward motorcycle safety countermeasures.

- A workshop in which motorcycle safety experts evaluated and prioritized potential crash countermeasures for inclusion in this plan.

The project goal was to develop a broad-based plan that includes strategies and action steps aimed to prevent and/or mitigate motorcycle crashes and injuries.

The plan includes:

- Countermeasures to reduce motorcycle crashes.
- Countermeasures to reduce motorcyclist crash injury severity.
- ITS technologies to improve motorcycle safety.
- Implementation and outreach.

IMPLEMENTATION AND OUTREACH

A comprehensive approach for implementing the research findings is essential. Fortunately, Texas has several mechanisms and resources in place to ensure the successful implementation of the plan. Texas has been proactive in addressing motorcycle safety issues over the past decade through the leadership and support of TxDOT and many other diverse agencies and groups. Through the collaborative efforts of the National Highway Traffic Safety Administration (NHTSA), TxDOT, traffic safety specialists, TxDPS Motorcycle/ATV Safety Unit staff, Texas Motorcycle Safety Coalition (TMSC) members, TTI, and motorcycle safety instructors and trainers provide a strong infrastructure of support for broad-based implementation.

The TMSC will play a key role in the implementation of many of the countermeasures identified in this plan.

The TMSC serves as a public forum for addressing strategies to improve motorcycle safety; discusses effective programs, regulations, and other opportunities to improve motorcycle safety; reviews, proposes, and makes recommendations concerning motorcycle-related legislation; and serves to promote rider safety and inform the public about being aware of motorcycles and sharing the road safely. Representatives from engineering, planning, enforcement, education, emergency response, research, government agencies and organizations, and motorcyclists including riders, motorcycle groups, and organizations actively participate in the TMSC.

Outreach will include posting the plan on www.LookLearnLive.org (a dedicated website to promote motorcycle safety in Texas) to generate awareness and support. Other opportunities include advertising in Texas motorcycle magazines such as TMRA Folly, the Clubhouse, Ride Texas, etc. and through presentations at traffic and motorcycle safety conferences.

Texas Motorcycle Safety Coalition (TMSC) will oversee the implementation of the plan.

67% of crashes involved new motorcycles (5 years old or newer).

The plan also benefits the larger traffic safety community, government, researchers, industry, highway designers, law enforcement, medical community, safety trainers/instructors, motorcycle rights groups, and enthusiasts who are committed to doing whatever is necessary to make motorcycling safer in Texas. Many of these people will be instrumental in the implementation of countermeasures and outreach activities identified in this plan.

BACKGROUND

After a two-year decline, motorcycle deaths in Texas increased by 10% in 2011, from 435 in 2010 to 479 (NHTSA, FARS). During the same period, motorcycle registrations also grew by 3%, from 424,218 to 437,878. In 2011 (TDS, 2011), Texas experienced a decrease in the number of motor vehicle traffic deaths. The increased percentage of motorcyclist deaths offset gains in road traffic deaths. When compared to all traffic fatalities, the percentage of motorcycle deaths is significant, accounting for 16% of total traffic fatalities in 2011.

Inattention is a significant factor in all motor vehicle crashes, especially motorcycle crashes. One half (50%) of car-motorcycle crashes are caused by drivers because they generally do not see the motorcyclist in time or they misjudged the bikes approaching speed. More and more drivers are talking on cell phones and texting while driving, making it more important than ever to remind drivers to pay attention and look for motorcycles.

Riders should take precautions, such as making themselves more visible, wearing protective gear, using turn signals, riding unimpaired, and allowing time for responding to heavy traffic periods and hazardous roadway conditions.

One-half of all traffic crashes involving motorcyclists are single vehicle. Many of these crashes are preventable. Riding under the influence of alcohol is a major problem. In 2010, 36% of Texas motorcycle riders killed had a BAC of 0.08 g/ml or higher compared to 29% in the US (FARS, 2011). Nonuse of helmets is also a major factor in motorcycle fatalities. In 2010, 41% of Texas riders killed did not wear a helmet compared to 58% nationally (FARS, 2011). Some of these deaths may have been avoided if riders had been properly trained on how to handle road conditions and curves.

> Nonuse of helmets is also a major factor in the state's motorcycle fatalities.

Summary of Texas Motorcycle Crash Statistics

	Motorcycle crashes	Total traffic crashes	% of total	Motorcycle fatalities	Total traffic fatalities	% of total	Motorcycle injuries	Total traffic injuries	% of total
2003	6,425	459,725	1.4	345	3,822	9.0	6,024	308,360	2.0
2004	6,542	447,037	1.5	294	3,700	7.9	6,144	288,228	2.1
2005	7,894	463,830	1.7	359	3,558	10.1	7,285	292,655	2.5
2006	8,268	437,290	1.9	351	3,521	10.0	7,632	271,126	2.8
2007	8,617	458,289	1.9	408	3,463	11.8	7,814	266,318	2.9
2008	10,642	439,527	2.4	531	3,477	15.3	9,719	243,866	4.0
2009	9,044	428,667	2.1	432	3,089	14.0	8,213	232,580	3.5
2010	7,701	391,101	2.0	435	3,050	14.2	7,043	217,381	3.2

Source: Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS) as of August 14, 2010. 2010 data as of February 28, 2013.

Texas Motorcycle Fatalities 2000–2010
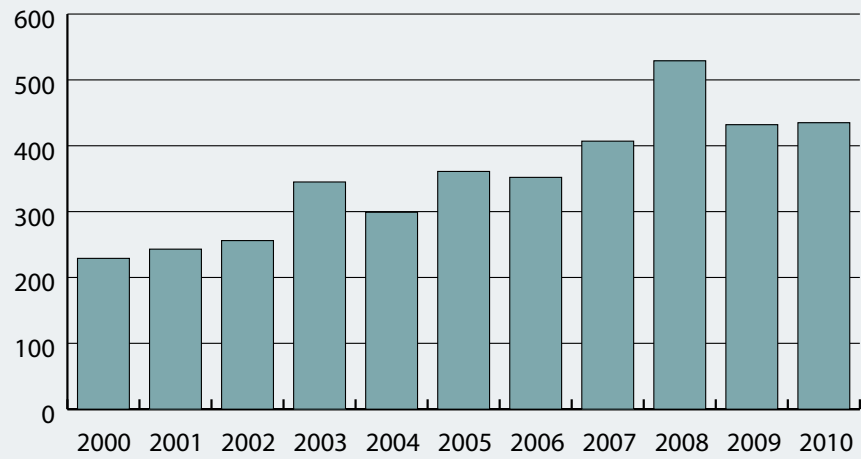
Texas Motorcycle Registrations 2000–2010
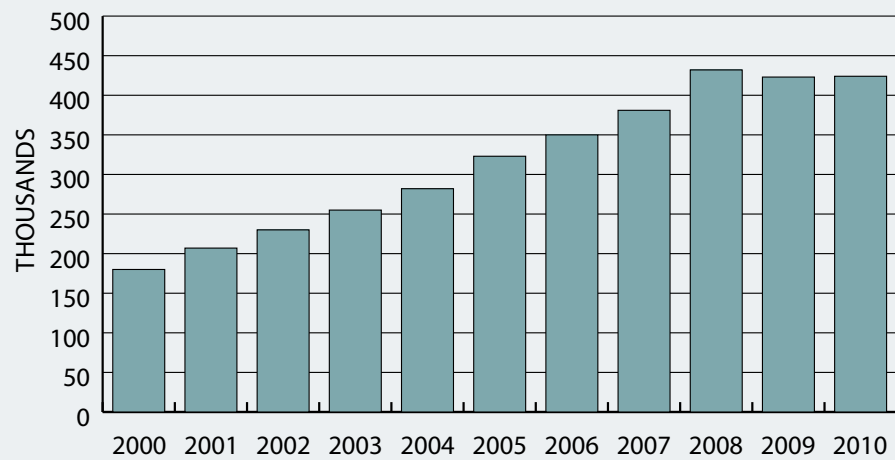
Of the vehicle and motorcycle technologies presented, workshop participants rated anti-lock braking systems, electronic stability systems, adaptive front lighting, collision warning and avoidance systems, and automated crash notification systems highest for their potential effectiveness.
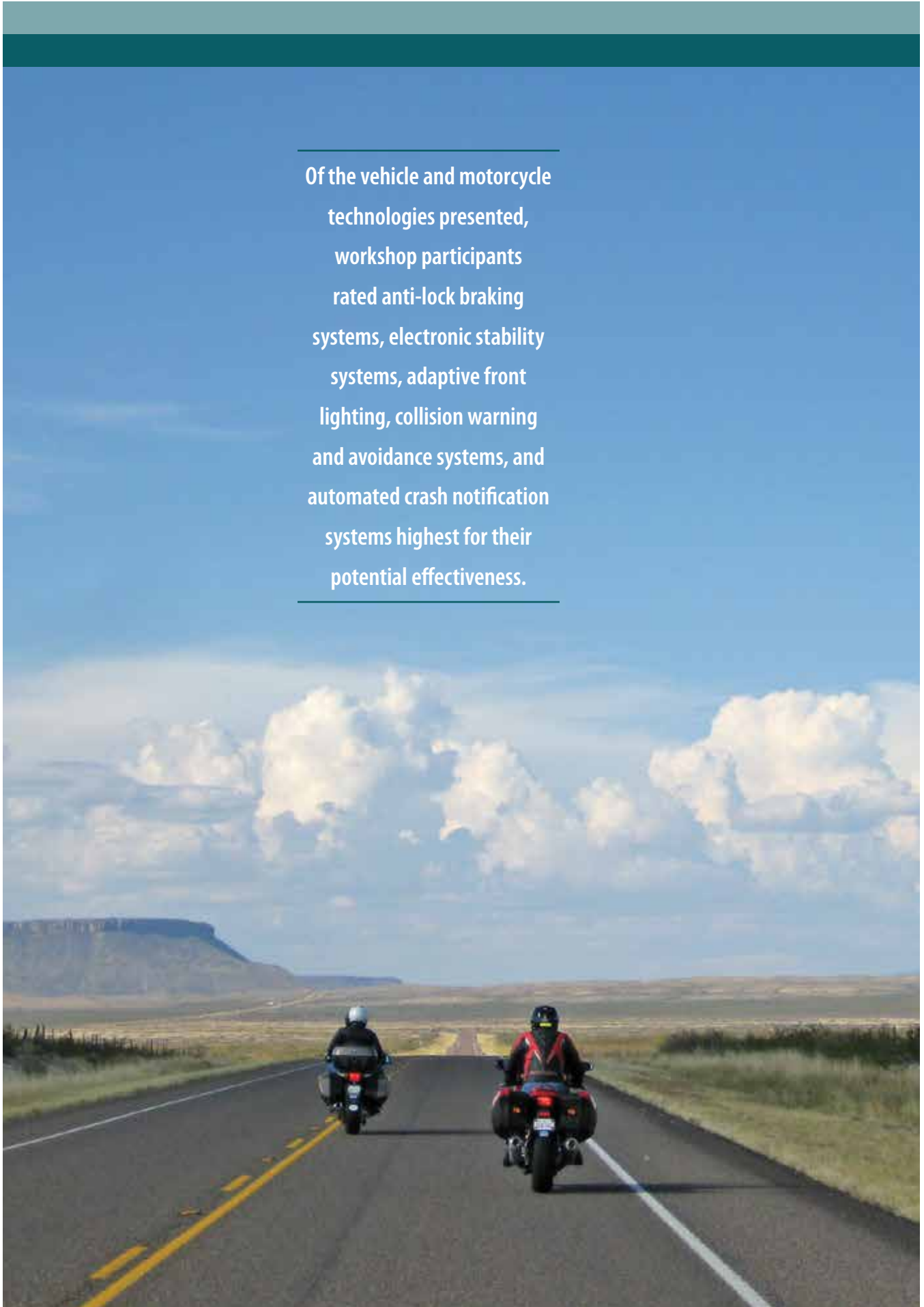
Characteristics of Those Involved

- 92% of motorcyclists involved in crashes were male.
- 67% of motorcyclists involved in crashes were between 21 and 50 years old.
- 67% of crashes involved newer motorcycles (5 years old or newer).

Contributing Factors

- In 1.6% of crashes, the rider was under the influence of alcohol.
- 27% of crashes involved excessive speed.
- 7% of crashes involved inattention.
- 5% involved a faulty evasive action.

Where Crashes Occurred

- 46% of crashes and 38% of fatal crashes occurred in cities with populations of 100,000 or more; rural areas represented 31% of total crashes and 44% of fatal crashes.
- 37% of crashes and 25% of fatal crashes happened on city streets.
- 26% of crashes and 31% of fatal crashes happened on U.S. and state highways.
- 17% of crashes and 25% of fatal crashes happened on farm-to-market roads.
- 27% of crashes and 26% of fatal crashes occurred at intersections.

46% of crashes and 38% of fatal crashes occurred in cities with populations of 100,000 or more; rural areas represented 31% of total crashes and 44% of fatal crashes.

When Crashes Occurred

- Most motorcycle crashes occurred on Saturday and Sunday; the least occurred on Monday.
- 60% of all motorcycle crashes occurred between noon and 8:59 p.m. On weekdays, the most crashes occurred between 6 and 9 a.m.; on weekends, the largest number occurred between 9 a.m. and noon.

Most motorcycle crashes occurred on Saturday and Sunday; the least occurred on Monday.

Other Characteristics of Crashes

- 52% of all motorcycle crashes were single vehicle.

Helmet Usage by Age, Ethnicity, and Gender: Texas, 2006–2010

Helmet Use by	Level	All (KABC) Crashes		Fatal (K) Crashes	
		Count	Percent	Count	Percent
Motorcyclist Age	20	3,279	95.4%	115	93.5%
	21<30	9,589	94.2%	509	91.2%
	31–40	7,004	92.4%	389	87.8%
	41–50	7,432	90.9%	458	87.2%
	51–60	5,384	91.6%	327	88.4%
	> 60	1,855	92.3%	139	90.3%
	Total	34,943	92.7%	1,939	89.1%
Motorcyclist Ethnicity	White	25,047	92.7%	1,422	88.7%
	Hispanic	6,226	91.6%	310	88.8%
	Black	2,989	95.2%	176	92.1%
	Asian	355	97.0%	12	100.0%
	Other	147	95.9%	15	100.0%
Motorcyclist Gender	Male	32,704	92.6%	1,874	89.1%
	Female	2,179	94.5%	63	90.0%

Source: Data on crashes involving motorcycles from 2006–2010 obtained from TxDOT CRIS.

TEXAS RIDER SURVEY

Texas riders were surveyed to capture information about riding history and training, protective gear use, crash experiences, and demographic characteristics. A total of 1,507 riders responded to the online survey. Findings include:

Texas riders were surveyed to capture information about riding history and training, protective gear use, crash experiences, and demographic characteristics.

- Male - 85% with an average age of 52.5 years. The largest age group was 50 to 59 years, representing 35 percent of respondents.

- Approximately 70 percent of respondents ride primarily for recreation.

- Most respondents ride on a mixture of roadway types, with rural roads and highways predominating; however, 38% ride on city streets at least part of the time.

- The most common motorcycle type overall and among respondents aged 18–49 is a cruiser (40% of all riders, 47% of riders 18–49). Touring motorcycles are more popular among riders 50 and older; dual-purpose and sport bikes were frequent choices for riders aged 18–29.

- Nearly all of the riders surveyed (96.5%) hold a motorcycle license, endorsement, or learner's permit, and most (74%) have been riding for more than 10 years. About 72% have completed one or more motorcycle training courses; of these, 82% rated the training courses they took as highly effective for improving safe riding skills.

- Most surveyed riders wear safety gear most or all of the time; 84% wear DOT-approved helmets, 89% wear boots, 85% wear gloves, 73% wear protective eyewear, and 57% wear protective jackets. Protective pants, reflective clothing, and body armor were all worn by more than 20% of riders. Of the riders who do not choose to wear a helmet, the most frequent reason given was "personal freedom."

- When asked about alcohol consumption, 69% of surveyed riders stated that during the past year, they had not consumed any alcohol within an hour of riding. Another 28% had consumed one to two drinks within an hour of riding; 3% had consumed three or more drinks.

- Over half (56%) of surveyed riders have been in at least one motorcycle crash. Characteristics of these self-reported crashes are similar in many ways to the statistics revealed by the analysis of crash data described in the next section. A contributing factor mentioned by 47% of riders who had been involved in a crash that involved another vehicle was "the vehicle driver said he/she didn't see me."

THE AIM OF THE PLAN

In an environment where motorcycles and other two-and three-wheeled motor vehicles are an increasing component in roadway vehicle-mix in Texas, the plan seeks to identify strategies and action steps that will:

- Reduce the rate of motorcycle crashes per registered motorcycles.
- Reduce the rate of fatal and severe motorcycle injuries by 15% by 2015, as compared to 2010.*

*Goal established in the *Texas Strategic Highway Safety Plan, Report of Progress 2012*.

KEY FOCUS AREAS

The plan is organized under 13 key focus areas. For each area, the plan identifies several initiatives and action steps, prioritized by motorcycle safety experts who participated in a one-day workshop. The group prioritized and ranked approximately 73 crash reduction countermeasures on the basis of their effectiveness in preventing motorcycle crashes and in reducing the severity of injuries to riders. The initiatives under each key area are not listed in any particular order of importance.

GOAL: Improve awareness among motorcyclists of their vunerability in a crash and ways to increase conspicuity.

MOTORCYCLE/RIDER CONSPICUITY	TIMEFRAME
Educate motorcycle riders in conspicuity products, techniques, and strategies	2 Years
Increase motorcyclists' use of high-visibility clothing, conspicuity products	3-5 Years
Encourage visibility enhancements for motorcycles, such as auxiliary headlights, auxiliary brake lights, headlight modulators, position lamps, underbody LED lighting, etc.	3-5 Years
Compile and distribute information on legal lighting/technology options in Texas	2 Years
Enhance training on strategic lane positioning for increasing motorcyclist conspicuity in traffic	3-5 Years
Encourage industry participation	3-5 Years

GOAL: Increase motorists' awareness of the presence of motorcycles on the road.

MOTORIST AWARENESS OF MOTORCYCLES	TIMEFRAME
Increase motorist knowledge/awareness about sharing the road with motorcyclists and other vulnerable road users: • Produce brochure on TxDOT's "Share the Road" sign program and process for requesting a sign • Update and add information on sharing the road and rider conspicuity in the Texas driver's education handbook • Develop smartphone application (e.g., a game called "How Many Motorcycles Have You Seen Today?"), YouTube/social media, etc.	2 Years
Support the use of emerging vehicle technologies (add-on or original from manufacturer)	3-5 Years
Enact legislation that permits drivers who are ticketed for right of way (ROW) violations involving a motorcycle to attend a motorcycle safety class or other modified course emphasizing motorcycle awareness	3-5 Years
Add questions about sharing the road on Texas driver's license exam, i.e. (a) about #1 type of collision (turning left in front of a motorcycle); (b) why are motorcycles difficult to see? Add course content about scanning for motorcycles (legislative change required)	3-5 Years

GOAL: Ensure proper licensing of all motorcycle operators riding on public roadways in Texas.

LICENSING	TIMEFRAME
Revise regulations to require specific license for operators of 3-wheel motorcycles	2 Years
Enact legislation to require a motorcycle endorsement before registering a motorcycle	3-5 Years
Encourage law enforcement to use a zero tolerance approach regarding unlicensed riders	3-5 Years
Require proof of motorcycle endorsement before issuing parking permits (large employers, state and local government agencies, university campuses, etc.)	3-5 Years

GOALS: Provide training to all riders who need or seek it; increase motorcyclists' knowledge of the benefits of advance training, including awareness of hazards, motorcycle operation techniques, and conspicuity.

RIDER EDUCATION AND TRAINING	TIMEFRAME
Increase/reallocate funding toward safety training: • Improve type and quantity of motorcycles used for rider training • Update quality assurance plan to increase the number of site and instructor visits and standardizes the review and remediation process	2 Years
Promote importance of rider training to new and experienced motorcyclists	2 Years
Educate riders on potential roadway obstacles (pavement markers, manhole covers, steel plates, etc.) and collision avoidance	2 Years
Revise and update DPS motorcycle operator's manual and translate into Spanish	3-5 Years
Expand course availability for three-wheeled vehicles classified as motorcycles OR change classification of vehicles	3-5 Years

GOAL: Reduce the number of crashes in which motorcyclists are impaired by alcohol or other drugs.

IMPAIRED RIDING	TIMEFRAME
Encourage zero BAC/reduced BAC laws for all motorcycle riders	3-5 Years
Promote peer-to-peer outreach among riders discouraging drinking and riding	2 Years
Engage rider's group leadership to discourage alcohol use at motorcycle events	2 Years
Explore effectiveness of alcohol interlock devices for motorcycles	3-5 Years
Promote Bikers Responsibility Initiative (BRI) and taking responsibility for actions	2 Years

GOALS: Reduce the number of speed-related motorcycle crashes and increase motorcyclists knowledge on the dangers of excessive speed.

SPEEDING	TIMEFRAME
Include motorcycles in speeding enforcement activities	2 Years
Develop outreach/education to riders about dangers of excessive speed	2 Years
Educate riders about selecting a motorcycle compatible with skill level	2 Years

GOAL: Increase the usage of all protective equipment by motorcyclists and passengers.

PERSONAL PROTECTIVE GEAR	TIMEFRAME
Conduct PI&E campaign to promote using motorcycle safety gear (helmets, jacket, pants, footwear, etc.)	2 Years
Work with riders' groups and dealerships to promote the use of protective gear	2 Years
Provide training for law enforcement on identifying non-DOT compliant helmets	3-5 Years

GOAL: Accommodate the safety needs of motorcyclists in road design, construction, and maintenance.

ROADWAY/INFRASTRUCTURE	TIMEFRAME
Communicate roadway condition information (construction, maintenance, hazardous locations) on DOT websites, social media, and 511)	2 Years
Include information regarding fresh seal-coat and milled surface areas during construction. Add potential for crowd-sourcing roadway condition information. Develop a smartphone application	2 Years
Post specific warnings for motorcyclists where unavoidable hazardous conditions exist (reduced traction, roadway surface irregularities)	3-5 Years

GOAL: Encourage and support legislative initiatives that promote motorcycle safety.

LEGISLATION AND REGULATIONS	TIMEFRAME
Reinstate universal helmet use law	3-5 Years
Re-examine and update motorcycle laws: • Review, streamline, and modernize terminology and laws • Coordinate among all agencies responsible for motorcycle laws, definitions, and regulations (DPS, DOT, DMV, and other) to develop legislation specifying who is in charge of what regarding motorcycles • Review committee comprised of TxDOT, law enforcement, DMV licensing, TMSC	3-5 Years

GOAL: Ensure that state and local motorcycle safety program include and involve a law enforcement component.

LAW ENFORCEMENT	TIMEFRAME
Create a quick reference guide for law enforcement officers specific to motorcycles with statute references. Develop a website with this information for print-out. Consider designing as a mobile website or application instead of printing hard copies	2 Years
Increase funding for motorcycle safety efforts by law enforcement	3-5 Years

GOALS: Incorporate plan initiatives with TxDOT Traffic Safety motorcycle safety program goals and objectives. Ensure funding of projects that support the initiatives outlined in the plan. Ensure funding of projects that support the initiatives outlined in the plan.

PROGRAM MANAGEMENT	TIMEFRAME
Increase funding for motorcycle safety by elevating their importance to state highway safety office	3-5 Years
Focus resources in the top 10 counties for motorcycle fatalities and identify countermeasures that work then develop best practices tools for use statewide	3-5 Years

GOALS: Ensure avalibility of accurate data on motorcycle crashes, injuries, and fatalities to assist state and local agencies   prioritize motorcycle safety activities. Conduct targeted studies on motorcycle-related issues to ensure that motorcycle safety decisions are data-driven.

PROGRAM EVALUATION AND DATA	TIMEFRAME
Add motorcycle specific information to the Texas traffic crash report for increased understanding of motorcycle crashes; promote inter- and intra-agency efforts to link crash, injury, licensing, violation, training, and registration records	2 Years
Conduct detailed evaluation of police-reported motorcycle crash reports to determine contributing crash causation factors. Compare findings to existing training materials and adjust curricula to address the issues	3-5 Years
Conduct research to determine why motorcyclists are unlicensed and how to reach out to this group	2 Years
Develop partnerships with trauma centers, health department, insurance agencies, and dealerships (if possible) for data sharing	2 Years
Determine the impact of funded research and programs on reducing motorcycle crashes, injuries, and fatalities: • Fatigue • Edge drop-off design • Use mileage data (from vehicle inspection data) to normalize crash rates	3-5 Years
Investigate simulation and computer modeling to better understand motorcycle crash risk and injuries	3-5 Years

GOALS: Ensure that motorcycles are included for key technology that improves safety by making other road users more aware of their presence and movements, and motorcycles more visible to other road users.

MOTORCYCLE AND VEHICLE TECHNOLOGIES/ITS	TIMEFRAME
Promote availability and benefits of technologies that improve motorcyclist safety and increase rider conspicuity	3-5 Years
Engage with the motorcycle industry to encourage the development and promotion of motorcy-cles with safety-related technologies	3-5 Years

ITS TECHNOLOGIES

Workshop participants ranked up to five technologies that they felt had the most potential for reducing motorcycle crashes and injuries. Based on weighted scores, the top five technologies included anti-lock braking systems, electronic stability program, adaptive front lighting, airbag vest, and airbag system.

TECHNOLOGY	WEIGHTED TOTAL SCORE (10 PARTICIPANTS)
Anti-lock Braking Systems	37
Electronic Stability Program	18
Adaptive Front Lighting	15
Airbag Vest	15
Airbag System	14
Collision Warning and Avoidance Systems	12
Electronic Licenses or Smart Cards	11
Curve Speed Warnings	10
Brake Assist	8
Linked Braking Systems	8
Crash Data Recorder	7
Helmet Mounted Displays	7
Road Surface Condition Monitoring	7
Lane Keeping and Departure Warnings	6
Pedestrian Detection System	5
Driver Status Monitoring	4
Speed Alert/Limiting Systems	4
Automated Crash Notification System	3
Rearview Displays	2

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Appendix 1 - GTS FY 2017 HSP-1

U.S. Department of Transportation National Highway Traffic Safety Administration

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-01-01-01	eGrants Business Analysis Services	$.00	$.00	$.00	$550,000.00	$550,000.00	$.00
	PA-2017-01-01-02	eGrants Software Enhancement Services	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
	PA-2017-01-01-03	eGrants Software Support Services	$.00	$50,000.00	$.00	$.00	$.00	$.00
	PA-2017-01-01-04	Traffic Safety Program Operations	$.00	$3,446,915.00	$.00	$.00	$.00	$.00
	PA-2017-01-01-05	2017 Statewide Traffic Safety Conference	$.00	$38,000.00	$.00	$56,324.26	$56,324.26	$.00
Planning and Administration Total			**$.00**	**$3,534,915.00**	**$.00**	**$681,324.26**	**$681,324.26**	**$.00**
Alcohol								
	AL-2017-02-01-03	Search Warrants Stop Intoxicated Drivers	$.00	$93,514.40	$.00	$139,132.50	$139,132.50	$139,132.50
	AL-2017-02-01-07	DPS Trooper Salaries	$.00	$18,000,000.00	$.00	$.00	$.00	$.00
	AL-2017-02-01-08	STEP DUI City of Bryan - Police Departme	$.00	$6,824.97	$.00	$24,753.94	$24,753.94	$24,753.94
	AL-2017-02-01-10	STEP WAVE DUI Houston-Galveston Area Cou	$.00	$21,906.01	$.00	$74,894.43	$74,894.43	$74,894.43
	AL-2017-02-01-11	Christmas and New Year Holiday Mobilizat	$.00	$.00	$.00	$30,000.00	$30,000.00	$30,000.00
	AL-2017-02-01-13	Impaired Driving Mobilization Incentive	$.00	$.00	$.00	$45,000.00	$45,000.00	$45,000.00
	AL-2017-02-01-16	Statewide Impaired Driving Task Force, P	$.00	$62,594.23	$.00	$250,215.69	$250,215.69	$.00
	AL-2017-02-01-17	Alcohol Drug And Safety Training Educati	$.00	$36,666.25	$.00	$98,774.92	$98,774.92	$98,774.92
	AL-2017-02-01-18	Texas RED Program	$.00	$201,006.01	$.00	$308,978.47	$308,978.47	$308,978.47
	AL-2017-02-01-19	Zero Alcohol for Youth Campaign and Stat	$.00	$89,849.00	$.00	$329,203.66	$329,203.66	$329,203.66
	AL-2017-02-01-22	Statewide Community Coalitions Assessmen	$.00	$62,796.00	$.00	$188,037.02	$188,037.02	$188,037.02
	AL-2017-02-01-23	Texas A&M AgriLife Extension Service Wat	$.00	$141,691.00	$.00	$564,311.58	$564,311.58	$564,311.58
	AL-2017-02-01-25	Comprehensive Underage Drinking Preventi	$.00	$235,852.09	$.00	$179,823.77	$179,823.77	$179,823.77
	AL-2017-02-01-26	Project Celebration Prom Activities	$.00	$300,000.00	$.00	$.00	$.00	$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	AL-2017-02-01-44	STEP WAVE DUI City of Belton - Police De	$.00	$1,034.86	$.00	$3,640.20	$3,640.20	$3,640.20
	AL-2017-20-01-15	Marijuana and Driving: A look at Texans'	$.00	$31,989.03	$.00	$127,884.71	$127,884.71	$.00
Alcohol Total			**$.00**	**$19,285,723.85**	**$.00**	**$2,364,650.89**	**$2,364,650.89**	**$1,986,550.49**
Emergency Medical Services								
	EM-2017-03-01-01	Rural / Frontier Emergency Medical Servi	$.00	$874,317.30	$.00	$464,336.90	$464,336.90	$.00
Emergency Medical Services Total			**$.00**	**$874,317.30**	**$.00**	**$464,336.90**	**$464,336.90**	**$.00**
Motorcycle Safety								
	MC-2017-04-01-02	Rider and Roadway Safety Awareness Progr	$.00	$19,036.28	$.00	$76,098.97	$76,098.97	$.00
	MC-2017-04-01-03	Motorist Awareness of MC Media	$.00	$500,000.00	$.00	$500,000.00	$500,000.00	$.00
Motorcycle Safety Total			**$.00**	**$519,036.28**	**$.00**	**$576,098.97**	**$576,098.97**	**$.00**
Occupant Protection								
	OP-2017-05-01-01	CIOT Incentive Grants	$.00	$.00	$.00	$45,000.00	$45,000.00	$45,000.00
	OP-2017-05-01-07	Dell Children's Medical Center (DCMC) Ch	$.00	$84,474.25	$.00	$237,155.09	$237,155.09	$237,155.09
	OP-2017-05-01-08	Student Training in Occupant Protection	$.00	$30,874.50	$.00	$107,359.61	$107,359.61	$107,359.61
	OP-2017-05-01-09	El Paso Children's Child Passenger Safet	$.00	$39,473.11	$.00	$37,919.45	$37,919.45	$37,919.45
	OP-2017-05-01-10	Texas KidSafe Program	$.00	$311,716.78	$.00	$311,286.23	$311,286.23	$311,286.23
	OP-2017-05-01-11	North Texas Child Passenger Safety Train	$.00	$34,044.82	$.00	$62,474.63	$62,474.63	$62,474.63
	OP-2017-05-01-12	Texas A&M AgriLife Extension Service Pas	$.00	$114,680.01	$.00	$453,342.04	$453,342.04	$453,342.04
	OP-2017-05-01-14	Statewide Child Passenger Safety Educati	$.00	$725,000.00	$.00	$905,393.13	$905,393.13	$.00
	OP-2017-05-01-17	Statewide Child Passenger Safety Confere	$.00	$29,535.46	$.00	$118,088.82	$118,088.82	$.00
Occupant Protection Total			**$.00**	**$1,369,798.93**	**$.00**	**$2,278,019.00**	**$2,278,019.00**	**$1,254,537.05**
Pedestrian/Bicycle Safety								
	PS-2017-06-01-01	Developing a Crash Analysis Tool to Addr	$.00	$21,485.03	$.00	$85,868.33	$85,868.33	$.00
	PS-2017-06-01-02	Toward Zero Vision: Building Blocks	$.00	$283,047.48	$.00	$65,028.50	$65,028.50	$65,028.50

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	PS-2017-06-01-03	Everyone S.H.A.R.E. the Road Program	$.00	$19,371.22	$.00	$62,859.44	$62,859.44	$62,859.44
	PS-2017-06-01-04	Elbowz Racing Bicycle Safety Program	$.00	$59,766.00	$.00	$123,680.00	$123,680.00	$123,680.00
	PS-2017-06-01-05	Cycle Academy: Youth Bicycle Education a	$.00	$30,637.00	$.00	$114,040.00	$114,040.00	$114,040.00
	PS-2017-06-01-06	Bicycle-Motorist Safety Awareness for Co	$.00	$20,516.08	$.00	$81,999.68	$81,999.68	$.00
	PS-2017-06-01-07	Pedestrian and Bicyclist Safety Outreach	$.00	$19,288.46	$.00	$77,091.91	$77,091.91	$.00
	PS-2017-06-01-08	Pedestrian and Bicycle Safety Education	$.00	$54,543.95	$.00	$85,212.33	$85,212.33	$85,212.33
	PS-2017-06-01-09	Austin Safe Cycling Education & Encourag	$.00	$36,420.35	$.00	$135,082.30	$135,082.30	$135,082.30
Pedestrian/Bicycle Safety Total			**$.00**	**$545,075.57**	**$.00**	**$830,862.49**	**$830,862.49**	**$585,902.57**
Police Traffic Services								
	PT-2017-07-01-01	STEP CMV City of Eagle Lake - Police Dep	$.00	$4,356.07	$.00	$5,305.60	$5,305.60	$5,305.60
	PT-2017-07-01-02	STEP CMV City of Harlingen - Police Depa	$.00	$5,321.71	$.00	$11,711.41	$11,711.41	$11,711.41
	PT-2017-07-01-03	STEP CMV City of Houston - Police Depart	$.00	$374,589.91	$.00	$296,999.63	$296,999.63	$296,999.63
	PT-2017-07-01-04	STEP CMV City of Laredo - Police Departm	$.00	$29,103.00	$.00	$86,925.00	$86,925.00	$86,925.00
	PT-2017-07-01-05	STEP CMV Tom Green County Sheriff's Depa	$.00	$3,586.72	$.00	$14,266.20	$14,266.20	$14,266.20
	PT-2017-07-02-01	STEP COMP City of Allen - Police Departm	$.00	$28,090.00	$.00	$53,000.00	$53,000.00	$53,000.00
	PT-2017-07-02-02	STEP COMP City of Amarillo - Police Depa	$.00	$221,249.15	$.00	$168,424.80	$168,424.80	$168,424.80
	PT-2017-07-02-03	STEP COMP City of Arlington - Police Dep	$.00	$69,309.70	$.00	$277,238.74	$277,238.74	$277,238.74
	PT-2017-07-02-04	STEP COMP City of Austin - Police Depart	$.00	$418,679.71	$.00	$1,000,000.00	$1,000,000.00	$1,000,000.00
	PT-2017-07-02-05	STEP COMP City of Beaumont - Police Depa	$.00	$39,580.79	$.00	$87,484.83	$87,484.83	$87,484.83
	PT-2017-07-02-06	STEP COMP Bexar County Sheriff's Office	$.00	$150,087.03	$.00	$600,000.00	$600,000.00	$600,000.00
	PT-2017-07-02-07	STEP COMP City of Brownsville - Police D	$.00	$49,971.18	$.00	$91,713.02	$91,713.02	$91,713.02
	PT-2017-07-02-08	STEP COMP City of Corpus Christi - Polic	$.00	$42,158.03	$.00	$120,482.80	$120,482.80	$120,482.80
	PT-2017-07-02-09	STEP COMP Dallas County Sheriff's Depart	$.00	$100,725.85	$.00	$74,198.00	$74,198.00	$74,198.00
	PT-2017-07-02-10	STEP COMP City of Dallas - Police Depart	$.00	$273,715.37	$.00	$999,993.60	$999,993.60	$999,993.60

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	PT-2017-07-02-11	STEP COMP City of Denton - Police Depart	$.00	$113,122.86	$.00	$74,560.00	$74,560.00	$74,560.00
	PT-2017-07-02-12	STEP COMP City of Edinburg - Police Depa	$.00	$18,603.59	$.00	$74,365.56	$74,365.56	$74,365.56
	PT-2017-07-02-13	STEP COMP El Paso County Sheriff's Offic	$.00	$31,973.15	$.00	$94,976.90	$94,976.90	$94,976.90
	PT-2017-07-02-14	STEP COMP City of El Paso - Police Depar	$.00	$150,796.39	$.00	$242,390.82	$242,390.82	$242,390.82
	PT-2017-07-02-15	STEP COMP City of Euless - Police Depart	$.00	$75,161.28	$.00	$69,976.00	$69,976.00	$69,976.00
	PT-2017-07-02-16	STEP COMP City of Farmers Branch - Polic	$.00	$45,936.49	$.00	$35,138.00	$35,138.00	$35,138.00
	PT-2017-07-02-17	STEP COMP City of Fort Worth - Police De	$.00	$43,028.51	$.00	$169,417.78	$169,417.78	$169,417.78
	PT-2017-07-02-18	STEP COMP City of Frisco - Police Depart	$.00	$24,446.00	$.00	$84,312.09	$84,312.09	$84,312.09
	PT-2017-07-02-19	STEP COMP City of Galveston - Police Dep	$.00	$17,446.86	$.00	$69,260.55	$69,260.55	$69,260.55
	PT-2017-07-02-20	STEP COMP City of Garland - Police Depar	$.00	$140,878.24	$.00	$248,994.15	$248,994.15	$248,994.15
	PT-2017-07-02-21	STEP COMP City of Grand Prairie - Police	$.00	$180,203.13	$.00	$199,725.88	$199,725.88	$199,725.88
	PT-2017-07-02-22	STEP COMP City of Haltom City - Police D	$.00	$30,402.14	$.00	$39,996.95	$39,996.95	$39,996.95
	PT-2017-07-02-23	STEP COMP City of Harlingen - Police Dep	$.00	$22,190.22	$.00	$54,120.93	$54,120.93	$54,120.93
	PT-2017-07-02-24	STEP COMP Harris County Constable Precin	$.00	$13,430.60	$.00	$44,368.80	$44,368.80	$44,368.80
	PT-2017-07-02-25	STEP COMP Harris County Sheriff's Office	$.00	$349,999.89	$.00	$349,999.88	$349,999.88	$349,999.88
	PT-2017-07-02-26	STEP COMP Harris County Constable Precin	$.00	$82,046.82	$.00	$82,046.83	$82,046.83	$82,046.83
	PT-2017-07-02-27	STEP COMP Harris County Constable Precin	$.00	$58,876.04	$.00	$197,251.20	$197,251.20	$197,251.20
	PT-2017-07-02-28	STEP COMP City of Houston - Police Depar	$.00	$771,336.52	$.00	$702,999.98	$702,999.98	$702,999.98
	PT-2017-07-02-29	STEP COMP City of Irving - Police Depart	$.00	$141,696.05	$.00	$173,104.00	$173,104.00	$173,104.00
	PT-2017-07-02-30	STEP COMP City of Jacksonville - Police	$.00	$10,350.00	$.00	$39,986.40	$39,986.40	$39,986.40
	PT-2017-07-02-31	STEP COMP Jefferson County Sheriff's Off	$.00	$25,096.68	$.00	$40,000.00	$40,000.00	$40,000.00
	PT-2017-07-02-32	STEP COMP City of Keller - Police Depart	$.00	$31,756.36	$.00	$31,345.00	$31,345.00	$31,345.00
	PT-2017-07-02-33	STEP COMP City of Killeen - Police Depar	$.00	$36,803.88	$.00	$117,291.00	$117,291.00	$117,291.00
	PT-2017-07-02-34	STEP COMP City of La Porte - Police Depa	$.00	$51,361.20	$.00	$49,996.75	$49,996.75	$49,996.75

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	PT-2017-07-02-35	STEP COMP City of Laredo - Police Depart	$.00	$47,733.20	$.00	$105,730.00	$105,730.00	$105,730.00
	PT-2017-07-02-36	STEP COMP City of Longview - Police Depa	$.00	$21,719.19	$.00	$83,467.69	$83,467.69	$83,467.69
	PT-2017-07-02-37	STEP COMP City of Lubbock - Police Depar	$.00	$55,200.85	$.00	$55,200.85	$55,200.85	$55,200.85
	PT-2017-07-02-38	STEP COMP City of McAllen - Police Depar	$.00	$30,000.00	$.00	$120,000.00	$120,000.00	$120,000.00
	PT-2017-07-02-39	STEP COMP City of Midland - Police Depar	$.00	$24,831.43	$.00	$91,224.96	$91,224.96	$91,224.96
	PT-2017-07-02-40	STEP COMP City of Midland - Police Depar	$.00	$16,754.05	$.00	$16,685.00	$16,685.00	$16,685.00
	PT-2017-07-02-41	STEP COMP City of Mission - Police Depar	$.00	$22,678.15	$.00	$62,820.42	$62,820.42	$62,820.42
	PT-2017-07-02-42	STEP COMP City of Mount Pleasant - Polic	$.00	$16,836.78	$.00	$39,974.07	$39,974.07	$39,974.07
	PT-2017-07-02-43	STEP COMP City of New Braunfels - Police	$.00	$41,935.40	$.00	$74,973.10	$74,973.10	$74,973.10
	PT-2017-07-02-44	STEP COMP City of North Richland Hills -	$.00	$27,669.11	$.00	$45,419.00	$45,419.00	$45,419.00
	PT-2017-07-02-45	STEP COMP City of Odessa - Police Depart	$.00	$9,897.93	$.00	$38,317.95	$38,317.95	$38,317.95
	PT-2017-07-02-46	STEP COMP City of Pasadena - Police Depa	$.00	$99,947.10	$.00	$99,947.10	$99,947.10	$99,947.10
	PT-2017-07-02-47	STEP COMP City of Plano - Police Departm	$.00	$99,260.20	$.00	$148,874.55	$148,874.55	$148,874.55
	PT-2017-07-02-48	STEP COMP Polk County Sheriff's Office	$.00	$9,435.51	$.00	$34,212.71	$34,212.71	$34,212.71
	PT-2017-07-02-49	STEP COMP City of Port Aransas - Police	$.00	$3,333.36	$.00	$13,320.00	$13,320.00	$13,320.00
	PT-2017-07-02-50	STEP COMP City of San Antonio - Police D	$.00	$428,526.94	$.00	$1,000,000.00	$1,000,000.00	$1,000,000.00
	PT-2017-07-02-51	STEP COMP City of Southlake - Police Dep	$.00	$19,759.49	$.00	$43,578.50	$43,578.50	$43,578.50
	PT-2017-07-02-52	STEP COMP Texas Department of Public Saf	$.00	$622,370.70	$.00	$549,295.81	$549,295.81	$549,295.81
	PT-2017-07-02-53	STEP COMP Tom Green County Sheriff's Off	$.00	$24,154.58	$.00	$41,445.37	$41,445.37	$41,445.37
	PT-2017-07-02-54	STEP COMP City of Tyler - Police Departm	$.00	$22,271.42	$.00	$78,640.00	$78,640.00	$78,640.00
	PT-2017-07-02-55	STEP COMP City of Waco - Police Departme	$.00	$28,262.00	$.00	$104,845.44	$104,845.44	$104,845.44
	PT-2017-07-02-56	STEP COMP City of Wichita Falls - Police	$.00	$21,885.78	$.00	$87,502.52	$87,502.52	$87,502.52
	PT-2017-07-03-01	STEP ITC City of Missouri - City Police	$.00	$16,053.36	$.00	$51,639.00	$51,639.00	$51,639.00
	PT-2017-07-04-01	STEP WAVE City of Benbrook - Police Dep	$.00	$3,288.00	$.00	$9,862.00	$9,862.00	$9,862.00

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	PT-2017-07-04-02	STEP WAVE City of San Juan - Police Depa	$.00	$2,456.48	$.00	$9,448.00	$9,448.00	$9,448.00
	PT-2017-07-04-03	STEP WAVE City of Weatherford - Police D	$.00	$3,811.00	$.00	$14,290.50	$14,290.50	$14,290.50
	PT-2017-07-05-01	Statewide Law Enforcement Liaison Suppor	$.00	$251,000.00	$.00	$960,482.40	$960,482.40	$960,482.40
Police Traffic Services Total			**$.00**	**$6,248,539.13**	**$.00**	**$11,154,566.02**	**$11,154,566.02**	**$11,154,566.02**
Traffic Records								
	TR-2017-09-01-01	Texas Law Enforcement DDACTS, Crash Anal	$.00	$33,888.77	$.00	$135,485.27	$135,485.27	$.00
	TR-2017-09-01-02	TTI Interactive Mapping DDACTS Tool and	$.00	$29,485.14	$.00	$117,876.08	$117,876.08	$.00
	TR-2017-09-01-03	Core Traffic Records Database Integratio	$.00	$34,508.63	$.00	$137,923.41	$137,923.41	$.00
	TR-2017-09-01-04	DWI Data Tracking System Feasibility: In	$.00	$45,363.56	$.00	$181,378.61	$181,378.61	$.00
	TR-2017-09-01-08	Statewide eCitation System - Phase 1 - R	$.00	$42,646.41	$.00	$215,530.00	$215,530.00	$.00
	TR-2017-09-01-10	SLD Enhancements	$.00	$.00	$.00	$500,000.00	$500,000.00	$.00
	TR-2017-09-01-12	TRF-TS Crash Records/Data Analysis Oper	$.00	$2,819,084.00	$.00	$.00	$.00	$.00
	TR-2017-09-01-14	Traffic Records Assessment	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	TR-2017-09-01-15	Reduce Crashes and Crime in Texas by Exp	$.00	$56,941.12	$.00	$221,747.01	$221,747.01	$.00
Traffic Records Total			**$.00**	**$3,061,917.63**	**$.00**	**$1,559,940.38**	**$1,559,940.38**	**$.00**
Driver Education								
	DE-2017-10-01-01	Survey to Assess Statewide Mobile Commun	$.00	$18,288.02	$.00	$73,150.01	$73,150.01	$.00
	DE-2017-10-01-02	Texans' Attitudes and Awareness of Traff	$.00	$14,502.01	$.00	$58,000.00	$58,000.00	$.00
	DE-2017-10-01-03	Storage and Shipping of Materials	$.00	$.00	$.00	$125,000.00	$125,000.00	$.00
	DE-2017-10-01-04	Austin Independent School District Drive	$.00	$33,386.62	$.00	$24,405.00	$24,405.00	$24,405.00
	DE-2017-10-01-05	Safety City: Providing Education Today f	$.00	$26,321.23	$.00	$33,313.00	$33,313.00	$33,313.00
	DE-2017-10-01-06	Drive Safe Houston	$.00	$73,251.69	$.00	$51,187.00	$51,187.00	$51,187.00
	DE-2017-10-01-07	Mature Driver Program	$.00	$179,583.09	$.00	$256,716.24	$256,716.24	$256,716.24
	DE-2017-10-01-08	North Texas Distracted Driving Preventio	$.00	$27,526.62	$.00	$49,661.78	$49,661.78	$49,661.78

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	DE-2017-10-01-09	Live Your DREAMS (Distraction Reduction	$.00	$72,036.62	$.00	$69,534.00	$69,534.00	$69,534.00
	DE-2017-10-01-10	Teens in the Driver Seat Program	$.00	$228,904.86	$.00	$686,152.05	$686,152.05	$.00
	DE-2017-10-01-11	FCCLA Members PI&E Traffic Safety Campai	$.00	$6,476.51	$.00	$14,765.00	$14,765.00	$14,765.00
	DE-2017-10-01-12	Driving on the Right Side of the Road	$.00	$87,868.03	$.00	$279,360.34	$279,360.34	$279,360.34
	DE-2017-10-01-13	Understanding Older Teen Drivers: Expans	$.00	$36,179.17	$.00	$144,274.10	$144,274.10	$.00
	DE-2017-10-01-14	Distracted Driving Media Campaign	$.00	$1,200,000.00	$.00	$1,200,000.00	$1,200,000.00	$.00
	DE-2017-10-01-15	Texas Traffic SAFETY Education Staff Imp	$.00	$36,807.00	$.00	$96,304.27	$96,304.27	$96,304.27
	DE-2017-10-01-16	Texas Employer Traffic Safety: Our Drivi	$.00	$116,099.23	$.00	$431,741.24	$431,741.24	$431,741.24
	DE-2017-10-01-17	Texas Justice Court Traffic Safety Initi	$.00	$69,296.02	$.00	$129,730.87	$129,730.87	$.00
Driver Education Total			**$.00**	**$2,226,526.72**	**$.00**	**$3,723,294.90**	**$3,723,294.90**	**$1,306,987.87**
Railroad/Highway Crossings								
	RH-2017-11-01-01	Highway-Railroad Safety Awareness	$.00	$42,379.00	$.00	$73,554.00	$73,554.00	$73,554.00
Railroad/Highway Crossings Total			**$.00**	**$42,379.00**	**$.00**	**$73,554.00**	**$73,554.00**	**$73,554.00**
Roadway Safety								
	RS-2017-12-01-01	Energy Sector, IH35 Work Zone, and Stree	$.00	$5,000,000.00	$.00	$.00	$.00	$.00
	RS-2017-12-01-02	FY2017 Traffic Safety Training Program	$.00	$119,044.25	$.00	$463,816.68	$463,816.68	$.00
Roadway Safety Total			**$.00**	**$5,119,044.25**	**$.00**	**$463,816.68**	**$463,816.68**	**$.00**
Safe Communities								
	SA-2017-13-01-01	Brazos Valley Injury Prevention Coalitio	$.00	$41,500.00	$.00	$164,995.85	$164,995.85	$164,995.85
	SA-2017-13-01-02	Safe Communities Safe Driving Public Edu	$.00	$37,197.60	$.00	$60,105.60	$60,105.60	$60,105.60
Safe Communities Total			**$.00**	**$78,697.60**	**$.00**	**$225,101.45**	**$225,101.45**	**$225,101.45**
Pupil Transportation Safety								
	SB-2017-14-01-01	School Bus Safety Training 101 Program	$.00	$58,082.00	$.00	$104,380.24	$104,380.24	$104,380.24
Pupil Transportation Safety Total			**$.00**	**$58,082.00**	**$.00**	**$104,380.24**	**$104,380.24**	**$104,380.24**

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Speed Management								
	SC-2017-08-01-01	STEP City of Brenham - Police Department	$.00	$12,728.50	$.00	$14,946.75	$14,946.75	$14,946.75
	SC-2017-08-01-02	STEP City of Deer Park - Police Departme	$.00	$53,877.01	$.00	$48,984.00	$48,984.00	$48,984.00
	SC-2017-08-01-03	STEP City of Fate	$.00	$7,870.00	$.00	$21,699.72	$21,699.72	$21,699.72
	SC-2017-08-01-04	STEP City of Lewisville - Police Departm	$.00	$22,992.97	$.00	$88,828.39	$88,828.39	$88,828.39
	SC-2017-08-01-05	STEP City of Mesquite - Police Departmen	$.00	$15,284.64	$.00	$40,662.55	$40,662.55	$40,662.55
	SC-2017-08-01-06	STEP Montgomery County Sheriff's Office	$.00	$27,979.44	$.00	$71,077.12	$71,077.12	$71,077.12
	SC-2017-08-01-07	STEP City of Sugar Land - Police Departm	$.00	$20,973.75	$.00	$59,949.12	$59,949.12	$59,949.12
	SC-2017-08-01-08	STEP City of Texas City - Police Departm	$.00	$33,750.00	$.00	$31,500.00	$31,500.00	$31,500.00
	SC-2017-08-01-09	STEP City of Cleburne - Police Departmen	$.00	$9,396.42	$.00	$20,737.80	$20,737.80	$20,737.80
Speed Management Total			**$.00**	**$204,852.73**	**$.00**	**$398,385.45**	**$398,385.45**	**$398,385.45**
NHTSA 402 Total			**$.00**	**$43,168,905.99**	**$.00**	**$24,898,331.63**	**$24,898,331.63**	**$17,089,965.14**
MAP 21 405b OP High								
405b High HVE								
	M1HVE-2017-05-01-02	CIOT Enforcement Blitz	$.00	$.00	$.00	$500,000.00	$500,000.00	$.00
405b High HVE Total			**$.00**	**$.00**	**$.00**	**$500,000.00**	**$500,000.00**	**$.00**
405b High Public Education								
	M1PE-2017-05-01-13	Increasing Child Restraint Usage in Grea	$.00	$380,336.04	$.00	$236,975.70	$236,975.70	$.00
	M1PE-2017-05-01-15	Teen CIOT and Child Passenger Safety	$.00	$1,100,000.00	$.00	$1,100,000.00	$1,100,000.00	$.00
	M1PE-2017-05-01-16	CIOT Media Campaign	$.00	$2,000,000.00	$.00	$2,000,000.00	$2,000,000.00	$.00
405b High Public Education Total			**$.00**	**$3,480,336.04**	**$.00**	**$3,336,975.70**	**$3,336,975.70**	**$.00**
405b High Community CPS Services								
	M1CPS-2017-05-01-06	Ensuring Safe Travel for Child Passenger	$.00	$25,650.00	$.00	$82,462.00	$82,462.00	$.00
405b High Community CPS Services Total			**$.00**	**$25,650.00**	**$.00**	**$82,462.00**	**$82,462.00**	**$.00**

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405b High OP Information System								
	M1OP-2017-05-01-03	Occupant Restraint Observational Surveys	$.00	$84,926.57	$.00	$339,674.60	$339,674.60	$.00
	M1OP-2017-05-01-04	Nighttime Occupant Restraint Observation	$.00	$17,979.13	$.00	$71,883.89	$71,883.89	$.00
	M1OP-2017-05-01-05	Click It or Ticket Evaluation by Observa	$.00	$11,384.02	$.00	$45,527.62	$45,527.62	$.00
405b High OP Information System Total			**$.00**	**$114,289.72**	**$.00**	**$457,086.11**	**$457,086.11**	**$.00**
MAP 21 405b OP High Total			*$.00*	*$3,620,275.76*	*$.00*	*$4,376,523.81*	*$4,376,523.81*	*$.00*
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2017-09-01-05	State Traffic Records Systems Citation D	$.00	$258,505.29	$.00	$1,034,021.15	$1,034,021.15	$.00
	M3DA-2017-09-01-06	Linking Data For Health Information Qual	$.00	$404,040.81	$.00	$1,591,129.97	$1,591,129.97	$.00
	M3DA-2017-09-01-07	Comprehensive Law Enforcement Advanced D	$.00	$146,719.22	$.00	$586,834.39	$586,834.39	$.00
	M3DA-2017-09-01-09	Internal CRIS Updates and Enhancements	$.00	$.00	$.00	$3,250,000.00	$3,250,000.00	$.00
	M3DA-2017-09-01-11	Standards and Compliance	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	M3DA-2017-09-01-13	Unique Intersection Identifier Study	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
405c Data Program Total			**$.00**	**$809,265.32**	**$.00**	**$6,686,985.51**	**$6,686,985.51**	**$.00**
MAP 21 405c Data Program Total			*$.00*	*$809,265.32*	*$.00*	*$6,686,985.51*	*$6,686,985.51*	*$.00*
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2017-02-01-01	Bexar County No-Refusal Initiative	$.00	$33,417.58	$.00	$44,584.68	$44,584.68	$.00
	M5HVE-2017-02-01-02	Colilin County DWI No Refusal Mandatory	$.00	$13,954.44	$.00	$55,380.00	$55,380.00	$.00
	M5HVE-2017-02-01-04	Tarrant County No Refusal Program	$.00	$86,443.34	$.00	$198,782.00	$198,782.00	$.00
	M5HVE-2017-02-01-05	TABC Marketing Practices Educational Pro	$.00	$660,488.22	$.00	$522,737.65	$522,737.65	$.00
	M5HVE-2017-02-01-06	Evidential Breath and Blood Alcohol Test	$.00	$180,000.00	$.00	$642,790.00	$642,790.00	$.00
	M5HVE-2017-02-01-09	STEP WAVE DUI City of Cedar Park - Polic	$.00	$6,579.09	$.00	$19,536.72	$19,536.72	$.00

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	M5HVE-2017-02-01-12	Impaired Driving Mobilization Grants	$.00	$600,000.00	$.00	$1,200,000.00	$1,200,000.00	$.00
	M5HVE-2017-02-01-45	Harris County District Attorneys Office	$.00	$95,490.43	$.00	$381,961.67	$381,961.67	$.00
405d Mid HVE Total			**$.00**	**$1,676,373.10**	**$.00**	**$3,065,772.72**	**$3,065,772.72**	**$.00**
405d Mid Ignition Interlock								
	M5II-2017-02-01-35	Ignition Interlock Training Program for	$.00	$50,024.73	$.00	$200,000.00	$200,000.00	$.00
405d Mid Ignition Interlock Total			**$.00**	**$50,024.73**	**$.00**	**$200,000.00**	**$200,000.00**	**$.00**
405d Mid BAC Testing/Reporting								
	M5BAC-2017-02-01-14	Blood Alcohol Concentration (BAC) Report	$.00	$24,986.68	$.00	$99,855.49	$99,855.49	$.00
405d Mid BAC Testing/Reporting Total			**$.00**	**$24,986.68**	**$.00**	**$99,855.49**	**$99,855.49**	**$.00**
405d Mid Paid/Earned Media								
	M5PEM-2017-02-01-20	Screening and Brief Intervention for Ris	$.00	$78,206.00	$.00	$310,738.44	$310,738.44	$.00
	M5PEM-2017-02-01-21	Enhanced Visibility Enforcement Campaign	$.00	$60,361.00	$.00	$174,999.73	$174,999.73	$.00
	M5PEM-2017-02-01-24	Peer-to-Peer Program for Decreasing Impa	$.00	$108,676.02	$.00	$325,796.89	$325,796.89	$.00
	M5PEM-2017-02-01-27	Impaired Driving Media Campaign	$.00	$4,000,000.00	$.00	$4,000,000.00	$4,000,000.00	$.00
405d Mid Paid/Earned Media Total			**$.00**	**$4,247,243.02**	**$.00**	**$4,811,535.06**	**$4,811,535.06**	**$.00**
405d Mid Training								
	M5TR-2017-02-01-29	MADD: Take The Wheel Initiative in Da	$.00	$127,333.62	$.00	$381,999.71	$381,999.71	$.00
	M5TR-2017-02-01-30	MADD: Take The Wheel Initiative in Harr	$.00	$104,171.25	$.00	$166,378.63	$166,378.63	$.00
	M5TR-2017-02-01-31	MADD: TAKE THE WHEEL initiative in Bexa	$.00	$40,165.64	$.00	$112,509.49	$112,509.49	$.00
	M5TR-2017-02-01-32	MADD: Take The Wheel Initiative in Smit	$.00	$35,181.96	$.00	$108,682.64	$108,682.64	$.00
	M5TR-2017-02-01-33	Impaired Driving Initiatives -- DECP, AR	$.00	$176,089.53	$.00	$670,427.04	$670,427.04	$.00
	M5TR-2017-02-01-34	Drug Impairment Training for Texas Emplo	$.00	$51,107.39	$.00	$166,740.25	$166,740.25	$.00
	M5TR-2017-02-01-36	County Judges Impaired Driving Liaison P	$.00	$60,000.00	$.00	$234,542.01	$234,542.01	$.00
	M5TR-2017-02-01-37	Texas Judicial Resource Liaison and Impa	$.00	$711,033.03	$.00	$737,399.30	$737,399.30	$.00

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	M5TR-2017-02-01-38	DWI Resource Prosecutor	$.00	$172,197.33	$.00	$644,392.63	$644,392.63	$.00
	M5TR-2017-02-01-39	Municipal Traffic Safety Initiatives	$.00	$120,171.31	$.00	$443,650.53	$443,650.53	$.00
	M5TR-2017-02-01-40	Fundamentals of Driving While Intoxicate	$.00	$80,500.00	$.00	$240,327.58	$240,327.58	$.00
	M5TR-2017-02-01-41	Texas Standardized Field Sobriety Testin	$.00	$253,170.00	$.00	$636,790.39	$636,790.39	$.00
	M5TR-2017-02-01-42	Law Enforcement Training to Reduce Impai	$.00	$131,120.00	$.00	$451,925.41	$451,925.41	$.00
	M5TR-2017-02-01-43	Standardized Field Sobriety Testing/Bloo	$.00	$35,622.00	$.00	$142,400.00	$142,400.00	$.00
405d Mid Training Total			**$.00**	**$2,097,863.06**	**$.00**	**$5,138,165.61**	**$5,138,165.61**	**$.00**
MAP 21 405d Impaired Driving Mid Total			*$.00*	*$8,096,490.59*	*$.00*	*$13,315,328.88*	*$13,315,328.88*	*$.00*
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2017-04-01-01	Statewide Motorist Awareness and Motorcy	$.00	$70,943.34	$.00	$283,591.88	$283,591.88	$.00
405f Motorcyclist Awareness Total			**$.00**	**$70,943.34**	**$.00**	**$283,591.88**	**$283,591.88**	**$.00**
MAP 21 405f Motorcycle Programs Total			*$.00*	*$70,943.34*	*$.00*	*$283,591.88*	*$283,591.88*	*$.00*
NHTSA Total			*$.00*	*$55,765,881.00*	*$.00*	*$49,560,761.71*	*$49,560,761.71*	*$17,089,965.14*
Total			*$.00*	*$55,765,881.00*	*$.00*	*$49,560,761.71*	*$49,560,761.71*	*$17,089,965.14*