



# Highway Safety Plan

## FY 2018

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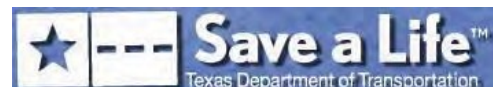


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# Table of Contents, FY18 HSP

## Part I: 402 Application

<b>1. Executive Summary &amp; Highway Safety Office Management</b> .....	<b>5</b>
a. Executive Summary.....	5
b. Highway Safety Office (HSO) Management (& HSO Org Chart).....	7
<b>2. Planning Process</b> .....	<b>9</b>
a. Traffic Safety Planning Participants & Data .....	10
i. Participants/Partners .....	10
ii. Data Sources for Analyzing Highway Safety Problems.....	13
iii. Data Glossary .....	14
b. Problem Identification .....	16
i. Traffic Safety Partners.....	16
ii. Data Sources .....	16
iii. HSP Development Timeline.....	17
iv. Planning Review, Assessment, Modifications .....	18
v. Coordination with SHSP and HSIP .....	19
c. Performance Measures & Targets.....	20
i. Traffic Safety Partners Input.....	20
ii. Data Sources .....	21
iii. Determining Performance Measures and Target Selection.....	21
iv. Table: Core Performance Measures & Data Sources .....	23
v. Evidence-Based Strategy & Project Selection .....	24
vi. Traffic Safety Partner Input .....	24
vii. Data Sources .....	24
viii. Proposal Review, Scoring, and Selection (& Grant Lifecycle).....	25
ix. Evidence-Based Countermeasure Assurances.....	28
x. Evidence-Based Traffic Safety Enforcement Program.....	29
xi. Assessment of Countermeasure Strategy.....	33
xii. National High-Visibility Enforcement (HVE) Mobilization Strategy.....	34
<b>3. Performance Plan</b> .....	<b>35</b>
a. Performance Plan Overview .....	36
b. Emphasis Areas .....	37
c. Coordination with the SHSP and HSIP .....	38
d. Program Areas (Data) .....	38
i. Planning (01 PA) .....	39
ii. Alcohol and Other Drugs (02 AL) .....	55
iii. Emergency Medical Services (03 EM) .....	92
iv. Motorcycle Safety (04 MC) .....	100
v. Occupant Protection (05 OP) .....	111
vi. Pedestrian and Bicycle Safety (06 PS) .....	131
vii. Police Traffic Services (07 PT) .....	149
viii. Speed Control (08 SC) .....	162
ix. Traffic Records (09 TR) .....	169
x. Driver Education and Behavior (10 DE) .....	181
xi. Railroad Grade Crossing (11 RH) .....	200
xii. Roadway Safety (12 RS) .....	207
xiii. Safe Communities (13 SA) .....	216
xiv. School Bus Safety (14 SB) .....	221
e. Table: Core Measures, Data Types, Sources, and Projections & Targets .....	227
f. Table: Program Areas Goals & Targets .....	231
g. Table: Performance Report (met/unmet Targets).....	243
<b>4. Program Costs Summary</b> .....	<b>244</b>
a. Available Funding Resources.....	245
b. Table: Summary of Planned Funding .....	246
c. Pie Charts: Funding by Program Areas, Sources, Percentages .....	247
<b>5. Projects Cross-Reference Chart</b> .....	<b>250</b>

## Part II: 405 Application

<b>6. Appendix A. (2) Certifications &amp; Assurances, 402 &amp; 405 Grants Requirements.....</b>	<b>262</b>
<b>7. Appendix B. Fixing America's Surface Transportation (FAST) Act Grant Application.....</b>	<b>276</b>
a. OP 405(b) .....	276
b. TR 405(c) .....	279
c. AL 405(d) .....	281
d. DD 405(e) .....	284
e. MC 405(f) .....	287
<b>8. Appendix C. Attachments: FAST Act Grant Application .....</b>	<b>290</b>
a. <b>Attachments: OP</b> .....	290
i. 1-OP: Click It or Ticket Nat'l Mobilization .....	291
ii. 2-OP: Child Restraint Inspection Stations.....	293
iii. 3-OP: Certified Child Passenger Safety Technician Classes.....	354
b. <b>Attachments: TR</b> .....	355
i. 1-TR: Traffic Records Coordinating Committee Three Meeting Dates.....	356
ii. 2-TR: Texas Traffic Safety Information System Strategic Plan.....	357
c. <b>Attachments: AL</b> .....	409
i. 1-AL: Mid-Range State Notification.....	410
ii. 2-AL: 2017 Texas Impaired Driving Plan.....	411
d. <b>Attachment: DD</b> .....	578
i. 1-DD: HB-62.....	579
e. <b>Attachments: MC</b> .....	588
i. 1-MC: Motorcycle Safety Training Locations.....	589
ii. 2-MC: FARS Data Showing Decrease in Fatalities .....	602
iii. 3-MC: DPS MC Safety Program Funding.....	607
iv. 4-MC: Statewide Media Market Outreach .....	648
<b>9. Appendix D. NHTSA HSP Cost Summary .....</b>	<b>683</b>

**Section 1**  
**Executive Summary and**  
**Highway Safety Office Management**

## 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 1,323 alcohol-impaired fatalities in crashes involving driver or motorcycle operator with >0.08 BAC in Texas during 2015.

Statewide surveys show that safety belt use by drivers and front seat passengers was at 91.61% in 2015. There were 859 unrestrained fatalities in Texas in 2015 according to FARS crash data, a decrease from 907 in 2013. Texas children were restrained at a rate of 86.3% in 2016 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 motorcyclists, such as the "Share-The-Road" safety messages developed using Share-The-Road model language. In 2018, Texas will dedicate approximately \$500,000 for one Motorist Awareness of Motorcycles Media Campaign.

Texas will continue to develop and maintain the statewide data Crash Records Information System (CRIS), that provides 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 local law enforcement to submit crash reports electronically by internet. CRASH has built-in real-time data checks and business rules to increase 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.

## Highway Safety Office Management

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TRF-TS) of 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, "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

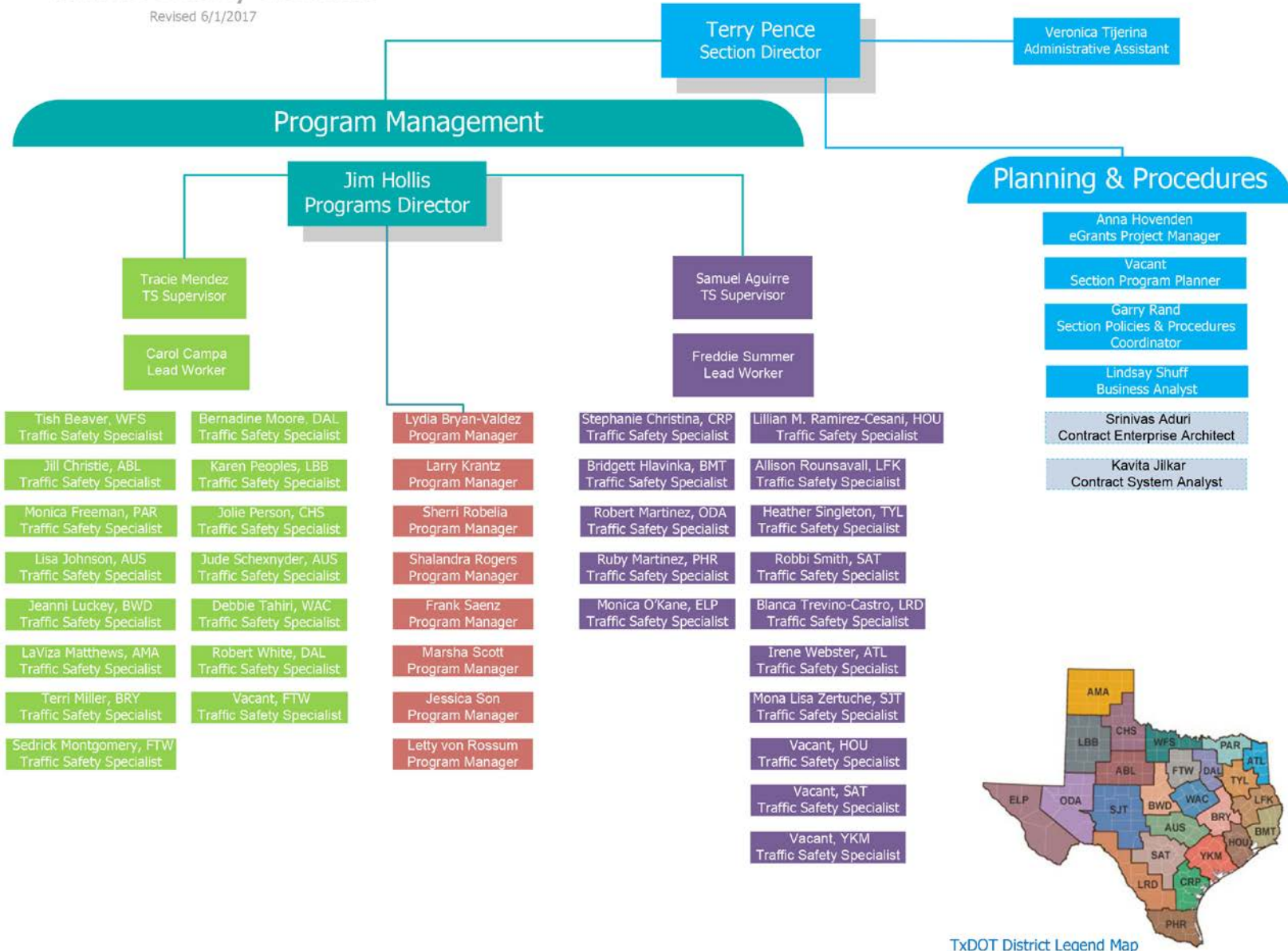
Use of information, technology, resources and skills to identify priority traffic safety issues, plan initiatives, generate coordinated action, and evaluate and communicate results.

The Texas Traffic Safety Program is managed by TRF-TS, which is located at TxDOT headquarters in Austin, TX. The TS 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 8 Program Managers. Also, there are 30 Traffic Safety Specialists (TSS) located at the 25 TxDOT Districts throughout Texas.

In addition, the State of Texas also uses private contractors 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, non-profits, and advertising agencies across Texas.

# Traffic Safety Section

Revised 6/1/2017





## **Section 2**

# **Planning Process**

## a. Traffic Safety Planning Participants & Data

### i. Participants/Partners

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, TRF-TS staff regularly brief groups and/or they participate in meetings through community 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, TRF-TS is staffed with program managers and traffic safety specialists who are continually engaging with partners, subgrantees, and other subject matter experts. The TRF-TS has Law Enforcement Liaisons (LELs) under contract and available to meet with law enforcement partners throughout the year. The TRF-TS is in contact with the TRF Crash Data and Analysis Section, TRF Engineering, and other partners within TxDOT.

TRF-TS continually works with traffic safety partners and stakeholders. It co-hosts along with the Texas Transportation Institute (TTI) an annual statewide Traffic Safety Conference that provides and solicits input regarding various traffic safety topics as identified from year to year. The concerns of TRF-TS traffic safety partners are solicited, heard, and discussed at conferences, workshops, and meetings throughout the year. At numerous statewide forums, summits, meetings, workshops, coalition/task force meetings, and other events, State agencies and organizations are continually consulting with us and offering input. These Texas traffic safety stakeholders include organizations such as,

- A&M Agrilife Extension Service
- A&M Transportation Institute (TTI)
- Association of General Constructors
- Alcoholic Beverage Commission (TABC)
- American Automobile Assoc. (AAA)
- Austin Capital Metro
- Austin TD – Vision Zero
- Bicycle Advisory Committees
- BNSF Railway Company

- CAMPO
- Center for Transportation Research (TTI)
- Child Fatality Review Teams (CFRT)
- City Governments, various
- Commission on Law Enforcement Officer Standards & Education (TCOLE)
- Councils of Government
- Department of Motor Vehicles (DMV)
- Department of Public Safety (DPS)
- Department of State Health Services (DSHS)
- Federal Motor Carrier Admin.
- Federal Railroad Administration
- FHWA
- Fire/EMS Departments
- Hillcrest Baptist Medical Center
- Houston Tomorrow
- Impaired Driving Task Force
- Kimley-Horn (design consulting)
- Lee Engineering
- MADD
- Metropolitan Planning Organizations (MPO)
- Mobisoft (software development)
- TX Motorcycle Safety Coalition (TMSC)
- Motorcycle Safety Task Force
- NCTCOG
- NHTSA
- North Texas Tollway Authority
- Office of Court Administration
- Operation Life Saver
- NSC Our Driving Concern
- Police Departments, various
- San Antonio TCI
- SUB Consulting Services, LLC.
- Texas Association of County Engineers and

Road Administrators (TACERA)

- Tarrant County
- Teens in the Driver Seat
- Texans Standing Tall
- Texas Impaired Driving Task Force
- Texas Safe Kids
- Texas Tech University (TTU)
- The Injury Prevention Center of Greater Dallas
- The University of Texas
- TX Center for Judiciary (TCJ)
- TX District and County Attorney's Assoc (TDCAA)
- TX Education Association (TEA)
- TX Good Roads Assoc.
- TX Municipal Courts Education Training Center
- TX Municipal Police Association (TMPA)
- TX Oil and Gas Association
- TX Operation Lifesavers
- TX Teen Safe Driving Coalition
- TX Transit Safety Professionals Assoc.
- TX Trucking Association
- TxLTAP (Local Technical Assistance)
- Union Pacific Railroad Public Safety
- University Health System
- Vision Zero ATX
- Walk Austin
- Williamson County
- Other traffic safety advocacy groups

Law enforcement subgrantees are providing input through their Law Enforcement Liaisons (LELs), as well as through the grant proposal and monitoring process. Currently, TRF-TS has access to more than 100 State, county, and local law enforcement agencies that can be utilized to provide feedback and information.

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

## ii. Data Sources for Analyzing Highway Safety Problems

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 by TxDOT.

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

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.

### iii. Data Glossary

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

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

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

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

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

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

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

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

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

*Railroad Grade Crossing Crashes - CRIS:* Crashes at an at-grade railroad grade 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 crashes and casualty rates use Texas population estimates derived from FHWA's Highway Statistics and/or U.S. Census Estimates for the relevant year. *CRIS:* Texas population data is used for calculating population-based crash and casualty rates obtained from the Texas State Data Center and Office of the State Demographer. Population-based crash and casualty rates through CY 2013 are based on Texas State Data Center population estimates. 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 it's construction related.

## **b. Problem Identification**

### **i. Traffic Safety Participants/Partners**

Please refer to "a," "i" above for the list of traffic safety program stakeholders.

### **ii. Data Sources**

Please refer to "a," "ii" above for the list of traffic safety program data sources.

### **iii. HSP Development Timeline**

The following table lists the Texas Traffic Safety Program's year-long HSP development process.



## Highway Safety Plan Development Timeline

When	Action Items	Details
Ongoing	Meet with Stakeholders regularly and participate in local projects	On-going process for TRF-TS program managers and traffic safety specialists (TSS)
October	Re-evaluate HSP and continue planning process	Review past/current year activities Obtain input from the traffic safety community Review crash data Update problem identification
November	Solicit input from stakeholders/partners and continue planning process	Meet with key program partners Identify long- and short-term strategies Initiate grant development Validate draft strategies with program goals Create and deploy RFP for funding Assess impact of the strategies
December/ January	Finalize grant development plans and continue the planning process	Budget new federal dollars and carry forward funds Outline grant opportunities Submit prior year Annual Report
February/ March	Score grant Proposals and Approve grants	Score and rank submitted proposals Continue selection process for proposals Finalize budget
April	Complete projects selection and Begin HSP development	Finalize negotiations with proposing agencies/organizations Begin organization of HSP Prepare funding recommendations for TxDOT 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 1 <sup>st</sup> Perform administrative review of projects and HSP Notify subgrantees of funded/rejected proposals
July	Submit HSP to NHTSA for Approval	Submit HSP to NHTSA by July 1st for approval Distribute HSP to other federal partners Prepare new projects for implementation
August	Implement Highway Safety Plan	Submit HSP changes to NHTSA based on review Receive final HSP approval from NHTSA

## Planning

### iv. Planning Review, Assessment, Modifications

The Texas highway safety planning process consists of multiple steps covered by three general topics. TRF-TS uses a planning cycle that consists of ongoing 1) Review, 2) Assessment, and 3) Modifications. This process is reflected in the HSP Development Timeline above.



These steps are coordinated by the TRF-TS Program Planner, and this is an ongoing process of updates and adjustments based on available data and input.

*Conduct Strategic Planning* – The Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of long- and short-term strategies. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from TRF-TS Project and Program Managers and other program partners (*please refer to "a," "i." above for the stakeholders list*).

The Planner coordinates the following:

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

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

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

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

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

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

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

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

The SHSP is a data-driven, multi-year comprehensive plan that establishes statewide targets, objectives, and key emphasis areas and integrates the four Es 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.

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

The TRF-TS remains in contact and coordinates with TTI and other partners and stakeholders (*please refer to the Participants/Partners List in Section 2, Planning Process, a., i*) to update the SHSP and work toward targets identified in the SHSP. When targets are set in the SHSP (especially the five core measures: fatalities, fatality rate, serious injuries, serious injuries rate, and non-motorized fatalities & serious injuries) the HSP's targets are also set using the same methodology in effort to keep it consistent across the respective plans. When other targets in the SHSP are also listed in this HSP, if appropriate and reasonable, this HSP will set targets using the same methodology. If targets required for this HSP are not present in the SHSP, then TRF-TS will set targets for those particular program areas.

### **c. Performance Measures and Targets**

#### **i. Traffic Safety Partner Input**

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

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

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

Performance measures contain:

- 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

FY18 performance measures, targets, and projects for each of the program areas are listed in this HSP.

## ii. Data Sources

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 directly 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 this 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.

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, NHTSA FARS data and that reported directly from the TxDOT CRIS crash file are not always in sync.

Data sources may include the following:

- TxDOT Crash Records Information System (CRIS)
- NHTSA FARS
- Local police departments (crash, arrest, and citation data)
- Department of State Health Services
- Regional, local, or other state agencies
- Emergency medical service providers (EMS)
- Local court systems (disposition and sentencing data)
- Evaluations such as NHTSA Program Assessments
- Surveys such as Seat Belt, Night Time Seat Belt & Child Restraint
- Analyses from TxDOT district traffic engineering and roadway data
- other sources such as interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.

## iii. Determining Performance Measures and Target Selection

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.

TxDOT establishes both short- (1 year) and long-term (3 years) targets for the program areas in this HSP.

TxDOT uses a linear trend analysis to establish the new target(s). The linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets and the short term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

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

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

**iv. Core Performance Measures & Data Source**

TRF-TS develops objectives and performance measures to improve traffic safety by setting targets with a goal of reducing the overall number of crashes, injuries and fatalities on Texas roadways. Charting of these targets is completed at the end of the process when data analysis, traffic safety partner input, and TRF-TS input are complete. Below are the Traffic Safety Performance Measures as defined by NHTSA and GHSA. Please see HSP Section 3. Performance Plan, item d. Program Areas, for details.

Performance Measure	Data Type	Data Source
A-1	Seat Belt Citations Issued/Funded Enforcement	TRF-TS eGrants
A-2	Impaired Driving Arrests/Funded Enforcement Activities	TRF-TS eGrants
A-3	Speeding Citations During Funded Enforcement Activities	TRF-TS eGrants
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (called Texas Statewide Survey of Seat Belt Use)	TTI
C-1	Total Traffic Fatalities, 2011-2015	FARS
C-2	Number of Incapacitating Injuries, 2012-2016	CRIS
C-3	Deaths per 100 Million Vehicle Miles Traveled	FARS
C-4	Unrestrained Passenger Fatalities	FARS
C-5 (C-10 & C-11)	Non-Motorized Fatalities and Serious Injuries	FARS & CRIS
C-6	Speed-Related Fatalities	FARS
C-7	Motorcycle Fatalities	FARS
C-8	Unhelmeted Motorcycle Fatalities	FARS
C-9	Drivers in Fatal Crashes Aged Under 21	FARS
C-10	Pedestrian Fatalities	FARS
C-11	Bicycle Fatalities	FARS

**v. Evidence-Based Strategy & Project Selection****vi. Traffic Safety Partners Input**

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

**vii. Data Sources**

During the Proposal Scoring process, of proposals submitted during the Request for Proposals (RFP) period, the only data that can be considered by the scoring team is data contained in the problem identification and the proposed solution. Research online, or other research/data outside the proposal or program is not allowed by TRF-TS policy. Proposal scorers must score and make determination based solely on the submitted proposal, without any outside influence.

**viii. Proposal Review, Scoring, and Selection**

State agencies and other eligible organizations interested in traffic safety issues submit project proposals when requested by TRF-TS. 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, interested parties must be Texas state or local government, educational institution, non-profit, or advertising agency. Grants are awarded based on score, merit/performance rating, project relevancy, significance of identified traffic safety problem and solution, and available funding.

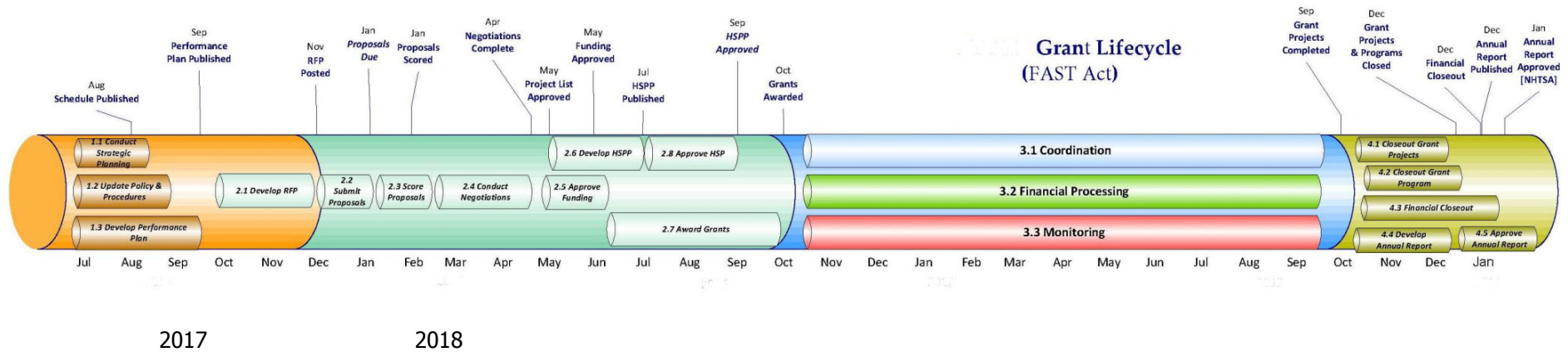
TRF-TS uses these traffic safety project proposals during development of the HSP. Proposals must be submitted through the TxDOT Traffic Safety Electronic Grants Management System (TRF-TS eGrants) by the announced deadline.

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

A submitted project proposal follows the Grant Lifecycle, which appears on the following page, and at a minimum must contain a current, relevant, data-driven problem identification and solution, a list of reasonable and attainable targets, and a plan to meet the project objectives.

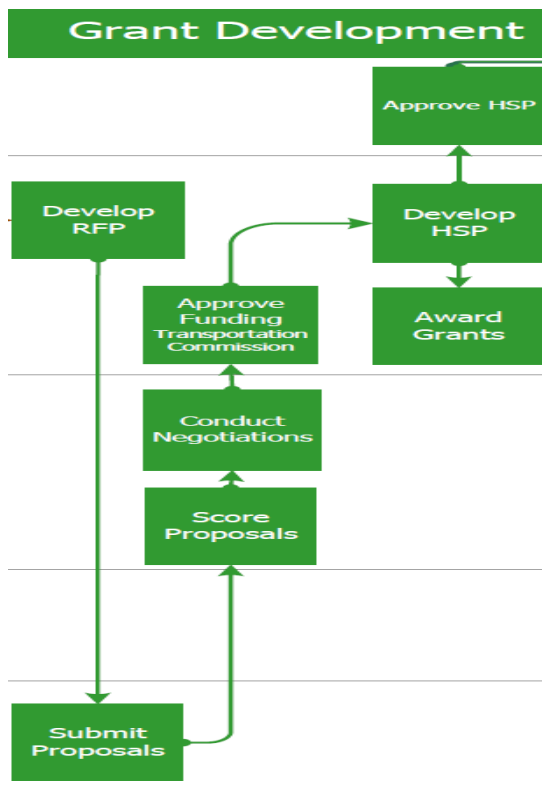


Texas Traffic Safety Program – FY 2018 Grant Lifecycle



Project Proposals are required to fall under one of the following 14 Traffic Safety Program Areas:

- |                                      |   |
|--------------------------------------|---|
| 01 – Planning (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 – Community Coalitions (SA)       | 14 – School Bus Safety (SB)             |



Once the RFP period is over, a list is generated of proposals that meet minimum qualifications for funding. These proposals are sorted by program area and assigned to scoring teams. Scoring teams are comprised of TRF-TS program managers, Traffic Safety Specialists (TSSs), and other TRF-TS 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 affected proposal pages. Reviewers do not combine comments on a single page, but post comments directly on each 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 leaders do not score proposals, instead are responsible for overseeing the review/scoring activities of their assigned scoring team. A team leader’s duties consist of:
- Serving as point of contact for questions from the team and coordinating responses during the scoring process
  - Checking the progress of the team during the scoring period
  - Reviewing proposals’ internal comments submitted by reviewers and forwarding proposals once all comments and scores have been entered.

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

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

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

TRF-TS staff will review each STEP proposal 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 proposal grading is complete, the TRF-TS Planner develops a preliminary project list, ranked by score and program area. Projects will then be selected from this list based on factors such as program area, potential impact on traffic safety problem, score, grade, and available funding/resources. After analysis of the available crash data, traffic safety partners input, TRF-TS input, and funding assignments, proposals are divided into three categories: Core competencies, core auxiliaries, and contiguous competencies.

**Core Competencies** These are programs which have the most direct impact on the number of traffic fatalities in the State. Reductions in fatalities caused by factors covered in core competencies have the greatest ability to decrease loss of life significantly in Texas. The core competencies are police traffic services (to include all types of enforcement and Police Traffic Services Support), all alcohol countermeasures, motorcycle safety, pedestrian and bicycle safety, and occupant protection measures, except public information and education. Core competencies funding equates to an estimated 60.37% of total funds.

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

records. Core auxiliaries equate to an estimated 32.27% of total funds.

**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 7.36% 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, and/or modifications to the proposed project.

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

At the conclusion of the negotiation period, the project is listed on the final funding list and added to this HSP in preparation for approval by the TxDOT Transportation Commission and then submission to NHTSA for final approval.

#### **ix. Evidence-Based Countermeasure Assurances**

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

In selecting 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 Strategic Highway Safety Plan (SHSP). 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 problems. These categories include:

- (1) Law enforcement and/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 materials distribution, press events, and other direct engagement with the motoring public with information and education materials.

In addition, 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 2018 grant year.

**x. Evidence-Based Traffic Safety Enforcement Program**

For Selective Traffic Enforcement Program (STEP) grants, TRF-TS uses a three-year rolling average of CRIS data ending three months prior to the opening of the RFP to determine maximum budgets for each law enforcement agency in Texas except for constable offices and school district police departments. These budgets are based on the number of fatal and serious-injury crashes involving DWI, OP, Speed, ITC and CMV. The budget list is published in conjunction with the RFP and grant proposals are then opened at the request of interested agencies on a non-competitive basis. Any agency can receive a minimum of \$8,000 for a STEP-WAVE grant. TRF-TS staff are encouraged to invite agencies to participate based on needs within each TxDOT district, and offer grant proposal assistance.

Agencies with STEP grants in good standing in the current FY are grandfathered into the upcoming FY program at their current FY budget level, or higher. Those current FY agencies were also given the option of which elements to enforce and whether to apply for a STEP-Comprehensive grant or a STEP-WAVE grant. Agencies applying for STEP grants in FY 2018 were granted a maximum of \$50,000 or their budget amount, whichever was less and required to enforce DWI and OP as a STEP-WAVE agency. Any agency that wanted to enforce CMV was offered \$12,000 or their budget amount, whichever was more.

Once the RFP period closes, TRF-TS staff reviews each STEP proposal for proper documentation, match sources, enforcement of required elements if any, allowable

expenditures and adherence to the type of grant and maximum allowable TxDOT budget amount. Grant proposals with issues to be resolved will be put back into modifications for a pre-determined period during which the subgrantee must take the prescribed remedial action or risk termination of the grant proposal.

**Traffic Safety Partner Input** 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 this HSP was described earlier; data analyses is designed to identify who is over-represented in crashes, as well as when, where, and why crashes are occurring. Data analyses is also conducted to identify high-risk populations that may require additional, or alternative response to address traffic safety concerns. Key results summarizing the problems identified are presented in the statewide/program area sections of this HSP.

Enforcement agencies receiving grant funding must use a data-driven approach to identify the enforcement issues in their jurisdictions as well as the locations where a high number of fatal and serious-injury crashes occur within their jurisdiction, then tailor their enforcement plans to target those areas. Data is provided to local law enforcement agencies as part of statewide problem identification. Furthermore, local crash information is available to law enforcement through TxDOT Crash Record Information System (CRIS) website. Agencies may use additional crash data such as suspected-injury and non-injury crashes to augment data received from the state.

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to target their high-visibility enforcement efforts on areas with high numbers of fatal and serious-injury crashes similar to the model outlined for the Data Driven Approach to Crime and Traffic Safety (DDACTS). Additionally, 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 addressing key problem enforcement areas and guides local jurisdictions to examine local data, or use the Texas Motor Vehicle Crash Statistics data provided by the CRIS system, 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, speeding. Additional strategies include enforcement during specific times of day when more crashes occur; nighttime impaired driving checkpoints, enforcement of high-risk occupant protection populations, such as at night with additional focus on occupant protection of pickup truck occupants, and high-visibility enforcement, including participation in national seat belt and impaired driving mobilizations. By implementing

strategies that research has shown to be effective, more efficient use is made of the available resources, and success of enforcement efforts increases.

**Evidence-Based Strategies and Projects Selection** Jurisdictions requesting funding under this evidence-based process may apply for yearlong STEP grants regardless of population. Potential subgrantees are given a maximum budget based on crash data and limited to performing high-visibility enforcement in specific areas and enforcing 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" or Truck-Tractor:"

The project plan requires each city/county to enter data outlining in detail the boundaries of its STEP patrol zones, which are developed by using fatal and serious-injury crash data and may be augmented by adding additional crash data as outlined in the previous section. Each proposing agency is required to make a minimum number of vehicle stops per enforcement hour within the several STEP patrol zones. Each STEP proposal must show realistic enforcement numbers and that the enforcement hours match the proposed budget.

Based on crash data, the law enforcement agencies TxDOT selected for STEP grant funding for FY 2018 meet the Evidence-Based requirements. The law enforcement agencies are listed in the following Program Areas: Alcohol and Other Drugs Program Area: AL-02 (Enforcement Task - STEP Wave DWI); Police Traffic Services Program Area: PT-07 (Enforcement Task - STEP CMV, STEP Comprehensive, and STEP Wave Comprehensive); Speed Control Program Area: SC-08 (Enforcement Task - STEP Speed). TxDOT will also come up with IDM and CIOT-approved projects later in the grant cycle, and those agencies will also be selected based on their crash data.

**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 a minimum of 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 patrol zones in which enforcement efforts will be concentrated. Those STEP patrol zones are based on the locations of fatal and serious-injury crashes, with a maximum allowable buffer zone in which high-visibility enforcement can be conducted and still impact the problem area or areas. 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.

**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 TRF-TS 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. Several methods are used to follow-up on programs funded by 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, the number of vehicle contacts made 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.

#### **xi. 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<sup>1</sup>. The State of Texas strives to reduce fatal and serious injury crashes by implementing highly effective, data-driven countermeasures. Texas employs a detailed and competitive planning, data analysis, and 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<sup>2</sup>. High visibility enforcement, training, public information and education efforts, and high visibility media campaigns all receive high marks in the "Countermeasures 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.

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

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

**xii. National High-Visibility Enforcement (HVE) 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 funding for selective traffic enforcement programs (STEP) are required to participate in the mobilizations as a part of their yearlong or mobilization funding.

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.

## **Section 3**

# Performance Plan

**a. Performance Plan Overview**

Texas, the largest state in the contiguous United States, is bound by Oklahoma (N), Arkansas (NE), Louisiana (E), the Gulf of Mexico (SE), Mexico (SW), and New Mexico (W). From North-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.

*U.S. Census Quick Facts* indicate, in 2015 approximately 43 percent of Texas population are Anglo, 39 percent Hispanic, 13 percent Black, and 5 percent 'other' racial/ethnic. About 23 percent of the population is less than 18 years old, 15 percent are 65 or older<sup>1</sup>. It also indicates that in 2016 Texas population is approximately 27,862,596 (2015: 27,469,114).<sup>2</sup>

Texans live in 254 counties that range from 82 people (Loving) to 4,336,853 people (Harris), and approximately 1,216 incorporated cities ranging from 35 people (Impact) to 2,275,810 people (Houston).

There are approximately 24 million Texas registered vehicles<sup>3</sup>. Texas licensed drivers numbered 15,879,876 in 2015, an increase of 1,493,758 licensed drivers from 2014<sup>4</sup>.

There are approximately 80,423 centerline miles of state-maintained roadways, including 3,417 miles of Interstate highways, 11,905 miles of U.S. highways, and 16,406 miles of Texas highways. Another 40,910 miles on the state system are designated as Farm or Ranch to Market roads. In addition to the state-maintained roads, there are approximately 311,249 miles of city and county-maintained streets and highways. While only 26 percent of roadways in Texas are state-maintained, 73 percent of all vehicle miles traveled (VMT) occurs on state-maintained highways. Average daily VMT on state-maintained highways is 515.9 million miles. The average daily VMT on all roadways in the state is 707.2 million miles. The average annual VMT on state-maintained highways is 188.4 billion miles; 258.3 billion on all state roadways<sup>5</sup>.

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

<sup>1</sup> United States Census Bureau, Quick Facts 2015 <https://www.census.gov/quickfacts/table/PST045216/0> 4/6/2017

<sup>2</sup> United States Census Bureau, Annual Estimates of Resident Population, 2010-2016 <https://www.census.gov/data/tables/2016/demo/popest/state-total.html> 4/6/2017

<sup>3</sup> Texas Department of Motor Vehicles 2015 <http://www.txdmv.gov/about-us> 04/7/2017

<sup>4</sup> Texas Department of Public Safety 2015 4/7/2017

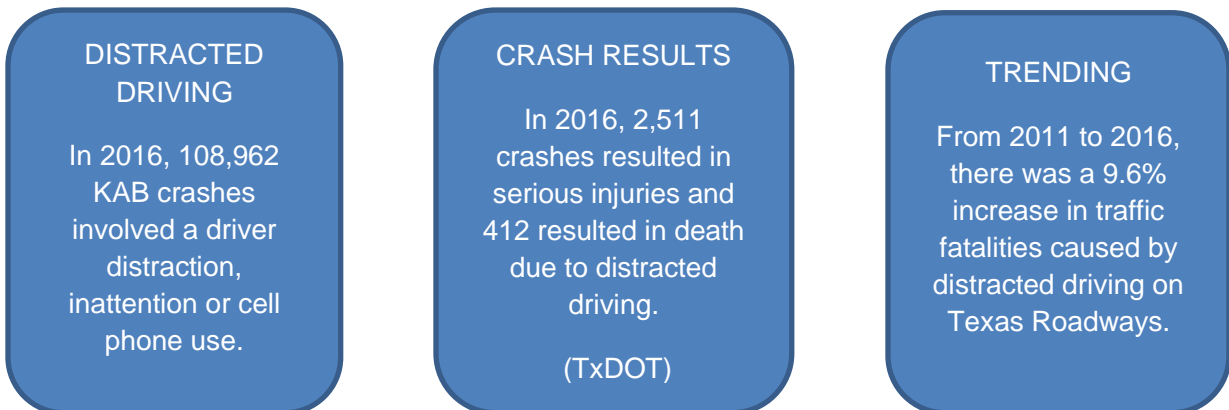
<sup>5</sup> Texas Department of Transportation Pocket Facts FY2015-2016 [http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket\\_facts.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf) 4/7/2017.

**b. Emphasis Areas**

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

- Total Fatalities /Injuries - In 2015, there were 3,516 traffic fatalities (FARS) and 17,096 incapacitating injuries in traffic crashes (TxDOT).
- Impaired Driving - There were 1,323 Alcohol-impaired fatalities (FARS) in Texas in 2015. Texas ranks 5<sup>th</sup> in the nation for the number of alcohol-impaired fatalities per 100 Million Vehicle Miles Traveled (MVMT), and Texas is classified as a mid-range fatality state eligible for Fast Act Section 405(D) funding.<sup>6</sup>
- Motorcycles – There were 443 motorcyclist fatalities in 2015 (FARS), of which 231 (52.1%) were not wearing a helmet.
- Safety Belts – Texas recorded 859 unrestrained passenger fatalities in 2015, down from 973 in 2014. Texas’ safety belt usage rate is 91.61%<sup>7</sup> using the approved survey methodology in TTI’s statewide survey for front seat drivers and passengers.
- Speeding - Of the 3,516 crash fatalities in 2015, 1,105 (31.4%) were speed-related fatalities (FARS).

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



<sup>6</sup> <http://www.twcnews.com/tx/austin/news02/13/2017texas-leads-country-in-highway-fatalities.html>

<sup>7</sup> 2016 Texas Statewide Survey of Seat Belt Use. Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. Sept. 2016.

**c. Coordination with the SHSP and HSIP**

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

TRF-TS remains in contact and coordinates with TTI and other partners and stakeholders (*please refer to the Partners list in Section 2, Planning Process, a., i.*) to update the SHSP and work toward targets identified in the SHSP. When targets are set in the SHSP (especially the Five Core Measures: Fatalities, Fatality Rate, Serious Injuries, Serious Injuries Rate, And Non-Motorized Fatalities & Serious Injuries) the HSP's targets are also set using the same methodology in effort to maintain consistency across the respective plans. When other targets in the SHSP are also listed in this HSP, if appropriate and reasonable, this HSP will set targets using the same methodology. If targets required for this HSP are not present in the SHSP, then TRF-TS will set targets for those particular program areas.

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

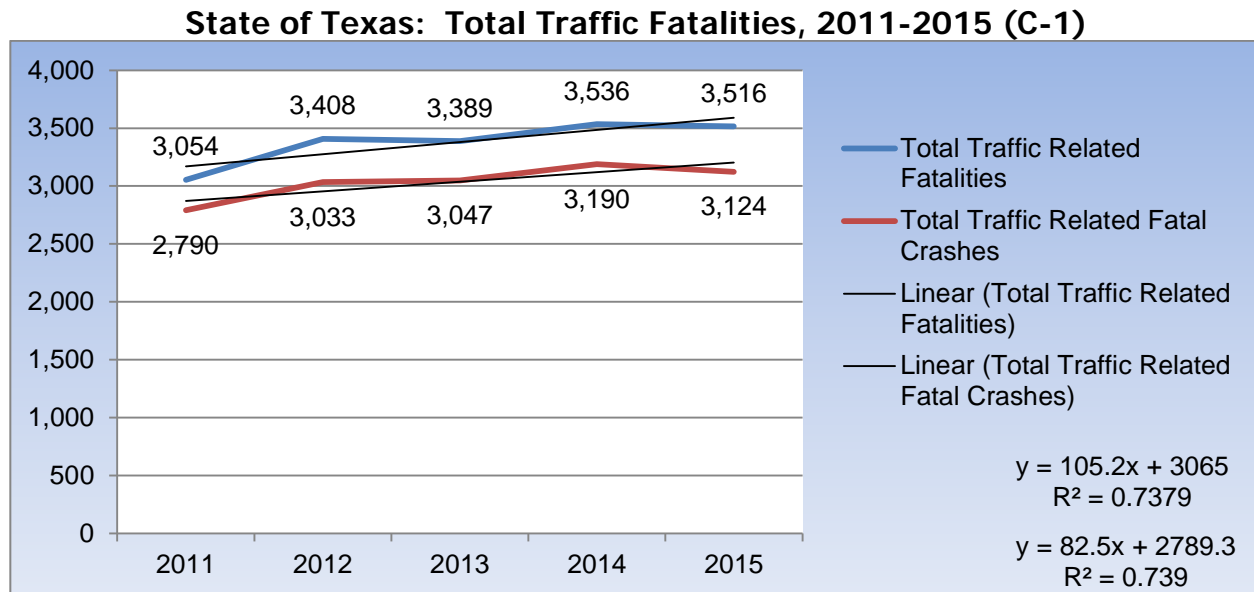
In addition, both the Traffic Safety Section and the Engineering Section, both of the TxDOT Traffic Operations Division, have collaborated on coordinating the generation of the SHSP and the HSP. Meetings, exchange of ideas, coordination of projects, data analysis, and a constant flow of communication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

**d. Program Areas (Data)**

The following pages contain the 14 Texas Traffic Safety program areas, problem identification, data narratives, related data, performance measures, Impacts, targets, projects, and project budgets. In the Impacts of Proposed Strategies section, M, X, and B Values are the variables in a linear equation ( $y=mx+b$ ) where m represents the slope of the line, X represents the number of years away from the baseline, and B represents the baseline value of the equation.

## 01 - Planning - P&A

**Problem ID** The State of Texas, over the last five years, has had, on average, 3,381 fatalities. There was upward movement in 2012 from a low of 3,054 recorded in 2011 to 3,408 in 2012. 2013 FARS data shows that there were 3,389 fatalities, a slight reduction from 2012, but an increase to 3,536 fatalities in 2014. Fatal crashes for 2015 show a decrease from the 3,190 recorded in 2014 to 3,124 in 2015.



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

Single vehicle, run-off the road crashes resulted in 1,295 fatalities in 2016. This was 34.30% of all motor vehicle traffic fatalities in 2016. Saturday, October 29 and Sunday February 21 were the deadliest days in 2016 with 23 persons killed in traffic crashes. October was the deadliest month with 382 persons killed.<sup>1</sup> In 2016, the majority of fatalities occurred on US or State Highways (41.6%), followed by Interstates (18.2%) and Farm to Market Roads (17.60%).<sup>2</sup>

In 2016, fatal crashes in Texas were most likely to occur on Saturdays with 17.7% of all fatal crashes and Sundays with 17.3% of all fatal crashes. The hours of 9:00 p.m. to Midnight were the most deadly, with 15.8% of all fatal crashes occurring during this time frame. However, the combined time frame between 6:00 p.m. until 3:00 a.m. accounted for 46.6% of all fatal crashes indicating the need for increased nighttime enforcement. It is worth noting that there is a significant volume of fatal crashes during all time periods.

<sup>1</sup> Texas Motor Vehicle Traffic Crash Highlights Calendar Year 2016. Retrieved from: [http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash\\_statistics/2016/01.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2016/01.pdf)

<sup>2</sup> CRIS April 20, 2017

**State of Texas, Fatalities by Month and Road Type, 2016**

Month	Interstate	US/State Highways	Farm to Market	County Road	City Street	Tollway
January	60	97	54	18	48	2
February	58	123	52	23	56	0
March	61	140	43	22	46	0
April	45	125	53	19	58	0
May	58	154	63	14	48	1
June	60	136	49	14	46	2
July	52	132	55	25	47	1
August	61	119	61	17	41	3
September	44	123	51	22	48	2
October	74	150	69	23	65	1
November	62	155	55	23	47	1
December	53	113	59	9	59	0
<b>Total</b>	<b>688</b>	<b>1,567</b>	<b>664</b>	<b>229</b>	<b>609</b>	<b>13</b>
% of Total	18.2%	41.6%	17.6%	6.1%	16.2%	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 April 20<sup>th</sup>, 2017.

**State of Texas, Fatal Crashes by Time and Day of Week, 2016**

	SUN	MON	TUE	WED	THU	FRI	SAT	Total
Midnight to 2:59 a.m.	125	52	38	39	53	66	135	508
3 a.m. to 5:59 a.m.	91	27	35	35	38	61	72	359
6 a.m. to 8:59 a.m.	47	59	45	49	56	58	37	351
9 a.m. to 11:59 a.m.	34	51	41	27	48	34	57	292
Noon to 2:59 p.m.	57	59	55	51	53	72	53	400
3 p.m. to 5:59 p.m.	57	55	49	66	51	65	74	417
6 p.m. to 8:59 p.m.	93	68	70	81	64	78	84	538
9 p.m. to 11:59 p.m.	85	63	54	57	67	122	91	539
<b>Total</b>	<b>589</b>	<b>434</b>	<b>387</b>	<b>405</b>	<b>430</b>	<b>556</b>	<b>603</b>	<b>3,404</b>

Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20<sup>th</sup>, 2017.

In 2015, 20.8% of persons killed in Texas were between the ages of 25 and 34 years of age. Persons aged 35-to-44-years-old accounted for 14.6% and 45-54 year-olds account for an additional 13.8%. Based on the total of known ages for persons killed in Texas, 25- to 54-year-old persons accounted for 52.7% of all persons killed.

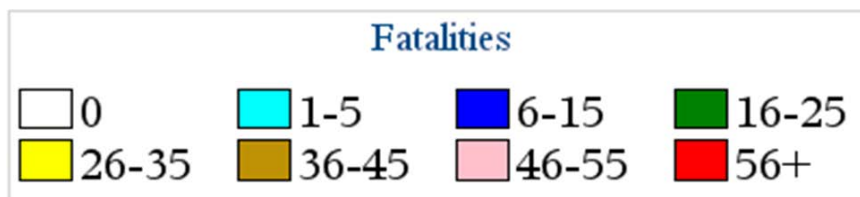
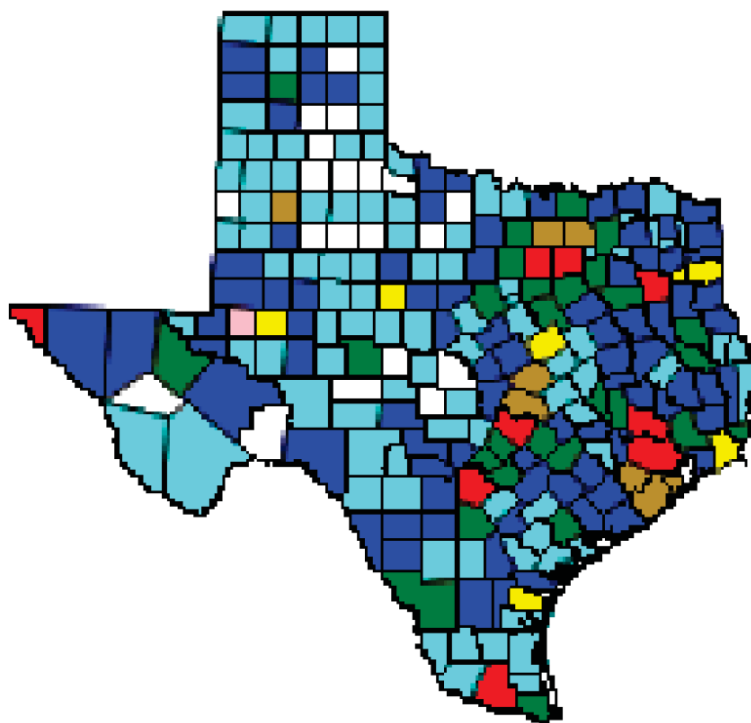


State of Texas, Vehicle Occupants Killed, by Age and Vehicle Type, 2015

	Passenger Cars	Light Trucks	Large Trucks	Buses	Motorcycles	Total
< 5	21	26	0	0	0	47
5 -- 9	16	15	1	0	0	32
10 -- 15	18	31	0	1	0	50
16 -- 20	165	107	3	1	21	297
21 -- 24	157	129	3	1	41	331
25 -- 34	248	213	17	8	113	599
35 -- 44	132	189	17	3	80	421
45 -- 54	110	169	29	2	86	396
55 -- 64	96	126	21	0	72	315
65 -- 74	69	96	7	1	28	201
> 74	109	74	2	0	2	187
<b>Total</b>	<b>1,141</b>	<b>1,175</b>	<b>100</b>	<b>17</b>	<b>443</b>	<b>2,876</b>

Source: Fatality Analysis Reporting System (FARS, May 19<sup>th</sup>, 2017).

State of Texas, Fatalities by County, 2015 (FARS)



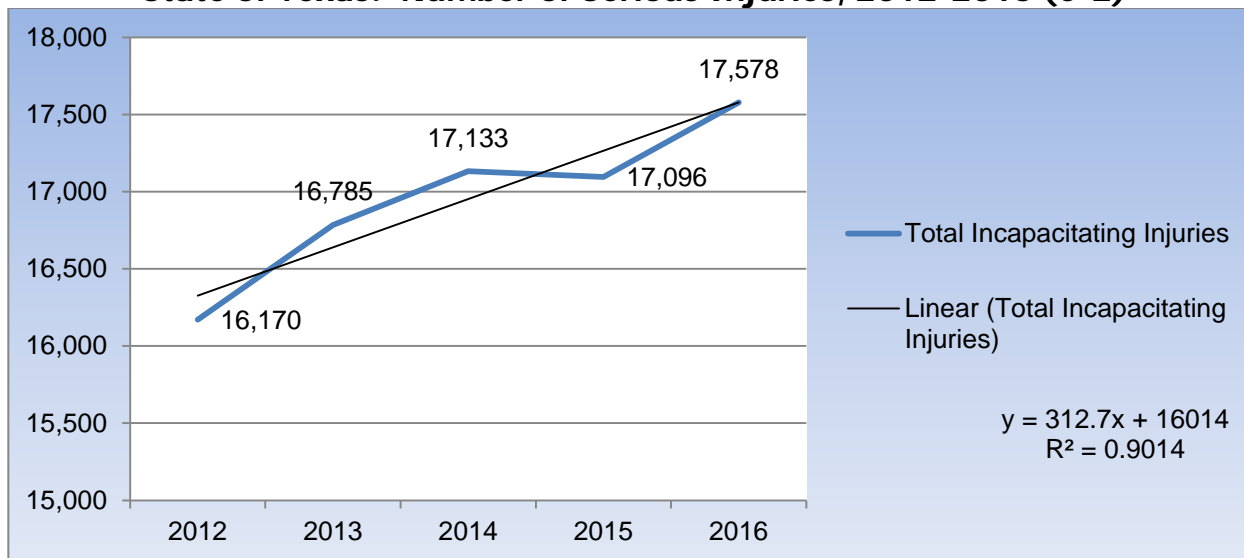
Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

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 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.

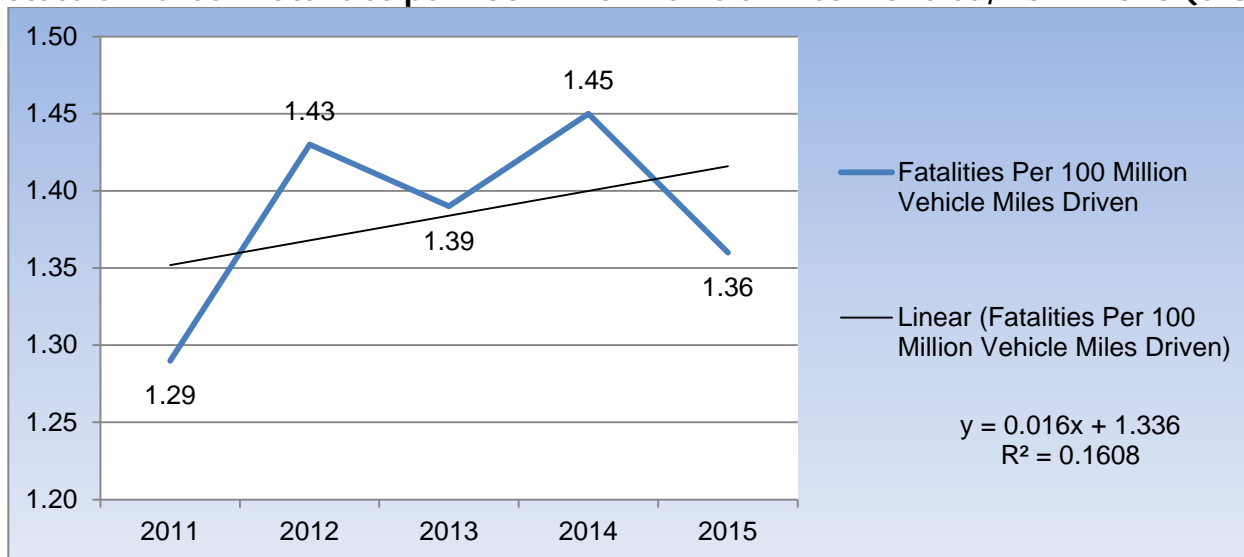
Texas has also seen a large increase in the number of reportable serious injuries from a low of 16,170 in 2012 to 17,578 reported in 2016, an increase of 8.7%.

**State of Texas: Number of Serious Injuries, 2012-2016 (C-2)**



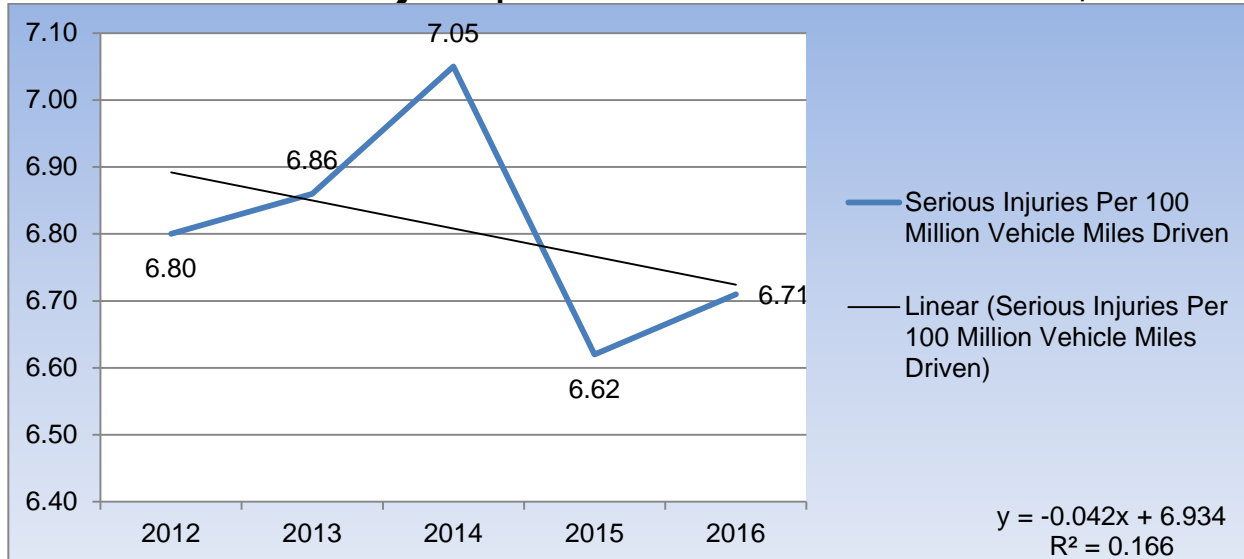
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**State of Texas: Fatalities per 100 Million Vehicle Miles Traveled, 2011-2015 (C-3)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

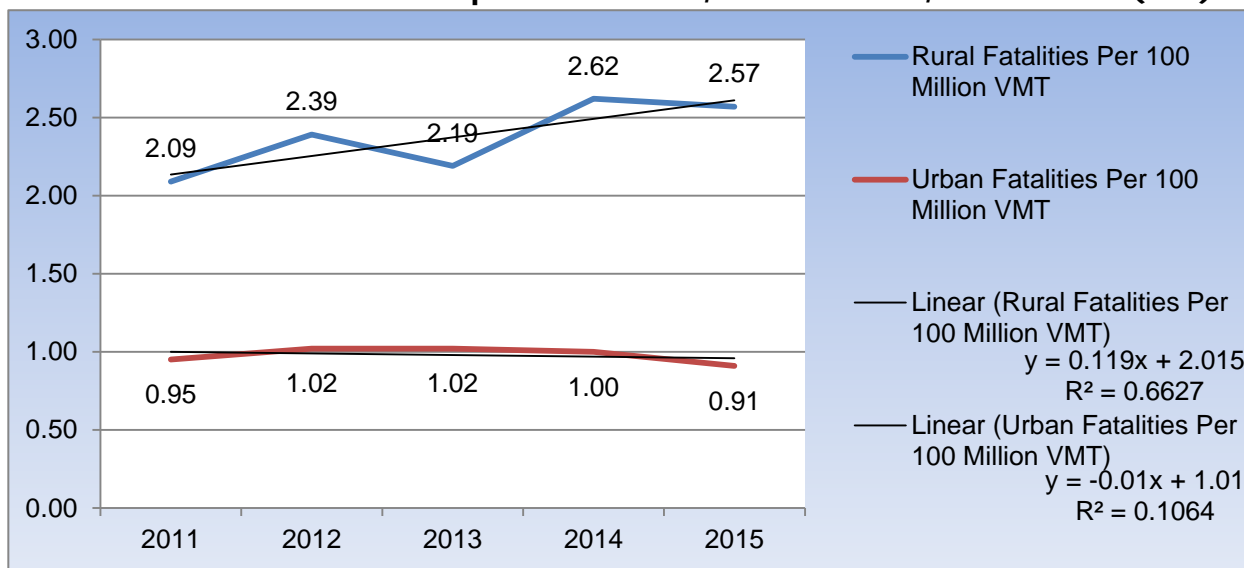
**State of Texas: Serious Injuries per 100 Million Vehicle Miles Traveled, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

Fatalities in traffic crashes in rural areas of the state accounted for 50.3% of the state's traffic fatalities. There were 1,780 fatalities in rural traffic crashes. 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.

**State of Texas: Fatalities per 100 MVMT, Rural/Urban, 2011-2015 (C-3)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

**P&A Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

**P&A Impacts of Proposed Strategies** When these trends are forecasted, the FARS data for 2015 indicates an increase in fatalities in 2018 to 3,907 along with 3,449 fatal crashes. By 2020, Texas projects an increase to 4,117 fatalities resulting from 3,614 fatal crashes. The calculations for these projections and targets are as follows:

<b>C-1</b>	2011	2012	2013	2014	2015
<b>Total Traffic Related Fatalities</b>	3,054	3,408	3,389	3,536	3,516

<b>Total Traffic Related Fatalities</b>	2016	2017	2018	2019	2020	2021	2022
<b>M Value</b>	105.2	105.2	105.2	105.2	105.2	105.2	105.2
<b>X Value</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B Value</b>	3,065	3,065	3,065	3,065	3,065	3,065	3,065
<b>Projection</b>	3,696	3,801	3,907	4,012	4,117	4,222	4,327
<b>Target</b>		3,801	3,891	3,980	4,068	4,155	4,241

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

	2011	2012	2013	2014	2015
<b>Total Traffic Related Fatal Crashes</b>	2,790	3,033	3,047	3,190	3,124

<b>Total Traffic Related Fatalities</b>	2016	2017	2018	2019	2020	2021	2022
<b>M Value</b>	82.5	82.5	82.5	82.5	82.5	82.5	82.5
<b>X Value</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B Value</b>	2,789.3	2,789.3	2,789.3	2,789.3	2,789.3	2,789.3	2,789.3
<b>Projection</b>	3,284	3,367	3,449	3,532	3,614	3,697	3,779
<b>Target</b>		3,367	3,436	3,504	3,571	3,638	3,704

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 18,203 serious injuries. By 2020, Texas can expect to report 18,828 serious injuries. The calculations for these projections and targets are as follows:

<b>C-2</b>	2012	2013	2014	2015	2016
<b>Total Serious Injuries</b>	16,170	16,785	17,133	17,096	17,578

<b>Total Serious Injuries</b>	2017	2018	2019	2020	2021	2022
<b>M Value</b>	312.7	312.7	312.7	312.7	312.7	312.7
<b>X Value</b>	6.00	7.00	8.00	9.00	10.0	11.0
<b>B Value</b>	16,014	16,014	16,014	16,014	16,014	16,014
<b>Projection</b>	17,890	18,203	18,516	18,828	19,141	19,454
<b>Target</b>	17,890	18,130	18,367	18,602	18,835	19,065

Current trend projections using FARS data for 2015 indicate that for 2018, the State of Texas can expect to report a Fatalities Per 100 Million Vehicle Miles Driven rate of 1.46. By 2020, Texas can expect to report a rate of 1.50. The calculations for these projections and targets are as follows:

<b>C-3</b>	2011	2012	2013	2014	2015
<b>Fatalities Per 100 Million Vehicle Miles Driven</b>	1.29	1.43	1.39	1.45	1.36

<b>Fatalities Per 100 Million Vehicle Miles Driven</b>	2016	2017	2018	2019	2020	2021	2022
<b>M Value</b>	0.016	0.016	0.016	0.016	0.016	0.016	0.016
<b>X Value</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B Value</b>	1.336	1.336	1.336	1.336	1.336	1.336	1.336
<b>Projection</b>	1.43	1.45	1.46	1.48	1.50	1.51	1.53
<b>Target</b>		1.45	1.46	1.47	1.48	1.49	1.50

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report a Serious Injuries Per 100 Million Vehicle Miles Driven rate of 6.64. By 2020, Texas can expect to report a Serious Injuries Per 100 Million Vehicle Miles Driven rate of 6.56. The calculations for these projections and targets are as follows:

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

	2012	2013	2014	2015	2016
<b>Serious Injuries Per 100 Million Vehicle Miles Driven</b>	6.80	6.86	7.05	6.62	6.71

<b>Serious Injuries Per 100 Million Vehicle Miles Driven</b>	2017	2018	2019	2020	2021	2022
<b>M Value</b>	-0.042	-0.042	-0.042	-0.042	-0.042	-0.042
<b>X Value</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B Value</b>	6.934	6.934	6.934	6.934	6.934	6.934
<b>Projection</b>	6.68	6.64	6.60	6.56	6.51	6.47
<b>Target</b>	6.68	6.64	6.60	6.56	6.51	6.47

Current trend projections using FARS data for 2015 indicate that for 2018, the State of Texas can expect to report a rural Fatalities Per 100 Million VMT rate of 2.97, and an urban Fatalities Per 100 Million VMT rate of 0.93. By 2020, Texas can expect to report a rural Fatalities Per 100 Million VMT rate of 3.21 and an urban Fatalities Per 100 Million VMT rate of 0.91. The calculations for these projections and targets are as follows:

<b>C-3 (a)</b>	2011	2012	2013	2014	2015
<b>Rural Fatalities Per 100 Million VMT</b>	2.09	2.39	2.19	2.62	2.57

<b>Rural Fatalities Per 100 Million VMT</b>	2016	2017	2018	2019	2020	2021	2022
<b>M Value</b>	0.119	0.119	0.119	0.119	0.119	0.119	0.119
<b>X Value</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B Value</b>	2.015	2.015	2.015	2.015	2.015	2.015	2.015
<b>Projection</b>	2.73	2.85	2.97	3.09	3.21	3.32	3.44
<b>Target</b>		2.85	2.96	3.06	3.17	3.27	3.37

<b>C-3 (b)</b>	2011	2012	2013	2014	2015
<b>Urban Fatalities Per 100 Million VMT</b>	0.95	1.02	1.02	1.00	0.91

<b>Urban Fatalities Per 100 Million VMT</b>	2016	2017	2018	2019	2020	2021	2022
<b>M Value</b>	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
<b>X Value</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B Value</b>	1.01	1.01	1.01	1.01	1.01	1.01	1.01
<b>Projection</b>	0.95	0.94	0.93	0.92	0.91	0.90	0.89
<b>Target</b>		0.94	0.93	0.92	0.91	0.90	0.89

**P&A Performance Targets:**

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

2018 Target: To decrease the expected rise of fatalities from a five-year average of 3,380.6 in 2015 to not more than a five-year average of 3,703.8 fatalities in 2018

The 2015 Baseline expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2011	3,054	FARS
2012	3,408	FARS
2013	3,389	FARS
2014	3,536	FARS
2015	3,516	ARF
2015 Baseline expressed as 5-year average		3,380.6

The 2018 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2014	3,536	FARS
2015	3,516	ARF
2016	3,775	CRIS
2017	3,801	Target
2018	3,891	Target
2018 Target expressed as 5-year average		3,703.8

As noted in the table above, the calendar year target for 2018 would be 3,891 fatalities.

2020 Target: To decrease the expected rise of fatalities from the projected 3,907 in 2018 to not more than 4,068 fatalities in 2020

**Target: Total Traffic Related Fatal Crashes**

2018 Target: To decrease the expected rise of fatal crashes from 3,124 fatal crashes in 2015 to not more than 3,436 fatal crashes in 2018

2020 Target: To decrease the expected rise of fatal crashes from the projected 3,449 fatal crashes in 2018 to not more than 3,571 fatal crashes in 2020

**Target: Total number of serious injuries (C-2)**

2018 Target: To decrease the expected rise of serious injuries from a five-year average of 16,389.0 in 2015 to not more than a five year average of 17,565.4 serious injuries in 2018

The 2015 Baseline expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2011	14,761	CRIS
2012	16,170	CRIS
2013	16,785	CRIS
2014	17,133	CRIS
2015	17,096	CRIS
2015 Baseline expressed as 5-year average		16,389.0

The 2018 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2014	17,133	CRIS
2015	17,096	CRIS
2016	17,578	CRIS
2017	17,890	Target
2018	18,130	Target
2018 Target expressed as 5-year average		17,565.4

As noted in the table above, the calendar year target for 2018 would be 18,130 serious injuries.

2020 Target: To decrease the expected rise of serious injuries from the projected 18,203 serious injuries in 2018 to not more than 18,602 serious injuries in 2020



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

2018 Target: To decrease the expected rise of fatalities per 100 MVMT from a five-year average of 1.384 in 2015 to not more than a five year average of 1.432 fatalities per 100 MVMT in 2018

The 2015 Baseline expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2011	1.29	FARS
2012	1.43	FARS
2013	1.39	FARS
2014	1.45	FARS
2015	1.36	ARF
2015 Baseline expressed as 5-year average		1.384

The 2018 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2014	1.45	FARS
2015	1.36	ARF
2016	1.44	CRIS
2017	1.45	Target
2018	1.46	Target
2018 Target expressed as 5-year average		1.432

As noted in the table above, the calendar year target for 2018 would be 1.46 fatalities per 100 MVMT.

2020 Target: To decrease the expected rise of fatalities per 100 MVMT from the projected 1.46 fatalities per 100 MVMT in 2018 to not more than 1.48 fatalities per 100 MVMT in 2020

**Target: Serious Injuries per 100 million vehicle miles traveled**

2018 Target: To decrease the expected rise of serious injuries per 100 MVMT from a five-year average of 6.710 in 2015 to not more than 6.740 serious injuries per 100 MVMT in 2018

The 2015 Baseline expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2011	6.22	CRIS
2012	6.80	CRIS
2013	6.86	CRIS
2014	7.05	CRIS
2015	6.62	CRIS
2015 Baseline expressed as 5-year average		6.710

The 2018 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2014	7.05	CRIS
2015	6.62	CRIS
2016	6.71	CRIS
2017	6.68	Target
2018	6.64	Target
2018 Target expressed as 5-year average		6.740

As noted in the table above, the calendar year target for 2018 would be 6.64 serious injuries per 100 MVMT.

2020 Target: To decrease the rate of serious injuries per 100 MVMT from 6.64 serious injuries per 100 MVMT in 2018 to 6.56 serious injuries per 100 MVMT in 2020

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

2018 Target: To decrease the expected rise of the rate of rural fatalities per 100 MVMT from 2.57 rural fatalities per 100 MVMT in 2015 to not more than 2.96 rural fatalities per 100 MVMT in 2018

2020 Target: To decrease the expected rise of rural fatalities per 100 MVMT from the projected 2.97 rural fatalities per 100 MVMT in 2018 to not more than 3.17 rural fatalities per 100 MVMT in 2020

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

2018 Target: To decrease the expected rise of urban fatalities per 100 MVMT from 0.91 urban fatalities per 100 MVMT in 2015 to not more than 0.93 urban fatalities per 100 MVMT in 2018

2020 Target: To decrease the expected rise of urban fatalities per 100 MVMT from a projected 0.93 urban fatalities per 100 MVMT in 2018 to not more than 0.91 urban fatalities per 100 MVMT in 2020

# Planning

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 PA - 01

Project #	Division	Organization Name
2018-TxDOT-G-1YG-0292	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 crashes, injuries, and fatalities.*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$4,414,083.00	\$0.00	\$0.00	<b>\$4,414,083.00</b>

Project #	Division	Organization Name
2018-TxDOT-G-1YG-0295	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	<b>\$50,000.00</b>

Project #	Division	Organization Name
2018-TxDOT-G-1YG-0296	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	<b>\$75,000.00</b>

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

Project #	Division	Organization Name
2018-TxDOT-G-1YG-0307	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	\$450,000.00	\$0.00	\$0.00	\$0.00	<b>\$450,000.00</b>

**Task: Training** Planning PA - 01

Project #	Division	Organization Name
2018-TTI-G-1YG-0117	TRF-TS	Texas A&M Transportation Institute

**Title / Desc. 2018 Statewide Traffic Safety Conference**

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

**Objectives**

- Conduct 1 statewide traffic safety conference by 6/28/2018
- Coordinate 1 plan for a tenth statewide traffic safety conference by 4/1/2018
- Achieve 10% increase in conference registrations compared to 2017 by 5/31/2018
- Provide 1 evaluation of conference participant satisfaction and other performance metrics by 9/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$18,868.2*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$58,727.95	\$0.00	\$60,000.00	\$30,000.00	<b>\$148,727.95</b>

Planning

FY 2018  
Budget Module: PA - 01

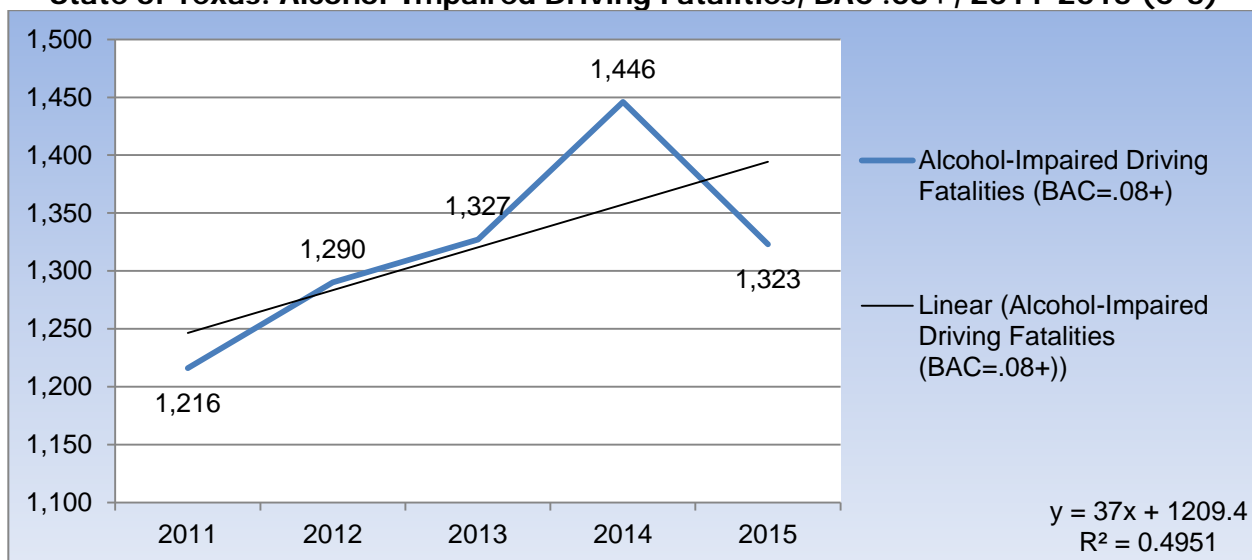
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	4	\$4,989,083.00	\$525,000.00					\$4,464,083.00			
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	1	\$148,727.95	\$58,727.95						\$60,000.00	\$30,000.00	
<b>TOTALS:</b>	<b>5</b>	<b>\$5,137,810.95</b>	<b>\$583,727.95</b>					<b>\$4,464,083.00</b>	<b>\$60,000.00</b>	<b>\$30,000.00</b>	

## 02 - Alcohol and Other Drug Countermeasures - AL

**Problem ID** In 2015, there were 1,323 alcohol-impaired fatalities in Texas. Texas ranks 5<sup>th</sup> 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 FAST Act Section 405(D) funding.

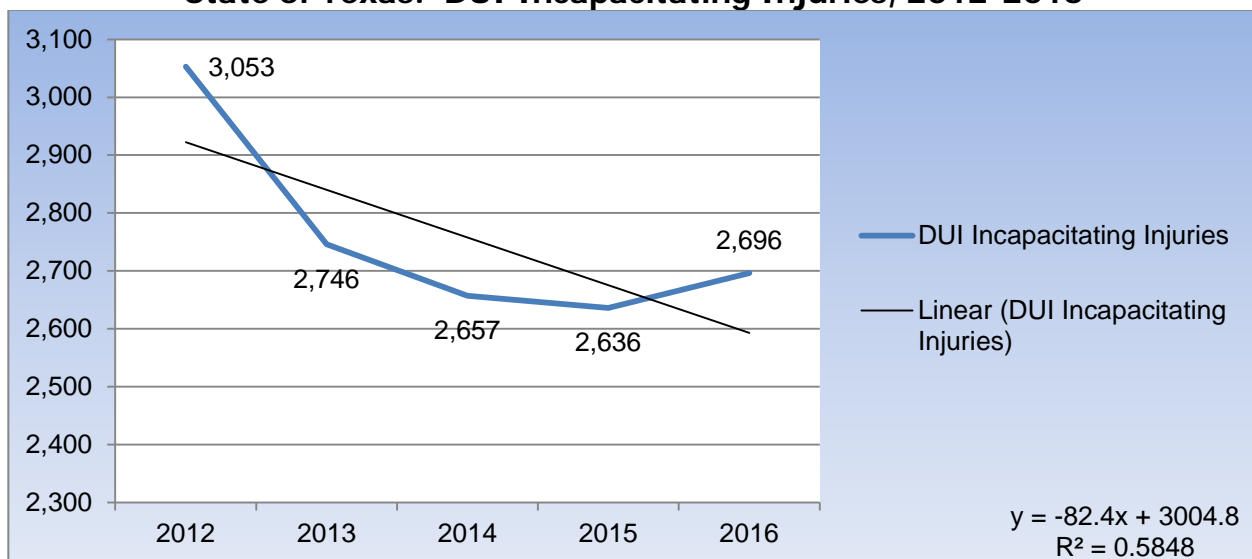
Texas ranks in the Top 10 states nationally for the seventh consecutive year for alcohol-impaired fatalities per 100 million vehicle miles traveled. Alcohol-impaired is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 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+, 2011-2015 (C-5)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

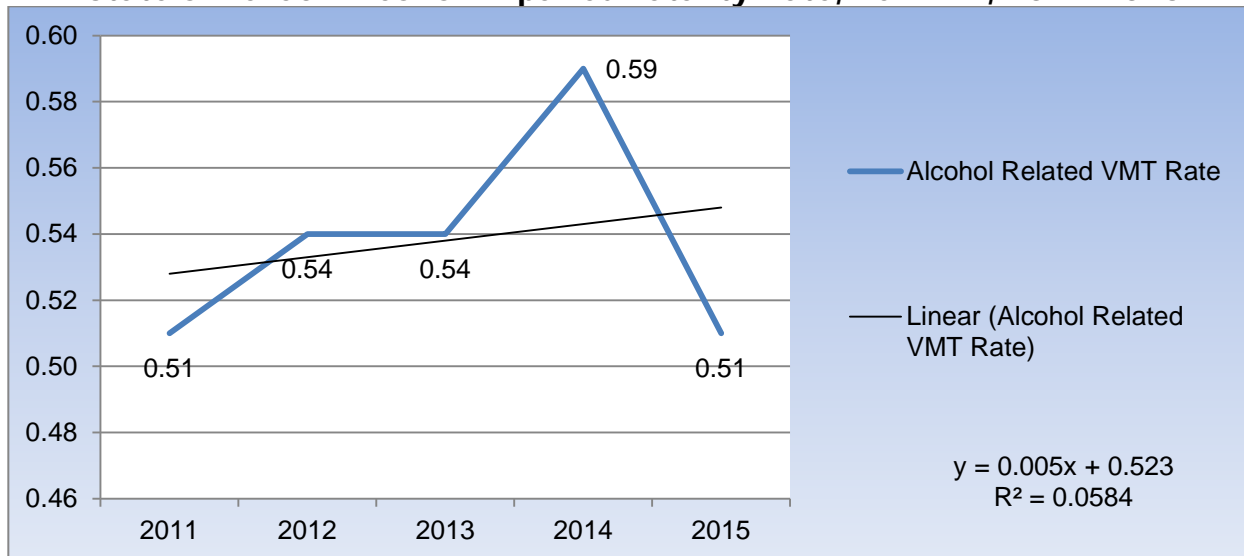
**State of Texas: DUI Incapacitating Injuries, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

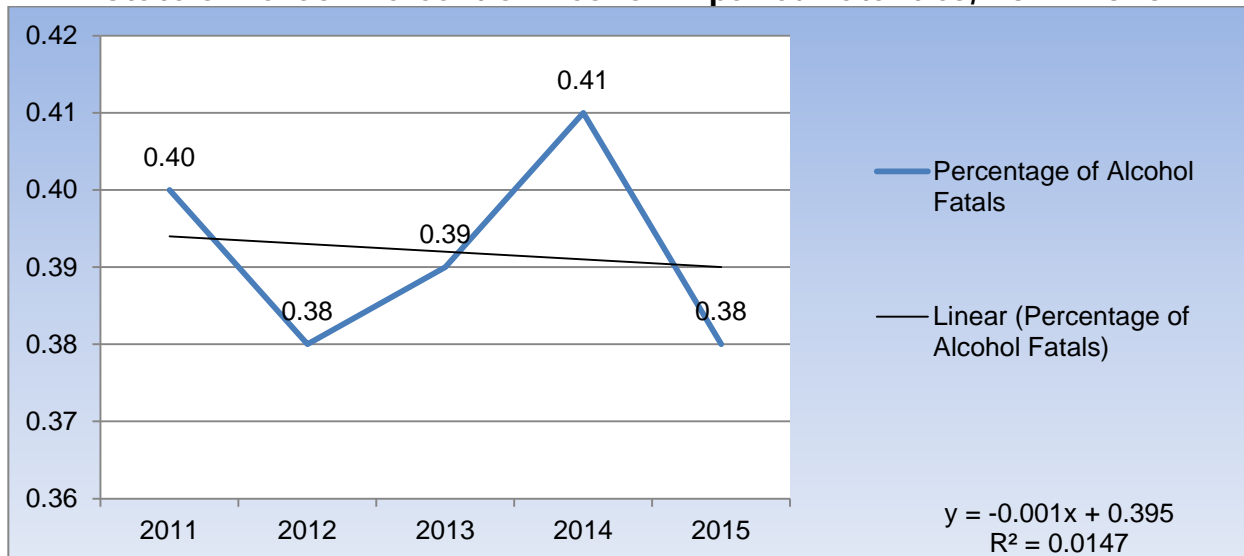
The current data from CRIS suggests that while fatalities may be increasing, the number of incapacitating injuries is declining. There may be several factors for this, many of which are addressed within projects of this HSP. These include increased EMS training to prevent incapacitating injuries from 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, 2011-2015**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

**State of Texas: Percent of Alcohol-impaired Fatalities, 2011-2015**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

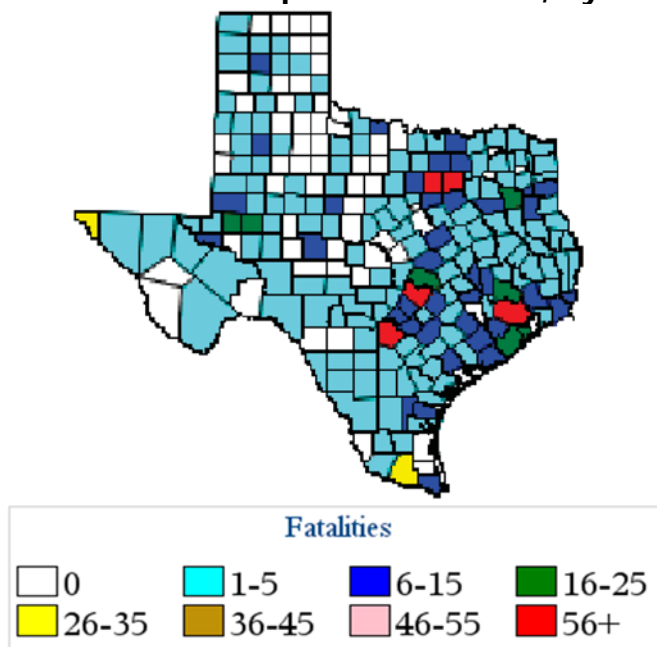
Age is a factor in alcohol-impaired fatal crashes. In 2015, the highest representation is 21-25 year olds, who represent 30% of drivers killed in alcohol-impaired crashes, followed by 26-34 year olds representing 29% of drivers killed. There were 317 total drivers killed in alcohol-impaired crashes between the ages of 21-35 and this accounts for 47.7% of all fatalities.



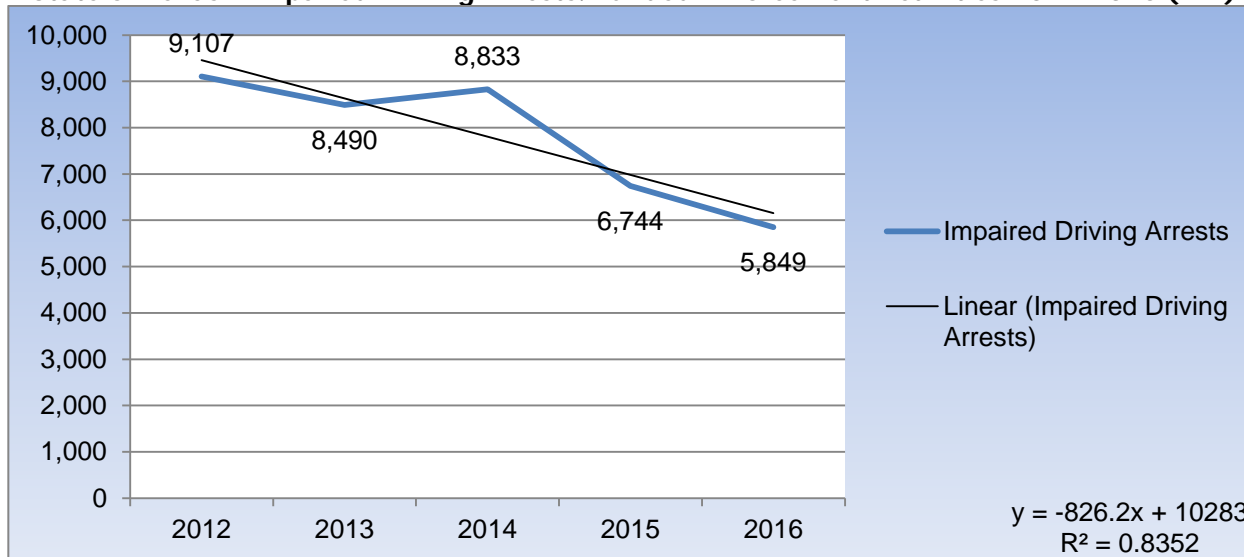
During 2016, there were 3,998 alcohol-impaired crashes on Friday, 6,008 alcohol-impaired crashes on Saturday, followed closely by Sunday with 5,679 alcohol-impaired crashes. These three days, with a total of 15,685 crashes, account for 63.9% of all alcohol-impaired crashes in Texas.

11.43% of all alcohol-impaired fatal crashes occur between the hours of 2:00 a.m. and 2:59 a.m., followed by 9.16% that occur between midnight and 12:59 a.m. The hours between 9:00 p.m. and 4:00 a.m. overall account for 58.60% of all alcohol-impaired fatal crashes that occur within the State of Texas.

**State of Texas: Alcohol-impaired Fatalities, By County, 2015**



**State of Texas: Impaired Driving Arrests/Funded Enforcement Activities 2012-2016 (A-2)**



Source: Texas Department of Transportation TRF-TS eGrants, May 17<sup>th</sup>, 2017.

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** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust impaired driving program, to include elements in high-visibility enforcement, training, education, regional task forces, testing and media. In addition to traditional enforcement and other associated impaired driving programs, TxDOT will continue to actively participate in and provide administrative support to Texas’s Impaired Driving Task force. TxDOT will work in conjunction with TX Impaired Driving Task force in executing the statewide strategic plan to reduce the incidence of impaired driving and associated traffic crashes and improve

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

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 2015 indicate that for 2018, the State of Texas can expect to report 1,505 alcohol-impaired fatalities. By 2020, Texas can expect to report 1,579 alcohol-impaired fatalities. The calculations for these projections and targets are as follows:

C-5	2011	2012	2013	2014	2015		
Alcohol-Impaired Driving Fatalities (BAC=.08+)	1,216	1,290	1,327	1,446	1,323		

Alcohol-Impaired Driving Fatalities (BAC=.08+)	2016	2017	2018	2019	2020	2021	2022
M Value	37	37	37	37	37	37	37
X Value	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B Value	1,209.4	1,209.4	1,209.4	1,209.4	1,209.4	1,209.4	1,209.4
Projection	1,431	1,468	1,505	1,542	1,579	1,616	1,653
Target		1,468	1,499	1,530	1,560	1,591	1,620

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 2,428 DUI related incapacitating injuries. By 2020, Texas can expect to report 2,263 DUI related incapacitating injuries. The calculations for these projections and targets are as follows:

DUI Incapacitating Injuries	2012	2013	2014	2015	2016
	3,053	2,746	2,657	2,636	2,696

DUI Incapacitating Injuries	2017	2018	2019	2020	2021	2022
M	-82.4	-82.4	-82.4	-82.4	-82.4	-82.4
X	6.00	7.00	8.00	9.00	10.00	11.00
B	3,004.8	3,004.8	3,004.8	3,004.8	3,004.8	3,004.8
Projection	2,510	2,428	2,346	2,263	2,181	2,098
Target	2,510	2,428	2,346	2,263	2,181	2,098

Current trend projections using FARS data for 2015 indicate that for 2018, the State of Texas can expect to report an alcohol-impaired VMT fatality rate of 0.56. By 2020, Texas can expect to report an alcohol-impaired VMT fatality rate of 0.57. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015		
Alcohol-impaired VMT Fatality Rate	0.51	0.54	0.54	0.59	0.51		
Alcohol-impaired VMT Fatality Rate	2016	2017	2018	2019	2020	2021	2022
M Value	0.005	0.005	0.005	0.005	0.005	0.005	0.005
X Value	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B Value	0.523	0.523	0.523	0.523	0.523	0.523	0.523
Projection	0.55	0.56	0.56	0.57	0.57	0.58	0.58
Target		0.56	0.56	0.56	0.57	0.57	0.57

Current trend projections using FARS data for 2015 indicate that for 2018, the State of Texas can expect to report a 0.39% rate of alcohol-impaired fatalities. By 2020, Texas can expect to report a 0.39% rate of Alcohol-impaired fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015		
Percentage of Alcohol Fatalities	0.40	0.38	0.39	0.41	0.38		
Percentage of Alcohol Fatalities	2016	2017	2018	2019	2020	2021	2022
M Value	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001
X Value	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B Value	0.395	0.395	0.395	0.395	0.395	0.395	0.395
Projection	0.39	0.39	0.39	0.39	0.39	0.38	0.38
Target		0.39	0.39	0.39	0.39	0.38	0.38

**AL Impacts of Proposed Strategies** Strategies proposed for the Alcohol and Other Drug Countermeasures Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY18 to assist the Texas with reducing DWI recidivism. The State has incorporated areas of focus with the projects

selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015.

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

Texas will continue to focus on alcohol-impaired fatalities which continue to be a statewide problem. Alcohol and Other Drug Countermeasures Program activities will continue to assist the State in achieving 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.

**AL Performance Targets:**

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

2018 Target: To decrease the expected rise of alcohol-impaired fatalities from 1,323 alcohol-impaired fatalities in 2015 to not more than 1,499 alcohol-impaired fatalities in 2018

2020 Target: To maintain the expected rise of alcohol-impaired fatalities from the projected 1,505 alcohol-impaired fatalities in 2018 to not more than 1,560 alcohol-impaired fatalities in 2020

**Target: DUI incapacitating injuries**

2018 Target: To decrease the number of DUI incapacitating injuries from 2,696 DUI incapacitating injuries in 2016 to 2,428 DUI incapacitating injuries in 2018

2020 Target: To decrease the number of DUI incapacitating injuries from the projected 2,428 DUI incapacitating injuries in 2018 to 2,263 DUI incapacitating injuries in 2020

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

2018 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from 0.51 alcohol-impaired fatality rate in 2015 to not more than 0.56 alcohol-impaired fatality rate per 100 MVMT in 2018

2020 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from the projected 0.56 alcohol-impaired fatality rate in 2018 to not more than 0.57 alcohol-impaired fatality rate per 100 MVMT in 2020

**Target: Percentage of Alcohol-impaired fatalities**

2018 Target: To decrease the expected rise of the percentage of alcohol-impaired fatalities from 38% alcohol-impaired fatalities in 2015 to not more than 39% alcohol-impaired fatalities in 2018

2020 Target: To decrease the expected rise of the percentage of alcohol-impaired fatalities from the projected 39% alcohol-impaired fatalities in 2018 to not more than 39% alcohol-impaired fatalities in 2020

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

2018 Target: NHTSA activity measure - no objective set

2020 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

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-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 9/30/2018
- Obtain 2440% voluntary breathalyzer tests by those arrested for misdemeanor DWI offenses by 9/30/2018
- Arrest 4440% individuals charged with misdemeanor DWI related offenses by 9/30/2018
- Achieve 75% conviction rate of those charged with misdemeanor DWI by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5HVE	\$32,633.35	\$0.00	\$0.00	\$31,476.26	<b>\$64,109.61</b>

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2018-HarrisDA-G-1YG-0179 District HOU Organization Name Harris County District Attorney

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

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

Objectives

- Coordinate 171 Nights of No Refusal by 9/30/2018
- Produce 30 Press Releases/Events About the No Refusal Program by 9/30/2018
- Collect 12 Data Sets Obtained Pursuant to Blood Search Warrants Executed This Month by 9/30/2018
- Provide 2000 Blood Search Warrants to Arresting DWI Officers During Data Set Period by 9/30/2018

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$329,449.24	\$0.00	\$0.00	\$82,362.31	<b>\$411,811.55</b>

Project # 2018-MCDAO-G-1YG-0127 District HOU Organization Name Montgomery County District Attorney's Office

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

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

Objectives

- Conduct 40 publicity campaign activities to educate the public on DWI and No Refusal by 9/30/2018
- Evaluate 80 No Refusal blood draw cases to determine the samples effect on final disposition by 9/30/2018
- Analyze 240 No Refusal blood samples for effectiveness in targeting impaired drivers by 9/30/2018
- Acquire 350 blood samples from DWI refusal suspects during No Refusal by 9/30/2018
- Evaluate 1000 DWI arrests for suitability of getting a blood warrant by 9/30/2018
- Conduct 120 No Refusal enforcement dates during the fiscal year by 9/30/2018
- Train 8 law enforcement agencies on DWI enforcement and No Refusal operations by 9/30/2018

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$143,603.07	\$0.00	\$0.00	\$95,048.27	<b>\$238,651.34</b>



Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2018-TarrantC-G-1YG-0183 District FTW Organization Name 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

- Conduct 13 No Refusal events by 5/7/2018
- Arrest 610 DWI suspects based on blood evidence by 9/30/2018

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$216,070.00	\$0.00	\$0.00	\$93,070.28	<b>\$309,140.28</b>

Project # 2018-TABC-G-1YG-0216 Division TRF-TS Organization Name Texas Alcoholic Beverage Commission

Title / Desc. **TABC Under 21 Community Education Project**

To educate the community about the dangers of underage drinking and the alcoholic beverage (AB) laws designed to promote public safety, while ensuring enforcement efforts meet the demands of Texans.

Objectives

- Distribute 1 law enforcement toolkit containing materials on the AB laws and conducting source investigations by 9/30/2018
- Distribute 1 toolkit for community members containing materials on the alcoholic beverage laws by 9/30/2018
- Distribute 1 retailer toolkit containing materials on the alcoholic beverage laws by 9/30/2018
- Conduct 6000 inspections at licensed alcoholic beverage locations by 9/30/2018
- Revise 1 website (www.2young2drink.com) to modernize it and make it more interactive by 9/30/2018
- Produce 1 series of videos for younger students in an effort to prevent underage drinking and its consequences by 9/30/2018
- Train 4000 commissioned peace officers on alcoholic beverage enforcement operations/laws by 9/30/2018
- Educate 6000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2018

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$548,839.94	\$0.00	\$0.00	\$660,488.22	<b>\$1,209,328.16</b>

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2018-TDPS-G-1YG-0008 Division TRF-TS Organization Name Texas Department of Public Safety

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

The Texas Department of Public Safety Crime Laboratory will use overtime funds and provide for increased Forensic Scientist training to help bring DWI cases to legal conclusion.

Objectives

- Attend 1 Lifesavers National Conference on Highway Safety Priorities by 5/31/2018
- Certify 500 law enforcement officers as breath alcohol test operators by 9/30/2018
- Coordinate 5500 overtime hours to process blood alcohol and drug cases from individuals arrested for DWI by 9/30/2018
- Coordinate 10000 Hours for staff to conduct breath alcohol testing program duties by 9/30/2018
- Train 40 Forensic Scientists in Intoxilyzer Instrument maintenance and repair by 9/30/2018
- Train 30 Forensic Scientists in Alcohol and Drug toxicology for Highway Safety programs by 9/30/2018

Project Notes

This project contributes towards MOE

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$426,206.00	\$0.00	\$0.00	\$250,000.00	<b>\$676,206.00</b>

Project # 2018-TDPS-G-1YG-0306 Division TRF-TS Organization Name Texas Department of Public Safety

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

Match from salaries of DPS Troopers conducting impaired driving patrols.

Project Notes

This project contributes towards MOE

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$0.00	\$0.00	\$0.00	\$18,000,000.00	<b>\$18,000,000.00</b>

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

Title / Desc. **STEP Wave DWI**

Increased DWI enforcement and public information and education activities and support national mobilization.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2018-CdrPrkPD-S-1YG-0037	City of Cedar Park Police Department	405D	M5HVE	\$19,840.65	\$5,130.40	<b>\$24,971.05</b>
2018-HGAC-S-1YG-0094	Houston-Galveston Area Council	405D	M5HVE	\$72,909.63	\$23,890.80	<b>\$96,800.43</b>
2018-WichitaS-S-1YG-0045	Wichita County Sheriff's Office	405D	M5HVE	\$8,948.19	\$2,550.00	<b>\$11,498.19</b>

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
3	405D	M5HVE	\$101,698.47	\$0.00	\$0.00	\$31,571.20	<b>\$133,269.67</b>

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

*Title / Desc.* **IDM Enforcement Blitz**

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

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
70	405D	M5HVE	\$750,000.00	\$0.00	\$0.00	\$0.00	<b>\$750,000.00</b>

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-WebbCoDA-G-1YG-0033	LRD	Webb County District Attorney's Office

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

*Implement a No Refusal Program on weekends, targeted holidays and special events to reduce DWI offenses and prevent alcohol-related crashes throughout Webb County.*

*Objectives*

- Evaluate 2 year period of DWI cases, conviction and disposition time line by 9/30/2018
- Conduct 2 quarterly trainings on No Refusal initiative by 6/30/2018
- Conduct 2 quarterly meetings and presentations for the "No Refusal campaign by 3/31/2018
- Achieve 10% reduction in misdemeanor DWI case dismissals during the no refusal periods by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5HVE	\$21,000.00	\$0.00	\$0.00	\$11,304.55	<b>\$32,304.55</b>

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

*Project #* 2018-TTI-G-1YG-0092 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

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

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

*Objectives*

- Create 1 Process Flow for Blood Alcohol Concentration (BAC) Reporting in Fatal Crashes by 8/31/2018
- Conduct 7 Educational Activities with Justices of the Peace to improve BAC testing and reporting in Texas by 9/30/2018
- Evaluate 100 BAC Reporting Processes Used & Educational Activities for Justice of the Peace Offices by 8/31/2018
- Support 1 TxDOT in Improving the Reporting of Blood Alcohol Concentration Results by 7/31/2018
- Coordinate 1 Forum with Justices of the Peace and Medical Examiners to improve BAC testing and reporting in Texas by 9/30/2018
- Conduct 2 Educational Activities with Medical Examiners to improve BAC testing and reporting in Texas by 9/30/2018
- Conduct 1 Crash Analysis Involving Blood Alcohol Concentration Reporting for TxDOT Traffic Records by 9/30/2018
- Evaluate 10 Blood Alcohol Concentration Reporting Processes Used and Educational Activities for Medical Examiner by 8/31/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$16,359.92*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5BAC	\$108,695.46	\$0.00	\$0.00	\$27,188.73	<b>\$135,884.19</b>

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TTI-G-1YG-0104	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*

- Conduct 1 multi-state assessment of State impaired driving task forces to determine best practice strategies by 9/30/2018
- Conduct 10 extension outreach to TIDCCs to identify potential collaborations by 9/30/2018
- Analyze 500 alcohol related fatal crashes to produce a Texas Impaired Driving Annual Snapshot (minimum) by 9/15/2018
- Revise 1 Texas Impaired Driving Plan by 9/30/2018
- Conduct 1 Statewide Traffic Safety Forum focused on impaired driving in Austin by 6/15/2018
- Maintain 1 Statewide Texas Impaired Driving Task Force by 9/30/2018
- Coordinate 2 meetings of the Texas Impaired Driving Task Force by 9/30/2018
- Maintain 3 impaired driving subcommittees to support the Texas Impaired Driving Task Force by 9/30/2018
- Develop 2 educational documents for the impaired driving program (1-2 pages each) by 9/30/2018
- Submit 12 content revisions to the Texas impaired driving website (dyingtodrink.org) by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$63,090.31*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$265,636.41	\$0.00	\$0.00	\$66,457.32	<b>\$332,093.73</b>

**Task: Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-Hillcres-G-1YG-0246	WAC	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*

- Participate in 90 collaborative ventures designed to reduce alcohol and drug related motor vehicle crashes by 9/21/2018
- Collect 3770 RED alcohol and other drug assessments from participants ages 14+ by 9/28/2018
- Conduct 2 RED campaign during prom and formal events by 5/18/2018
- Conduct 1 RED campaign during back to school by 9/28/2018
- Conduct 4 RED campaign activities during graduation and summer seasons by 8/24/2018
- Conduct 48 youth presentations utilizing RED concepts in schools and community events by 9/28/2018
- Conduct 45 RED adult presentations by 8/31/2018
- Conduct 1 Safe Driving Challenge between two rival high schools by 6/15/2018
- Conduct 2 RED campaigns during spring break by 4/30/2018
- Distribute 37500 public information and education pieces to youth and adults through community events by 9/24/2018
- Participate in 36 community events by 9/29/2018
- Conduct 40 RED Programs in hospital trauma centers by 9/30/2018
- Distribute 50 satisfaction surveys to RED Program participants and partners by 9/30/2018
- Conduct 45 experiential training sessions utilizing the driving simulator by 9/14/2018
- Train 5 Reality Education for Drivers (RED) Trauma Center sites to conduct RED program by 9/29/2018
- Collect 80 RED participants at least 60 days post attendance to measure behavior change by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$306,534.09	\$0.00	\$0.00	\$185,203.22	<b>\$491,737.31</b>

**Task: Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TST-G-1YG-0232	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*

- Update 1 and inform the public of 1 Searchable Online Coalitions Database by 9/29/2018
- Support 1 collaboration by promoting Coalition Assessment Report, new Addendum, and expanded Database by 9/29/2018
- Coordinate 5 stakeholder meetings with TxDOT and coalitions that want to collaborate on impaired driving by 9/29/2018
- Conduct 2 regional focus groups for coalitions assessment to encourage collaboration by 6/29/2018
- Conduct 20 key informant interviews with coalition staff participating in the assessment by 9/29/2018
- Identify 40 coalitions who have not yet participated in the Coalitions Assessment by 9/29/2018
- Evaluate 1 Coalitions Assessment Process by 9/29/2018
- Create 1 Assessment Report Addendum of Coalitions in Texas and their work on impaired driving by 9/29/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$17,948.2*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$197,439.70	\$0.00	\$0.00	\$66,829.86	<b>\$264,269.56</b>

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

*Project #* 2018-TST-G-1YG-0234 *Division* TRF-TS *Organization Name* Texans Standing Tall

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

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

*Objectives*

- Evaluate 1 program by 9/30/2018
- Provide 4 Zero Alcohol for Youth Campaign Trainings on Strategies Reducing Underage Drinking/Impaired Driving by 9/29/2018
- Provide 4 ZAYC Trainings on How Youth & Adults Work Together to Reduce Underage Drinking and Impaired Driving by 9/29/2018
- Provide 1 Zero Tolerance Law statewide program support and promotion through educational resources by 9/29/2018
- Support 1 Youth Leadership Council (YLC) by promoting the program by 9/29/2018
- Coordinate 9 Texans Standing Tall (TST)/Youth Leadership Council (YLC) collaboration opportunities by 9/29/2018
- Train 1 Youth Leadership Council (YLC) by 9/29/2018
- Support 1 Statewide Youth Leadership Council (YLC) and its role in Texans Standing Tall (TST) by 9/29/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$31,422.54*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$345,664.58	\$0.00	\$0.00	\$119,293.11	<b>\$464,957.69</b>



**Task: Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

*Project #* 2018-Texas Ag-G-1YG-0140 *Division* TRF-TS *Organization Name* 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*

- Create 1 pilot program to educate law enforcement officers on current alcohol & drug impaired driving trends by 9/30/2018
- Conduct 10 programs on the dangers of impaired motorcycle driving by 9/30/2018
- Maintain 1 website at watchurbac.tamu.edu with alcohol and other drug awareness information by 9/30/2018
- Manage 3 social media platforms to support program outreach and information dissemination by 9/30/2018
- Conduct 6 programs for older adults on the dangers of driving under the influence of drugs by 9/15/2018
- Support 90 events to educate the public about alcohol and other drug awareness by 9/15/2018
- Conduct 6 Driving While Intoxicated (DWI) Law Enforcement Advisory Group meetings by 9/15/2018
- Conduct 8 demonstrations on the use of ignition interlock and/or other alcohol monitoring technology by 8/31/2018
- Coordinate 68 events with educational outreach subcontractors by 9/30/2018
- Support 10 adult education programs to increase the awareness of underage drinking and current drug trends by 9/15/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$106,120.28.*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$592,421.28	\$0.00	\$0.00	\$207,718.72	<b>\$800,140.00</b>

**Task: Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

*Project #* 2018-TTI-G-1YG-0075 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

**Title / Desc. Peer-to-Peer Program to Deter Impaired Driving and Underage Drinking Amongst Youth in Texas**

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

*Objectives*

- Conduct 3 collaborative partnership events with college campus police departments to focus on DWI outreach by 8/31/2018
- Provide 150 resource kits related to “other drugs designed for delivery by high school students by 9/30/2018
- Provide 50 resource kits related to “other drugs designed for delivery by junior high students by 9/30/2018
- Provide 50 sets of Zero Tolerance education materials designed for delivery by junior high students by 9/30/2018
- Provide 150 sets of Zero Tolerance education materials designed for delivery by high school students by 9/30/2018
- Coordinate 1 statewide symposium with the theme of reducing impaired driving among college students by 9/30/2018
- Provide 20 resource kits related to “other drugs designed for delivery by college students by 9/30/2018
- Conduct 6 impaired driving prevention outreach activities on college campuses by 9/30/2018
- Coordinate 4 meetings of the Collegiate Advisory Board by 9/30/2018
- Maintain 2 established social media presences and continue to increase outreach on all platforms by 9/30/2018
- Maintain 1 award program for the student teams conducting the most outreach in their community by 9/30/2018
- Provide 20 college campuses in Texas with resources to address impaired driving among college students by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$94,022.42*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$342,087.01	\$0.00	\$0.00	\$85,581.44	<b>\$427,668.45</b>

**Task: Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

*Project #* 2018-Travis C-G-1YG-0020 *District* AUS *Organization Name* 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 1 year round public information and education (PI&E) campaign in the tri-county area by 9/30/2018
- Conduct 5 Underage Drinking Prevention Task Force meetings by 9/30/2018
- Collect 12 months of UDPP statistics in Travis, Hays and Williamson Counties by 9/30/2018
- Participate in 50 community events in Travis, Hays and Williamson Counties by 9/30/2018
- Create 12 partnerships with agencies that can collaborate with UDPP on underage drinking prevention by 9/30/2018
- Conduct 450 Busted and Why Risk It? presentations to youth and adults in Travis, Hays and Williamson Counties by 9/30/2018

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$180,025.49	\$0.00	\$0.00	\$233,470.08	<b>\$413,495.57</b>

*Project #* Project Celebration *Division* TRF-TS *Organization Name* 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	\$374,950.00	\$0.00	\$0.00	<b>\$374,950.00</b>

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

**Title / Desc. Alcohol and Impaired Driving Campaign (Christmas, Football, College, Labor Day, Hispanic)**

*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	<b>\$8,000,000.00</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2018-ESCVI-G-1YG-0164 Division TRF-TS Organization Name Education Service Center, Region VI

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

This is up to a 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

- Update 1 teacher/staff resource binder to consist of program lessons, supplementals, games and activities by 9/30/2018
- Analyze 500 participant evaluations to determine overall effectiveness of Alcohol Drug & Safety Training Program by 9/30/2018
- Teach 700 Adult Education, ESL, Boys & Girls Club, YMCA, college freshmen & parents in the AD-A-STEP program by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$8,105.13

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$108,640.13	\$0.00	\$0.00	\$36,850.05	<b>\$145,490.18</b>

Project # 2018-MADD-G-1YG-0010 Division TRF-TS Organization Name 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 and community citizens.

Objectives

- Coordinate 12 Speakers Bureau training workshops in Dallas, Travis, Cameron and Hidalgo counties by 9/30/2018
- Conduct 132 Roll Call Briefings for Law Enforcement in Dallas, Travis and Cameron/Hidalgo counties by 9/30/2018
- Conduct 2 MADD Take the Wheel Media Awareness Campaigns in Dallas, Travis, Cameron/Hidalgo by 9/30/2018
- Educate 160 Parents on Power of Parents Curriculum in Dallas, Travis, Cameron and Hidalgo Counties by 9/30/2018
- Coordinate 3 Law Enforcement Recognition (LER) and Awards Ceremonies in Dallas, Travis, Cameron/Hidalgo by 9/30/2018
- Participate in 60 Coalition/Task Force Meetings to discuss alcohol traffic patterns, arrests and fatalities by 9/30/2018
- Attend 12 Alcohol Partner Training Conference Events by 9/30/2018

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$413,844.46	\$0.00	\$0.00	\$133,638.48	<b>\$547,482.94</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-MADD-G-1YG-0011	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*

- Conduct 2 MADD Take the Wheel Media Awareness Campaigns in Harris and Montgomery Counties by 9/30/2018
- Conduct 4 Speakers Bureau training workshops in Harris and Montgomery counties by 9/30/2018
- Coordinate 2 Roundtable Meetings for Judges, Prosecutors, and Probation Officers in Harris and Montgomery by 9/30/2018
- Complete 88 Roll Call Briefings in Harris and Montgomery counties by 9/30/2018
- Educate 120 Parents in Power of Parents Curriculum in Harris and Montgomery Counties by 9/30/2018
- Coordinate 1 Law Enforcement Recognition (LER) and Awards Ceremonies in Harris/Montgomery counties by 9/30/2018
- Train 40 Inkind CM Workers to report on DWI/DUI court cases in Harris and Montgomery counties by 9/30/2018
- Evaluate 2580 DWI/DUI Court Cases to Monitor prosecution processes in Harris and Montgomery counties by 9/30/2018
- Attend 12 Coalition or Task-Force Meetings related to alcohol traffic fatalities, enforcement and education by 9/30/2018
- Attend 8 Traffic Safety Events for Staff Training and TXDOT updates by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$183,014.99	\$0.00	\$0.00	\$60,291.41	<b>\$243,306.40</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-MADD-G-1YG-0012	TRF-TS	Mothers Against Drunk Driving

*Title / Desc.* **Take The Wheel in Bexar, Smith and Gregg Counties**

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

*Objectives*

- Conduct 4 Power of Youth Presentations in Smith/Gregg counties by 9/30/2018
- Train 36 Case Court Monitor Inkind Workers in Smith/Gregg and Bexar by 9/30/2018
- Collect 1700 DWI/DUI Court Cases to Monitor prosecution processes in Smith/Gregg and Bexar Counties by 9/30/2018
- Conduct 4 MADD Event Speakers Bureau Training Workshops by 9/30/2018
- Conduct 2 MADD Take the Wheel Media Awareness Campaigns in Smith/Gregg and Bexar Counties by 9/30/2018
- Coordinate 2 Roundtable Meetings for Judges, Prosecutors, and Probation Officers in Bexar County by 9/30/2018
- Attend 10 Traffic Safety Events for Staff Training and TXDOT updates by 9/30/2018
- Educate 220 Parents in Power of Parents Curriculum in Smith/Gregg and Bexar Counties by 9/30/2018
- Coordinate 3 Law Enforcement Recognition (LER) and Awards Ceremonies in Smith/Gregg and Bexar Counties by 9/30/2018
- Attend 32 Coalition/Task Force Meetings to discuss alcohol traffic patterns, arrests and fatalities by 9/30/2018
- Conduct 88 Law Enforcement Roll Call Briefings in Smith/Gregg and Bexar Counties by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$243,265.87	\$0.00	\$0.00	\$82,304.09	<b>\$325,569.96</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-NSC-G-1YG-0159	TRF-TS	National Safety Council

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

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

*Objectives*

- Train 400 Texas employers on drug impairment through training, webinars, & programming by 9/30/2018
- Identify 10 resources for Texas employers by 9/30/2018
- Provide 3 webinars on Drug Impairment for employers, program partner and TxDOT staff by 9/30/2018
- Distribute 10 Drug Impairment Newsletters for Employers by 9/30/2018
- Conduct 2 Drug Impaired Training for Texas Employers Advisory meetings by 9/30/2018
- Develop 1 DITTE training materials by 9/30/2018
- Maintain 12 consecutive months of establishing & supporting drugged & impaired driving with Texas employers by 9/30/2018
- Create 1 webpages/website with drugged and impaired driving resources for employers by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$57,828.38*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5OT	\$234,673.58	\$0.00	\$0.00	\$92,632.70	<b>\$327,306.28</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2018-SHSU-G-1YG-0123 Division TRF-TS Organization Name Sam Houston State University

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

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

Objectives

- Train 70 Texas peace officers in the NHTSA/IACP approved DRE course by 9/30/2018
- Train 375 Texas peace officers in the NHTSA/IACP approved ARIDE course by 9/30/2018
- Revise 1 Texas DRE Recertification curriculum maintaining IACP standards by 9/30/2018
- Revise 1 Set of DRE Student and Instructor Policies by 9/30/2018
- Train 500 Secondary education professionals in the NHTSA/IACP approved DITEP training by 9/30/2018
- Maintain 1 Sam Houston State University Impaired Driving Grant website by 9/30/2018
- Maintain 1 National DRE Tracking Database by 9/30/2018
- Conduct 1 Drug Recognition Expert Work Group Meeting by 4/30/2018
- Train 75 DREs in the 8 hours Texas Recertification Course by 9/30/2018
- Conduct 1 DRE instructor update course by 9/30/2018
- Develop 1 DRE instructor subcontract to be implemented by 9/30/2018
- Conduct 2 Agency coordinator regional meetings to review the Texas Drug Recognition Expert program by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$120,328.43

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$679,526.44	\$0.00	\$0.00	\$187,298.68	<b>\$866,825.12</b>

Project # 2018-SHSU-G-1YG-0195 Division TRF-TS Organization Name Sam Houston State University

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

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

Objectives

- Develop 1 4-hour online training course and pilot the course by 9/30/2018
- Train 350 TX Community Supervision, Juvenile Probation & Parole Officers in 6-hour drug impairment course by 9/30/2018
- Maintain 1 Sam Houston State University Impaired Driving Initiatives website by 9/30/2018
- Develop 1 Instructor Subcontract - Drug Impairment Training TX Supervision, Juvenile Probation & Parole Officers by 9/30/2018
- Conduct 1 Advisory Group meeting to review the Drug Impairment Training for TX Probation Supervision & Parole by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$22,800.22

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$131,496.32	\$0.00	\$0.00	\$37,020.87	<b>\$168,517.19</b>



Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2018-SHSU-G-1YG-0282 Division TRF-TS Organization Name Sam Houston State University

Title / Desc. **Individual Nystagmus Simulated Training Experience (INSITE)**

To enhance and complement officer Standardized Field Sobriety Tests (SFST) Training with the Individual Nystagmus Simulated Training Experience (INSITETM)

Objectives

- Complete 1 final report analyzing data obtained from each INSITE participant by 9/30/2018
- Implement 1 INSITE into the ARIDE and SFST Refresher Courses by 9/30/2018
- Develop 1 UTD/SHSU subcontract for implementation by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$8,814.5

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$200,014.99	\$0.00	\$0.00	\$53,592.74	<b>\$253,607.73</b>

Project # 2018-TST-G-1YG-0231 Division TRF-TS Organization Name Texans Standing Tall

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

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

Objectives

- Evaluate 1 Enhanced Visibility Enforcement Campaign (EVEC) to reduce underage social access to alcohol & DUI by 9/30/2018
- Provide 2 community coalitions Enhanced Visibility Enforcement Campaign (EVEC) Training Intensive by 9/30/2018
- Support 2 law enforcement departments in their efforts to address youth social access to alcohol by 9/30/2018
- Provide 4 media advocacy & strategic planning trainings to EVEC coalitions by 9/30/2018
- Coordinate 3 Controlled Party Dispersal (CPD) Trainings for local law enforcement by 9/30/2018
- Support 1 Enhanced Visibility Enforcement Campaign (EVEC) by promoting the program by 9/30/2018
- Support 3 community coalitions conducting the Enhanced Visibility Enforcement Campaign (EVEC) by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$16,703.7

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$183,749.53	\$0.00	\$0.00	\$62,524.15	<b>\$246,273.68</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TST-G-1YG-0233	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*

- Maintain 1 online learning College Students, Risky Drinking, and Impaired Driving module by 9/29/2018
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting to broader communities by 9/29/2018
- Evaluate 1 Screening and Brief Intervention (SBI) training and process fidelity by 9/29/2018
- Provide 1 online SBI Refresher Training module to campuses previously trained on SBI by 9/29/2018
- Provide 5 campuses with resources for implementing SBI and reducing risky alcohol use on campus by 9/29/2018
- Assist 5 campuses in identifying evidence-based environmental prevention strategies for their campuses by 9/29/2018
- Train 5 campuses and provide follow-up support to implement SBI by 9/29/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$29,660.0*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$326,275.68	\$0.00	\$0.00	\$110,430.26	<b>\$436,705.94</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Project # 2018-TTI-G-1YG-0093 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Texas Ignition Interlock Training Program, Policy Evaluation & Summit**

TTI will conduct an ignition interlock training program, evaluate Texas' ignition interlock laws, & hold a summit to educate stakeholders about ignition interlocks.

Objectives

- Produce 1 cumulative report on the state of Texas' ignition interlock laws with best practice recommendations by 9/30/2018
- Coordinate 1 summit to educate stakeholders on impaired driving & ignition interlock by 9/30/2018
- Conduct 3 focus groups w/impaired driving stakeholders to solicit feedback on Texas' ignition interlock laws by 9/30/2018
- Conduct 1 policy review of Texas and other states ignition interlock laws by 9/30/2018
- Conduct 1 literature review of ignition interlock's effectiveness in reducing impaired driving by 9/30/2018
- Produce 1 report of outcome of Ignition Interlock for Criminal Justice Professionals Training programs by 9/30/2018
- Train 3 Law Enforcement agencies using distance learning tool with TxDOT approved Curriculum by 9/30/2018
- Conduct 3 in person regional trainings for the judiciary using the TxDOT approved curriculum by 9/30/2018
- Create 1 distance learning tool for Criminal Justice Professionals curriculum by 6/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$36,417.35

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5II	\$249,996.84	\$0.00	\$0.00	\$62,531.74	<b>\$312,528.58</b>

Project # 2018-TAC-G-1YG-0264 Division TRF-TS Organization Name 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

- Maintain 1 telephone hotline/help desk by 9/30/2018
- Maintain 1 Impaired driving website by 9/30/2018
- Develop 1 Impaired driving curriculum by 9/30/2018
- Attend 2 Education committee meetings by 9/30/2018
- Educate 280 Constitutional County Judges by 9/30/2018

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$176,144.42	\$0.00	\$0.00	\$45,873.53	<b>\$222,017.95</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TCJ-G-1YG-0224	TRF-TS	Texas Center for the Judiciary

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

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

*Objectives*

- Participate in 1 College for New Judges by 9/30/2018
- Support 6 Texas DWI Courts by 9/30/2018
- Manage 1 Texas Judges' DWI Resource website by 9/30/2018
- Distribute 3 DWI Newsletters by 9/30/2018
- Conduct 3 Impaired driving judicial education breakout sessions at the Annual Judicial Education Conference by 9/30/2018
- Conduct 1 Impaired Driving Symposium by 8/31/2018
- Conduct 1 DWI Court Team Advanced Conference by 3/31/2018
- Conduct 2 DWI Summit meetings by 9/30/2018
- Conduct 3 Impaired driving judicial education breakout sessions at the Criminal Justice Conference by 3/31/2018
- Conduct 1 DWI Court Team Basic Training by 8/31/2018
- Conduct 4 Impaired driving judicial education breakout sessions at the Regional Conferences by 6/30/2018
- Maintain 1 Texas Judicial Resource Liaison by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5CS	\$760,194.08	\$0.00	\$0.00	\$442,834.00	<b>\$1,203,028.08</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

*Project #* 2018-TDCAA-G-1YG-0193 *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; provides regional prosecutor/officer courses, publications, articles, case notes, technical assistance, and a web site.*

*Objectives*

- Provide 3100 Texas Prosecutors with TDCAA's Warrant Manual by 3/30/2018
- Provide 3100 Texas Prosecutors with TDCAA's Traffic Stops Publication by 1/1/2018
- Maintain 1 web site with updated DWI-related content at tdcaa.com by 9/30/2018
- Provide 120 technical assistance e-mails to prosecutors, officers and traffic safety partners by 9/30/2018
- Conduct 1 statewide Task Force of DWI prosecutors by 6/30/2018
- Train 25 prosecutors and prosecutor support staff at a Train the Trainer program by 3/31/2018
- Train 1500 prosecutors and police officers at regional DWI programs and provide publications by 9/30/2018
- Provide 4 presentations to Traffic Safety Partners by qualified speakers on DWI and Traffic Safety by 9/30/2018
- Train 275 new prosecutors at week long Prosecutor Trial Skills programs and provide with publications by 7/31/2018
- Provide 40 new DA investigators with TDCAA's Case Preparation publication at the new investigator training by 2/25/2018
- Produce 4 impaired driving prosecution specific articles for TDCAA periodicals by 9/30/2018
- Provide 1 dedicated DWI Resource Prosecutor at the Texas District & County Attorneys Association by 9/30/2018
- Distribute 12 case notes on important DWI appellate decisions by e-mail and archive at tdcaa.com by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5CS	\$660,138.56	\$0.00	\$0.00	\$177,617.57	<b>\$837,756.13</b>

*Project #* 2018-TxDPSTF-G-1YG-0147 *Division* TRF-TS *Organization Name* Texas DPS Troopers Foundation

*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 on SFST/Blood Warrants/Mobile Video Updates by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5CS	\$144,400.00	\$0.00	\$0.00	\$36,100.00	<b>\$180,500.00</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TJCTC-G-1YG-0042	TRF-TS	Texas Justice Court Training Center

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

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

*Objectives*

- Distribute 0 DWI mock trial tool kits by 9/15/2018
- Participate in 1 seminar about the effective use of IID impacting all levels of judiciary & DWI prosecutors by 9/30/2018
- Distribute 1 TJCTC Guide to Reporting Requirements by 9/30/2018
- Revise 1 TJCTC Guide to Reporting Requirements by 8/31/2018
- Distribute 1 TJCTC DWI Magistration & Inquest Field Guide by 9/30/2018
- Revise 1 TJCTC DWI Magistration & Inquest Field Guide by 8/31/2018
- Maintain 1 Texas DWI Bond Condition Program by 9/30/2018
- Participate in 1 seminar focusing on DWI law by impacting all levels of the judiciary by 8/31/2018
- Distribute 3 newsletters containing an article relevant to the program by 9/30/2018
- Distribute 1 newsletter related entirely to program areas to all justices of the peace and court personnel by 6/30/2018
- Maintain 1 Internet site dedicated to the program, accessible to the justices of peace and court personnel, by 9/30/2018
- Educate 20 groups of county officials or groups of judges on the benefits of the DWI Bond Condition Program by 9/30/2018
- Train 1 group of newly elected or appointed justices of the peace in program areas at new judges seminars by 6/30/2018
- Conduct 5 4-hour program classes at 20 hour justice of the peace seminars by 7/31/2018
- Conduct 6 2 hour program classes at 16 hour court personnel seminars by 7/31/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$12,943.27*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$142,376.00	\$0.00	\$0.00	\$58,823.60	<b>\$201,199.60</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TMCEC-G-1YG-0161	TRF-TS	Texas Municipal Courts Education Center

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

*To provide education on impaired driving issues to municipal courts and city governments while encouraging them to participate in public outreach on related issues.*

*Objectives*

- Conduct 1 teen court planning workshop by 9/30/2018
- Conduct 1 statewide conference on impaired driving issues by 9/30/2018
- Train 150 prosecutors on impaired driving issues through in-person courses and webinars by 9/30/2018
- Train 1200 municipal judges on impaired driving issues through in-person courses and webinars by 9/30/2018
- Identify 9 municipal courts as MTSI award winners by 9/30/2018
- Train 800 municipal court personnel on impaired driving issues through in-person courses and webinars by 9/30/2018
- Produce 10 journal pages on impaired driving issues by 9/30/2018
- Conduct 1 motivational interviewing workshop to prevent underage DUI by 9/30/2018
- Conduct 1 joint impaired driving forum for judges with other judicial education centers by 9/30/2018
- Maintain 1 MTSI website on impaired driving issues by 9/30/2018
- Coordinate 24 anti-DUI and DWI exhibits at TMCEC conferences and other events by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$40,739.8*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5CS	\$448,137.79	\$0.00	\$6,000.00	\$127,623.49	<b>\$581,761.28</b>

**Task: Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TMPA-G-1YG-0005	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 participating in local coalitions.*

**Objectives**

- Conduct 1 training summit on reducing impaired driving for adjunct instructors by 9/30/2018
- Conduct 2 Train-the-Trainer courses by 7/31/2018
- Attend 4 Texas Department of Transportation Alcohol Partners' events by 9/30/2018
- Update 2 sets of curricula for the FRIDAY and ADAPT classes by 8/31/2018
- Evaluate 100% of the FRIDAY and ADAPT instructors teaching the program courses by 9/30/2018
- Attend 3 national conferences on underage impaired driving by 9/30/2018
- Train 700 law enforcement officers and supporting personnel in the 8-hour FRIDAY and ADAPT classes by 9/30/2018
- Train 500 criminal justice supporting personnel with a one-hour module from the FRIDAY/ADAPT curricula by 9/30/2018
- Train 300 law enforcement and criminal justice support personnel in the 4-hour FRIDAY/ADAPT courses by 9/30/2018
- Participate in 20 coalition related activities focused on reducing impaired driving among youth by 9/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$69,522.55*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5CS	\$497,090.52	\$0.00	\$0.00	\$167,955.38	<b>\$665,045.90</b>



Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TMPA-G-1YG-0017	TRF-TS	Texas Municipal Police Association

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

*To conduct 8-hr SFST Refresher Courses, 24-hr SFST Basic/Practitioner Courses, and 50-hr SFST Instructor Courses statewide for Texas Peace Officers.*

*Objectives*

- Teach 160 8-hour SFST Refresher Courses by 9/30/2018
- Teach 2 50-hour SFST Instructor Courses by 9/30/2018
- Teach 8 24-hour SFST Basic/Practitioner Courses by 9/30/2018
- Submit 1 SFST Refresher follow-up evaluation survey analysis report to TxDOT by 9/30/2018
- Submit 1 SFST Instructor follow-up evaluation survey analysis report to TxDOT by 9/30/2018
- Submit 1 SFST Basic/Practitioner Course follow-up evaluation survey analysis to TxDOT by 9/30/2018
- Produce 1 set of training materials needed for each student attending the SFST Refresher Course by 9/30/2018
- Produce 1 set of training materials needed for each student attending the SFST Instructor Course by 9/30/2018
- Produce 1 set of training materials needed for each student attending the SFST Basic/Practitioner Course by 8/30/2018
- Support 12 other alcohol related programs/events by 9/30/2018
- Provide 2 news or information articles related to SFST or impaired driving by 9/30/2018
- Distribute 1 instructor course evaluation form to each attendee of each course by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$90,500.05*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5CS	\$647,187.95	\$0.00	\$0.00	\$226,118.12	<b>\$873,306.07</b>

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TMPA-G-1YG-0018	TRF-TS	Texas Municipal Police Association

*Title / Desc.* **Fundamentals of Driving While Intoxicated (DWI) Investigation and 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*

- Attend 4 local, state, or national conferences, forums, courses, training workshops, trainings or seminars by 9/30/2018
- Conduct 1 Fundamentals of DWI Investigation & Enforcement Train-the-Trainer (TTT) Course by 9/30/2018
- Teach 50 Fundamentals of DWI Investigation & Enforcement Courses by 9/30/2018
- Update 1 Fundamentals of DWI Investigation & Enforcement Course curriculum by 9/30/2018
- Submit 1 follow-up evaluation analysis survey report to TxDOT by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$29449.04*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5CS	\$210,562.47	\$0.00	\$0.00	\$65,920.00	<b>\$276,482.47</b>

**Alcohol and Other Drug Counter Measures**      **FY 2018**  
**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	81	<b>\$21,824,821.16</b>	\$548,839.94			\$2,020,660.13				\$19,255,321.09	
Evaluation	2	<b>\$467,977.92</b>	\$265,636.41			\$108,695.46				\$93,646.05	
Public Information & Education	8	<b>\$11,237,218.58</b>	\$1,964,172.15			\$4,000,000.00		\$374,950.00		\$4,898,096.43	\$1,029,663.86
Training	20	<b>\$8,914,711.48</b>	\$142,376.00			\$6,498,354.62			\$6,000.00	\$2,267,980.86	\$142,376.00
<b>TOTALS:</b>	<b>111</b>	<b>\$42,444,729.14</b>	<b>\$2,921,024.50</b>			<b>\$12,627,710.21</b>		<b>\$374,950.00</b>	<b>\$6,000.00</b>	<b>\$26,515,044.43</b>	<b>\$1,172,039.86</b>

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

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

Texas had 3,516 fatalities statewide in 2015. This represents a 0.6% decrease from the 3,536 fatalities in 2014. The majority of the fatalities still occur in the non-metropolitan areas of the state. While only 18.38% 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 an important factor when discussing mortality and morbidity, but time required for the arrival of care and miles traveled by EMS crews to reach an event are also critical determinants in patient outcome. In short, rural crash victims have a longer trip to the hospital, and responders must be prepared to do more for them during that time.

Year	Rural Fatal Crashes	Increase/ Decrease	Rural Fatalities	Increase/ Decrease	Urban Fatal Crashes	Increase/ Decrease	Urban Fatalities	Increase/ Decrease
2014	1,729	-	1,966	-	1,461	-	1,570	-
2015	1,677	-5.9%	1,954	-0.6%	1,510	3.3%	1,625	3.5%
2016	1,693	1.0%	1,945	-0.5%	1,713	13.4%	1,830	12.6%

*TxDOT CRIS: 6/5/2017*

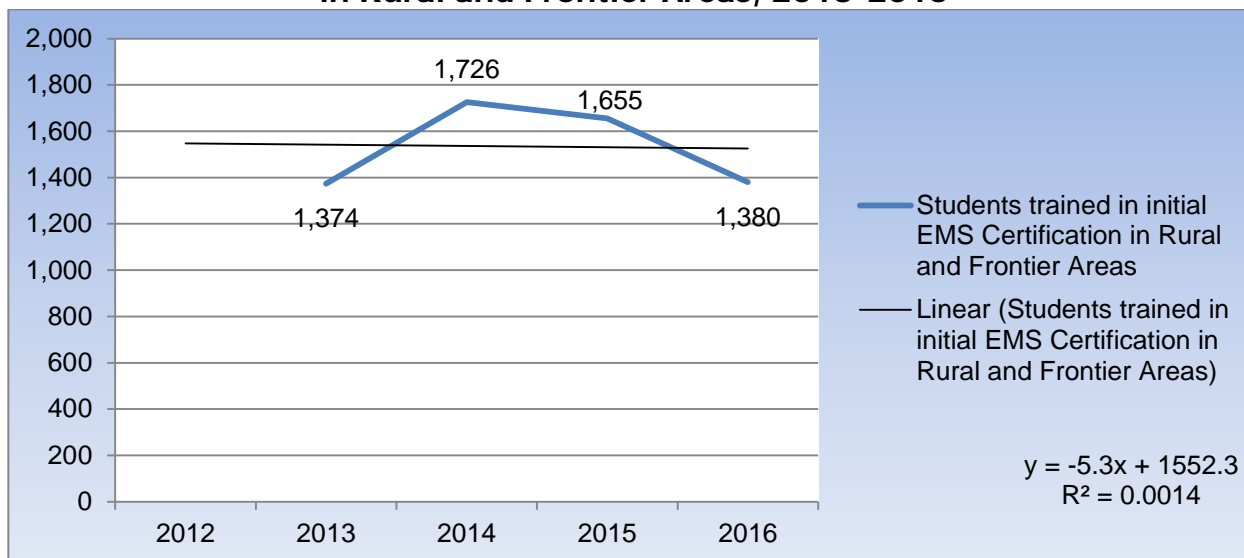
Rural EMS providers lack sufficient resources to acquire the necessary training on their own. EMS organizations in rural counties across the United States have always had a great need for additional financial assistance, especially with regard to meeting the ever-increasing educational demands required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

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

Unfortunately, it is in these rural areas that a majority of Texas’s traffic fatalities occur. Motor vehicle crash data for 2015 and 2016 shows a disturbing trend. Fatal crashes and fatalities from those crashes are on the increase. However, the increase in urban areas outpaced the rural areas of the State. Fatal crashes in rural areas decreased by 1.0% to 1,693 crashes and fatalities decreased by 0.5% to 1,945. By contrast, the increase in fatality crashes in urban areas was 13.4% to 1,713 crashes with the number of fatalities increasing 12.6% to 1,830 fatalities.

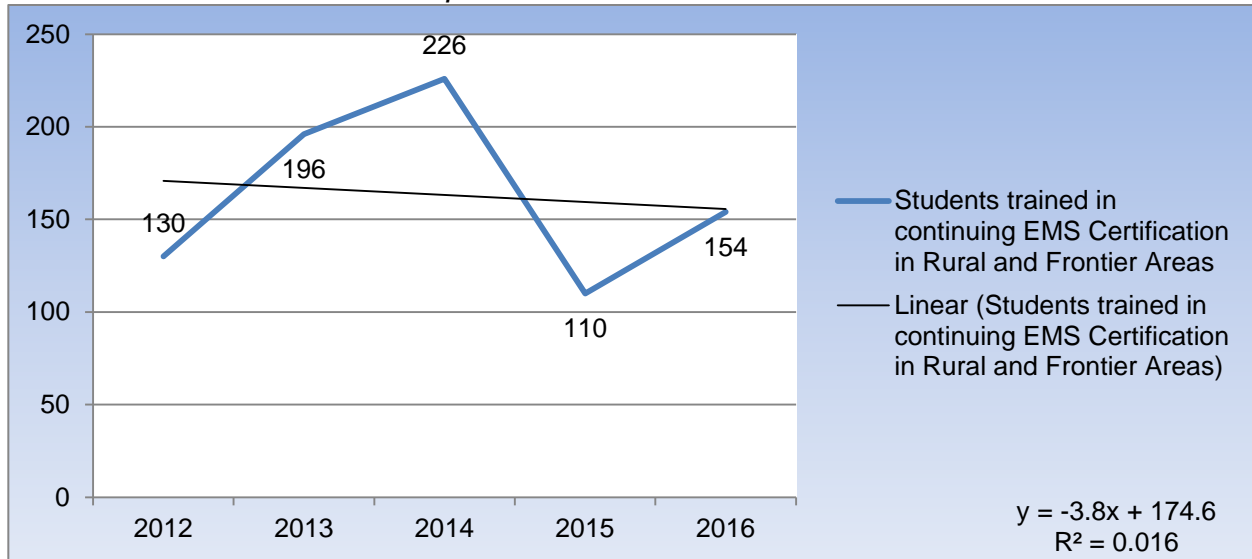
TRF-TS will continue actively working to improve pre-hospital care response and availability throughout rural and frontier areas through improved accessibility of training and improved EMS involvement in local communities by increasing the availability of training in the rural and frontier areas of Texas.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

**State of Texas: Students trained in initial EMS Certification in Rural and Frontier Areas, 2013-2016**



Source: Texas Department of Transportation eGrants, May 17<sup>th</sup>, 2017.

**State of Texas: Students trained in continuing EMS Certification in Rural and Frontier Areas, 2012-2016**



Source: Texas Department of Transportation eGrants, May 17<sup>th</sup>, 2017.

**EM Performance Measures and Target Setting** TxDOT established its 2018 HSP performance targets based on 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 2016 indicate that for 2018, the State of Texas can expect to report 1,515 new students trained in initial EMS courses. By 2020, Texas can expect to report 1,505 new students trained in initial EMS courses. The calculations for these projections and targets are as follows:

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

	2013	2014	2015	2016
Students trained in initial EMS Certification in Rural and Frontier Areas	1,374	1,726	1,655	1,380

Students trained in initial EMS Certification in Rural and Frontier Areas	2017	2018	2019	2020	2021	2022
M Value	-5.3	-5.3	-5.3	-5.3	-5.3	-5.3
X Value	5.00	6.00	7.00	8.00	9.00	10.00
B Value	1,552.3	1,552.3	1,552.3	1,552.3	1,552.3	1,552.3
Projection	1,521	1,515	1,510	1,505	1,499	1,494
Target	1,521	1,521	1,522	1,523	1,523	1,524

Current trend projections using eGrants data for 2016 indicate that for 2018, the State of Texas can expect to report 148 students trained in continuing education EMS courses. By 2020, Texas can expect to report 140 new students trained in continuing education EMS courses. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Students trained in continuing EMS Certification in Rural and Frontier Areas	130	196	226	110	154

Students trained in continuing EMS Certification in Rural and Frontier Areas	2017	2018	2019	2020	2021	2022
M Value	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
X Value	6.00	7.00	8.00	9.00	10.00	11.00
B Value	174.6	174.6	174.6	174.6	174.6	174.6
Projection	152	148	144	140	137	133
Target	152	149	145	142	139	135

**EM Impacts of Proposed Strategies** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

<b>Year</b>	<b>Reduction</b>
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

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

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 number of EMS students trained.

The training, outreach and prevention-focused project is conducted at the local and statewide levels to impact the overall driving public, but with emphasis on the identified high-risk population group in the rural and frontier areas/communities in the State. This 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 FY18 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.



**EM Performance Targets:**

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

2018 Target: To increase the number of students trained in initial EMS course from 1,380 students trained in 2016 to more than 1,521 students trained in initial EMS courses in 2018

2020 Target: To increase the number of students trained in initial EMS course from the projected 1,515 students trained in 2018 to more than 1,523 students trained in initial EMS courses in 2020

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

2018 Target: To reduce the projected decrease in the number of students trained in continuing EMS course from 154 students trained in 2016 to more than 149 students trained in continuing EMS courses in 2018

2020 Target: To reduce the projected decrease in the number of students trained in continuing EMS course from the projected 148 projected students trained in 2018 to more than 142 students trained in continuing EMS courses in 2020

# Emergency Medical Services

**EM - 03**

## Goals

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

## Strategies

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

## Project Descriptions

Task: **Training**

Emergency Medical Services EM - 03

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TEEXESTI-G-1YG-0243	TRF-TS	Texas Engineering Extension Service - ESTI

**Title / Desc. Rural / Frontier Emergency Medical Services (EMS) 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*

- Update 36 times, the funded class listing on the Rural / Frontier EMS Education website by 8/31/2018
- Train 1200 students in initial EMS classes by 8/31/2018
- Train 175 students in continuing education (CE) classes by 8/31/2018
- Teach 50000 Student hours while attending course by 8/31/2018
- Attend 5 meetings and/or conferences focusing on schools and school districts by 5/31/2018
- Attend 12 Conferences / Meetings to promote and distribute information about the grant by 8/31/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$96,820.69*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	EM	\$469,207.95	\$0.00	\$0.00	\$1,014,237.13	<b>\$1,483,445.08</b>

## Emergency Medical Services

FY 2018  
Budget Module: EM - 03

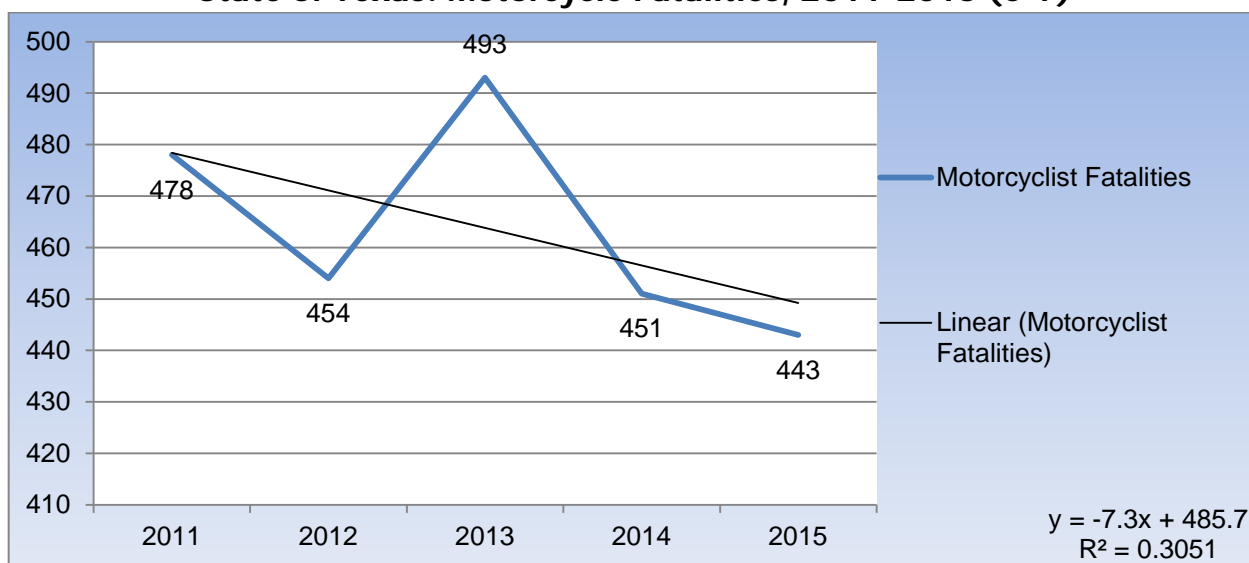
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	1	\$1,483,445.08	\$469,207.95								\$1,014,237.13
<b>TOTALS:</b>	<b>1</b>	<b>\$1,483,445.08</b>	<b>\$469,207.95</b>								<b>\$1,014,237.13</b>

### 04 - Motorcycle Safety (MC)

**Problem ID** Until recently, motorcycle fatalities and crashes in Texas followed the national 10-year trend. The State of Texas shows a decline in the number of motorcycle fatalities from 451 in 2014 to 443 in 2015. The 2016 CRIS data does indicate an increase for 2016 to 495 motorcycle fatalities.

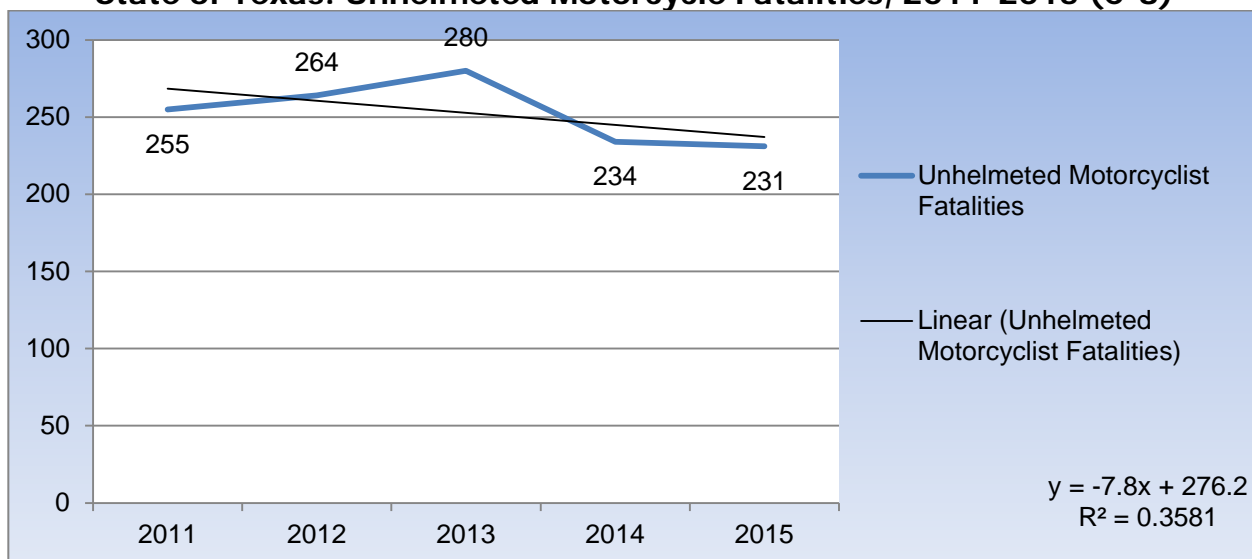
Motorcycle crashes continue to be heavily overrepresented in the total number of motor vehicle crashes. In 2015, Motorcycle registrations comprise approximately 1.5% of the vehicle mix in Texas, yet they account for approximately 12.6% of all traffic fatalities. While this is a decline in the ratio from previous years, the numbers are still problematic and an overrepresentation within the total traffic mix.

**State of Texas: Motorcycle Fatalities, 2011-2015 (C-7)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

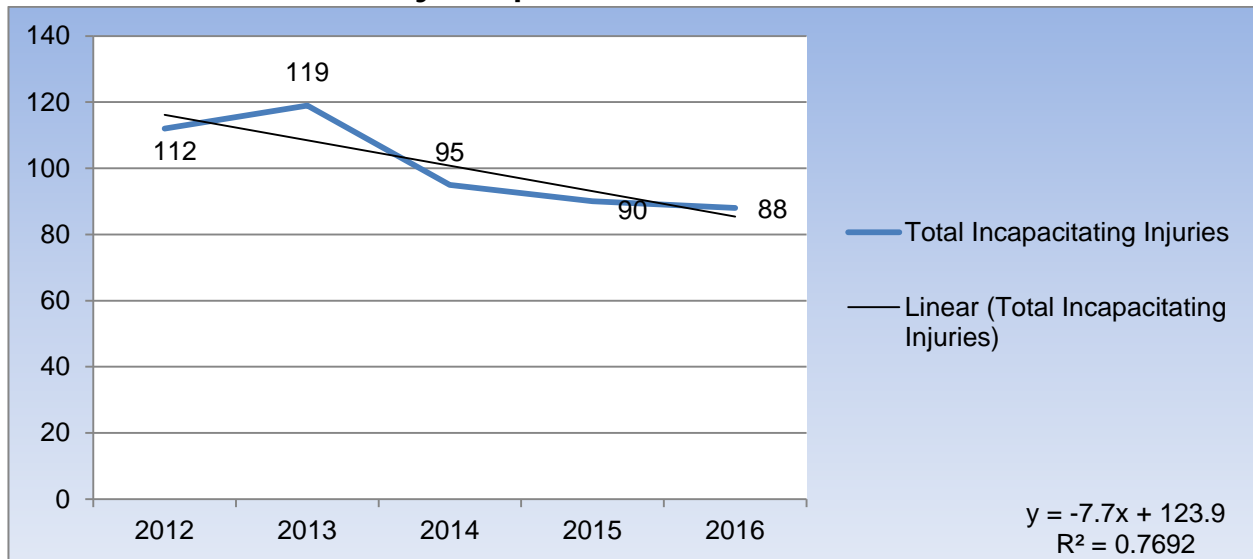
**State of Texas: Unhelmeted Motorcycle Fatalities, 2011-2015 (C-8)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

While Texas, in 2016, had the highest voluntary helmet usage rate for a state without a universal helmet law (72.1%), fatal crashes involving unhelmeted riders continue to be an aggravating factor. The trend shows 52.1% of motorcyclists killed in 2015 were not wearing a helmet, compared to 51.9% in 2014.

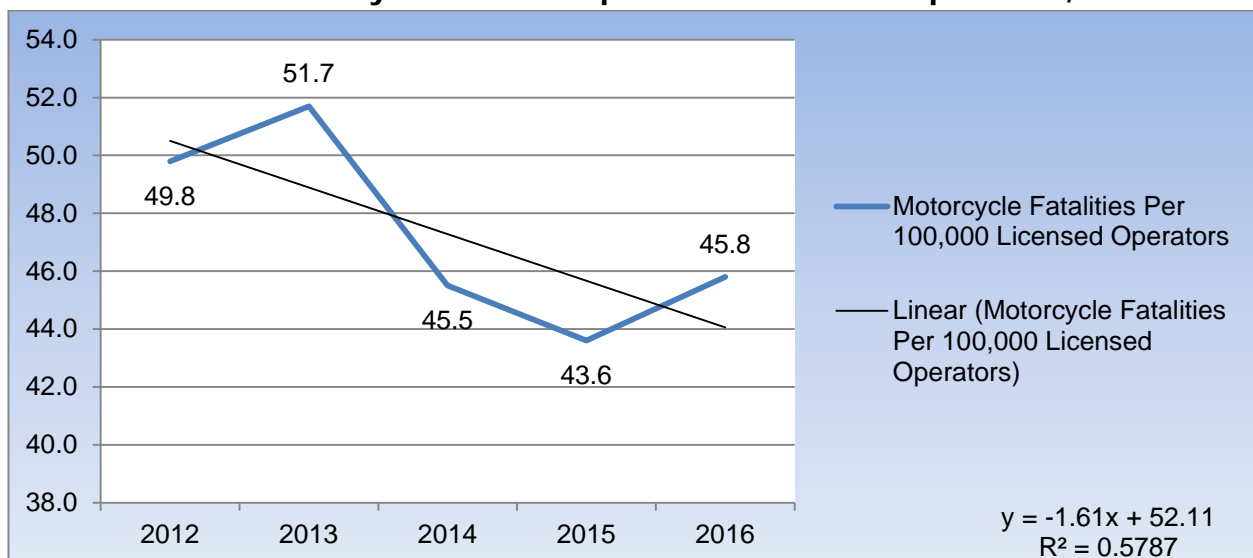
**State of Texas: Motorcycle Operators Killed with a BAC +.08, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

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 within this highway safety plan address drivers and motorcycle operator's alcohol use in crashes.

**State of Texas: Motorcycle Fatalities per 100K Licensed Operators, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

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

Although Texas has witnessed a significant population expansion, the number of registered motorcycles has decreased. In 2015, the FHWA reports there were 387,149 registered motorcycles in the state, down from 445,395 in 2014. Similarly, there was a reduction in the number of licensed motorcycle operators in Texas. Currently within the State of Texas, there are 1,077,133 licensed motorcycle operators.<sup>1</sup>

**MC Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of

<sup>1</sup> Report provided by Texas Department of Public Safety, Driver’s License Division, May 2017

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

As a result, TxDOT plans to implement a more robust motorist awareness and motorcycle safety program, to include elements in motorist education and outreach, rider education and outreach, support for initial rider training, and media. TxDOT will continue to actively participate in and provide administrative support to the Texas Motorcycle Safety Coalition. TxDOT will work in conjunction with Texas Motorcycle Safety Coalition in executing the statewide strategic plan to reduce the incidence of the associated 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 2015 indicate that for 2018, the State of Texas can expect to report 427 motorcycle related fatalities. By 2020, Texas can expect to report 413 motorcycle related fatalities. The calculations for these projections and targets are as follows:

c-7 Motorcyclist Fatalities	2011	2012	2013	2014	2015		
	478	454	493	451	443		
Motorcyclist Fatalities	2016	2017	2018	2019	2020	2021	2022
M	-7.3	-7.3	-7.3	-7.3	-7.3	-7.3	-7.3
X	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B	485.7	485.7	485.7	485.7	485.7	485.7	485.7
Projection	442	435	427	420	413	405	398
Target		435	427	420	413	405	398

Current trend projections using FARS data for 2015 indicate that for 2018, the State of Texas can expect to report 214 unhelmeted motorcycle related fatalities. By 2020, Texas can expect to report 198 unhelmeted motorcycle related fatalities. The calculations for these projections and targets are as follows:

(c-8) Unhelmeted Motorcyclist Fatalities	2011	2012	2013	2014	2015		
	255	264	280	234	231		
Unhelmeted Motorcyclist Fatalities	2016	2017	2018	2019	2020	2021	2022
M	-7.8	-7.8	-7.8	-7.8	-7.8	-7.8	-7.8
X	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B	276.2	276.2	276.2	276.2	276.2	276.2	276.2
Projection	229	222	214	206	198	190	183
Target		222	214	206	198	190	183

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 70 motorcycle operator fatalities above .08% BAC. By 2020, Texas can expect to report 55 motorcycle operator fatalities above .08% BAC. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Motorcycle Operators Killed with a BAC+ .08	112	119	95	90	88

	2017	2018	2019	2020	2021	2022
M	-7.7	-7.7	-7.7	-7.7	-7.7	-7.7
X	6.00	7.00	8.00	9.00	10.00	11.00
B	123.9	123.9	123.9	123.9	123.9	123.9
Projection	78	70	62	55	47	39
Target	78	70	62	55	47	39

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 40.8 motorcycle operator fatalities per 100,000 licensed operators. By 2020, Texas can expect to report 37.6 motorcycle operator fatalities per 100,000 licensed operators. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Motorcycle Fatalities Per 100,000 Licensed Operators	49.8	51.7	45.5	43.6	45.8

	2017	2018	2019	2020	2021	2022
M	-1.61	-1.61	-1.61	-1.61	-1.61	-1.61
X	6.00	7.00	8.00	9.00	10.00	11.00
B	52.11	52.11	52.11	52.11	52.11	52.11
Projection	42.5	40.8	39.2	37.6	36.0	34.4
Target	42.5	40.8	39.2	37.6	36.0	34.4



**MC Impacts of Proposed Strategies** Strategies proposed for the Motorcycle Safety and Awareness Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY18 to assist Texas with reducing motorcycle operator and passenger fatalities and injuries. The State has incorporated areas of focus with the projects selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014.

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

#### **MC Performance Targets:**

##### **Target: Number of motorcycle-related fatalities (C-7)**

2018 Target: To decrease the number of motorcycle related fatalities from 443 motorcycle-related fatalities in 2015 to 427 motorcycle related fatalities in 2018

2020 Target: To decrease the number of motorcycle related fatalities from the projected 27 motorcycle-related fatalities in 2018 to 413 motorcycle-related fatalities in 2020

##### **Target: Number of unhelmeted motorcycle-related fatalities (C-8)**

2018 Target: To decrease the number of unhelmeted fatalities from 231 unhelmeted fatalities in 2015 to 214 unhelmeted fatalities in 2018

2020 Target: To decrease the number of unhelmeted fatalities from the projected 214 unhelmeted fatalities in 2018 to 198 unhelmeted fatalities in 2020

**Target: Motorcycle Operators Killed with a BAC +.08**

2018 Target: To decrease the number of motorcycle operators killed with a BAC + .08% from 88 fatalities in 2016 to 70 motorcycle operators killed with a BAC + .08% in 2018

2020 Target: To decrease the number of motorcycle operators killed with a BAC + .08% from the projected 70 fatalities in 2018 to 55 motorcycle operators killed with a BAC + .08% in 2020

**Target: Motorcycle Fatalities per 100,000 Licensed Operators**

2018 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from 45.8 motorcycle fatalities per 100K licensed operators in 2016 to 40.8 motorcycle fatalities per 100K licensed operators in 2018

2020 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from the projected 40.8 motorcycle fatalities per 100K licensed operators in 2018 to 37.6 motorcycle fatalities per 100K licensed operators in 2020

# 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: **Evaluation** Motorcycle Safety MC - 04

<i>Project #</i> 2018-TTI-G-1YG-0100	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Title / Desc.* **Identifying Factors and Trends to Improve Motorcycle Safety in Texas**

*This project will update a comprehensive analysis, database, and factsheets for motorcycle crashes from 2010 to 2017. As well as include a detailed analysis of curves in motorcycle crashes.*

*Objectives*

- Conduct 25 surveys within the motorcycle community to help revise data analysis plan by 4/1/2018
- Create 4 motorcycle safety factsheets by 9/30/2018
- Conduct 2 Focus group with motorcycle community to help revise data analysis plan by 4/1/2018
- Update 1 Final report detailing crash analysis by 9/30/2018
- Attend 2 Conferences to present project findings by 9/30/2018
- Conduct 1 Statewide motorcycle crash analysis by 6/1/2018
- Update 1 Motorcycle crash database by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$13,091.46*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MC	\$88,451.76	\$0.00	\$0.00	\$22,124.05	<b>\$110,575.81</b>

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

Project # 2018-TTI-G-1YG-0079 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Reducing Risks to Motorcycles in Work Zones**

This project will develop educational materials for TxDOT and local traffic engineers regarding effective low-cost methods for reducing the risks to motorcycle riders in work zones.

Objectives

- Evaluate 1 training and outreach effort by 9/30/2018
- Distribute 100 training course leaflets by 9/30/2018
- Conduct 5 pilot training sessions at TxDOT maintenance district or area offices by 9/30/2018
- Develop 1 set of training materials for TxDOT and local engineers by 7/31/2018
- Survey 100 motorcycle riders on work zone risks by 2/28/2018

Project Notes

This project budget has indirect costs in the amounts of \$11,705.39

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$80,980.34	\$0.00	\$0.00	\$20,260.33	<b>\$101,240.67</b>

Project # 2018-TTI-G-1YG-0087 Division TRF-TS Organization Name 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

- Evaluate 1 campaign outreach activity by 9/28/2018
- Create 13 social media motorcycle safety videos & update CRIS data for rider awareness website data by 9/28/2018
- Coordinate 4 Texas Motorcycle Safety Coalition and Activities by 9/29/2018
- Provide 3 technical assistance deliverables to the motorcycle program and/or TMSC by 9/28/2018
- Conduct 16 statewide motorist awareness and motorcyclist safety outreach activities by 9/28/2018
- Develop 1 public information & education materials set for statewide motorist awareness & motorcycle outreach by 12/8/2017
- Coordinate 1 Texas Motorcycle Safety Forum by 5/31/2018
- Complete 52 content updates, website support, create/update social media materials by 9/28/2018
- Develop 1 Outreach Plan by 12/8/2017

Project Notes

This project budget has indirect costs in the amounts of \$44,472.39

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405F	M9X	\$306,109.13	\$0.00	\$0.00	\$76,593.41	<b>\$382,702.54</b>

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

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

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

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405F	M9X	\$500,000.00	\$0.00	\$0.00	\$500,000.00	<b>\$1,000,000.00</b>

**Motorcycle Safety**

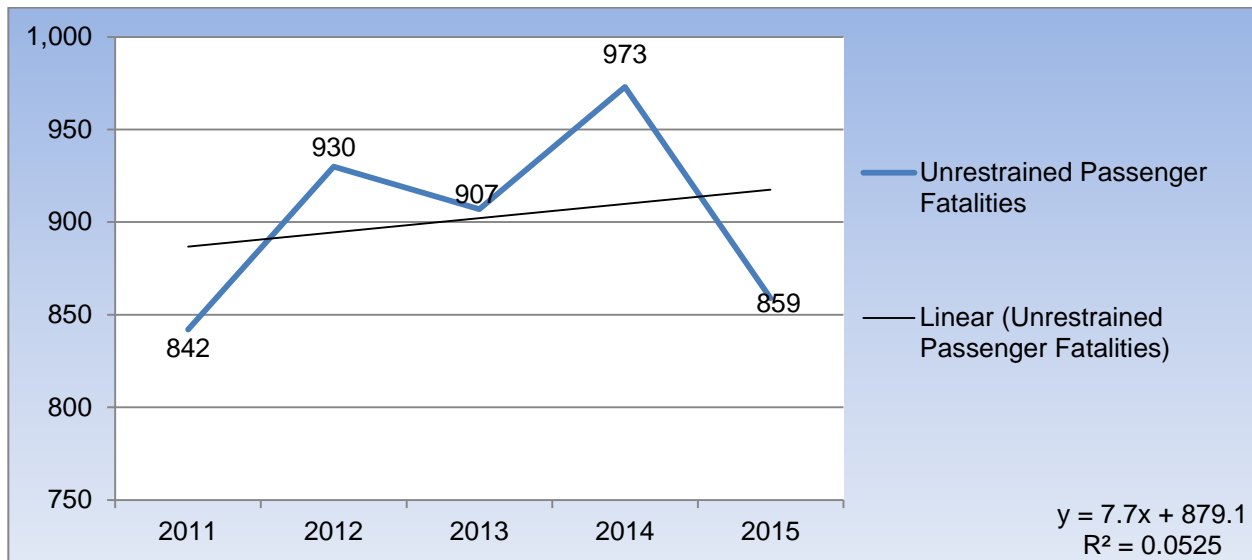
**FY 2018  
Budget Module: MC - 04**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	1	\$110,575.81	\$88,451.76							\$22,124.05	
Public Information & Education	3	\$1,483,943.21	\$80,980.34				\$806,109.13			\$596,853.74	
Training	0										
<b>TOTALS:</b>	<b>4</b>	<b>\$1,594,519.02</b>	<b>\$169,432.10</b>				<b>\$806,109.13</b>			<b>\$618,977.79</b>	

## 05 - Occupant Protection (OP)

**Problem ID** There were 859 fatalities involving unrestrained occupants in Texas in 2015, which is a decrease from the 973 that occurred in 2014. In 2015, 40% of these fatalities, where restraint usage was applicable and known, were unrestrained. While the number of unrestrained fatalities decreased, the percentage of unrestrained fatalities as compared to total fatalities continues a comparatively flat trend between 24.4% and 27.6%.

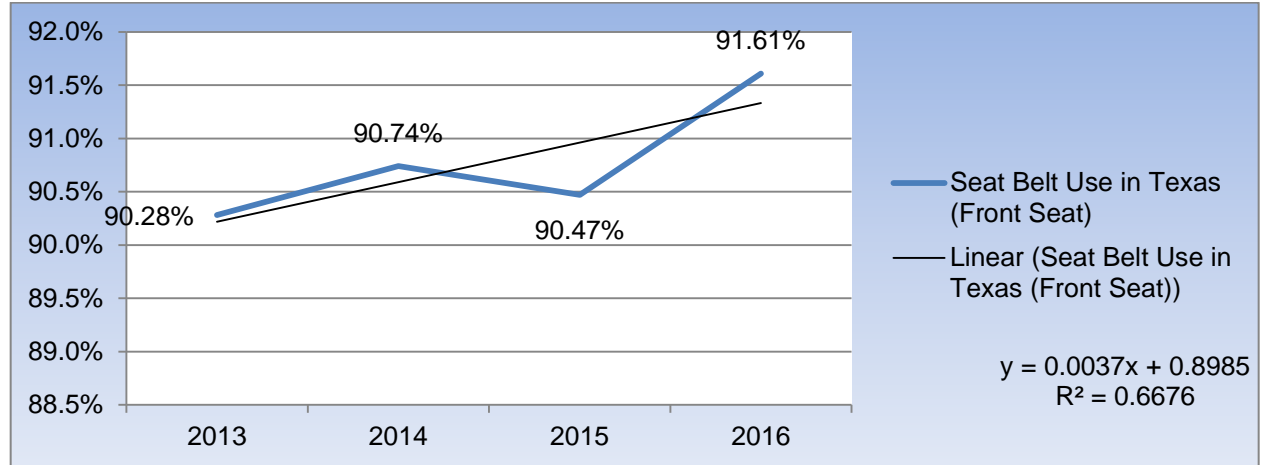
**State of Texas: Unrestrained Passenger Fatalities, 2011-2015 (C-4)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

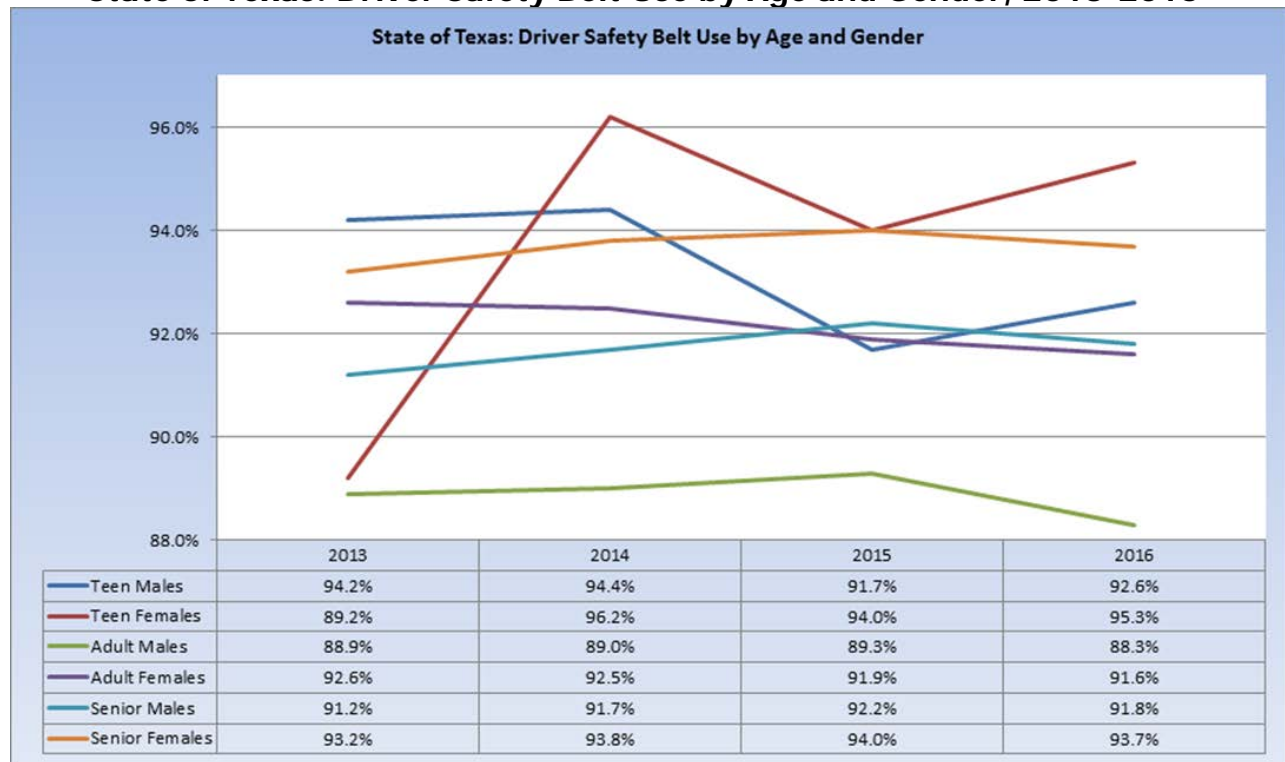
TTI uses a methodology to measure seat belt usage that provides a true comparison to usage rates measured in previous years, thus effectively establishing a new baseline for future trend comparisons. For 2016, Texas had a seat belt usage rate of 91.61%.<sup>1</sup>

**State of Texas: Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants Survey, 2013-2016 (B-1)**



Overall, females were observed to be more likely to be restrained than males.

**State of Texas: Driver Safety Belt Use by Age and Gender, 2013-2016**



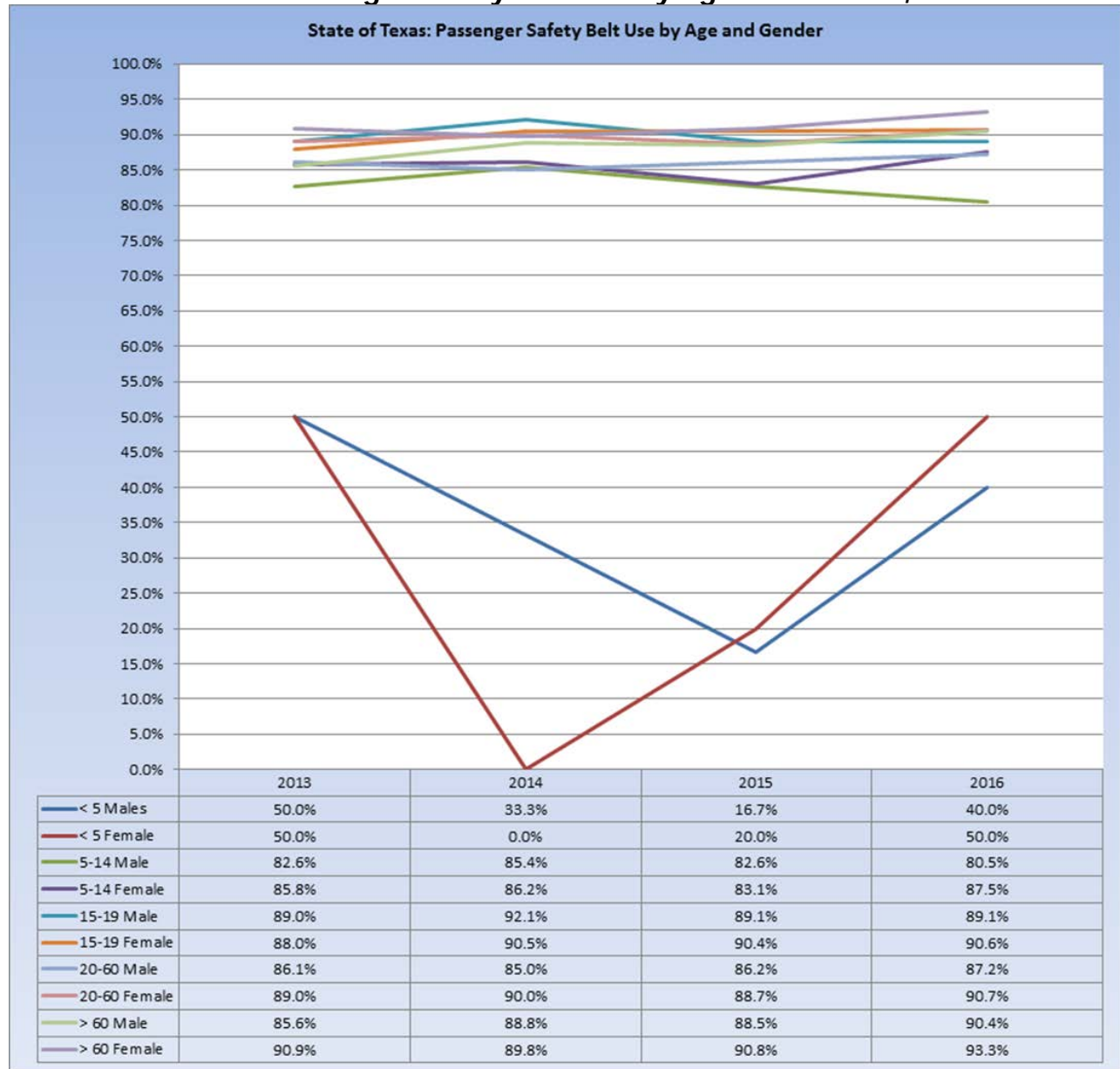
Source: Texas A&M University Transportation Institute (TTI), Survey August 2016

<sup>1</sup> 2016 Texas Statewide Survey of Seat Belt Use, TX A&M, TTI, 9-2016



Passengers were more likely to be buckled up when the driver was buckled up.

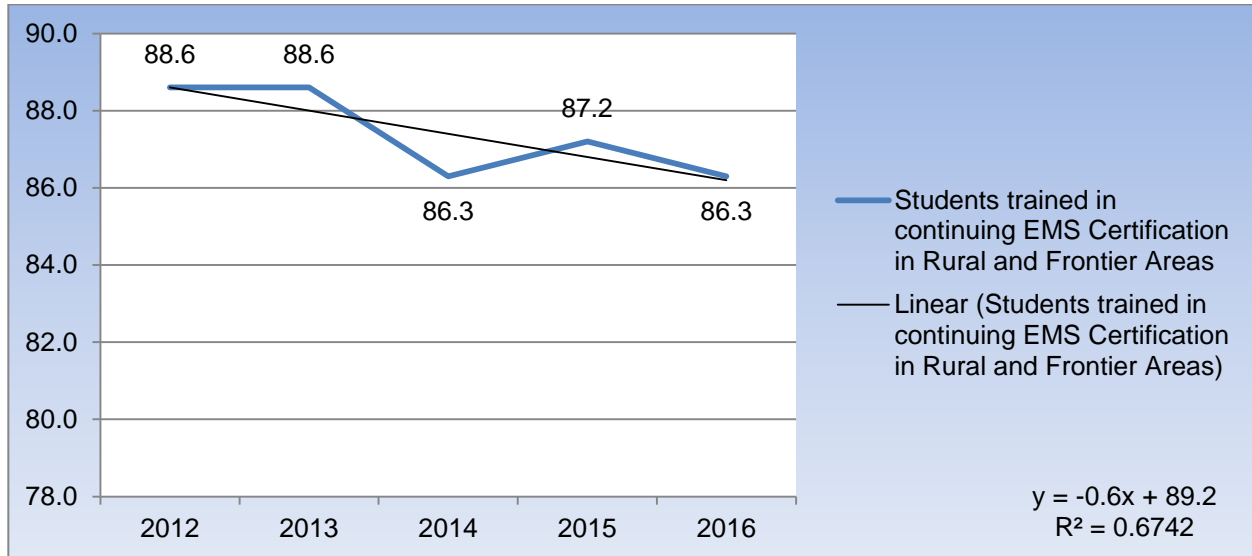
**State of Texas: Passenger Safety Belt Use by Age and Gender, 2013-2016**



Source: Texas A&M University Transportation Institute (TTI), Survey August 2016

The 2016 survey of child restraint usage revealed that 86.3% of children were restrained in a child safety seat or seat belt in some manner. This is the slight decrease from 87.2% rate that was observed in 2015. When observed to be in the front seat, infants and small children who could belong in a child safety seat were least likely to be buckled-in as passengers. The State of Texas has multiple programs that will increase the child restraint usage percentages. Federal dollars, as well as state and local funds, will provide technician training, car seat checkup events and seat distribution, as well as media campaigns and other outreach to increase this rate.

**State of Texas: Observed Child Passenger Restraint Usage Rate, 2012-2016**



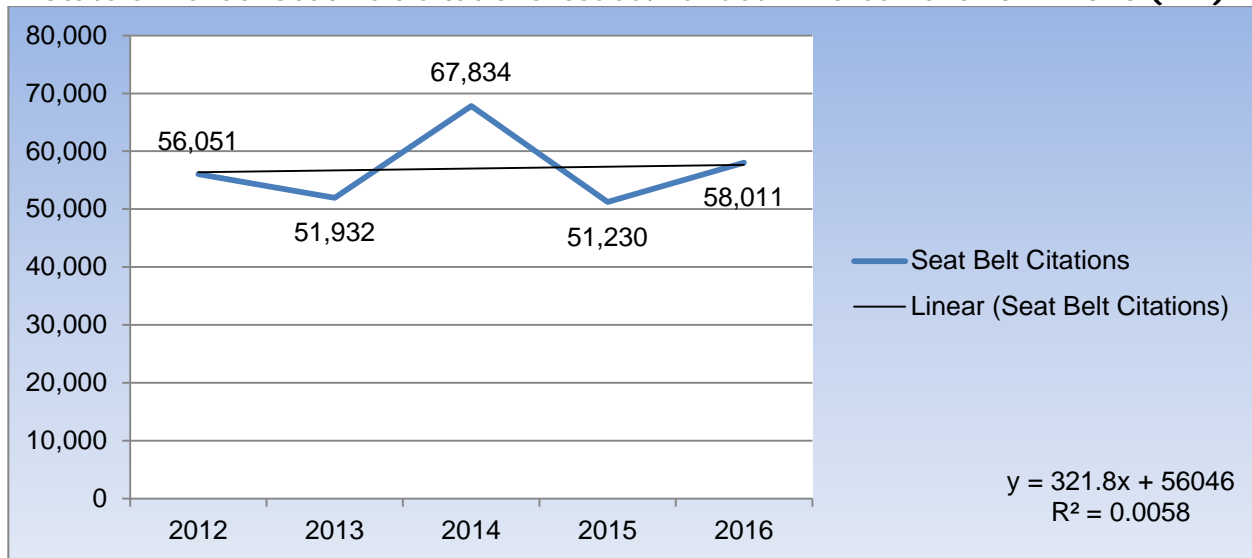
Source: Texas A&M University Transportation Institute (TTI), August 2016

Restraint use in cars was higher than restraint use in pickup trucks; 91.24% for car drivers compared to 87.24 % for pickup drivers, and 89.54 % for car passengers compared to 88.01% for pickup truck passengers.<sup>2</sup>

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.

<sup>2</sup> Womack Katie N. "2016 Survey of Front Seat Occupant Restraint Use in 18 Texas Cities". Texas A&M University Transportation Institute. August 2016.

State of Texas: Seat Belt Citations issued/Funded Enforcement 2012-2016 (A-1)



Source: Texas Department of Transportation TRF-TS eGrants, May 17<sup>th</sup>, 2017.

**OP Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust occupant protection program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated occupant protection programs, TxDOT will work in conjunction with stakeholders and regional coalitions to increase the usage rates of seat belts and child restraints to reduce the incidence of unrestrained driving and associated injuries from these 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 2015 indicate that for 2018, the State of Texas can expect to report 941 unrestrained fatalities. By 2020, Texas can expect to report 956 unrestrained fatalities. The calculations for these projections and targets are as follows:

<b>C-4</b>	2011	2012	2013	2014	2015		
<b>Unrestrained Passenger Fatalities</b>	842	930	907	973	859		

<b>Unrestrained Passenger Fatalities</b>	2016	2017	2018	2019	2020	2021	2022
<b>M Value</b>	7.7	7.7	7.7	7.7	7.7	7.7	7.7
<b>X Value</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B Value</b>	879.1	879.1	879.1	879.1	879.1	879.1	879.1
<b>Projection</b>	925	933	941	948	956	964	972
<b>Target</b>		933	937	941	945	948	952

Current trend projections using Texas A&M data for 2016 indicate that for 2018, the State of Texas can expect to report a child passenger restraint use rate of 85.0%. By 2020, Texas can expect to report child passenger restraint use rate of 83.8%. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Child Passenger Restraint Usage	88.6	88.6	86.3	87.2	86.3

Child Passenger Restraint Usage	2017	2018	2019	2020	2021	2022
M	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
X	6.00	7.00	8.00	9.00	10.00	11.00
B	89.2	89.2	89.2	89.2	89.2	89.2
Projection	85.6	85.0	84.4	83.8	83.2	82.6
Target	85.6	85.3	85.1	84.8	84.5	84.3

**OP Impacts of Proposed Strategies** Strategies proposed for the Occupant Protection Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY18 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates.

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

Texas will continue to focus on unrestrained fatalities which continue to be a statewide problem. TxDOT Occupant Protection Program activities will continue to assist the State in achieving 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.

**OP Performance Targets:**

**Target: Number of unrestrained passenger fatalities (C-4)**

2018 Target: To decrease the expected rise of the number of unrestrained fatalities from 859 unrestrained fatalities in 2015 to not more than 937 unrestrained fatalities in 2018

2020 Target: To decrease the expected rise of unrestrained fatalities from the projected 941 unrestrained fatalities in 2018 to not more than 945 unrestrained fatalities in 2020

**Observed seat belt usage rate for the State of Texas (B-1)**

2018 Target: To increase the observed seat belt usage rate from 91.61% observed seat belt usage rate in 2016 to 91.63% observed seat belt usage rate in 2018

2020 Target: To increase the observed seat belt usage rate from the projected 91.63% observed seat belt usage rate in 2018 to 91.67% observed seat belt usage rate in 2020

**Observed child passenger restraint usage rate for the state of Texas**

2018 Target: To increase the projected decrease in observed child passenger usage rate from 86.3% observed child passenger usage rate in 2016 to 85.3% observed child passenger usage rate in 2018

2020 Target: To increase the projected decrease in observed child passenger usage rate from the projected 85.0% observed child passenger usage rate in 2018 to 84.8% observed child passenger usage rate in 2020

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

2018 Target: NHTSA activity measure - no objective set

2020 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

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

*Title / Desc.* **CIOT Enforcement Blitz**

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

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
45	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$0.00	<b>\$500,000.00</b>

**Task: Evaluation** Occupant Protection OP - 05

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TTI-G-1YG-0110	TRF-TS	Texas A&M Transportation Institute

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

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

*Objectives*

- Conduct 3 survey waves in 10 Click It or Ticket cities by 6/30/2018
- Provide 4 memos reporting survey results by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$7,181.93*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$47,700.02	\$0.00	\$0.00	\$11,935.72	<b>\$59,635.74</b>

Task: **Evaluation**

Occupant Protection OP - 05

Project # 2018-TTI-G-1YG-0111 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Occupant Protection 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 Texas cities.

Objectives

- Conduct 1 survey of occupant restraint use among school age children (5-16 years old) in 18 Texas cities by 9/30/2018
- Conduct 1 survey of front seat occupant restraint use in 18 cities by 9/30/2018
- Conduct 1 survey of child restraint use in 14 Texas cities by 9/30/2018
- Conduct 1 statewide survey in counties throughout Texas using NHTSA approved survey sampling and protocol by 8/31/2018

Project Notes

This project budget has indirect costs in the amounts of \$53,835.46

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$358,660.02	\$0.00	\$0.00	\$89,706.02	<b>\$448,366.04</b>

Project # 2018-TTI-G-1YG-0112 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 seat belt use by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$11,310.44

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$74,601.11	\$0.00	\$0.00	\$18,665.31	<b>\$93,266.42</b>



Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-AustinEM-G-1YG-0207	AUS	City of Austin - EMS

*Title / Desc.* **Keeping Children Safe While Traveling in Vehicles within the Austin District**

*Providing families in Bastrop, Blanco, Burnet, Caldwell, Hays, Lee, Travis and Williamson Counties education and child safety seats to ensure safe travel.*

*Objectives*

- Conduct 2 Child Passenger Safety CEU update classes within the Austin District by 6/30/2018
- Conduct 1 CPST certification course and certify 15 new CPS technicians in Travis County by 6/30/2018
- Conduct 24 child seat check events and distribute 440 child safety seats within the Austin District by 9/30/2018
- Conduct 30 child safety seat check events and distribute 464 child safety seats in Travis County by 9/30/2018
- Conduct 12 booster focused events and distribute 360 booster seats within the Austin District by 9/30/2018
- Conduct 6 booster seat focused events and distribute 180 booster seats in Travis County by 9/30/2018
- Distribute 200 child safety seats at Safe Baby Academy classes by 9/30/2018
- Conduct 1 CPST certification course and certify 15 new CPS technicians within the Austin District by 6/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CSS	\$90,468.02	\$0.00	\$0.00	\$23,850.00	<b>\$114,318.02</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-DCMCCT-G-1YG-0220	AUS	Dell Children's Medical Center of Central Texas

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

*DCMC will maintain car seat inspection events, education, and an appointment scheduling system to coordinate services for Bastrop, Blanco, Burnet, Caldwell, Hays, Travis, and Williamson Counties.*

*Objectives*

- Distribute 350 booster seats to low income families at back to school event(s) in the 7 county target area by 9/15/2018
- Conduct 750 CSS inspections at the CSS inspection stations/events in the 7 target counties by 9/30/2018
- Implement 1 Communication Plan for the DCMC Kids in Cars CPS Program by 9/30/2018
- Provide 88 hours of short-notice CSS inspection services at Dell Children's Medical Center by 9/30/2018
- Maintain 1 CSS appointment scheduling system to support the new inspection stations in 7 counties by 9/30/2018
- Distribute 500 CSSs in the seven county area at the inspection stations/events by 9/30/2018
- Conduct 2 NHTSA-approved CPS Technician Certification courses by 5/31/2018
- Distribute 30000 CSS information cards to elementary schools, Head Starts, hospitals, WIC clinics by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$21,526.9*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$236,795.90	\$0.00	\$0.00	\$90,635.67	<b>\$327,431.57</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-ELPCH-G-1YG-0238	ELP	El Paso Children's Hospital

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

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

**Objectives**

- Educate 20 Healthcare providers on proper use & installation of child restraints by 9/30/2018
- Conduct 2 Bicycle Safety educational events by 9/30/2018
- Assist 2 National Child Passenger Safety Technician certification courses as an Instructor by 9/30/2018
- Educate 500 families discharged from Pediatric/Hematology/Oncology units, on proper use of child restraints by 9/30/2018
- Participate in 12 health and safety fairs in the El Paso District by 9/30/2018
- Conduct 1 educational event during Child Passenger Safety Week by 9/30/2018
- Educate 100 families discharged from Newborn Intensive care Nursery, on proper use of infant child restraints by 9/30/2018
- Participate in 3 events during Child Passenger Safety Week by 9/30/2018
- Participate in 6 Click it for Chicken events at local community agencies/schools by 9/30/2018
- Conduct 8 educational classes for Teen parents/care givers on Occupant Protection by 9/30/2018
- Conduct 20 educational classes for parent/care givers on Occupant Protection by 9/30/2018
- Distribute 100 child safety seats to low income families by 9/30/2018
- Conduct 20 CPS Inspection events within the El Paso District by 9/30/2018
- Participate in 10 CPS Inspection events within the El Paso District by 9/30/2018

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$42,606.30	\$0.00	\$0.00	\$44,536.82	<b>\$87,143.12</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-HHS-G-1YG-0163	WAC	Hillcrest Baptist Medical Center-HHS

*Title / Desc.* **Texas KidSafe Child Passenger Safety Program**

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

*Objectives*

- Evaluate 300 KidSafe Program participants to assess an increase in Child Passenger Safety knowledge and awareness by 9/30/2018
- Conduct 4 Child Passenger Safety Technician Certification Courses by 9/30/2018
- Distribute 1300 child safety seats to families in need by 9/30/2018
- Maintain 30 Child Passenger Safety Educational Displays by 9/30/2018
- Coordinate 5 safety educational campaigns by 9/30/2018
- Conduct 400 Adult Child Passenger Safety educational presentations by 9/30/2018
- Conduct 225 Youth Child Passenger Safety educational presentations by 9/30/2018
- Maintain 20 KidSafe Program Child Passenger Safety Fitting Stations by 9/30/2018
- Distribute 55000 pieces of Child Passenger Safety educational materials by 9/30/2018
- Maintain 5 databases to record and analyze data collected through KidSafe Program data collection tools by 9/30/2018
- Train 8 KidSafe Program Fitting Station Sites to conduct KidSafe Program Fitting Station Sessions by 9/30/2018
- Distribute 300 KidSafe Program participants and partners satisfaction surveys by 9/30/2018
- Provide 200 educational packets to persons identified by the Please Be Seated Program by 9/30/2018
- Participate in 48 health fairs, safety fairs, and community events by 9/30/2018
- Conduct 20 child safety seat/seat belt observational surveys by 9/30/2018
- Maintain 1 Texas KidSafe Child Passenger Safety Technician Facebook Group page by 9/30/2018
- Conduct 1000 CPS Fitting Station sessions at designated KidSafe Program fitting station locations by 9/30/2018
- Coordinate 25 Child Passenger Safety Seat Check-Up Events by 9/30/2018
- Coordinate 6 public events focused on children's safety in and around vehicles by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$342,415.00	\$0.00	\$0.00	\$245,707.18	<b>\$588,122.18</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-IPCOGD-G-1YG-0192	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*

- Develop 1 final project evaluation report by 9/30/2018
- Conduct 200 child occupant restraint use observations of children 0-8 years of age at Parkland COPC clinics by 9/30/2018
- Conduct 200 child occupant restraint use observations of newborns discharged at Parkland by 9/30/2018
- Coordinate 3 meetings with local CPS coalitions or other local traffic safety partners to support CPS initiatives by 9/30/2018
- Conduct 4 "Safety Advocate classes for Parkland staff or other community advocates by 9/30/2018
- Conduct 1 Safe Travel for All Children training course for currently trained technicians by 7/30/2018
- Create 2 Child Passenger Safety (CPS) update newsletters and distribute them to 75 CPS technicians by 9/30/2018
- Train 40 technicians by conducting the National CPS Certification Course 2 times by 9/30/2018
- Conduct 4 community car seat/booster seat inspection station events by 9/30/2018
- Distribute 10000 CPS educational materials to families with children 0-8 years of age at PHHS or through other community partners by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$9042.23*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$68,722.00	\$0.00	\$0.00	\$37,312.84	<b>\$106,034.84</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-Texas Ag-G-1YG-0139	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*

- Maintain 3 online transportation safety courses for childcare providers by 8/15/2018
- Distribute 60000 Public Information and Education (PI&E) resources to support grant objectives by 9/15/2018
- Provide 100 hospitals in mostly rural counties with a prenatal child passenger safety education program by 7/31/2018
- Educate 18000 participants on the importance of seat belts using the Rollover or Virtual Reality Demonstrations by 9/15/2018
- Conduct 27 safety seat checkup events in historically low-use communities by 9/25/2018
- Participate in 200 programs on seat belts, car seats, distracted driving and other safe driving practices by 9/15/2018
- Conduct 5 Operation Kids classes for officers to increase child safety seat enforcement by 8/31/2018
- Conduct 2 National Child Passenger Safety Technician Certification Trainings by 8/31/2018
- Distribute 1250 child safety seats as replacements as needed at inspections in low-use communities by 9/25/2018
- Conduct 1600 child safety seat inspections at checkup events, appointments, and fitting stations by 9/25/2018
- Conduct 1 6-Hour Technician Update for technicians in Texas or one 8-hour Technician Renewal Training by 7/31/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$108,121.16.*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$495,708.16	\$0.00	\$0.00	\$267,618.72	<b>\$763,326.88</b>

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-TCH-G-1YG-0181	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*

- Conduct 2 TxDOT Child Passenger Safety Technician training courses by 9/30/2018
- Conduct 250 Surveys of parents and caregivers who attend a local inspection station by 9/30/2018
- Train 40 New child passenger safety technicians by 9/30/2018
- Conduct 50 Media exposures related to child passenger safety by 9/30/2018
- Educate 75 Law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2018
- Distribute 65000 Educational materials on child passenger safety to the community by 9/30/2018
- Coordinate 20 Community car seat events by 9/30/2018
- Conduct 3000 Child safety seat inspections at network inspection station sites by 9/30/2018
- Conduct 1000 Child safety inspections at community car seat check up events by 9/30/2018
- Distribute 1100 Child restraint systems to low-income and at risk families at inspection stations and events by 9/30/2018
- Conduct 1 Child Passenger Safety renewal course by 9/30/2018
- Teach 5 CEU and specialized training classes for CPS technicians about new products and technology by 9/30/2018
- Teach 50 Car seat safety classes for parents and caregivers by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$29,272.86*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1PE	\$244,459.31	\$0.00	\$10,000.00	\$349,737.44	<b>\$604,196.75</b>

**Task: Public Information Campaigns**

Occupant Protection OP - 05

*Project #* 2018-TDSHS-G-1YG-0137 *Division* TRF-TS *Organization Name* 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**

- Enroll 15 Texans Saved by the Belt members by 9/30/2018
- Collect 1 National CPS Week-Texas statewide activities report by 9/30/2018
- Distribute 8128 child safety seats through Safe Riders distribution programs and check-up events by 9/30/2018
- Establish 4 Safe Riders inspection stations in Texas by 9/30/2018
- Conduct 1 CPS technical update class to technicians in Texas by 9/30/2018
- Train 5 new safety seat distribution program partner organizations by 9/30/2018
- Provide 5000 referrals to Safe Riders programs and services via toll-free line by 9/30/2018
- Provide 200 CPS technicians with recertification assistance by 9/30/2018
- Conduct 15 Safe Riders safety seat check-up events by 9/30/2018
- Conduct 4 Safe Riders CPS certification trainings by 9/30/2018
- Maintain 40 ongoing safety seat distribution and education program partner organizations by 9/30/2018
- Create 5 new safety seat distribution and education programs in areas of high need by 9/30/2018
- Conduct 30 educational presentations to the public on occupant protection by 9/30/2018
- Provide 200000 educational materials to the public by 9/30/2018
- Conduct 12 Safe Riders program website updates by 9/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$67,714.15. This project contributes towards MOE*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$855,088.01	\$0.00	\$0.00	\$725,000.00	<b>\$1,580,088.01</b>

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

**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	<b>\$4,000,000.00</b>



**Task: Public Information Campaigns**

Occupant Protection OP - 05

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

**Title / Desc. Youth Occupant Protection Campaign (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:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1PE	\$1,100,000.00	\$0.00	\$0.00	\$1,100,000.00	<b>\$2,200,000.00</b>

**Task: Training**

Occupant Protection OP - 05

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TTI-G-1YG-0115	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**

- Evaluate 1 statewide conference on child passenger safety by 9/30/2018
- Provide 1 statewide child passenger safety conference by 8/31/2018
- Distribute 1900 invitations/announcements marketing the conference by 5/31/2018
- Plan 1 child passenger safety statewide conference by 6/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$29,035.51*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$121,817.90	\$0.00	\$18,000.00	\$12,468.33	<b>\$152,286.23</b>

## Occupant Protection

**FY 2018**  
**Budget Module: OP - 05**

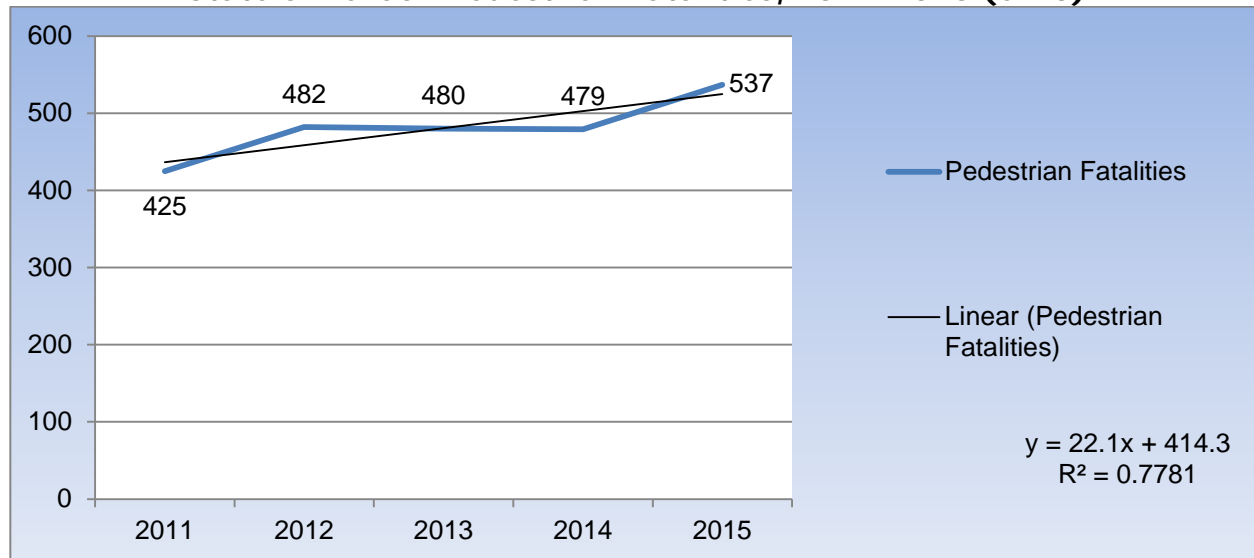
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	45	\$500,000.00		\$500,000.00							
Evaluation	3	\$601,268.20	\$47,700.02	\$433,261.13						\$120,307.05	
Public Information & Education	10	\$10,370,661.37	\$2,041,335.37	\$3,434,927.33					\$10,000.00	\$4,884,398.67	\$1,186,247.36
Training	1	\$152,286.23	\$121,817.90						\$18,000.00	\$12,468.33	\$121,817.90
<b>TOTALS:</b>	<b>59</b>	<b>\$11,624,215.80</b>	<b>\$2,210,853.29</b>	<b>\$4,368,188.46</b>					<b>\$28,000.00</b>	<b>\$5,017,174.05</b>	<b>\$1,308,065.26</b>

## 06 - Pedestrian and Bicycle Safety (PS)

**Problem ID** In 2015, 5,376 pedestrians were killed and an estimated 70,000 were injured in traffic crashes in the United States. On average, a pedestrian was killed every 1.6 hours and injured every 7.5 minutes in traffic crashes. The 4,910 pedestrian fatalities in 2014 represented an increase of 9.5% from 2012. In 2015, pedestrian fatalities accounted for 15% of all traffic fatalities and made up 3% of all the people injured in traffic crashes. Over three-fourths (76%) of pedestrian fatalities occurred in an urban setting versus a rural setting. Over two-thirds (72%) of pedestrian fatalities occurred at non-intersections versus at intersections. In 2015, the average age of pedestrians killed in traffic crashes was 47 and the average age of those injured was 38. Over the past 10 years the average age of those killed slightly increased from 45 to 47, while the average age of those injured has risen from 35 to 38. The highest four pedestrian injury rates by age group were 20-24 and 15-19.<sup>1</sup>

Pedestrian fatalities account for 15.3% of all Texas fatalities in 2015. Texas recorded a low of 349 pedestrian fatalities in 2010. In 2015, Texas recorded 537 pedestrian fatalities, which is an increase of 58 from 2014, and an increase of 188 since 2010. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and San Antonio. Pedestrian serious injuries have climbed from a low of 863 in 2010 to a high of 1,240 in 2016.

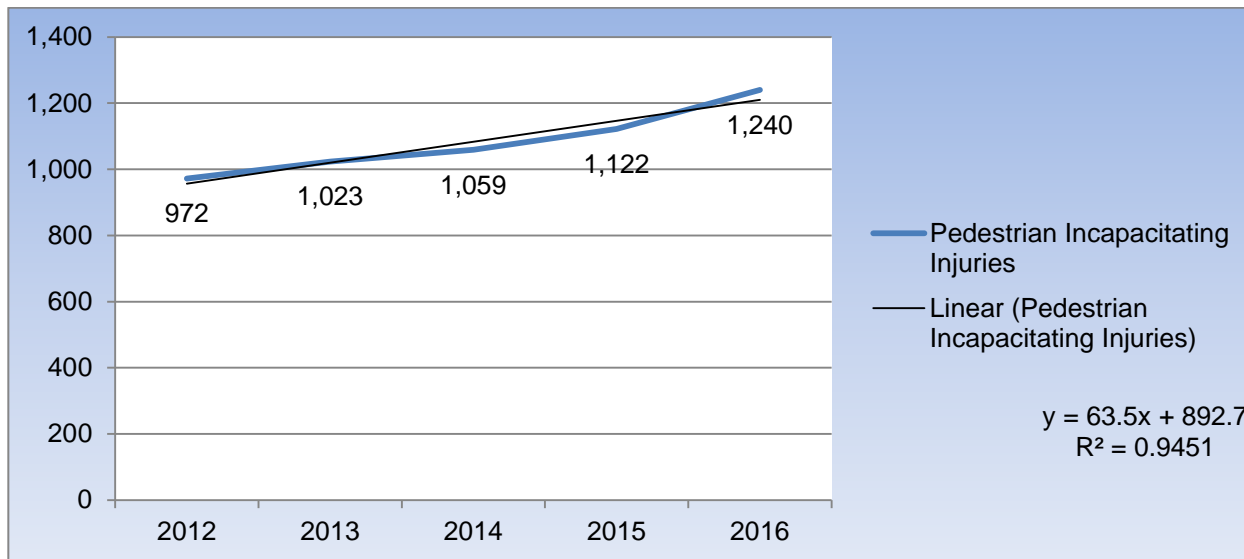
**State of Texas: Pedestrian Fatalities, 2011-2015 (C-10)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

<sup>1</sup> <https://crashstats.nhtsa.dot.gov/API/Public/ViewPublicaton/812375>

**State of Texas: Pedestrian Serious Injuries, 2012-2016**



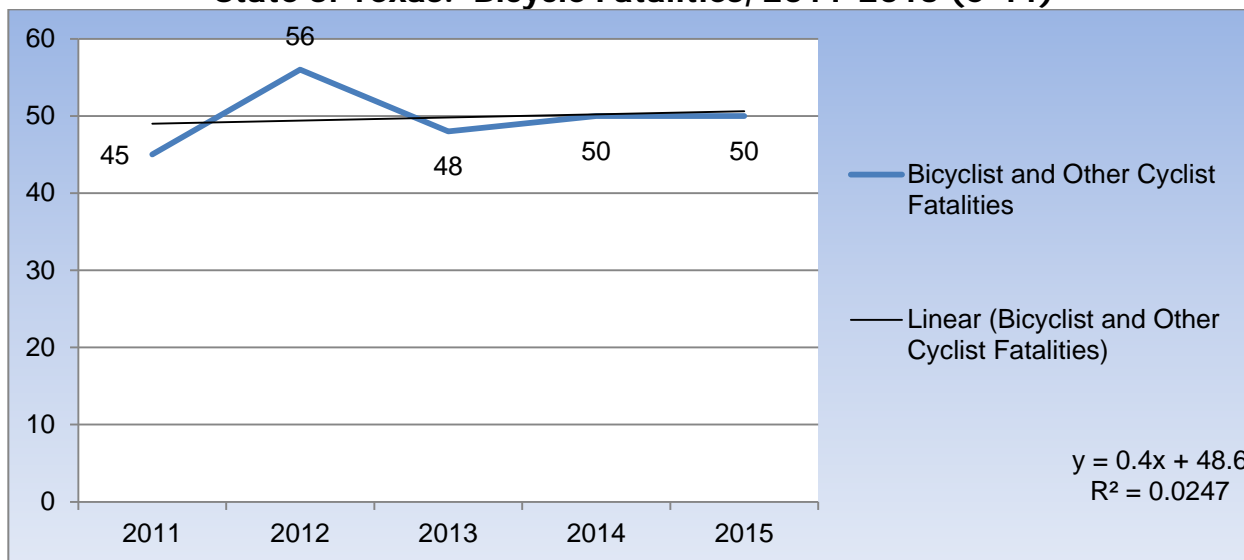
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

In the United States, 818 bicyclists were killed and an additional 45,000 were injured in motor vehicle traffic crashes in 2015. Bicyclist fatalities accounted for 2.3% of all motor vehicle traffic fatalities and 1.8% of people injured in traffic crashes. Seventy percent of bicyclist fatalities occur in urban areas and 61% at non-intersections. Regardless of season, the highest percentage of bicyclist fatalities occurred between 6:00 p.m. to 8:59 p.m. In 31% of the crashes, either the driver or the bicyclist was reported to have a BAC of .08% or higher. In 2015, the average age of bicyclists killed in traffic crashes was 45. During the past 10 years, there has been a steady increase in the average age of bicyclists killed and injured.<sup>2</sup>

Bicycles account for about 1.4% of all Texas fatalities, and there were 50 bicyclist fatalities in Texas in 2015, equal to 50 in 2014. The number of bicyclists seriously injured has climbed from 285 in 2012 to 320 in 2016.

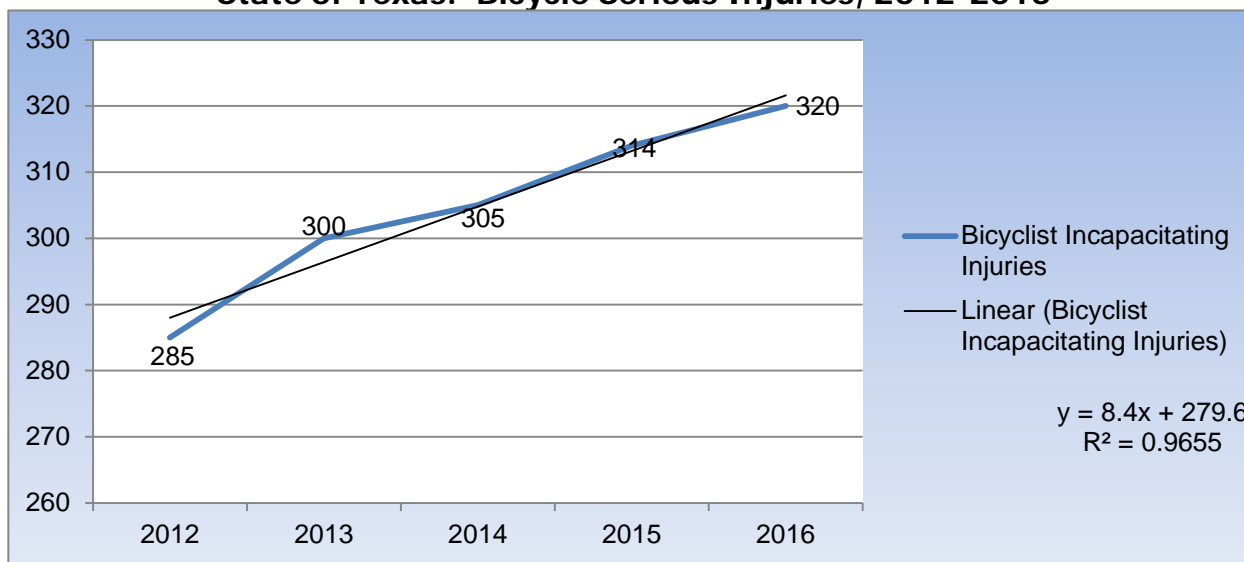
<sup>2</sup> <https://Crashstats.nhtsa.dot.gov/API/Public/ViewPublication/812382>

**State of Texas: Bicycle Fatalities, 2011-2015 (C-11)**



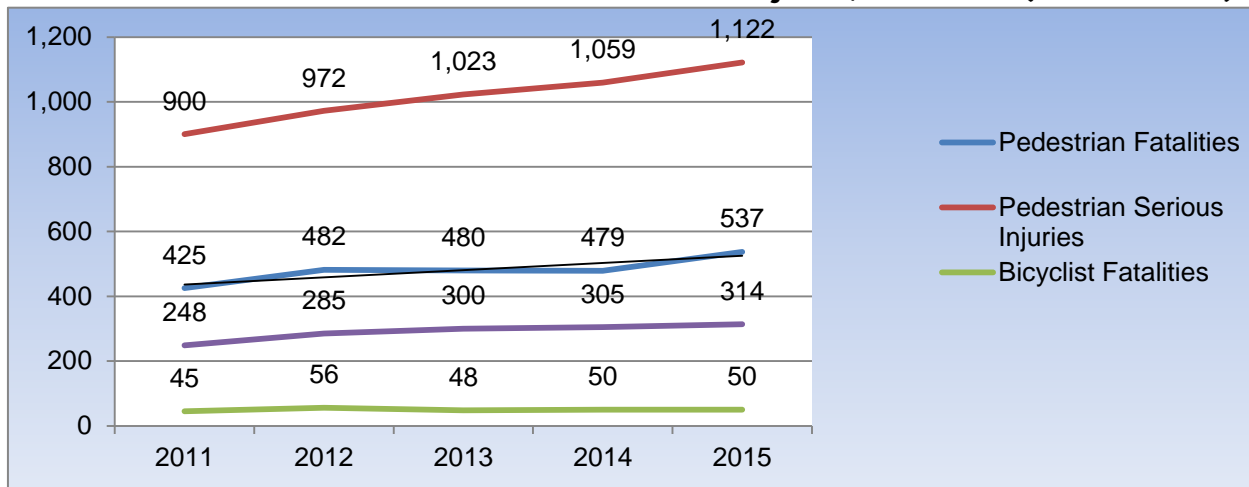
Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

**State of Texas: Bicycle Serious Injuries, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

State of Texas: Non-motorized Fatalities and Serious Injuries, 2011-2015 (C-10 and C-11)



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017) and CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**PS Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust pedestrian and bicycle safety program, to include elements in training, support of regional task forces, adult and child pedestrian and bicycle education and outreach. TxDOT will work in conjunction with stakeholders and regional coalitions to reduce the incidence of pedestrian and bicycle fatalities and the associated 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 2015 indicate that for 2018, the State of Texas can expect to report 591 pedestrian fatalities. By 2020, Texas can expect to report 635 pedestrian fatalities. The calculations for these projections and targets are as follows:

<b>C-10</b>	2011	2012	2013	2014	2015		
	425	482	480	479	537		
Pedestrian Fatalities							
	2016	2017	2018	2019	2020	2021	2022
<b>M</b>	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B</b>	414.3	414.3	414.3	414.3	414.3	414.3	414.3
<b>Projection</b>	547	569	591	613	635	657	680
<b>Target</b>		569	589	608	628	647	666

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 1,377 pedestrian serious injuries. By 2020, Texas can expect to report 1,464 pedestrian injuries. The calculations for these projections and targets are as follows:

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

	2012	2013	2014	2015	2016
Pedestrian Serious injuries	972	1,023	1,059	1,122	1,240

	2017	2018	2019	2020	2021	2022
Pedestrian Serious injuries						
M	63.5	63.5	63.5	63.5	63.5	63.5
X	6.00	7.00	8.00	9.00	10.00	11.00
B	892.7	892.7	892.7	892.7	892.7	892.7
Projection	1,274	1,377	1,401	1,464	1,528	1,591
Target	1,274	1,332	1,389	1,447	1,503	1,559

Current trend projections using FARS data for 2015 indicate that for 2018, the State of Texas can expect to report 52 bicycle fatalities. By 2020, Texas can expect to report 53 bicycle fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Bicycle Fatalities (C-11)	45	56	48	50	50

	2016	2017	2018	2019	2020	2021	2022
Bicycle Fatalities							
M	0.4	0.4	0.4	0.4	0.4	0.4	0.4
X	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B	48.6	48.6	48.6	48.6	48.6	48.6	48.6
Projection	51	51	52	52	53	53	53
Target		51	52	52	52	52	52

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 338 bicycle serious injuries. By 2020, Texas can expect to report 355 bicycle injuries. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Bicycle Serious injuries	285	300	305	314	320

	2017	2018	2019	2020	2021	2022
Bicycle Serious injuries						
M	8.4	8.4	8.4	8.4	8.4	8.4
X	6.00	7.00	8.00	9.00	10.00	11.00
B	279.6	279.6	279.6	279.6	279.6	279.6
Projection	330	338	347	355	364	372
Target	330	337	344	351	358	365

Current trend projections using FARS and CRIS data for 2015 indicate that for 2018, the State of Texas can expect to report 2,318 non-motorized fatalities and serious injuries. By 2020, Texas can expect to report 2,507 non-motorized fatalities and serious injuries. The calculations for these projections and targets are as follows:



TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

	2011	2012	2013	2014	2015		
Non-motorized fatalities and serious injuries	1,618	1,795	1,851	1,893	2,023		
Non-motorized fatalities and serious injuries	2016	2017	2018	2019	2020	2021	2022
M							
X	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B							
Projection	2,158	2,224	2,318	2,413	2,507	2,602	2,696
Target		2,224	2,309	2,394	2,477	2,560	2,642

**PS Impacts of Proposed Strategies** Strategies proposed for the Pedestrian and Bicycle Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY18 to assist Texas with reducing pedestrian and bicycle fatalities and injuries.

Texas will continue to focus on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will continue to assist the State in achieving 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.

**PS Performance Targets:**

**Target: Number of pedestrian fatalities (C-10)**

2018 Target: To decrease the expected rise of pedestrian fatalities from 537 pedestrian fatalities in 2015 to not more than 589 pedestrian fatalities in 2018

2020 Target: To decrease the expected rise of pedestrian fatalities from the projected 591 pedestrian fatalities in 2018 to not more than 628 pedestrian fatalities in 2020

**Target: Number of pedestrian serious injuries**

2018 Target: To decrease the expected rise of pedestrian serious injuries from 1,240 in 2016 to not more than 1,332 pedestrian serious injuries in 2018

2020 Target: To decrease the expected rise of pedestrian serious injuries from the projected 1,377 pedestrian serious injuries in 2018 to not more than 1,447 pedestrian serious injuries in 2020

**Target: Number of bicycle fatalities (C-11)**

2018 Target: To decrease the expected rise of bicycle fatalities from 50 bicycle fatalities in 2015 to not more than 52 bicycle fatalities in 2018

2020 Target: To maintain the number of bicycle fatalities from the projected 52 bicycle fatalities in 2018 at 52 bicycle fatalities in 2020

**Target: Number of Bicycle serious Injuries**

2018 Target: To decrease the expected rise of bicycle serious injuries from 320 bicycle serious injuries in 2016 to not more than 337 bicycle serious injuries in 2018

2020 Target: To decrease the expected rise of bicycle serious injuries from the projected 338 bicycle serious injuries in 2018 to not more than 351 bicycle serious injuries in 2020

**Target: Total number of non-motorized fatalities and serious injuries**

2018 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from a five-year average of 1,836.0 in 2015 to not more than a five-year average of 2,150.6 non-motorized fatalities and serious injuries in 2018

The 2015 Baseline expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2011	1,618	FARS-CRIS
2012	1,795	FARS-CRIS
2013	1,851	FARS-CRIS
2014	1,893	FARS-CRIS
2015	2,023	ARF-CRIS
2015 Baseline expressed as 5-year average		1836.0

The 2018 Target expressed as a 5-year rolling average would be as follows:

Year	Target or Actual Data	Source
2014	1,893	FARS-CRIS
2015	2,023	FARS-CRIS
2016	2,304	CRIS
2017	2,224	Target
2018	2,309	Target
2018 Target expressed as 5-year average		2150.6

As noted in the table above, the calendar year target for 2018 would be 2,309 non-motorized fatalities and serious injuries

2020 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from the projected 2,318 in 2018 to not more than 2,477 non-motorized fatalities and serious injuries in 2020

# 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

<i>Project #</i> 2018-TTI-G-1YG-0066	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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*Title / Desc.* **Developing a Crash Analysis Tool to Address Pedestrian Safety**

*To address pedestrian safety issues, this project will continue building an inventory database.*

### Objectives

- Develop 1 Final Report by 9/30/2018
- Create 1 updated database by 8/15/2018
- Conduct 2 Pedestrian Related Data Collections for 1 Set of Intersections and 1 Set of Midblock Locations by 7/31/2018
- Identify 2 sets of locations (intersections and midblock) with serious pedestrian safety issues by 12/15/2017

### Project Notes

*This project budget has indirect costs in the amounts of \$13,875.87*

### Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$89,863.79	\$0.00	\$0.00	\$22,481.75	<b>\$112,345.54</b>

**Task: Public Information Campaigns**

*Pedestrian and Bicyclist Safety PS - 06*

*Project #* 2018-LubbockP-G-1YG-0241 *District* LBB *Organization Name* 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 12000 persons proper bicycle safety and riding techniques by 9/30/2018
- Complete 3 professional training seminars or conferences by 9/30/2018
- Provide 12000 Motor vehicle safety education to 12,000 people through hands on training through group instruction by 9/30/2018
- Educate 12000 elementary students in safe pedestrian behavior who participate at Safety City by 9/30/2018
- Create 2 alliances with other organizations for a safer community by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$28,606.80	\$0.00	\$8,200.00	\$11,887.85	<b>\$48,694.65</b>

*Project #* 2018-ESCVI-G-1YG-0166 *District* BRY *Organization Name* 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*

- Identify 2 sets of content material and activities to be used as training aids for training sessions by 9/30/2018
- Educate 500 participants in the S.H.A.R.E. Program by 9/30/2018
- Analyze 250 participant evaluations to determine the overall effectiveness of the S.H.A.R.E. Program by 9/30/2018
- Conduct 2 Bicycle Rodeo events by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$4,582.6*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$61,424.60	\$0.00	\$0.00	\$19,049.12	<b>\$80,473.72</b>

**Task: Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

*Project #* 2018-Elbowz-G-1YG-0148 *Division* TRF-TS *Organization Name* 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*

- Create 1 bicycle safety book for children by 9/30/2018
- Create 4 short videos covering bicycle and pedestrian topics for posting on various social media outlets by 9/30/2018
- Conduct 6 visits to local elementary schools & conduct bicycle safety talks by 6/1/2018
- Conduct 10 safety events at cycling events within the state of Texas by 9/30/2018
- Conduct 5 earned media exposures using the celebrity status of Ben Spies and the Elbowz Racing team by 9/30/2018
- Conduct 6 community bicycle safety events by 9/30/2018
- Complete 36 bicycle and pedestrian safety posts on social media by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$134,120.00	\$0.00	\$0.00	\$50,810.00	<b>\$184,930.00</b>

*Project #* 2018-Ghisallo-G-1YG-0248 *District* AUS *Organization Name* Ghisallo Foundation

**Title / Desc. Cycle Academy: Youth Bicycle Education and Safety Instruction**

*Cycle Academy based youth bicycle education programs utilizing Bike Rodeos and Bike Club based instruction. Key focuses are proper helmet usage, safe riding skills, navigation, and bike maintenance.*

*Objectives*

- Collect 600 surveys measuring pre and post rodeo skills from Bike Rodeo participants by 9/30/2018
- Educate 800 youth participants on Texas traffic laws and in--depth bicycle safety skills via Bike Clubs by 9/30/2018
- Educate 2200 unique youth participants about Texas laws and bike safety through Bike Rodeo based instruction by 9/30/2018
- Complete 10 Bike Rodeos at schools or organization sites by 9/30/2018
- Establish 8 Bike Clubs at schools or organizations by 6/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$125,444.00	\$0.00	\$0.00	\$41,854.90	<b>\$167,298.90</b>

**Task: Public Information Campaigns**

*Pedestrian and Bicyclist Safety PS - 06*

*Project #* 2018-IPCOGD-G-1YG-0196 *District* DAL *Organization Name* Injury Prevention Center of Greater Dallas

**Title / Desc. North Texas Pedestrian Safety Initiative**

*A community-based project aimed at increasing safe pedestrian behavior in high-risk areas of Dallas.*

**Objectives**

- Develop 1 Public education and awareness program designed to inform motorists, pedestrians and bicyclists by 8/30/2018
- Develop 1 final project report and submit to TxDOT by 9/30/2018
- Evaluate 1 pedestrian safety strategy implemented for impact by 9/30/2018
- Implement 1 social marketing campaign to address pedestrian safety in identified high-risk areas by 8/30/2018
- Conduct 1 Meeting with government and community stakeholders to identify pedestrian safety strategies by 3/15/2018
- Conduct 3 focus groups in each of the areas at highest risk based on data (“hot spots”) by 1/31/2018
- Conduct 3 “hot spot area observational surveys to determine the leading causes of pedestrian behavior by 7/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$6573.59*

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$39,589.04	\$0.00	\$0.00	\$21,701.44	<b>\$61,290.48</b>

*Project #* 2018-SafetyCi-G-1YG-0150 *Division* TRF-TS *Organization Name* Safety City Abilene

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

*To teach elementary age students traffic safety, pedestrian safety, bicycle safety, railroad safety, bus safety, seat belt safety and that officers are their friends.*

**Objectives**

- Educate 6000 School age children in pedestrian, bicycle, railroad, bus, seat belt and traffic safety by 9/30/2018

**Budget:**

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$15,556.81	\$0.00	\$0.00	\$5,356.29	<b>\$20,913.10</b>

**Task: Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

*Project #* 2018-TTI-G-1YG-0077 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

**Title / Desc. Deterring Distracted Walking Among Young Pedestrians in the San Antonio District**

*This project addresses the dangers of distracted teen pedestrians by increasing awareness among youth within Junior High & High Schools in the San Antonio TxDOT district.*

**Objectives**

- Utilize 2 established social media outlets to support the distracted pedestrian program by 9/30/2018
- Conduct 2 student-led observation data collections for use to evaluate the program by 9/30/2018
- Develop 1 new outreach activity with supporting resources for teens to use for parent outreach by 5/31/2018
- Develop 2 new outreach activities w/ supporting resources for youth to use for peer pedestrian safety outreach by 9/30/2018
- Develop 1 interactive obstacle course activity to demonstrate negative impacts of distracted pedestrians by 9/30/2018
- Identify 4 schools in the San Antonio TxDOT district to implement the distracted walking project by 9/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$10,551.06*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$38,667.55	\$0.00	\$0.00	\$9,671.85	<b>\$48,339.40</b>

*Project #* 2018-TTI-G-1YG-0078 *Division* TRF-TS *Organization Name* 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**

- Evaluate 1 campus bicyclist/motorist safety campaign by 9/30/2018
- Distribute 3000 public outreach campaign materials by 9/30/2018
- Maintain 1 campaign website, providing updated content and periodic news by 9/30/2018
- Produce 1 bicyclist and motorist safety video by 7/31/2018
- Conduct 5 interviews with bicycle safety stakeholders at college campuses by 1/31/2018
- Develop 1 campaign communications plan by 12/15/2017

**Project Notes**

*This project budget has indirect costs in the amounts of \$11481.25*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$90,199.69	\$0.00	\$0.00	\$22,576.27	<b>\$112,775.96</b>



**Task: Public Information Campaigns**

*Pedestrian and Bicyclist Safety PS - 06*

*Project #* 2018-TTI-G-1YG-0084 *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*

- Complete 1 Summary memorandum by 9/28/2018
- Distribute 1000 Outreach materials/messages by 8/31/2018
- Conduct 5 Interactive Seminars by 8/31/2018
- Develop 1 Outreach campaign by 6/29/2018
- Analyze 2200 Observational survey results & crash report data by 3/2/2018
- Conduct 1 Observational survey of pedestrian, bicyclist & motorist behavior by 1/31/2018
- Analyze 2000 Crash reports of pedestrian & bicyclist fatalities & incapacitating injuries by 1/31/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$11853.83*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$84,800.86	\$0.00	\$0.00	\$21,214.73	<b>\$106,015.59</b>

*Project #* 2018-TTI-G-1YG-0085 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

**Title / Desc. Early Child Safety Education Focusing on Pedestrians/Bicyclists Aged 5-10 Years Old**

*This project will provide educational curriculum and materials (animated videos) targeting pedestrians and bicyclists regarding critical safety concepts.*

*Objectives*

- Conduct 15 Educational Activities to 3 Grade-groups at 5 elementary schools in the Selected 5 School Districts by 9/30/2018
- Distribute 5 Developed Curriculum and Animations to Selected Five School Districts and Community Agencies by 9/20/2018
- Develop 1 Educational Curriculum for Child Safety by 8/31/2018
- Create 2 Educational Animated Videos Based on the Scenarios by 8/20/2018
- Develop 4 Scenarios that Young Pedestrians/bicyclists can easily Misjudge at Identified Situations by 3/7/2018
- Identify 4 High-Risk Situations at Young Pedestrian-involved Crashes in Texas by 2/5/2018
- Acquire 1 Institutional Review Board (IRB) approval by 11/15/2017

*Project Notes*

*This project budget has indirect costs in the amounts of \$18,602.13*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$121,449.37	\$0.00	\$0.00	\$30,377.41	<b>\$151,826.78</b>

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Project # 2018-TTI-G-1YG-0088 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

Public education and information outreach employing pedestrian safety groups and allied groups to raise both pedestrian and motorists knowledge of pedestrian safety.

Objectives

- Evaluate 1 campaign outreach activity by 9/28/2018
- Coordinate 1 Texas Pedestrian Safety Forum by 6/29/2018
- Distribute 300 PI&E items by 9/14/2018
- Conduct 3 statewide pedestrian safety coalition meetings by 9/14/2018
- Develop 1 Texas Pedestrian Safety Coalition by 9/14/2018
- Develop 1 Statewide Pedestrian Strategic Action Plan by 6/28/2018
- Conduct 1 statewide analysis of fatal and severe injury pedestrian crashes by 6/29/2018
- Develop 1 Support and Outreach Plan by 12/8/2017

Project Notes

This project budget has indirect costs in the amounts of \$13,229.54

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$119,179.13	\$0.00	\$0.00	\$29,804.19	<b>\$148,983.32</b>

Project # 2018-TCH-G-1YG-0056 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 fatalities and injuries to children in the Houston metropolitan area.

Objectives

- Conduct 250 Surveys focused on the walking and biking behaviors of elementary aged children by 9/30/2018
- Conduct 250 Surveys focused on the walking behaviors of adolescents and teens by 9/30/2018
- Coordinate 15 Media exposures about pedestrian and/or bicycle safety by 9/30/2018
- Distribute 1500 Helmets to children with bicycles, that are in need of appropriately fitted helmets by 9/30/2018
- Distribute 50000 Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2018
- Coordinate 100 Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2018
- Educate 20000 Children about safe pedestrian and/or bicyclist skills and behaviors by 9/30/2018
- Coordinate 15 Bicycle safety events and/or bicycle rodeos by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$6,613.96

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$85,624.48	\$0.00	\$0.00	\$56,713.85	<b>\$142,338.33</b>

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-BikeAUS-G-1YG-0284	AUS	Bike Austin

*Title / Desc.* **Austin Safe Cycling Education & Encouragement Project**

*This project aims to educate motorists, bicyclists and pedestrians on traffic laws pertaining to bicyclists and pedestrians and encourage more people to ride bicycles and walk safely.*

*Objectives*

- Distribute 4000 Bilingual State traffic Law handouts to motorists, adult cyclists and pedestrians by 9/30/2018
- Create 1 Bilingual State Traffic Law handout to adult cyclists and pedestrians to increase awareness by 4/7/2018
- Conduct 2 Two (2) City Cycling classes in Spanish by 9/30/2018
- Teach 600 City Cycling curriculum, primary focus on 20-29 year-olds and bike commuters by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$2545*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$27,995.03	\$0.00	\$0.00	\$14,802.25	<b>\$42,797.28</b>

## Pedestrian and Bicyclist Safety

FY 2018  
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	\$112,345.54	\$89,863.79							\$22,481.75	
Public Information & Education	12	\$1,273,880.23	\$944,662.33						\$8,200.00	\$321,017.90	
Training	1	\$42,797.28	\$27,995.03							\$14,802.25	
<b>TOTALS:</b>	<b>14</b>	<b>\$1,429,023.05</b>	<b>\$1,062,521.15</b>						<b>\$8,200.00</b>	<b>\$358,301.90</b>	

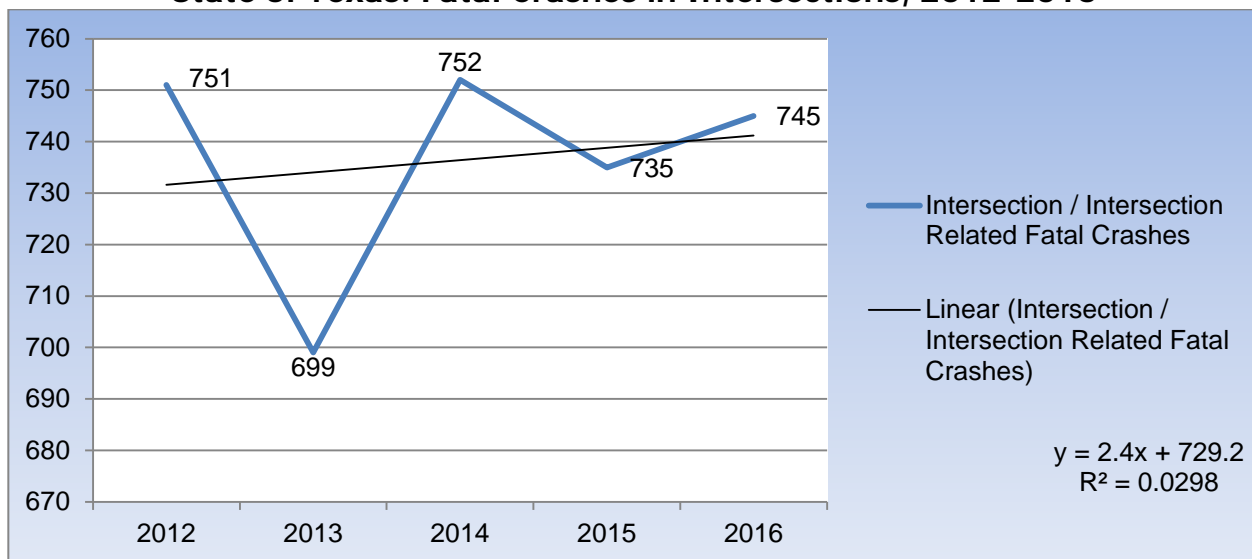
## 07 - Police Traffic Services (PT)

**Problem ID** High-Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements 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.

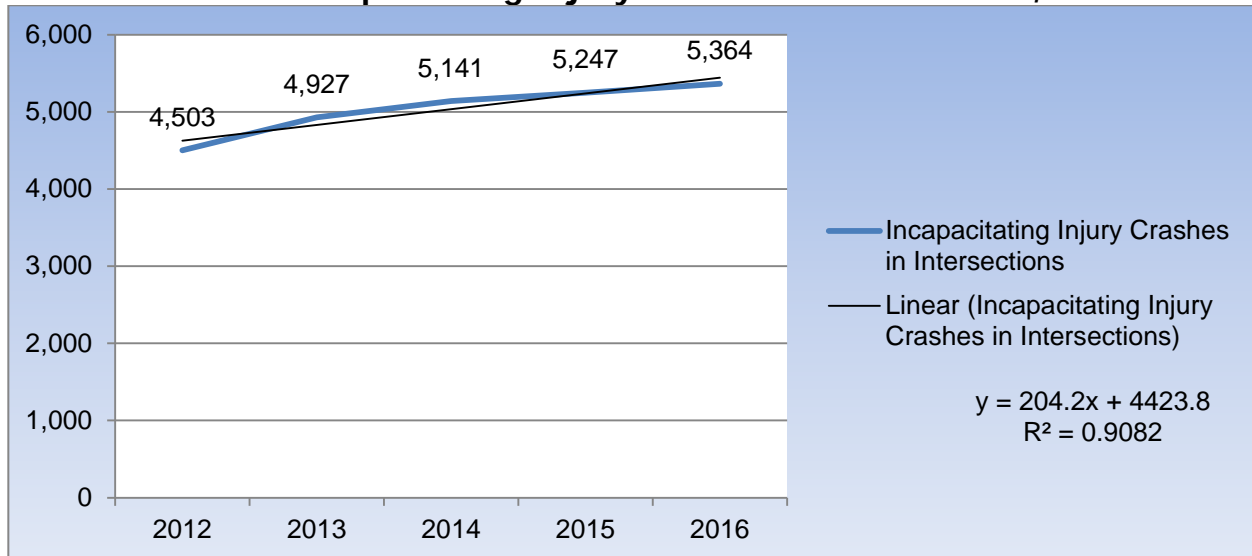
A large portion of the State of Texas’ grant dollars fund data driven, evidence based enforcement practices. High-visibility enforcement supported by media advertising campaigns are the backbone of the Texas traffic safety program. The STEP program is also contained in the alcohol countermeasures section (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, 2012-2016**



*Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.*

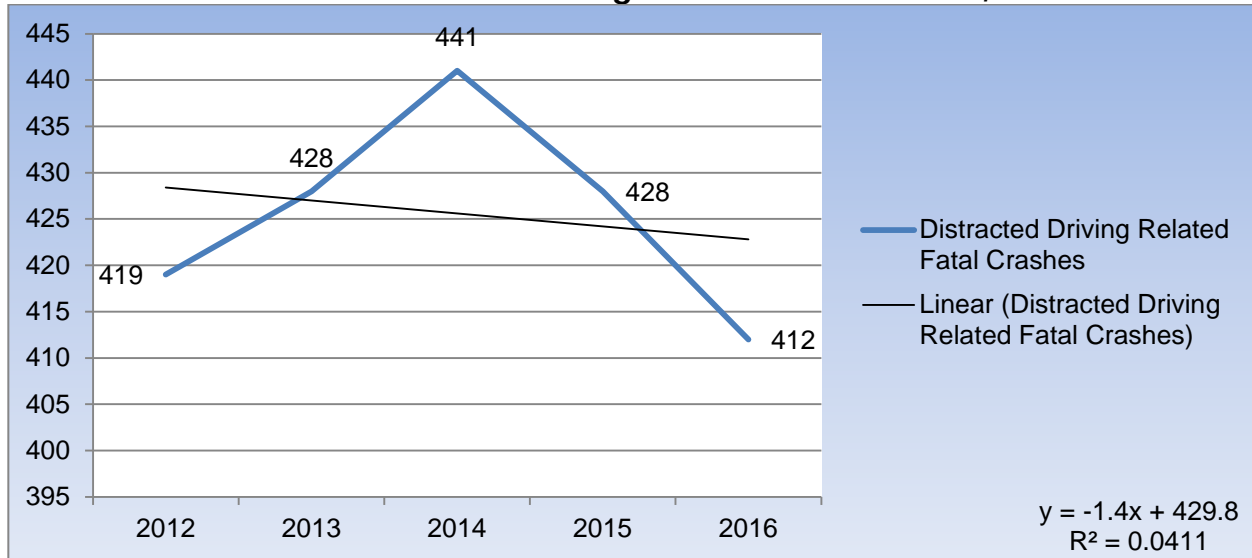
**State of Texas: Incapacitating Injury Crashes in Intersections, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

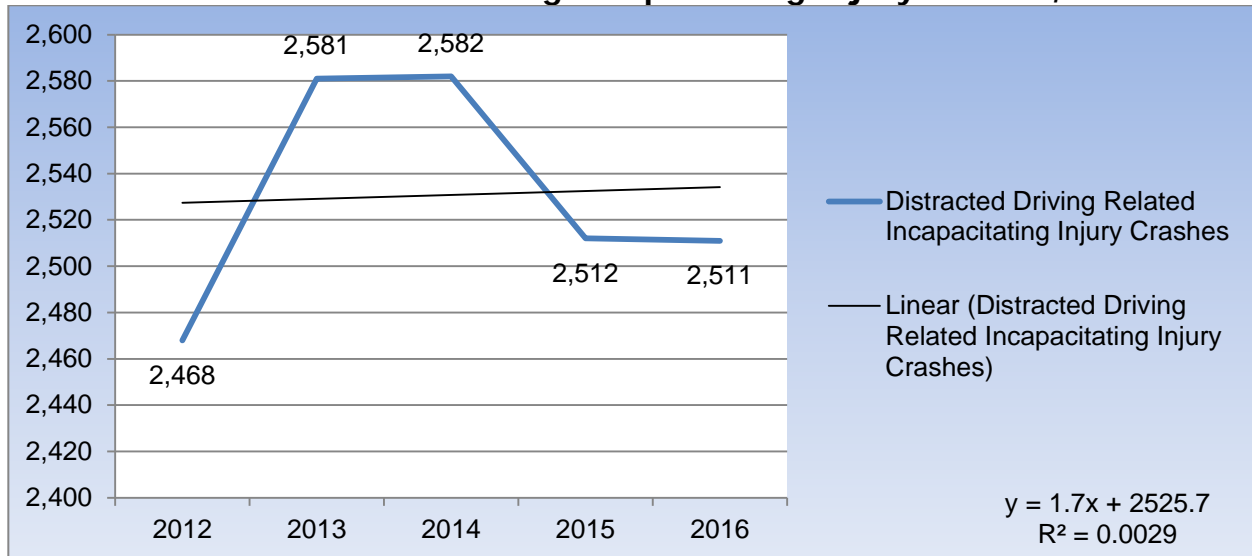
The issue of distracted driving is in the news on a state, local, and national level. Communication device misuse includes all forms of mobile phones and digital devices. Texting, talking, emailing, and internet use has become more prevalent. TxDOT will continue to work on this emerging issue.

**State of Texas: Distracted Driving related Fatal Crashes, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**State of Texas: Distracted Driving Incapacitating Injury Crashes, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**PT Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 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 robust 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 2016 indicate that for 2018, the State of Texas can expect to report 746 fatal crashes in Intersections. By 2020, Texas can expect to report 751 Fatal Crashes in Intersections. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Fatal Crashes in Intersections	751	699	752	735	745

Fatal Crashes in Intersections	2017	2018	2019	2020	2021	2022
<b>M</b>	2.4	2.4	2.4	2.4	2.4	2.4
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	729.2	729.2	729.2	729.2	729.2	729.2
<b>Projection</b>	744	746	748	751	753	756
<b>Target</b>	744	743	742	742	741	740



TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 5,853 incapacitating injury crashes in intersections. By 2020, Texas can expect to report 6,262 incapacitating injury crashes in intersections. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Incapacitating Injury Crashes in Intersections	4,503	4,927	5,141	5,247	5,364

	2017	2018	2019	2020	2021	2022
<b>M</b>	204.2	204.2	204.2	204.2	204.2	204.2
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	4,423.8	4,423.8	4,423.8	4,423.8	4,423.8	4,423.8
<b>Projection</b>	5,649	5,853	6,057	6,262	6,466	6,670
<b>Target</b>	5,649	5,830	6,009	6,186	6,362	6,537

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 420 distracted driving related fatal crashes. By 2020, Texas can expect to report 417 distracted driving related fatal crashes. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Distracted Driving Related Fatal Crashes	419	428	441	428	412

	2017	2018	2019	2020	2021	2022
<b>M</b>	-1.4	-1.4	-1.4	-1.4	-1.4	-1.4
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	429.8	429.8	429.8	429.8	429.8	429.8
<b>Projection</b>	421	420	419	417	416	414
<b>Target</b>	421	420	419	417	416	414

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 2,538 distracted driving related incapacitating injury crashes. By 2020, Texas can expect to report 2,541 distracted driving related incapacitating injury crashes. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Distracted Driving Related Incapacitating Injury Crashes	2,468	2,581	2,582	2,512	2,511

	2017	2018	2019	2020	2021	2022
Distracted Driving Related Incapacitating Injury Crashes						
M	1.7	1.7	1.7	1.7	1.7	1.7
X	6.00	7.00	8.00	9.00	10.00	11.00
B	2,525.7	2,525.7	2,525.7	2,525.7	2,525.7	2,525.7
Projection	2,536	2,538	2,539	2,541	2,543	2,544
Target	2,536	2,527	2,519	2,511	2,502	2,494

**PT Impacts of 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 FY18 to assist the Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of occupant protection, DWI/DUI, speed, intersection, and distracted driving citations during grant funded activities. Texas will attempt to reverse this trend creating an increase in arrests and citations.

Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Police Traffic Services Program activities will continue to assist the State in achieving 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.

**PT Performance Targets:**

**Target: Number of intersection related fatal crashes**

2018 Target: To decrease the expected rise of intersection fatal crashes from 745 intersection fatalities in 2016 to not more than 743 intersection fatal crashes in 2018

2020 Target: To decrease the expected rise of intersection fatal crashes from the projected 746 intersection fatal crashes in 2018 to not more than 742 intersection fatal crashes in 2020

**Target: Number of intersection related injury crashes**

2018 Target: To decrease the expected rise of intersection injury crashes from 5,364 intersection related injury crashes in 2016 to not more than 5,830 intersection related injury crashes in 2018

2020 Target: To decrease the expected rise of intersection injuries from the projected 5,853 intersection related injuries in 2018 to not more than 6,186 intersection related injuries in 2020

**Target: Number of distracted driving related fatal crashes**

2018 Target: To decrease the expected rise of distracted driving fatal crashes from 412 distracted driving fatal crashes in 2016 to not more than 420 distracted driving fatal crashes in 2018

2020 Target: To decrease the distracted driving fatal crashes from the projected 420 distracted driving fatal crashes in 2018 to 417 distracted driving fatal crashes in 2020

**Target: Number of distracted driving related incapacitating injury crashes**

2018 Target: To decrease the expected rise of distracted driving related incapacitating injury crashes from 2,511 in 2016 to not more than 2,527 distracted driving related incapacitating injury crashes in 2018

2020 Target: To decrease the expected rise of distracted driving related incapacitating injury crashes from the projected 2,538 distracted driving related incapacitating injury crashes to not more than 2,511 distracted driving related incapacitating injury crashes in 2020

# 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: <b>Enforcement</b>	Police Traffic Services PT - 07
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<i>Project #</i> STEP CMV	<i>Division</i> TRF-TS	<i>Organization Name</i> TxDOT - Traffic Safety
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*Title / Desc.* **STEP CMV**

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

*Related SubProjects:*

<i>Project #</i>	<i>Organization</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>Local Match</i>	<i>Project Total</i>
2018-AzlePD-S-1YG-0083	City of Azle - Police Department	402	PT	\$7,941.46	\$2,834.95	<b>\$10,776.41</b>
2018-BurnettC-S-1YG-0101	Burnet County Sheriff Department	402	PT	\$11,995.51	\$4,759.82	<b>\$16,755.33</b>
2018-EagleLkP-S-1YG-0089	City of Eagle Lake - Police Department	402	PT	\$8,156.66	\$2,445.00	<b>\$10,601.66</b>
2018-Harlinge-S-1YG-0091	City of Harlingen Police Department	402	PT	\$11,266.20	\$3,639.92	<b>\$14,906.12</b>
2018-HarrisCo-S-1YG-0061	Harris County Sheriff's Office	402	PT	\$132,761.21	\$33,234.78	<b>\$165,995.99</b>
2018-HoustonP-S-1YG-0043	City of Houston Police Department	402	PT	\$399,999.71	\$493,608.31	<b>\$893,608.02</b>
2018-KarnesCo-S-1YG-0099	Karnes County Sheriff Department	402	PT	\$33,047.19	\$10,724.94	<b>\$43,772.13</b>
2018-LaredoPD-S-1YG-0056	City of Laredo Police Department	402	PT	\$87,989.00	\$29,443.48	<b>\$117,432.48</b>
2018-McAllenP-S-1YG-0075	City of McAllen Police Department	402	PT	\$88,000.00	\$22,000.00	<b>\$110,000.00</b>
2018-MtPleasa-S-1YG-0047	City of Mount Pleasant - Police Department	402	PT	\$11,971.03	\$4,958.18	<b>\$16,929.21</b>
2018-PharrPD-S-1YG-0098	City of Pharr Police Department	402	PT	\$11,986.34	\$4,536.92	<b>\$16,523.26</b>
2018-Sugarlan-S-1YG-0079	City of Sugar Land Police Department	402	PT	\$11,958.50	\$3,505.26	<b>\$15,463.76</b>

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
12	402	PT	\$817,072.82	\$0.00	\$0.00	\$615,691.56	<b>\$1,432,764.38</b>

Task: **Enforcement**

Police Traffic Services PT - 07

Project # STEP Comprehensive Division TRF-TS Organization Name 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
2018-Amarillo-S-1YG-0031	City of Amarillo - Police Department	402	PT	\$169,048.88	\$42,677.50	<b>\$211,726.38</b>
2018-Arlingto-S-1YG-0006	City of Arlington Police Department	402	PT	\$222,474.54	\$55,618.64	<b>\$278,093.18</b>
2018-AustinPD-S-1YG-0048	City of Austin Police Department	402	PT	\$1,000,000.00	\$308,213.72	<b>\$1,308,213.72</b>
2018-Beaumont-S-1YG-0058	City of Beaumont Police Department	402	PT	\$88,005.71	\$54,510.65	<b>\$142,516.36</b>
2018-BexarCoS-S-1YG-0005	Bexar County Sheriff's Office	402	PT	\$600,000.00	\$151,596.75	<b>\$751,596.75</b>
2018-Brenham-S-1YG-0041	City of Brenham Police Department	402	PT	\$19,075.50	\$14,395.46	<b>\$33,470.96</b>
2018-BrownsPD-S-1YG-0064	City of Brownsville Police Department	402	PT	\$68,937.57	\$26,715.10	<b>\$95,652.67</b>
2018-CorpusPD-S-1YG-0022	City of Corpus Christi - Police Department	402	PT	\$155,000.09	\$47,166.67	<b>\$202,166.76</b>
2018-Dallas-S-1YG-0018	City of Dallas Police Department	402	PT	\$999,948.50	\$288,299.15	<b>\$1,288,247.65</b>
2018-DeerPark-S-1YG-0016	City of Deer Park Police Department	402	PT	\$50,000.00	\$48,646.20	<b>\$98,646.20</b>
2018-DentonPD-S-1YG-0060	City of Denton Police Department	402	PT	\$89,984.41	\$119,293.72	<b>\$209,278.13</b>
2018-EdinbuPD-S-1YG-0042	City of Edinburg - Police Department	402	PT	\$59,965.70	\$15,058.14	<b>\$75,023.84</b>
2018-EIPasoCO-S-1YG-0073	El Paso County Sheriff's Office	402	PT	\$94,884.02	\$31,674.48	<b>\$126,558.50</b>
2018-EIPasoPD-S-1YG-0004	City of El Paso - Police Department	402	PT	\$256,933.04	\$152,733.06	<b>\$409,666.10</b>
2018-EulesS-S-1YG-0063	City of Eules Police Department	402	PT	\$69,920.00	\$53,681.28	<b>\$123,601.28</b>
2018-Fortwort-S-1YG-0032	City of Fort Worth Police Department	402	PT	\$167,630.63	\$42,992.62	<b>\$210,623.25</b>
2018-FriscoPD-S-1YG-0013	City of Frisco Police Department	402	PT	\$90,474.68	\$22,626.00	<b>\$113,100.68</b>
2018-Galvesto-S-1YG-0092	City of Galveston Police Department	402	PT	\$44,870.40	\$12,869.71	<b>\$57,740.11</b>
2018-GarlandP-S-1YG-0020	City of Garland Police Department	402	PT	\$248,816.37	\$142,413.78	<b>\$391,230.15</b>
2018-GrandPra-S-1YG-0024	City of Grand Prairie Police Department	402	PT	\$149,999.99	\$179,682.44	<b>\$329,682.43</b>
2018-HaltomPD-S-1YG-0026	City of Haltom City Police Department	402	PT	\$21,416.80	\$18,576.34	<b>\$39,993.14</b>
2018-Harlinge-S-1YG-0053	City of Harlingen Police Department	402	PT	\$57,212.49	\$18,154.03	<b>\$75,366.52</b>
2018-Harris4-S-1YG-0084	Harris County Constable Precinct 4	402	PT	\$40,790.90	\$11,056.58	<b>\$51,847.48</b>
2018-HarrisCo-S-1YG-0010	Harris County Sheriff's Office	402	PT	\$331,999.91	\$331,999.92	<b>\$663,999.83</b>
2018-HarrisP1-S-1YG-0029	Harris County Constable Precinct 1	402	PT	\$85,946.83	\$85,946.82	<b>\$171,893.65</b>
2018-HarrisP7-S-1YG-0057	Harris County Constable Precinct 7	402	PT	\$190,286.96	\$48,525.86	<b>\$238,812.82</b>
2018-HoustonP-S-1YG-0009	City of Houston Police Department	402	PT	\$999,999.49	\$883,754.91	<b>\$1,883,754.40</b>
2018-Irving-S-1YG-0051	City of Irving Police Department	402	PT	\$180,386.16	\$91,777.68	<b>\$272,163.84</b>
2018-Jacksonv-S-1YG-0082	City of Jacksonville - Police Department	402	PT	\$32,539.00	\$9,120.99	<b>\$41,659.99</b>
2018-Jefferso-S-1YG-0054	Jefferson County Sheriff's Office	402	PT	\$36,998.05	\$10,194.82	<b>\$47,192.87</b>
2018-KellerPD-S-1YG-0088	City of Keller Police Department	402	PT	\$34,820.00	\$34,676.94	<b>\$69,496.94</b>
2018-KilleenP-S-1YG-0072	City of Killeen Police Department	402	PT	\$124,933.01	\$73,947.44	<b>\$198,880.45</b>

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Task: <b>Enforcement</b>				Police Traffic Services PT - 07			
2018-LaPorte-S-1YG-0036	City of La Porte Police Department	402	PT	\$49,995.74	\$51,080.08	<b>\$101,075.82</b>	
2018-LaredoPD-S-1YG-0040	City of Laredo Police Department	402	PT	\$100,000.00	\$45,875.84	<b>\$145,875.84</b>	
2018-LongviPD-S-1YG-0008	City of Longview Police Department	402	PT	\$74,201.91	\$20,651.47	<b>\$94,853.38</b>	
2018-McAllenP-S-1YG-0019	City of McAllen Police Department	402	PT	\$120,000.00	\$30,000.00	<b>\$150,000.00</b>	
2018-McKinney-S-1YG-0027	City of McKinney Police Department	402	PT	\$91,223.38	\$24,908.19	<b>\$116,131.57</b>	
2018-Midland-S-1YG-0007	City of Midland Police Department	402	PT	\$18,800.00	\$4,700.00	<b>\$23,500.00</b>	
2018-Mission-S-1YG-0028	City of Mission Police Department	402	PT	\$62,992.32	\$16,575.43	<b>\$79,567.75</b>	
2018-Missouri-S-1YG-0011	City of Missouri - City Police Department	402	PT	\$45,114.00	\$15,131.13	<b>\$60,245.13</b>	
2018-MtPleasa-S-1YG-0039	City of Mount Pleasant - Police Department	402	PT	\$39,951.18	\$16,877.80	<b>\$56,828.98</b>	
2018-NewBrau-S-1YG-0102	City of New Braunfels Police Department	402	PT	\$74,973.10	\$35,991.00	<b>\$110,964.10</b>	
2018-NRichlan-S-1YG-0049	City of North Richland Hills Police Department	402	PT	\$45,400.00	\$11,722.76	<b>\$57,122.76</b>	
2018-Odessa-S-1YG-0023	City of Odessa Police Department	402	PT	\$49,126.42	\$13,122.01	<b>\$62,248.43</b>	
2018-PasadePD-S-1YG-0071	City of Pasadena Police Department	402	PT	\$99,887.55	\$99,887.55	<b>\$199,775.10</b>	
2018-PlanoPD-S-1YG-0015	City of Plano Police Department	402	PT	\$149,953.35	\$102,278.99	<b>\$252,232.34</b>	
2018-PolkCo-S-1YG-0034	Polk County Sheriff's Office	402	PT	\$40,053.50	\$10,040.98	<b>\$50,094.48</b>	
2018-SanAntPD-SYG-0002	City of San Antonio Police Department	402	PT	\$1,000,000.00	\$347,600.04	<b>\$1,347,600.04</b>	
2018-Southlak-S-1YG-0003	City of Southlake Police Department	402	PT	\$45,000.00	\$27,259.23	<b>\$72,259.23</b>	
2018-Sugarlan-S-1YG-0069	City of Sugar Land Police Department	402	PT	\$59,996.33	\$20,114.32	<b>\$80,110.65</b>	
2018-TDPS-S-1YG-0086	Texas Department of Public Safety	402	PT	\$518,445.28	\$592,846.23	<b>\$1,111,291.51</b>	
2018-Tomgreen-S-1YG-0035	Tom Green County	402	PT	\$49,622.48	\$24,872.49	<b>\$74,494.97</b>	
2018-Tyler PD-S-1YG-0021	City of Tyler Police Department	402	PT	\$78,810.00	\$22,093.60	<b>\$100,903.60</b>	
2018-WacoPD-S-1YG-0038	City of Waco Police Department	402	PT	\$123,442.09	\$49,456.46	<b>\$172,898.55</b>	
2018-WichitaP-S-1YG-0055	City of Wichita Falls Police Department	402	PT	\$86,973.09	\$21,754.61	<b>\$108,727.70</b>	

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
55	402	PT	\$9,807,261.35	\$0.00	\$0.00	\$5,033,437.60	<b>\$14,840,698.95</b>

**Task: Enforcement**

Police Traffic Services PT - 07

**Project #** STEP Wave Comprehensive **Division** TRF-TS **Organization Name** 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
2018-AddisonP-S-1YG-0014	Town of Addison Police Department	402	PT	\$8,000.00	\$3,431.97	<b>\$11,431.97</b>
2018-AlpinePD-S-1YG-0066	City of Alpine Police Department	402	PT	\$6,000.00	\$1,550.00	<b>\$7,550.00</b>
2018-AzlePD-S-1YG-0078	City of Azle - Police Department	402	PT	\$4,916.37	\$2,337.31	<b>\$7,253.68</b>
2018-Benbrook-S-1YG-0030	City of Benbrook Police Department	402	PT	\$14,000.00	\$9,537.41	<b>\$23,537.41</b>
2018-BurnettC-S-1YG-0077	Burnet County Sheriff Department	402	PT	\$19,995.23	\$7,934.11	<b>\$27,929.34</b>
2018-EIPasoll-S-1YG-0085	City of El Paso - ISD Police Department	402	PT	\$7,327.03	\$1,835.19	<b>\$9,162.22</b>
2018-Grapevin-S-1YG-0050	City of Grapevine - Police Department	402	PT	\$38,955.82	\$10,523.50	<b>\$49,479.32</b>
2018-HawleyPD-S-1YG-0076	City of Hawley - Police Department	402	PT	\$7,925.84	\$2,090.33	<b>\$10,016.17</b>
2018-ManorPD-S-1YG-0097	City of Manor - Police Department	402	PT	\$7,928.83	\$2,003.32	<b>\$9,932.15</b>
2018-Palestin-S-1YG-0095	City of Palestine - Police department	402	PT	\$7,979.00	\$3,327.24	<b>\$11,306.24</b>
2018-PortArth-S-1YG-0100	City of Port Arthur Police Department	402	PT	\$41,403.00	\$19,756.92	<b>\$61,159.92</b>
2018-PropserP-S-1YG-0096	Town of Prosper - Police Department	402	PT	\$7,954.59	\$2,233.65	<b>\$10,188.24</b>
2018-SanJuanP-S-1YG-0052	City of San Juan Police Department	402	PT	\$9,980.00	\$2,636.08	<b>\$12,616.08</b>
2018-SmithCoS-S-1YG-0080	Smith County Sheriff's Office	402	PT	\$14,987.04	\$3,852.15	<b>\$18,839.19</b>
2018-TexarkPD-S-1YG-0103	City of Texarkana Police Department	402	PT	\$32,935.83	\$8,421.50	<b>\$41,357.33</b>
2018-UpshurCo-S-1YG-0065	Upshur County Sheriff's Office	402	PT	\$27,199.15	\$6,968.80	<b>\$34,167.95</b>
2018-Victoria-S-1YG-0070	City of Victoria Police Department	402	PT	\$32,512.50	\$9,219.62	<b>\$41,732.12</b>
2018-WardCoSO-S-1YG-0062	Ward County Sheriff Office	402	PT	\$7,957.62	\$2,123.53	<b>\$10,081.15</b>
2018-Weatherf-S-1YG-0025	City of Weatherford Police Department	402	PT	\$14,880.00	\$4,120.00	<b>\$19,000.00</b>

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
19	402	PT	\$312,837.85	\$0.00	\$0.00	\$103,902.63	<b>\$416,740.48</b>

**Task: Public Information Campaigns**

Police Traffic Services PT - 07

**Project #** 2018-SATCID-G-1YG-0190 **District** SAT **Organization Name** City of San Antonio - Transportation and Capital Improvements Department

**Title / Desc. Police Traffic Services Enforcement and Education Campaign to Reduce Intersection Crashes**

City of San Antonio campaign to reduce intersection crashes by educating police officers, having officers enhance education to the public, and evaluating locations of severe injury crashes.

**Objectives**

- Educate 10000 To educate 10,000 people through social media and brochure distribution at traffic stops by 7/28/2018
- Train 1000 To train 1,000 Officers using videos at Roll-Call and at personal computers by 1/30/2018
- Evaluate 100 To evaluate 100 miles of intersections along severe injury corridors by 8/31/2018

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$166,400.00	\$0.00	\$0.00	\$41,600.00	<b>\$208,000.00</b>

Task: **Training**

Police Traffic Services PT - 07

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TMPA-G-1YG-0006	TRF-TS	Texas Municipal Police Association

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

*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 and to adults.*

*Objectives*

- Assist 5 with instruction of National Child Passenger Safety Certification courses by 9/30/2018
- Assist 25 Child passenger safety checkup/inspection station events by 9/30/2018
- Conduct 10 Social harm presentations by 9/30/2018
- Attend 15 Traffic safety specialists events, partner organization and judicial conferences by 9/30/2018
- Produce 120 Traffic safety news articles for social media websites by 9/30/2018
- Maintain 100% Child passenger safety (CPS) technician and instructor certifications for LEL's by 9/30/2018
- Conduct 8 Meetings with LEL Staff and TxDOT PTS Program Manager by 9/30/2018
- Teach 100 Law enforcement training courses by 9/30/2018
- Attend 4 Law enforcement conferences by 9/30/2018
- Support 1000 Funded and non funded law enforcement agencies by 9/30/2018
- Update 1 Course curriculum (STEP 101) for STEP Project Managers by 9/30/2018
- Teach 150 Classes on the dangers of distracted driving to Adults by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$138,591.12*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PT	\$990,935.06	\$0.00	\$0.00	\$248,180.00	<b>\$1,239,115.06</b>



**Police Traffic Services**

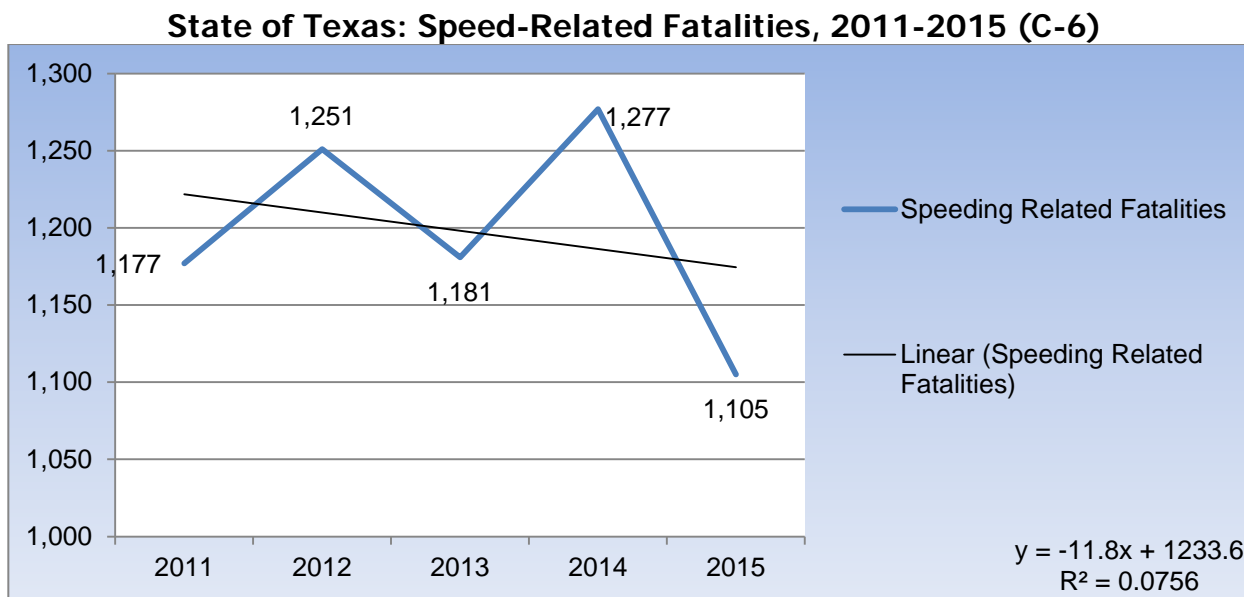
**FY 2018  
Budget Module: PT - 07**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	86	<b>\$16,690,203.81</b>	\$10,937,172.02							\$5,753,031.79	\$10,418,726.74
Evaluation	0										
Public Information & Education	1	<b>\$208,000.00</b>	\$166,400.00							\$41,600.00	\$166,400.00
Training	1	<b>\$1,239,115.06</b>	\$990,935.06							\$248,180.00	
<b>TOTALS:</b>	<b>88</b>	<b>\$18,137,318.87</b>	<b>\$12,094,507.08</b>							<b>\$6,042,811.79</b>	<b>\$10,585,126.74</b>

### 08 - Speed Control (SC)

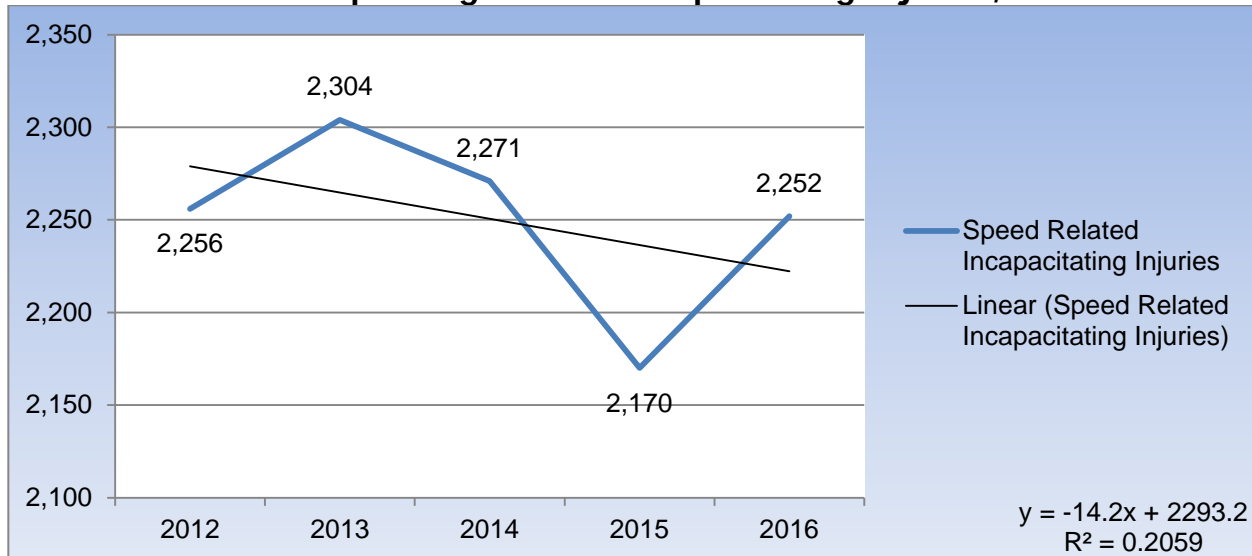
**Problem ID** Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. Speeding and speed-related factors were listed on the crash report as a cause in 31.4% of all fatalities. In speeding-related fatalities by state, Texas consistently ranked first in the past decade. In 2015, 1,105 people were killed in crashes involving speeding in Texas. When crash statistics in 2014 are considered, Texas recorded 1,277 fatalities, which was significantly higher than other states.

The Texas Speed-Related Fatality Rate, per 100 million vehicle mile travelling (VMT) is 0.29.



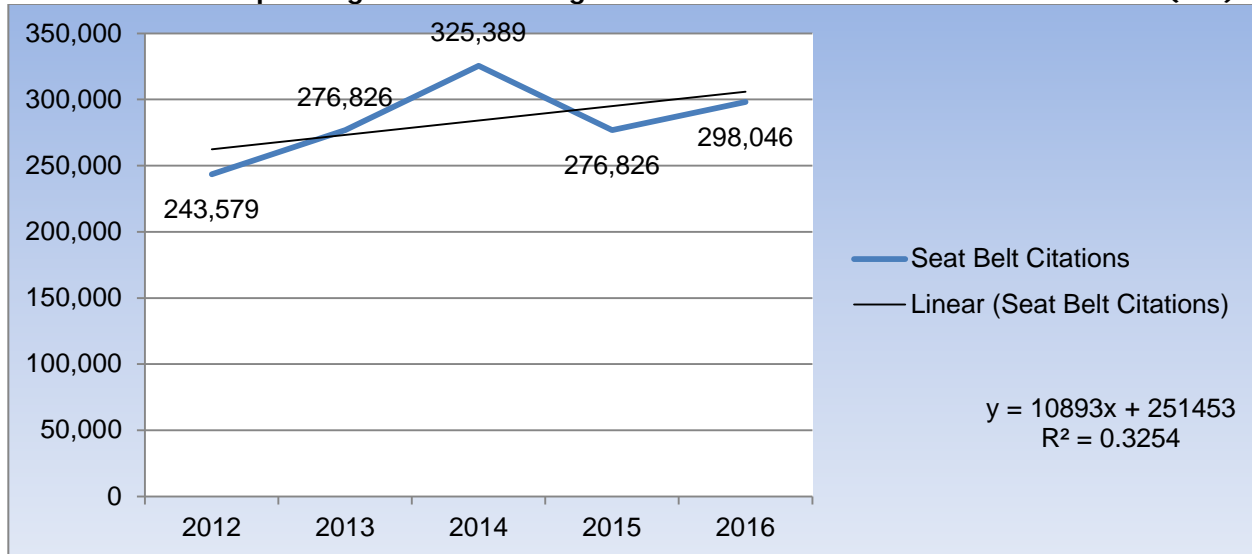
Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

**State of Texas: Speeding Related Incapacitating Injuries, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**State of Texas: Speeding Citations during Funded Enforcement Activities 2012-2016 (A-3)**



Source: Texas Department of Transportation eGrants, May 17<sup>th</sup>, 2017.

The proportion of involvement in speeding-related crashes to all fatal crashes decreased with increasing driver age, and female drivers were speeding less frequently than male drivers across all age groups. Young male drivers were the most likely to be speeding at the time of a fatal crash. In 2015, nearly a third (32%) of male drivers in the 15- to 20-year-old and 20- to 24-year-old age groups involved in fatal crashes were speeding at the time of the crash, compared to 20 and 18 percent, respectively, for the female drivers in the same age groups.<sup>1</sup> In addition to speed, road conditions and environment were other potential contributing factors for speed-related fatal crashes. When combined with unusual road conditions (e.g., wet or snow/icy roadway surfaces) and poor illumination (e.g., nights), speeding was more likely to result in fatal crashes.

<sup>1</sup> <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812409>

**SC Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust speed control program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated impaired driving programs, TxDOT will work in conjunction with these stakeholders to reduce the incidence of speed-related fatalities and associated 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 2015 indicate that for 2018, the State of Texas can expect to report 1,139 speeding related fatalities. By 2020, Texas can expect to report 1,116 speeding related fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Speeding-Related Fatalities (C-6)	1,177	1,251	1,181	1,277	1,105

Speeding-Related Fatalities (C-6)	2016	2017	2018	2019	2020	2021	2022
<b>M</b>	-11.8	-11.8	-11.8	-11.8	-11.8	-11.8	-11.8
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B</b>	1,233.6	1,233.6	1,233.6	1,233.6	1,233.6	1,233.6	1,233.6
<b>Projection</b>	1,163	1,151	1,139	1,127	1,116	1,104	1,092
<b>Target</b>		1,151	1,139	1,127	1,116	1,104	1,092

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 2,194 serious injuries. By 2020, Texas can expect to report 2,165 serious injuries. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Speeding Related Incapacitating Injuries	2,256	2,304	2,271	2,170	2,252

Speeding Related Incapacitating Injuries	2017	2018	2019	2020	2021	2022
<b>M</b>	-14.2	-14.2	-14.2	-14.2	-14.2	-14.2
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	2,293.2	2,293.2	2,293.2	2,293.2	2,293.2	2,293.2
<b>Projection</b>	2,208	2,194	2,180	2,165	2,151	2,137
<b>Target</b>	2,208	2,194	2,180	2,165	2,151	2,137

**SC Impacts of Proposed Strategies** Strategies proposed for the Speed Control Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY18 to assist Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of speeding-related citations during grant funded activities. Texas will continue the trend of increases in arrests and citations.

Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Speed Control Program activities will continue to assist the State in achieving 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.

**SC Performance Targets:**

**Target: Number of speeding related fatalities (C-6)**

2018 Target: To decrease the expected rise of speeding fatalities from 1,105 speeding fatalities in 2015 to not more than 1,139 speeding fatalities in 2018

2020 Target: To decrease speeding fatalities from the projected 1,139 speeding fatalities in 2018 to not more than 1,116 speeding related fatalities in 2020

**Target: Number of speeding related serious injuries**

2018 Target: To decrease the number of speeding injuries from 2,252 speeding related serious injuries in 2016 to 2,194 speeding related serious injuries in 2018

2020 Target: To decrease the number of speeding injuries from the projected 2,194 speeding related serious injuries in 2018 to 2,165 speeding related serious injuries in 2020

**Target: Number of speeding citations issued/grant funded enforcement activities**

2018 Target: NHTSA activity measure - no objective set

2020 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: <b>Enforcement</b>	Speed Control SC - 08
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<i>Project #</i> STEP SPEED	<i>Division</i> TRF-TS	<i>Organization Name</i> TxDOT - Traffic Safety
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*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:*

<i>Project #</i>	<i>Organization</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>Local Match</i>	<i>Project Total</i>
2018-AllenPD-S-1YG-0087	City of Allen Police Department	402	SC	\$52,957.00	\$28,067.21	<b>\$81,024.21</b>
2018-LewisvPD-S-1YG-0046	City of Lewisville Police Department	402	SC	\$89,000.00	\$22,943.62	<b>\$111,943.62</b>
2018-Lubbock -S-1YG-0017	City of Lubbock Police Department	402	SC	\$54,994.88	\$54,994.88	<b>\$109,989.76</b>
2018-Mesquite-S-1YG-0059	City of Mesquite Police Department	402	SC	\$38,144.78	\$12,714.93	<b>\$50,859.71</b>
2018-MontgoSO-S-1YG-0044	Montgomery County Sheriff's Office	402	SC	\$105,084.12	\$38,058.57	<b>\$143,142.69</b>

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
5	402	SC	\$340,180.78	\$0.00	\$0.00	\$156,779.21	<b>\$496,959.99</b>

## Speed Control

**FY 2018**  
**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	5	\$496,959.99	\$340,180.78							\$156,779.21	\$340,180.78
Evaluation	0										
Public Information & Education	0										
Training	0										
<b>TOTALS:</b>	<b>5</b>	<b>\$496,959.99</b>	<b>\$340,180.78</b>							<b>\$156,779.21</b>	<b>\$340,180.78</b>



## **09 - Traffic Records (TR)**

**Problem ID** The Crash Record Information System is a web-based, online system designed to capture, process and analyze crash data for the State of Texas. Crash Reporting and Analysis for Safer Highways (CRASH) is one of the many components of the Crash Records Information System (CRIS), deployed October 2011, and enables law enforcement officers to submit crash reports directly into this State system.

CRIS also provides 12/7/365 Help Desk assistance to law enforcement officers and the general public CRIS/CRASH-related questions.

In addition to CRASH, law enforcement agencies can connect to CRIS through third-party vendors, called submission services, to submit records electronically. As of May 2017, 91.6% of crash reports are being submitted electronically, leaving 8.4% in paper records. CRIS also has Crash Report Online Purchase System (CROPS) which allows eligible individuals to purchase crash reports directly from CRIS.

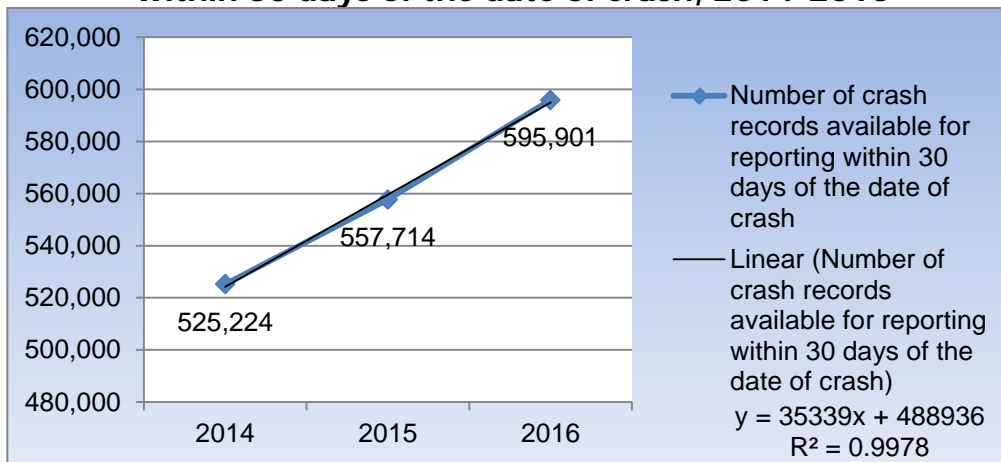
The State's most recent assessment of the highway safety data and traffic records system was completed on March 23, 2013, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted October 26, 2007.

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) is tasked with providing executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS), and the Traffic Safety Information Systems Improvement Program. The recently updated *Texas Traffic Safety Information System Strategic Plan* is attached to this HSP as *Attachment 2-TR*.

TxDOT has seen the number of submitted crash reports climb from 567,239 in 2014 to 627,344 in 2016. The average number of days between date of crash and availability in warehouse has declined from 14.85 days in 2014 to 10.56 days in 2016. The percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash has increased from 92.59% in 2014 to 94.99% in 2016.

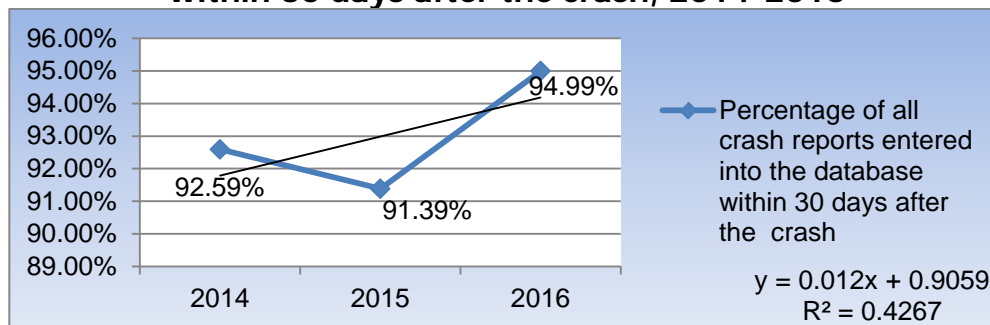
The following CRIS crash numbers were generated after the numbers generated for the Traffic Records Strategic Plan, and as the CRIS System is not a static system, there may be some data deviation based on the date the data was pulled.

**State of Texas: Number of crash records available for reporting within 30 days of the date of crash, 2014-2016**



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 24<sup>th</sup>, 2017.

**State of Texas: Percentage of all crash reports entered into the database within 30 days after the crash, 2014-2016**



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 24<sup>th</sup>, 2017.

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 Data-Driven Approaches to Crime and Traffic Safety (DDACTS) users at local police agencies. DDACTS has the additional benefit of improving accessibility to the crash data in several areas.

For DDACTS to be successful, officers and agencies use the electronic crash data for analysis. Many agencies will be submitting crash reports in a more timely fashion, paying more attention to the accuracy of that data, and accessing it more and more as the concepts of DDACTS show results in those areas. Agencies that are not currently submitting crash records electronically will be required to do so once they enter the DDACTS program, and this will improve accessibility for all the users of the data. 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 TxDOT, including encouraging highway safety partners to pursue traffic records system linkages to help reduce traffic crashes and social harm and increasing the sharing of linked information to support a data-driven approach to traffic safety.

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 used by safety agencies and stakeholders. Currently, the State of Texas is only linking a small percentage of the data from these systems as these projects move forward 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, Texas will implement data-driven performance measurements that are specific to the linked data. For example, linked citations 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** TxDOT will use a linear trend analysis to establish the new target(s). The linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets and the short term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies

to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2014-2016 (CRIS). TxDOT established its 2018 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.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Current trend projections using CRIS data for 2016 indicate that for 2018, 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 607,879. By 2020, Texas can expect the number of all crash reports entered into the database within 30 days after the crash to increase to 620,097. 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	525,224	557,714	595,901					
Average number of days between date of crash and availability in warehouse				2017	2018	2019	2020	2021
<b>Percent Increase</b>				1.0%	1.0%	1.0%	1.0%	1.0%
<b>2016 Number</b>				595,901	601,860	607,879	613,957	620,097
<b>Projection</b>				601,860	607,879	613,957	620,097	626,298
<b>Target</b>				601,860	607,879	613,957	620,097	626,298

Current trend projections using CRIS data for 2016 indicate that for 2018, 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 95.99%. By 2020, Texas can expect the percentage of all crash reports entered into the database within 30 days after the crash to increase to 96.99%. 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	92.59%	91.39%	94.99%					
Percentage of all crash reports entered into the database within 30 days after the crash				2017	2018	2019	2020	2021
<b>Projection</b>				0.9549	0.9599	0.9649	0.9699	0.9749
<b>Target</b>				0.9549	0.9599	0.9649	0.9699	0.9749

**TR Impacts of 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 FY18 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.

**TR Performance Targets:**

**Target: Number of crash records available for reporting within 30 days of the date of crash**

2018 Target: To increase the number of crash records available for reporting within 30 days of the date of crash from 595,901 crash records available for reporting within 30 days of the date of crash in 2016 to 607,879 crash records available for reporting within 30 days of the date of crash in 2018

2020 Target: To increase the number of crash records available for reporting within 30 days of the date of crash to from the projected 607,879 crash records available for reporting within 30 days of the date of crash in 2018 to 620,097 crash records available for reporting within 30 days of the date of crash in 2020

**Target: Percentage of all crash reports entered into the database within 30 days after the crash**

2018 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from 94.99% of all crash reports entered into the database within 30 days after the crash in 2016 to 95.99% of all crash reports entered into the database within 30 days after the crash in 2018

2020 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from the projected 95.99% of all crash reports entered into the database within 30 days after the crash in 2018 to 96.99% of all crash reports entered into the database within 30 days after the crash in 2020

# 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
Crash Records Information System	TRF-TS	CRIS

### Title / Desc. **Crash Records Information System Projects**

Agency support provided by the TxDOT technical team has increased adoption through assistance the team provides with installing and configuring the agency identity provider (IDP) and the development of the internal IDP option, which allows smaller to medium size agencies the benefit of being hosted by TxDOT. Develop a field to uniquely identify intersections across the state. Review the current standards for NEIM, CJIS and MMUCC and enhance CRIS to ensure compliance, provide CRIS Help Desk Services and support automated Annual Spatial Load.

### Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2018-CRIS-G-1YG-0300	CRIS	State	State	\$0.00	\$0.00	<b>\$1,350,000.00</b>
2018-CRIS-G-1YG-0301	CRIS	405C	M3DA	\$1,000,000.00	\$0.00	<b>\$1,000,000.00</b>
2018-CRIS-G-1YG-0302	CRIS	405C	M3DA	\$171,430.00	\$0.00	<b>\$171,430.00</b>
2018-CRIS-G-1YG-0303	CRIS	405C	M3DA	\$143,255.00	\$0.00	<b>\$143,255.00</b>
2018-CRIS-G-1YG-0304	CRIS	405C	M3DA	\$60,000.00	\$0.00	<b>\$60,000.00</b>

### Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
5	405C	M3DA	\$1,374,685.00	\$1,350,000.00	\$0.00	\$0.00	<b>\$2,724,685.00</b>

Task: **Evaluation**

Traffic Records TR - 09

Project # 2018-TTI-G-1YG-0073 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Traffic Records Program Assessment**

Coordinate the Traffic Records Program Assessment and provide technical assistance to TxDOT

Objectives

- Conduct 1 final report-out webinar for the Traffic Records Program Assessment by 9/30/2018
- Complete 1 Traffic Records Program Assessment by 9/15/2018
- Manage 1 kickoff meeting and provide technical assistance by 7/31/2018
- Identify 1 set of state respondents to participate in Traffic Records Assessment by 8/31/2018
- Coordinate 2 Assessment Planning Calls by 7/31/2018
- Develop 1 final report detailing the outcome of the STRAP assessment and other project activities by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$5,017.09

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	\$37,899.77	\$0.00	\$0.00	\$9,475.40	<b>\$47,375.17</b>

Project # 2018-TTI-G-1YG-0103 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Core Records Database Governance**

To create and design a governance architecture for the development of a functioning core records database system for Texas

Objectives

- Develop 1 final report detailing governance guidelines for linked core traffic records databases in Texas by 9/30/2018
- Create 1 set of procedures on data governance review and oversight by 9/30/2018
- Create 1 set of procedures on shared traffic records data usage by 9/30/2018
- Conduct 1 information technology governance process assessment by 9/30/2018
- Create 1 set guidelines on how traffic records data is transferred, stored & accessed by an acquiring agency by 9/30/2018
- Create 1 set of security clearance levels for data access by 9/30/2018
- Create 1 set of guidelines on how traffic records data sharing agreements are recorded and stored by 9/30/2018
- Survey 5 representatives (minimum) representing the six core traffic records from other states by 9/30/2018
- Develop 1 data sharing agreement template for the sharing data from the six core traffic records databases in by 9/30/2018
- Survey 6 representatives from the six core traffic records databases in Texas by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$33,887.09

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$223,753.66	\$0.00	\$0.00	\$55,972.05	<b>\$279,725.71</b>



Task: **Evaluation**

Traffic Records TR - 09

**Project #** 2018-TDPS-G-1YG-0026 **Division** TRF-TS **Organization Name** Texas Department of Public Safety

**Title / Desc. State Traffic Records Systems Citation Database**

The 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**

- Provide 1 Update to TSIS by 3/31/2018
- Produce 1 DWI Match Document by 1/31/2018
- Provide 1 HSOC MOE Report by 1/31/2018
- Produce 2 Statewide Crash Maps by 4/30/2018
- Achieve 97% citation data with no missing critical data elements by 9/30/2018
- Achieve 25% accessibility of citation data by DPS end-users and, as appropriate, other participating agencies by 9/30/2018

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,029,534.66	\$0.00	\$0.00	\$257,383.67	<b>\$1,286,918.33</b>

**Project #** 2018-TDSHS-IS-G-1YG-0200 **Division** TRF-TS **Organization Name** Texas Department of State Health Services - ISG

**Title / Desc. Optimizing Reporting to Improve Patient Outcomes; and to compare state and national achievements.**

Develop reporting tools that: leverage linked crash and health outcomes data; address national data standards; and provide region-specific reporting tools to improve health outcomes.

**Objectives**

- Develop 2 Interactive Reporting tools for Trauma Service Areas (TSA) (Obj 7) by 9/30/2018
- Implement 1 national EMS Compass performance Measure (Obj 6) by 6/30/2018
- Develop 4 comparison tools for EMS and NTDB (Obj 4) by 8/31/2018
- Analyze 6 baseline quality control measurements for Registries and linked MVC data (Obj 5) by 6/30/2018
- Provide 2 trainings for data managers, (1 hospital & 1 EMS) to improve data management (Obj 3) by 9/30/2018
- Develop 4 presentations on Registries data linked with motor vehicle crash data (Obj 2) by 6/30/2018
- Develop 1 Linked Data Reporting Tool (Obj 1) by 8/31/2018

**Project Notes**

This project budget has indirect costs in the amounts of \$23509.73.

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,107,183.73	\$0.00	\$0.00	\$277,254.56	<b>\$1,384,438.29</b>

Task: **Evaluation**

Traffic Records TR - 09

Project # 2018-TMPA-G-1YG-0285 Division TRF-TS Organization Name Texas Municipal Police Association

Title / Desc. **Texas LEADRS**

Law Enforcement Advanced DWI Reporting System

Objectives

- Distribute 2500 Training & Officer-used materials to law enforcement officers by 9/30/2018
- Provide 50 technical support and maintenance for LEADRS users by 9/30/2018
- Create 3 news and information articles on LEADRS by 9/30/2018
- Conduct 12 meetings with TxDOT Program Mangers or LEADRS staff by 9/30/2018
- Develop 500 marketing-related points of contact that increase LEADRS usage statewide by 9/30/2018
- Maintain 1 LEADRS website and server hosting by 9/30/2018
- Complete 6 LEADRS web application enhancements by 9/30/2018
- Conduct 1 LEADRS user satisfaction evaluation to measure effectiveness of the program by 8/31/2018
- Develop 1 LEADRS based DRE reporting module by 9/30/2018
- Coordinate 2 LEADRS advisory panel meetings by 9/30/2018
- Send 52 last drink reports to the Texas Alcoholic Beverage Commission by 9/30/2018
- Collect 7200 DWI/DUI/Blood Search Warrant cases or DRE Evals entered in LEADRS by 9/30/2018
- Train 500 criminal justice personnel on the use of LEADRS by 9/30/2018
- Attend 4 criminal justice conferences, trainings and/or seminars as a vendor and market LEADRS by 9/30/2018
- Collect 120 Alcohol related articles for the LEADRS Facebook page by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$89,792.21

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	\$642,019.80	\$0.00	\$0.00	\$160,601.53	<b>\$802,621.33</b>

Project # 2018-TxOCA-G-1YG-0034 Division TRF-TS Organization Name Texas Office of Court Administration

Title / Desc. **Statewide eCitation System – Phase 2 - System Development**

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

- Conduct 1 User Acceptance Test by 9/30/2018
- Establish 4 Data Sharing Agreements for usage of the eCitation system by 6/30/2018
- Develop 1 Statewide eCitation System by 9/30/2018
- Create 1 Implementation Plan by 12/31/2017

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$2,221,508.00	\$0.00	\$0.00	\$50,735.32	<b>\$2,272,243.32</b>

**Task: Program Management** Traffic Records TR - 09

Project # 2018-CRIS-G-1YG-0298      Division TRF-TS      Organization Name CRIS

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

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

**Project Notes**

*This Project Contributes towards MOE*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,834,918.00	\$0.00	\$0.00	<b>\$2,834,918.00</b>

Project # 2018-CRIS-G-1YG-0299      Division TRF-TS      Organization Name CRIS

**Title / Desc. FARS Support**

*FARS Support*

**Budget:**

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

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

Project # 2018-IADLEST-G-1YG-0205      Division TRF-TS      Organization Name International Association of Directors of Law Enforcement Standards and Training

**Title / Desc. Reducing Crashes, Crime and Social Harm Through Regional DDACTS Training and Technical Assistance**

*This project is designed to reduce crashes and social harm through a regional approach using a nationally recognized data-driven model to remove obstacles preventing DDACTS implementation.*

**Objectives**

- Submit 1 1-year end grant program summary by 9/30/2018
- Attend 4 regional strategic planning meetings to be set byTxDOT by 9/30/2018
- Evaluate 3 agency's level of change after training and support by 9/30/2018
- Conduct 1 2-day Subject Matter Expert workshop to train in-state personnel by 8/31/2018
- Conduct 2 two-day analyst training sessions by 8/31/2018
- Provide 25 Technical and Analytical support sessions by 8/31/2018
- Conduct 25 Agency Training Workshops by 8/31/2018

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$401,633.82	\$0.00	\$0.00	\$100,841.45	<b>\$502,475.27</b>

## Traffic Records

**FY 2018  
Budget Module: TR - 09**

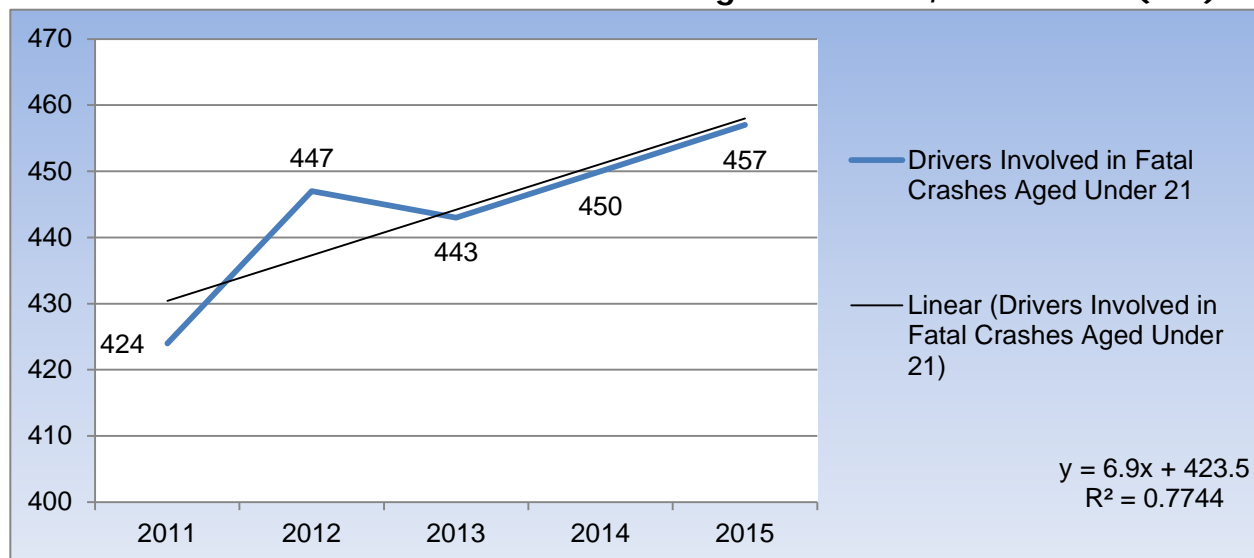
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	2	\$2,860,233.00			\$25,315.00			\$2,834,918.00			
Enforcement	0										
Evaluation	11	\$8,798,007.15	\$679,919.57		\$5,956,665.05			\$1,350,000.00		\$811,422.53	
Public Information & Eduction	0										
Training	1	\$502,475.27			\$401,633.82					\$100,841.45	
<b>TOTALS:</b>	<b>14</b>	<b>\$12,160,715.42</b>	<b>\$679,919.57</b>		<b>\$6,383,613.87</b>			<b>\$4,184,918.00</b>		<b>\$912,263.98</b>	

## 10 - Driver Education and Behavior (DE)

**Problem ID** Motor vehicle crashes remain the No. 1 cause of death for adolescents nationwide. The risk of motor vehicle crashes is higher among 16-to-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<sup>1</sup>

In Texas, younger drivers are 12.3% 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-to-20 year-olds in Texas. Younger drivers are overrepresented in fatality and serious injury data. The 16-to-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population) is declining.

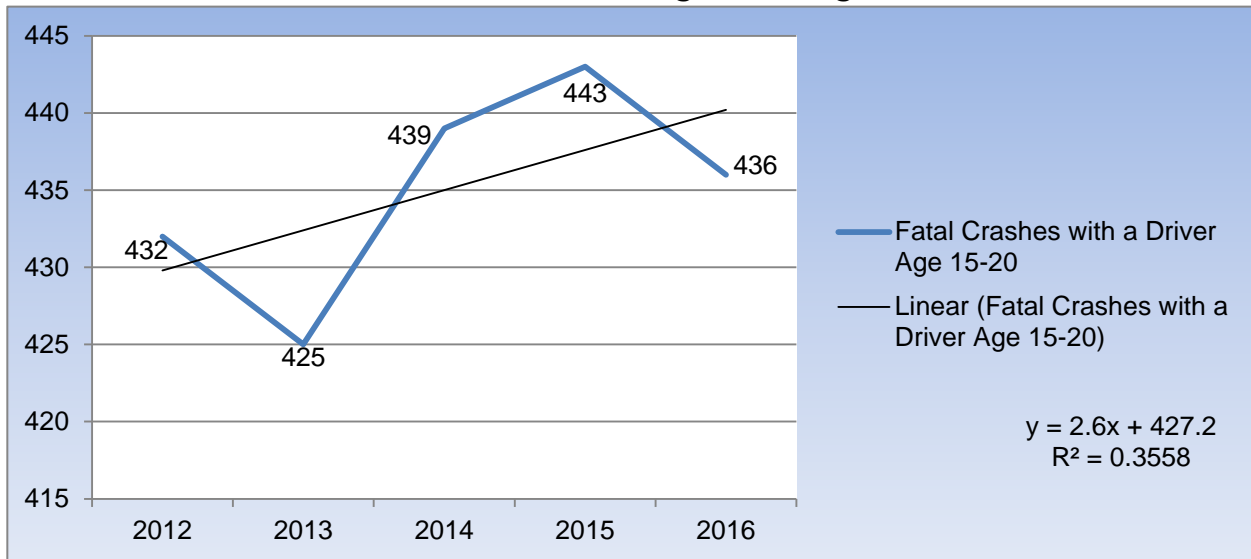
**State of Texas: Drivers in Fatal Crashes Aged under 21, 2011-2015 (C-9)**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

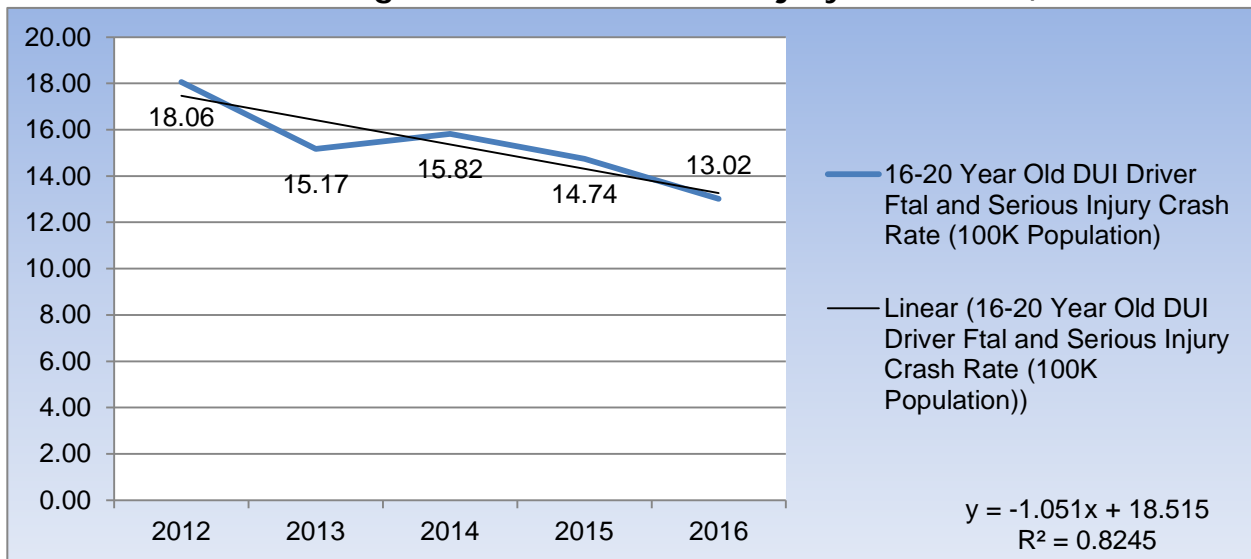
<sup>1</sup> Insurance Institute for Highway Safety (IIHS). Fatality Facts: Teenagers 2015. Arlington (VA): The Institute; 2013. <http://www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers>

**State of Texas: Fatal Crashes involving Driver Aged 15-20, 2012-2016**



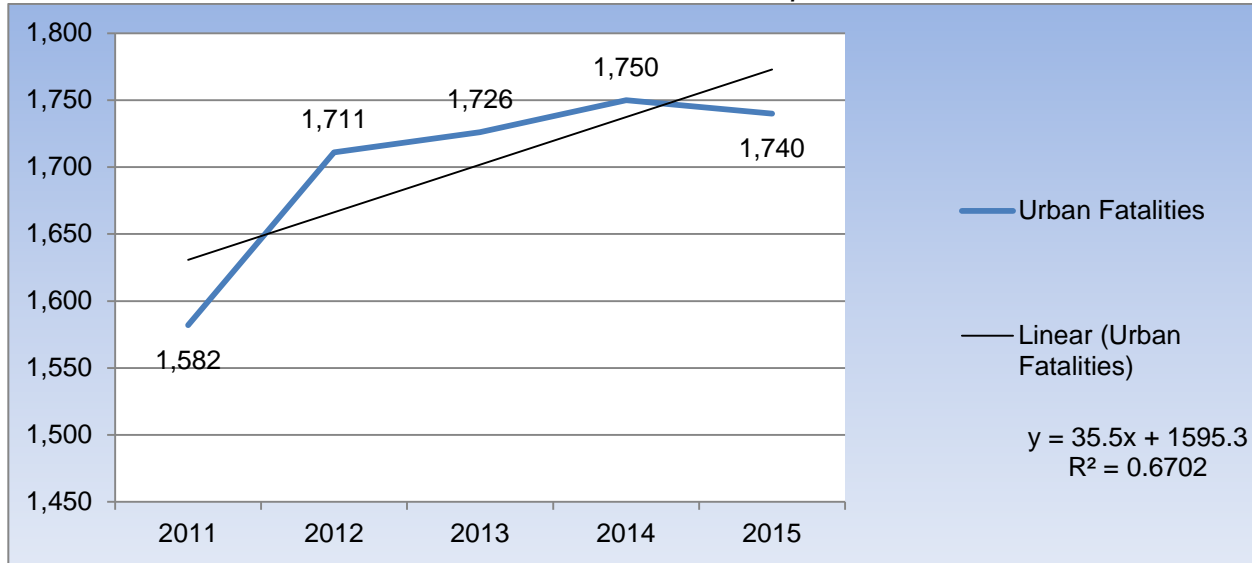
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**State of Texas: Young Driver DUI Fatal and Injury Crash Rate, 2012-2016**



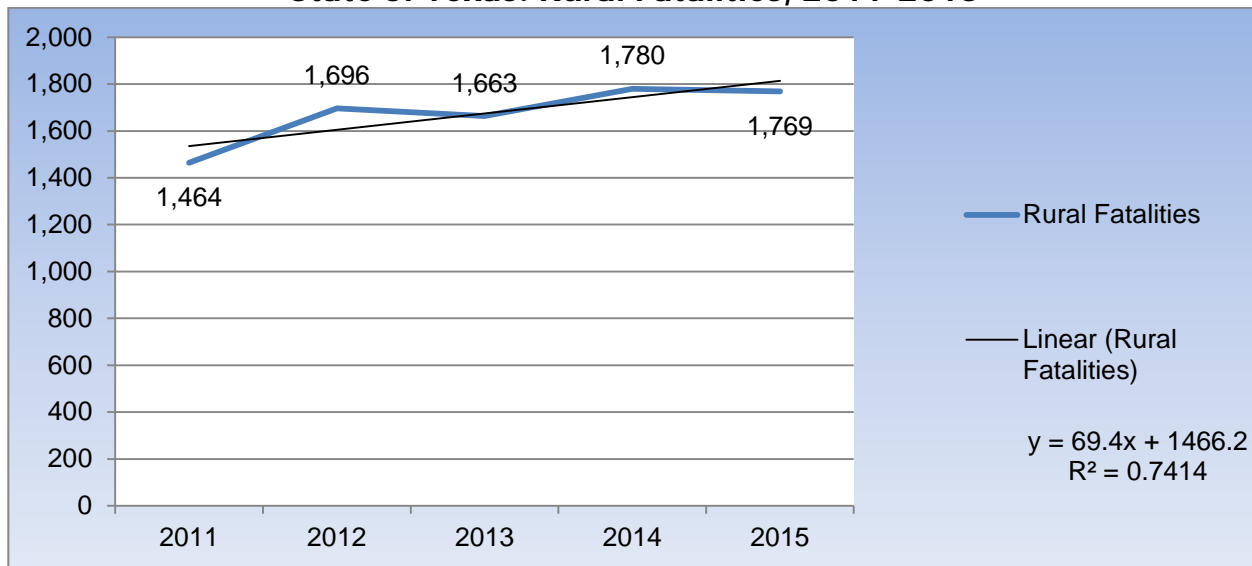
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**State of Texas: Urban Fatalities, 2011-2015**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

**State of Texas: Rural Fatalities, 2011-2015**



Source: Fatality Analysis Reporting System (FARS, April 13<sup>th</sup>, 2017).

**DE Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original

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

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust driver education and behavior program, to include elements of distracted driving, driver education and training, regional task forces, outreach and awareness, and media. TxDOT will work in conjunction with stakeholders, regional task forces, and coalitions to reduce the incidence of distracted drivers and young driver fatalities and associated 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 indicate that for 2018, the State of Texas can expect to report 479 Drivers Involved in Fatal Crashes Aged Under 21. By 2020, Texas can expect to report 493 Drivers Involved in Fatal Crashes Aged Under 21. The calculations for these projections and targets are as follows:



TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

	2011	2012	2013	2014	2015
Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	424	447	443	450	457

Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	2016	2017	2018	2019	2020	2021	2022
<b>M</b>	6.9	6.9	6.9	6.9	6.9	6.9	6.9
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00	12.00
<b>B</b>	423.5	423.5	423.5	423.5	423.5	423.5	423.5
<b>Projection</b>	465	472	479	486	493	499	506
<b>Target</b>		472	477	482	487	491	496

Current trend projections using CRIS data indicate that for 2018, the State of Texas can expect to report 445 fatal crashes with a Driver Age 15 - 20. By 2020, Texas can expect to report 451 fatal crashes with a Driver Age 15 - 20. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Fatal crashes with a Driver Age 15 - 20	432	425	439	443	436

Fatal crashes with a Driver Age 15 - 20	2017	2018	2019	2020	2021	2022
<b>M</b>	2.6	2.6	2.6	2.6	2.6	2.6
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	427.2	427.2	427.2	427.2	427.2	427.2
<b>Projection</b>	443	445	448	451	453	456
<b>Target</b>	443	444	444	445	446	447

Current trend projections using CRIS data indicate that for 2018, the State of Texas can expect to report a rate of 11.16 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. By 2020, Texas can expect to report a rate of 9.06 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	18.06	15.17	15.82	14.74	13.02

16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	2017	2018	2019	2020	2021	2022
<b>M</b>	-1.051	-1.051	-1.051	-1.051	-1.051	-1.051
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	18.515	18.515	18.515	18.515	18.515	18.515
<b>Projection</b>	12.21	11.16	10.11	9.06	8.01	6.95
<b>Target</b>	12.21	11.16	10.11	9.06	8.01	6.95

Current trend projections using FARS data indicate that for 2018, the State of Texas can expect to report 1,879 urban fatalities. By 2020, Texas can expect to report 1,950 urban fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Urban Fatalities	1,582	1,711	1,726	1,750	1,740

Urban Fatalities	2016	2017	2018	2019	2020	2021	2022
M	35.5	35.5	35.5	35.5	35.5	35.5	35.5
X	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B	1595.3	1595.3	1595.3	1595.3	1595.3	1595.3	1595.3
Projection	1,808	1,844	1,879	1,915	1,950	1,986	2,021
Target		1,844	1,872	1,899	1,927	1,954	1,981

Current trend projections using FARS data indicate that for 2018, the State of Texas can expect to report 2,021 rural fatalities. By 2020, Texas can expect to report 2,160 rural fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015
Rural Fatalities	1,464	1,696	1,663	1,780	1,769

Rural Fatalities	2016	2017	2018	2019	2020	2021	2022
M	69.4	69.4	69.4	69.4	69.4	69.4	69.4
X	6.00	7.00	8.00	9.00	10.00	11.00	12.00
B	1,466.2	1,466.2	1,466.2	1,466.2	1,466.2	1,466.2	1,466.2
Projection	1,883	1,952	2,021	2,091	2,160	2,230	2,299
Target		1,952	2,013	2,074	2,134	2,194	2,253

**DE Impacts of Proposed Strategies** Strategies proposed for the Driver Education and Behavior Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of young driver and distracted-related fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, training, education, and outreach is planned for FY18 to assist Texas with young driver and distracted driving-related fatalities and injuries.

Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving 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.

### **DE Performance Measures and Targets:**

#### **Target: Drivers Involved in Fatal Crashes Aged Under 21 (C-9)**

2018 Target: To decrease the projected rise of fatal crashes involving a driver aged under 21 in 2018 from 436 in 2016 to 444 in 2018

2020 Target: To maintain the number of fatal crashes involving drivers aged under 21 from projected 445 in 2018 to 445 in 2020

#### **Target: Fatal Crashes with a Driver Age 15-20**

2018 Target: To decrease the projected number of young drivers involved in fatal crashes from 457 in 2015 to not more than 477 in 2018

2020 Target: To decrease expected rise of fatal crashes from projected 479 in 2018 to 487 in 2020

#### **Target: 16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate**

2018 Target: To decrease the rate of 16-20 Year old DUI fatal and serious injury crashes per 100K population from 13.02 fatal and serious injury crashes per 100K population in 2016 to 11.16 fatal and serious injury crashes per 100K population in 2018

2020 Target: To decrease the rate of 16-20 Year old DUI fatal and serious injury crashes per 100K population from the projected 11.16 DUI fatal and serious injury crashes per 100K population crash rate in 2018 to 9.06 DUI fatal and serious injury crashes per 100K population in 2020

**Target: Urban Fatalities**

2018 Target: To decrease the expected rise of urban fatalities from 1,740 urban fatalities in 2015 to not more than 1,872 urban fatalities in 2018

2020 Target: To decrease the expected rise of urban fatalities from the projected 1,879 urban fatalities in 2018 to not more than 1,927 urban fatalities in 2020

**Target: Rural Fatalities**

2018 Target: To decrease the expected rise of rural fatalities from 1,769 rural fatalities in 2015 to not more than 2,013 rural fatalities in 2018

2020 Target: To decrease the expected rise of rural fatalities from the projected 2,021 rural fatalities in 2018 to not more than 2,134 rural fatalities in 2020

# Driver Education and Behavior

DE - 10

## Goals

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

## Strategies

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

## Project Descriptions

Task: **Evaluation** Driver Education and Behavior DE - 10

<i>Project #</i> 2018-TTI-G-1YG-0113	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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**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 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$1,1540.5*

*Budget:*

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$76,395.26	\$0.00	\$0.00	\$19,111.99	<b>\$95,507.25</b>

<i>Project #</i> 2018-TTI-G-1YG-0114	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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**Title / Desc. Texas Attitude and Awareness of Traffic Safety Programs Survey**

*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 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$9,132.54*

*Budget:*

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$60,735.01	\$0.00	\$0.00	\$15,190.80	<b>\$75,925.81</b>

**Task: Evaluation**

Driver Education and Behavior DE - 10

Project # 2018-TTI-G-1YG-0116 Division TRF-TS Organization Name Texas A&M Transportation Institute

**Title / Desc. Mobile Communication Device Use in 18 Texas Cities**

Conduct an observational survey of driver use of mobile communication devices to obtain longitudinal rates in 18 Texas cities.

**Objectives**

- Conduct 18 city surveys of mobile communication device use by 9/30/2018

**Project Notes**

This project budget has indirect costs in the amounts of \$4,359.97

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$28,597.03	\$0.00	\$0.00	\$7,163.66	<b>\$35,760.69</b>

Project # 2018-TFFSD-G-1YG-0131 Division TRF-TS Organization Name The Foundation for Safe Driving

**Title / Desc. Driver Education Program Assessment**

To conduct one (1) Driver Education Program Assessment as detailed in "Novice Teen Driver Education and Training Administrative Standards."

**Objectives**

- Conduct 1 NHTSA Driver Education Program Assessment in Texas by 9/30/2018
- Produce 1 briefing materials manual for the NHTSA driver education program assessment by 9/30/2018
- Coordinate 1 NHTSA Driver Education Program Assessment in Texas by 9/30/2018

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$34,994.28	\$0.00	\$0.00	\$12,816.74	<b>\$47,811.02</b>

**Task: Program Management**

Driver Education and Behavior DE - 10

Project # 2018-BeeHive-G-1YG-0305 Division TRF-TS Organization Name Beehive Specialty

**Title / Desc. Beehive 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	\$150,000.00	\$0.00	\$0.00	\$0.00	<b>\$150,000.00</b>

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-Hillcres-G-1YG-0044	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 1000 Mature Driver Program surveys and to assess Mature Driver Program client satisfaction with Program by 9/30/2018
- Conduct 50 Observational Surveys by 9/30/2018
- Distribute 25000 Mature Driver Safety Educational Brochures and Materials by 9/30/2018
- Participate in 80 Health & Safety Fairs and Community Events to educate and promote Mature Driver Program by 9/15/2018
- Conduct 80 Educational Presentations by 9/30/2018
- Attend 55 Civic, Service, and Social Club Meetings to increase awareness of Mature Driver Program by 9/30/2018
- Coordinate 3 CarFit Event Coordinator Trainings by 9/15/2018
- Coordinate 6 CarFit Technician Trainings by 9/15/2018
- Coordinate 18 CarFit Events by 9/30/2018
- Participate in 3 Traffic Safety Campaigns, national and/or state by 8/31/2018
- Conduct 4 AARP "We Need to Talk Seminars by 8/31/2018
- Coordinate 12 AARP Smart Driver Safety Courses by 9/30/2018
- Coordinate 2 Traffic Safety Seminars for Adult Drivers by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$262,635.05	\$0.00	\$0.00	\$125,214.42	<b>\$387,849.47</b>

**Task: Public Information Campaigns**

Driver Education and Behavior DE - 10

*Project #* 2018-IPCOGD-G-1YG-0194 *District* DAL *Organization Name* 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**

- Develop 1 a final project report and share results with community stakeholders by 9/30/2018
- Analyze 825 parent and teen evaluation measurement surveys by 8/30/2018
- Administer 825 validated surveys with questions about distracted driving behaviors to teens and parents of teens by 8/30/2018
- Distribute 1500 “booster materials on distracted driving information to teenage drivers and parents of teen drivers by 6/30/2018
- Train 500 teenage drivers, parents of teenage drivers, and young adult drivers in safe driving by 6/30/2018
- Obtain 3 Signed letters of commitment from organizations or schools that will participate in the project by 12/30/2017

**Project Notes**

*This project budget has indirect costs in the amounts of \$8298.25*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$50,357.42	\$0.00	\$0.00	\$27,634.52	<b>\$77,991.94</b>

*Project #* 2018-MHH-G-1YG-0060 *District* HOU *Organization Name* 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 9/30/2018
- Conduct 10 Outreach Education Sessions by 2/28/2018
- Maintain 1 Live Your DREAMS Website by 9/30/2018
- Produce 1 Live Your DREAMS Toolkit by 12/31/2017
- Evaluate 1 DREAMS Program by 9/30/2018
- Revise 1 Live Your DREAMS Curricula by 8/31/2018
- Develop 1 Live Your DREAMS Curricula by 2/28/2018
- Implement 6 Hospital-based prevention programs by 8/31/2018
- Attend 7 Coalition or Task Force Meetings by 8/31/2018
- Implement 10 Awareness Events by 5/31/2018

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$76,383.62	\$0.00	\$0.00	\$52,732.22	<b>\$129,115.84</b>



**Task: Public Information Campaigns**

Driver Education and Behavior DE - 10

*Project #* 2018-MMA-G-1YG-0283 *Division* TRF-TS *Organization Name* Motivational Media Assemblies

**Title / Desc. Texas Teens Taking Charge**

All-School Assemblies and Leadership Training for 60 high schools, in partnership with the Texas Association of Student Councils, to promote the building of higher involvement for driving safety.

*Objectives*

- Conduct 1 Distracted Driving Teen Video Contest by 5/9/2018
- Conduct 60 Leadership Workshops in Texas high schools by 9/30/2018
- Conduct 60 school assemblies at Texas high schools by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$50,000.00	\$0.00	\$0.00	\$21,428.00	<b>\$71,428.00</b>

*Project #* 2018-NSC-G-1YG-0209 *Division* TRF-TS *Organization Name* National Safety Council

**Title / Desc. Alive at 25**

Alive at 25® helps young adults under the age of 25 take greater responsibility for their driving by focusing on behavior, judgment & decision making. Provides the tools for making positive choices.

*Objectives*

- Educate 250 youth through the Alive at 25 program by 9/30/2018
- Enroll 250 youth in the Alive at 25 Course through an electronic/on-line system by 9/30/2018
- Create 1 webpage for Alive at 25 outreach with employers by 9/30/2018
- Purchase 300 sets of Alive at 25 course materials for youth participants by 9/29/2018
- Develop 1 flyer about the Alive at 25 program for employers by 5/30/2018
- Identify 10 (employer &/or TxDOT) facilities across the state to provide the Alive at 25 Course at by 9/30/2018
- Create 2 assessments, pre and post, to be used with youth @ Alive at 25 Course by 9/30/2018

*Project Notes*

This project budget has indirect costs in the amounts of \$26,152.25

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$106,128.55	\$0.00	\$0.00	\$55,186.40	<b>\$161,314.95</b>

**Task: Public Information Campaigns**

Driver Education and Behavior DE - 10

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TTI-G-1YG-0074	TRF-TS	Texas A&M Transportation Institute

**Title / Desc. Peer-to-Peer Traffic Safety Program for Youth in Texas (Teens in the Driver Seat, etc.)**

*Deploy peer-to-peer traffic safety programming & deliver distracted driving assemblies at junior high/middle schools, high schools & colleges in Texas.*

*Objectives*

- Administer 15 risk awareness and self-reported driving behavior surveys at TDS Program schools by 9/30/2018
- Coordinate 3 meetings of the TDS Teen Advisory Board by 9/30/2018
- Implement 1 parent resource kit designed for delivery by junior high students by 9/30/2018
- Achieve 90% or greater seat belt use rate by teen drivers at TDS Program schools by 9/30/2018
- Achieve 10% or less average wireless device use by teen drivers at TDS Program schools by 9/30/2018
- Provide 150 resource kits and related technical support to high school student teams in Texas by 9/30/2018
- Conduct 35 distracted driving assemblies, delivered by Tyson Dever, for schools/campuses in Texas by 9/30/2018
- Provide 20 resource kits to college campus student teams in Texas by 9/30/2018
- Maintain 2 social media presences (for both TDS & UDS) and continue to increase outreach on all platforms by 9/30/2018
- Conduct 1 statewide contest for youth to generate target audience material for the program by 9/30/2018
- Conduct 2 Zero Crazy (CRZY) outreach initiatives by 9/30/2018
- Implement 1 smartphone app that deters distracted driving among youth by 9/30/2018
- Conduct 1 leadership camp for the Teen Advisory Board by 9/30/2018
- Conduct 1 statewide teen driving safety summit by 9/30/2018
- Revise 1 set of resources that aid teen driving safety around large commercial trucks (CMVs) by 9/30/2018
- Provide 50 resource kits to junior high school student teams in Texas by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$205,560.87*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$750,205.80	\$0.00	\$0.00	\$250,161.69	<b>\$1,000,367.49</b>

**Task: Public Information Campaigns**

Driver Education and Behavior DE - 10

*Project #* 2018-TAFCC-G-1YG-0210 *Division* TRF-TS *Organization Name* Texas Association, Family, Career and Community

**Title / Desc. Texas Family, Career, and Community Leaders of America (FCCLA) Members Traffic Safety Campaigns**

*The Texas FCCLA members will conduct public information and education traffic safety campaigns including impaired driving, occupant protection, motorist safety awareness or distracted driving.*

**Objectives**

- Evaluate 15 Traffic Safety Campaigns including alcohol, occupant protection, or distracted driving by 9/30/2018
- Conduct 6 Evaluations of the Traffic Safety Campaigns at FCCLA Regions and State Meetings by 9/30/2018

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$16,206.00	\$0.00	\$0.00	\$6,540.61	<b>\$22,746.61</b>

*Project #* 2018-TMCEC-G-1YG-0162 *Division* TRF-TS *Organization Name* 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**

- Revise 4 units of the DRSR curriculum or other DRSR resources/materials by 9/30/2018
- Train 1000 teachers on the DRSR project and its available materials through workshops and webinars by 9/30/2018
- Distribute 25 packets of DRSR materials to community groups (e.g., Scouts, Law Enforcement Outreach) by 9/30/2018
- Produce 6 newsletter pages for municipal judges and court personnel on DRSR and traffic safety by 9/30/2018
- Train 500 municipal judges and court personnel at TMCEC conferences and webinars on traffic safety issues by 9/30/2018
- Train 300 lawyers, municipal judges, and court personnel on traffic safety outreach and DRSR resources by 9/30/2018
- Conduct 1 3 day educator traffic safety workshop teaching traffic safety law and enforcement by 9/30/2018
- Provide 1 DRSR session or exhibit at the Law-Related Education (LRE) Statewide Conference by 3/31/2018
- Provide 24 DRSR exhibits for schools, courts, and community groups by 9/30/2018
- Develop 1 classroom resource for teaching traffic safety in the classroom by 9/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$27935.94*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$307,295.37	\$0.00	\$0.00	\$106,072.00	<b>\$413,367.37</b>

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

Project # 2018-TxTechLB-G-1YG-0249 District LBB Organization Name Texas Tech University - Lubbock

Title / Desc. **Addressing the Parental Role in Traffic Safety Education for Rural Teen Drivers**

This is the fourth phase of a project that will enhance rural teen driver education and will demonstrate how parents can promote traffic safety.

Objectives

- Revise 1 teenage driver education program by 9/30/2018
- Develop 1 web-report regarding findings by 9/1/2018
- Train 100 parents or guardians by 7/1/2018
- Develop 4 training workshops for parents and guardians by 5/1/2018
- Develop 4 parental advocacy groups by 1/15/2018

Project Notes

This project budget has indirect costs in the amounts of \$3,8654

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$158,702.00	\$0.00	\$0.00	\$55,850.42	<b>\$214,552.42</b>

Project # 2018-TFFSD-G-1YG-0276 Division TRF-TS Organization Name The Foundation for Safe Driving

Title / Desc. **How to Safely Interact with Law Enforcement During a Traffic Stop**

Lesson for driver education programs teaching "How to Safely Interact with Law Enforcement During a Traffic Stop."

Objectives

- Create 1 Driver education lesson on how to safely interact with law enforcement during a traffic stop by 9/30/2018

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$15,545.80	\$0.00	\$0.00	\$5,559.93	<b>\$21,105.73</b>

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

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	<b>\$2,400,000.00</b>

Task: **Training**

Driver Education and Behavior DE - 10

Project # 2018-ESCVI-G-1YG-0168 Division TRF-TS Organization Name Education Service Center, Region VI

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

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

Objectives

- Develop 1 Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2018
- Analyze 300 Pre and post assessments to determine program effectiveness by 9/30/2018
- Conduct 9 Continuing Education Workshops for 300 Driver Education Instructors by 9/30/2018

Project Notes

This project budget has indirect costs in the amounts of \$7,138.28

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$95,680.53	\$0.00	\$0.00	\$37,267.00	<b>\$132,947.53</b>

Project # 2018-NSC-G-1YG-0208 Division TRF-TS Organization Name 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

- Support 400 employees with traffic safety resources by 9/30/2018
- Revise 1 Traffic Safety training & traffic safety materials for employers by 9/30/2018
- Educate 400 Texas employers/attendees on Traffic Safety at Texas Safety Conference & Expo (TSCE 2018) by 9/30/2018
- Conduct 2 Texas Employer Traffic Safety: Our Driving Concern Advisory Meetings by 9/30/2018
- Coordinate 1 Texas Employer Traffic Safety Awards Program by 9/30/2018
- Distribute 30000 Tailgate Talks & Our Driving Concern Newsletters to TX employers, safety managers, & others by 9/30/2018
- Conduct 4 Professional Development Webcasts for Texas employers, Safety Managers/Supervisors & others by 9/30/2018
- Develop 12 ODC Toilet Tabloids traffic safety pages for Texas employers by 9/30/2018
- Train 400 Employees on traffic safety through Train the Training & other educational opportunities by 9/30/2018
- Maintain 12 Consecutive months of establishing and supporting traffic safety outreach with Texas employers by 9/28/2018

Project Notes

This project budget has indirect costs in the amounts of \$10,7887.12

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$437,817.16	\$0.00	\$0.00	\$128,690.08	<b>\$566,507.24</b>

Task: **Training**

Driver Education and Behavior DE - 10

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	TxDOT - Traffic Safety

*Title / Desc.* **LifeSavers Conference**

*To support participation in the national lifesavers conference being held in San Antonio during April 2018*

**Budget:**

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

**Driver Education and Behavior**

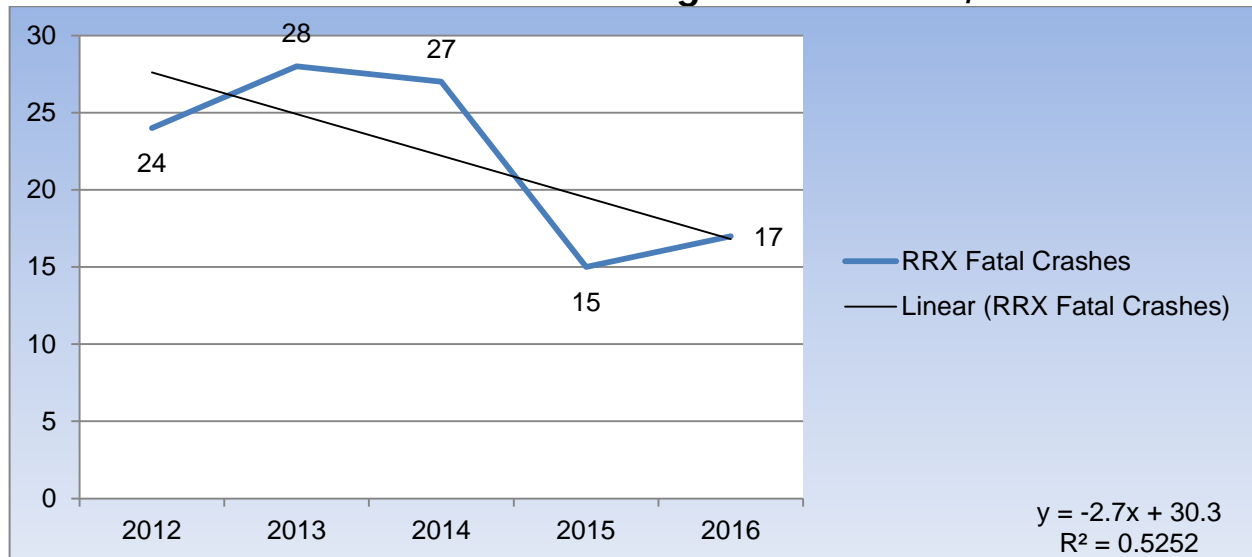
**FY 2018  
Budget Module: DE - 10**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local	
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL		
Program Management	1	\$150,000.00	\$150,000.00									
Enforcement	0											
Evaluation	4	\$255,004.77	\$200,721.58							\$54,283.19		
Public Information & Education	11	\$4,899,839.82	\$2,993,459.61								\$1,906,380.21	\$1,463,083.26
Training	3	\$849,454.77	\$683,497.69								\$165,957.08	\$533,497.69
<b>TOTALS:</b>	<b>19</b>	<b>\$6,154,299.36</b>	<b>\$4,027,678.88</b>								<b>\$2,126,620.48</b>	<b>\$1,996,580.95</b>

## 11 - Railroad/Highway Crossing (RH)

**Problem ID** As of December 2016, Texas had 38 pedestrian fatalities and 51 injuries, for a total of 89 casualties reported. This places Texas second in the nation according to the Federal Railroad Administration (FRA), next to California. 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, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

There are currently 10,743 miles of rail track in Texas. Texas has the most public grade crossings of any other state at 9,218. Texas has 15% more crossings than the second highest state which is Illinois with 7,825. Texas also reports the second highest number of fatalities at public crossings behind California. Texas ranks first in number of tracks and crossings. California is first in fatalities, while Texas has 36% more crossings than California. Illinois ranks second for overall crossings, and Ohio is forth.<sup>1</sup>

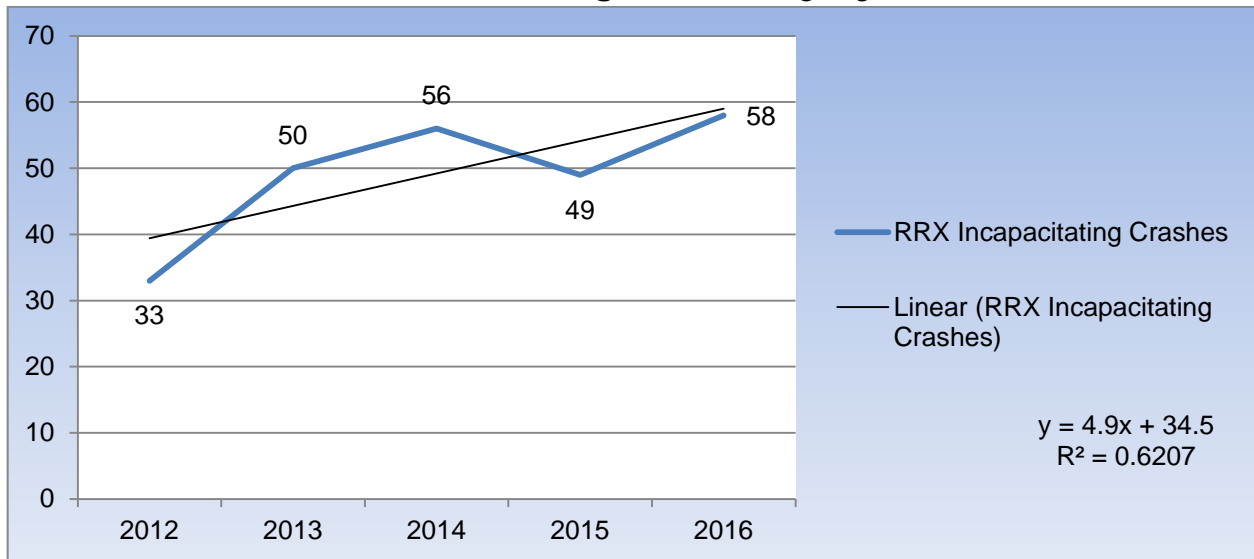
Due to a train's size and angle of approach to a crossing, it is impossible to judge the speed of an approaching train. An approaching train creates an optical illusion because of its size, making it appear as if it is traveling much slower than it really is.<sup>2</sup>

<sup>1</sup> TxDOT Traffic Operations Division-Rail Safety Section, December 31, 2016

<sup>2</sup> Railroad Crossing Safety Factsheet, Texas Dept. of Insurance, Div. of Workers' Comp. HS04-070A(01-06)



**State of Texas: Railroad Crossing Serious injury Crashes, 2012-2016**



*Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.*

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** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust railroad safety program, to include elements in grade crossing education and training, and public education and outreach. In addition to traditional training and education, TxDOT will work on executing programming to reduce the incidence of railroad grade crossing fatalities and the associated traffic crashes to improve the railroad grade crossing crash situation in Texas.

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 11 railroad grade crossing fatal crashes. By 2020, Texas can expect to report 6 railroad grade crossing fatal crashes. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Railroad Fatal Crashes	24	28	27	15	17

	2017	2018	2019	2020	2021	2022
Railroad Fatal Crashes						
<b>M</b>	-2.7	-2.7	-2.7	-2.7	-2.7	-2.7
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	30.3	30.3	30.3	30.3	30.3	30.3
<b>Projection</b>	14	11	9	6	3	1
<b>Target</b>	14	11	9	6	3	1

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 69 railroad grade crossing incapacitating injury crashes. By 2020, Texas can expect to report 79 railroad grade crossing incapacitating injury crashes. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Railroad Serious Injury Crashes	33	50	56	49	58

	2017	2018	2019	2020	2021	2022
Railroad Serious Injury Crashes						
<b>M</b>	4.9	4.9	4.9	4.9	4.9	4.9
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	34.5	34.5	34.5	34.5	34.5	34.5
<b>Projection</b>	64	69	74	79	84	88
<b>Target</b>	64	69	73	78	82	87

**RH Impacts of 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 railroad grade crossing-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 FY18 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 statewide problem. 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**

2018 Target: To decrease railroad grade crossing fatal crashes from 17 railroad grade crossing fatal crashes in 2016 to 11 railroad grade crossing fatal crashes in 2018

2020 Target: To decrease railroad grade crossing fatal crashes from the projected 11 railroad grade crossing fatal crashes in 2018 to 6 railroad grade crossing fatal crashes in 2020

**Target: Number of railroad grade crossing incapacitating injury crashes**

2018 Target: To decrease the expected rise of railroad grade crossing incapacitating crashes from 58 railroad grade crossing incapacitating injury crashes in 2016 to not more than 69 railroad grade crossing incapacitating injury crashes in 2018

2020 Target: To decrease the expected rise of railroad grade crossing incapacitating crashes from the projected 69 railroad grade crossing incapacitating injury crashes in 2018 to not more than 78 railroad grade crossing incapacitating injury crashes in 2020

# Railroad / Highway Crossing

RH - 11

## Goals

- To reduce KAB crashes at railroad/highway crossings

## Strategies

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

## Project Descriptions

Task: **Training**

Railroad / Highway Crossing RH - 11

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-TxOpLife-G-1YG-0128	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*

- Manage 1 Operation Lifesaver Authorized Volunteer (OLAV) incentive program by 9/30/2018
- Conduct 4 Rail Safety Awareness Training classes for Law Enforcement by 9/30/2018
- Manage 350 Requests from media and the general public for information on rail safety by 9/30/2018
- Produce 4 Budget reports for Board approval by 9/30/2018
- Participate in 10 Information/Safety booths at health fairs, conferences, etc by 9/30/2018
- Manage 1 Statewide group of volunteer presenters by 9/30/2018
- Attend 12 Coalition meetings, general meetings, and meetings with general public representing TXOL by 9/30/2018
- Conduct 500 Rail safety presentations to the public by 9/30/2018

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	RH	\$79,573.22	\$0.00	\$0.00	\$43,234.50	<b>\$122,807.72</b>

### Railroad / Highway Crossing

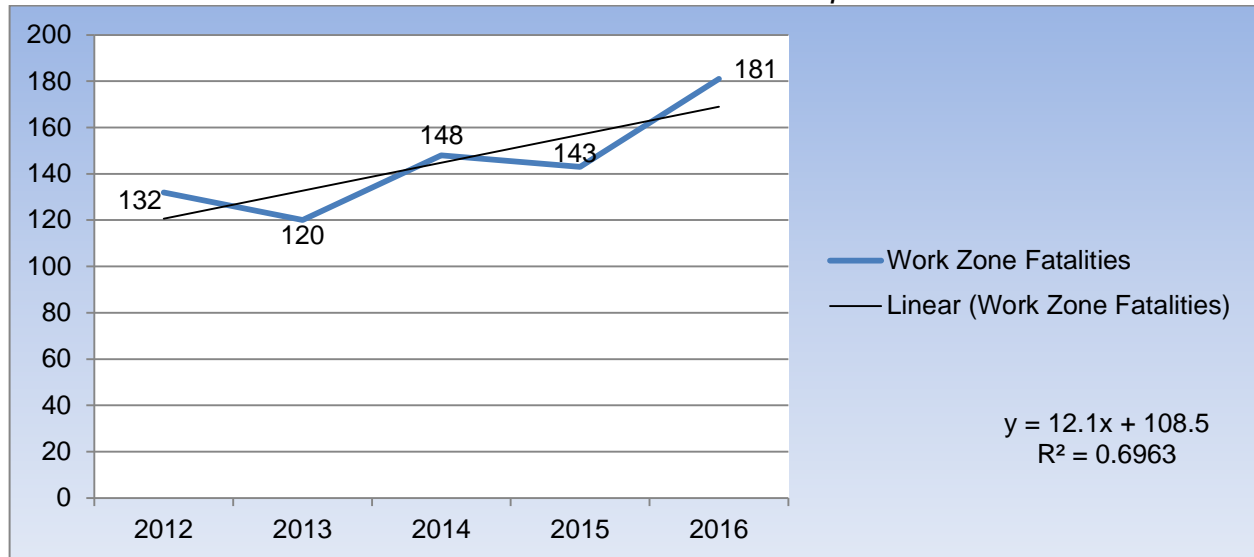
FY 2018  
Budget Module: RH - 11

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 & Education	0										
Training	1	\$122,807.72	\$79,573.22							\$43,234.50	\$79,573.22
<b>TOTALS:</b>	1	\$122,807.72	\$79,573.22							\$43,234.50	\$79,573.22

## 12 - Roadway Safety (RS)

**Problem ID** In Texas, there can be more than 2,500 active TxDOT work zones at any given time. Motorists traveling through work zones make up the majority of fatalities in work zones. In 2016, 25,713 work zone crashes resulted in 749 serious injuries and 181 fatalities. As roadway maintenance and construction efforts continue to address a state population that grows by about 1,100 people per day, drivers should expect to encounter a work one at any time.

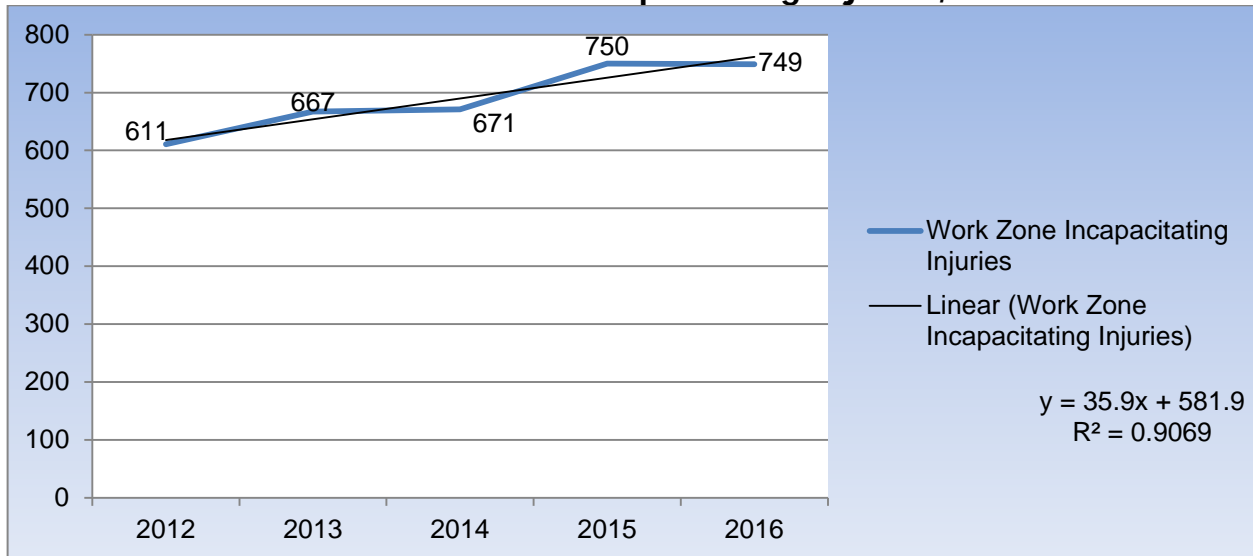
**State of Texas: Work Zone Fatalities, 2012-2016**



*Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.*

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, 2012-2016**

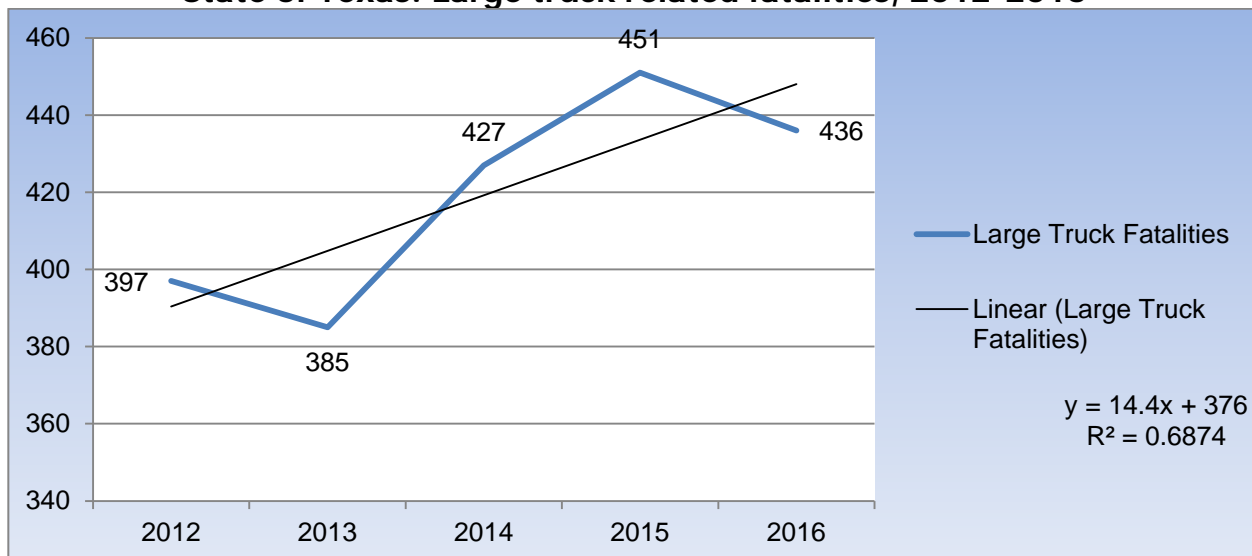


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

Also, as part of National Work Zone Awareness Week, TxDOT urges drivers to slow down, pay attention and be extra cautious to save not only the lives of workers, but their own lives as well. Everyone needs to take responsibility for work zone safety, from engineers and planners to drivers and pedestrians. TxDOT is working to educate the public and raise awareness of safety precautions for workers and motorists in work zones.

The recent boom in oil and gas production across Texas has created thousands of jobs and many new opportunities for energy-producing areas. Unfortunately, with an influx in 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.

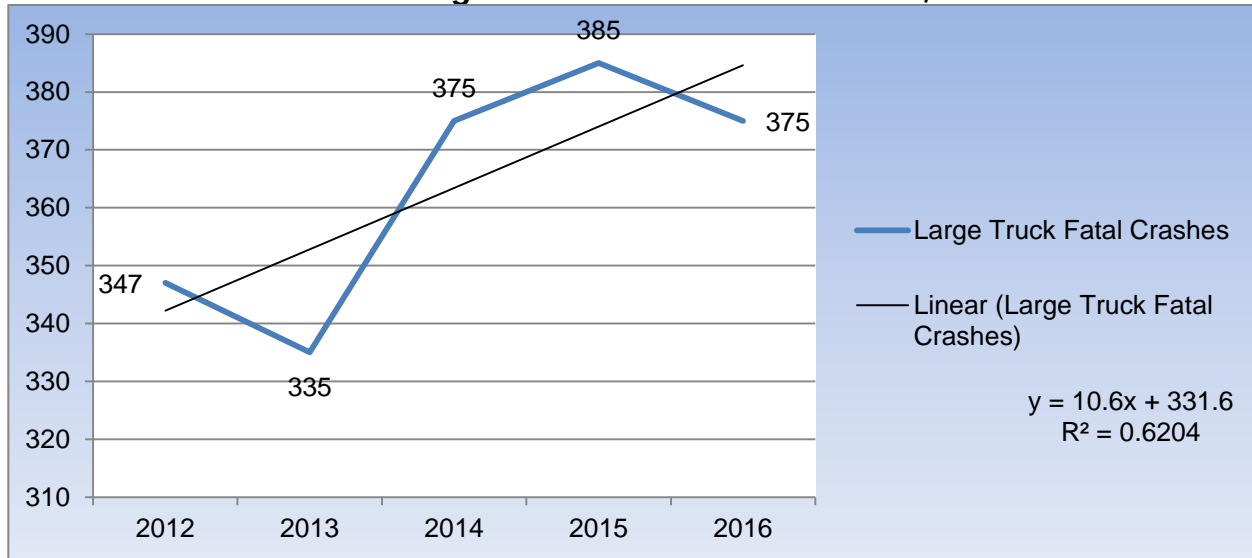
**State of Texas: Large truck related fatalities, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.



**State of Texas: Large truck related fatal crashes, 2012-2016**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

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** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

<b>Year</b>	<b>Reduction</b>
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

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

Charts show annual data in Texas from 2011 through 2015 (FARS) or 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust roadway safety program, to include elements in large trucks, work zone education and training, regional task forces, and media outreach. In addition to traditional education and media, as well as other associated roadway safety programs, TxDOT will work on executing programming to reduce the incidence of large truck fatalities, work zone-related fatalities, and the associated 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.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 193 Work Zone Fatalities. By 2020, Texas can expect to report 217 Work Zone Fatalities. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Work Zone Fatalities	132	120	148	143	181

Work Zone Fatalities	2017	2018	2019	2020	2021	2022
<b>M</b>	12.1	12.1	12.1	12.1	12.1	12.1
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	108.5	108.5	108.5	108.5	108.5	108.5
<b>Projection</b>	181	193	205	217	230	242
<b>Target</b>	181	192	204	215	226	237

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 833 work zone-related incapacitating injuries. By 2020, Texas can expect to report 905 work zone-related incapacitating injuries. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Work Zone Incapacitating Injuries	611	667	671	750	749

Work Zone Incapacitating Injuries	2017	2018	2019	2020	2021	2022
<b>M</b>	35.9	35.9	35.9	35.9	35.9	35.9
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	581.9	581.9	581.9	581.9	581.9	581.9
<b>Projection</b>	797	833	869	905	941	977
<b>Target</b>	797	830	862	894	926	957

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 477 large truck-related fatalities. By 2020, Texas can expect to report 506 large truck-related fatalities. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Large Truck Fatalities	397	385	427	451	436

	2017	2018	2019	2020	2021	2022
Large Truck Fatalities						
<b>M</b>	14.4	14.4	14.4	14.4	14.4	14.4
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	376	376	376	376	376	376
<b>Projection</b>	462	477	491	506	520	534
<b>Target</b>	462	475	487	500	512	524

Current trend projections using CRIS data for 2016 indicate that for 2018, the State of Texas can expect to report 406 large truck-related fatal crashes. By 2020, Texas can expect to report 427 large truck-related fatal crashes. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
Large Truck Fatal Crashes	347	335	375	385	375

	2017	2018	2019	2020	2021	2022
Large Truck Fatal Crashes						
<b>M</b>	10.6	10.6	10.6	10.6	10.6	10.6
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	331.6	331.6	331.6	331.6	331.6	331.6
<b>Projection</b>	395	406	416	427	438	448
<b>Target</b>	395	404	413	422	431	439

**RS Impacts of Proposed Strategies** Strategies proposed for the Roadway Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of work zone-related fatalities, injuries, and crashes.

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

Funding 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 FY18 to assist Texas with large truck and work zone fatalities and injuries.

Texas will continue to focus on large truck and work zone fatalities which continue to be a statewide problem. TxDOT Roadway Safety Program activities will continue to assist the State in achieving 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**

2018 Target: To decrease the expected rise of work zone fatalities from 181 work zone-related fatalities in 2016 to not more than 192 work zone-related fatalities in 2018

2020 Target: To decrease the expected rise of work zone-related fatalities from the projected 193 work zone-related fatalities in 2018 to not more than 215 work zone-related fatalities in 2020

**Target: Number of work zone-related Incapacitating Injuries**

2018 Target: To decrease the expected rise of work zone-related incapacitating injuries from 749 work zone-related incapacitating injuries in 2016 to not more than 830 work zone-related incapacitating injuries in 2018

2020 Target: To decrease the expected rise of work zone-related incapacitating injuries from the projected 833 work zone-related incapacitating injuries in 2018 to not more than 894 work zone-related incapacitating injuries in 2020

**Target: Number of large truck-related fatalities**

2018 Target: To decrease the expected rise of large truck fatalities from 436 large truck-related fatalities in 2016 to not more than 475 large truck-related fatalities in 2018

2020 Target: To decrease the expected rise of large truck fatalities from the projected 477 large truck-related fatalities in 2018 to not more than 500 large truck-related fatalities in 2020

**Target: Number of large truck-related fatal crashes**

2018 Target: To decrease the expected rise of large truck fatal crashes from 375 large truck fatal crashes in 2016 to not more than 404 large truck fatal crashes in 2018

2020 Target: To decrease the expected rise of large truck fatal crashes from the projected 406 large truck fatal crashes in 2018 to not more than 422 large truck fatal crashes in 2020

# 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
2018-TxDOT-G-1YG-0313	TRF-TS	TxDOT - Traffic Safety

**Title / Desc. Heavy Trucks & Work Zones (Energy Sector, IH35 WZ, 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, 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	<b>\$5,000,000.00</b>

Task: **Training** Roadway Safety RS - 12

Project #	Division	Organization Name
2018-UTatArl-G-1YG-0250	TRF-TS	The University of Texas at Arlington

**Title / Desc. FY2018 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 2419 Texas city and county workers on work zone traffic control and safety by 9/30/2018
- Conduct 120 classes for Texas city and county workers on work zone traffic control and safety by 9/30/2018

**Project Notes**

*This project budget has indirect costs in the amounts of \$94810.62*

**Budget:**

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	\$459,466.84	\$0.00	\$0.00	\$119,519.25	<b>\$578,986.09</b>

**Roadway Safety** **FY 2018**  
**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	\$578,986.09	\$459,466.84							\$119,519.25	\$459,466.84
<b>TOTALS:</b>	<b>2</b>	<b>\$5,578,986.09</b>	<b>\$459,466.84</b>					<b>\$2,500,000.00</b>		<b>\$2,619,519.25</b>	<b>\$459,466.84</b>

### **13 – Safe Communities (SA)**

**Problem ID** The Safe Communities Model is a long-standing approach to reducing injuries and deaths. It works through engaging local partners who care about safety, using data to identify leading causes of injury, making a plan to address the issues using proven methods, and measuring success.

Injuries, both intentional and unintentional, are the third leading cause of death in the United States. When a community takes ownership of its traffic safety problems, its members are in the best position to make a difference. *Traffic Safety Community Coalition* members share a vision of saving lives and preventing injuries caused by traffic-related issues and associated costs to the community and the nation. Coalition make-up is as varied and unique as the community it represents, but at a minimum includes injury prevention professionals, educational institutions, businesses, hospital and emergency medical systems, law enforcement agencies, engineers, planners, and other community stakeholders working together and in partnership with the Texas Highway Safety Office.

Community coalitions are the support system for a nationwide network of traffic safety coalitions, partners and communities. Resources provided by these coalitions include helping to build and bolster local effort at the community level, find research material to build community buy-in, access marketing material and customized templates with local information, as well as being the one-stop-shop for traffic safety in the community. There are various community coalitions throughout Texas, including one Safe Communities project--The Brazos Valley Injury Prevention Coalition—that is federally-funded through the Texas Traffic Safety Program, and 18 TxDOT-led traffic safety coalitions that are not federally funded.

**State of Texas: Number of TxDOT-Led Traffic Safety Coalitions, 2013-2017**

2013	2014	2015	2016	2017
11	12	13	14	18

*Source: Survey of TxDOT Traffic Safety Specialists June 2017*

**SA Performance Measures and Target Setting** TxDOT will use a linear trend analysis to establish the new target(s). The linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets and the short term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original



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

<b>Year</b>	<b>Reduction</b>
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

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

TxDOT plans to implement a more resilient community coalitions program to increase the number of coalitions on a local level. TxDOT will work with and support these coalitions on executing programming to increase safety awareness within these local communities and reduce the incidence of injuries, fatalities, and the associated traffic crashes to show improvement overall in the crash situation in Texas.

Current trend projections using this data indicate that the number of community coalitions will continue to increase. 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 this particular category. TxDOT will instead set a target that shows an increase of at least 1 new coalition per year.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

	2011	2012	2013	2014	2015
Number of TxDOT-Sponsored Community Coalitions	5	5	11	12	15

	2016	2017	2018	2019	2020
Number of Community Coalitions					
Increase	0	3	1	1	1
Projection	15	18	19	20	21
Target	15	18	19	20	21

**SA Impacts of Proposed Strategies**

Strategies proposed for the Safe Communities Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 one safe communities coalitions is planned for FY18 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.

**SA Performance Targets:**

**Target: Number of Community Coalitions**

2018 Target: To increase the number of community coalitions from 15 in 2015 to 19 community coalitions in 2018

2020 Target: To increase the number of community coalitions from the projected 19 community coalitions in 2018 to 21 community coalitions in 2020

# Safe Communities

SA - 13

## Goals

- To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries

## Strategies

- Support statewide the Texas Safe Community efforts by providing education, training, and coordination on how to initiate and conduct community based traffic safety programs and how communities can become designated as a Texas Safe community Coalition.
- Support the establishment and growth Safe Communities Coalitions.

## Project Descriptions

Task: **Public Information Campaigns** Safe Communities SA - 13

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2018-Texas Ag-G-1YG-0141	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*

- Conduct 8 Reality Education for Drivers (RED) Programs by 8/31/2018
- Distribute 20000 public information and educational (PI&E) materials to support grant objectives by 9/25/2018
- Conduct 4 CarFit events to help mature drivers find their safest fit in their vehicle by 8/31/2018
- Conduct 8 programs on the importance of restraint use focusing on youth, teens and pickup truck drivers by 8/31/2018
- Participate in 14 programs on the dangers of distracted driving with an emphasis on texting by 8/31/2018
- Participate in 6 programs on safety education to raise awareness on the safety of vulnerable road users by 8/30/2018
- Provide 10 counties with Please Be Seated educational materials to raise awareness on child passenger safety by 8/31/2018
- Conduct 6 bimonthly meetings of the Brazos Valley Injury Prevention Coalition by 9/21/2018
- Participate in 20 programs to raise awareness of the dangers of impaired driving by 7/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$39,662.84*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	SA	\$181,315.84	\$0.00	\$0.00	\$65,000.00	<b>\$246,315.84</b>

## Safe Communities

**FY 2018  
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 & Education	1	\$246,315.84	\$181,315.84							\$65,000.00	\$181,315.84
Training	0										
<b>TOTALS:</b>	<b>1</b>	<b>\$246,315.84</b>	<b>\$181,315.84</b>							<b>\$65,000.00</b>	<b>\$181,315.84</b>

## 14 - School Bus Safety (SB)

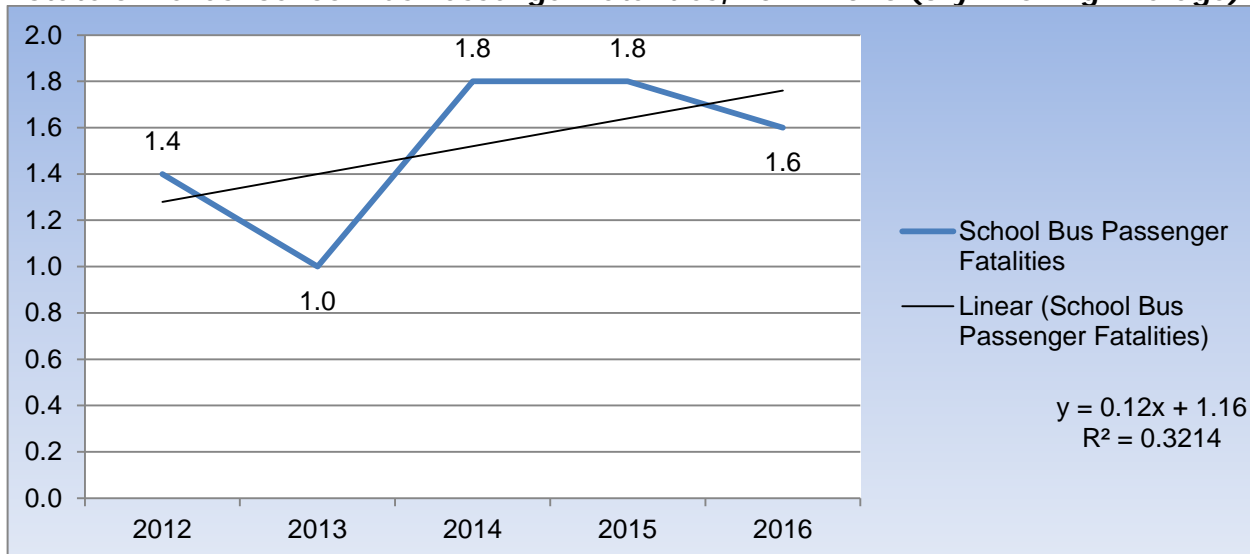
**Problem ID** Nationwide, an estimated 472,901 school buses provide transportation services daily. Approximately 24.9 million school children ride school buses each day in the U.S., at least twice a day, with an average of 53 students per bus. That is more than 55 million student trips daily, not including 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 8-13. On average, between 2003 and 2012, 8 school-age pedestrians were killed by school transportation vehicles (school buses and 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 2016 in Texas, there were a total of 551,832 crashes. Of those, 3,406 were fatal. There were 1,326 school buses crashes, 6 of which were fatal crashes.

School Bus Safety starts with the bus driver, and school bus drivers will need continual education on the relevant safe-driving procedures. Their attitude predicts how the students will behave. The school bus driver sets the stage for how things will go on the school bus and throughout the students' day. Drivers need to be equipped with the skills necessary to handle their interactions with students and other drivers appropriately.

**State of Texas: School Bus Passenger Fatalities, 2012-2016 (5-yr Moving Average)**



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13<sup>th</sup>, 2017.

**SB Performance Measures and Target Setting** TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

Charts show annual data in Texas from 2012-2016 (CRIS). TxDOT established its 2018 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust school bus safety program, to include elements in passenger bus driver education and training. TxDOT will work on executing programming to reduce the incidence of fatalities of passengers on school buses, and the associated traffic crashes to improve the school bus passenger situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

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 2016 indicate that for 2018, the State of Texas can expect to average 2.0 school bus passenger fatalities. By 2020, Texas can expect to average 2.2 school bus passenger fatalities. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016
School Bus Passenger Fatalities	1.4	1.0	1.8	1.8	1.6

	2017	2018	2019	2020	2021	2022
School Bus Passenger Fatalities						
<b>M</b>	0.12	0.12	0.12	0.12	0.12	0.12
<b>X</b>	6.00	7.00	8.00	9.00	10.00	11.00
<b>B</b>	1.16	1.16	1.16	1.16	1.16	1.16
<b>Projection</b>	1.9	2.0	2.1	2.2	2.4	2.5
<b>Target</b>	1.9	2.0	2.1	2.2	2.3	2.4

**SB Impacts of Proposed Strategies** Strategies proposed for the School Bus Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY18 to assist Texas with school bus passenger fatalities and injuries.

Texas will continue to focus on school bus passenger fatalities which continue to be a statewide concern. TxDOT School Bus Safety Program activities will continue to assist the State in achieving 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.

**SB Performance Targets:**

**Number of school bus related fatalities**

2018 Target: To decrease the expected rise of the average school bus passenger fatalities from an average of 1.6 school bus passenger fatalities in 2016 to an average of 2.0 average school bus passenger fatalities in 2018

2020 Target: To decrease the expected rise of average school bus passenger fatalities from the projected average of 2.0 school bus passenger fatalities in 2018 to an average of 2.2 school bus passenger fatalities in 2020



# School Bus

# SB - 14

## Goals

- To reduce School bus-related crashes, injuries and fatalities

## Strategies

- Provide public information and education campaigns to promote safe motor vehicle operations around school buses.
- Provide safe school bus operation training for school bus drivers.

## Project Descriptions

Task: <b>Training</b>	School Bus SB - 14
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<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2018-ESCVI-G-1YG-0165	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*

- Identify 2 sets of content material to be utilized in the Bus Safety Training 101 Program by 9/30/2018
- Teach 400 School Bus Transportation personnel in the Bus Safety Training 101 Program by 9/30/2018
- Teach 700 PreK-5th grade students in Bus Safety Training 101 Program by 9/30/2018
- Analyze 500 participant evaluations to determine overall effectiveness of the Bus Safety Training 101 Program by 9/30/2018

*Project Notes*

*This project budget has indirect costs in the amounts of \$8,172.61*

*Budget:*

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	SB	\$109,544.61	\$0.00	\$0.00	\$41,310.00	<b>\$150,854.61</b>

School Bus

FY 2018  
Budget Module: SB - 14

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 & Education	0										
Training	1	\$150,854.61	\$109,544.61							\$41,310.00	\$109,544.61
<b>TOTALS:</b>	<b>1</b>	<b>\$150,854.61</b>	<b>\$109,544.61</b>							<b>\$41,310.00</b>	<b>\$109,544.61</b>

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

State of Texas: 5 Common Core Measures (HSP/HSIP) – Baseline, Projection, & Targets						
Core #	Description	Data Source	Baseline	Target	Projection	Target
			2015 5-yr Avg	2018 5-yr Avg	2020	2020
C-1	Total Traffic Related Fatalities	FARS	3,380.6	3,703.8	4,117	4,068
C-2	Total Serious Injuries	CRIS	16,389.0	17,565.4	18,828	18,602
C-3	Fatalities Per 100 Million Vehicle Miles Driven	FARS	1.384	1.432	1.50	1.48
N/A	Serious Injuries Per 100 Million VMT	CRIS	6.710	6.740	6.56	6.56
N/A	Non-motorized Fatalities and Serious Injuries	FARS-CRIS	1,836.0	2,150.6	2,507	2,477

State of Texas: Core Measures – Projection & Target						
Core #	Description	Data Source	Projection		Target	
			2018	2020	2018	2020
C-3(a)	Rural Fatalities Per 100 Million VMT	FARS	2.97	3.21	2.96	3.17
C-3(b)	Urban Fatalities Per 100 Million VMT	FARS	0.93	0.91	0.93	0.91
C-4	Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS	941	956	937	945
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)	FARS	1,505	1,579	1,499	1,560
C-6	Number of Speeding-Related Fatalities	FARS	1,139	1,116	1,139	1,116
C-7	Number of Motorcyclist Fatalities	FARS	427	413	427	413
C-8	Number of Un-helmeted Motorcyclist Fatalities	FARS	214	198	214	198
C-9	Number of Drivers 20 or Younger Involved in Fatal Crashes	FARS	479	493	477	487
C-10	Number of Pedestrian Fatalities	FARS	591	635	589	628

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

State of Texas: Core Measures – Projection & Target						
Core #	Description	Data Source	Projection		Target	
			2018	2020	2018	2020
C-11	Number of Bicycle Fatalities	FARS	52	53	52	52
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Texas Statewide Survey of Seat Belt & MC Helmet Use)	TTI	92.07	92.81	91.63	91.67
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

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

State of Texas: Other Data – Projection & Target

Core #	Description	Data Source	Projection		Target	
			2018	2020	2018	2020
N/A	Total Traffic-Related Fatal Crashes	FARS	3,449	3,614	3,436	3,571
N/A	DUI Serious Injuries	CRIS	2,428	2,263	2,428	2,263
N/A	Alcohol-impaired VMT Fatality Rate	FARS	0.56	0.57	0.56	0.57
N/A	Percentage of Alcohol Fatalities	FARS	39.0%	39.0%	39.0%	39.0%
N/A	Students Trained in Initial EMS Certification in Rural and Frontier Areas	eGrants	1,515	1,505	1,521	1,523
N/A	Students Trained in Continuing EMS Certification in Rural and Frontier Areas	eGrants	148	140	149	142
N/A	Motorcycle Operators Killed with a BAC+ .08	CRIS	70	55	70	55
N/A	Motorcycle Fatalities Per 100,000 Licensed Operators	CRIS /DPS	40.8	37.6	40.8	37.6
N/A	Child Passenger Restraint Usage	Texas A&M	85.0	83.8	85.3	84.8
N/A	Pedestrian Serious Injuries	CRIS	1,377	1,464	1,322	1,447
N/A	Bicycle Serious Injuries	CRIS	338	355	337	351
N/A	Fatal Crashes in Intersections	CRIS	746	751	743	742
N/A	Serious Injury Crashes in Intersections	FARS	5,853	6,262	5,830	6,186
N/A	Distracted Driving Related Fatal Crashes	FARS	420	417	420	417
N/A	Distracted Driving Related Serious Injury Crashes	CRIS	2,538	2,541	2,527	2,511
N/A	Speeding Related Serious Injuries	CRIS	2,194	2,165	2,194	2,165
N/A	Number of Crash Records Available for Reporting within 30 Days of the Date of Crash	CRIS	607,879	620,097	607,879	620,097
N/A	Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash	CRIS	95.99%	96.99%	95.99%	96.99%
N/A	Fatal Crashes with a Driver Age 15 - 20	CRIS	445	451	444	445
N/A	16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	CRIS	11.16	9.06	11.16	9.06
N/A	Urban Fatalities	FARS	1,879	1,950	1,872	1,927
N/A	Rural Fatalities	FARS	2,021	2,160	2,013	2,134
N/A	Railroad Fatal Crashes	CRIS	11	6	11	6
N/A	Railroad Serious Injury Crashes	CRIS	69	79	69	78
N/A	Work Zone Fatalities	CRIS	193	217	192	215
N/A	Work Zone Serious Injuries	CRIS	833	905	830	894

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

State of Texas: Other Data – Projection & Target						
Core #	Description	Data Source	Projection		Target	
			2018	2020	2018	2020
N/A	Large Truck Fatalities	CRIS	477	506	475	500
N/A	Large Truck Fatal Crashes	CRIS	406	427	404	422
N/A	Number of Community Coalitions	TxDOT	19	21	19	21
N/A	School Bus Passenger Fatalities	FARS	2.0	2.2	2.0	2.2

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Summary - Performance Measures and Target Setting

Overall State Goals

Overall State Goals					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To reduce the number of motor vehicle crashes, injuries and fatalities	All	Total Traffic Related Fatalities (FARS) (C-1)	3,380.6 Fatalities (2015 5-yr Avg) (FARS)	3,907 Fatalities (2018) (FARS)	3,703.8 Fatalities (2018 5-yr Avg) (FARS)
		Total Traffic Related Fatal Crashes (FARS)	3,124 Fatal Crashes (2015) (FARS)	3,449 Fatal Crashes (2018) (FARS)	3,436 Fatal Crashes (2018) (FARS)
		Total Serious Injuries (TxDOT) (C-2)	16,389.0 Total Serious Injuries (2015 5-yr Avg) (CRIS)	18,203 Total Serious Injuries (2018) (CRIS)	17,565.4 Total Serious Injuries (2018 5-yr Avg) (CRIS)
		Fatalities Per 100 Million Vehicle Miles (FARS) (C-3)	1.384 Fatalities Per 100 Million Vehicle Miles Traveled (2015 5-yr Avg) (FARS)	1.46 Fatalities Per 100 Million Vehicle Miles Traveled (2018) (FARS)	1.432 Fatalities Per 100 Million Vehicle Miles Traveled (2018 5-yr Avg) (FARS)
		Rural Fatalities Per 100 Million VMT (FARS - Rural) (C-3a)	2.57 Rural Fatalities Per 100 Million VMT (2015) (FARS)	2.97 Rural Fatalities Per 100 Million VMT (2018) (FARS)	2.96 Rural Fatalities Per 100 Million VMT (2018) (FARS)
		Urban Fatalities Per 100 Million VMT (FARS – Urban) (C-3b)	0.91 Urban Fatalities Per 100 Million VMT (2015) (FARS)	0.93 Urban Fatalities Per 100 Million VMT (2018) (FARS)	0.93 Urban Fatalities Per 100 Million VMT (2018) (FARS)
		Serious Injuries Per 100 Million Vehicle Miles (CRIS)	6.710 Serious Injuries Per 100 Million Vehicle Miles Traveled (2015 5-yr Avg) (CRIS)	6.64 Serious Injuries Per 100 Million Vehicle Miles Traveled (2018) (CRIS)	6.740 Serious Injuries Per 100 Million Vehicle Miles Traveled (2018 5-yr Avg) (CRIS)

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Planning (PA)

01 - Planning (PA)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To provide effective and efficient management of the Texas Traffic Safety Program	Provide training and assistance for local and statewide traffic safety problem identification.	Publication of Traffic Safety Program deliverable Annual Report. (TxDOT)	FY 2015 Annual Report	2017 Annual Report	2017 Annual Report
	Provide procedures and training on highway safety planning and project development.				
	Ensure availability of program and project management training.	Publication of Traffic Safety Program deliverable HSP (TxDOT)	FY 2016 Highway Safety Plan	FY 2018 Highway Safety Plan	FY 2018 Highway Safety Plan
	Review and update program procedures as needed.				
	Conduct periodic project monitoring and evaluation of traffic safety activities.	Publication of Traffic Safety Program deliverable response to Management Review (TxDOT)			
	Perform accurate accounting and efficient reimbursement processing.				
	Maintain coordination of traffic safety efforts and provide technical assistance.	Number of training sessions provided. (TxDOT)	1 FY 2015 Highway Safety Program Management Course	1 Highway Safety Program Management Course	1 Highway Safety Program Management Course
	Provide technical assistance and support for the Strategic Highway Safety Plan.	Number of training sessions provided. (TxDOT)	1 eGrants Training	1 eGrants Training	1 eGrants Training



TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Alcohol and Other Drug Countermeasures (AL)

02 - Alcohol and Other Drug Countermeasures (AL)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities and injuries.	Increase and sustain high visibility enforcement of DWI laws.	Alcohol-Impaired Driving Fatalities (BAC=.08+) (C-5) (FARS)	1,323 Alcohol-Impaired Driving Fatalities (BAC=.08+) (FARS) (2015)	1,505 Alcohol-Impaired Driving Fatalities (BAC=.08+) (FARS) (2018)	1,499 Alcohol-Impaired Driving Fatalities (BAC=.08+) (FARS) (2018)
	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.	DUI Serious Injuries (CRIS)	2,696 DUI Serious Injuries (CRIS) (2016)	2,428 DUI Serious Injuries (CRIS) (2018)	2,428 DUI Serious Injuries (CRIS) (2018)
	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.	Alcohol-impaired VMT Fatality Rate (FARS)	0.51 Alcohol-impaired VMT Fatality Rate (FARS) (2015)	0.56 Alcohol-impaired VMT Fatality Rate (FARS) (2018)	0.56 Alcohol-impaired VMT Fatality Rate (FARS) (2018)
	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.				
To reduce the number of DUI- related crashes where the driver is under age 21	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.	Percentage of Alcohol Fatalities To Total Fatalities (FARS)	38.0% of Total Fatalities that are Alcohol-impaired (FARS) (2015)	39.0% of Total Fatalities that are Alcohol-impaired (FARS) (2018)	39.0% of Total Fatalities that are Alcohol-impaired (FARS) (2018)
	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.	Number of Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants)	5,849 Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants) (2016)	No Projection Set - Number of Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants) (2018)	No Target Set - Number of Impaired Driving Arrests on Grant Funded Enforcement Activities (eGrants) (2018)

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Emergency Medical Services (EM)

03 - Emergency Medical Services (EM)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
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 EMS Classes	1,380 Students Trained in Initial EMS Classes	1,515 Students Trained in Initial EMS Classes	1,521 Students Trained in Initial EMS Classes
		Number of Students Trained in Continuing EMS Classes	154 Students Trained in Continuing EMS Classes	148 Students Trained in Continuing EMS Classes	149 Students Trained in Continuing EMS Classes

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Motorcycle Safety (MC)

04 - Motorcycle Safety (MC)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
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)	443 motorcyclist fatalities (FARS) (2015)	427 motorcyclist fatalities (FARS) (2018)	427 motorcyclist fatalities (FARS) (2018)
	Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.	Number of un-helmeted motorcyclist fatalities (C-8) (FARS)	231 un-helmeted motorcyclist fatalities (FARS) (2015)	214 un-helmeted motorcyclist fatalities (FARS) (2018)	214 un-helmeted motorcyclist fatalities (FARS) (2018)
	Increase public information and education on motorists' responsibility pertaining to motorcycle safety.	Number of Motorcycle Operators Killed with a BAC+ .08 (CRIS)	88 Motorcycle Operators Killed with a BAC+ .08 (CRIS) (2016)	70 Motorcycle Operators Killed with a BAC+ .08 (CRIS) (2018)	70 Motorcycle Operators Killed with a BAC+ .08 (CRIS) (2018)
	Increase rider education and training.	Number of Motorcycle Fatalities Per 100,000 Licensed Operators (CRIS/DPS)	45.80 Motorcycle Fatalities Per 100,000 Licensed Operators (CRIS/DPS) (2016)	40.80 Motorcycle Fatalities Per 100,000 Licensed Operators (CRIS/DPS) (2018)	40.80 Motorcycle Fatalities Per 100,000 Licensed Operators (CRIS/DPS) (2018)
	Improve education and awareness of motorcycle safety among law enforcement and EMS personnel, educators and state and local traffic engineers.				

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Occupant Protection (OP)

05 - Occupant Protection (OP)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To increase occupant restraint use in all passenger vehicles and trucks	Sustain high visibility enforcement of occupant protection laws.	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (C-4) (FARS)	859 unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) (2015)	941 unrestrained passenger vehicle occupant fatalities, all seat positions	937 unrestrained passenger vehicle occupant fatalities, all seat positions
	Increase public information and education campaigns.				
	Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.	Observed seat belt usage for passenger vehicles, front outboard occupants (TTI)	91.61% Observed passenger vehicle outboard occupants (TTI) (2016)	91.63% Observed passenger vehicle outboard occupants (TTI) (2018)	91.63% Observed passenger vehicle outboard occupants (TTI) (2018)
	Concentrate efforts on historically low use populations.				
	Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors.	Child Passenger Restraint Usage Rate (TTI)	86.3 % Child Passenger Restraint Usage (TTI) (2016)	85.0 % Child Passenger Restraint Usage	85.3 % Child Passenger Restraint Usage
	Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.				
	Increase EMS/fire department involvement in CPS fitting stations.	Number of Seat Belt Citations issued during Funded Enforcement (A-1) (eGrants)	58,011 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)
	Maintain CPS seat distribution programs for low income families.				

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

**Pedestrian and Bicycle Safety (PS)**

06 - Pedestrian and Bicycle Safety (PS)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
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)	537 Pedestrian fatalities (FARS) (2015)	591 Pedestrian fatalities (FARS) (2018)	589 Pedestrian fatalities (FARS) (2018)
	Increase public information and education efforts on pedestrian and bicyclist safety.	Number of Pedestrian Serious injuries (CRIS)	1,240 Pedestrian Serious injuries (CRIS) (2016)	1,377 Pedestrian Serious injuries (CRIS) (2018)	1,322 Pedestrian Serious injuries (CRIS) (2018)
	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) (2015)	52 Bicycle fatalities (FARS) (2018)	52 Bicycle fatalities (FARS) (2018)
	Improve identification of problem areas for pedestrians	Number of Bicycle Serious injuries (CRIS)	320 Bicycle Serious injuries (CRIS) (2015)	338 Bicycle Serious injuries (CRIS) (2018)	337 Bicycle Serious injuries (CRIS) (2018)
		Number of Non-motorized Fatalities and Serious Injuries (FARS/CRIS)	1,836.0 Non-motorized Fatalities and Serious Injuries (FARS/CRIS) (2015 5-yr Avg)	2,318 Non-motorized Fatalities and Serious Injuries (FARS/CRIS) (2018)	2,150.6 Non-motorized Fatalities and Serious Injuries (FARS/CRIS) (2018 5-yr Avg)

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Police Traffic Services (PT)

07 - Police Traffic Services (PT)

Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
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)	745 Fatal Crashes in Intersections (CRIS) (2016)	746 Fatal Crashes in Intersections (CRIS) (2018)	743 Fatal Crashes in Intersections (CRIS) (2018)
	Increase and sustain enforcement of traffic safety-related laws.	Number of Serious Injury Crashes in Intersections (CRIS)	5,364 Serious Injury Crashes in Intersections (CRIS) (2016)	5,853 Serious Injury Crashes in Intersections (CRIS) (2018)	5,830 Serious Injury Crashes in Intersections (CRIS) (2018)
	Provide technical and managerial support to local law enforcement agencies and highway safety professionals.				
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 and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws.	Number of Distracted Driving Related Fatal Crashes (CRIS)	412 Distracted Driving Related Fatal Crashes (CRIS) (2016)	420 Distracted Driving Related Fatal Crashes (CRIS) (2018)	420 Distracted Driving Related Fatal Crashes (CRIS) (2018)
	Increase public information and education on intersection related traffic issues.				
	Increase public information and education on sharing the road with commercial motor vehicles (CMV).	Number of Distracted Driving Related Serious Injury Crashes (CRIS)	2,511 Distracted Driving Related Serious Injury Crashes (CRIS) (2016)	2,538 Distracted Driving Related Serious Injury Crashes (CRIS) (2018)	2,527 Distracted Driving Related Serious Injury Crashes (CRIS) (2018)
	Increase enforcement of commercial motor vehicle speed limits.				

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Speed Control (SC)

08 - Speed Control (SC)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
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)	1,105 speeding-related fatalities (FARS) (2015)	1,139 speeding-related fatalities (FARS) (2018)	1,139 speeding-related fatalities (FARS) (2018)
	Provide community training on speed-related issues.	Number of Speeding Related Serious Injuries (CRIS)	2,252 Speeding Related Serious Injuries (CRIS) (2016)	2,194 Speeding Related Serious Injuries (CRIS) (2018)	2,194 Speeding Related Serious Injuries (CRIS) (2018)
	Increase public information and education concerning speed-related issues.	Number of Speeding Citations during Funded Enforcement Activities (eGrants)	298,046 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)

Traffic Records (TR)

09 - Traffic Records (TR)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
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)	595,901 crash records available for reporting within 30 days of the date of crash (CRIS) (2016)	607,879 crash records available for reporting within 30 days of the date of crash (CRIS) (2018)	607,879 crash records available for reporting within 30 days of the date of crash (CRIS) (2018)
	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)	94.99% of all crash reports entered into the database within 30 days after the crash (CRIS) (2016)	95.99% of all crash reports entered into the database within 30 days after the crash (CRIS) (2018)	95.99% of all crash reports entered into the database within 30 days after the crash (CRIS) (2018)

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

Driver Education and Behavior (DE)

10 - Driver Education and Behavior (DE)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
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)	457 Drivers Involved in Fatal Crashes Aged Under 21 (C-9) (FARS) (2015)	479 Drivers Involved in Fatal Crashes Aged Under 21 (C-9) (FARS) (2018)	477 Drivers Involved in Fatal Crashes Aged Under 21 (C-9) (FARS) (2018)
	Provide assistance to update the drivers' education curriculum and administrative standards.	Number of Fatal crashes with a Driver Age 15 - 20 (CRIS)	436 Fatal crashes with a Driver Age 15 - 20 (CRIS) (2016)	445 Fatal crashes with a Driver Age 15 - 20 (CRIS) (2018)	444 Fatal crashes with a Driver Age 15 - 20 (CRIS) (2018)
	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)	13.02 rate of 16-20 Year Old DUI Driver Fatal and Serious Injury Crashes per 100K Population (CRIS) (2016)	11.16 rate of 16-20 Year Old DUI Driver Fatal and Serious Injury Crashes per 100K Population (CRIS) (2018)	11.16 rate of 16-20 Year Old DUI Driver Fatal and Serious Injury Crash per 100K Population (CRIS) (2018)
	Implement and evaluate countermeasures to reduce the incidence of distracted driving.	Number of Urban Fatalities (FARS)	1,740 Urban Fatalities (FARS) (2015)	1,879 Urban Fatalities (FARS) (2018)	1,872 Urban Fatalities (FARS) (2018)
To reduce the number of crashes and injuries related to distracted driving.	Conduct public information and education campaigns related to distracted driving.	Number of Rural Fatalities (FARS)	1,769 Rural Fatalities (FARS) (2015)	2,021 Rural Fatalities (FARS) (2017)	2,013 Rural Fatalities (FARS) (2017)
	Improve the recording of distracted driving as a contributing factor on crash reports.				



TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

**Railroad / Highway Crossing (RH)**

11 - Railroad / Highway Crossing (RH)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To reduce KAB crashes at railroad/highway crossings	Increase education of law enforcement concerning laws governing railroad/highway crossings.	Number of Railroad Fatal Crashes (CRIS)	17 Railroad Fatal Crashes (CRIS) (2016)	11 Railroad Fatal Crashes (CRIS) (2018)	11 Railroad Fatal Crashes (CRIS) (2018)
	Increase public education and Information campaigns.	Number of Railroad Serious Injury Crashes (CRIS)	58 Railroad Serious Injury Crashes (CRIS) (2016)	69 Railroad Serious Injury Crashes (CRIS) (2018)	69 Railroad Serious Injury Crashes (CRIS) (2018)

**Roadway Safety (RS)**

12 - Roadway Safety (RS)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To reduce the number of traffic crashes, injuries, and fatalities in work zones per 100 million vehicle miles traveled	Increase public education and information on roadway safety.	Number of Work Zone Fatalities (CRIS)	181 Work Zone Fatalities (CRIS) (2016)	193 Work Zone Fatalities (CRIS) (2018)	192 Work Zone Fatalities (CRIS) (2018)
	Provide traffic safety problem identification to local jurisdictions.	Number of Work Zone Serious Injuries (CRIS)	749 Work Zone Serious Injuries (CRIS) (2016)	833 Work Zone Serious Injuries (CRIS) (2018)	830 Work Zone Serious Injuries (CRIS) (2018)
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	Improve highway design and engineering through training.	Number of Large Truck Fatalities (CRIS)	436 Large Truck Fatalities (CRIS) (2016)	477 Large Truck Fatalities (CRIS) (2018)	475 Large Truck Fatalities (CRIS) (2018)
	Provide training on roadway safety issues.	Number of Large Truck Fatal Crashes (CRIS)	375 Large Truck Fatal Crashes (CRIS) (2016)	406 Large Truck Fatal Crashes (CRIS) (2018)	404 Large Truck Fatal Crashes (CRIS) (2018)

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2018

**Safe Communities (SA)**

13 - Safe Communities (SA)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To establish integrated community traffic safety coalitions to prevent traffic-related fatalities and injuries	<p>Support Community Coalitions.</p> <p>Support statewide Community Coalitions 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 Community Coalition.</p>	Increase number of Community Coalitions in the State of Texas	13 coalitions	19 coalitions	19 coalitions

**School Bus Safety (SB)**

14 - School Bus Safety (SB)					
Goals	Strategies	Performance Measures	Baseline 2015/2016	Projection 2018	Target 2018
To reduce School bus-related crashes, injuries and fatalities	<p>Provide safe school bus operation training for school bus drivers.</p> <p>Provide public information and education campaigns to promote safe motor vehicle operations around school buses.</p>	Number of School Bus Passenger Fatalities (5 yr Moving Average) (CRIS)	1.60 School Bus Passenger Fatalities (5 yr Moving Average) (CRIS) (2016)	2.00 School Bus Passenger Fatalities (5 yr Moving Average) (CRIS) (2018)	2.00 School Bus Passenger Fatalities (5 yr Moving Average) (CRIS) (2018)

## Performance Report

### FFY 2015 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2015/2016 Target	2015/2016 Actual	Target Met?	% Difference (Actual v Target)	2016/2017 Target
Core Outcome Measures	C-1	Traffic Fatalities	3,618	3,516	✓	-2.90%	3,752
	C-2	Serious Injuries	14,134	17,578	X	19.59%	17,890
	C-3	Fatalities per 1000 MVMT (Total)	1.474	1.36	✓	-8.38%	1.517
	C-3 (b)	Fatalities per 1000 MVMT (Urban)	1.022	0.91	✓	-12.31%	1.041
	C-3 (a)	Fatalities per 1000 MVMT (Rural)	2.560	2.57	X	0.39%	2.668
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities	979	859	✓	-13.97%	1,011
	C-5	Alcohol Impaired Fatalities	1,423	1,323	✓	-7.56%	1,469
	C-6	Speeding Related Fatalities	1,243	1,105	✓	-12.49%	1,259
	C-7	Motorcycle Fatalities	472	443	✓	-6.55%	479
	C-8	Un-Helmeted Motorcycle Fatalities	251	231	✓	-8.66%	252
	C-9	Young Drivers (20 or younger) involved in Fatal Crashes	440	457	X	3.72%	438
C-10	Pedestrian Fatalities	524	537	X	2.42%	555	
C-11	Bicycle Fatalities	53	50	✓	-6.00%	55	
Core Behavior Measure	B-1	Observed Seat Belt Usage Rate	90.56%	91.61%	✓	1.15%	90.65%
Activity Measures	A-1	Seat Belt Citations	/	58,011	N/A	/	/
	A-2	Impaired Driving Arrests	/	5,849	N/A	/	/
	A-3	Speeding Citations	/	298,046	N/A	/	/

TxDOT evaluates the HSP Performance Measures annually. Based on the evaluation results, TxDOT looks at the progress being made, and also identifies areas that need further work. The data helps identify high-priority needs. TxDOT selects projects annually to address the State's Performance Measure Targets.

# **Section 4**

## **Program Costs Summary**

## **Available Funding Resources**

The State of Texas draws from all available resources to fund and operate a comprehensive Highway Safety Plan. Multiple sources of funding are identified and used to allow TRF-TS to establish, maintain, and improve upon highway safety programming.

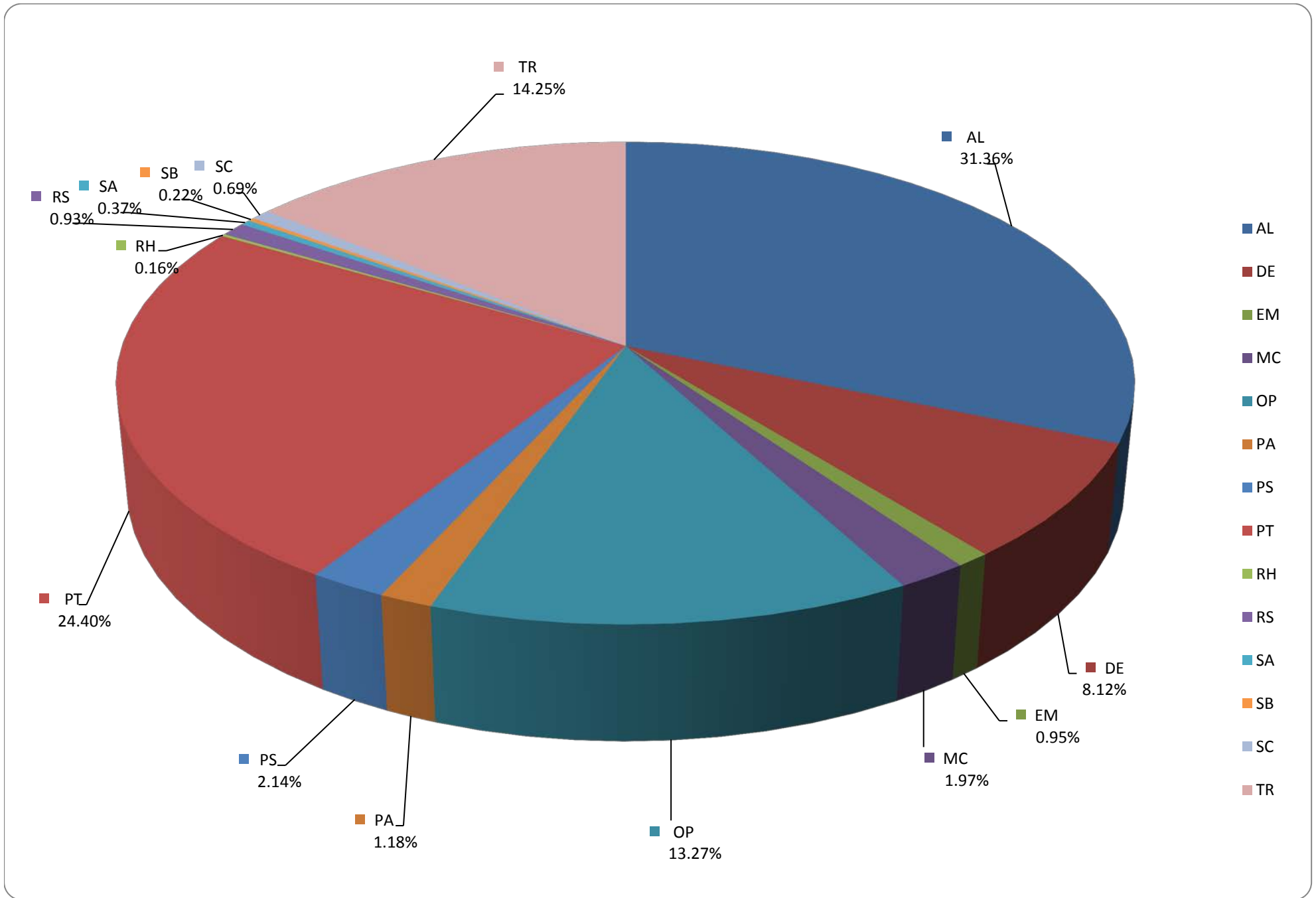
Available funding resources include:

1. Federal funds awarded under Fast Act Sections 402 and 405
2. State dollars from the TxDOT budget and other state sources
3. State dollars from dedicated funding mechanisms based on program area
4. Local match provided by subgrantees, as condition of receiving federal awards
5. Program income/match generated by subgrantees, if any
6. In-kind match from other State agencies

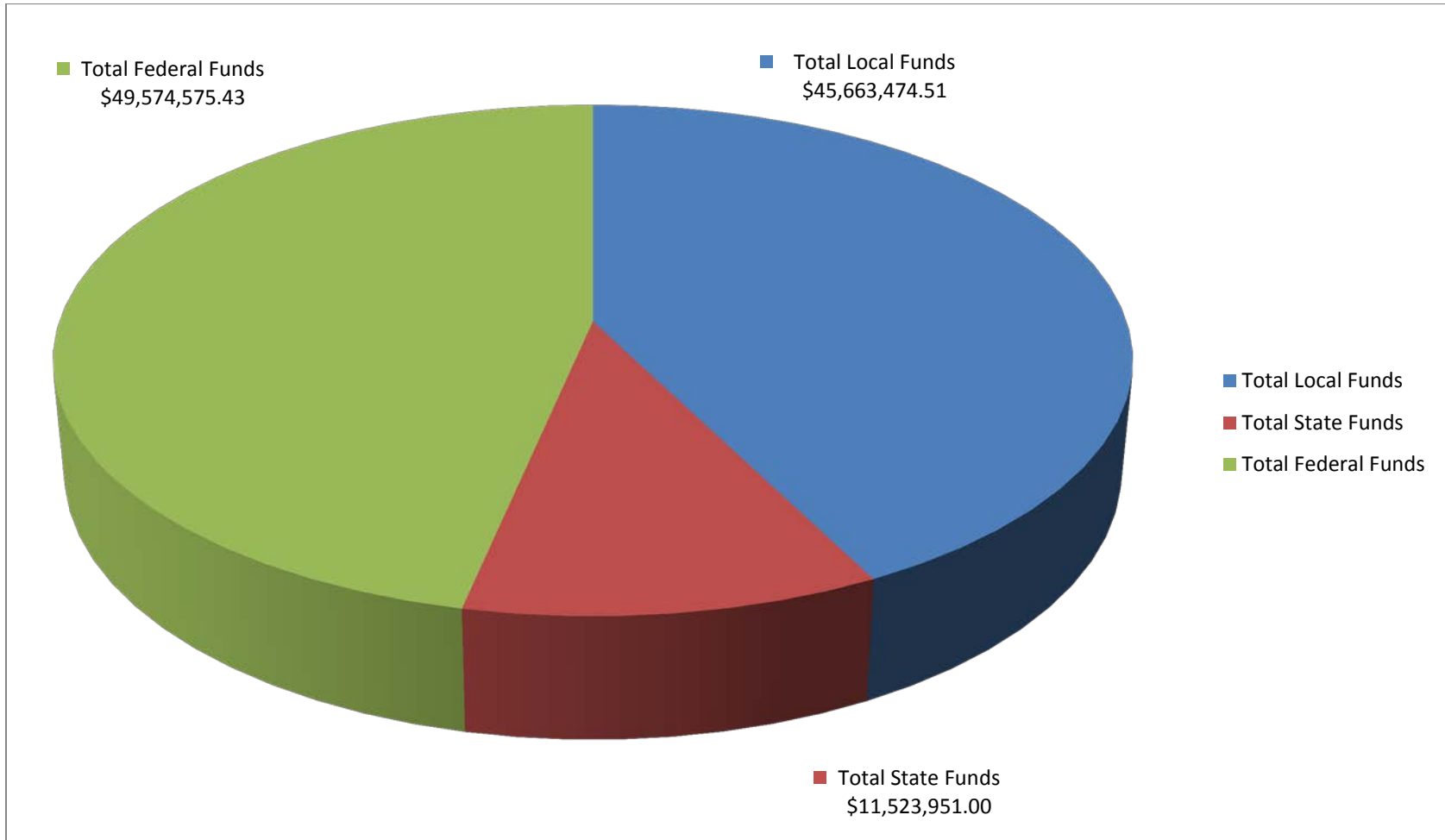
## SUMMARY OF PLANNED FUNDING

Program Area	# Proj	Total	FEDERAL					MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Planning	5	\$5,137,810.95	\$583,727.95					\$4,464,083.00	\$60,000.00	\$30,000.00	
Alcohol and Other Drug Counter Measures	111	\$42,444,729.14	\$2,921,024.50			\$12,627,710.21		\$374,950.00	\$6,000.00	\$26,515,044.43	\$1,172,039.86
Emergency Medical Services	1	\$1,483,445.08	\$469,207.95					\$0.00	\$0.00	\$1,014,237.13	
Motorcycle Safety	4	\$1,594,519.02	\$169,432.10				\$806,109.13	\$0.00	\$0.00	\$618,977.79	
Occupant Protection	59	\$11,624,215.80	\$2,210,853.29	\$4,368,188.46				\$0.00	\$28,000.00	\$5,017,174.05	\$1,308,065.26
Pedestrian and Bicyclist Safety	14	\$1,429,023.05	\$1,062,521.15					\$0.00	\$8,200.00	\$358,301.90	
Police Traffic Services	88	\$18,137,318.87	\$12,094,507.08					\$0.00	\$0.00	\$6,042,811.79	\$10,585,126.74
Speed Control	5	\$496,959.99	\$340,180.78					\$0.00	\$0.00	\$156,779.21	\$340,180.78
Traffic Records	14	\$12,160,715.42	\$679,919.57		\$6,383,613.87			\$4,184,918.00	\$0.00	\$912,263.98	
Driver Education and Behavior	19	\$6,154,299.36	\$4,027,678.88					\$0.00	\$0.00	\$2,126,620.48	\$1,996,580.95
Railroad / Highway Crossing	1	\$122,807.72	\$79,573.22					\$0.00	\$0.00	\$43,234.50	\$79,573.22
Roadway Safety	2	\$5,578,986.09	\$459,466.84					\$2,500,000.00	\$0.00	\$2,619,519.25	\$459,466.84
Safe Communities	1	\$246,315.84	\$181,315.84					\$0.00	\$0.00	\$65,000.00	\$181,315.84
School Bus	1	\$150,854.61	\$109,544.61					\$0.00	\$0.00	\$41,310.00	\$109,544.61
<b>TOTALS:</b>	<b>325</b>	<b>\$106,762,000.94</b>	<b>\$25,388,953.76</b>	<b>\$4,368,188.46</b>	<b>\$6,383,613.87</b>	<b>\$12,627,710.21</b>	<b>\$806,109.13</b>	<b>\$11,523,951.00</b>	<b>\$102,200.00</b>	<b>\$45,561,274.51</b>	<b>\$16,231,894.10</b>

### FY 2018 Planned Program Amounts - All Federal Funds

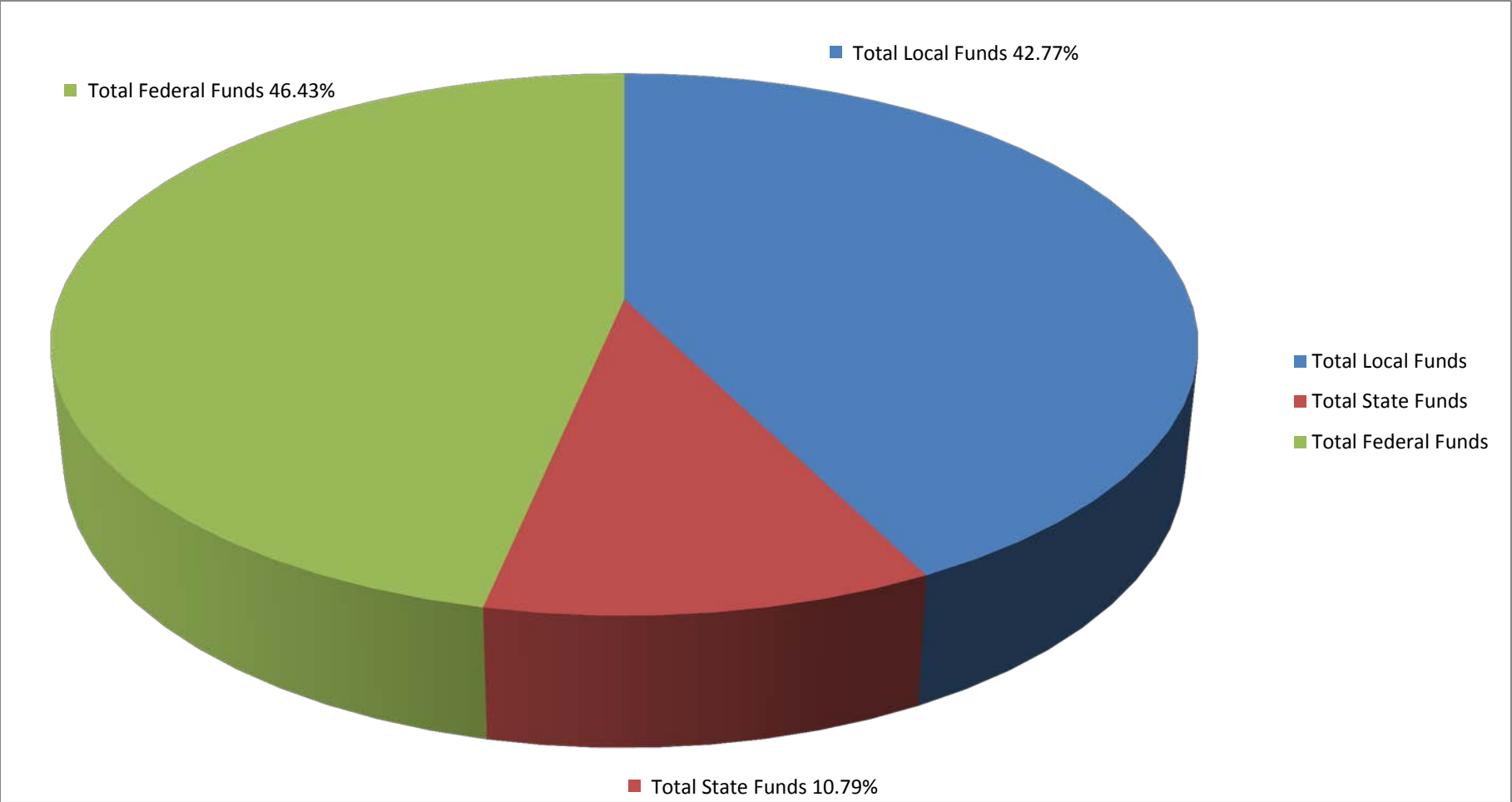


### FY 2018 Planned Program Funds





### FY 2018 Planned Program Funds - by Percentage



## **Section 5**

# **Projects Cross-Reference Chart**

**Highway Safety Plan - Project Cross Reference**

**Enforcement Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-BexarCoD-G-1YG-0149	Bexar County District Attorney's Office		AL	405D	M5HVE	\$32,633.35	\$0.00	\$0.00	\$31,476.26	<b>\$64,109.61</b>
2018-HarrisDA-G-1YG-0179	Harris County District Attorney		AL	405D	M5HVE	\$329,449.24	\$0.00	\$0.00	\$82,362.31	<b>\$411,811.55</b>
2018-MCDAO-G-1YG-0127	Montgomery County District Attorney's Office		AL	405D	M5HVE	\$143,603.07	\$0.00	\$0.00	\$95,048.27	<b>\$238,651.34</b>
2018-TABC-G-1YG-0216	Texas Alcoholic Beverage Commission		AL	402	AL	\$548,839.94	\$0.00	\$0.00	\$660,488.22	<b>\$1,209,328.16</b>
2018-TarrantC-G-1YG-0183	Tarrant County		AL	405D	M5HVE	\$216,070.00	\$0.00	\$0.00	\$93,070.28	<b>\$309,140.28</b>
2018-TDPS-G-1YG-0008	Texas Department of Public Safety		AL	405D	M5HVE	\$426,206.00	\$0.00	\$0.00	\$250,000.00	<b>\$676,206.00</b>
2018-TDPS-G-1YG-0306	Texas Department of Public Safety		AL	405D	M5HVE	\$0.00	\$0.00	\$0.00	\$18,000,000.00	<b>\$18,000,000.00</b>
2018-WebbCoDA-G-1YG-0033	Webb County District Attorney's Office		AL	405D	M5HVE	\$21,000.00	\$0.00	\$0.00	\$11,304.55	<b>\$32,304.55</b>
STEP CMV	TxDOT - Traffic Safety		PT	402	PT	\$817,072.82	\$0.00	\$0.00	\$615,691.56	<b>\$1,432,764.38</b>
STEP Comprehensive	TxDOT - Traffic Safety		PT	402	PT	\$9,807,261.35	\$0.00	\$0.00	\$5,033,437.60	<b>\$14,840,698.95</b>
STEP SPEED	TxDOT - Traffic Safety		SC	402	SC	\$340,180.78	\$0.00	\$0.00	\$156,779.21	<b>\$496,959.99</b>
STEP Wave Comprehensive	TxDOT - Traffic Safety		PT	402	PT	\$312,837.85	\$0.00	\$0.00	\$103,902.63	<b>\$416,740.48</b>
STEP Wave DWI	TxDOT - Traffic Safety		AL	405D	M5HVE	\$101,698.47	\$0.00	\$0.00	\$31,571.20	<b>\$133,269.67</b>
TRF-TS TBD	TxDOT - Traffic Safety		AL	405D	M5HVE	\$750,000.00	\$0.00	\$0.00	\$0.00	<b>\$750,000.00</b>
TRF-TS TBD	TxDOT - Traffic Safety		OP	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$0.00	<b>\$500,000.00</b>
<b>CMV STEP</b>										
2018-AzlePD-S-1YG-0083	City of Azle - Police Department		PT	402	PT	\$7,941.46	\$0.00	\$0.00	\$2,834.95	<b>\$10,776.41</b>
2018-BurnettC-S-1YG-0101	Burnet County Sheriff Department		PT	402	PT	\$11,995.51	\$0.00	\$0.00	\$4,759.82	<b>\$16,755.33</b>
2018-EagleLkP-S-1YG-0089	City of Eagle Lake - Police Department		PT	402	PT	\$8,156.66	\$0.00	\$0.00	\$2,445.00	<b>\$10,601.66</b>
2018-Harlinge-S-1YG-0091	City of Harlingen Police Department		PT	402	PT	\$11,266.20	\$0.00	\$0.00	\$3,639.92	<b>\$14,906.12</b>
2018-HarrisCo-S-1YG-0061	Harris County Sheriff's Office		PT	402	PT	\$132,761.21	\$0.00	\$0.00	\$33,234.78	<b>\$165,995.99</b>
2018-HoustonP-S-1YG-0043	City of Houston Police Department		PT	402	PT	\$399,999.71	\$0.00	\$0.00	\$493,608.31	<b>\$893,608.02</b>
2018-KarnesCo-S-1YG-0099	Karnes County Sheriff Department		PT	402	PT	\$33,047.19	\$0.00	\$0.00	\$10,724.94	<b>\$43,772.13</b>
2018-LaredoPD-S-1YG-0056	City of Laredo Police Department		PT	402	PT	\$87,989.00	\$0.00	\$0.00	\$29,443.48	<b>\$117,432.48</b>
2018-McAllenP-S-1YG-0075	City of McAllen Police Department		PT	402	PT	\$88,000.00	\$0.00	\$0.00	\$22,000.00	<b>\$110,000.00</b>
2018-MtPleasa-S-1YG-0047	City of Mount Pleasant - Police Department		PT	402	PT	\$11,971.03	\$0.00	\$0.00	\$4,958.18	<b>\$16,929.21</b>
2018-PharrPD-S-1YG-0098	City of Pharr Police Department		PT	402	PT	\$11,986.34	\$0.00	\$0.00	\$4,536.92	<b>\$16,523.26</b>
2018-Sugarlan-S-1YG-0079	City of Sugar Land Police Department		PT	402	PT	\$11,958.50	\$0.00	\$0.00	\$3,505.26	<b>\$15,463.76</b>

**Highway Safety Plan - Project Cross Reference**

**Enforcement Projects**

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
		<b>Subtotals</b>	# of Projects: 12			\$817,072.82	\$0.00	\$0.00	\$615,691.56	<b>\$1,432,764.38</b>
<b>Comprehensive STEP</b>										
2018-Amarillo-S-1YG-0031	City of Amarillo - Police Department		PT	402	PT	\$169,048.88	\$0.00	\$0.00	\$42,677.50	<b>\$211,726.38</b>
2018-Arlingto-S-1YG-0006	City of Arlington Police Department		PT	402	PT	\$222,474.54	\$0.00	\$0.00	\$55,618.64	<b>\$278,093.18</b>
2018-AustinPD-S-1YG-0048	City of Austin Police Department		PT	402	PT	\$1,000,000.00	\$0.00	\$0.00	\$308,213.72	<b>\$1,308,213.72</b>
2018-Beaumont-S-1YG-0058	City of Beaumont Police Department		PT	402	PT	\$88,005.71	\$0.00	\$0.00	\$54,510.65	<b>\$142,516.36</b>
2018-BexarCoS-S-1YG-0005	Bexar County Sheriff's Office		PT	402	PT	\$600,000.00	\$0.00	\$0.00	\$151,596.75	<b>\$751,596.75</b>
2018-Brenham-S-1YG-0041	City of Brenham Police Department		PT	402	PT	\$19,075.50	\$0.00	\$0.00	\$14,395.46	<b>\$33,470.96</b>
2018-BrownsPD-S-1YG-0064	City of Brownsville Police Department		PT	402	PT	\$68,937.57	\$0.00	\$0.00	\$26,715.10	<b>\$95,652.67</b>
2018-CorpusPD-S-1YG-0022	City of Corpus Christi - Police Department		PT	402	PT	\$155,000.09	\$0.00	\$0.00	\$47,166.67	<b>\$202,166.76</b>
2018-Dallas-S-1YG-0018	City of Dallas Police Department		PT	402	PT	\$999,948.50	\$0.00	\$0.00	\$288,299.15	<b>\$1,288,247.65</b>
2018-DeerPark-S-1YG-0016	City of Deer Park Police Department		PT	402	PT	\$50,000.00	\$0.00	\$0.00	\$48,646.20	<b>\$98,646.20</b>
2018-DentonPD-S-1YG-0060	City of Denton Police Department		PT	402	PT	\$89,984.41	\$0.00	\$0.00	\$119,293.72	<b>\$209,278.13</b>
2018-EdinbuPD-S-1YG-0042	City of Edinburg - Police Department		PT	402	PT	\$59,965.70	\$0.00	\$0.00	\$15,058.14	<b>\$75,023.84</b>
2018-EIPasoCO-S-1YG-0073	El Paso County Sheriff's Office		PT	402	PT	\$94,884.02	\$0.00	\$0.00	\$31,674.48	<b>\$126,558.50</b>
2018-EIPasoPD-S-1YG-0004	City of El Paso - Police Department		PT	402	PT	\$256,933.04	\$0.00	\$0.00	\$152,733.06	<b>\$409,666.10</b>
2018-EulesS-S-1YG-0063	City of Eules Police Department		PT	402	PT	\$69,920.00	\$0.00	\$0.00	\$53,681.28	<b>\$123,601.28</b>
2018-Fortwort-S-1YG-0032	City of Fort Worth Police Department		PT	402	PT	\$167,630.63	\$0.00	\$0.00	\$42,992.62	<b>\$210,623.25</b>
2018-FriscoPD-S-1YG-0013	City of Frisco Police Department		PT	402	PT	\$90,474.68	\$0.00	\$0.00	\$22,626.00	<b>\$113,100.68</b>
2018-Galvesto-S-1YG-0092	City of Galveston Police Department		PT	402	PT	\$44,870.40	\$0.00	\$0.00	\$12,869.71	<b>\$57,740.11</b>
2018-GarlandP-S-1YG-0020	City of Garland Police Department		PT	402	PT	\$248,816.37	\$0.00	\$0.00	\$142,413.78	<b>\$391,230.15</b>
2018-GrandPra-S-1YG-0024	City of Grand Prairie Police Department		PT	402	PT	\$149,999.99	\$0.00	\$0.00	\$179,682.44	<b>\$329,682.43</b>
2018-HaltomPD-S-1YG-0026	City of Haltom City Police Department		PT	402	PT	\$21,416.80	\$0.00	\$0.00	\$18,576.34	<b>\$39,993.14</b>
2018-Harlinge-S-1YG-0053	City of Harlingen Police Department		PT	402	PT	\$57,212.49	\$0.00	\$0.00	\$18,154.03	<b>\$75,366.52</b>
2018-Harris4-S-1YG-0084	Harris County Constable Precinct 4		PT	402	PT	\$40,790.90	\$0.00	\$0.00	\$11,056.58	<b>\$51,847.48</b>
2018-HarrisCo-S-1YG-0010	Harris County Sheriff's Office		PT	402	PT	\$331,999.91	\$0.00	\$0.00	\$331,999.92	<b>\$663,999.83</b>
2018-HarrisP1-S-1YG-0029	Harris County Constable Precinct 1		PT	402	PT	\$85,946.83	\$0.00	\$0.00	\$85,946.82	<b>\$171,893.65</b>
2018-HarrisP7-S-1YG-0057	Harris County Constable Precinct 7		PT	402	PT	\$190,286.96	\$0.00	\$0.00	\$48,525.86	<b>\$238,812.82</b>
2018-HoustonP-S-1YG-0009	City of Houston Police Department		PT	402	PT	\$999,999.49	\$0.00	\$0.00	\$883,754.91	<b>\$1,883,754.40</b>

Highway Safety Plan - Project Cross Reference

**Enforcement Projects**

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2018-Irving-S-1YG-0051	City of Irving Police Department		PT	402	PT	\$180,386.16	\$0.00	\$0.00	\$91,777.68	\$272,163.84
2018-Jacksonv-S-1YG-0082	City of Jacksonville - Police Department		PT	402	PT	\$32,539.00	\$0.00	\$0.00	\$9,120.99	\$41,659.99
2018-Jefferso-S-1YG-0054	Jefferson County Sheriff's Office		PT	402	PT	\$36,998.05	\$0.00	\$0.00	\$10,194.82	\$47,192.87
2018-KellerPD-S-1YG-0088	City of Keller Police Department		PT	402	PT	\$34,820.00	\$0.00	\$0.00	\$34,676.94	\$69,496.94
2018-KilleenP-S-1YG-0072	City of Killeen Police Department		PT	402	PT	\$124,933.01	\$0.00	\$0.00	\$73,947.44	\$198,880.45
2018-LaPorte-S-1YG-0036	City of La Porte Police Department		PT	402	PT	\$49,995.74	\$0.00	\$0.00	\$51,080.08	\$101,075.82
2018-LaredoPD-S-1YG-0040	City of Laredo Police Department		PT	402	PT	\$100,000.00	\$0.00	\$0.00	\$45,875.84	\$145,875.84
2018-LongviPD-S-1YG-0008	City of Longview Police Department		PT	402	PT	\$74,201.91	\$0.00	\$0.00	\$20,651.47	\$94,853.38
2018-McAllenP-S-1YG-0019	City of McAllen Police Department		PT	402	PT	\$120,000.00	\$0.00	\$0.00	\$30,000.00	\$150,000.00
2018-McKinney-S-1YG-0027	City of McKinney Police Department		PT	402	PT	\$91,223.38	\$0.00	\$0.00	\$24,908.19	\$116,131.57
2018-Midland-S-1YG-0007	City of Midland Police Department		PT	402	PT	\$18,800.00	\$0.00	\$0.00	\$4,700.00	\$23,500.00
2018-Mission-S-1YG-0028	City of Mission Police Department		PT	402	PT	\$62,992.32	\$0.00	\$0.00	\$16,575.43	\$79,567.75
2018-Missouri-S-1YG-0011	City of Missouri - City Police Department		PT	402	PT	\$45,114.00	\$0.00	\$0.00	\$15,131.13	\$60,245.13
2018-MtPleasa-S-1YG-0039	City of Mount Pleasant - Police Department		PT	402	PT	\$39,951.18	\$0.00	\$0.00	\$16,877.80	\$56,828.98
2018-NewBrau-S-1YG-0102	City of New Braunfels Police Department		PT	402	PT	\$74,973.10	\$0.00	\$0.00	\$35,991.00	\$110,964.10
2018-NRichtlan-S-1YG-0049	City of North Richland Hills Police Department		PT	402	PT	\$45,400.00	\$0.00	\$0.00	\$11,722.76	\$57,122.76
2018-Odessa-S-1YG-0023	City of Odessa Police Department		PT	402	PT	\$49,126.42	\$0.00	\$0.00	\$13,122.01	\$62,248.43
2018-PasadePD-S-1YG-0071	City of Pasadena Police Department		PT	402	PT	\$99,887.55	\$0.00	\$0.00	\$99,887.55	\$199,775.10
2018-PlanoPD-S-1YG-0015	City of Plano Police Department		PT	402	PT	\$149,953.35	\$0.00	\$0.00	\$102,278.99	\$252,232.34
2018-PolkCo-S-1YG-0034	Polk County Sheriff's Office		PT	402	PT	\$40,053.50	\$0.00	\$0.00	\$10,040.98	\$50,094.48
2018-SanAntPD-SYG-0002	City of San Antonio Police Department		PT	402	PT	\$1,000,000.00	\$0.00	\$0.00	\$347,600.04	\$1,347,600.04
2018-Southlak-S-1YG-0003	City of Southlake Police Department		PT	402	PT	\$45,000.00	\$0.00	\$0.00	\$27,259.23	\$72,259.23
2018-Sugarlan-S-1YG-0069	City of Sugar Land Police Department		PT	402	PT	\$59,996.33	\$0.00	\$0.00	\$20,114.32	\$80,110.65
2018-TDPS-S-1YG-0086	Texas Department of Public Safety		PT	402	PT	\$518,445.28	\$0.00	\$0.00	\$592,846.23	\$1,111,291.51
2018-Tomgreen-S-1YG-0035	Tom Green County		PT	402	PT	\$49,622.48	\$0.00	\$0.00	\$24,872.49	\$74,494.97
2018-Tyler PD-S-1YG-0021	City of Tyler Police Department		PT	402	PT	\$78,810.00	\$0.00	\$0.00	\$22,093.60	\$100,903.60
2018-WacoPD-S-1YG-0038	City of Waco Police Department		PT	402	PT	\$123,442.09	\$0.00	\$0.00	\$49,456.46	\$172,898.55
2018-WichitaP-S-1YG-0055	City of Wichita Falls Police Department		PT	402	PT	\$86,973.09	\$0.00	\$0.00	\$21,754.61	\$108,727.70
<b>Subtotals</b>			# of Projects:	55		\$9,807,261.35	\$0.00	\$0.00	\$5,033,437.60	\$14,840,698.95

**Highway Safety Plan - Project Cross Reference**

**Enforcement Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
<b>Speed STEP</b>										
2018-AllenPD-S-1YG-0087	City of Allen Police Department		SC	402	SC	\$52,957.00	\$0.00	\$0.00	\$28,067.21	<b>\$81,024.21</b>
2018-LewisvPD-S-1YG-0046	City of Lewisville Police Department		SC	402	SC	\$89,000.00	\$0.00	\$0.00	\$22,943.62	<b>\$111,943.62</b>
2018-Lubbock -S-1YG-0017	City of Lubbock Police Department		SC	402	SC	\$54,994.88	\$0.00	\$0.00	\$54,994.88	<b>\$109,989.76</b>
2018-Mesquite-S-1YG-0059	City of Mesquite Police Department		SC	402	SC	\$38,144.78	\$0.00	\$0.00	\$12,714.93	<b>\$50,859.71</b>
2018-MontgoSO-S-1YG-0044	Montgomery County Sheriff's Office		SC	402	SC	\$105,084.12	\$0.00	\$0.00	\$38,058.57	<b>\$143,142.69</b>
		<b>Subtotals</b>		# of Projects: 5		\$340,180.78	\$0.00	\$0.00	\$156,779.21	<b>\$496,959.99</b>
<b>Wave Comprehensive STEP</b>										
2018-AddisonP-S-1YG-0014	Town of Addison Police Department		PT	402	PT	\$8,000.00	\$0.00	\$0.00	\$3,431.97	<b>\$11,431.97</b>
2018-AlpinePD-S-1YG-0066	City of Alpine Police Department		PT	402	PT	\$6,000.00	\$0.00	\$0.00	\$1,550.00	<b>\$7,550.00</b>
2018-AzlePD-S-1YG-0078	City of Azle - Police Department		PT	402	PT	\$4,916.37	\$0.00	\$0.00	\$2,337.31	<b>\$7,253.68</b>
2018-Benbrook-S-1YG-0030	City of Benbrook Police Department		PT	402	PT	\$14,000.00	\$0.00	\$0.00	\$9,537.41	<b>\$23,537.41</b>
2018-BurnettC-S-1YG-0077	Burnet County Sheriff Department		PT	402	PT	\$19,995.23	\$0.00	\$0.00	\$7,934.11	<b>\$27,929.34</b>
2018-EIPasolI-S-1YG-0085	City of El Paso - ISD Police Department		PT	402	PT	\$7,327.03	\$0.00	\$0.00	\$1,835.19	<b>\$9,162.22</b>
2018-Grapevin-S-1YG-0050	City of Grapevine - Police Department		PT	402	PT	\$38,955.82	\$0.00	\$0.00	\$10,523.50	<b>\$49,479.32</b>
2018-HawleyPD-S-1YG-0076	City of Hawley - Police Department		PT	402	PT	\$7,925.84	\$0.00	\$0.00	\$2,090.33	<b>\$10,016.17</b>
2018-ManorPD-S-1YG-0097	City of Manor - Police Department		PT	402	PT	\$7,928.83	\$0.00	\$0.00	\$2,003.32	<b>\$9,932.15</b>
2018-Palestin-S-1YG-0095	City of Palestine - Police department		PT	402	PT	\$7,979.00	\$0.00	\$0.00	\$3,327.24	<b>\$11,306.24</b>
2018-PortArth-S-1YG-0100	City of Port Arthur Police Department		PT	402	PT	\$41,403.00	\$0.00	\$0.00	\$19,756.92	<b>\$61,159.92</b>
2018-PropserP-S-1YG-0096	Town of Prosper - Police Department		PT	402	PT	\$7,954.59	\$0.00	\$0.00	\$2,233.65	<b>\$10,188.24</b>
2018-SanJuanP-S-1YG-0052	City of San Juan Police Department		PT	402	PT	\$9,980.00	\$0.00	\$0.00	\$2,636.08	<b>\$12,616.08</b>
2018-SmithCoS-S-1YG-0080	Smith County Sheriff's Office		PT	402	PT	\$14,987.04	\$0.00	\$0.00	\$3,852.15	<b>\$18,839.19</b>
2018-TexarkPD-S-1YG-0103	City of Texarkana Police Department		PT	402	PT	\$32,935.83	\$0.00	\$0.00	\$8,421.50	<b>\$41,357.33</b>
2018-UpshurCo-S-1YG-0065	Upshur County Sheriff's Office		PT	402	PT	\$27,199.15	\$0.00	\$0.00	\$6,968.80	<b>\$34,167.95</b>
2018-Victoria-S-1YG-0070	City of Victoria Police Department		PT	402	PT	\$32,512.50	\$0.00	\$0.00	\$9,219.62	<b>\$41,732.12</b>
2018-WardCoSO-S-1YG-0062	Ward County Sheriff Office		PT	402	PT	\$7,957.62	\$0.00	\$0.00	\$2,123.53	<b>\$10,081.15</b>
2018-Weatherf-S-1YG-0025	City of Weatherford Police Department		PT	402	PT	\$14,880.00	\$0.00	\$0.00	\$4,120.00	<b>\$19,000.00</b>
		<b>Subtotals</b>		# of Projects: 19		\$312,837.85	\$0.00	\$0.00	\$103,902.63	<b>\$416,740.48</b>
<b>Wave DWI STEP</b>										
2018-CdrPrkPD-S-1YG-0037	City of Cedar Park Police Department		AL	405D	M5HVE	\$19,840.65	\$0.00	\$0.00	\$5,130.40	<b>\$24,971.05</b>

**Highway Safety Plan - Project Cross Reference**

**Enforcement Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-HGAC-S-1YG-0094	Houston-Galveston Area Council		AL	405D M5HVE	\$72,909.63	\$0.00	\$0.00	\$23,890.80	<b>\$96,800.43</b>
2018-WichitaS-S-1YG-0045	Wichita County Sheriff's Office		AL	405D M5HVE	\$8,948.19	\$0.00	\$0.00	\$2,550.00	<b>\$11,498.19</b>
		<b>Subtotals</b>		# of Projects: 3	\$101,698.47	\$0.00	\$0.00	\$31,571.20	<b>\$133,269.67</b>

**Highway Safety Plan - Project Cross Reference**

**Evaluation Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-TDPS-G-1YG-0026	Texas Department of Public Safety		TR	405C	M3DA	\$1,029,534.66	\$0.00	\$0.00	\$257,383.67	<b>\$1,286,918.33</b>
2018-TDSHS-IS-G-1YG-0200	Texas Department of State Health Services - ISG		TR	405C	M3DA	\$1,107,183.73	\$0.00	\$0.00	\$277,254.56	<b>\$1,384,438.29</b>
2018-TFFSD-G-1YG-0131	The Foundation for Safe Driving		DE	402	DE	\$34,994.28	\$0.00	\$0.00	\$12,816.74	<b>\$47,811.02</b>
2018-TMPA-G-1YG-0285	Texas Municipal Police Association		TR	402	TR	\$642,019.80	\$0.00	\$0.00	\$160,601.53	<b>\$802,621.33</b>
2018-TTI-G-1YG-0066	Texas A&M Transportation Institute		PS	402	PS	\$89,863.79	\$0.00	\$0.00	\$22,481.75	<b>\$112,345.54</b>
2018-TTI-G-1YG-0073	Texas A&M Transportation Institute		TR	402	TR	\$37,899.77	\$0.00	\$0.00	\$9,475.40	<b>\$47,375.17</b>
2018-TTI-G-1YG-0092	Texas A&M Transportation Institute		AL	405D	M5BAC	\$108,695.46	\$0.00	\$0.00	\$27,188.73	<b>\$135,884.19</b>
2018-TTI-G-1YG-0100	Texas A&M Transportation Institute		MC	402	MC	\$88,451.76	\$0.00	\$0.00	\$22,124.05	<b>\$110,575.81</b>
2018-TTI-G-1YG-0103	Texas A&M Transportation Institute		TR	405C	M3DA	\$223,753.66	\$0.00	\$0.00	\$55,972.05	<b>\$279,725.71</b>
2018-TTI-G-1YG-0104	Texas A&M Transportation Institute		AL	402	AL	\$265,636.41	\$0.00	\$0.00	\$66,457.32	<b>\$332,093.73</b>
2018-TTI-G-1YG-0110	Texas A&M Transportation Institute		OP	402	OP	\$47,700.02	\$0.00	\$0.00	\$11,935.72	<b>\$59,635.74</b>
2018-TTI-G-1YG-0111	Texas A&M Transportation Institute		OP	405B	M1OP	\$358,660.02	\$0.00	\$0.00	\$89,706.02	<b>\$448,366.04</b>
2018-TTI-G-1YG-0112	Texas A&M Transportation Institute		OP	405B	M1OP	\$74,601.11	\$0.00	\$0.00	\$18,665.31	<b>\$93,266.42</b>
2018-TTI-G-1YG-0113	Texas A&M Transportation Institute		DE	402	DE	\$76,395.26	\$0.00	\$0.00	\$19,111.99	<b>\$95,507.25</b>
2018-TTI-G-1YG-0114	Texas A&M Transportation Institute		DE	402	DE	\$60,735.01	\$0.00	\$0.00	\$15,190.80	<b>\$75,925.81</b>
2018-TTI-G-1YG-0116	Texas A&M Transportation Institute		DE	402	DE	\$28,597.03	\$0.00	\$0.00	\$7,163.66	<b>\$35,760.69</b>
2018-TxOCA-G-1YG-0034	Texas Office of Court Administration		TR	405C	M3DA	\$2,221,508.00	\$0.00	\$0.00	\$50,735.32	<b>\$2,272,243.32</b>
Crash Records Information System	CRIS		TR	405C	M3DA	\$1,374,685.00	\$1,350,000.00	\$0.00	\$0.00	<b>\$2,724,685.00</b>



**Highway Safety Plan - Project Cross Reference**

**Program Management Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-BeeHive-G-1YG-0305	Beehive Specialty		DE	402	DE	\$150,000.00	\$0.00	\$0.00	\$0.00	<b>\$150,000.00</b>
2018-CRIS-G-1YG-0298	CRIS		TR	State	State	\$0.00	\$2,834,918.00	\$0.00	\$0.00	<b>\$2,834,918.00</b>
2018-CRIS-G-1YG-0299	CRIS		TR	405C	M3DA	\$25,315.00	\$0.00	\$0.00	\$0.00	<b>\$25,315.00</b>
2018-TxDOT-G-1YG-0292	TxDOT - Traffic Safety		PA	State	State	\$0.00	\$4,414,083.00	\$0.00	\$0.00	<b>\$4,414,083.00</b>
2018-TxDOT-G-1YG-0295	TxDOT - Traffic Safety		PA	State	State	\$0.00	\$50,000.00	\$0.00	\$0.00	<b>\$50,000.00</b>
2018-TxDOT-G-1YG-0296	TxDOT - Traffic Safety		PA	402	PA	\$75,000.00	\$0.00	\$0.00	\$0.00	<b>\$75,000.00</b>
2018-TxDOT-G-1YG-0307	TxDOT - Traffic Safety		PA	402	PA	\$450,000.00	\$0.00	\$0.00	\$0.00	<b>\$450,000.00</b>

**Highway Safety Plan - Project Cross Reference**

**Public Information Campaigns Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-AustinEM-G-1YG-0207	City of Austin - EMS		OP	405B	M1CSS	\$90,468.02	\$0.00	\$0.00	\$23,850.00	<b>\$114,318.02</b>
2018-DCMCCT-G-1YG-0220	Dell Children's Medical Center of Central Texas		OP	402	OP	\$236,795.90	\$0.00	\$0.00	\$90,635.67	<b>\$327,431.57</b>
2018-Elbowz-G-1YG-0148	Elbowz Racing		PS	402	PS	\$134,120.00	\$0.00	\$0.00	\$50,810.00	<b>\$184,930.00</b>
2018-ELPCH-G-1YG-0238	El Paso Children's Hospital		OP	402	OP	\$42,606.30	\$0.00	\$0.00	\$44,536.82	<b>\$87,143.12</b>
2018-ESCVI-G-1YG-0166	Education Service Center, Region VI		PS	402	PS	\$61,424.60	\$0.00	\$0.00	\$19,049.12	<b>\$80,473.72</b>
2018-Ghisallo-G-1YG-0248	Ghisallo Foundation		PS	402	PS	\$125,444.00	\$0.00	\$0.00	\$41,854.90	<b>\$167,298.90</b>
2018-HHS-G-1YG-0163	Hillcrest Baptist Medical Center-HHS		OP	402	OP	\$342,415.00	\$0.00	\$0.00	\$245,707.18	<b>\$588,122.18</b>
2018-Hillcres-G-1YG-0044	Hillcrest Baptist Medical Center-Hillcrest		DE	402	DE	\$262,635.05	\$0.00	\$0.00	\$125,214.42	<b>\$387,849.47</b>
2018-Hillcres-G-1YG-0246	Hillcrest Baptist Medical Center-Hillcrest		AL	402	AL	\$306,534.09	\$0.00	\$0.00	\$185,203.22	<b>\$491,737.31</b>
2018-IPCOGD-G-1YG-0192	Injury Prevention Center of Greater Dallas		OP	402	OP	\$68,722.00	\$0.00	\$0.00	\$37,312.84	<b>\$106,034.84</b>
2018-IPCOGD-G-1YG-0194	Injury Prevention Center of Greater Dallas		DE	402	DE	\$50,357.42	\$0.00	\$0.00	\$27,634.52	<b>\$77,991.94</b>
2018-IPCOGD-G-1YG-0196	Injury Prevention Center of Greater Dallas		PS	402	PS	\$39,589.04	\$0.00	\$0.00	\$21,701.44	<b>\$61,290.48</b>
2018-LubbockP-G-1YG-0241	City of Lubbock - Parks & Recreation		PS	402	PS	\$28,606.80	\$0.00	\$8,200.00	\$11,887.85	<b>\$48,694.65</b>
2018-MHH-G-1YG-0060	Memorial Hermann Hospital		DE	402	DE	\$76,383.62	\$0.00	\$0.00	\$52,732.22	<b>\$129,115.84</b>
2018-MMA-G-1YG-0283	Motivational Media Assemblies		DE	402	DE	\$50,000.00	\$0.00	\$0.00	\$21,428.00	<b>\$71,428.00</b>
2018-NSC-G-1YG-0209	National Safety Council		DE	402	DE	\$106,128.55	\$0.00	\$0.00	\$55,186.40	<b>\$161,314.95</b>
2018-SafetyCi-G-1YG-0150	Safety City Abilene		PS	402	PS	\$15,556.81	\$0.00	\$0.00	\$5,356.29	<b>\$20,913.10</b>
2018-SATCID-G-1YG-0190	City of San Antonio - Transportation and Capital Improvements Department		PT	402	PT	\$166,400.00	\$0.00	\$0.00	\$41,600.00	<b>\$208,000.00</b>
2018-TAFCC-G-1YG-0210	Texas Association, Family, Career and Community		DE	402	DE	\$16,206.00	\$0.00	\$0.00	\$6,540.61	<b>\$22,746.61</b>
2018-TCH-G-1YG-0056	Texas Children's Hospital		PS	402	PS	\$85,624.48	\$0.00	\$0.00	\$56,713.85	<b>\$142,338.33</b>
2018-TCH-G-1YG-0181	Texas Children's Hospital		OP	405B	M1PE	\$244,459.31	\$0.00	\$10,000.00	\$349,737.44	<b>\$604,196.75</b>
2018-TDSHS-G-1YG-0137	Texas Department of State Health Services		OP	402	OP	\$855,088.01	\$0.00	\$0.00	\$725,000.00	<b>\$1,580,088.01</b>
2018-Texas Ag-G-1YG-0139	Texas A&M Agrilife Extension Service		OP	402	OP	\$495,708.16	\$0.00	\$0.00	\$267,618.72	<b>\$763,326.88</b>
2018-Texas Ag-G-1YG-0140	Texas A&M Agrilife Extension Service		AL	402	AL	\$592,421.28	\$0.00	\$0.00	\$207,718.72	<b>\$800,140.00</b>
2018-Texas Ag-G-1YG-0141	Texas A&M Agrilife Extension Service		SA	402	SA	\$181,315.84	\$0.00	\$0.00	\$65,000.00	<b>\$246,315.84</b>
2018-TFFSD-G-1YG-0276	The Foundation for Safe Driving		DE	402	DE	\$15,545.80	\$0.00	\$0.00	\$5,559.93	<b>\$21,105.73</b>
2018-TMCEC-G-1YG-0162	Texas Municipal Courts Education Center		DE	402	DE	\$307,295.37	\$0.00	\$0.00	\$106,072.00	<b>\$413,367.37</b>
2018-Travis C-G-1YG-0020	Travis County Attorney's UDPP		AL	402	AL	\$180,025.49	\$0.00	\$0.00	\$233,470.08	<b>\$413,495.57</b>
2018-TST-G-1YG-0232	Texans Standing Tall		AL	402	AL	\$197,439.70	\$0.00	\$0.00	\$66,829.86	<b>\$264,269.56</b>

**Highway Safety Plan - Project Cross Reference**

**Public Information Campaigns Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-TST-G-1YG-0234	Texans Standing Tall		AL	402	AL	\$345,664.58	\$0.00	\$0.00	\$119,293.11	<b>\$464,957.69</b>
2018-TTI-G-1YG-0074	Texas A&M Transportation Institute		DE	402	DE	\$750,205.80	\$0.00	\$0.00	\$250,161.69	<b>\$1,000,367.49</b>
2018-TTI-G-1YG-0075	Texas A&M Transportation Institute		AL	402	AL	\$342,087.01	\$0.00	\$0.00	\$85,581.44	<b>\$427,668.45</b>
2018-TTI-G-1YG-0077	Texas A&M Transportation Institute		PS	402	PS	\$38,667.55	\$0.00	\$0.00	\$9,671.85	<b>\$48,339.40</b>
2018-TTI-G-1YG-0078	Texas A&M Transportation Institute		PS	402	PS	\$90,199.69	\$0.00	\$0.00	\$22,576.27	<b>\$112,775.96</b>
2018-TTI-G-1YG-0079	Texas A&M Transportation Institute		MC	402	MC	\$80,980.34	\$0.00	\$0.00	\$20,260.33	<b>\$101,240.67</b>
2018-TTI-G-1YG-0084	Texas A&M Transportation Institute		PS	402	PS	\$84,800.86	\$0.00	\$0.00	\$21,214.73	<b>\$106,015.59</b>
2018-TTI-G-1YG-0085	Texas A&M Transportation Institute		PS	402	PS	\$121,449.37	\$0.00	\$0.00	\$30,377.41	<b>\$151,826.78</b>
2018-TTI-G-1YG-0087	Texas A&M Transportation Institute		MC	405F	M9X	\$306,109.13	\$0.00	\$0.00	\$76,593.41	<b>\$382,702.54</b>
2018-TTI-G-1YG-0088	Texas A&M Transportation Institute		PS	402	PS	\$119,179.13	\$0.00	\$0.00	\$29,804.19	<b>\$148,983.32</b>
2018-TxDOT-G-1YG-0313	TxDOT - Traffic Safety		RS	State	State	\$0.00	\$2,500,000.00	\$0.00	\$2,500,000.00	<b>\$5,000,000.00</b>
2018-TxTechLB-G-1YG-0249	Texas Tech University - Lubbock		DE	402	DE	\$158,702.00	\$0.00	\$0.00	\$55,850.42	<b>\$214,552.42</b>
Project Celebration	TxDOT - Traffic Safety		AL	State	State	\$0.00	\$374,950.00	\$0.00	\$0.00	<b>\$374,950.00</b>
TRF-TS TBD	TxDOT - Traffic Safety		AL	405D	M5PEM	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	<b>\$8,000,000.00</b>
TRF-TS TBD	TxDOT - Traffic Safety		OP	405B	M1PE	\$2,000,000.00	\$0.00	\$0.00	\$2,000,000.00	<b>\$4,000,000.00</b>
TRF-TS TBD	TxDOT - Traffic Safety		DE	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	<b>\$2,400,000.00</b>
TRF-TS TBD	TxDOT - Traffic Safety		OP	405B	M1PE	\$1,100,000.00	\$0.00	\$0.00	\$1,100,000.00	<b>\$2,200,000.00</b>
TRF-TS TBD	TxDOT - Traffic Safety		MC	405F	M9X	\$500,000.00	\$0.00	\$0.00	\$500,000.00	<b>\$1,000,000.00</b>

**Highway Safety Plan - Project Cross Reference**

**Training Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-BikeAUS-G-1YG-0284	Bike Austin		PS	402	PS	\$27,995.03	\$0.00	\$0.00	\$14,802.25	<b>\$42,797.28</b>
2018-ESCVI-G-1YG-0164	Education Service Center, Region VI		AL	405D	M5OT	\$108,640.13	\$0.00	\$0.00	\$36,850.05	<b>\$145,490.18</b>
2018-ESCVI-G-1YG-0165	Education Service Center, Region VI		SB	402	SB	\$109,544.61	\$0.00	\$0.00	\$41,310.00	<b>\$150,854.61</b>
2018-ESCVI-G-1YG-0168	Education Service Center, Region VI		DE	402	DE	\$95,680.53	\$0.00	\$0.00	\$37,267.00	<b>\$132,947.53</b>
2018-IADLEST-G-1YG-0205	International Association of Directors of Law Enforcement Standards and Training		TR	405C	M3DA	\$401,633.82	\$0.00	\$0.00	\$100,841.45	<b>\$502,475.27</b>
2018-MADD-G-1YG-0010	Mothers Against Drunk Driving		AL	405D	M5OT	\$413,844.46	\$0.00	\$0.00	\$133,638.48	<b>\$547,482.94</b>
2018-MADD-G-1YG-0011	Mothers Against Drunk Driving		AL	405D	M5OT	\$183,014.99	\$0.00	\$0.00	\$60,291.41	<b>\$243,306.40</b>
2018-MADD-G-1YG-0012	Mothers Against Drunk Driving		AL	405D	M5OT	\$243,265.87	\$0.00	\$0.00	\$82,304.09	<b>\$325,569.96</b>
2018-NSC-G-1YG-0159	National Safety Council		AL	405D	M5OT	\$234,673.58	\$0.00	\$0.00	\$92,632.70	<b>\$327,306.28</b>
2018-NSC-G-1YG-0208	National Safety Council		DE	402	DE	\$437,817.16	\$0.00	\$0.00	\$128,690.08	<b>\$566,507.24</b>
2018-SHSU-G-1YG-0123	Sam Houston State University		AL	405D	M5CS	\$679,526.44	\$0.00	\$0.00	\$187,298.68	<b>\$866,825.12</b>
2018-SHSU-G-1YG-0195	Sam Houston State University		AL	405D	M5CS	\$131,496.32	\$0.00	\$0.00	\$37,020.87	<b>\$168,517.19</b>
2018-SHSU-G-1YG-0282	Sam Houston State University		AL	405D	M5CS	\$200,014.99	\$0.00	\$0.00	\$53,592.74	<b>\$253,607.73</b>
2018-TAC-G-1YG-0264	Texas Association of Counties		AL	405D	M5CS	\$176,144.42	\$0.00	\$0.00	\$45,873.53	<b>\$222,017.95</b>
2018-TCJ-G-1YG-0224	Texas Center for the Judiciary		AL	405D	M5CS	\$760,194.08	\$0.00	\$0.00	\$442,834.00	<b>\$1,203,028.08</b>
2018-TDCAA-G-1YG-0193	Texas District and County Attorneys Association		AL	405D	M5CS	\$660,138.56	\$0.00	\$0.00	\$177,617.57	<b>\$837,756.13</b>
2018-TEEXESTI-G-1YG-0243	Texas Engineering Extension Service - ESTI		EM	402	EM	\$469,207.95	\$0.00	\$0.00	\$1,014,237.13	<b>\$1,483,445.08</b>
2018-TJCTC-G-1YG-0042	Texas Justice Court Training Center		AL	402	AL	\$142,376.00	\$0.00	\$0.00	\$58,823.60	<b>\$201,199.60</b>
2018-TMCEC-G-1YG-0161	Texas Municipal Courts Education Center		AL	405D	M5CS	\$448,137.79	\$0.00	\$6,000.00	\$127,623.49	<b>\$581,761.28</b>
2018-TMPA-G-1YG-0005	Texas Municipal Police Association		AL	405D	M5CS	\$497,090.52	\$0.00	\$0.00	\$167,955.38	<b>\$665,045.90</b>
2018-TMPA-G-1YG-0006	Texas Municipal Police Association		PT	402	PT	\$990,935.06	\$0.00	\$0.00	\$248,180.00	<b>\$1,239,115.06</b>
2018-TMPA-G-1YG-0017	Texas Municipal Police Association		AL	405D	M5CS	\$647,187.95	\$0.00	\$0.00	\$226,118.12	<b>\$873,306.07</b>
2018-TMPA-G-1YG-0018	Texas Municipal Police Association		AL	405D	M5CS	\$210,562.47	\$0.00	\$0.00	\$65,920.00	<b>\$276,482.47</b>
2018-TST-G-1YG-0231	Texans Standing Tall		AL	405D	M5CS	\$183,749.53	\$0.00	\$0.00	\$62,524.15	<b>\$246,273.68</b>
2018-TST-G-1YG-0233	Texans Standing Tall		AL	405D	M5TR	\$326,275.68	\$0.00	\$0.00	\$110,430.26	<b>\$436,705.94</b>
2018-TTI-G-1YG-0093	Texas A&M Transportation Institute		AL	405D	M5II	\$249,996.84	\$0.00	\$0.00	\$62,531.74	<b>\$312,528.58</b>
2018-TTI-G-1YG-0115	Texas A&M Transportation Institute		OP	402	OP	\$121,817.90	\$0.00	\$18,000.00	\$12,468.33	<b>\$152,286.23</b>
2018-TTI-G-1YG-0117	Texas A&M Transportation Institute		PA	402	PA	\$58,727.95	\$0.00	\$60,000.00	\$30,000.00	<b>\$148,727.95</b>
2018-TxDPSTF-G-1YG-0147	Texas DPS Troopers Foundation		AL	405D	M5CS	\$144,400.00	\$0.00	\$0.00	\$36,100.00	<b>\$180,500.00</b>

**Highway Safety Plan - Project Cross Reference**

**Training Projects**

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2018-TxOpLife-G-1YG-0128	Texas Operation Lifesaver		RH	402	RH	\$79,573.22	\$0.00	\$0.00	\$43,234.50	<b>\$122,807.72</b>
2018-UTatArli-G-1YG-0250	The University of Texas at Arlington		RS	402	RS	\$459,466.84	\$0.00	\$0.00	\$119,519.25	<b>\$578,986.09</b>
TRF-TS TBD	TxDOT - Traffic Safety		DE	402	DE	\$150,000.00	\$0.00	\$0.00	\$0.00	<b>\$150,000.00</b>

**Section 6. Appendix A.  
Certifications & Assurances**

**Section 7. Appendix B.  
FAST Act Grant Application**

**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: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRs.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- 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 –

- Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by 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](http://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](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**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 in accordance with 23 CFR part 1300.11(d)(6)(ii);
  - 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  
Signature Governor's Representative for Highway Safety

6/21/17  
Date

**Mr. James M. Bass, Executive Director**

Printed name of Governor's Representative for Highway Safety

**APPENDIX B TO PART 1300 –  
APPLICATION REQUIREMENTS  
FOR SECTION 405 AND SECTION 1906 GRANTS**

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Texas

Fiscal Year: 2018

**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.**

James M. Bass  
Signature Governor's Representative for Highway Safety

6/26/17  
Date

**Mr. James M. Bass**

Printed name of Governor's Representative for Highway Safety

State

**PART 1: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)**

Check the box only if applying for an Occupant Protection 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 occupant protection program area plan for the upcoming fiscal year is provided on HSP page #:

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 on HSP page #:

A table that documents the State's active network of child restraint inspection stations is provided on HSP page #:

*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 that 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 is provided on HSP page #:

**Lower Seat belt Use States Only:**

[Check at least 3 boxes below and fill in all blanks related to those checked boxes]

**Primary Enforcement Seat Belt Use Statute**

The State 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 is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

**Occupant Protection Statute**

The State 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, is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

Coverage of all passenger motor vehicles:

Minimum fine of at least \$25:

Exemptions from restraint requirements:

**Seat Belt Enforcement**

The State seat belt enforcement plan is provided on HSP page #:

**High Risk Population Countermeasure Programs**

The State's data-driven programs to improve seat belt and child restraint use for at least 2 of the following at-risk populations (drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other at-risk populations as identified in the occupant protection program area is provide on HSP page #:

**Comprehensive Occupant Protection Program**

Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date:

Multi-year strategic plan is provided on HSP page or attachment #:

Name and title of State designated occupant protection coordinator:

List that contains the names, titles and organizations of the statewide occupant protection task force membership is provided on HSP page #:

**Occupant Protection Program Assessment**

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted within 3 years prior to the application date (enter date):



State

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT  
(23 CFR § 1300.22)**

Check the box only if applying for a State Traffic Safety System Improvement grant

**All States:** [Fill in all blanks below]

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))

Enter the TRCC meeting dates (at least 3) during the 12 months preceding the application due date:

If applicable, additional TRCC meeting dates can be found on HSP page #:

The name and title of the State Traffic Records Coordinator is:

A list of the TRCC members by name, title, home organization and the core safety database represented is provided on HSP page #:

*The State Traffic Records Strategic Plan is provided as follows:*

Description of specific, quantifiable and measurable improvements is provided on HSP page or attachment #:

List of all recommendations from most recent assessment is provided on HSP page or attachment #:

Recommendations to be addressed, including projects and performance measures is provided on HSP page or attachment #:

Recommendations not to be addressed, including reasons for not implementing is provided on 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 on HSP page or attachment #:

The State's most recent assessment of its highway safety data and traffic records system was completed on:





State

**PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)**

Check this box only if applying for an Impaired Driving Countermeasures grant

**All States:** [Check *both boxes* below]

The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

The State shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

**Mid-Range States Only:** [Check *one box* below and fill in *all* blanks related to that checked box.]

The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on:

*Specifically:*

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that 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 and continues to use this plan:

Date of previously submitted plan:

**High-Range States Only:** [Check one box below and fill in all blanks related to that checked box.]

*New Statewide Impaired Driving Plan:*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

*Updated Statewide Impaired Driving Plan:*

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:

The State updates its assessment review and spending plan provided as HSP page or attachment #:

State

**PART 6: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)**

Check this box only if applying for a Distracted Driving grant.

[Fill in **all** blanks related to the checked box.]

**Comprehensive Distracted Driving Grant:**

The State provides sample distracted driving questions from the State's driver's license examination on HSP page #:

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, with a minimum fine at least \$25 is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

**Legal citation(s):**

Prohibition on texting while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense:

Exemptions from texting ban:

## Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, with a minimum fine of at least \$25, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

### Legal citation(s):

Prohibition on youth cell phone use while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense:

Exemptions from youth cell phone use ban:

Note: The FAST Act allows a State to use up to 75 percent of Section 405(e) funds for any eligible project or activity under Section 402 if the State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

**Special Distracted Driving  
Grant for Fiscal Year 2018**

The State's basic text messaging statute applying to drivers of all ages is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

**Legal citation(s):**

Basic text messaging statute:

Primary enforcement:

Fine for a violation of the basic text messaging statute:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

**Legal citation(s):**

Prohibition on youth cell phone use while driving:

Definition of covered wireless communication devices:

The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

State

**PART 7: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)**

Check this box only if applying for a Motorcyclist Safety grant

[Check **at least 2 boxes** below and fill in all blanks related to those checked boxes]

**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 (select one):

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

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 is provided on HSP page #:

**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.

The 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 is provided on HSP page #:

The 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 is provided on HSP page #:

### **Reduction of Fatalities and Crashes Involving Motorcycles**

Data required showing the total number of motor vehicle crashes involving motorcycles is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

### **Impaired Driving Program**

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation is provide on HSP page #:

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 is provided on HSP page #:



**Reduction of Fatalities  
and Accidents  
Involving Impaired  
Motorcycles**

Data required showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

**Use of Fees Collected  
from Motorcyclists for  
Motorcycle Programs**

[Select **one circle only** below and fill in **all** blanks related to that selection **only**.]

Applying as a Law State:            Choice 1

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 (*enter FY below*) 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.

FY

**Legal citation(s):**

Applying as a Data State:            Choice 2

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, in fact, used for motorcycle training and safety programs is provided on HSP page #:

**Section 8. Appendix C.  
405 Fast Act Grant Application  
Attachments: OP**

**Attachment 1-OP: FY 2018 Click It or Ticket National Mobilization**

The following table outlines the anticipated agencies to be solicited for participation in the FY 2018 Click It or Ticket (CIOT) Mobilization.

<b>City/Rural County Jurisdiction</b>	<b>TxDOT District</b>	<b>Funding</b>
Amarillo Police Department	Amarillo	\$15,000
Arlington Police Department	Fort Worth	\$8,000
Athens Police Department	Tyler	\$7,000
Austin Police Department	Austin	\$88,000
Bridge City Police Department	Beaumont	\$9,000
Bullard Police Department	Tyler	\$3,000
Cameron County Sheriff's Office	Pharr	\$12,000
Carrollton Police Department	Dallas	\$3,000
Clyde Police Department	Abilene	\$1,500
Corpus Christi Police Department	Corpus Christi	\$28,000
Dallas Police Department	Dallas	\$75,000
De Rio Police Department	Laredo	\$7,000
Dimmitt County Sheriff's Office	Laredo	\$7,000
Driscoll Police Department	Corpus Christi	\$4,500
Duval County Sheriff's Office	Laredo	\$7,000
Eagle Pass Police Department	Laredo	\$5,000
Early Police Department	Brownwood	\$1,500
Eastland Police Department	Brownwood	\$3,000
El Campo Police Department	Yoakum	\$4,000
El Paso County Sheriff's Office	El Paso	\$8,000
Freer Police Department	Laredo	\$5,000
Garland Police Department	Dallas	\$11,500
George West Police Department	Corpus Christi	\$5,000
Gonzales Police Department	Yoakum	\$5,000
Harlingen Police Department	Pharr	\$8,000
Harris County Constable, Pct. 4	Houston	\$33,000
Harris County Sheriff's Office	Houston	\$18,000
Houston Police Department	Houston	\$75,000
Jacksonville Police Department	Tyler	\$5,000
Jim Wells Sheriff's Office	Corpus Christi	\$8,000
Kaufman County Sheriff's Office	Dallas	\$29,000
La Salle County Sheriff's Office	Laredo	\$7,000
Lampasas Police Department	Brownwood	\$3,000
Laredo Police Department	Laredo	\$8,000
Lewisville Police Department	Dallas	\$5,000
Lubbock Police Department	Lubbock	\$22,500
Lumberton Police Department	Beaumont	\$10,000
Marshall Police Department	Atlanta	\$13,000
McAllen Police Department	Pharr	\$17,000
Mesquite Police Department	Dallas	\$7,500
Mount Pleasant Police Department	Atlanta	\$5,000
Nolanville Police Department	Waco	\$1,000
Palacios Police Department	Yoakum	\$2,500
Pharr Police Department	Pharr	\$8,000
Port Arthur Police Department	Beaumont	\$12,000
Richardson Police Department	Dallas	\$5,000
San Benito Police Department	Pharr	\$3,000

<b>City/Rural County Jurisdiction</b>	<b>TxDOT District</b>	<b>Funding</b>
San Diego Police Department	Laredo	\$5,000
San Juan Police Department	Pharr	\$3,000
Silsbee Police Department	Beaumont	\$8,000
Sinton Police Department	Corpus Christi	\$6,000
Smith County Sheriff's Office	Tyler	\$6,000
Snyder Police Department	Abilene	\$1,500
Texarkana Police Department	Atlanta	\$9,000
Texas A&M University-Central Texas Police Department	Waco	\$4,000
Tyler Police Department	Tyler	\$7,000
Vidor Police Department	Beaumont	\$10,000
Webb County Constable, Precinct 1	Laredo	\$25,000
Webb County Constable, Precinct 2	Laredo	\$5,000
Wharton Police Department	Yoakum	\$5,000
Wichita County Sheriff's Office	Wichita Falls	\$8,000
Wichita Falls Police Department	Wichita Falls	\$10,000
Williamson County Sheriff's Office	Austin	\$10,000

**Total Funding: \$ \$751,000 for 63 agencies**

## Attachment 2-OP: 219 Child Safety Seats Inspection Stations in Texas

The following table documents the State's active network of child restraint inspection stations.

The table includes

- (1) Total number of inspection stations/events in Texas
- (2) Total number of inspection stations and/or events that service rural and urban areas, and at-risk populations.

Urban = 129; Rural = 90; At-Risk = 112, Unconfirmed = 107

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

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

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

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

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

## Texas Child Restraint Inspection Stations and Events – Total 219

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
1	<p>TXDOT - Abilene 4250 N Clack St Abilene, TX 79601</p> <p>By Appointment</p> <p>325-676-6811 Contact: Kristi Barron</p> <p>Serving Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden, Howard, Kent, Mitchell, Haskell, Shackelford and Stonewall Counties</p>	Abilene	Rural	Yes
2	<p>TXDOT - Abilene 4250 N Clack St Abilene, TX 79601</p> <p>By Appointment</p> <p>325-676-6808 Contact: Jill Collett</p> <p>Serving Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden, Howard, Kent, Mitchell, Haskell, Shackelford, Stonewall</p>	Abilene	Rural	Yes
3	<p>Christus Spohn Hospital Alice 2500 East Main Alice, TX 78332</p> <p>9AM till 12 Noon</p> <p>361-661-8972 Contact: RN Veronica Garcia</p>	Corpus Christi	Urban	Unconfirmed

	Appointment required			
4	<p>Texas Health Presbyterian Hospital Allen 1105 Central Expy N Allen, TX 75013 2nd Saturday each month 9.00-12.30pm</p> <p>1-877-847-9355 1-877-THR-Well</p> <p>Contact to make an appointment MOB2 Parking Lot</p>	Dallas	Urban	Unconfirmed
5	<p>Alpine DSHS 205 N Cockrell St Alpine, TX 79830</p> <p>BY APPOINTMENT ONLY, please call to schedule appointment.</p> <p>(432)837-3877</p>	El Paso	Urban	Unconfirmed
6	<p>Northwest Texas Healthcare System 1501 S. Coulter Amarillo, TX 79106 Potter, Carson, Randal</p> <p>Monday-Friday, By Appointment</p> <p>806-351-4227 Contact: Julie Poindexter</p> <p>Spanish Speaking</p>	Amarillo	Rural	Unconfirmed
7	<p>TxDOT 5715 Canyon Dr Amarillo, TX 79110</p> <p>Wednesdays 9:00 AM to 12:00 PM &amp; 1:00 PM to 5:00 PM, by appointment</p>	Amarillo	Rural	Yes

	<p>only. English only; however can work with translators.</p> <p>806-356-3338</p> <p>Counties served Armstrong, Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Potter, Randall, Roberts, Sherman</p>			
8	<p>TxDOT FM 563, .1 mi N. of SH 61 Anahuac, TX 77514</p> <p>Tues-Fri., by apt only 409-267-3611</p> <p>Counties served Chambers</p>	Beaumont	Rural	Yes
9	<p>TXDOT - Beaumont District FM 563,.1 mi N. of SH 61 Anahuac, TX 77514</p> <p>Mon-Fri, by appointment only</p> <p>4092673611 Contact: Gidgit. Morgan</p> <p>Counties served Jefferson, Hardin and Orange.</p>	Beaumont	Rural	Yes
10	<p>Texas AgriLife Extension Service-Brazoria County 21017 County Road 171 Angleton, TX 77515 "Serving Brazoria County"</p> <p>Please call to schedule an appointment! Located in Precinct 2 Building</p> <p>979-864-1558 ext 115 Contact: Courtney Latour</p>	Houston	Urban	Yes



	By appointment only!			
11	<p>Texas Health Arlington Memorial Hospital 800 W Randol Mill Rd Arlington, TX 76012</p> <p>Contact to make an appointment</p> <p>1-877-847-9355 1-877-THR-Well</p> <p>NW employee parking lot</p>	Fort Worth	Urban	Unconfirmed
12	<p>Austin Safekids led by Dell Children's Medical Center 4900 Mueller Austin, TX 78723 Travis, Williamson, Hays</p> <p>Hours: please call to schedule an appointment. Bilingual CPS Technicians Available</p> <p>512-324-TOTS (8687)</p>	Austin	Urban	Unconfirmed
13	<p>TXDOT - Austin 8902 FM-969 Austin, TX 78724</p> <p>TBD Call to schedule an appointment</p> <p>512-929-7221 Contact: Ken Barrett</p> <p>Travis County</p>	Austin	Urban	Yes
14	<p>Austin/Travis County Health &amp; Human Services 7000 Blessing Austin, TX 78752</p>	Austin	Urban	Unconfirmed

	<p>Travis, 3rd Friday, By Appointment 512-972-5159</p> <p>Contact: Doug Ballew</p>			
15	<p>Department of State Health Services Safe Riders Varied locations in Austin Austin, TX 78756 Travis, Williamson, Hays</p> <p>Safe Riders 3rd Wednesday of each Month, By Appointment 800-252-8255 Contact: Coordinator, Safe Riders Program Frank Luera</p> <p>Spanish Speaking</p>	Austin	Urban	Yes
16	<p>Baytown P.D. 1308 Apache Trail Baytown, TX 77521 Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty</p> <p>Monday-Friday, Monday-Friday 281-420-5376 Contact: Larry Aldridge</p>	Houston	Urban	Unconfirmed
17	<p>Beaumont Public Health Dept 3040 College St Beaumont, TX 77701</p> <p>APPOINTMENT REQUIRED Monday-Friday 8 AM - 5 PM</p> <p>409-654-3625</p> <p>Please call first to schedule!</p>	Beaumont	Rural	Unconfirmed

18	<p>TXDOT - Beaumont 8350 Eastex Fwy Beaumont, TX 77708</p> <p>Mon-Fri., by appointment only</p> <p>409-898-5719</p> <p>Counties served Jefferson, Hardin, Orange</p>	Beaumont	Rural	Yes
19	<p>TXDOT - Corpus Christi District 662 US-181 N Beeville, TX 78102</p> <p>By appointment...Spanish instruction provided</p> <p>361-203-0244 Contact: Jose Hernandez</p> <p>Counties-Bee, Goliad, Live Oak, Refugio</p>	Corpus Christi	Urban	Yes
20	<p>TXDOT - Waco District 410 W Loop 121 Belton, TX 76513</p> <p>Tuesday-Thursday, by appointment</p> <p>254-939-3778 Contact: Lisa Haussner</p> <p>Serving Bell County.</p>	Waco	Rural	Yes
21	<p>TXDOT-Brownwood W Main St Brady, TX 76825</p> <p>by appointment</p> <p>325-597-5412</p>	Brownwood	Rural	Yes

	McCulloch County			
22	<p>Department of State Health Services  1004 S Bridge St  Brady, TX 76825  McCulloch, Concho, Mason, Menard</p> <p>325.597.0550  Contact: Gina Dicus</p> <p>appointment required</p>	Brownwood	Rural	
23	<p>TXDOT - Brownwood District  US377 North  Brady, TX 76825</p> <p>By appointment</p> <p>325-597-5412  Contact: Dusty Huie</p> <p>McCulloch County</p>	Brownwood	Rural	Yes
24	<p>Department of State Health Services  2345 E Price Rd  Brownsville, TX 78521</p> <p>By appointment only</p> <p>956-421-5582</p> <p>Cameron county</p>	Pharr	Urban	Unconfirmed
25	<p>TxDOT - Brownwood District  2493 US 183N  Brownwood, TX 76801  by appointment</p>	Brownwood	Rural	Yes

	<p>325-643-0406 Contact: Sarah Dunlap</p> <p>Brown County</p>			
26	<p>TxDOT - Brownwood District 2493 US 183N Brownwood, TX 76801</p> <p>by appointment 8:00AM -5:00 PM</p> <p>325-643-0403 Contact: Jeanni Luckey</p> <p>Counties Served Brown, Mills, Eastland, San Saba, Coleman, Eastland, Comanche, Stephens, McCulloch, Lampasas</p>	Brownwood	Rural	Yes
27	<p>Texas A&amp;M AgriLife Extension 2619 Highway 21 W Bryan, TX 77803</p> <p>Call to schedule an appointment</p> <p>979-823-0129</p> <p>Brazos County</p>	Bryan	Rural	Yes
28	<p>TXDOT - Bryan 2591 N Earl Rudder Fwy Bryan, TX 77803</p> <p>Odd Fridays each month 1-4 PM</p> <p>9797789777 Contact: Terri Miller</p>	Bryan	Rural	Yes

29	<p>TXDOT - Bryan 2591 N Earl Rudder Fwy Bryan, TX 77803</p> <p>Odd Fridays each month 1-4 PM</p> <p>979-778-9776 Contact: Robyn Neveu Counties-Leon, Brazos, Robertson, Grimes, Freestone, Walker, Washington, Bureson, Madison, Milam</p>	Bryan	Rural	Yes
30	<p>Texas Dept. of State Health Services/Region 1 - Community Health Services 300 Victory Drive Canyon, TX 79016</p> <p>Please call for an appointment</p> <p>806-477-1138 Contact: Jolie Person</p>	Amarillo	Rural	Unconfirmed
31	<p>TXDOT - Childress 7599 US Highway 287 Childress, TX 79201</p> <p>M-F By Appointment Only</p> <p>940-937-7179 Contact: Jolie Person</p>	Childress	Rural	Yes
32	<p>Texas Department of State Health Services 308 N Cedar St Clarksville, TX 75426</p> <p>Monday-Thursday 8:00am-5:00pm Appointment preferred; however not required</p>	Paris	Rural	Unconfirmed

	903-428-3909 Counties served: Red River, Lamar			
33	Texas A&M Police Department 1111 Research Parkway College Station , TX 77843 Brazos  By Appointment Only  979-845-5281	Bryan	Rural	Unconfirmed
34	Passenger Safety, Texas AgriLife Extension Service 578 John Kimbrough Blvd RM 131 College Station, TX 77843 Brazos  Hours: Monday-Friday, By Appointment Only Spanish Speaker Available  979- 862-4658 979-862-1782 Contact: Lilly Fuentes & Bobbi Brooks, Myrna Hill or Bev Kellner	Bryan	Rural	Yes
35	TxDOT - Brownwood District 1502 N Austin St Comanche, TX 76442  by appointment  325-356-7507 Contact: Verna Bearden  County Comanche	Brownwood	Rural	Yes
36	TXDOT -Brownwood District	Brownwood	Rural	Yes

	<p>1502 N Austin St Comanche, TX 76442</p> <p>by appointment 325-356-7507 Contact: Calvin Milburn</p> <p>Comanche County</p>			
37	<p>Tree of Life 3201 N Loop 336 W Conroe, TX 77304</p> <p>1st &amp; 3rd Thursday of every month 9am-12pm By Appointment Only *Spanish Speaking Technicians Available Upon Request</p> <p>936-539-9530 832-919-7233</p>	Houston	Urban	Unconfirmed
38	<p>TXDOT - Paris District 131 FM 64 West Cooper, TX 75432</p> <p>Monday - Friday 8:00AM to 5:00PM</p> <p>903-395-2139 Contact: Daniel Escobedo</p> <p>Serving Delta County.</p>	Paris	Rural	Yes
39	<p>Driscoll Children 3533 S Alameda St Corpus Christi, TX 78411 Nueces, Kleberg</p> <p>Monday-Friday, By Appointment</p>	Corpus Christi	Urban	Unconfirmed



	<p>(361) 694-6700 361-851-6880 Contact: RN, BS Felicia Powell</p> <p>Spanish Speaking</p>			
40	<p>Texas AgriLife Extension Service 300 W 3rd Ave Corsicana, TX 75110 Navarro</p> <p>By Appointment Only 903-654-3075 Contact: Paula Butler</p> <p>Navarro County Fitting Station</p>	Dallas	Urban	Yes
41	<p>TXDOT - Dallas District 100 SW County Road 100 Corsicana, TX 75110</p> <p>2nd Tuesday and Wednesday 9AM-11AM</p> <p>903-874-4351 Contact: Vicki Farmer</p> <p>Navarro County</p>	Dallas	Urban	Yes
42	<p>TXDOT - Odessa District US Highway 385 N Crane, TX 79731</p> <p>By appointment 10:00AM to 3:00PM daily.</p> <p>432-558-2711 Contact: Debbie Crane Serving Andres, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell,</p>	Odessa	Rural	Yes

	Upton, Ward & Winkler Counties.			
43	<p>TXDOT - Lufkin District 1123 TX-304 Loop Crockett, TX 75835</p> <p>Call for appointment.</p> <p>9365442264 Contact: Jacky Hill Serving Houston and Trinity Counties.</p>	Lufkin	Rural	Yes
44	<p>TXDOT - Lufkin District 1123 TX-304 Loop Crockett, TX 75835</p> <p>Call for appointment.</p> <p>936-544-2264 Contact: Darrell Nealy Serving Houston and Trinity Counties.</p>	Lufkin	Rural	Yes
45	<p>TXDOT - Amarillo 12190 US Highway 87 Dalhart, TX 79022</p> <p>M-Th 8AM to 5PM. by appointment only</p> <p>8062492071 Contact: Nadine Pope Serving Dallam and Hartley counties</p>	Amarillo	Rural	Yes
46	<p>Safety Seat Experts 4505 Normandy Ave Unit #2 Dallas, TX 75205</p>	Dallas	Urban	Unconfirmed

	Hours: Monday-Saturday, By Appointment only  (214)-770-7466 **** This is a fee based service ****			
47	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	Urban	Unconfirmed
48	Dallas Police Department - Traffic Section 334 S. Hall Dallas, TX 75226  by appointment only  214-670-5012 Contact: Officer Smite call for appointment	Dallas	Urban	Unconfirmed
49	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	Dallas	Urban	Unconfirmed
50	Children Trauma Services	Dallas	Urban	Unconfirmed

	<p>1935 Motor St. Dallas, TX 75235 Dallas, Collins</p> <p>Mondays, By Appointment</p> <p>214-456-2059 By Appointment Only-please call to schedule-Spanish Speaking</p>			
51	<p>Injury Prevention Center of Dallas 6300 Harry Hines Blvd. Suite 240 Dallas, TX 75235 Dallas, Collins</p> <p>Monday-Friday, Call for appointment not done at this location</p> <p>214.590.4455 Contact: David Beveridge Isabel Colunga Spanish Speaking</p>	Dallas	Urban	Unconfirmed
52	<p>City of Deer Park Traffic Facility Building B 4100 Luella Ave Deer Park, TX 77536</p> <p>Monday-Friday 9am-12pmBy Appointment Only</p> <p>281-478-7257 832-822-2277</p>	Houston	Urban	Unconfirmed
53	<p>Texas Department of State Health Services 1401 Las Vacas St Del Rio, TX 78840</p> <p>Monday-Friday 8:00am-12:00pm1:00pm-5:00pmAppointment Required</p> <p>830-768-2800</p>	Laredo	Urban	Unconfirmed

	Contact: Araceli Perez Jose Guerrero Counties served; Val Verde			
54	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	Dallas	Urban	Unconfirmed
55	TXDOT - Dallas District 2624 W Prairie St Denton, TX 76201  2nd and 3rd Tuesday 9AM-2PM  940-387-1414 Contact: Kathleen Harlan Denton County	Dallas	Urban	Yes
56	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	Dallas	Urban	Unconfirmed
57	Denton County Health Department 535 TX-288 N Loop Suite 288 Denton, TX 76205	Dallas	Urban	Unconfirmed

	<p>by Appointment</p> <p>972-434-4715 940-349-2900 Contact: Julie Wright Spanish and English</p>			
58	<p>TXDOT - Amarillo 1249 N Maddox Ave Dumas, TX 79029</p> <p>M-Th 8AM to 5 PM, by appointment only</p> <p>806-935-4501 Counties Served Moore &amp; Sherman</p>	Amarillo	Rural	Yes
59	<p>TXDOT - Brownwood District 906 E Main St Eastland, TX 76448</p> <p>by appointment 254-629-3845 Contact: Caleb Ashley Eastland County</p>	Brownwood	Rural	Yes
60	<p>TXDOT - Brownwood District 906 E Main St Eastland, TX 76448</p> <p>by appointment 254-629-3845 Contact: Randy Boles Eastland County</p>	Brownwood	Rural	Yes
61	<p>TXDOT - Brownwood District 906 E Main St Eastland, TX 76448</p>	Brownwood	Rural	Yes

	<p>By appointment</p> <p>254-629-3845</p> <p>Contact: Jason Maynard</p> <p>Eastland County</p>			
62	<p>South Texas Health System</p> <p>1400 W Trenton Rd</p> <p>Edinburg, TX 78539</p> <p>8AM-5PMBY APPOINTMEWNT</p> <p>956-632-4484</p> <p>Contact: Judy Castillo</p> <p>SPANISH SPEAKING</p>	Pharr	Urban	Unconfirmed
63	<p>Blissful Baby Consultants, LLC</p> <p>4811 S Jackson Rd</p> <p>Edinburg, TX 78539</p> <p>11 May, 2015</p> <p>Monday-Friday 0800-1530, by appointment only, English and Spanish</p> <p>866 684-4811</p> <p>Contact: Nancy Cavazos</p> <p>Serving Starr, Hidalgo, Cameron, Willacy counties</p>	Pharr	Urban	Unconfirmed
64	<p>Department State Health Services-FCHS</p> <p>401 E Franklin Ave</p> <p>El Paso, TX 79901</p> <p>Thursday Appointments Only Please Call to Schedule your appointment on Thursday</p> <p>915-834-7760</p> <p>Counties Served: El Paso Multi-lingual language available: Spanish</p>	El Paso	Urban	Unconfirmed

65	<p>El Paso Police Department-Safe Communities 911 N. Raynor El Paso, TX 79903</p> <p>Monday-Friday, By Appointment</p> <p>915-564-7352 Contact: Margaret Petrozza-Meraz</p>	El Paso	Urban	Unconfirmed
66	<p>TXDOT - El Paso District 13301 Gateway Blvd W El Paso, TX 79928</p> <p>Every 2nd &amp; 3rd Tuesday from 1-3PM. Spanish instruction available.</p> <p>916-790-4270 Contact: Margarita Montes Serving El Paso, Hudspeth, Culberson, Presido, Brewster &amp; Jeff Davis Counties.</p>	El Paso	Urban	Yes
67	<p>TXDOT - El Paso District 13301 Gateway Blvd W El Paso, TX 79928</p> <p>2nd &amp; 3rd Tuesdays from 1-3pm...By appointment (Spanish instruction provided)</p> <p>915-790-4384 Contact: Monica O'Kane Serving El Paso, Hudspeth, Culberson, Presido, Brewster and Jeff Davis Counties.</p>	El Paso	Urban	Yes
68	<p>TXDOT - El Paso District 13301 Gateway Blvd W El Paso, TX 79928</p> <p>Every 2nd &amp; 3rd Tuesday from 1-3 PM 915-790-4388</p>	El Paso	Urban	Yes



	Contact: Elva Rascon Serving El Paso, Hudspeth, Culberson, Presidio, Brewster & Jeff Davis Counties.			
69	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.	El Paso	Urban	Yes
70	TXDOT - El Paso District 13301 Gateway Blvd W El Paso, TX 79928  Every 2nd & 3rd Tuesday from 1-3 PM. Spanish instruction available.  915-790-4210 Contact: Ernie Valdez Serving El Paso, Judspeth, Culberson, Presido, Brewster & Jeff Davis Counties.	El Paso	Urban	Yes
71	Eules Police Department 1102 W Eules Blvd Eules, TX 76040 Tarrant  Monday-Friday, By Appointment  817-685-1686 817-835-4841 Contact: Cpl James Gordon zip codes are 76039 & 76040	Pharr	Urban	Unconfirmed
72	Department of State Health Services 1200 E Highway 285			Unconfirmed

	<p>Falfurrias, TX 78355</p> <p>By appointment only</p> <p>361-325-1142</p> <p>Brooks County</p>			
73	<p>TX Health Methodist Hospital Southwest 1800 West Fwy Fort Worth, TX 76102</p> <p>3rd Wednesday 9.30-1.30pm Contact to make an appointment</p> <p>1-877-847-9355 1-877-THR-Well Contact: Community Outreach Coordinator Amanda English</p>	Fort Worth	Urban	Unconfirmed
74	<p>Safe Kids Tarrant County led by Cook Children 801 7th Ave Fort Worth, TX 76104 Tarrant and surrounding Counties</p> <p>Locations and dates vary. By appointment only. Phone line messages returned within 2 business days. Spanish-speaking.</p> <p>682-885-2634 682.885.5909</p>	Fort Worth	Urban	Unconfirmed
75	<p>Texas Health Harris Methodist Hospital Southwest 6270 John Ryan Dr Fort Worth, TX 76132</p> <p>2nd Saturday 9.30-1pm</p> <p>1-877-847-9355 1-877-THR-Well Contact to make an appointment</p>	Fort Worth	Urban	Unconfirmed

76	<p>TX Health Methodist Hospital Southwest 6300 John Ryan Dr Fort Worth, TX 76132</p> <p>4th Wednesday 9.30-1.30pm Contact to make an appointment</p> <p>1-877-847-9355 1-877-THR-Well Contact: Community Outreach Coordinator Amanda English Gladney Center for Adoption</p>	Fort Worth	Urban	Unconfirmed
77	<p>Texas Health Harris Methodist Hospital Alliance 10864 Texas Health Trail Fort Worth, TX 76244 3rd Saturday 9-11.30am</p> <p>1-877-847-9355 1-877-THR-Well Contact to make an appointment</p>	Fort Worth	Urban	Unconfirmed
78	<p>Friendswood Police Department 1600 Whitaker Dr Friendswood, TX 77546</p> <p>Every Other Monday 4pm-8pm By Appointment Only</p> <p>281-996-3316</p>	Houston	Urban	Unconfirmed
79	<p>TXDOT - Abilene 400 E Wasson Ave Gail, TX 79738</p> <p>By Appointment</p> <p>8067564491 Contact: Carrie Hart</p>	Abilene	Rural	Yes

	Serving Borden County			
80	<p>TXDOT - Waco District 3502 E Main St Gatesville, TX 76528</p> <p>Tuesday-Thursday, by appointment</p> <p>254-867-7115 Contact: Donna Smith Serving Coryell County.</p>	Waco	Rural	Yes
81	<p>Texas AgriLife Extension Service Lee County Fitting Station 310 S Grimes St Giddings, TX 78942 Lee</p> <p>By Appointment Only</p> <p>979-542-2753 Contact: Tonya Poncik</p>	Austin	Urban	Yes
82	<p>TXDOT-Brownwood US 84 &amp; US184 North Goldthwaite, TX 76844</p> <p>by appointment</p> <p>325-648-3028 Mills County</p>	Brownwood	Rural	Yes
83	<p>TXDOT - Brownwood District US 84 &amp; US 184 North Goldwaite, TX 76844</p> <p>By appointment</p> <p>325-648-3028 Contact: Shelley Schuman</p>	Brownwood	Rural	Yes

	Mills county			
84	<p>TXDOT - Brownwood District  US 84 &amp; US 184 North  Goldwaite, TX 76844</p> <p>By appointment</p> <p>325-648-3028  Contact: Kevin Seider  Mils county</p>	Brownwood	Rural	Yes
85	<p>TXDOT - Dallas District  4202 Corn Valley Rd  Grand Prairie, TX 75052</p> <p>1st and 3rd Tuesday 9AM-11AM</p> <p>972-263-1387  Contact: Justin Dotson  Serving Dallas County</p>	Dallas	Urban	Yes
86	<p>TXDOT - Amarillo  114 W SH 15  Gruver, TX 79040</p> <p>M-Th 8AM to 5 PM, by appointment only</p> <p>806-733-2334  Hansford county</p>	Amarillo	Rural	Yes
87	<p>TX DEPARTMENT of State Health Services  1309 E Cemetery RD  Hallettsville, TX 77964</p> <p>APPOINTMENT REQUIRED MONDAY-FRIDAY 8:00 AM- 5:00 PM</p> <p>361-798-9626</p>	Yoakum	Rural	Unconfirmed

	COUNTIES SERVED LAVACA & GONZALES			
88	<p>TXDOT - Waco District 1301 E Main St Hamilton, TX 76531</p> <p>Tuesday-Thursday, by appointment.</p> <p>254-386-5512 Contact: Keslie Koether Serving Hamilton County.</p>	Waco	Rural	Yes
89	<p>Department of State Health Services 601 W Sesame Dr Harlingen, TX 78550</p> <p>BY APPOINTMENT ONLY</p> <p>956-421-5582</p>	Pharr	Urban	Unconfirmed
90	<p>Harlingen Police Department</p> <p>1102 S. Commerce Harlingen, TX 78550 Cameron, Hidalgo, Star, Willacy</p> <p>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!</p>	Pharr	Urban	Unconfirmed
91	<p>Valley Baptist Medical Center 2101 Pease St Harlingen, TX 78550</p>	Pharr	Urban	Unconfirmed

	8am - 5pm  956-339-6905 Contact: Yolanda Padilla No appointment necessary			
92	Department of State Health Services 412 N Smith Ave Hebronville, TX 78361  Please call to schedule an appointment  361-325-1142	Pharr	Urban	Unconfirmed
93	TXDOT - Waco District 1400 S Abbott Ave Hillsboro, TX 76645  Tuesday-Thursday, by appointment.  254-582-5411 Contact: Leona Aparicio Serving Hill County.	Waco	Rural	Yes
94	TXDOT - Houston 7600 Washington Ave Houston, TX 77007  TBD 713-802-5877 Serving Brazoria, Ft. Bend. Galveston, Harris, Montgomery and Walter Counties.	Houston	Urban	Yes
95	TXDOT - Houston 7600 Washington Ave Houston, TX 77007  TBD...Spanish instruction available.	Houston	Urban	Yes

	713-802-5177 Contact: Lillian Ramirez Brazoria, Ft. Bend, Galveston, Harris, Montgomery and Waller Counties.			
96	Avance 1917 Cochran St Houston, TX 77009  2nd Wednesday of Every Month 9am-12pm By Appointment Only Spanish Speaking Technicians Available  713-812-0033 x 237 Contact: Lilibana Garcia Alternate Contact: Mary Garcia 832-831-4889	Houston	Urban	Yes
97	Harris County Emergency Corps 2800 Aldine Bender Rd Houston, TX 77032  Monday-Friday 9am-12pm By Appointment Only* Spanish Speaking Technicians Available Upon Request  281-449-3131 Contact: Amy Spoerle	Houston	Urban	Unconfirmed
98	Harris County Sherriff's Office 5202 Aldine Mail Route Rd Houston, TX 77039  Monday-Friday 9am-4pm By Appointment Only* Spanish Speaking Technicians Available Upon Request  281-449-6600 D2 Aldine Storefront	Houston	Urban	Unconfirmed
99	Southwest Multi-Service Center 6400 High Star Dr	Houston	Urban	



	<p>Houston, TX 77074</p> <p>3rd Wednesday of Every Month 9am-12pm By Appointment Only Spanish Speaking Technicians Available</p> <p>832-822-2277 Contact: Diana Suarez</p>			
100	<p>Harris County Sheriff's Office 7043 Highway 6 S Houston, TX 77083</p> <p>Monday-Friday 9am-4pm By Appointment Only* Spanish Speaking Technicians Available Upon Request</p> <p>281-564-5988 D4 Mission Bend Storefront</p>	Houston	Urban	Unconfirmed
101	<p>Harris County Sheriff's Office 7614 Fallbrook Dr Houston, TX 77086</p> <p>Monday-Friday 9am-4pm By Appointment Only* Spanish Speaking Technicians Available Upon Request</p> <p>281-537-9492 D1 Willowood Storefront</p>	Houston	Urban	Unconfirmed
102	<p>Harris County Sheriff's Dept-Cali Storefront 17117 Cali Dr Houston, TX 77090</p> <p>Monday-Friday 9am-4pm By Appointment Only* Spanish Speaking Technicians Available Upon Request</p> <p>281-537-1606 District 1</p>	Houston	Urban	Unconfirmed

103	<p>Texas Department of Public Safety  12230 West Road  Houston, TX 77092  Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty</p> <p>Monday-Friday, By Appointment</p> <p>281-517-1338  281-517-1337  Contact: Trooper Richard Standifer / Trooper John Sampa</p>	Houston	Urban	Unconfirmed
104	<p>Region 6 Education Service Center  3332 Montgomery Rd  Huntsville, TX 77340</p> <p>BY APPOINTMENT ONLY 936-435-8343 Contact Amy Moser</p> <p>936-435-8343  Appointment is required, please schedule by calling First!</p>	Bryan	Rural	Unconfirmed
105	<p>TX Department of State Health Services - Huntsville  2507 Lake Rd  Huntsville, TX 77340  Walker and Other</p> <p>BY APPOINTMENT ONLY</p> <p>936.294.2170  Contact: Jessica Twardeski  appointment required</p>	Bryan	Rural	Unconfirmed
106	<p>First United Methodist Church of Hurst  521 W Pipeline Rd  Hurst, TX 76053  4th Tuesday 10.30-1.30pm</p>	Fort Worth	Urban	Unconfirmed

	1-877-847-9355 1-877-THR-Well Contact to make an appointment			
107	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.	Dallas	Urban	Yes
108	TX DEPT OF STATE HEALTH SERVICES 417 South Panna Maria Street Karnes, TX 78118  Monday thru Friday 8 am to 5 pm  830-780-2303 830-780-2303	Corpus Christi	Urban	Unconfirmed
109	Harris County Sheriff's Office 19818 Franz Rd Katy, TX 77449  Monday-Friday 9am-4pm By Appointment Only*Spanish Speaking Technicians Available Upon Request  281-647-9371 D4 Franz Storefront	Houston	Urban	Unconfirmed
110	Presbyterian Hospital-Kaufman 850 Ed Hall Dr Kaufman, TX 75142 4th Saturday 9-11.30am	Dallas	Urban	Unconfirmed

	1-877-847-9355 1-877-THR-Well Contact to make an appointment			
111	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.	Dallas	Urban	Yes
112	DSHS Kerrville 819 Water St E Kerrville, TX 78028  Monday thru Friday 8am - 12 pm 1 pm to 5 pm by appointment only  830-896-5515	San Antonio	Urban	Unconfirmed
113	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 Service Tech Norma Cardona-Price call to schedule an appointment	San Antonio	Urban	Unconfirmed
114	Kerr County Sheriff 400 Clearwater Paseo Kerrville, TX 78028  Please call to schedule an appointment.	San Antonio	Urban	Unconfirmed

	830-896-1216 ext.212 Contact: Michael Earney			
115	Kerrville PD 429 Sidney Baker St Kerrville, TX 78028 Kerr  8:00am - 5:00pm Please call first  830-257-8181 Contact: Sergeant Scott Gaige	San Antonio	Urban	Unconfirmed
116	Department of State Health Services 1413 E Corral Ave Kingsville, TX 78363  By appointment only  361-325-1142 Kleberg County	Corpus Christi	Urban	Unconfirmed
117	Texas AgriLife Extension Service Fayette County Fitting Station 254 North Jefferson Street La Grange , TX 78945-2213 Fayette By Appointment Only  (979) 968-5831	Yoakum	Rural	Yes
118	La Porte EMS 10428 Spencer Hwy La Porte, TX 77571  By appointment Only Bi-weekly Hours 1630-2000  281-471-9244	Houston	Urban	Unconfirmed

119	<p>Lake Jackson EMS 10 Oak Dr Lake Jackson, TX 77566</p> <p>2nd Friday of Every Month 11am-3pmBy Appointment Only</p> <p>979-415-2715 Contact: Jenni Jones</p>	Houston	Urban	Unconfirmed
120	<p>TXDOT - Brownwood District 1133 US 283 North Lampasas, TX 76550</p> <p>by appointment</p> <p>512-556-5435 Contact: Celeste Johnson Lampasas County</p>	Brownwood	Rural	Yes
121	<p>Texas Department of Transportation- Laredo District 1817 Bob Bullock Loop Laredo, TX 78043</p> <p>Every 1st and 3rd Wednesday of the Month and by appointment 8:30am to 12:00 pm</p> <p>956-7812-7408 Contact: Blanca N. Trevino-Castro Blanca.Trevinocastro@txdot.gov English and Spanish Serves Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb, &amp; Zavala Counties</p>	Laredo	Urban	Yes
122	<p>TXDOT - Laredo 1817 Bob Bullock Loop Laredo, TX 78043</p> <p>Call for appointment. Spanish instruction available.</p>	Laredo	Urban	Yes

	<p>956-717-7700  Contact: Mirelda Cavazos  Serving Webb, Duval Zavala, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.</p>			
123	<p>TXDOT - Laredo  1817 Bob Bullock Loop  Laredo, TX 78043</p> <p>Call for appointment. Spanish instruction available.</p> <p>956-712-7428  Contact: John Charles  Serving Webb, Duval, Zaval, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.</p>	Laredo	Urban	Yes
124	<p>TXDOT - Laredo  1817 Bob Bullock Loop  Laredo, TX 78043</p> <p>Call for appointment. Spanish instruction available.</p> <p>956-712-7453  Contact: Maria Rodgers  Serving Webb, Duval Zavala, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.</p>	Laredo	Urban	Yes
125	<p>TXDOT - Laredo  1817 Bob Bullock Loop  Laredo, TX 78043</p> <p>Call for appointment. Spanish instruction available.</p> <p>956-764-1212  Contact: Veronica Solis  Serving Webb, Duval, Zavala, Dimmit, Kinney, LaSalle,Val Verde and Maverick</p>	Laredo	Urban	Yes

	Counties.			
126	<p>TXDOT - Laredo 1817 Bob Bullock Loop Laredo, TX 78043 Web</p> <p>Call for appointment. Spanish instruction available.</p> <p>956-712-7428 Contact: Blanca Treviño-Castro Serving Webb, Duval, Zaval,Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.</p>	Laredo	Urban	Yes
127	<p>Doctor Hospital of Laredo 10700 McPherson Rd Laredo, TX 78045</p> <p>MON-FRIDAY 9AM TO 5 PM 956-523-2193 NO APPOINTMENT NEEDED:WEBB, ZAPATA, JIM HOGG COUNTIES</p>	Laredo	Urban	Unconfirmed
128	<p>Smith South Plains 2483 Highway 114 E Levelland, TX 79336 Hockley</p> <p>806-894-3191 Child Safety Seat Clinic. There will be Certified Inspectors on site to check the Child</p>	Lubbock	Rural	Unconfirmed
129	<p>Lewisville Police Department 1187 W Main St Lewisville, TX 75067</p> <p>Please call 972-219-3668 to make an appointment. By appointment only. Appts held on the last Tuesday of each month.</p>	Dallas	Urban	Unconfirmed



	972-219-3668			
130	<p>TXDOT - Beaumont District 209 Layl Dr Liberty, TX 77575</p> <p>Every Friday 12-5 PM by appointment only</p> <p>9363365669 Contact: Linda Frank Liberty County</p>	Beaumont	Rural	Yes
131	<p>Lubbock Fire Department 515 East Ursuline Street Lubbock, TX 79403 Lubbock, Hockley, Hale, Lynn, Crosby</p> <p>Please Call to schedule an appointment</p> <p>806-775-3070 806-771-5292 Contact: Doyce Ewing or Monica Pilip</p>	Lubbock	Rural	Unconfirmed
132	<p>TXDOT - Lubbock 135 E Slaton Rd Lubbock, TX 79404 Lubbock, Hale, Hockley, Crosby, Lynn</p> <p>Monday-Friday, 8:00:00 AM to 4:00 PM. Spanish instruction available.</p> <p>806-748-4478 Contact: David Barrera Serving Parmer, Terry, Castro, Floyd, Dawson, Hockley, Lamb, Lubbock and Cochran Counties.</p>	Lubbock	Rural	Yes
133	<p>TXDOT - Lubbock 135 E Slaton Rd Lubbock, TX 79404</p>	Lubbock	Rural	Yes

	<p>Bailey,Castro,Cochran,Crosby,Dawson,Floyd,Gaines,Garza,Hale,Hockley,Lamb, Lubbock, Lynn, Parmer, Swisher, Terry, Yoakum</p> <p>By appointment Monday-Friday 8AM-5PM</p> <p>806-748-4478 Contact: Karen Peoples Serving Palmer, Terry, Castro, Floyd, Dawson, Hockley, Lamb, Lubbock and Cochran Counties.</p>			
134	<p>Texas Dept of State Health Services 6302 Lola Ave Lubbock, TX 79424</p> <p>Appointment requiredHours of OperationMonday thru Friday 8AM to 5 PM; or as needed by appointment</p> <p>806-783-6481 Service surrounding counties; Floyd, Childress, Hall, Castro, Crosby, Lubbock, Hockley, Baily</p>	Lubbock	Rural	Unconfirmed
135	<p>Injury Prevention Coalition of the South Plains Inc. P.O. Box 53074 Lubbock, TX 79453 Lubbock, Hale, Hockley, Crosby,Lynn</p> <p>"By Appointment Only"</p> <p>806-745-5428 Contact: Karen Slay</p>	Lubbock	Rural	Unconfirmed
136	<p>TXDOT - Lufkin District 1805 N Timberland Dr Lufkin, TX 75901</p> <p>Call for appointment.</p>	Lufkin	Rural	Yes

	<p>936-633-4315  Contact: Allison Rounsavall  Serving Angelina, Houston, nacogdoches, Polk, Sabine, San Augustine, San Jacinto, Shelby and Trinity Counties.</p>			
137	<p>TXDOT - Lufkin District  1805 N Timberland Dr  Lufkin, TX 75901</p> <p>Call for appointment</p> <p>936-634-4433  Contact: Krista Cloonan  Serving Angelina and Nacogdoches Counties.</p>	Lufkin	Rural	Yes
138	<p>Lufkin Police Department  300 E. Sheperd Ave.  Lufkin, TX 75902  Angelina, Polk, Nacogdoches</p> <p>Sunday-Saturday, By Appointment</p> <p>936-633-0356  Contact: Toby Stanaland</p>	Lufkin	Rural	Unconfirmed
139	<p>Department State Health Services-FCHS  101 N Mesa St  Marfa, TX 79843</p> <p>Appointment Only Please Call to Schedule an appointment</p> <p>432-729-4275  Counties Served: Jeff Davis Multi-lingual language available: Spanish</p>	El Paso	Urban	Unconfirmed
140	<p>Marfa DSHS  101 N Mesa St  Marfa, TX 79843</p>	El Paso	Urban	Unconfirmed

	<p>BY APPOINTMENT ONLY, please call to schedule appointment.  (432) 729-5042  (432) 729-5045  A date &amp; time to have your child's car seat checked for proper installation will be provided.</p>			
141	<p>City of McAllen-Traffic Operations  210 N 20th St  McAllen, TX 78501</p> <p>M-F 7am-4pm Appointment Required</p> <p>956-681-2700  Contact: Sara Gonzalez  Hidalgo County</p>	Pharr	Urban	Unconfirmed
142	<p>Texas Department of Public Safety  1414 N. Bicentennial  McAllen, TX 78501  Hidalgo, Willacy, Cameron</p> <p>Monday thru Friday Bilingual services in Spanish Available!</p> <p>956-984-5647  Contact: Trooper Juan Hernandez  Walk ins welcome, please call or email Trooper Hernandez at  JuanG.Hernandez@txdps.state.tx.us!</p>	Pharr	Urban	Unconfirmed
143	<p>TXDOT - Dallas District  2205 S State Highway 5  McKinney, TX 75069</p> <p>1st and 3rd Wednesday 9AM-11PM</p> <p>972-542-2345  Contact: Cody Phillips  Collin</p>	Dallas	Urban	Yes

144	<p>TXDOT - Dallas District 2205 S State Highway 5 McKinney, TX 75069</p> <p>1st and 3rd Wednesday 9AM-11AM</p> <p>972-542-2461 Contact: David Sisk Collin County</p>	Dallas	Urban	Yes
145	<p>TXDOT - Waco District 9167 State Highway 6 Meridian, TX 76665</p> <p>Tuesday-Thursday, by appointment</p> <p>254-435-2258 Contact: Jennifer Page Serving Bosque county</p>	Waco	Rural	Yes
146	<p>TXDOT - Dallas District 4777 US-80 E Mesquite, TX 75150</p> <p>1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided.</p> <p>214-320-4475 Contact: Tony Carrillo Serving Dallas County</p>	Dallas	Urban	Yes
147	<p>TXDOT - Dallas District 4777 US-80 E Mesquite, TX 75150</p> <p>1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided</p> <p>(214)320-6220</p>	Dallas	Urban	Yes

	Contact: Bernadine Moore Serving Dallas County			
148	TXDOT - Dallas District 4777 US-80 E Mesquite, TX 75150  1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided  214-319-6502 Contact: Robert Plaza Serving Dallas county	Dallas	Urban	Yes
149	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	Dallas	Urban	Yes
150	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	Dallas	Urban	Yes
151	TXDOT - Waco District N Highway 14 Mexia, TX 76667  Tuesday-Thursday, by appointment	Waco	Rural	Yes

	254-562-2900 Contact: Brian Dickinson Serving Limestone County.			
152	Mission Regional Medical Center 900 S Bryan Rd Mission, TX 78572 Hidalgo, Starr  by appointment, please call  956-821-4354	Pharr	Urban	Unconfirmed
153	Mission Regional Medical Center 900 S Bryan Rd Mission, TX 78572  Mon-Fri 8am-5pm By Appointment  956-821-4354 English/Spanish Speaking	Pharr	Urban	Unconfirmed
154	Texas AgriLife Extension Service Ward County Fitting Station 3600 S Stockton Ave Monahans, TX 79756 Ward  By Appointment Only Located in Unit # J  432-943-4112	Odessa	Rural	Yes
155	TXDOT - Atlanta District 2210 W Ferguson Rd Mount Pleasant, TX 75455  Every Tuesday from 1-4 PM	Atlanta	Rural	Yes

	9035728511 Contact: Kelly Medder Serving Titus and Upshur county.			
156	Texas AgriLife Extension Service Grimes County Fitting Station 208 South Judson Street Navasota, TX 77868 Grimes  By Appointment Only 936-873-3907	Bryan	Rural	Yes
157	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	Houston	Urban	Unconfirmed
158	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.	Odessa	Rural	Yes
159	TXDOT - Odessa District 3901 E Highway 80 Odessa, TX 79761  By appointment 10:00Am to 3:00PM daily. Spanish instruction available.	Odessa	Rural	Yes



	432-498-4690 Contact: Griselda Rodriguez Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward & Winkler Counties.			
160	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	Tyler	Rural	Yes
161	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	Rural	Yes
162	Paris EMS 150 SE 1st Paris, TX 75460 Lamar  8am -5pm- Call prior to coming  903.784.9229 903.517.2633 Contact: Rodney Jones	Paris	Rural	Unconfirmed
163	TXDOT - Paris District 1365 N Main St Paris, TX 75460	Paris	Rural	Yes

	Monday - Friday 8:00AM to 5:00PM  903-737-9263 Contact: David Merritt Serving Lamar County.			
164	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.	Paris	Rural	Yes
165	Monument Chevrolet 3940 Pasadena Fwy Pasadena, TX 77503  2nd Thursday of every month 1pm-4pm By Appointment Only Spanish Speaking Technicians Available  832-822-2277 Contact: Diana Suarez	Houston	Urban	Unconfirmed
166	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	Houston	Urban	Unconfirmed
167	TXDOT - Pharr District	Pharr	Urban	Yes

	<p>600 US Highway 83 Pharr, TX 78577</p> <p>Call for appointment. Spanish instruction available.</p> <p>956-702-6119 Contact: Oscar Garza Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.</p>			
168	<p>TXDOT - Pharr District 600 US Highway 83 Pharr, TX 78577</p> <p>Call for appointment. Spanish instruction available.</p> <p>956-802-4463 Contact: Ruby Martinez Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.</p>	Pharr	Urban	Yes
169	<p>TXDOT - Pharr District 521 W Ferguson Ave Pharr, TX 78577 Call for appointment</p> <p>956-702-6250 Contact: Mary Mata Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.</p>	Pharr	Urban	Yes
170	<p>TXDOT - Pharr District 600 US Highway 83 Pharr, TX 78577</p> <p>Call for appointment</p>	Pharr	Urban	Yes

	956-702-6141 Contact: Teresa Muehlberger-McMillian Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.			
171	TXDOT - Pharr 600 US-83 Branch Pharr, TX 78577  call or email for an appointment Hazel.Zepeda@txdot.gov 956-702-6129  956-702-6129 Contact: Hazel Zepeda Serving Hildago County	Pharr	Urban	Yes
172	Childrens 7601 Preston Road Plano, TX 75024 Collin  This Inspection Station is Only Open the last Friday of every Month! Hours are 9:30 AM thru 12:30 PM  214-456-2059 Contact: Susan Jackson Appointment is required, so call to schedule an appointment!	Dallas	Urban	Unconfirmed
173	Texas Health Presbyterian Hospital Plano 6200 W Parker Rd Plano, TX 75093  1st Tuesday 9.30-1pm 3rd Tuesday 9.30-1pm 4th Saturday 9.30-1pm  1-877-847-9355 1-877-THR-Well Contact to make an appointment	Dallas	Urban	Unconfirmed
174	Presbyterian Hospital of Plano	Dallas	Urban	Unconfirmed

	<p>6200 W. Parker Road Plano, TX 75093</p> <p>by appointment</p> <p>1-800-477-3729 972-981-8627</p> <p>Contact: Safe Kids Collins County Coordinator Miriam Wilhem</p>			
175	<p>Texas A&amp;M AgriLife Extension 186 County Road 101 Suite 1 Port Lavaca, TX 77979</p> <p>8 AM-5 PM Monday thru Friday</p> <p>361-552-9747 Please call to schedule an appointment!</p>	Yoakum	Rural	Yes
176	<p>Presidio DSHS: 701 Bomar One Main Center Presidio, TX 79845</p> <p>BY APPOINTMENT ONLY, please call to schedule appointment.</p> <p>(432) 229-1540 (432) 229-1545 A date &amp; time to have your child's car seat checked for proper installation will be provided.</p>	El Paso	Urban	Unconfirmed
177	<p>Department State Health Services-FCHS 701 Bomar Ave Presidio, TX 79845</p> <p>Appointment Only Please Call to Schedule an appointment</p>	El Paso	Urban	Unconfirmed

	432-229-1540 Counties Served: Presido Multi-lingual language available: Spanish			
178	Department of State Health Services 174 S 13th St Raymondville, TX 78580 Willacy County  by appointment only  956.421.5582 Contact: Patricia Huerta	Pharr	Urban	Unconfirmed
179	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	Houston	Urban	Unconfirmed
180	Department of State Health Services 608 N Garza St Rio Grande City, TX 78582 Starr County  by appointment only, please call  956-421-5582 Starr County	Pharr	Urban	Unconfirmed
181	Community Action Council of So. Texas 510 E Eisenhower Rd Rio Grande City, TX 78582  Monday-Friday	Pharr	Urban	Unconfirmed

	956-573-5375 Contact: Victoria Ruiz Claudia Gonzalez			
182	Rosenberg Municipal Court 2110 4th St Rosenberg, TX 77471  Monday-Friday 9am-12pm By Appointment Only  832-595-3450 Contact: Officer John Johnson	Houston	Urban	Unconfirmed
183	TXDOT - San Angelo District 4502 Knickerbocker Rd San Angelo, TX 76904  Varies month to month  325-947-9219 Contact: Todd Deere Serving Bexar County.	San Angelo	Rural	Yes
184	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.	San Antonio	Urban	Yes
185	Safe Kids San Antonio, STRAC, TXDOT 4615 NW Loop 410 San Antonio, TX 78229  210-615-5803 By Appointment Only Call 210-615-5803 schedule your appointment	San Antonio	Urban	Unconfirmed

186	<p>University Hospital/San Antonio Safe Kids  4502 Medical Dr  San Antonio, TX 78229  Bexar</p> <p>Monday-Friday, By Appointment</p> <p>210-358-4295  Spanish Speaking</p>	San Antonio	Urban	Unconfirmed
187	<p>TXDOT - San Antonio District  4615 NW I-410-LOOP  San Antonio, TX 78229  Varies month to month</p> <p>210-615-6471  Contact: Sandra Akins  Serving Bexar County.</p>	San Antonio	Urban	Yes
188	<p>TXDOT - San Antonio District  4615 NW I-410-LOOP  San Antonio, TX 78229</p> <p>Varies month to month</p> <p>210-615-6060  Contact: Jose Ibarra  Serving Bexar County.</p>	San Antonio	Urban	Yes
189	<p>TXDOT - San Antonio District  4615 NW I-410-LOOP  San Antonio, TX 78229</p> <p>Varies month to month</p> <p>210-615-5956  Contact: Kenneth Kuykendall</p>	San Antonio	Urban	Yes



	Serving Bexar County.			
190	<p>TXDOT - San Antonio District  NW I-410-LOOP  San Antonio, TX 78230</p> <p>Varies month to month.</p> <p>210-731-5218  Contact: MonaLisa Zertuche  Serving Bexar County.</p>	San Antonio	Urban	Yes
191	<p>TXDOT - Pharr District  1350 E US Highway 77  San Benito, TX 78586</p> <p>Call for appointment. Sppanish instruction available.</p> <p>956-399-5102  Contact: Roberto Serna  Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and  Zapata Counties.</p>	Pharr	Urban	Yes
192	<p>Hays County Sheriff Office  1307 Uhland Rd  San Marcos, TX 78666  Hays and Travis</p> <p>M-F 8am - 12pm; by appointment only</p> <p>512.393.7373  Contact: Deputy Manuel de La Rosa  Spanish Speaking</p>	Austin	Urban	Unconfirmed
193	<p>TXDOT - Brownwood District  2502 W Wallace St  San Saba, TX 76877</p>	Brownwood	Rural	Yes

	<p>by appointment</p> <p>325-372-3527</p> <p>Contact: Keith Shaffer</p> <p>San Saba County</p>			
194	<p>New Parent Support Program</p> <p>149 Hart Street</p> <p>Sheppard AFB Clinic (Bldg 1200)</p> <p>Sheppard AFB, TX 76311</p> <p>Monthly car seat inspection station at Sheppard AFB, Texas Third Thursday of the month from 0830 AM until 1200.PM</p> <p>940.676.7239</p> <p>By appointment only</p>	Wichita Falls	Rural	Unconfirmed
195	<p>TXDOT - Paris District</p> <p>US-75 S</p> <p>Sherman, TX 75090</p> <p>Monday - Friday 8:00AM to 5:00PM</p> <p>903-892-6529</p> <p>Contact: Jeff Galewater</p>	Paris	Rural	Yes
196	<p>Texas Health Presbyterian Hospital-WNJ</p> <p>500 N Highland Ave</p> <p>Sherman, TX 75092</p> <p>First Saturday of every month and Please call to schedule an appointment time</p> <p>903-647-1777</p> <p>Counties served Grayson, Fannin, Cooke, Bryan</p>	Paris	Rural	Unconfirmed
197	<p>TXDOT-Childress</p> <p>1301 W Lonestar St</p>	Childress	Rural	Yes

	Silverton, TX 79257  call for appointment 806-823-2386 County-Briscoe			
198	TXDOT - Childress 1301 W Lonestar St Silverton, TX 79257  By appointment (call)  806-823-2386 Contact: Scott Perkins Briscoe county	Childress	Rural	Yes
199	TxDOT - Abilene 111 N Avenue V Snyder, TX 79549  By appointment only  325-573-0143 Scurry County	Abilene	Rural	Yes
200	TXDOT - Abilene 111 N Avenue V Snyder, TX 79549  By Appointment  3255730143 Contact: Rosalinda Sanchez Serving Scurry County	Abilene	Rural	Yes
201	Dept of State Health Service Sonora 103 E Main Sonora, TX 76950	San Angelo	Rural	Unconfirmed

	Sutton, Kimble, Schleicher Crockett MONDAY -FRIDAY8 AM -5 PM 325-387-2234			
202	Southlake Police Department 100 E Dove Rd Southlake, TX 76092 Monday -FridayAppointment Only 817-748-8173	Fort Worth	Urban	Unconfirmed
203	Southlake Fire Department 600 State St Southlake, TX 76092 Tarrant, Denton Monday-Friday, By Appointment 817-748- 8349 Contact: Renni Burt	Fort Worth	Urban	Unconfirmed
204	Cypress Creek EMS 7111 Five Forks Dr Spring, TX 77379 Every Wednesday 9am-12pm By Appointment Only 281-378-0800 Contact: Kristen Roszko	Houston	Urban	Unconfirmed
205	TXDOT - Odessa District State Highway 137 Stanton, TX 79782 By appointment 10:00AM to 3:30PM daily. Spanish instruction available.	Odessa	Rural	Yes

	432-756-2140 Contact: Herminia Gonzalez Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward and Winkler Counties.			
206	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	Fort Worth	Urban	Unconfirmed
207	Babies R Us Sugar Land 15555 Southwest Fwy Sugar Land, TX 77478  1st Thursday of Every Month 9am-12pm By Appointment Only  281-980-9595 832-822-2277	Houston	Urban	Unconfirmed
208	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	Paris	Rural	Unconfirmed
209	ETMC EMS Headquarters 352 US-69 N Tyler, TX 75702	Tyler	Rural	Unconfirmed

	By appointment only. 903-939-5746			
210	ETMC EMS Headquarters 352 S Glenwood Blvd Tyler, TX 75702  903 939-5746 Contact: Outreach Education Specialist Vicky LaMay	Tyler	Rural	Unconfirmed
211	Department State Health Services-FCHS 704 W Broadway Van Horn, TX 79855 Appointment Only Please Call to Schedule an appointment  432-283-3090 Spanish language available: Counties Served: Culberson, Hudspeth	El Paso	Urban	Unconfirmed
212	TXDOT - Wichita Falls District 4031 Main St Vernon, TX 76384  By appointment only.  940-357-9390 Contact: David Fulford Serving Wilbargar county.	Wichita Falls	Rural	Yes
213	TXDOT - Waco District 100 S Loop Dr Waco, TX 76704  Monday-Friday by appointment.  254-867-2806 Contact: Theresa Dudik Serving McLennan County.	Waco	Rural	Yes

214	<p>TXDOT - Waco District 100 S Loop Dr Waco, TX 76704</p> <p>Monday-Friday by appointment</p> <p>254-867-2869 Contact: Debbie Tahiri Serving McLennan County.</p>	Waco	Rural	Yes
215	<p>TXDOT - Dallas District 124 FM-876 Waxahachie, TX 75167</p> <p>3rd and 4th Friday 9AM-3PM...Spanish instruction provided</p> <p>972-938-2960 Contact: Jennifer Godina Ellis County</p>	Dallas	Urban	Yes
216	<p>TXDOT 1601 Southwest Pkwy Wichita Falls, TX 76302</p> <p>By appointment only</p> <p>940-720-7708 Contact: Tish Beaver please call to schedule</p>	Wichita Falls	Rural	Yes
217	<p>United Regional 1600 11th Street Wichita Falls, TX 76301</p> <p>10 County area surrounding Wichita</p> <p>8AM-4PM</p>	Wichita Falls	Rural	Unconfirmed

	940-764-2122 Contact: RN Laura Presser			
218	TXDOT - Beaumont District 807 Pine St Woodville, TX 75979  Mon-Fri., by appointment  4092832451 Contact: Amber Couthran Counties served Tyler (Jasper & Newton if needed)	Beaumont	Rural	Yes
219	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	Yoakum	Rural	Yes
<b>TOTAL</b> 219			Urban=129/ Rural=90	At- Risk=112/Unconfirmed=107

**\*DEFINITIONS:**

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

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

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



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

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

**Attachment 3-OP: FY18 Certified Child Passenger Safety Technician Classes**

Location	Organization	Date	# CPST Certified
Angleton, TX (Brazoria Co.)	DSHS Safe Riders	Oct-17	20
Brownwood (Brown Co.)	Hillcrest KidSafe	Oct-17	10
Del Rio (Val Verde Co.)	Texas A&M AgriLife	Nov-17	18
Lubbock, TX (Lubbock Co.)	DSHS Safe Riders	Dec-17	20
Waco (McLennan Co.)	Hillcrest KidSafe	Dec-17	10
Atlanta, TX (Cass Co.)	DSHS Safe Riders	Feb-18	20
Kilgore (Gregg, Rusk Cos.)	Hillcrest KidSafe	Mar-18	10
Vernon (Wilbarger Co.)	Texas A&M AgriLife	Mar-18	18
Abilene (Taylor Co.)	Hillcrest KidSafe	Apr-18	10
College Station (Brazos Co.)	Texas A&M AgriLife	Apr-18	20
Alpine, TX (Brewster Co.)	DSHS Safe Riders	May-18	20
Lufkin (Angelina Co.)	Hillcrest KidSafe	May-18	10
<b>Total</b>			<b>186</b>

**Appendix C.  
Fast Act Grant Application  
Attachments: TR**

## Attachment 1-TR: TRCC Three Meeting Dates

1300.22 State **Traffic Safety Information System Improvement** grants requires the dates of three meetings of the TRCC during the 12 months immediately prior to the application due date (July 3, 2017). TRCC Charter, meeting minutes, and future meeting dates no longer required under 23 CFR 1300.22.

TRCC Meeting Dates:

1. January 24, 2017
2. March 21, 2017
3. May 16, 2017

## Attachment 2-TR: Traffic Records Strategic Plan

The following is the Traffic Records Strategic Plan. This Plan includes the following:

1. List of TRCC members
2. Specific, quantifiable, and measurable improvements
3. List of recommendations from most recent assessment
4. Recommendations to be addressed
5. Recommendations not to be addressed
6. Performance measures, and supporting data
7. Date of most recent assessment of its highway safety data and traffic records

# 2018 Update to the Texas Traffic Safety Information System Strategic Plan with MIRE Fundamental Data Element 9/30/2026 Implementation Plan

## Prepared for

National Highway Traffic Safety Administration

## Prepared By

Texas Department of Transportation *with the* Texas Traffic Records Coordinating  
Committee

May 2017



# 1.0 Texas Traffic Records Coordinating Committee Documentation

- **Introduction**

This Update to the 2018 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 Michael Chacon, Division Director of the Traffic Operations Division of TxDOT. The TRCC designated and appointed Mr. Chacon as the Traffic Records Coordinator.

- Michael Chacon, P.E., Director, Traffic Operations Division  
Michael.Chacon@txdot.gov  
Texas Department of Transportation  
125 East 11<sup>th</sup> 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, Traffic Operations Division  
[Kellie.Pierce@txdot.gov](mailto:Kellie.Pierce@txdot.gov)  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701  
(512) 416-3137

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

- David Freidenfeld, Roadway Records Branch Supervisor  
[David.Freidenfeld@txdot.gov](mailto:David.Freidenfeld@txdot.gov)  
Transportation Planning and Programming Division  
Texas Department of Transportation  
125 East 11<sup>th</sup> 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](mailto: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.gov](mailto:Dan.Dao@dshs.gov)  
Injury Epidemiology & Surveillance Branch  
Texas Department of State Health Services  
1100 West 49<sup>th</sup> Street  
Austin, TX 78714  
(512) 776-3575

Representing the Office of Court Administration is Thomas Sullivan. Thomas is the Project Manager responsible for managing the statewide eCitation Project.

- Thomas Sullivan, Project Manager  
[Thomas.Sullivan@txcourts.gov](mailto: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 Capt. Kevin Wilkie. He is a captain with the Texas Highway Patrol Division of the Texas DPS. Captain Wilkie provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

- Captain Kevin Wilkie, Texas Highway Patrol Division  
[Kevin.Wilkie@dps.texas.gov](mailto:Kevin.Wilkie@dps.texas.gov)  
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, Deputy Director  
[Tim.Thompson@txdmv.gov](mailto: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, Michael Chacon, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed

M. D. A. Chacon, P.E.

Michael Chacon, P.E.,  
Texas Department of Transportation  
Traffic Operations Division Director  
TRCC Coordinator and Chair

5/22/17

Date



## 2.0 Assessment and Benchmarking

### • 2.1 Status of the 2013 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 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' 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 5/10/2016.

**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	<b>Crash Information</b>			
1-A.2	Complete the data entry of backlogged reports by February 2008 as planned.	TxDOT	Near-term	Complete
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
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
1-A.9	Consider integrating CMV processing into the routine crash processing effort.	TxDOT	Near-term	Complete

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
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
1-A.6	Pursue MMUCC compliance of the crash report form and the CRIS database.	TxDOT	Mid-term	On-going. NHTSA Go-Team MMUCC Assessment complete as of April 2016, Suspected Serious Injury (A) will be updated in accordance with FHWA directive by April 2019.
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
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	Query was launched 12/2016 allowing the public to search for publicly available crash data. We provide public extract file for anyone wanting publicly available data and standard extract file for governmental agencies wanting crash data.
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
<b>1-B</b>	<b>Roadway Information</b>			
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	Ongoing: Added David Freidenfeld to the TRCC representatives
<b>1-C</b>	<b>Vehicle Information</b>			
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 CRIS is integrated with RTS.
<b>1-D</b>	<b>Driver Information</b>			
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	Complete: CRIS is integrated with TLETS.
<b>1-E</b>	<b>Citation/Adjudication Information</b>			



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. The Office of Court Administration is developing a Request for Offer, to be released Summer 2017, soliciting offers for a statewide citation database to which law enforcement agencies and courts can electronically submit citation data. The statewide database will be available to participating local law enforcement and courts, and to certain state agencies for data analytics once implemented in the Summer of 2019.
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**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 has gathered requirements from most of Texas' 25 largest cities and 10 largest counties, and is drafting a Request for Offer to be published in Summer 2017. A vendor is expected to be on-board in October 2017. OCA is working closely with DPS on the project.

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 implemented electronic records for civil cases in 2016. Electronic filing for criminal cases is mandated to begin in the largest counties starting 7/1/17 and gradually be implemented statewide, with an estimated completion date of January 2020. This will provide the start of electronic records for criminal cases. The criminal case initiation will include offense codes from DPS, to identify the offense type.
1-F	<b>Injury Surveillance System Information</b>			
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.

<p>I-F.6</p>	<p>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.</p>	<p>DSHS</p>	<p>Near-term</p>	<p>Ongoing                  DSHS registry staff holds stakeholder webinars presenting EMS and Hospital Summary Reports and made presentations at Texas Public Health Association, Texas Trauma Coordinator's Forum; and GETAC's Injury Prevention Committee, EMS Committee, and Trauma Systems Committee.</p>
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1-F.3	Promote the value of the data in the ISS components to traffic safety partners and stakeholders.	DSHS	Mid-term	<p>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.</p>
1-F.4	Assure that all managers of the Texas ISS components participate fully in the TRCC.	DSHS	Long-term	<p>Ongoing DSHS Program and Project managers and Section Director are briefed about the TRCC activities and DSHS' involvement.</p>

**Table 2.1 Status of Traffic Records Assessment Recommendations (continued)**

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
<b>2-A</b>	<b>Crash Information Quality</b>			
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. An Automated Training Program is planned for CY 2017, which will assist in ongoing and updated training for CRASH users.
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 reviews 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 Crash Data metrics are used at the Federal, State and internally to measure performance.
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	Complete
2-A.5	Develop appropriate Internet accessibility to crash and traffic records systems.	TxDOT	Long-Term	Complete
<b>2-B Roadway Information Quality</b>				
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
<b>2-C</b>	<b>Vehicle Information Quality</b>			
	None.			
<b>2-D</b>	<b>Driver Information Quality</b>			
	None.			
<b>2-E</b>	<b>Enforcement/Adjudication Information Quality</b>			



<p>2-E.1</p>	<p>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.</p>	<p>OCA</p>	<p>Long-term</p>	<p>Some Progress: The Dept. of Public Safety is building the Highway Safety Operations Center (HSOC) Citations Database which will feed data to OCA's eCitation database.</p> <p>OCA will publish a Request for Offer in Summer 2017 for the development of a statewide eCitation database. The Department of Public Safety will be able to extract citation data from the statewide database.</p> <p>Ultimately, the continued implementation of electronic citations at the local level will go a long way towards improving the quality of citation data. Expanding electronic citations will likely require a separate initiative to provide local jurisdictions with the necessary infrastructure (eWriters, eCitation software) for moving to electronic citations.</p>
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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.
<b>2-F</b>	<b>Injury Surveillance Systems Information Quality</b>			
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 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 V3.4.0) and National Trauma Data Bank (NTDB 2017) data standards. These are the national standards. DSHS continues to work with stakeholders on the inclusion of Texas specific data elements that are not already collected following national standards
2-F.4	Use the hospital discharge dataset to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry.	DSHS	Near-Term	Ongoing Programmatic procedures for data sharing within the agency have been identified. An Internal Review Board (IRB) application for hospital discharge data has been submitted.

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	<p>Ongoing Injury Epidemiology &amp; 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.</p> <p>Future venues for data presentations include Texas EMS Conference and The National Association of State EMS Officials' (NASEMSO), Council of State and Territorial Epidemiologist.</p>
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.

**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.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. 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.
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. Collaborating with Texas A&M Transportation Institute and Dell Medical School to study older drivers' crashes.

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	<p>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. An Internal Review Board (IRB) application for hospital discharge data has been submitted. Effective date: 9/1/12</p>

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
<b>3-A</b>	<b>Program Management and Evaluation</b>			
	None			
<b>3-B</b>	<b>Research and Program Development</b>			
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 will publish a Request for offer in Summer 2017 for the development of a statewide citation database, to which local law enforcement agencies and courts can transmit citation data. The statewide citation database will be available to participating local and state agencies for data analytics. The statewide database is anticipated to go live in Summer 2019.
<b>3-C</b>	<b>Policy Development</b>			
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
<b>3-D</b>	<b>Private Sector and Public Requests</b>			
3-D.1	Continue to produce and update the Motor Vehicle Crash report when more current data become available.	TxDOT	Near-term	Complete
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	Ongoing

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
<b>4-A</b>	<b>Coordination</b>			
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 no data housing repository has been identified.
4-A.5	Provide adequate administrative support to the TRCC chair.	TxDOT	Near-term	Ongoing
<b>4-B</b>	<b>Strategic Planning</b>			
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
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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.
<b>4-C</b>	<b>Training and Staff Capabilities</b>			
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. TxDOT also offers Law Enforcement Agencies the option submit electronic records using its internal Records Management Systems vendors. As of April 2017, 91.3% of crash reports are submitted electronically, with 8.7% submitted via paper records. The Crash Report Online Purchase System (CROPS) is another component of CRIS that enables the purchase of Texas crash reports using a credit card and is open and available to the public 24 hours, 7 days a week. The newest component is CRIS Query, which is an externally facing application, open to the public, that allows users to pull publically available crash data and summarize, export and map Texas crashes statewide and for specific areas. The CRIS program also provides a Help Desk to assist with all CRIS related questions. The Help Desk is available to law enforcement officers and the public 12-hour, 7-day a week, 365-days a year.

### 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 four contractors - an IT Specialist, Test Lead, Data Analyst and a Project Manager. The responsibility of the IT Specialist includes maintaining the current registry, fixing minor defects, and making minor improvements. During the two years since there has been an IT Specialist on board, the Registry has been steadily working. The Test Lead and Data Analyst ensure new functionality is tested and meets project deliverable specifications. 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 (NEMIS) V3.4.0 and National Trauma Data Bank 2017 data standards.

## Roadway System

The Transportation Planning and Programming (TPP) Division of TxDOT is the owner of the roadway inventory file. In the fall of 2015, a completely new Roadway Inventory database and maintenance application went into production. This new system, the Geospatial Roadway Inventory Database (GRID), transitioned the maintenance of the roadway inventory data from a variety of disparate systems to a single GIS-based system. Around that same time, a new Straight Line Diagram tool was developed to enhance access to the roadway inventory data.

While the GRID and SLD systems are operational, they both require additional enhancements to completely satisfy their design requirements. GRID was developed as a custom application by a local IT vendor, however, current development activities is being performed by TxDOT's in-house IT vendor. The SLD tool is a customizable off-the-shelf software package developed by an out-of-state vendor, and that vendor is working with TxDOT's in-house IT vendor to expand the SLD tool's capabilities. It is expected that GRID will be able to satisfy our roadway inventory reporting requirements by the end of 2017.

For calendar year 2015 data, the extent of the roadway network remained unchanged from 2014. For calendar year 2016 data, an additional 63 mileage was added to the system. In the beginning of 2017 TPP, in cooperation with each of the 25 districts, began to address the large backlog of Roadway Inventory edits resulting from roadway construction projects and Highway Designation changes that have accumulated since the initial deployment of the GRID system. In addition, TPP began a comprehensive review of all roadway attributes on the state highway system, which represents approximately 25 percent of the mileage, but nearly 75% of the VMT.

As required by 23 CFR Part 924.11, this 2017 update to the Traffic Safety Information System Strategic Plan includes a plan to ensure that Model Inventory of Roadway Elements (MIRE) fundamental data elements are included in the Roadway Inventory component of a state's Highway Safety Information system. This plan is included in Appendix A/Section 6/or here.

## 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**

OCA is managing the Statewide eCitation System project. The system will have a statewide database to which local courts and law enforcement agencies can submit citation data thru a standard API (Application Programming Interface). The database will be available to participating local agencies to perform data queries. DSHS, TxDPS, TxDOT and OCA will be able to extract data from the database.

OCA will publish a Request for Offer in Summer 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 will be piloted at several sites (projected to occur in Summer/Fall 2018) before being made available statewide for the submission of citations. The system is currently scheduled 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	<p><b>1.1 Formalize and Focus TRCC Meetings</b>  <i>Purpose:</i> To develop standing agenda items to be discussed every meeting.  <i>Description:</i>            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.  <i>Measurement of Progress:</i> Regular meetings of the TRCC.</p>	<p><i>Measurement of Progress:</i> TRCC meetings were held. The dates for the TRCC meetings were:            September 20, 2016            January 24, 2017            March 21, 2017            May 16, 2017</p>
	<p><b>1.2 TRCC Working Groups</b>  <i>Purpose:</i> To develop smaller working groups for vetting specific issues.  <i>Description:</i> Form at least three separate committees which will be subgroups below the TRCC, but not part of the TRCC:            Citation and Adjudication Information Outreach;            Web-Based Data Entry; and            Data User Needs (outreach to MPOs, etc.).  <i>Measurement of Progress:</i> Number of meetings and annual reports to the TRCC by subgroups.</p>	<p><i>Measurement of Progress:</i> No recent meetings of subgroups, 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.</p>

**Table 3.1 Action Plan (continued)**

Objective	Activity/Description	Status Update
<p>1. Improve the Leadership and Coordination of the TRCC (continued)</p>	<p><b>1.3 TRCC Stakeholder Outreach</b>  <i>Purpose:</i> To collect and share information regarding core system development by participating in other committee and meetings.  <i>Description:</i> A representative of the TRCC or TxDOT will attend and report back to the TRCC on other information system projects and initiatives, such as:                      GETAC meetings; and                      OCA and JCIT meetings  <i>Measurement of Progress:</i> Number of meetings attended by TRCC representative.</p>	<p><i>Measurement of Progress:</i> Four GETAC meetings (including several different committee meetings), 4 Trauma Coordinator meetings, and one EMS Conference, were attended by TRCC representatives.</p>
	<p><b>1.4 Apply for first and successive year grants under Section 405c of MAP-21 (State Traffic Safety Information System Improvements).</b></p>	<p>The Texas TRCC has been funded again for FY 2018.</p>
	<p><b>1.5 Retain consultant support to TRCC</b>  <i>Purpose:</i> To provide consultant support to TxDOT and TRCC to further the leadership and coordination of the newly reconvened Texas TRCC; gain lessons learned from other states.  <i>Description:</i> Retain a consultant to support TxDOT and the TRCC to:                      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.  <i>Measurement of Progress:</i> Number of meetings prepared, facilitated, and documented; completed grant applications; additional as tasks are defined by TxDOT.</p>	<p>Consultant contract expired and was not renewed. TxDOT staff supports the TRCC by :                      Facilitating meetings                      Conducting annual update to the strategic plan;                      Preparing 405c grant applications and interim progress reports.    <i>Measurement of Progress:</i> three TRCC meetings were facilitated in FY 2017; an update to the Strategic Plan was prepared; and preparation of the Section 405c grant application.</p>



<p>Improve the Individual Core Data Systems</p>	<p><b>2.1 Crash Record Information System (CRIS) Enhancements</b></p> <p><i>Purpose:</i> To expand the functionality of CRIS and improve accessibility, accuracy, completeness, timeliness, and consistency of the system.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> <li>A. Web Data Entry Public Internet;</li> <li>B. Web Services for CRIS Data Requests;</li> <li>C. Regular XML;</li> <li>D. Texas On-line Component;</li> <li>E. Data Entry of the Commercial Vehicle Crash Report into CRIS;</li> <li>F. Extended Data Entry Modification; and</li> <li>G. Data Entry of Public Crash Report into CRIS.</li> <li>H. CRIS Help Desk</li> <li>I. CRIS Agency Support</li> </ul> <p><i>Measurement of Progress:</i> Individual to each</p>	<ul style="list-style-type: none"> <li>A. Completed: Web Data Entry Public Internet: The Crash Reporting and Analysis for Safer Highways (CRASH) application offers law enforcement officers the option of submitting crash data via their desktops computers, laptops or in-car computers via the internet. This application was developed with assistance from law enforcement officers. <i>Measurement of Progress:</i> Deployment of CRASH.</li> <li>2. Completed: The component was deployed in October 2011.</li> <li>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. <i>Measurement of Progress:</i> Development and testing of the Query module.</li> <li>C. Completed: Regular XML <i>Measurement of Progress:</i> Crash reports are sent and received in XLM format.</li> <li>D. Completed: Texas On Line Component <i>Measurement of Progress:</i> Crash reports are available online for purchase through CROPS.</li> <li>E. Completed: Data Entry of Commercial Vehicle Crash Report into CRIS. <i>Measurement of Progress:</i> Complete. CMV Data is currently being entered into CRIS.</li> <li>F. Completed: Extended Data Entry Modification <i>Measurement of Progress:</i> Complete. Currently all data from the Texas crash report (CR-3) is being captured in CRIS.</li> <li>G. In Progress: Data Entry of Public Crash Report into CRIS. <i>Measurement of Progress:</i> Complete. Driver Crash Report entered into an automated system such as CRIS.</li> <li>H. CRIS Help Desk <i>Measurement of Progress:</i> Completed: A call center/help desk is available to support law enforcement officers using CRASH.</li> <li>I. CRIS Agency Support <i>Measurement of Progress:</i> Ongoing, with technical support to assist law enforcement agencies get set up for CRASH.</li> </ul>
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Objective	Activity/Description	Status Update
<p>2. Improve the Individual Core Data Systems (continued)</p>	<p><b>2.2 Texas EMS &amp; Trauma Registries Linking Data for Health Information Quality Project</b></p> <p><i>Purpose:</i> 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.</p> <p>The ability to link data from multiple health information sources will improve data quality and provide the following benefits to the state.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> <li>• Linking multiple health information sources to better assess the continuum of patient care.</li> <li>• Improving data quality by collecting Injury and Trauma information based on NTDB and NEMSIS national data standards.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Using Pediatric and Adolescent injury reporting to improve the outcomes of children who experience an injury.</li> </ul>	<p>Progress made on this task includes the following:</p> <p>Project is currently under development.</p> <p>These tasks include:</p> <ul style="list-style-type: none"> <li>• Linking multiple health information sources to better assess the continuum of patient care.</li> <li>• Improving data quality by collecting Injury and Trauma information based on NTDB and NEMSIS national data standards.</li> <li>• 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.</li> </ul> <p><i>Measurement of Progress:</i> Project objectives and activities are currently under development with the first phase deliverables due by September 30<sup>th</sup>, 2017.</p>

<p>3. Broaden availability and distribution of traffic safety data to all safety practitioners.</p>	<p>3.1 <i>Continue to produce and update the Motor Vehicle Crash report when more current data become available.</i></p> <p><i>Purpose:</i> To provide most recent years of data in standard, easy-to-understand format for planning by TxDOT and other safety stakeholders.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> <li>A. Complete cleansing of CRIS data;</li> <li>B. Conduct detailed analysis of 2008 - 2013 crash data;</li> <li>C. Produce updated version of Motor Vehicle Crash Report; and</li> <li>D. Distribute report to TRCC, public health community, advocacy groups, universities, etc.</li> </ul> <p><i>Measurement of Progress:</i> Production of Report.</p>	<p>Progress made on this task includes the following:</p> <p><i>Measurement of Progress:</i> Production of Report.</p> <p>Completed:</p> <ul style="list-style-type: none"> <li>A. Complete: Data entry and reconciliation (cleansing of CRIS data) has been completed.</li> <li>B. Complete: 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.</li> <li>C. Complete: Extract crash data files are available to DSHS, universities, MPO's/COG's, advocacy groups, law enforcement, general public, etc. upon request.</li> <li>D. Complete: Annual reports are published annually and published on TxDOT's website for public to view.</li> <li>E.</li> </ul> <p><i>Measurement of Progress:</i> Deployment of CRASH.</p> <p>Completed: The CRASH application was deployed in October 2011.</p>
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Table 3.1 Action Plan (continued)

Objective	Activity/Description	Status Update
3. Broaden availability and distribution of traffic safety data to all safety practitioners.	<p>3.2 <i>Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.</i></p> <p><i>Purpose:</i> train law enforcement on new CRIS and additional functionalities as they come on-line (i.e., Web Data Entry).</p> <p><i>Description (Tasks):</i> Develop training program for law enforcement to improve data quality on crash report; execute training with state and local police departments.</p> <p><i>Measurement of Progress:</i> Number of training sessions conducted by TxDOT.</p>	<p>3.2 On Going: TxDOT has a CRASH training program. In CY17, training will be automated.</p> <p><i>Measurement of Progress:</i> On Going</p>

## 4.0 Performance Measures

- **Performance Measure #1:**
- **Timeliness of Crash Reporting**
  - A. Performance Measure Used to Track Improvements**  
Crash/Timeliness 2 - Availability of reports to the public.
  - B. Narrative Description of Calculation / Estimation Method**  
C-T-2: The percentage of crash reports entered into the database within 30 days after the crash
    - A. Date: April 1, 2013 – March 31, 2014      Baseline Value for Measure: 80.1%
    - B. Date: April 1, 2014 - March 31, 2015      Current Value for Measure: 88.4%
  - C. 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	April 1, 2015 – March 31, 2016
Number of crash reports submitted	528,147	567,210	610,029	620,399
Average number of days between date of crash and availability in warehouse	19.54	14.79	20.06	10.18
Number of crash records available for reporting within 30 days of the date of crash	463,144	525,230	557,725	591,638
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	87.69%	92.60%	91.43%	95.36%

- Performance Measure #2
- **COMPLETENESS of the EMS/Trauma Registry**

A. Performance Measure Used to Track Improvements

Completeness of the registry data – Percentage of patient care records with no missing critical data elements.

B. Narrative Description of Performance Measure Calculation

Previous Period (date):

The number of Hospital (Trauma Registry) records submitted was 135,317. The percentage of patient care reports with no missing *critical* data elements was 22.8%.

Current Period (date):

The number of Hospital (Trauma Registry) records submitted was 141,546. The percentage of patient care reports with no missing *critical* data elements was 46.1%.

Previous Period	Current Period
April 1, 2014 – March 31, 2015	April 1, 2015 – March 31, 2016
The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.	The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.
Discharge Date and Time: 22.8%	Discharge Date and Time: 46.1%
<b>Improvement</b>	
<u>Critical Date Element</u>	<u>Percent Change</u>
Discharge Date and Time:	202.19%

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 23



## 5.0 FY2018 Proposed Projects

Requesting Agency	Document Number	FY 2018 Requested	Program Description
IADLEST	2018-IADLEST-G-1YG-0205	\$401,819.45	Reduce Crashes and Crime in Texas by Expanding the DDACTS Model and Technical/Analytical Support.
TxDPS	2018-TDPS-G-1YG-0026	\$1,029,534.66	State Traffic Records Systems Citation Database
DSHS	2018-TDSHS-IS-G-1YG-0200	\$1,107,183.73	Linking Data For Health Information Quality (LDHIQ)
TMPA	2018-TMPA-G-1YG-0285	\$642,019.80	Comprehensive Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) Impaired Driving
TTI	2018-TTI-G-1YG-0073	\$37,899.77	Traffic Records Program Assessment
TTI	2018-TTI-G-1YG-0103	\$175,000.00	Core Traffic Records Database Integration Feasibility Study
TxOCA	2018-TxOCA-G-1YG-0034	\$2,221,508.00	Statewide eCitation System - Phase 2 - Requirements
TRF-TS	TBD	\$1,400,000.00	All CRASH Projects

# 6.0 MIRE Fundamental Data Element 9/30/2026 Implementation Plan

## 6.1 Executive Summary

One of the major challenges facing transportation agencies, is collecting, storing and maintaining road data in a manner that is consistent, accurate and timely. This plan has been developed, so that the Texas Department of Transportation (TxDOT) can incorporate the fundamental roadway elements outlined in the Model Inventory Roadway Elements (MIRE) guideline, into the Texas state data systems. The overall goal is to capture timely accurate and complete data that can be lined with crash data and other relevant data sources, for safety analysis. Improvements in the Texas state data systems will further our goals in reducing the number of fatalities and increase the safety for the traveling public within Texas. TxDOT currently coordinates with local entities and will continue to do, in order to successfully implement this plan. TxDOT anticipates that the roadway elements currently not collected by TxDOT will take between one to nine years to enable technology and perform the collection efforts. TxDOT anticipates that this will cost the department no more than \$4,000,000.

## 6.2 Background

The Federal Highway Administration (FHWA) recently issued guidance related to State safety data systems under the Highway Safety Improvement Program (HSIP). The purpose of the HSIP program is to achieve a significant reduction in fatalities and serious injuries on all public roads by focusing on a data-driven, strategic approach to improving highway safety [23 U.S.C. 148 (b) (2)]. To support the intended safety analyses within a state's HSIP program, each DOT's safety data system should include a subset of "Model Inventory of Roadway Elements (MIRE)". While the full set of MIRE elements is discussed within FHWA's MIRE document,<sup>1</sup> only a specific subset of "Fundamental Data Elements (FDEs)" are required to be incorporated within a state DOT's safety data system and primarily reflect roadway inventory and traffic volume related data. Moreover, these data elements have been identified and are intended to represent a minimum data set that is needed to run a Highway Safety Manual safety prediction functions. Federal guidance state that states "shall have access to the FDEs on all public roads by September 30, 2026.

## 6.3 MIRE FDEs

Per the Model Inventory of Roadway Elements, version 1.0,<sup>2</sup> MIRE FDEs are "critical to making sound decisions about the design and operation of roadways." Accurate and detailed roadway data will enable tools to enable analysis of safety data which will enable



states to make sound decisions for design and operation on Texas roadways. MIRE FEDs specific to the following three hierarchical roadway categories, with each category requiring fewer FDE than the previous one listed:

- Paved roads, functionally classified above local,
- Paved roads, functionally classified as local, and
- Unpaved roads (regardless of functional classification)

In addition, MIRE FDEs have also been defined for ramps, interchanges, and intersections. For the purposes of this plan, ramps are considered to be a type of roadway.

## 6.4 Status of Required MIRE FDEs within TxDOT

The Data Management Section within the Transportation Planning and Programming division is the Office of Primary Responsibility (OPR) for the Texas Roadway Inventory data. In August of 2015, TxDOT's Roadway Inventory data was migrated into a single, spatially-based system called the Geospatial Roadway Inventory Database (GRID). This GRID system currently contains 314,000 centerline miles of certified public roadway and approximately 3,100 miles of ramps for both state and local roadways. However, due to the fact that most limited access freeways are paralleled frontage roads, TxDOT has two special categories of ramps, "simple" ramps and "grade separated connectors". There are approximately 2,170 miles of ramps and approximately 930 miles of grade-separated connectors (GSCs).

Currently, members of TPP's Data Management staff, in cooperation with TxDOT's 25 districts, are the primary maintainers of this roadway inventory data. In the fall of 2016, the Traffic Operation division has been also added to the group of data maintainers, primarily to maintain speed limit data, not currently a required MIRE FDE. TxDOT project planners can also access the roadway data in 'read-only' mode to identify and obtain locational referencing information for programming projects. Historically, the Data Management has made this data available to both internal and external entities through a number of means, including an ArcGIS online portal and year-end downloadable data.

The roadway data is also shared with other systems used in safety analysis, such as the Crash Records Information System (CRIS). CRIS updates the roadway data on an annual basis, so that crashes can be located using TxDOT's roadway data and analyzed. Crash location data is analyzed and reviewed by TxDOT staff as well as shared with locals, such as metropolitan planning organizations and city engineering groups. TxDOT provides several methods for local governments and the public to access crash data.

There are two extract files currently offered, one is specifically for the public, and excludes all personally identifiable information. The second is a standard extract, intended for governmental entities and includes all crash data. Many local agencies use this extract file to

populate ARCGIS, to enable a visualization of problematic areas involving crashes with fatalities and serious injuries. TxDOT also allows local governmental entities direct access to CRIS Microstrategy, which is TxDOT's Business Intelligence Tool used to report crash data, so that they can customize the data retrieved from the system to perform specific analysis. Within TxDOT CRIS Microstrategy is used to identify and prioritize Highway Safety Improvement Plan (HSIP) projects. The specific HSIP codes are updated within CRIS for each program call and used as part of the project score, to assess which projects provide the highest cost benefit.

TxDOT's Roadway Inventory data is continuously updated based upon a variety of different sources of information. For on-system (i.e., those roads under the control and jurisdiction of TxDOT), Data Management staff review all roadway projects that are let to construction to determine if the activities within the project would cause an update to any of the attributes in the Roadway Inventory file. Examples of types of projects that would change the inventory include new construction, widening, and bridge replacements. For off-system roadways (example city streets and county roads), TxDOT has regularly canvassed all cities and counties throughout the state on a two-year cycle.

To ensure quality control, the new GRID system contains two important features. First, all updates are performed within the context of a "job", and each job can be assigned to one user and reviewed by another. Secondly, GRID contains over 100 data validation business rules to ensure that consistent and congruous data is entered for all roadway attributes.

The table 1 below summarizes the status of all MIRE FDEs within TxDOT's Roadway Inventory system. The checkmark ✓ representing a data element currently tracked by TxDOT and the X, represents that this element is currently missing from TxDOT's data element inventory.

In a large part, TxDOT has many of the FHWA required MIRE FDEs in its Highway Performance Monitoring System (HPMS). However, any element not already required and included in HPMS does not exist within TxDOT's Roadway Inventory system. Data Management staff is responsible for maintaining 'non-field' data, such as functional classification, which is not 'collected' per se, while 'field' data, such as Surface Type, is typically 'collected' by TxDOT's district staff. In addition to actual collection by the TxDOT districts or derived data, TxDOT is also obtaining an increased amount of this field data using aerial imagery.

**TABLE 1: TxDOT STATUS OF EACH MIRE FDE**

MIRE FDE	Roadway Segments			Ramps	
	Paved		Unpaved	Grade Connected Separators (GSC)	Ramps
	Functionally Classified Above Local	Functionally Classified as Local			
<b>Roadway Elements</b>					
Segment Identifier (12)	X	X	X		
Begin Point Segment Descriptor (10)	X	X	X		
End Point Segment Descriptor (11)	X	X	X		
Functional Classification (19)	✓	✓	✓		X
Type of Governmental Ownership (4)	✓	✓	✓	✓	X
Average Annual Daily Traffic (79)	✓*	✓*		✓	X
Number of Through Lanes (31)	✓	✓			
Rural/Urban Designation (20)	✓	✓			
Surface Type (23)	✓	X			
AADT Year (80)	✓			✓	X
Access Control (22)	✓				
Direction of Inventory (18)	✓				
Federal Aid/ Route Type (21)	✓				
Median Type (54)	✓				
One/Two-Way Operations (91)	✓				
Route Number (8)	✓				
Route/Street Name (9)	✓				
Segment Length (13)	✓				
Location Identifier for Roadway at Beginning Ramp Terminal (197)				X	X
Location Identifier for Roadway at Ending Ramp Terminal (201)				X	X
Roadway Type at Beginning Ramp Terminal (195)				X	X
Roadway Type at Ending Ramp Terminal (199)				X	X
<b>Interchanges</b>					
Unique Interchange Identifier (120)	X	X	X		
Interchange Type (182)	X	X	X		
<b>Intersections</b>					
Unique Junction Identifier (120)	X	X	X		
Intersection/Junction Geometry (126)	X	X	X		
Intersection/Junction Traffic Control (131)	X	X	X		
Unique Approach Identifier (139)	X	X	X		
Location Identifier for Road 1 Crossing Point (122)	X	X	X		
Location Identifier for Road 2 Crossing Point (123)	X	X	X		
AADT (79) [for Each Intersecting Road]	X	X	X		
AADT Year (80) [for Each Intersecting Road]	X	X	X		

\* Based on actual counts

All traffic data is collected, through a variety of technologies, by TxDOT’s Transportation Planning and Programming Division, Traffic Analysis section. Depending upon the category of roadway to which a roadway segment belongs, traffic counts are taken either annually or every five years.

### 6.5 TxDOT’s Plan to Collect Missing MIRE FDEs

For all MIRE FDEs that are currently part of TxDOT’s Roadway Inventory system, TxDOT’s Data Management section, in partnership with the Traffic Analysis section, within its Transportation Planning and Programming (TPP) division will continue its current data ‘collection’ practices. For TxDOT owned roadways, TxDOT has maintained an inventory of its state network for nearly a century.



On a continual basis, TPP reviews all let projects and updates the Roadway Inventory based upon how each roadway construction project affects the items in the Roadway Inventory. In the early 2000s, TxDOT conducted a GPS-based roadway inventory data collection, and since that time TxDOT has canvassed each county every other year to identify new or improved county roads. With the advent of FHWA's All-road (ARNOLD) initiative, TxDOT developed its first ever spatially based inventory of all city streets, regardless of functional classification. TxDOT gathered data from cities, Councils of Governments, E-911 districts, and Metropolitan Planning Organization. However, due the novelty of this inventory, local city street data has yet to be subject to a formal, regular update process. TxDOT envisions having its city street update program mirror its county road inventory program (with half the state being updated each year). In fact, TPP has developed an online 'crowd sourcing' application to assist with this effort. TxDOT will also explore other options such as Open Street Map to assist in its roadway inventory program.

As you will see in table 2 below, interchange and intersection related MIRE FDEs need to be defined and collected. We anticipate that we can utilize existing roadway elements to programmatically identify an intersection. Once identified, we can programmatically connect the spatial layers, which can be validated by District personnel. The model used for this approach is a recent study performed to identify signalized intersections in one district. Crash data was used to first identify intersection related crashes. From there, the geospatial data was programmatically used to connect nodes in order to identify intersections. Once located, the team validated the type of traffic control at the intersection with the assistance of District personnel. A similar approach could be utilized in collecting intersection and interchange related data; specifically first using the attributes and/or crash data that is currently available, perform analysis to identify intersections, programmatically derive intersection layers and lastly, visually verifying the data's accuracy with visual inspection.

TxDOT anticipates the development of internal data for ramps will be prioritized first (1-3 years), while the generation of the various descriptor and other 'derivable' MIRE FDEs will be prioritized second (4-6 or 7-9 years). Both of these data types will require Data Management to work closely with TxDOT's Information Management Division (IMD) to make the necessary revisions to the GRID system in a timely manner. In the case of the AADT for ramps, TxDOT Administration approval is needed for Texas to complete this effort. In summary, all of the MIRE FDEs currently not captured by TxDOT can be collected and/or programmatically derived.

The table 2 on the next page provides an overview of how TxDOT plans to handle any MIRE FDEs not in today's current inventory. Please note that the MIRE FDEs that currently do not exist, the vast majority of which are not in need of data collection but data generation. TxDOT's current plan for generating these data items are as follows:

TABLE 2: MIRE FDEs COLLECTION METHODOLOGY					
MIRE FDE	Roadway Segments			Ramps	
	Functionally Classified Above Local	Functionally Classified as Local	Unpaved	Grade Connected Separators (GSC)	Ramps
<b>Roadway Elements</b>					
Segment Identifier (12)	Once concept of "segment" is fully defined, these identifiers and descriptors will either be programmatically derived or manually input.				
Begin Point Segment Descriptor (10)					
End Point Segment Descriptor (11)					
Functional Classification (19)	✓	✓	✓	✓	TxDOT will develop this data internally; the current GRID system is already designed to accept this data.
Type of Governmental Ownership (4)	✓	✓	✓	✓	TxDOT will develop this data internally; the current GRID system is already designed to accept this data.
Average Annual Daily Traffic (79)	✓ +	✓ +		✓	Due to safety reasons, TxDOT currently has a policy to not allow pneumatic tube counts on ramps. TxDOT will explore alternative technologies to count ramps. In addition, TxDOT may need to identify additional funding to conduct these counts.
Number of Through Lanes (31)	✓	✓			
Rural/Urban Designation (20)	✓	✓			
Surface Type (23)	✓	TxDOT will work with municipalities through our MPOs and district partners to categorize all local roads within an incorporated city to determine whether roads classified as local are paved or no			
AADT Year (80)	✓			✓	TxDOT anticipates that, just like all of TxDOT's other counts, ramps counts will contain a date/time stamp to determine the year of AADT.
Access Control (22)	✓				
Direction of Inventory (18)	✓				
Federal Aid/ Route Type (21)	✓				
Median Type (54)	✓				
One/Two-Way Operations (91)	✓				
Route Number (8)	✓				
Route/Street Name (9)	✓				
Segment Length (13)	✓				Once the concept of a "segment" is fully defined, this identifier will either be programmatically derived or manually input.
Location Identifier for Roadway at Beginning Ramp Terminal (197)					This location identifier will be programmatically derived.
Location Identifier for Roadway at Ending Ramp Terminal (201)					This location identifier will be programmatically derived.
Roadway Type at Beginning Ramp Terminal (195)					This Roadway Type will be programmatically derived.
Roadway Type at Ending Ramp Terminal (199)					This Roadway Type will be programmatically derived.
<b>Interchanges</b>					
Unique Interchange Identifier (120)	Once the concept of "interchange" is fully defined this identifier will either be programmatically derived or manually input.				
Interchange Type (182)					
<b>Intersections</b>					
Unique Junction Identifier (120)	Once the concept of "interaction" is fully defined this identifier will either be programmatically derived or manually input.				
Intersection/Junction Geometry (126)					
Intersection/Junction Traffic Control (131)	This data will either be programmatically collected or manually input.				
Unique Approach Identifier (139)					
Location Identifier for Road 1 Crossing Point (122)	This Identifier will be programmatically derived.				
Location Identifier for Road 2 Crossing Point (123)	This Identifier will be programmatically derived.				
AADT (79) [for Each Intersecting Road]	This information will be programmatically derived using existing AADT data.				
AADT Year (80) [for Each Intersecting Road]	This information will be programmatically derived using existing AADT data.				



## 6.6 Coordination with other Agencies

Currently TxDOT coordinates with a variety of local entities including counties, cities, and Metropolitan Planning Organizations (MPOs) for its Roadway Inventory program. As mentioned earlier, counties and cities have been regularly contacted for information about new roadways. In addition, TxDOT has begun to explore the possibility of gathering traffic count data from other data sources. TxDOT has also coordinated with various federal agencies to generate its own detailed 'official' mileage of federal roads in Texas. We will continue to build upon this coordination with local and other governmental agencies.

## 6.7 Prioritization Criteria for MIRE FDE Data Collection

For roadways and ramps, the priority will be to round out the data for ramps, to develop the procedures by which segment/ramp descriptors and location identifiers are derived, and to continue our efforts in ensuring that the road network contained within our Roadway Inventory system is as complete and up-to-date as possible.

An important task in these efforts will be to successfully integrate an intersection/interchange inventory within our new GRID system. Currently, TxDOT's roadway network is not topologically connected.

## 6.8 Schedule for Data Collection

The general schedule for the completion of the important "gaps" in our system includes the following:

- Short-Term (1-3 years): Develop ramp data and edit GIS line work to ensure the roadway network is topologically correct.
- Medium-Term (4-6 years): Conduct GRID software enhancement project to incorporate intersection/interchange inventory.
- Long-Term (7-9 years): Develop algorithms to generate intersections and derive descriptors and location identifiers such that all MIRE FDEs are fully incorporated into our Roadway Inventory system.

For all of these activities, the priority will be to develop data for on-system routes first, working down the functional classification hierarchy from Interstates to locals. The rationale for this approach is that while on-system roadways constitute only a quarter of the state's roadway miles, they carry nearly three quarters of the state's vehicle miles of travel. Similarly, all intersection and interchange data development will be firsts focused on the connections between on-system roadways, followed by connections between on-system and off-system roadways, and then by off-system to off-system connections.

## 6.9 Estimated Cost for Data Collection

TxDOT estimates that enabling the core data systems (GRID and CRIS) with the missing MIRE FDEs to cost between \$3,000,000 and \$4,000,000 to implement. TxDOT's GRID system, the primary data element collection system, will require planning which includes establishing field definitions and functional requirement documentation. Once the fields are planned, the database will be structured to house the new data elements.

Once the database is structured and tested, collection efforts can begin. If fields need to be programmatically derived and technical specifications have been confirmed, development can begin.

Once the database is enabled, field data is collected, the system will need to be maintained and updated, as part of on-going maintenance. We anticipate this to be the largest effort and to cost between \$2,000,000 and \$2,500,000.

CRIS will also have to plan for incorporating the additional MIRE FDEs, so that safety analysis can be performed on crash data. For this effort, much like with GRID, the database must be configured to accommodate the new data fields, along with the various applications that utilize TxDOT's roadway data must be enhanced to display this information for safety analysis. Currently, CRIS updates its roadway data on an annual basis. CRIS has several applications which utilize the roadway data, such as CRIS MAP, Query and Microstrategy. Each application must be enhanced to display and/or utilize the new roadway data elements and requires unit, user acceptance and regression testing. CRIS is dependent upon GRID for its roadway data. As such, GRID and CRIS would coordinate updates to ensure that the fields added to GRID would be able to be added to CRIS. Once implemented, CRIS will also need ongoing maintenance and support for these additional fields. We anticipate the cost to update CRIS to be between \$1,000,000 to \$1,500,000.

## 6.10 Assumptions

Several assumptions have been made as part of this planning process and are as follows:

- Most if not all of the field data can be collected and/or programmatically derived in a parallel effort.
- State resources (subject matter experts, technical resources and executive support ) and funding will be prioritized and made available for this effort.
- TxDOT District personnel will be able to assist in the manual collection efforts.
- Local governmental entities will be able and willing to assist in this process.
- GRID technical resources will be able to perform needed system enhancements.
- CRIS technical resources will be able to perform needed system enhancements.

### 6.11 References:

1 [http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf)

2 Model Inventory of Roadway Elements, Version 1.0, Published October 2010, FHWA-SA-10-018



**Appendix C.  
Fast Act Grant Application  
Attachments: AL**

## Attachment 1-AL: Mid-Range State Notification

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 the FAST Act.

The statewide plan was submitted to NHTSA and the most current and updated version follows.

## Attachment 2-AL: Statewide Impaired Driving Plan

The State of Texas - Statewide Impaired Driving Strategic Plan begins on the following page.



# 2017 TEXAS IMPAIRED DRIVING PLAN

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE





**Administrator**

Troy D. Walden, Ph.D.  
Senior Research Scientist  
Texas A&M Transportation Institute

**Project Coordinating Agency**

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This Plan was developed and approved by the Texas Impaired Driving Task Force. It covers October 2016 – September 2017.



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June 1, 2017

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 FAST Act, a qualifying criteria for Section 405(d) 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, 2015, and 2016. The following FY 2017 document is the fourth 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 2018 and 2019 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,

Michael A. Chacon, P.E.  
Director, Traffic Operations Division

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

## Contents

<b>Glossary of Terms</b> .....	<b>6</b>
<b>Background</b> .....	<b>9</b>
Strategic Highway Safety Plan (SHSP).....	9
Texas Impaired Driving Plan (TIDP).....	9
Problem Identification .....	10
Texas Impaired Driving Task Force (TIDTF) .....	12
Strategic Planning.....	14
Program Management .....	16
Data And Records .....	17
Program Management and Strategic Planning Recommendations from 2015 Impaired Driving Program Technical Assessment .....	18
<b>Prevention</b> .....	<b>19</b>
Responsible Alcohol Service.....	19
Risk-Based Enforcement.....	20
Priority Inspection.....	20
Promotion Of Transportation Alternatives .....	21
Reducing Underage Access to Alcohol In Social Settings .....	21
Community-Based Programs.....	22
Prevention Recommendations from 2015 Impaired Driving Program Technical Assessment .....	24
<b>Criminal Justice System</b> .....	<b>26</b>
Laws .....	26
Enforcement.....	29
Publicizing High Visibility Enforcement.....	29
Prosecution.....	30
Adjudication.....	30
Community Supervision/Probation .....	31
Ignition Interlock Program .....	32
Administrative Sanctions And Driver Licensing Programs .....	32
Criminal Justice Recommendations from 2015 Impaired Driving Program Technical Assessment .....	34
<b>Communications Program</b> .....	<b>38</b>
Communications Program Recommendations from 2015 Impaired Driving Program Technical Assessment.....	40
<b>Alcohol And Other Drug Misuse: Screening, Assessment, Treatment, And Rehabilitation</b> .....	<b>40</b>
Screening and Assessment .....	40
Screening and Brief Intervention.....	41
Treatment and Rehabilitation .....	41
Monitoring Impaired Drivers.....	41
Alcohol And Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation Recommendations from 2015 Impaired Driving Program Technical Assessment .....	42
<b>Program Evaluation and Data</b> .....	<b>43</b>
Program Evaluation and Data Recommendations from 2015 Impaired Driving Program Technical Assessment .....	44
<b>Summary</b> .....	<b>45</b>
<b>Appendix A. Texas Impaired Driving Program Internal Assessment Matrix</b> .....	<b>46</b>
<b>Appendix B. Procedures</b> .....	<b>54</b>
<b>Appendix C. Membership by Individual</b> .....	<b>55</b>
<b>Appendix D. Membership by Organization and Area</b> .....	<b>57</b>
<b>Appendix E. Meeting Items</b> .....	<b>59</b>
<b>Appendix F. Subcommittee Notes</b> .....	<b>84</b>
<b>Appendix G. 2017 Texas Impaired Driving Forum Agenda</b> .....	<b>103</b>
<b>Appendix H. FY 2017 Txdot Alcohol and Other Drugs Program Area Projects</b> .....	<b>106</b>
<b>Appendix I. Local and Statewide Traffic Safety Coalitions</b> .....	<b>109</b>
<b>Appendix J. Member Approval Forms</b> .....	<b>111</b>

## Figures

Figure 1. Alcohol-Impaired Driving Fatalities, 2011–2015 .....	10
Figure 2. Alcohol-Impaired Fatality Rate, Per VMT, 2011–2015.....	11
Figure 3. Percent of Alcohol-Impaired Fatalities, 2011–2015.....	11

## Tables

Table 1. Fiscal Summary for FY 2016 – 2018.....	16
Table 2. Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving.....	27
Table 3. ALR Sanctions for Adults.....	33
Table 4. ALR Sanctions for Minors.....	33
Table 5. Communication Projects and Campaigns.....	38



## Glossary of Terms

**Crash Reporting** – Various data sources contribute to forming problem identifications, and project and program evaluation. The majority of data in the Texas Impaired Driving Plan (TIDP) originates from the Texas Department of Transportation Crash Records Information System (TxDOT CRIS). TxDOT maintains CRIS, which is a statewide, automated database for reportable motor vehicle traffic crashes received by TxDOT. CRIS crashes are derived from individual Texas Peace Officers crash reports (Form CR-3). Reportable motor vehicle crashes are crashes involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.

Crashes 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 = Fatal Injury (Fatality).** A fatal injury (fatality) is any injury sustained in a motor vehicle traffic crash that results in death within thirty days of the motor vehicle traffic crash.
- **A = Incapacitating injury.** An incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities s/he was capable of performing before the injury occurred.
- **B = Non-incapacitating injury.** A non-incapacitating injury is any injury, other than a fatal or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.
- **C = Possible injury.** A possible injury is any injury reported or claimed which is not a fatal, incapacitating, or non-incapacitating 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 an 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 are 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. Because of minor differences in coding rules and data certification, Fatality Analysis Reporting System (FARS) data reported at the national level are not always in sync with CRIS data.

**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 his/her 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 his/her mental or 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 the TIDP, 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.

**Texas Department of Transportation 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 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 (TIDP)** – The TIDP is intended to specifically support and inform the Texas Alcohol and Other Drug Countermeasures Program. The TIDP was developed based on the requirements of FAST Act Section 405(D) and NHTSA's Uniform Guidelines for State Highway Safety Programs. The TIDP is maintained, updated, and approved annually by members of the Texas Impaired Driving Task Force.

**Texas Impaired Driving Program Internal Assessment Matrix** – Following the November 2010 State of Texas Impaired Driving Program Assessment, Texas began utilizing an internal assessment matrix as a discussion and action item tool for the Texas Impaired Driving Task Force (TIDTF). The matrix is included as an appendix within the TIDP, and therefore, is updated annually with every iteration of the TIDP. The matrix details the final recommendations from the NHTSA Assessment Team with special emphasis on the priority recommendations. This matrix tool is an easy-to-read table that details the recommendations, implementation status, and commentary or references that are specific to each recommendation.

**Texas Impaired Driving Task Force (TIDTF)** – A group of individuals and organizations representing the diverse stakeholders who are involved with impacting the impaired driving problem in the State of Texas. The TIDTF 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 TIDTF provide representation in nearly every aspect of the impaired driving spectrum, as well as geographic and demographic perspectives.

At a minimum, the TIDTF meets twice a year in Austin, TX. The TIDTF is supported by several subcommittees that work throughout the year, as well as respond to actions via email as the need arises. The TIDTF is funded through and supported by a TxDOT grant.





## Background

### Strategic Highway Safety Plan (SHSP)

In cooperation with local, state, federal, tribal, and other public and private safety sector stakeholders, Texas has developed a comprehensive Strategic Highway Safety Plan (SHSP). The SHSP is a major component and requirement of the Highway Safety Improvement Program (23 U.S.C. § 148). The SHSP is a coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The Texas SHSP identifies the State's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries.

Although the Texas SHSP contains a component that addresses the issue of impaired driving, the State determined that developing an impaired driving plan for Texas was a critical step in achieving further reductions in the number of impaired driving fatalities, injuries, crashes and impaired driving in general. The Texas Impaired Driving Plan (TIDP) was developed to meet this need.

### Texas Impaired Driving Plan (TIDP)

The TIDP 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 TIDP is a robust guide to activities and programs Texas is using to address impaired driving in the State. The Texas Impaired Driving Task Force (TIDTF) has updated, maintained, and approved the TIDP annually since inception. Appendix J is approval forms for the FY 2017 TIDP.

The TIDP has developed and approved this plan in preparation for submission through Tx-DOT to the NHTSA in accordance with FAST Act. 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 TIDP is a robust guide to activities and programs Texas is using to address impaired driving in the State.**

**Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving.**

In August 2015, the State of Texas underwent a technical assessment for its Impaired Driving Program (also referred to as the TxDOT Alcohol and Other Drug Countermeasures Program). The TIDTF reviews the assessment recommendations annually to determine the State’s status or progress toward implementation. Since 2010, the TIDTF has used the internal program assessment matrix (Appendix A) as a tool to keep record of assessment recommendations and progress. The matrix moves beyond individual recommendations to ensure that the TIDP 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. Every year since 2010, nearly 1 in 3 roadway fatalities in Texas has involved a DUI crash. While the percentage of motor vehicle fatalities that are DUI has been decreasing over the years, Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving.

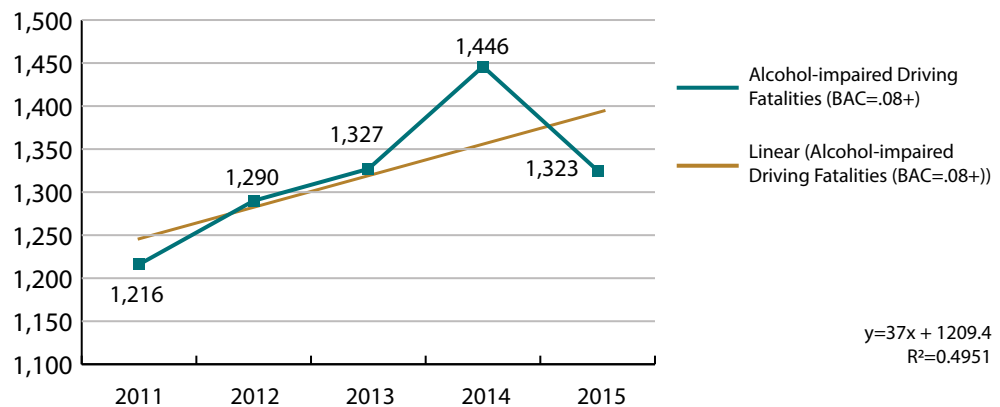
A number of potential performance measures were identified that could be used to illustrate the impact of countermeasures and demographic changes on the number of alcohol-related fatalities.

The TIDP utilizes 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 figures below. The figures below look at trends in alcohol-impaired driving fatalities using FARS data from 2011 – 2015.

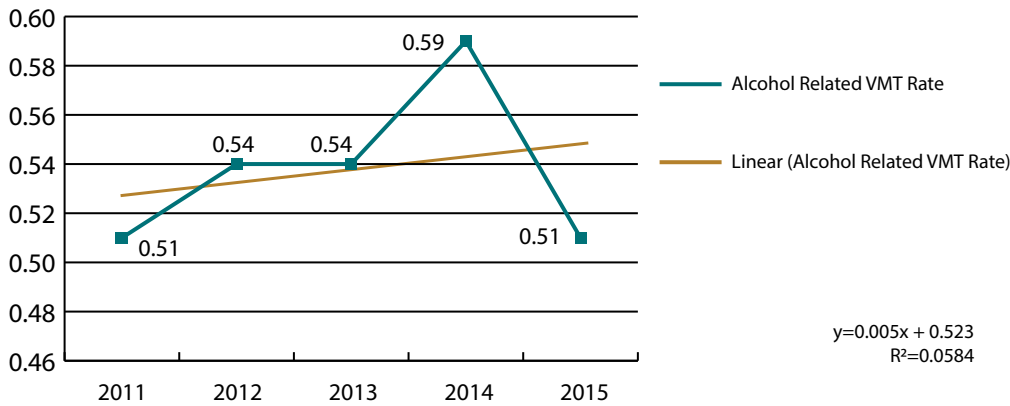
**State of Texas: Alcohol-impaired Driving Fatalities, BAC .08+, 2011-2015 (C-5)**



**Figure 1. Alcohol-Impaired Driving Fatalities, 2011–2015**

As shown in Figure 1, there were 1,323 alcohol-impaired driving fatalities in 2015. Current FARS data suggests that alcohol-impaired driving fatalities are trending upward. However, from 2014 to 2015, Texas experienced an 8.5% reduction in alcohol-impaired driving fatalities, where the driver had a BAC equal to or greater than 0.08.

**State of Texas: Alcohol-impaired Fatality Rate, Per VMT, 2011-2015 (C-5)**

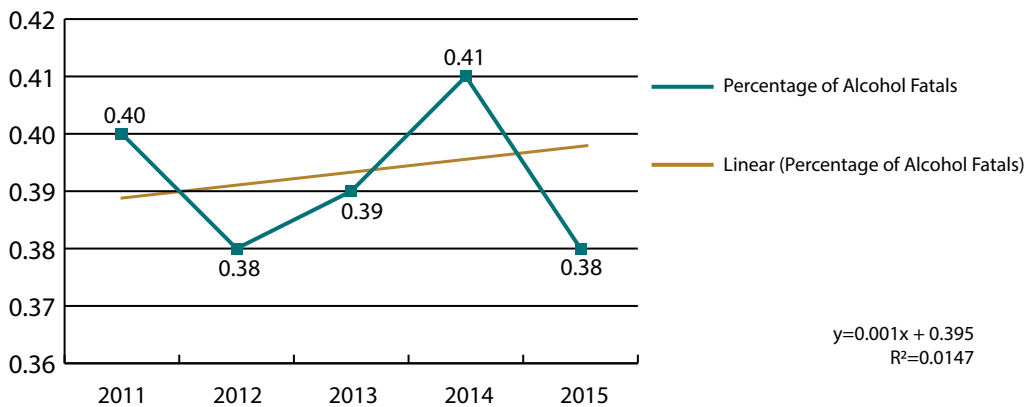


**Figure 2. Alcohol-Impaired Fatality Rate, Per VMT, 2011–2015**

Figure 2 illustrates alcohol-impaired fatality rate, per vehicle miles traveled from 2011 – 2015 in Texas. Texas ranks in the top 10 states nationally (fifth) for alcohol-related fatalities per 100 million VMT for FY 2016 (the most current year for which data is available). As of FY 2016 (the most current year for which data is available), this marked the seventh consecutive year Texas has ranked in the top 10 states for alcohol-related fatalities per 100 million VMT.

**Texas ranks in the top 10 states nationally (fifth) for alcohol-related fatalities per 100 million VMT for FY 2016**

**State of Texas: Percent of Alcohol-impaired Fatalities, 2011-2015**



**Figure 3. Percent of Alcohol-Impaired Fatalities, 2011–2015**

Figure 3 illustrates the percent of alcohol-impaired fatalities from 2011 – 2015 in Texas. In 2015, 38% of motor vehicle fatalities were alcohol-impaired fatalities. Current FARS data suggests there has been a slight downward trend in percent of alcohol-impaired fatalities.



The TIDTF includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving.

## Program Management and Strategic Planning

### Texas Impaired Driving Task Force (TIDTF)

The primary focus of the TIDTF is to prepare and maintain the TIDP. The TIDP 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 TIDTF can be found in Appendix B, but the major items of responsibility are as follows:

- Identify specific impaired driving problems in Texas spanning the entire process (from 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 and evaluate 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 TIDTF includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving. The TIDTF consists of 59 members, and 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 TIDTF continually assesses weaknesses and gaps in expertise, and if an area of the impaired driving problem is not reflected through current membership, then the TIDTF reaches out to non-affiliated individuals or organizations with an invitation to join.

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 TIDTF, use education, encouragement, enforcement, engineering, emergency response, 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 the TIDP.

Detailed information regarding TIDTF membership and meetings can be found in Appendices C and D. Appendix C is a comprehensive list of individual members, and Appendix D details TIDTF membership by organization and focus area.

### **Meetings**

The TIDTF meets twice a year in Austin, TX. These meetings are administratively conducted by the Texas A&M Transportation Institute (TTI). 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. In FY 2017, these meetings were held on Thursday, October 13, 2016 and Thursday, April 27, 2017. Detailed notes, agendas, and attendance from each of these meetings can be found in Appendix E.

### **Subcommittees**

In addition to the in-person meetings, the TIDTF is supported by several subcommittees that meet via webinar and email throughout the year. Currently, the TIDTF is supported by three subcommittees: Legislative, Education, and DWI Monitoring and Technology. Each subcommittee has elected a subcommittee chair and/or co-chair who work with the TIDTF administration to liaison with the larger TIDTF.

- Education Subcommittee Co-Chairs – Dannell Thomas and Nina Saint
- Legislative Subcommittee Chair – Clay Abbott
- DWI Monitoring and Technology Subcommittee Chair – Paige Ericson-Graber

Each subcommittee operates with a certain amount of autonomy, self-selecting the topics they will further investigate and report on to the TIDTF. Due to the nature of their topics, each subcommittee meets at varying frequency and meetings are determined by need. The DWI Monitoring and Technology Subcommittee did not meet in FY 2017. Appendix F contains notes from subcommittee meetings.

### **2017 Texas Impaired Driving Forum**

The Texas Impaired Driving Forum is a 1-day event that is open to both to the public and impaired driving safety stakeholders. The Forum provides a platform for impaired driving safety experts from diverse backgrounds to share their knowledge and experience in impacting impaired driving. The 2017 Texas Impaired Driving Forum was funded through and supported by the same highway safety grant that administers the TIDTF. Although the TIDTF does not officially host the Texas Impaired Driving Forum, the TIDTF does provide a significant amount of input during the planning process, including providing suggestions for guest speakers/organizations, panel topics and sessions, and members often help to secure speakers for the event. Appendix G contains the 2017 Forum agenda.

**In addition to the in-person meetings, the TIDTF is supported by several subcommittees that meet via webinar and email throughout the year.**



The TxDOT Traffic Safety Section (TRF-TS) sought public comments by posting a Request for Comments (RFC) in the Texas Register.

### Strategic Planning

The most recent strategic planning session for the Texas Traffic Safety Program addressed the period including FY 2012 – 2017. 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) in 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 developed specific goals for the traffic safety program along with specific strategies and associated performance measures.

The following are the Goals, Strategies, and Performance Measures established for the Alcohol and Other Drug Countermeasures Program Area for the Texas Highway Safety Plan through the State's strategic planning process:

#### Goals

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

#### Strategies

- 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

Strategic planning goals and strategies are not only part of the internal operations of the Alcohol and Other Drug Countermeasures Program, but they have also been integrated into the actions of the TIDTF. 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 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 fatalities from 41% alcohol-impaired fatalities in 2014 to not more than 42% alcohol-impaired fatalities in 2017
  - 2019 Target: To decrease the expected rise of the percentage of alcohol-impaired fatalities from the projected 43.3% alcohol-impaired fatalities in 2017 to not more than 43.0% alcohol-impaired fatalities 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

**Strategic planning goals and strategies are not only part of the internal operations of the Alcohol and Other Drug Countermeasures Program, but they have also been integrated into the actions of the TIDTF.**

The TxDOT Alcohol and Other Drug Countermeasures Program area has a comprehensive approach to addressing the problem of impaired driving in Texas.

**Program Management**

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TRF-TS) in the Traffic Operations Division (TRF) of 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 NHTSA, a division of the U.S. Department of Transportation (USDOT).

In FY 2017, 345 traffic safety grants were awarded to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. There were 129 Alcohol and Other Drugs Countermeasures projects awarded in FY 2017, and there are 111 planned in the Texas Highway Safety Plan for FY 2018. Appendix H is a list of Alcohol and Other Drugs Countermeasures projects funded in FY 2017 (the most recent year available).

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 TIDTF works together with TxDOT to create a multifaceted, cohesive program, as opposed to a group of disjointed 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 2016–2018:

**Table 1. Fiscal Summary for FY 2016 – 2018**

	FY 2016 Awarded	FY 2017 Awarded	FY 2018 Planned
Federal Funds	\$ 16,464,162.46	\$ 15,283,018.10	\$15,548,734.71
State Match	\$ 300,000.00	\$ 300,000.00	\$374,950.00
Local Match	\$ 29,829,295.20	\$ 26,977,924.01	\$26,515,044.43
Program Income	\$ 8,000.00	\$ 8,800.00	\$0.00
<b>Total</b>	<b>\$46,601,457.66</b>	<b>\$42,569,742.11</b>	<b>\$42,438,729.14</b>

Currently, some of the costs associated with addressing impaired driving issues in Texas are supported by fines related to offenses. The Texas State Legislature has been hesitant in recent years to impose additional fines. The TIDTF continues to examine ways that fines could be applied in order to support traffic safety initiatives from a fiscal perspective.

The Texas State Legislature operates under the biennial system and convenes in January of odd-numbered years. The 85th Texas Legislature convened on January 10, 2017, and the regular session ended on May 29, 2017. A list of impaired driving-related bills that have been signed into law by then will be included in the FY 2018 TIDP.



### 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 known as 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, 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, emergency response, and evaluation activities throughout the State.

This part of the impaired driving program also satisfies the need for integration with the Traffic Records Coordinating Committee (TRCC). 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 the Judiciary (TCJ), who are also members of the TIDTF. TTI provides additional extensive data analysis to TxDOT and facilitates the development of the SHSP.

**The primary source of data used for traffic safety programs originates from information collected by law enforcement officers at a crash site.**

**Program Management and Strategic Planning Recommendations from 2015 Impaired Driving Program Technical Assessment**

Recommendation	Status	Comments
<b>I. Program Management and Strategic Planning</b>		
<b>A. State and Tribal DWI Task Forces and Commissions</b>		
<b>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)</b>	Not Being Addressed Currently	The TIDTF submitted a support letter for the establishment of the Governor’s Executive Committee to the Texas Transportation Commissioner in FY 2016.
<b>B. Strategic Planning</b>		
<b>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</b>	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the Task Force.
<b>C. Program Management</b>		
Conduct a study to determine the Texas Highway Safety Office’s needs for better and more accurate impaired driving data	Not Being Addressed Currently	A call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, subgrantees are performing annual statewide impaired driving crash analyses that pertain to the state’s need for identifying impaired driving data.
<b>D. Resources</b>		
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.
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.
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	Program partners are unable to pursue, promote, or lobby legislative activity at any level.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



## Prevention

NHTSA recommends that impaired driving prevention programs 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 TIDTF members to promote and educate Texans on responsible alcohol consumption.

### Responsible Alcohol Service

The TIDTF 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, any alcohol service to minors, and prevention of over service to those individuals aged 21 and over at the statewide and community level. Education is promoted and provided by the TIDTF, 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 Alcoholic 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 server 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.

Each time employees stop service to a minor or intoxicated person, they are protecting themselves, the business, and the community from serious consequences.

**NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms related to drinking and driving.**

**The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers.**

The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers. This program provides owners, managers, and general employees of retail establishments the opportunity to REAP the benefits of continued education and compliance with the State's alcoholic beverage laws. Hosted by TABC, the two-hour program addresses common issues related to minors and intoxicated patrons. The course covers both on- and off-premise scenarios in one training environment and is easily customizable to individual training needs.

The program is designed to create a dialogue between TABC and all levels of alcoholic beverage retail staff while in an educational environment. TABC agents and auditors will cover topics to retrain even the most seasoned employees while also asking for feedback and opening the class up for questions, so those involved leave with a better understanding of possible problem areas and solutions. The goal of the REAP educational program is to help all alcoholic beverage retailers promote responsible alcoholic beverage sales and service.

### **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 trained on illegal sales recognition and prevention "best practices" techniques.

During FY 2016, 5,883 retailers qualified for priority status. TABC enforcement agents conducted over 25,279 inspections of these priority status retailers as the year progressed. These inspections produced 297 criminal cases and 548 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% in FY 2006 to 6.1% by the end of FY 2016.

### **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: Football Season Impaired Driving, Christmas/New Year Holiday Campaign, College and Young Adult, Hispanic Impaired Driving Campaign, Faces of Drunk Driving, and Labor Day Campaign.

The TIDTF works with other agencies which are not funded by TxDOT in order to continue to address this important component. 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. 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 TIDTF works with various statewide organizations to promote best practices for social hosting. Social hosts are individuals who provide a setting, whether a home or 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. And, where social host ordinances have been passed, trained law enforcement can provide support to the commu-

**TxDOT supports several projects related to responsible transportation choices including media campaigns and programs that directly support alternatives to driving after drinking.**



Although it is no longer taught in school, young drivers receive a minimum of six alcohol awareness hours through Texas driver education programs.

nity for enforcing those laws. Similarly, 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
- Driver Education Programs – Public and Private
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools – Public and Private
- 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 change social norms by reducing alcohol abuse and impaired driving.

Although it is no longer taught in school, young drivers 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 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](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. An example is 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 employ 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, driving silent by being free of distractions like cellphones, and driving sober by refraining from using alcohol or other drugs.

## **Employers**

Building an on-going traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of work place fatalities and incidents. As 80% of Texans are employed or live with someone who is employed, and employees drive to and from work and may drive as a part of their job, utilizing the employer is critical to addressing impairment. The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, poor performance, re-hiring and training costs, and potential legal liability. Employers are driven to make changes as a result of costs and what impact their bottom line. Impaired driving has a significant impact to the employer; whether it occurs on or off the job. In fact, 81% of an employer's fringe costs are a result of off-the-job behaviors. 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 TST, which hosts regional forums and trainings based on initiatives that start at the community level to address impaired driving. Additionally, TST is currently working to assess community coalitions and build an online, searchable database that will allow organizations to connect with coalitions in order to identify areas of potential collaboration. This will allow organizations to leverage efforts and resources to reduce underage alcohol use and impaired driving.

Another organization is the Texas Municipal Courts Education Center (TMCEC), which encourages municipal courts to engage in impaired driving prevention through local community events such as Municipal Courts Week and National Night Out. TMCEC also presents awards to those municipal courts that demonstrate outstanding impaired driving prevention measures throughout the year.

Appendix I is a comprehensive list of local and statewide traffic safety coalitions (with at least one focus on impaired driving).

**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.**

**Prevention Recommendations from 2015 Impaired Driving Program Technical Assessment**

Recommendation	Status	Comments
<p><b>Enact a \$ .10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment</b></p>	<p>Requires Legislative Action</p>	<p>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.</p> <p>In 2015, Texans Standing Tall created a report entitled “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” TST recently commissioned Baseline &amp; Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results show that 65% of registered voters support increasing the alcohol excise tax to improve public health and safety.</p>
<p>Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns</p>	<p>Complete and Ongoing</p>	<p>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.</p>
<p>Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests</p>	<p>Requires Legislative Action</p>	<p>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 overserves.</p> <p>Texans Standing Tall provides education to local communities on how to address social access and social hosting through local, civil social host ordinances. Research indicates local civil social host ordinances are a more effective means to address youth social access to alcohol and underage drinking parties. As of April 30, 2017, three cities in Texas have adopted such ordinances.</p>
<p><b>B. Community Based Programs</b></p>		
<p><b>1. Schools</b></p>		
<p>Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula</p>	<p>Complete and Ongoing</p>	<p>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.</p> <p>The Education Subcommittee of the TIDTF actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on alcohol awareness programs that will be distributed to schools.</p>
<p>Coordinate school- based impaired driving activities with evidence-based alcohol and substance abuse prevention programs</p>	<p>Complete and Ongoing</p>	<p>In FY 2016, the TIDTF compiled a list of evidence based programs and activities for schools that addresses alcohol and substance abuse prevention. The list of projects is a resource for TxDOT and impaired driving program partners to promote prevention at elementary, middle and secondary education institutions. The list continues to be expanded upon, and will be incorporated into a reference book the Education Subcommittee is compiling that will include other programs that are successful but may not be evidence-based.</p>

Recommendation	Status	Comments
<b>2. Employers</b>		
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.
<b>3. Community Coalitions and Traffic Safety Partners</b>		
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	In Progress	In FY 2017, Texans Standing Tall received a grant to conduct an assessment of community-based coalitions and their efforts with the goal of developing a searchable database. This database will be used to increase opportunities for collaboration on reducing impaired driving.
Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	
<b>4. Transportation Alternatives</b>		
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 using 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.
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 using a wide variety of program media campaigns and blitz efforts.
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 using a wide variety of program media campaigns and blitz efforts.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



Over the past 10 years, Texas has effectively involved law enforcement through adjudication in its TxDOT Alcohol and Other Drug Countermeasures Program.

## 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, the judiciary, and probation/community supervision. Over the past 10 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. 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
- Alcoholic Beverage Code (ABC) – Comprised of statutes related to the sale and consumption of alcoholic beverages
- Code of Criminal Procedure (CCP) – The main legislation related to the procedure for the administration of criminal law
- Health and Safety Code (HSC) – Comprised of statutes and regulations related to 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**

	<b>NHTSA Recommendations</b>	<b>Texas Statutes and/or Commentary</b>
<b>Laws Should Define Offenses to Include</b>	Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly;	PC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.” This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything, 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 (1) and (2) B Definitions TC 724.001 (9) Definitions
	Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense;	PC 49.04(D) DWI First-time offenders with a BAC over .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 or Operating Watercraft Under the Influence of Alcohol by a 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, or for the loss of normal use of mental or physical faculties due to the introduction of alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.
	Repeat offender with increasing sanctions for each subsequent offense;	PC 49.09 Enhanced Offenses and Penalties ABC 106.041 Driving or Operating Watercraft Under the Influence of Alcohol by a 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 Based on Certain Convictions TC 521.292 Department’s 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
<b>Laws Should Include Provisions to Facilitate Effective Enforcement</b>	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 Systems; Offense
	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 the Scientific Director, DPS Crime Laboratory, such a device has never been approved. Portable breath tests are admissible to establish probable cause outside of the presence of the jury. Statutes neither expressly authorize nor prohibit the use of passive alcohol sensors.

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Include Provisions to Facilitate Effective Enforcement	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 724.012(b) Taking of a Specimen Texas still has requirements for a mandatory specimen for certain offenses. The original law allowed officers to take a specimen without a warrant, including if the defendant refused to voluntarily provide one. While Missouri v. McNeely no longer allows involuntary blood draws to occur without either exigent circumstances or a warrant, the Texas law itself still requires that a specimen be taken for those certain offenses. For that reason, law enforcement frequently applies for a blood search warrant.
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; Written Refusal Report TC 724.033 Issuance by Department of Notice of Suspension or Denial of License TC 724.035 Suspension or Denial of License TC 524.022 Period of Suspension TC 521.2465 Restricted License
	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 Device Requirements TC 521.248 Order Requirements TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial CCP 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 TC 521.2465 Restricted License
	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. But, for probation cases, CCP 42A.257 and 42A.402 mandates evaluations for alcohol and drug rehabilitation.
	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 Alcohol Awareness Course; License Suspension PC 49.02 Public Intoxication

## Enforcement

Texas law enforcement includes officers from the Texas Department of Public Safety (TxDPS), police agencies (municipalities, university, school districts, etc.), sheriff's offices, constables, and agents with TABC and Texas Parks and Wildlife.

One of the primary goals of the NHTSA 2015 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 (DECP), which trains officers to become Drug Recognition Experts (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) education.

Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities. One of the tools the criminal justice system uses is the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS). LEADRS was designed by prosecutors, law enforcement officers and judges to assist law enforcement officers in DWI report writing.

## 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 weekends). 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 analyses 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.

**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 strong support at the state and local level in regards to prosecuting DWI and DUI offenders.**

### 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 TIDTF 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 TIDTF and provide a practical perspective related to processing DWI cases through the criminal justice system. They are responsible for implementing No-Refusal programs in their jurisdictions. Many of these prosecutors also spend time and resources to develop localized DWI task forces and work to train law enforcement on DWI procedures and enforcement strategies. The TMCEC also trains prosecutors, judges, and court support personnel on the adjudication of juvenile DUI cases.

The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in 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 by statute, to order ignition interlock devices and other alternatives as a condition of bond to keep the community safe while the case is being prosecuted.

After a charging instrument is filed with a trial court, that court oversees the disposition of the case. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial. However, the majority of DWI cases will be disposed via plea bargain.

Trial courts include specialized DWI/drug courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff with the goal of addressing the root cause of impaired driving: alcohol and other drugs of abuse.

Other courts, without the DWI/drug court approach, may use more traditional approaches to DWI cases, but they are encouraged to enhance the close monitoring of DWI offenders through the use of ignition interlocks and other transdermal alcohol detection devices.

Each of the different courts has a statewide association that is funded to provide technical assistance and provide education specifically related to impaired driving. These different associations come together once a year to provide education to all of the courts on issues impacting adjudication of impaired driving cases. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues 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 TIDTF 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 deal directly with DWI cases. The TMCEC trains courts on implementing “teen court”, a system of being judged by one’s peers that has proven effective in reducing recidivism by the power of peer influence.

### **Community Supervision/Probation**

Offenders who have been convicted of an impaired driving offense have two sentencing options: jail time or probation. In Texas, community supervision is known as probation. In most impaired driving cases, the offender is placed on community supervision 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, post-disposition, 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. Depending on the case, a court has the discretion to order an ignition interlock as a condition of community supervision. However, there are some situations where an ignition interlock is mandated by law. 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.

**It is important to note an offender cannot receive deferred adjudication for an impaired driving offense in the State of Texas.**

**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.**



### **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. Effective September 1, 2015, a new law allows an offender to operate a vehicle during a period of suspension if the offender installs an ignition interlock on all vehicles owned or operated by the offender. The ignition interlock must remain on all vehicles owned or operated by the offender until the suspension period is over. However, first offenders with a BAC of .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 TMCEC, Texas Center for the 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 driver’s licenses of individuals arrested on the suspicion of driving under the influence of alcohol and/or other drugs who either refuse to submit to a chemical test (breath or blood) or whose test results indicate a blood alcohol concentration (BAC) above the per se limit of 0.08. Drivers are given a notice of suspension that allows them to drive temporarily during such time the suspension may be challenged through an administrative hearing. If the suspension is not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work. Table 3 lists the ALR sanctions for adults and Table 4 lists the ALR sanctions for minors.

**Table 3. ALR Sanctions for Adults**

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**

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 community supervision professionals to maximize the effective use of ignition interlock devices to reduce recidivism associated with impaired driving.

**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.**

**Criminal Justice Recommendations from 2015 Impaired Driving Program Technical Assessment**

Recommendation	Status	Comments
<b>III. Criminal Justice System</b>		
<b>A. Laws</b>		
<b>Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety checkpoints</b>	Requires Legislative Action	Bills relating to sobriety checkpoints 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.
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	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.
<b>Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedures that regulate the implementation, operation, and applicability of such programs</b>	Requires Legislative Action	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.
<b>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</b>	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
<b>B. Enforcement</b>		
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 LEADRS expansion, the program will continue to focus on the report writing process.
Enact a statute that allows well planned and fairly executed sobriety checkpoints	Requires Legislative Action	Bills relating to sobriety checkpoints 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.
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.
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).

Recommendation	Status	Comments
Increase the use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities	Not Being Addressed Currently	<p>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.</p> <p>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. 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. However, TABC has increased the number of undercover operations that are funded through TxDOT grants (which include minor sting and over-service operations).</p>
Continue regular Advanced 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 is provided through training through a TxDOT grant.
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.
<b>Expand statewide partners for DRE training through regional training teams</b>	Complete and Ongoing	TxDOT's program partner continues to expand the DRE program and its partnership with other criminal justice constituents by using DRE regional coordinators to provide assistance and information.
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.
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.
Enact a statute establishing per se levels for controlled substances	Requires Legislative Action	
Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
<b>C. Prosecution</b>		
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	<p>TDCAA and TxDOT provide ongoing internal and external assessment with regard to potential for expanding the TSRP program and staff.</p> <p>TDCAA provides ongoing technical assistance through e-mail and outreach to prosecutor offices, law enforcement officers, and other traffic safety professionals. However, there is potential for growth in the area of preparation and assistance at trial.</p>

Recommendation	Status	Comments
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	Complete and 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.
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	Complete and Ongoing	TDCAA program partners continue to work with their internal task force and state attorney's offices regarding standards for pre-trial diversion programs.
Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs	Requires Legislative Action	
Educate Law Enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized	Not Being Addressed Currently	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.
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	
<b>D. Adjudication</b>		
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 TIDTF drafted and submitted a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner in FY 2016.
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	The Bexar County Commissioners Court is 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.
Encourage judges to not permit DWI defendants to avoid probation where the best interest of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment.	Complete and Jurisdictional Determination	There is currently education related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.
Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases	Complete and Ongoing	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, including Smith, Gregg, El Paso, Bexar, Harris, Montgomery, Travis, Dallas, Cameron, and Hidalgo Counties.

Recommendation	Status	Comments
<b>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</b>	Requires Legislative Action	The Department of Public Safety is responsible for the surcharge program which is part of the Driver Responsibility Program. Surcharges are administered post-conviction and sanctions are mandated under Chapter 708 Transportation Code. However, the presiding judge has the ability to waive surcharges if finding of indigence.
<b>E. Administrative Sanctions and Drivers Licensing Programs</b>		
<b>1. Administrative License Revocation and Vehicle Sanctions</b>		
Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
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	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
Resolve the continued concern about the administrative hearings’ negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings	Not Being Addressed Currently	
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	
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 that ordered the ignition interlock. Notification of the court should come from CSCD personnel responsible for the oversight of the convicted violator in cases where ignition interlock was a condition of supervision.
Enact a law that allows vehicle sanctions to be used for DWI convictions	Requires Legislative Action	
<b>2. Driver Licensing Programs</b>		

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations.

## Communications 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 State’s communications plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

**Table 5. Communication Projects and Campaigns**

Project Title	Organization	FY 2016	FY 2017	FY 2018
Statewide Impaired Driving Campaign*	Texas Department of Transportation	X	X	X
DWI March for Change	AAA Texas and the Travis County Underage Drinking Prevention Program	X	X	X
Impaired Driving Mobilization STEP Grant Program	Texas Department of Transportation	X	X	X
Project Celebration	Texas Department of Transportation	X	X	X

\*The Statewide Impaired Driving Campaign includes the following campaigns: Football Season, Christmas/New Year Holiday, College and Young Adult, Hispanic, Faces of Drunk Driving, and Labor Day. These communications campaigns existed as separate impaired driving campaigns until their consolidation in FY 2016.

The TxDOT Traffic Safety staff (headquarters and district level) in conjunction with their creative agency partners has 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 grass-roots 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 have organized 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 the dangers of 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.

**Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide.**

TxDOT 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 determined by who is the least intoxicated.

### Communications Program Recommendations from 2015 Impaired Driving Program Technical Assessment

Recommendation	Status	Comments
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.
<b>Evaluate the highway safety office marketing to ensure its messages are reaching target audiences</b>	Complete and Ongoing	TxDOT audits the statewide marketing effort as well as associated campaigns and marketing that is encompassed in program projects.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team

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.

### 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 TIDP 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 TIDTF to affect. It has been difficult to identify and maintain the appropriate individuals or organizations to serve on the TIDTF since its primary focus is not specifically tied to traffic safety. The TIDTF continues to identify potential representatives in order to better integrate these disciplines into the regular functions of the TIDTF.

In addition to incorporating effective representation into the operations of the TIDTF, 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 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 offend-

ers 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 TIDTF strongly considers SBIRT and SBI to be effective countermeasures against impaired driving. The TIDTF 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 TIDTF is not directly engaged in treatment and rehabilitation activities. However, the TIDTF works with health care and other professionals related to treatment and rehabilitation. 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 TIDTF 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 generally applied on a case-by-case basis.

**The TIDTF strongly considers SBIRT and SBI to be effective countermeasures against impaired driving**

**One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops.**

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.

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.

**Alcohol And Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation Recommendations from 2015 Impaired Driving Program Technical Assessment**

Recommendation	Status	Comments
<b>V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation</b>		
<b>A. Screening and Assessment</b>		
<b>1. Criminal Justice System</b>		
Develop and implement a DWI tracking system	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
Require the use of uniform and standardized screening protocols in community supervision (probation)	Not Being Addressed Currently	Input from Community Supervision leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs	Not Being Addressed Currently	Input from TEA leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>2. Medical or Health Care Settings</b>		
Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	Input from health care administrators is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Implement screening, brief intervention, referral to treatment procedures on college campuses throughout Texas	Not Being Addressed Currently	Input from college administration is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>B. Treatment and Rehabilitation</b>		
Expand the availability of DWI courts in Texas	Complete and Ongoing	The Bexar County Commissioners Court is 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.
Require the use of uniform and standardized screening protocols in all DWI education programs	Not Being Addressed Currently	Input from Texas Department of Licensing and Regulation is necessary to ensure there is no adverse impact on their ability to perform their functional role.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



## 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 TIDTF and the TxDOT Alcohol and Other Drugs Countermeasures Program rely primarily on crash data from CRIS and 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 FY 2017, TTI received grants from TxDOT to assess the feasibility of a statewide DWI tracking system in Texas, and to assess the feasibility of an integrated CORE traffic records database. Results from these projects will be shared with the TIDTF.

If Texas moves ahead with establishing a DWI tracking database, one of the first steps in the process will be to identify all possible sources of data that will be included. 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.

**Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the State.**

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 types of data they have, sources they use, and any potential barriers to sharing their data. Additionally, this will give the TIDTF 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.

### Program Evaluation and Data Recommendations from 2015 Impaired Driving Program Technical Assessment

Recommendation		Status	Comments
<b>VI. Program Evaluation and Data</b>			
<b>A. Evaluation</b>			
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		Complete and Ongoing	The TxDOT Crash Records Information System Database has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2.
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		In Progress	In FY 2017, TTI received a grant to assess the feasibility of a Core Traffic Records database. A final report will be produced in September 2017.
<b>B. Data and Records</b>			
<b>Develop a DWI tracking system to enable analysis of the impaired driving problem in the state</b>		In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
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		In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. As applicable to the project, TTI will work with the TRCC to gather data. A final report is forthcoming and will be shared with the TIDTF.
Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration		In Progress	The Texas Office of Court Administration is assessing the feasibility of such a system.
<b>C. Driver Records Systems</b>			
2015	Enact legislation that prevents removal of DWI conviction data from the driver history	Requires Legislative Action	

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



## Summary

The TIDTF has evolved over the last 10 years to include all aspects of the impaired driving challenge continuum. The TIDP 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 TIDTF 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 a comprehensive impaired driving program. The TIDTF and the TIDP are robust in nature and will continue to change and evolve as processes and laws change in the State. Both will continue to improve so that the State can make progress toward eliminating the deadly and far-reaching problem of impaired driving.

**The TIDTF has evolved over the last 10 years to include all aspects of the impaired driving challenge continuum.**



## Appendix A. Texas Impaired Driving Program Internal Assessment Matrix

Year	Recommendation	Status	Comments/References
<b>I. Program Management and Strategic Planning</b>			
<b>A. State and Tribal DWI Task Forces and Commissions</b>			
	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)	Not Being Addressed Currently	The TIDTF drafted and submitted a support letter for the establishment of the Governor’s Executive Committee to the Texas Transportation Commissioner in FY 2016.
<b>B. Strategic Planning</b>			
	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	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
<b>C. Program Management</b>			
	Conduct a study to determine the Texas Highway Safety Office’s needs for better and more accurate impaired driving data	Not Being Addressed Currently	A call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, subgrantees are performing annual statewide impaired driving crash analyses that pertain to the state’s need for identifying impaired driving data.
<b>D. Resources</b>			
	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.
	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.
	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	Program partners are unable to pursue, promote, or lobby legislative activity at any level.

II. Prevention		
A. Responsible Alcohol Service		
Enact a \$ .10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment	Requires Legislative Action	<p>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.</p> <p>In 2015, Texans Standing Tall created a report entitled “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” TST recently commissioned Baseline &amp; Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results show that 65% of registered voters support increasing the alcohol excise tax to improve public health and safety.</p>
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.
Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests	Requires Legislative Action	<p>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 overserves.</p> <p>Texans Standing Tall provides education to local communities on how to address social access and social hosting through local, civil social host ordinances. Research indicates local civil social host ordinances are a more effective means to address youth social access to alcohol and underage drinking parties. As of April 30, 2017, three cities in Texas have adopted such ordinances.</p>
B. Community Based Programs		
1. Schools		
Provide schools with current, Texas specific impaired driving information for inclusion in health and other curricula	Complete and Ongoing	<p>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.</p> <p>The TIDTF Education Subcommittee actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on alcohol awareness programs that will be distributed to schools.</p>

Coordinate school based impaired driving activities with evidence based alcohol and substance abuse prevention programs	Complete and Ongoing	In FY 2016, the TIDTF compiled a list of evidence based programs and activities for schools that addresses alcohol and substance abuse prevention. The list of projects is a resource for TxDOT and impaired driving program partners to promote prevention at elementary, middle and secondary education institutions. The list continues to be expanded upon, and will be incorporated into a reference book the Education Subcommittee is compiling that will include other programs that are successful but may not be evidence-based.
<b>2. Employers</b>		
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.
<b>3. Community Coalitions and Traffic Safety Partners</b>		
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	In Progress	In FY 2017, Texans Standing Tall received a grant to conduct an assessment of community-based coalitions and their efforts with the goal of developing a searchable database. This database will be used to increase opportunities for collaboration on reducing impaired driving.
Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	
<b>4. Transportation Alternatives</b>		
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 using 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.
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 using a wide variety of program media campaigns and blitz efforts.
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 using a wide variety of program media campaigns and blitz efforts.
<b>III. Criminal Justice System</b>		
<b>A. Laws</b>		
<b>Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety checkpoints</b>	Requires Legislative Action	Bills relating to sobriety checkpoints 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.
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	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.

<b>Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedures that regulate the implementation, operation, and applicability of such programs</b>	Requires Legislative Action	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.
<b>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</b>	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
<b>B. Enforcement</b>		
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 LEADRS expansion, the program will continue to focus on the report writing process.
Enact a statute that allows well planned and fairly executed sobriety checkpoints	Requires Legislative Action	Bills relating to sobriety checkpoints 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.
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.
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).
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.  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. 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. However, TABC has increased the number of undercover operations that are funded through TxDOT grants (which include minor sting and over-service operations).
Continue regular Advanced 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 is provided through training through a TxDOT grant.
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.
<b>Expand statewide partners for DRE training through regional training teams</b>	Complete and Ongoing	TxDOT's program partner continues to expand the DRE program and its partnership with other criminal justice constituents by using DRE regional coordinators to provide assistance and information.

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.
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.
Enact a statute establishing per se levels for controlled substances	Requires Legislative Action	
Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
<b>C. Prosecution</b>		
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	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. However, there is potential for growth in the area of preparation and assistance at trial.
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	Complete and 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.
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	Complete and Ongoing	TDCAA program partners continue to work with their internal task force and state attorney's offices regarding standards for pre-trial diversion programs.
Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs	Requires Legislative Action	
Educate Law Enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized	Not Being Addressed Currently	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.
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	
<b>D. Adjudication</b>		
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 TIDTF drafted and submitted a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner in FY 2016.
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	The Bexar County Commissioners Court is 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.

Encourage judges to not permit DWI defendants to avoid probation where the best interest of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment.	Complete and Jurisdictional Determination	There is currently education related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.
Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases	Complete and Ongoing	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, including Smith, Gregg, El Paso, Bexar, Harris, Montgomery, Travis, Dallas, Cameron, and Hidalgo Counties.
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	The Department of Public Safety is responsible for the surcharge program which is part of the Driver Responsibility Program. Surcharges are administered post-conviction and sanctions are mandated under Chapter 708 Transportation Code. However, the presiding judge has the ability to waive surcharges if finding of indigence.
<b>E. Administrative Sanctions and Drivers Licensing Programs</b>		
<b>1. Administrative License Revocation and Vehicle Sanctions</b>		
Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
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	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
Resolve the continued concern about the administrative hearings' negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings	Not Being Addressed Currently	
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	
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 that 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.
Enact a law that allows vehicle sanctions to be used for DWI convictions	Requires Legislative Action	
<b>2. Driver Licensing Programs</b>		
<b>IV. Communications Programs</b>		
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.
<b>Evaluate the highway safety office marketing to ensure its messages are reaching target audiences</b>	Complete and Ongoing	TxDOT audits the statewide marketing effort as well as associated campaigns and marketing that is encompassed in program projects.

<b>V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation</b>		
<b>A. Screening and Assessment</b>		
<b>1. Criminal Justice System</b>		
Develop and implement a DWI tracking system	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
Require the use of uniform and standardized screening protocols in community supervision (probation)	Not Being Addressed Currently	Input from Community Supervision leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs	Not Being Addressed Currently	Input from TEA leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>2. Medical or Health Care Settings</b>		
Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	Input from health care administrators is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Implement screening, brief intervention, referral to treatment procedures on college campuses throughout Texas	Not Being Addressed Currently	Input from college administration is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>B. Treatment and Rehabilitation</b>		
Expand the availability of DWI courts in Texas	Complete and Ongoing	<p>The Bexar County Commissioners Court is performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts.</p> <p>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.</p>
Require the use of uniform and standardized screening protocols in all DWI education programs	Not Being Addressed Currently	Input from Texas Department of Licensing and Regulation is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>VI. Program Evaluation and Data</b>		
<b>A. Evaluation</b>		
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	Complete and Ongoing	The TxDOT Crash Records Information System Database has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2.
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	In Progress	In FY 2017, TTI received a grant to assess the feasibility of a Core Traffic Records database. A final report will be produced in September 2017.
<b>B. Data and Records</b>		
Develop a DWI tracking system to enable analysis of the impaired driving problem in the state	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
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	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. As applicable to the project, TTI will work with the TRCC to gather data. A final report is forthcoming and will be shared with the TIDTF.
Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration	In Progress	The Texas Office of Court Administration is assessing the feasibility of such a system.

C. Driver Records Systems			
2015	Enact legislation that prevents removal of DWI conviction data from the driver history	Requires Legislative Action	



## Appendix B. Procedures

The TIDTF administrator, currently Troy D. Walden from Texas A&M Transportation Institute, reports directly to his/her 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 TIDTF administrator is responsible for maintaining the operations of the TIDTF as well as facilitating the required meetings. The administrator will generate required reporting to meet the intent and expectations that TxDOT and NHTSA have for a State-level task force.

The TIDTF 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 TIDTF 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 TIDTF 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 TIDTF 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](http://www.dyingtodrink.org)).
- After action reports from all TIDTF 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](http://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 TIDTF 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 TIDTF is not bound by formal state meeting and records requirements. The business of involved groups will be conducted in a spirit of openness and participation so that the recommendations of the TIDTF reflect both the expertise of its members and the input of the people of Texas at the state and local levels. The TIDTF does not make final decisions on matters, but will provide TxDOT and other stakeholders with recommendations related to the issue of impaired driving.

## Appendix C. Membership by Individual

Last Name	First Name	Title	Organization	Email
Abbott	Clay	Texas District and County Attorneys Association	DWI Resource Prosecutor	abbott@tdcaa.com
Alpert	Richard	Richard Alpert Law	Law Enforcement Trainer/Consultant	rba7289@gmail.com
Arnold	Jason	College Station Police Department	Officer	jeanold@cstx.gov
Ayala	Phillip	Texas Department of Public Safety	Major	phillip.ayala@dps.texas.gov
Brooks	Bobbi	Texas A&M AgriLife Extension Service	Program Manager	blbrooks@ag.tamu.edu
Busbee	Mark	FRIDAY/ADAPT	Program Manager	mark.busbee@tmpa.org
Carroll	Mindy	Texas Alcoholic Beverage Commission	Director Education and Prevention Division	mindy.carroll@tabc.state.tx.us
Coffey	Debra	Smart Start, Inc.	Vice President, Government Affairs	dcoffey@smartstartinc.com
Dean-Mooney	Laura	Texas A&M AgriLife Extension Service	Program Coordinator	LDMooney@ag.tamu.edu
Dias	Joseph	Memorial Hermann Prevention & Recovery Center	Program Therapist/Community Liaison	joseph.dias@memorialhermann.org
Doran	Holly	Texas Center for the Judiciary	TxDOT Program Director	hollyd@yourhonor.com
Dorman	David	MADD	Court Monitoring Project Specialist	david.dorman@madd.org
Dunman	Tyler	Montgomery County District Attorney's Office	Assistant District Attorney	tyler.dunman@mctx.org
Egdorf	Donald	Houston Police Department	Officer	donald.egdorf@houstonpolice.org
Ericson-Graber	Paige	Texas A&M Transportation Institute	Assistant Transportation Researcher	p-ericson@tti.tamu.edu
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## Appendix D. 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 and Corrections Department							x													
College Station Police Department		x																		
Collin County Community Supervision and Corrections Department							x													
Education Service Center - Region 6	x													x		x			x	x
FRIDAY	x			x												x				x
Guerra Deberry Coody and Company	x									x						x			x	x
Houston Police Department		x																		
Law Enforcement Mobile Video Institute – University of Houston Downtown				x												x			x	x
LEADRS				x																
MADD – Regional and State Offices	x														x				x	x
Memorial Hermann Prevention & Recovery Center											x									
Montgomery County District Attorney's Office		x			x														x	x
National Safety Council	x									x					x	x		x	x	x
Richard Alpert Law					x	x														
SafeWay Driving Systems																x				x
Sam Houston State University	x			x												x		x	x	x
Smart Start, Inc.								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 Association of Substance Abuse Programs									x											
Texas Center for the Judiciary						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
Texas Department of Public Safety			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 E. Meeting Items

The following are the respective agenda, notes, and attendance from TIDTF meetings held on

- April 27, 2017
- October 13, 2016

### April 27, 2017

## Texas Impaired Driving Task Force

Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, TX 78757

### April 27, 2017 Agenda

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8:30 – 9:00 AM	Check-in	
9:00 – 9:45 AM	Welcome	<b>Troy Walden</b>
	Impaired Driving Forum Recap Impaired Driving Plan Deadlines Rules and Regulations Future Impaired Driving Task Force Meetings	<b>Paige Ericson-Graber</b>
9:45 – 10:00 AM	TxDOT Update	<b>Frank Saenz</b>
10:00 – 10:30 AM	Subcommittee Updates: Legislative Subcommittee Education Subcommittee	<b>Clay Abbott Dannell Thomas</b>
10:30 – 10:45 AM	Member Spotlight Video and Break <i>*Watch Lisa Robinson/NSC member spotlight video</i>	
10:45 – 12:00 PM	Working Group Activity	
12:00 – 1:00 PM	Lunch and Networking	
1:00 – 1:45 PM	Continue Working Group Activity	
1:45 – 2:00 PM	Member Spotlight Video and Break <i>*Watch Mark Busbee/FRIDAY/ADAPT member spotlight video</i>	
2:00 – 3:00 PM	Report back to Task Force	
3:00 – 3:15 PM	Close / Wrap-Up	<b>Troy Walden Paige Ericson-Graber</b>
3:15 – 3:45 PM	Task Force Evaluations	<b>Paige Ericson-Graber</b>





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Transportation Safety**  
Texas A&M Transportation Institute



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April 27, 2017

**Impaired Driving Task Force Meeting Notes****Thursday, April 27, 2017****Start Time: 9:00 AM***Note: Action Items are bolded and in red font. Action items are summarized at the end of the notes.*

In these notes:

- [Welcome](#)
- [Open Discussion](#)
  - [Impaired Driving Forum Recap & Future Planning](#)
  - [Dates for Future Impaired Driving Events](#)
  - [Activities for Future TF meetings](#)
  - [Creation of a Policies and Procedures Subcommittee](#)
  - [New Web Series: Facts vs. Myths](#)
- [Deadlines for the Impaired Driving Plan Approval Process](#)
- [TxDOT Update](#)
- [Legislative Subcommittee Update](#)
- [Education Subcommittee Update](#)
- [Member Spotlight Videos](#)
  - [Lisa Robinson – Our Driving Concern](#)
  - [Mark Busbee – FRIDAY & ADAPT Programs](#)
- [DWI Tracking Database Feasibility Study: Notes from Working Group Activity](#)
- [Action Items](#)

[Welcome](#)

The Spring 2017 Impaired Driving Task Force meeting was held in Austin, TX at the Norris Conference Center. Troy Walden (TTI) opened April 27, 2017, Task Force meeting at 9 a.m.

Troy pointed attendees to the agenda for the outline of the day and highlighted work of the subcommittees. He promoted the Member Spotlight Videos, which are free tools that Task Members can utilize to promote the work they are doing. He then briefly discussed the working group activity which will discuss the DWI Tracking Database and needs of members of the impaired driving community. Lastly, Task Force members were prompted to provide feedback on future meetings and activities.

[Open Discussion](#)[Impaired Driving Forum Recap & Future Planning](#)

Paige Ericson-Graber provided a brief recap of the Texas Impaired Driving Forum, which was held the day before. There were approximately 160 registrants, and the Norris Conference Center allows the event to grow to 200 participants.

Paige asked for feedback on Texas Impaired Driving Forum – both in terms of content and the venue. The Forum was held the day before. In general, TF members liked the dual track set up of the Forum.

Suggestions were made to have area tracks in the future (treatment, law enforcement, prosecution, etc.).

Paige posed the idea of expanding the Forum to 1 ½ days. Some members supported this expansion, others supported expanding tracks, and still others supported extending the schedule by one hour (to end at 5:00 PM).

Frank Saenz expressed expanding tracks may be a good lead into Lifesavers and prepare us to think about potential speakers for the Lifesavers Conference. He advised looking at bills that come out of the legislature as potential topic areas to consider as well.

Paige posed the question of potential future topic areas, but there was no response. Paige also proposed the idea of a logo for the Forum. **TF administration will develop a logo for the Forum.**

Detective Mabe reported that there was a lack of law enforcement officers (LEOs) at the Forum, adding that there were only five agencies represented at the Forum. He was unsure of how attendees were recruited, or if the problem was because agencies cannot afford to send their LEOs. He feels that LEOs are grossly underrepresented. Paige commented that participants are recruited by sharing event details with TF members, past Forum attendees, and all TxDOT Traffic Safety Specialists (who push the information out to their regional coalitions and network). Gloria Souhami agreed and suggested a personal email should be sent from TF members or Paige to help to reach LEOs. Frank suggested utilizing TMPA or Clay Abbott to reach LEOs as well. **TF administration will develop an Invite Template Letter for TF members to utilize to reach local LEO agencies.**

Troy mentioned Treatment Providers expressed a desire to receive CEUs for the Forum as well as CLEs for attorneys, although CLE credits can be challenging to get approved through the State Bar Association. **Clay Abbott volunteered to check with the bar association about providing CLEs for attorneys. TF administration will look into providing CEUs for treatment providers.**

#### Dates for Future Impaired Driving Events

Thursday, October 12, 2017, was proposed as the date for the Fall Task Force Meeting. TF members approved this date; however, the date was not set due to discussions about when the next Forum would be held. **TF administration will work with TxDOT to establish a date for the Fall Task Force Meeting. TF administration will send notification to TF members once the date is established.**

Texas will be hosting the Lifesavers Conference in April 2018. Because of the conference timeframe, a new timeframe to hold the Forum must be found. Paige asked for potential scheduling conflicts with moving the Forum earlier or later in the year. Known scheduling conflicts included:

- November 2017 – Must be cognizant of holidays
- January 21 – 24, 2018 : National Probation Conference in Houston
- January 2018 – TDCAA trainings
- January 2018 – Transportation Research Board (TRB) Conference in Washington DC
- June 2018 – Traffic Safety Conference in Texas (location varies year to year)

Nina Saint proposed having it in conjunction with our fall TF meeting in October. TF members expressed a desire to keep TF meeting and Forum back to back. Troy spoke about the planning and logistics challenges that arise from holding the Forum that early in the FY, but it could be done. He cautioned



April 27, 2017

that having the Forum in October/November might affect the quality of speakers once there is a short amount of time to plan the Forum, only six months. Troy proposed that next year might be a transition period to a new timeframe for years going forward, or simply an anomaly year. **TF administration will work with TxDOT to determine the date of both the Fall & Spring TF meeting as well as the Forum. TF Members were asked to provide known dates and conflicts of programs for next year so that TF administration could plan the Forum/TF Meeting dates.**

#### Activities for Future TF Meetings

Paige asked for recommendations about coalition best practices. She commented that many regional coalitions bring in guest speakers and that perhaps it's something the TF could do as well once a year (for instance, every Fall meeting). She also emphasized that **if any TF members can utilize the knowledge and expertise in the room for their projects to contact TF administration so that the activity can be worked into the agenda.**

Clay did not favor bringing a guest speaker, and that he would prefer to come, work, and then leave. He enjoyed the working group activity idea and receiving the questions before the meeting. Although, he asked for the questions to be sent more lead time and to receive a reminder. **TF administration will distribute all working group activities to TF members no later than one week ahead of the next TF meeting.** Paige conveyed that opinions could still be made known on the evaluation form (planned for end of meeting).

#### Creation of Policy and Procedures Subcommittee

Paige proposed the creation of a temporary subcommittee to develop bylaws, policies, and procedures for TF. Creating bylaws would be in the interest of increasing transparency for TF members going forward. She asked if members would want to give input and guidance in the development of policies.

There was some discussion about whether creating bylaws is needed because there has been a past situation. Paige expressed that this is the case. Troy mentioned that there have been issues with TF members inviting new members without consulting TF administration. Some TF members were not happy with how this was handled. To avoid issues like this from recurring, TF administration believes it would be helpful if the TF had a standing body of rules to aid in the administration of the TF.

Cecil expressed support for going back to the roots of the TF of having representation from all disciplines. While TxDPS suggested we get examples from other states and provide those to the TF members.

Sam Sinclair expressed that NHTSA can connect the TF with resources in other states in the region and how they manage the administration part of their TFs. **TF Administration will work with Sam to get an idea of how other states in the region manage the administration aspect of their TFs. This information will be shared with TF Members and discussion will resume at the fall TF Meeting.**

#### New Web Series, Facts vs. Myths

Sam Atchison (TTI) will be contacting TF Members to participate in a new web series that will be featured on the [www.dyingtodrink.org](http://www.dyingtodrink.org) website. This web series will be an opportunity to dispel myths about impaired driving. Below are some of the graphics that were created for the series:

April 27, 2017



TF members are asked to begin thinking of specific topics that they would like to be included in this web series and provide those to Sam, [s-atichison@tti.tamu.edu](mailto:s-atichison@tti.tamu.edu).

Clay suggested that Paige put Sam in touch with him for a potential sit down with approximately 20 prosecutors in December 2017.

#### Deadlines for the Impaired Driving Plan Approval Process

Paige shared with the TF the internal deadlines the TF will be working with this year to get the Impaired Driving Plan approved.

- TF Administration emails revised copy by 5/5
- TF members send final revisions by 5/12
- TF Administration sends final copy to TF members by 5/15
- TF members review and approve plan by 5/29
- TF Administration sends final plan to TxDOT by 6/1

Paige clarified that certain information will not be updated in the draft that is sent on 5/5. TF administration works with TxDOT to obtain and confirm certain information in the plan. Due to extenuating circumstances at TxDOT, certain items are unavailable for update until a later time. Those remaining items will be updated before the final plan is submitted to TxDOT on 6/1.

#### TxDOT Update with Frank Saenz

Frank thanked TF members for their continued work in reducing impaired driving. He informed the members that Terry Pence was unable to be at yesterday's Forum and today's meeting due to out of state travel. However, Frank conveyed that Terry was pleased with the work being done and is appreciative of the work TF members are doing.

Frank indicated that the planning process for the FY 18 HSP will be submitted to NHTSA July 1. And, in terms of FY 18 TxDOT project funding notification, proposals will begin to receive "modification requests" at the end of May. He stressed that not every project that is being recommended for funding will receive a notification for modification; some projects that are being recommended for funding did not need further modification. Frank indicated that TxDOT is currently finishing analysis on submitted proposals and projects. He added that proposals submitted under the Alcohol and Other Drugs Countermeasures Program did an excellent job with submission, making the project selection process very competitive.

April 27, 2017

### Subcommittee Updates

#### Legislative Subcommittee with Clay Abbott

Earlier in the year, the Legislative Subcommittee created a "bill repository" to disseminate information about pending DWI bills during the 85<sup>th</sup> Legislature and keep TF members updated. A link to the bill repository was shared via Syncplicity with all TF members; this is where members can find a complete description of each of the filed bills. **TF administration will resend the Syncplicity link to TF members. TF administration will post a summary of each of the bills on the [www.dyingtodrink.org](http://www.dyingtodrink.org) website once all bills are signed into law.**

Clay provided these brief updates:

- Monday, May 8 is the last date for bills to come out of the House and be signed without "dying."
- Sine Die is at the end of May for bills to come off of the House floor to have a chance to pass.
- There were no sobriety checkpoints or first offender ignition interlock bills filed this year.
- No increase in alcohol excise tax filed.

Clay ran through the legislation filed this year. It looks like very little will pass in the way of impaired driving, which can either be a good or bad thing.

In reference to HB 1913 which deals with citation issues: essentially, this is not an impaired driving bill. However, it could indirectly impact impaired driving (and enforcement). Ned Minevitz ([ned@tmcec.com](mailto:ned@tmcec.com)) is the point of contact if TF members have additional questions or want to get more information on this topic.

Nicole Holt gave a brief update on marijuana legislation. She added that at this most legislation is dead, and even most pro-marijuana stakeholders do not expect to pass legislation this session. However, pro-marijuana groups are following the same pattern and strategy they have used in other states where they have been successful in passing marijuana legalization.

Nicole also gave an update on powdered alcohol. It appears that the bills to ban powdered alcohol are favored. However, it looks like regulatory bans will die in committee this year.

**Clay will provide TF administration with notes from 4.27.17 legislative subcommittee meeting. TF administration will distribute to TF.**

#### Education Subcommittee with Dannell Thomas

Dannell Thomas indicated that the Education Subcommittee has achieved all of the subcommittee's goals. The subcommittee made strides in the development of the reference book on Alcohol Awareness Programs. The subcommittee will be splitting the Alcohol Awareness Programs Reference Book into two booklets – one for Schools and Communities and the other geared toward the Criminal Justice System (law enforcement, judges, prosecutors, probation, etc.). **The goal is to have both booklets completed by the next TF meeting. The Education Subcommittee will continue to maintain the booklets and the TF administration will provide technical assistance to ensure the booklets remain up-to-date.**

Dannell indicated that the Subcommittee plans to use safety contacts at the Regional Education Service Centers (RES-C) to distribute the booklets and get them into schools. Dannell mentioned that this is good because it will help get the book into all regions across the states.

April 27, 2017

#### Member Spotlight Videos

Our Driving Concern

FRIDAY and ADAPT Programs

The TF watched two member spotlight videos: Our Driving Concern with Lisa Robinson, and FRIDAY and ADAPT Programs with Mark Busbee. Both videos can be found online at <https://www.dyingtodrink.org/member-spotlight/>.

#### DWI Tracking Database Feasibility Study: Working Group Activity

This working group activity was designed to collect feedback from stakeholders on the feasibility of building a DWI Tracking System (DWITS) in Texas. The purpose was to engage TF members to play an active role in addressing the priority recommendation from the 2015 NHTSA Impaired Driving Technical Assessment about the need for a DWI Tracking System in Texas.

TF members were divided according to their expertise into four groups: law enforcement, education, judges/prosecutors, and treatment experts. Each group was answered a series of questions. The questions were distributed ahead of the meeting to give members time to collect their thoughts. After each group discussed the issues in their working groups, a representative from each group was chosen to report out to the larger TF.

#### Report Out to TF

*Prosecution/Judiciary – Clay Abbott*

##### Problem Identification

Texas has bonding conditions problems. Judges do not have a way to find out if there are pending cases. There is no reporting system for prosecutors, and there is no structure or procedure for reporting bond conditions. Judges do not track the bonds. Private companies do this reporting mechanism.

All of the other state's bond information that Texas used as reference had procedures on bonds. If a person is put on bond conditions in one county, there is no way to find out about it in another county. If they get arrested on Wednesday in one jurisdiction, and they get put on interlock, but then they get arrested again on Friday, the new magistrate has no idea that the same person is under the bonding conditions. That data does not exist, and currently, it is no one's job to keep it.

Part of the problem with tracking individuals is that there are no individual unique identifiers and no case identifiers.

There are no statutes that dictate the procedures between arrest and a prosecutor filing a charge on a person. Without a uniform law, there are no uniform record keeping, reporting, and process.

Another problem is that judges have to find fingerprints through comparison of other documents. They have to call a fingerprint witness to be able to prove they are prosecuting the right person.

Data are not uniform and data does not get shared outside of a prosecutor's office. Moreover, the Office of Courts Administration, for example, is missing fields to inform judges and prosecutors better.

Page 6 of 9

April 27, 2017

What Does Work in the State

Licensing works great.

The Texas Crime Information Center (TCIC) information is not the best mechanism to find criminal information due to privacy barriers. Prosecutors have to call someone at TCIC to find this information.

What Judges and Prosecutors Want Out of a DWITS:

The state needs a single electronic system for data that is centralized and automated. For that to occur, statutory authority is necessary. This data needs to be timely, secure and accessible on the front end and back end. This must be the job a state agency, not a local agency. Texas Municipal League, the Texas Legislature, the Texas Association of Counties are good examples.

Individual unique identifiers and case identifiers are necessary as well as the uniformity of criminal procedures, forms, and reporting. Currently, there are no statutes between arrest and case arriving by the courts.

Law Enforcement - Richard MabeProblem Identification

Law enforcement (LE) questioned if there is a need to build a DWITS. The group was unsure what problem building a DWITS would actually fix (specifically with the ability to track DWI arrests). The LE group prioritized the ability to deal with things that can help right away, adding that having a DWITS doesn't help LE on the side of the road or when they're booking people into jail. LE acknowledged that the DWITS would be more helpful to prosecutors and judges than to LEOs.

What Does Work in the State

Texas driver license (DL) and criminal history repositories are sufficient for law enforcement to perform its job. For example, if someone is arrested, first thing LEOs do is run a DL history check. If this individual has a prior arrest or conviction, this information should show up during the DL check. If a person's criminal record doesn't show up on DL check, it will show up in the Criminal History Repository. So, to Clay's example, if an individual is arrested twice during the same week, LEOs will see previous arrests and all arrests and convictions by utilizing these two data repositories.

Issues with a Potential DWITS

If the DWITS makes the job more difficult or challenging for LEOs, there will be backlash from LE community. Many LEOs already do not like making DWI arrests, and if a DWITS adds to the burden of making a DWI arrest (which already takes 2 -3 hours), many officers will not use the system.

Another potential problem is that each LE agency uses their own internal systems. So, if you're building a DWITS, it will be very difficult to get buy-in from every LE agency in the state to make their systems compatible (either automation or integration) with a DWITS. Additionally, there is possible sensitive information in databases that will not be shared.

A third problem involves expungements. LEOs would need assurances that expungements would take place.

The LE group also wanted to know what agency would be responsible for maintaining the DWITS? Who makes assurances that this takes place under the DWITS?

According to the LE group, officers do not care about previous history or arrests; they are only concerned with the current arrest.

Clay added that the data that law enforcement is collecting is data that many judges are not using. A "hole" is created when the officer drops the defendant in the magistrate. There is no way a judge or officer can know if the person was violating the interlock law. Officer-created data is not currently being utilized by other criminal justice stakeholders.

LEOs do not have a way to know if an offender is violating a bond condition or probation condition of having an ignition interlock (MB offense). For example, an offender who gets pulled over and does not have the court order (wasn't required) cannot be identified as being under bond conditions because LEOs have no way to verify that he/she is still required to have an ignition interlock installed in the car. Clay added that, currently, prosecutors have to charge this offense a few weeks later.

#### *Education – David Dorman*

Everyone is doing data mining to some degree. Education professionals are okay with getting de-identified data. The Education group essentially wants any and all data they can get, especially at the local level. Data that pinpoints on an offender's age group, gender, social, economic status, types of offense, and how many times he/she offended are a few examples of data that the group finds helpful.

#### *Probation/Treatment – Jena Prescott (TF Administration)*

Treatment professionals would like to communicate their information to other probation providers through an automated process. They already share information up the chain through e-mails and faxing, but it is not sufficient to get timely data. The Treatment group would like access to other county's information.

#### *Wrap-up*

Troy clarified that the Texas A&M Transportation Institute (TTI) is currently conducting a feasibility study and exploring whether implementing a DWITS is a good fit for the state of Texas. The working group activity was an evidence-gathering exercise. Among other pieces of information, TTI was trying to extract from this exercise whether there are systems that can be linked when moving forward. Troy acknowledged that there were many remaining questions.

Cody Stewart and Cinthya Soares (TF Administration) clarified that, as part of the project, all 50 states were contacted to determine if each state had a DWITS in place; 7 states participated in interviews where they provided additional information. States such as Kansas, Missouri, and Tennessee have DWITSs.

#### *Summary of Action Items*

##### *Action Items for TF Administration*

- Develop a logo for the Texas Impaired Driving Forum.
- Develop a Forum Invitation Template Letter for TF members to use when reaching out to LE agencies and other stakeholders. This letter will be shared with the TF once a date for the next Forum has been established.
- Will look into providing CEUs for treatment providers attending the Forum.

April 27, 2017

- Will work with TxDOT to establish a date for:
  - the Fall and Spring TF meetings
  - the Impaired Driving Forum
 \*TF administration will send notification to TF members once dates are established.
- Distribute all working group activities to TF members no later than one week ahead of the next TF meeting.
- Will work with Sam Sinclair (NHTSA) to get an idea of how other states in the region manage the administration aspect of their TFs. This information will be shared with TF Members and discussion will resume at fall TF Meeting.
- Reach out to TF members to participate in the Facts vs. Myths web series. These emails will likely come from Sam Atchison ([s-atchison@tti.tamu.edu](mailto:s-atchison@tti.tamu.edu)).
- Resend the "bill repository" Syncplicity link to all TF members. TF administration will post a summary of each of the bills on the [www.dyingtodrink.org](http://www.dyingtodrink.org) website once all bills are signed into law.

#### Action Items for TF

- Provide known dates for programs and conferences that take place from October 2017 – August 2018, so that TF administration can take these dates into consideration when looking for a date to hold the next TF meetings and Forum.
- Utilize the knowledge and expertise in the room for their projects. If interested in conducting a working group activity as part of your programs or trainings, please contact Paige ([p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu)) so that it can be worked into the meeting agenda.
- Think of specific topics that they would like to be included in the Facts vs. Myths web series, and email Sam Atchison ([s-atchison@tti.tamu.edu](mailto:s-atchison@tti.tamu.edu)) with topics.
- The Education Subcommittee will complete both reference books by the next TF meeting. The Education Subcommittee will need to meet several times to finish conducting program research and approve the booklets that will be shared with the larger TF. Once the booklets are complete, the Education Subcommittee will be in charge of maintaining the content (which programs are included), but TF administration will provide technical assistance to ensure the booklets remain up-to-date (contact information is correct, etc.).
- Keep in mind the following Impaired Driving Plan deadlines:
  - TF Administration emails revised copy by 5/5
  - TF members send final revisions by 5/12
  - TF Administration sends final copy to TF members by 5/15
  - TF members review and approve plan by 5/29
  - TF Administration sends final plan to TxDOT by 6/1

#### Action Items for Individual Members

- Clay Abbott will check with bar association about being able to offer CLEs for attorneys attending the Forum.
- ~~TF administration has put Sam Atchison in touch with Clay Abbott about the Facts vs. Myths web series.~~ Clay will invite Sam to the December 2017 TDCAA meeting to utilize the expertise in the room at that time.
- ~~Clay Abbott will provide TF administration with notes from 4.27.17 legislative subcommittee meeting. TF administration will distribute to TF.~~

Page 9 of 9

April 27, 2017

Texas Impaired Driving Task Force Meeting – April 27<sup>th</sup>, 2017  
 Norris Conference Center, 2525 W. Anderson Lane, Suite 365, Austin, TX 78757 | 9:00 AM – 3:45 PM

Last	First	Organization	Signature	Are you attending the Forum as part of a TxDOT grant? <input type="checkbox"/> Yes <input type="checkbox"/> No
Abbott	Clay	TDCAA	<i>Clay Abbott</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Arnold	Jason	CSPD	<i>Jason Arnold</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Busbee	Mark	TMPA-FRIDAY Program	<i>Mark Busbee</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Carroll	Mindy	TX Alcoholic Beverage Commission	<i>Mindy Carroll</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Coffey	Debra	Smart Start	<i>Debra Coffey</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Dean-Mooney	Laura	Texas A&M AgriLife Extension Service Watch UR BAC	<i>Laura Dean-Mooney</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Doran	Holly	Texas Center for the Judiciary	<i>Holly Doran</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dorman	David	MADD	<i>David Dorman</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Egdorf	Don	Houston PD	<i>Don Egdorf</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Ericson-Graber	Paige	Texas A&M Transportation Institute	<i>Paige Ericson-Graber</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gilbert	Bob	Texas A&M Transportation Institute	<i>Bob Gilbert</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Graber	Jon	Texas A&M Transportation Institute	<i>Jon Graber</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gutierrez	Jaime	MADD	<i>Jaime Gutierrez</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Havemann	Christie	Texas A&M Transportation Institute	<i>Christie Havemann</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Henk	Russell	Texas A&M Transportation Institute	<i>Russell Henk</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Hodges	David	Texas A&M Transportation Institute	<i>David Hodges</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Holt	Nicole	Texans Standing Tall	<i>Nicole Holt</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Humphrey	Cynthia	Assoc of Substance Abuse Programs	<i>Cynthia Humphrey</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Jennings	Michael	Austin PD	<i>Michael Jennings</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Jermstad	Todd	Bell/Lampasas Counties Community Supervision and Corrections Department	<i>Todd Jermstad</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Kuboviak	Jim	LEMVI/UHD	<i>Jim Kuboviak</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Mabe	Richard	Austin Police	<i>Richard Mabe</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Marquart	Cecelia	Sam Houston State University	<i>Cecelia Marquart</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
McCann	Missy	Texas SFST Program	<i>Missy McCann</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
McDonald	Dottie	Smart Start	<i>Dottie McDonald</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
McGarrah	David	Texas SFST Program	<i>David McGarrah</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Minevitz	Ned	TMCEC	<i>Ned Minevitz</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Mudd	Anna	Texas Department of Public Safety	<i>Anna Mudd</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Ortiz	Charles	Texas LEADRS	<i>Charles Ortiz</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Palmer	David	Texas Department of Public Safety	<i>David Palmer</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Prescott	Jena	Texas A&M Transportation Institute	<i>Jena Prescott</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Redford	Susan	Texas Association of Counties	<i>Susan Redford</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Robinson	Lisa	National Safety Council	<i>Lisa Robinson</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rogers	Shalandra	Texas Department of Transportation	<i>Shalandra Rogers</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Saenz	Frank	Texas Department of Transportation	<i>Frank Saenz</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Saint	Nina	The Foundation for Safe Driving	<i>Nina Saint</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Sarosdy	Randall	Texas Justice Court Training Center	<i>Randall Sarosdy</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Schexnyder	Jude	TxDOT	<i>Jude Schexnyder</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Sinclair	Sam	NHTSA	<i>Sam Sinclair</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Soares Roberto	Cinthya	Texas A&M Transportation Institute	<i>Cinthya Soares Roberto</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Stewart	Cody	Texas A&M Transportation Institute	<i>Cody Stewart</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Stratton	Doug	GDC Marketing & Ideation	<i>Doug Stratton</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tedder	Jay	Texas Department of Public Safety	<i>Jay Tedder</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Thomas	Dannell	ESC - Region 6	<i>Dannell Thomas</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Thorp	Kara	AAA Texas	<i>Kara Thorp</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Walden	Troy	Texas A&M Transportation Institute	<i>Troy Walden</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wammack	Beth	GDC Marketing & Ideation	<i>Beth Wammack</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Weiser	Laura	Texas Center for the Judiciary	<i>Laura Weiser</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Worley	Dan	Baylor Scott & White Hillcrest RED Program	<i>Dan Worley</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Southern	D.	TC Underage Drinking Prog	<i>D. Southern</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



October 13, 2016

## Texas Statewide Impaired Driving Task Force

Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, TX 78757

### October 13, 2016 Agenda

8:30 – 9:00 AM	Check-in	
9:00 – 10:15 AM	Welcome and Introductions <ul style="list-style-type: none"> <li>• New members</li> <li>• Member commitment</li> <li>• Updates since April Task Force Meeting</li> <li>• Subcommittee Updates</li> </ul>	<b>Troy Walden</b>
10:15 – 10:45 AM	Goals and Objectives from Task Force Project Plan Revisions <ul style="list-style-type: none"> <li>• Revisions until March 1</li> <li>• Final to TxDOT by June 1</li> </ul>	<b>Paige Ericson-Graber</b>
10:45 – 11:15 AM	TxDOT Update	<b>Terry Pence</b>
11:15 – 11:30 AM	Task Force Spotlight Videos	<b>Sam Atchison</b>
11:30 – 12:30 PM	Lunch and Networking	
12:30 – 3:00 PM	Working Group Activity	<b>Troy Walden</b>
3:00 – 3:45 PM	Working Groups Report Back to Task Force	
3:45 – 4:00 PM	Close / Wrap-Up	<b>Troy Walden</b>

Hosted by:



October 13, 2016

### Impaired Driving Task Force Meeting Notes

Thursday, October 13, 2016

Start Time: 9:09AM | End Time: 3:27PM

#### Welcome and Introductions:

Troy Walden (TTI) welcomed everyone and thanked them for their time and commitment to the Task Force. He mentioned that we had filled some gap areas of expertise since the last Task Force meeting and reiterated that the Task Force is not adding new members at this time unless they fill strategic gap areas. He suggested **sending any recommendations for new members to Troy or Paige (and Frank) for consideration.**

#### New members:

- Cynthia Humphrey, Texas Association of Substance Abuse Programs
- Joseph Dias, Memorial Hermann Prevention Recovery Center
- Don Egdorf, Houston PD
- Sherri Robelia, TxDOT

Troy noted that everyone had a **letter of commitment and were asked to sign those once per year during the fall meeting.** Task Force members were asked to review, sign, and return the letter before the meeting ended.

#### Updates since April Task Force Meeting:

##### *(1) Support Letter for Governor's Executive Impaired Driving Committee*

Terry Pence (TxDOT) provided an update on the support letter for the Governor's Executive Impaired Driving Committee, which the Task Force sent in February 2016 to the TxDOT Transportation Commission. Commissioner Jeff Moseley has since stepped down, and there is a new commissioner in place as of this year. The recommendation for the creation of the Governor's Executive Impaired Driving Committee was included in the strategic document *Solutions for Saving Lives on Texas Roads*. This document was created by the Texas Traffic Safety Task Force, which includes Texas transportation and law enforcement professionals working to identify best practices recommendations and new ideas in an effort to reduce Texas highway fatalities, injuries, and crashes. The document was presented in June 2016 to the Commissioner's office and is currently under review. The document can be accessed here: <https://ftp.dot.state.tx.us/pub/txdot-info/trf/trafficsafety/saving-lives.pdf>

##### *(2) Updates from Subcommittees*

- Legislative Subcommittee
  - Clay Abbott (TDCAA) updated on the legislative subcommittee: role to the ID Task Force is informational, two components of what the subcommittee does; brief on things that come up before the session and update on things that have been voted into place during legislation session.
  - Subcommittee topics: Sobriety checkpoint/interlock for 1<sup>st</sup> time offenders (TTI), interlock licenses (Laura Weiser), deferred (Clay), records and DWI tracking (TTI), driver's responsibility (Laura Weiser), powdered ETOH/RX drugs and use/MJ legislation (Nicole Holt). January 1<sup>st</sup> we will watch as bills come out and update the Task Force by providing 1-page summaries as soon as possible. May-June will look at what passed and prepare information for Task Force. **Subcommittee will meet in November, so members should watch for email from Sarah/Clay.**

October 13, 2016

- Education Subcommittee
  - Dannell Thomas (ESC-6) updated on Education subcommittee: Held webinar on June 2, areas of focus; find/develop materials and information that could be used in school districts (evidence based and currently funded programs). Additional research will be done by subcommittee members outside of Task Force meetings. What will be developed? Multiple documents listing free and other programs, available or being implemented in school districts. Currently Texas schools use Core Standard 2.4 and if programs focus on extended learning they will fit into the CORE requirement
  - Subcommittee will provide language that partners need to get their programs in the school (a current struggle).
  - Mike Morale is the new Education Commissioner in place. He has made it a point to visit all ESC's in the state. The Education subcommittee is in a good position to help get Task Force member programs into schools, communities, and districts all over the state.
  - The subcommittee wants to be able to list the following: Title, TEK associated, discipline area, within the two documents that are being created. Regional Service Centers have TETN 2x/year to discuss safety across the state and what each region is doing, Task Force members are welcome to provide program information to Dannell that she will introduce during the TETN meetings.
- DWI Monitoring subcommittee met but does not have any information to report out at this time.
- Troy indicated that we are looking at creation two additional subcommittees and asked for **feedback from members on what topics/areas would be beneficial.**

✦ The Task Force previewed the member spotlight video featuring Jim Kuboviak (LEMVI).

#### Goals and Objectives from Task Force Project

Paige Ericson-Graber (TTI) gave an update on what the Task Force has accomplished in FY16:

- Approved Mission Statement
- Developed Letter of Commitment
- Developed Letter of Invitation
- Drafted Support letter for creation of Governor's Executive Committee on Impaired Driving
- Developed "Member-only" website
- Redesigned *DyingtoDrink* website
- Filmed member spotlight videos
- Updated Impaired Driving Plan
- Created 3 Subcommittees
- Developed resources/infographics
- Conducted Impaired Driving Forum
- Listed upcoming Task Force events

**If any TF members want training dates or program information posted on the *DyingtoDrink* website, send the event details to [s-atcison@tti.tamu.edu](mailto:s-atcison@tti.tamu.edu).** Upcoming events (both Task Force and members) are listed on the *DyingtoDrink* website.

October 13, 2016

It was discussed that some of program events are closed/only available to certain stakeholder groups - TTI will update website appropriately to indicate what events are open/closed. Paige requested all Impaired Driving Plan revisions be submitted by March 1, 2017. Paige will email a .doc version of the plan so that members can use track changes to return any comments.

Troy asked for any speaker/topic suggestions for the Impaired Driving Forum as we will be working on the agenda and lineup shortly.

#### TxDOT Update:

Terry Pence provided a TxDOT update and thanked everyone for their service.

- For the annual report, TxDOT is looking for summaries that can be put together for "best practices" and encouraged members to with TxDOT to get those summaries in for inclusion. Summaries can be sent to Frank Saenz at [frank.saenz@txdot.gov](mailto:frank.saenz@txdot.gov).
- In 2018, all TxDOT proposals will require electronic signatures.
- Terry discussed the importance of the Impaired Driving Plan and how it is required for getting Section 405 funds and NHTSA funds. As a mid-range state, to qualify for those funds we must put together an Impaired Driving Plan and have it approved by a statewide task force. TxDOT will be operating through a continual resolution through Dec 9. It is expected there will be three continual resolutions that carry through the end of FY 2018. It is unknown about how much funding Texas will qualify for. Texas receives about \$10 million in incentive dollars for impaired driving.
- Requests for Proposals (RFPs) will likely open up in early November and a webinar will be conducted for anyone interested in learning about the process. The RFP's will open up on a Friday and the *Texas Register* will then offer the webinar that will walk through the proposal process. Proposals will be due in early January.
- Carol Rawson retired in August 2016, and the new TxDOT Division Director in Traffic Operations is Michael Chacon.
- Administrator Rosekind spoke at the Governor's Highway Safety Administration conference this year on the same date that the latest FARS data was released. We're seeing a tremendous increase in traffic fatalities. There were 32,744 traffic fatalities nationwide in 2015. The NHTSA fact sheet can be viewed here: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812318>
- This year, Commissioner Moseley created a Traffic Safety Task Force after bringing in people involved in traffic safety and asking how to reduce deaths. The Task Force produced the strategic document *Solutions for Saving Lives on Texas Roads* found at <https://ftp.dot.state.tx.us/pub/txdot-info/trf/trafficsafety/saving-lives.pdf>. The document looked at three E's: Education, Engineering, Enforcement and put together a 5-year plan.
- Terry provided handout with web address link to the Safety Solutions Report as well as a link to NHTSA's new initiative called Road to Zero, which can be accessed here: <http://www.nhtsa.gov/nhtsa/symposiums/october2016/index.html>. The NHTSA link includes a day-long webinar video that took place. We will be working on a 30-year plan to get to zero deaths. A number of states have already started initiatives and NHTSA is working to get all states doing this. As Frank requested, the Road to Zero initiative information and the Safety Solutions report be included on the DyingtoDrink website.
- Shalandra Rogers (TxDOT) encouraged members to attend the Statewide Distracted Driving Summit on November 3. Shalandra indicated that Doug Stratton (GDC) just completed a

October 13, 2016

campaign with a video game called Impaired Dodgeball which uses mobile truck with a large screen. Doug gave a brief overview of the Impaired Dodgeball campaign.

#### Task Force Spotlight Videos:

- ✦ The Task Force previewed the TMCEC's spotlight video featuring Ned Minevitz and Judge April Earley.
  - Sam encouraged members to setup an appointment for doing a member spotlight video. The videos are free to members and can be used for their own marketing purposes. Videos can include just one person or multiple as needed. Sam provides 5 basic questions to help facilitate the dialogue of the interviewee.
  - Sam walked members through the *DyingtoDrink* website and encouraged members to submit materials and documents that can be added. Sam indicated the blog on the website is updated weekly and requested information that can be included.

#### Lunch and Networking:

Resumed from Lunch at 12:25PM.

- ✦ Troy previewed another member spotlight video from U-in-the-Driver-Seat program, featuring Russell Henk, Lisa Minjares-Kyle, and Stacey Tisdale.

#### Working Group Activity:

Ahead of the meeting, members were asked to complete an online survey. The survey was a compilation of recommendations from the Impaired Driving Technical Assessments that the Task Force had previously identified as either "not being currently addressed" or "requires legislation." The results of the survey were provided in a spreadsheet detailing the ranking decided on through the survey process and what the top 6 priority recommendations were.

The Task Force was split into topic-specific, small groups to discuss the creation of specific, measurable, realistic, attainable, and timely (SMART) goals to implement the recommendations in their focus areas. She asked members to A) outline very specific steps to move recommendation forward and B) identify who could lead that effort.

Below are the ranked survey results, the list of members in each group, and what was reported back to the larger Task Force.

**Recommendation #1: Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment.**

Group members:

- Nicole Holt
- Mindy Carroll
- Jaime Gutierrez
- Atalie Nitibhon
- Randy Sarosdy

1. SMART Goals:

- Research
  - Texans Standing Tall previously produced a research document on "The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas."
  - TST is conducting an opinion survey about the positive public health and safety measures associated with an increase in the alcohol excise tax as indicated in the report.
  - Survey results will help identify effective messaging of the content for the purposes of sharing with people beyond the traffic safety and prevention worlds.

2. Stakeholders, etc:

- Prevention and public health organizations
- Mental health organizations
- Law enforcement
- Healthcare
- Education
- HHSC Sunset Review - Makes recommendations to the Legislature on whether to continue various state agencies. The next agencies to go under review are HHSC and TABC. Should share the report with people involved in the review of these agencies.

3. Costs associated vary

- The "heavy lifting" of implementing this recommendation is through the research report and opinion survey both which have been financed by Texans Standing Tall. The next steps would have fewer financial costs and a greater cost of time (volunteers, other organization doing the work) unless an organization was to hire someone to do the legislative work. Should the tax be raised a "dime a drink" there is the potential to earn \$2 billion over a biennium. These dollars could be used to fill gaps in the State's budget or underfunded programs.

4. Timeline depends on elected officials and political climate.

- Most likely an elected official would decide they could fund the gap (for instance, they could decide that there's not enough money for mental health, so alcohol excise tax may be considered as an opportunity), and this could be added onto a House bill. A bill sponsor to raise alcohol excise tax as a stand-alone bill is not very likely.
- It could take multiple sessions before a bill moves forward. TST will continue to provide educational resources on and monitor this issue over the next 2-5 years.

5. If you were to raise taxes a dime a drink, there is the potential to have 112 fewer traffic fatalities per year (and many other public health benefits as well as money raised)

**Recommendation #2 - Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements and procedures that regulate the implementation, operation, and applicability of such programs.**

Group members:

- Clay Abbott
- Tyler Dunman
- Annette Beard

October 13, 2016

- Laura Weiser
- Todd Jermstad
- Susan Redford

Diversion is an isolated prosecutor issue; judges have little or no control over whether an individual will go into a diversion program. In Texas, we have a huge difference in diversion programs. We have some small, rural counties that dismiss every DWI (while charging large parking fines), and then there are other jurisdictions that don't do diversions at all (Bell and Travis Counties). In Montgomery Co., for example, requires 10 days in jail before a person is eligible for diversion.

If you create the diversion law as stated, it will improve only a small majority but will lower the quality of diversion programs from those areas doing it well. Even if we standardized diversion, those areas that are already on the lowest end of spectrum can still get out of doing them. This is something that can be fixed by ourselves through best practices; 100% of the work will have to be done by TDCAA.

Best Practices:

1. Risk Assessment (reoffend) – Reoffending is not by and large happening in most diversion programs. There's been a huge push by some groups who believe there are too many people in prison and the way to deal with it is to let them all out. So, there's a big push for diversion. But, if we let the wrong people out, there may be more crime. By the end of upcoming Legislature, there will be risk assessments – we will know more about it.
2. Alcohol (Drug) Assessment is a risk assessment for impaired driving (IDA in Progress). Clay will give prosecutors the assessment.
3. Treatment plan based on assessment.
4. Interlock (6 months with peer performance)
  - Need to make sure language allows for extensions with lockouts or bad behavior
  - Interlock license
5. Victim Impact Panels
6. Jail time
7. Generalized Probation Terms

**Recommendation #3 - 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.**

Group members:

- Shalandra Rogers
- David Dorman
- Sarah Martinez
- Lisa Minjares-Kyle

October 13, 2016

- Doug Stratton
  - **Dannell Thomas**
  - Beth Wammack
  - Libby Banks
  - Jude Schexnyder
1. Define criteria of the assessment (the nuts and bolts; i.e. outreach to the coalitions to determine if they are already using a specific assessment -- a model, set parameters of tool, leverage existing Task Force network)
    - Libby Banks is already in the process of creating an assessment tool to determine what coalitions are out there, who their target audience are, and who they're funded by.
    - Requirements: time, establishment of database, a champion (David Doorman) to take on the task, budget. (Libby indicated that TST is already working on this task and will provide to group)
    - Restraints - Time, funding, lack of incentives, staff turnover
  2. Task Force network and their partners; TST/Sam Atchison
  3. TTI to research the costs associated with the development of a coalition assessment database. Costs-undetermined.
  4. Accomplish this in one federal fiscal year
  5. There would be positive impacts to the creation of a centralized database:
    - Knowing who specializes in what
    - More collaboration to build partnerships
    - A nice hub
    - Creates efficienciesNegative impacts-
    - Barriers to understanding the process

Texans Standing Tall applied for a project grant to accomplish just this; they now have a full-time person who has been working on a college database. Her name is Christy.

**Recommendation #4 - Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests.**

- Group members:
- Brian Lemons
  - Georgia Marks
  - Amy Moser
  - Sherri Robella
  - Mark Busbee
  - Nina Saint
  - **Ned Minevitz**



October 13, 2016

Texas has legislation that extends liability to party hosts who knowingly served alcohol to underage minors. But, it is a cause of action, and it's limited to minors. If all guests are over the age of 18, there's no statute. In other states, there is a legal duty to make sure party guests do not drive away if they're impaired. In Texas, there is a statute to limit liability, but there is no statute that creates liability.

1. SMART Action Steps:

- Research, gather data, writing of an issue brief
- Clearly define what we want to do
- Timetable – Circulating by Fall 2017 and Spring 2018; on ballot by Fall 2018
- Educate
- Get on the agenda
- Advocate

2. Stakeholders:

- Local coalitions
- Parent associations
- MADD
- Legislators with personal experience
- AAA
- Ignition interlock
- Victim's rights organizations

It should be noted that states that have passed social host liability laws at the state-level have found very little means by which to enforce them. Does liability actually decrease deaths? Studies indicate it does decrease alcohol consumption. A 2010 study in Ventura County, CA found that social host laws decreased fatalities from 18-20 year olds by 20%.

3. Costs (low to medium)

- Education (front-end research would incur some costs); billboards, and education of the ordinance
- Follow-up costs
- Lobbying

\*Once the law is on the books, the cost isn't really relevant

4. Time to implement: September 1<sup>st</sup>, 2019

5. Impact:

- If you can educate, it could have a dramatic impact over time
- Big media splash
- Knowing someone else could end up paying for it besides you, may deter someone from driving home

6. Evaluation

**Recommendation #5 - Enact a statute that allows well planned and fairly executed sobriety checkpoints.**

Group members:

- Jason Arnold
- Jim Kuboviak
- David McGarah
- Anna Mudd
- Jay Tedder
- Brian Grubbs
- Diane Clark
- Holly Doran

We looked to *Michigan vs. Sitz*. The Supreme Court ruled in 1990 that sobriety checkpoints were fine as long as it was a *brief* amount of time that the public was stopped. They found that substantial government interest allows for stop without reasonable suspicion/probable cause. The requirements are:

- Posted when/where on news or in paper
- Only stopped for brief period of time

There was 2015 study conducted in Texas that found 220 – 260 lives could be saved through the implementation of sobriety checkpoints, as seen in states that have implemented them. Those states saw a 24% decrease in alcohol-related fatalities. Currently, 38 states and DC have sobriety checkpoints (according to GHSA).

In Texas, the restraints include:

- Reluctance by legislatures
- Cost-prohibitive – they're expensive to conduct
- Politics – The potential that high-ranking officials will get caught
- TX interprets the federal Constitution as prohibiting sobriety checkpoints
- Public sentiment

Potential Stakeholders: TDCAA, DPS, Law Enforcement Association, MADD

**Recommendation #6 - Coordinate highway safety plans and programs with substance abuse prevention plans and programs.**

Group members:

- Dan Worley
- Lisa Robinson
- Terry Pence
- Frank Saenz
- Troy Walden
- Laura Dean-Mooney

How do we bridge the gap between substance abuse and traffic safety programs?

1. Barriers
  - What is substance abuse versus impaired driving (as defined by traffic safety experts)?  
There are differences between the definitions and they are talked about differently.

October 13, 2016

- DWI/Drug Courts: is there a way to tie in to these? The courts focus on substance abuse. How can this be tied to a statewide policy?
- How do we “feed” information about substance abuse prevention to our existing coalitions? (e.g.; TSS’ coalitions and other coalitions)
  - Give them Action Steps plus Resources
  - A website (maybe)
  - An e-newsletter
  - Information from the Impaired Driving Task Force
  - Identify substance abuse professionals to join the Task Force
  - Funding (FY17) TST project to assess local and statewide coalitions
  - The [dyingtodrink.org](http://dyingtodrink.org) website has been upgraded and is a resource both for TF members and statewide professionals
  - Ability to add to the website to include more substance abuse information (especially drugs (illicit, prescription, over-the-counter) from new members to the ID Task Force. Who? How does Sam/TTI get this information?
  - Use of social media
  - Use of #hashtags eg; Tweet and Instagram with #dyingtodrink to link people in substance abuse with ID Task Force. #dyingtodrink can be resource to people around the state
  - Impact can be strengthened with continued growth on previously identified strategies

**Clay Abbott: Update on Texas Prosecutors Task Force:**

- The Prosecutor’s Task Force is comprised of prosecutors from the 5 biggest, 5 mid-size, and 5 small size jurisdictions. The Prosecutor’s Task Force will reconvene on December 11<sup>th</sup>, 2016.
- At its last meeting, they produced 2015 DWI Prosecutor Taskforce Minutes and Report, which includes discussion on:
  - Oral Drug Testing – Which is the drug equivalent of a portable breath test. It is unlikely to ever be introduced in court because false negatives (as opposed to false positives) are off the scale. Oral drug testing tests for a small panel of drugs; five substances are tested for out of a panel of 3,000+ drugs. So, what happens when the test says the individual isn’t impaired? The officer lets the individual go.
  - Jail Time vs. Probation – Prosecutors favor probation over jail time, but you can’t keep the defendant from pleading guilty and you can’t make the person take probation over jail. Jail overcrowding is an issue because convicted persons know they don’t need to choose probation when they can choose jail time, and overcrowding means they will likely serve less jail time than they would’ve served on probation.
  - Per Se Drug Legislation – Alcohol is not absorbed instantaneously. You peak when you quit drinking, and then there’s a fairly steady decline. Of all substances that we know, it has the most predictable elimination of any substance that you can put in your body. The drugs that you inhale, that you snort – these are absorbed much faster. It doesn’t have the nice lateral dropout. When you create a per se drug legislation, you’re creating a bar to prosecuting. How do you determine a per se level?
  - TDCOA is producing toxicology and DRE testimony videos that will be available in September.
  - The Prosecutor’s Task Force believes the focus of impaired driving needs to shift to drugs.

October 13, 2016

**Upcoming Events**

- November 3, 2016 – TxDOT Statewide Distracted Driving Summit in Austin, 9:00 AM – 3:30 PM. For registration, <http://txdistracteddrivingsummit.regstep.com/>
- March 27-29, 2017 – TMCEC’s Municipal Traffic Safety Initiatives (MTSI) Traffic Safety Conference in Austin. This conference is intended for judges and court staff. If room is available, TxDOT program partners and other stakeholders may attend. For more information, email Ned Minevitz, [ned@tmcec.com](mailto:ned@tmcec.com).
- April 26, 2017 - 2017 Statewide Impaired Driving Forum in Austin. For more information, email Paige Ericson-Graber, [p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu).
- April 27, 2017 - Spring Task Force Meeting in Austin. For more information, email Paige Ericson-Graber, [p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu).
- May 1-2, 2017 – 2017 Statewide Summit to Create Healthier and Safer Communities in Austin. For registration, visit [www.TexansStandingTall.org](http://www.TexansStandingTall.org).
- October 12, 2017 - Fall Task Force Meeting in Austin. For more information, email Paige Ericson-Graber, [p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu).

**Close/Wrap-Up:**

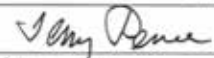
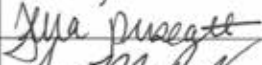
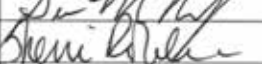
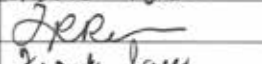
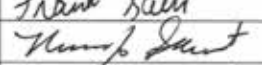
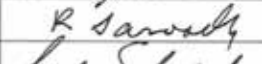

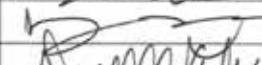
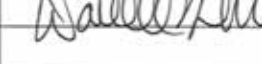
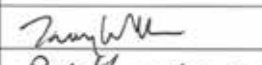
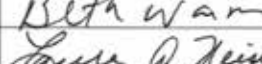
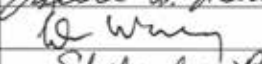

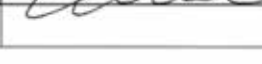

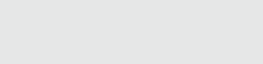
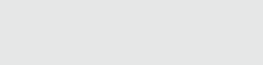
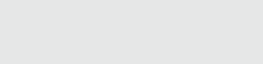
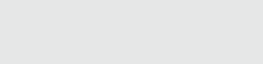
Frank encouraged everyone to be engaged in what the Task Force is doing and to have open discussion with each other about what the obstacles in impaired driving are. He and Terry both thanked everyone for being here and taking time to be involved.

Paige discussed Action Items from today’s meeting. Paige reminded everyone to sign the Commitment letter and asked anyone who is here representing a member refrain from signing the letter.

October 13, 2016

Center for Transportation Safety Texas A&M Transportation Institute		Texas Impaired Driving Task Force Meeting October 13, 2016 - 9 am - 4 pm		
Last Name	First Name	Organization	Signature	Are you attending this meeting as part of a TIGOT Grant? <input type="checkbox"/> Yes <input type="checkbox"/> No
Abbott	W Clay	TDCAA		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Arnold	Jason	College Station Police Department		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Atchison	Sam	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Atkinson	Mark	Texas Center for the Judiciary		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Banks	Libby	Texans Standing Tall		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Beard	Annette	Smart Start Inc.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Busbee	Mark	TMPA-FRIDAY Program		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Carroll	Mindy	TX Alcoholic Beverage Commission		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clark	Daine	Sam Houston State University		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dean-Mooney	Laura	TX A&M AgriLife Ext Service Watch UR BAC		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Doran	Holly	TX Center for the Judiciary		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dorman	David	Mothers Against Drunk Driving		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dunman	Tyler	Montgomery County DAO		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Ericson-Graber	Paige	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Graber	Jon	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Grubbs	Brian	LEADRS		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gutierrez	Jaime	Mothers Against Drunk Driving		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hammond	Sarah	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Holt	Nicole	Texans Standing Tall		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Jennings	Michael	Austin Police Department		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Jernstad	Todd	Bell & Lampasas County CSCD		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Kuboviak	Jim	LEMVI/UHD		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Lemons	Brian	Texans Standing Tall		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Lochridge	Hope	TMCEC		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Mabe	Richard	Austin Police Department		<input type="checkbox"/> Yes <input type="checkbox"/> No
Marks	Georgja	Texans Standing Tall		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Martinez	Sarah	Travis Co. Underage Drinking Prevention Program		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
McCann	Missy	Texas SFST		<input type="checkbox"/> Yes <input type="checkbox"/> No
McGarrah	David	Texas SFST Program		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Minevitz	Ned	TMCEC		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Minjares-Kyle	Lisa	TTI		<input type="checkbox"/> Yes <input type="checkbox"/> No
Moser	Amy	Region 6 Education Service Center		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Mudd	Anna	TX DPS Crime Lab		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Nitibhon	Atalie	Texans Standing Tall		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

October 13, 2016

Last Name	First Name	Organization	Signature	Are you attending this meeting as part of a TxDOT Grant: O Yes <input checked="" type="checkbox"/> No
Pence	Terry	TxDOT		O Yes <input checked="" type="checkbox"/> No
Prescott	Jena	TTI		<input checked="" type="checkbox"/> Yes O No
Redford	Susan	TX Association of Counties		<input checked="" type="checkbox"/> Yes O No
Robella	Sherri	TxDOT		O Yes <input checked="" type="checkbox"/> No
Robinson	Lisa	National Safety Council		<input checked="" type="checkbox"/> Yes O No
Saenz	Frank	TxDOT		O Yes <input checked="" type="checkbox"/> No
Saint	Nina	SafeWay Driving		<input checked="" type="checkbox"/> Yes O No
Sarosdy	Randall	TX Justice Court Training Center		<input checked="" type="checkbox"/> Yes O No
Schexnyder	Jude	TxDOT		O Yes <input checked="" type="checkbox"/> No
Stratton	Doug	GDC Marketing & Ideation		<input checked="" type="checkbox"/> Yes O No
Tedder	Jay	Texas Department of Public Safety		<input checked="" type="checkbox"/> Yes O No
Thomas	Dannell	Region 6 Education Service Center		<input checked="" type="checkbox"/> Yes O No
Thorp	Kara	AAA Texas		O Yes O No
Walden	Troy	TTI		<input checked="" type="checkbox"/> Yes O No
Wammack	Beth	GDC Marketing & Ideation		<input checked="" type="checkbox"/> Yes O No
Weiser	Laura	TX Center for the Judiciary		<input checked="" type="checkbox"/> Yes O No
Worley	Dan	Baylor Scott & White-Hillcrest		<input checked="" type="checkbox"/> Yes O No
Rogers	Shelandra	TxDOT		O Yes <input checked="" type="checkbox"/> No
Whalen	Thea	TJCTC		<input checked="" type="checkbox"/> Yes O No
				O Yes O No

## Appendix F. Subcommittee Notes

The following are meeting notes from the Legislative and Education Subcommittees. Each subcommittee was established to address specific, focused issues. 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 TIDTF meetings. This helps ensure that not only are TIDTF members informed with the most up-to-date information surrounding each focus area, but that when the TIDTF does meet in person, the meetings will be conducted efficiently and with a more focused direction.

The Legislative Subcommittee was established to monitor impaired driving legislation when the Texas State Legislature is in session, apprise the TIDTF of pending legislation, and update the TIDTF on how passed bills will impact the State of Texas' efforts to impact impaired driving.

The Education Subcommittee was established in order to address two recommendations from the 2015 Impaired Driving Technical Assessment. Those recommendations are:

- 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.

## Legislative Subcommittee Meeting Notes – April 27, 2017

### Legislative Subcommittee

Meeting Notes 4.27.17 @ 8:45 AM

#### Participants

- Clay Abbott
- Ned Minevitz
- Debra Coffey
- Laura Weiser
- Nicole Holt
- Randy Sarosdy
- TTI Administration: Troy Walden and Cinthya Roberto

#### In these notes:

- [Creation of Bill Repository](#)
- [Legislative Bill Deadlines](#)
- [DWI Bills](#)
  - [HB 1999 – Making Minor Alcohol Cases a Civil Violation](#)
  - [HB 67 – Surcharge Bill](#)
  - [HB 1322 – Blood Draw](#)
  - [HB 117 – Ethyl Alcohol Monitoring Device](#)
  - [HB 140 – 10 Year Look Back Rule](#)
  - [HB 1327 – Enhancing Penalty for Intoxicated Assault and Intoxicated Manslaughter](#)
  - [HB 2089 – Deferred Bill](#)
  - [HB 1275 – Interlock Violations Bond](#)
- [FYI Bills](#)
  - [HB 1436 – Open Container](#)
  - [HB 1820 – Regarding Evidence of a Prior Conviction in a Criminal Proceeding](#)
  - [SB 57 – Texting and Driving](#)
  - [HB 90 – Increase Funding DWI Courts](#)
  - [SB 875 – Relating to Civil Liability for Damages Caused by Person While Intoxicated](#)
  - [SB 966 – MIP Charges on Rape](#)
  - [HB 47 – Powdered Alcohol](#)
  - [HB 133/ SB 896 – Powdered Alcohol](#)
  - [SB 1913](#)
  - [HB 3729](#)
- [Other Comments](#)
- [Next Meeting](#)
- [Action Items](#)

#### “Bill Repository” on Syncplicity

- TTI created a “bill repository” through Syncplicity for subcommittee members “dump” information regarding pending DWI legislation.
- At the last meeting, members were assigned bills to watch and created a 1-paragraph memo about pros, cons of the bill, and how, if passed, its implications on traffic safety, etc. These were dropped in the bill repository.

#### Legislative Bill Deadlines

Monday, May 8      Last day for House bills to be reported from committee  
Thursday, May 11      Last day for House bills to be passed on second reading (other than local or



## Legislative Subcommittee Meeting Notes – April 27, 2017

	consent bills)
Tuesday, May 23	Last day for Senate bills to be passed in the House on second reading
Wednesday, May 24	Last day for House bills to be passed in the Senate
Sunday, May 28	Last day for House and Senate to approve conference committee reports
Monday, May 29	Legislature adjourns <i>sine die</i>

#### Briefing Task Force Members on Bills: Impaired Driving Forum Updates

What follows below are a list pending bills that affect DWI/DUIs in Texas. These bills were introduced by Clay, and then a subcommittee member was assigned to write a 1-paragraph summary regarding the pros, cons, and implications if the bill passes.

#### HB 1999 – Making Minor Alcohol Cases a Civil Violation

Assigned to: Nicole and Ned

Comments: [Left in Committee 4/24](#)

Summary: The bill deals with the purchase of alcohol by a minor and minor in consumption. This bill is just legislative clean-up. Minors would no longer receive a criminal violation, but a civil penalty. It will still be tried at the municipal and JP courts, but it will be tried as a civil violation. The bill does not remove expunction statutes. With the independent TABC expunction, the state will be expunging civil violations.

The bill was an effort to help kids that get minor possessions cases not have permanent records. Only minors on the third offense would have a criminal offense.

Nicole says from a prevention and deterrence standpoint, people respond better to a swifter and severe enough deterrence after doing something bad in order to not replicate the effort. Currently, the penalties are not severe enough and this bill does not help the case. A better deterrent would be the revocation of a license for a period of time. Recommendation: either re-write the bill now or have it the way it was written before.

Clay says if this bill passes the state impaired driving assessment has to be modified in order to reflect the legislative changes. There is a question about if it disqualifies us from NHTSA funding. Will need to check with TxDOT.

#### HB 67 – Surcharge Bill

Assigned to: Laura with assistance from Debra

Comments: [Referred to Committee 2/13. There is no hearing set.](#)

Summary: This bill deals with the repeal of the surcharge responsibility program. Clay asks Laura to take this bill and write about the bill, what surcharges do, what kind of impact it has on the courts, and what the lack of surcharges may do.

Laura says there are more bills related to this one. Clay commented if there are identical bills, please communicate to Cinthya for them to be added to the document or added as companion bills.

Debra has a tracking system that can compare bills and check for differences.

## Legislative Subcommittee Meeting Notes – April 27, 2017

HB 1322 – Blood Draw

Assigned to: Clay

Comments: On House Floor (same with companion)

Summary: JPs can sign blood search warrants. The JP Association is championing this bill. This broadens the number of judges who can sign these warrants, especially in rural areas.

HB 117 – Ethyl Alcohol Monitoring Device

Assigned to: Randy; draft it and run it by Debra to add her comments

Comments: Redrafted to committee and it is in House floor now

Summary: It defines SCRAM. It gives judges the option to use this device and others, especially for people who do not have cars. It allows the courts more latitude of which device to use.

Debra says that the interlock industry has already approached Mr. White to change/strike three words (in lieu of). The alcohol monitoring industry is content about this bill. It gives judges more tools to choose from when sentencing.

HB 140 – 10 Year Look Back Rule

Assigned to: Clay

Comments: The Bills is dead

Summary: This bill has not been sent to committee yet. It reinvented the 10 year rule that some other states have.

HB 1327 – Enhancing Penalty for Intoxicated Assault and Intoxicated Manslaughter

Assigned to: Clay

Comments: Committee hearing 4/24, not on floor yet

Summary: It goes through intoxicated manslaughter very much the way the murder statute goes into the capital statute. In other words, intoxicated manslaughter generally is a second degree felony, but under each of these aggravating factors it becomes a first degree felony. Some of them already exist. This bill simplifies prosecution.

HB 2089 – Deferred Bill

Assigned to: Clay

Comments: On House Floor

Summary: It allows DWI offenders to now answer that they have not committed a DWI offense. It also allows them to do non-disclosure. It limits the cases of potential deferral. Surcharges have killed this bill in the past.

Debra says, in addition to the surcharge, probation came out against the bill because of the interlock piece in it. Because interlock was a piece of the deferred bill it would increase the number of offenders that they had to monitor. They voted against the bill and they pushed to not have interlock as requirement when asking for a deferral.

HB 1275 – Interlock Violations Bond

Assigned to Randy and Debra

Comments: No committee date

(Clay) A previous bill required interlock but violating it didn't incur a consequence. Under this bill, violating interlock creates class B misdemeanor. If one does not follow the judge's sentencing, he would be committing a criminal violation. Interlock as condition to bond applies to defendants as well.

## Legislative Subcommittee Meeting Notes – April 27, 2017

## FYI Bills

HB 1436 – Open Container

Assigned to: Clay

Comments: Hearing is scheduled for 4/18

Summary: This bill clearly defines what an open container is, defined as a "receptacle that is factory-sealed by the manufacturer of the alcoholic beverage." If the seal is not broken, it is not considered an open container.

HB 1820 – Regarding Evidence of a Prior Conviction in a Criminal Proceeding

Assigned to: Clay

Comments: Left in committee on 4/17

Summary: Under this bill, "a presumption establishing the existence of that prior conviction for the person name in the document without the necessity of supporting testimony." It applies to all enhancements. It tracks what the law is in majority of the states.

SB 57 – Texting and Driving

Assigned to: Randy

Comments: To committee 1/24 no hearing set

Summary: It makes using a wireless device while driving an offense if you are an employee by the state or a state officer.

HB 90 – Increase Funding DWI Courts

Assigned to: Laura

Comments: To committee on 2/13 no hearing

Summary: Expanding courts costs to all offenses

SB 875 – Relating to Civil Liability for Damages Caused by Person While Intoxicated

Assigned to: Nicole

Comments: To committee 2/27; no hearings

SB 875 is referred to as the Drunk Driver Liability Act. This Act clarifies the cause of action and various civil procedural issues inherent in a civil action.

SB 966 – MIP Charges on Rape

Assigned to: Randy

Comments: On Senate uncontested

Summary: In cases of sexual assault, if a minor gets taken to the hospital, s/he will no longer be charged with minor in consumption. It takes away the fear of not reporting rape because victims do not want to get a class C misdemeanor.

HB 47 – Powdered Alcohol

Brought by: Nicole

Comments: Dead

## Legislative Subcommittee Meeting Notes – April 27, 2017

Summary: Expands the legal definition of alcoholic beverage to include powdered alcohol, in either powder or reconstituted form, and permits TABC to regulate as such. It imposes a tax of \$2.40 per gallon based on the amount of liquid suggested to be added by manufacture's packaging.

HB 133/ SB 896 – Powdered Alcohol

Brought by: Nicole

Comments: Potential bill for Amendment

Summary: Expands the legal definition of alcoholic beverage to include powdered alcohol, in either powdered or reconstituted form, and permits TABC to regulate it as such. A vendor may only sell powdered alcohol if it is contained in a self-sealing packet that contains no more than 14 grams of powdered alcohol.

SB 1913- Waving Fines

Brought by: Ned

Comments: Committee report was distributed on April 24 as well, no vote scheduled yet on House Floor. Was placed on intent calendar on 4/26 but no vote, and also not on calendar for 5/1.

Summary: One of the big class C reform bills, seeks to allow judges to waive fines in cases of indigency and prevent warrants for nonpayment. Uses the same language as in HB 76 to add municipal courts to Section 521.242(a), Transportation Code as a place to file for an ODL. The committee substitute removed the language that amended Section 521.242(a) of the Transportation Code, so muni courts won't have to do ODLs if this bill gets passed.

Companion Bill: No companion

HB 3729- Waving Fines

Brought by: Ned

Comments: Reported favorably as substituted out of the Criminal Jurisprudence committee on 4/24 and committee. Report was filed with Calendar committee on 4/28.

Summary: One of the big class C reform bills, seeks to allow judges to waive fines in cases of indigency and prevent warrants for nonpayment. Uses the same language as in HB 76 to add municipal courts to Section 521.242(a), Transportation Code as a place to file for an ODL. The Committee released a Fiscal Note that said implementing the bill would have a negative impact of \$16,256,000 by Aug 31, 2019. Language in fiscal note is relevant to municipal courts, "The bill would permit a person to petition a municipal court for an occupational driver's license. The bill would prohibit the Department of Public Safety (DPS) from imposing a \$30 administrative fee and denying the renewal of a defendant's driver's license if the judge in the underlying criminal case made a finding that the defendant was indigent or without sufficient resources or income to pay the fine and fee assessed in the criminal case."

Companion Bill: No companion

Other Comments

Nicole: Tracking Marijuana Bills

Nicole says that there are two joint resolutions: one is to take a ballot initiative to amend constitution to permit medical marijuana, and another joint resolution on House and Senate side that would take legislation of marijuana to the voters. She adds that HB 2107- Significantly alters the definition of what marijuana is (from oil that used for medical purposes like epilepsy) to could be used to treat muscle spasms; expands on paraphernalia and growers. It expands the definition of medical marijuana, and once that expansion happens, the industry wants to get on voter initiatives to legalize marijuana and then have dispensaries throughout communities. If it does not happen this session, then 2019).

Page 5 of 6

## Legislative Subcommittee Meeting Notes – April 27, 2017

### Action Items

- Potential Legislative Subcommittee meeting on June 12<sup>th</sup> (To be confirmed).
- Nicole is to write up a summary of the marijuana bills and add it to the Syncplicity folder.

## Legislative Subcommittee Meeting Notes – February 23, 2017

### Legislative Subcommittee

Meeting Notes 2.23.17 @ 2:00 PM

#### Participants

- Clay Abbott
- Ned Minevitz
- Debra Coffey
- Steven Polunsky
- Laura Weiser
- Nicole Holt
- Randy Sarosdy
- TTI Administration: Troy Walden, Cinthya Roberto, Paige Ericson-Graber

#### Introduction to New Point of Contact

Cinthya Roberto will be the new point of contact for the Legislative Subcommittee. She will replace Sarah Hammond as the Task Force Administration's liaison for this subcommittee. From this point forward, please expect to receive correspondence from her.

#### **Cinthya Roberto**

Assistant Transportation Researcher

[C.SRoberto@tti.tamu.edu](mailto:C.SRoberto@tti.tamu.edu)

979-458-0332

#### Creating a "Bill Repository" on DyingtoDrink.org

- TTI will create a "bill repository" for subcommittee members "dump" information regarding pending DWI legislation. The repository will be built through Syncplicity, a cloud-storage software similar to Dropbox. Members will receive an invitation email from Syncplicity.
- For those members who have a bill assigned to them, please create a 1-paragraph memo about pros, cons of the bill, and how, if passed, its implications on traffic safety, etc. Include a line or two about why we are looking specifically at this bill.
- Clay has created an example from the History of Bill, and press release from MCDAO that will be located in the Syncplicity folder.

#### Bill Watch

It has been an unusually slow start by the Texas House. Bill assignment has been slow. From this point forward, all bills have a decreased chance of passage, especially House bills. Three topics have absolutely enraptured the committee hearings right now: conceal and carry gun bills, transgender bathroom bills, and sanctuary city bills. This will probably have a chilling effect on DWI bills passing.

#### Briefing Task Force Members on Bills

What follows below are a list pending bills that affect DWI/DUIs in Texas. These bills were introduced by Clay, and then a subcommittee member was assigned to write a 1-paragraph summary regarding the pros, cons, and implications if the bill passes.

#### **HB 1999- Making Minor Alcohol Cases a Civil Violation**

## Legislative Subcommittee Meeting Notes – February 23, 2017

Assigned to Nicole and Ned

Comments:

(Clay) The bills deal with the purchase of alcohol by a minor and minor in consumption. This bill is just legislative clean-up. Minors would no longer receive a criminal violation, but a civil penalty. It will still be tried at the municipal and JP courts, but it will be tried as a civil violation. The bill does not remove expunction statutes. With the independent TABC expunction, the state will be expunging civil violations. The bill was an effort to help kids that get minor possessions cases to not have permanent records. Only minors on the third offense would have a criminal offense.

Nicole says from a prevention and deterrence standpoint, people respond better to a swifter and severe enough deterrence after doing something bad in order to not replicate the effort. Currently, the penalties are not severe enough and this bill does not help the case. A better deterrent would be the revocation of a license for a period of time. Recommendation: either re-write the bill now or have it the way it was written before.

Clay says if this bill passes the state impaired driving assessment has to be modified in order to reflect the legislative changes. There is a question about if it disqualifies us from NHTSA funding. Will need to check with TxDOT.

Troy will talk with Frank and warn him about the issue. (Send him an email)

### **HB67- Surcharge Bill**

Assigned to Laura with assistance from Debra

Comments:

(Clay) This bill deals with the repeal of the surcharge responsibility program. Clay asks Laura to take this bill and write about the bill, what surcharges do, what kind of impact it has on the courts, and what the lack of surcharges may do.

Laura says there are more bills related to this one.

(Clay) If they are identical bills, please communicate to Cinthya for them to add to the document or add them as companion bills.

Debra has a tracking system that can compare bills and check for differences.

### **HB 1322- Blood Draw**

Assigned to Clay

Comments:

(Clay) JPs can sign blood search warrants. The JP Association is championing this bill. This broadens the number of judges who can sign these warrants, especially in rural areas.

### **HB 117. Ethyl Alcohol Monitoring Device**

Assigned to Randy draft it and run it by Debra to add her comments

Comments:

(Clay) It defines SCRAM. It gives judges the option to use this device and others, especially for people who do not have cars. It allows the courts more latitude of which device to use.

## Legislative Subcommittee Meeting Notes – February 23, 2017

Debra says that the interlock industry has already approached Mr. White to change/strike three words (in lieu of). The alcohol monitoring industry is content about this bill. It gives judges more tools to choose from when sentencing.

### **HB 140 – 10 Year Look Back Rule**

Assigned to Clay

Comments:

(Clay) This bill has not been sent to committee yet. It reinvented the 10 year rule that some other states have.

### **HB 1327 – Enhancing Penalty for Intoxicated Assault and Intoxicated Manslaughter**

Assigned to Clay

Comments:

(Clay) It goes through intoxicated manslaughter very much the way the murder statute goes into the capital statute. In other words, intoxicated manslaughter generally is a second degree felony, but under each of these aggravating factors it becomes a first degree felony. Some of them already exist. This bill simplifies prosecution.

### **HB 2089 Deferred Bill**

Assigned to Clay

Comments:

(Clay) It allows DWI offender to now answer that they have not committed a DWI offense. It also allows them to do non-disclosure. It limits the cases of potential deferral. Surcharges have killed this bill in the past.

Debra says, in addition to the surcharge, probation came out against the bill because of the interlock piece in it. Because interlock was a piece of the deferred bill it would increase the number of offenders that they had to monitor. They voted against the bill and they pushed to not have interlock as requirement when asking for a deferral.

### **HB 1275- Interlock Violations Bond**

Assigned to Randy and Debra

Comments:

(Clay) A previous bill required interlock but violating it didn't incur a consequence. Under this bill, violating interlock creates class B misdemeanor. If one does not follow the judge's sentencing, he would be committing a criminal violation. Interlock as condition to bond applies to defendants as well.

### **FYI Bills**

#### **HB 1436- Open Container**

Assigned to Clay

Comments:

(Clay) This bill clearly defines what an open container is. This bill defines as a "receptacle that is factory-sealed by the manufacturer of the alcoholic beverage". If the seal is not broken, it is not considered an open container.

#### **HB 1820 - Regarding Evidence of a Prior Conviction in a Criminal Proceeding**



## Legislative Subcommittee Meeting Notes – February 23, 2017

Assigned to Clay

Comments:

Under this bill, "a presumption establishing the existence of that prior conviction for the person name in the document without the necessity of supporting testimony". It applies to all enhancements. It tracks what the law is in majority of the states.

### **SB 57- Texting and Driving**

Assigned to Randy

Comments:

It makes using a wireless device while driving an offense if you are an employee by the state or a state officer.

### **HB 90- Increase Funding DWI Courts**

Assigned to Laura

Comments

(Clay) Expanding courts costs to all offenses

### **SB 875- relating to Civil Liability for Damages Caused by Person While Intoxicated**

Assigned to Nicole

Comments

### **SB 966- MIP Charges on Rape**

Assigned to Randy

Comments

In cases of sexual assault, if a minor gets taken to the hospital they will no longer be charged with minor in consumption. It takes away the fear of not reporting rape because victims do not want to get a class C misdemeanor.

### **Other Comments**

Nicole: Tracking Marijuana Bills

- Two joint resolutions: one is to take a ballot initiative to amend constitution to permit medical marijuana, and another joint resolution on House and Senate side that would take legislation of marijuana to the voters
- HB 2107- Significantly alters the definition of what marijuana is (from oil that used for medical purposes like epilepsy ) to could be used to treat muscle spasms; expands on paraphernalia and growers
- Expands the definition of medical marijuana, and once that expansion happens, the industry wants to get on voter initiatives to legalize marijuana and then have dispensaries throughout communities. If it does not happen this session, then 2019). Nicole to write up document and add bill numbers.

### **Next Meeting**

Month of March= hearings

## Legislative Subcommittee Meeting Notes – February 23, 2017

If it looks like more bills will go forward, the subcommittee will **meet the week of April 17**. However, there may be no reason for the group to meet. If not many bills go forward the subcommittee may not need to meet until the **5-6<sup>th</sup> of June**.

Look at meeting the **30 minutes before the Task Force meeting at 7:45 AM on April 27 at the Norris Conference Center**. This meeting will be necessary regardless of whether we have the web meeting in April.

Clay will go through the bill list and where they are in the legislative process. Subcommittee will look into having a printed document that can be presented to the TF at the April meeting.

### Action Items

- Task Force administration will create bill repository by 2/24.
- Deadlines to submit bill summaries **March 3<sup>rd</sup> (Next Friday)**.
- Troy will speak with Frank about HB 1999 and NHTSA funding.
- Task Force administration will coordinate with Clay to determine whether subcommittee will meet next in April or June.
- Members should plan on meeting at 7:45 AM on April 27 at the Norris Conference Center before the spring TF meeting.

## Legislative Subcommittee Meeting Notes – November 14, 2016

### Impaired Driving Task Force Legislative Subcommittee Meeting (Webinar) 11/14/2016

#### Attending

Clay Abbott (Subcommittee Chair)  
Randy Sarosdy  
Ned Minevitz  
Deborah Coffey  
Laura Weiser

Steven Polunsky  
Sarah Hammond  
Troy Walden  
Nicole Holt  
Paige Ericson-Graber

Clay provided an update on where we stand in the legislative process. He informed everyone that we are currently in the pre-file period of legislature. Clay stated that most bills will need to be filed within the first few weeks (February 2017 at the latest) to get through.

Clay recommended we set up another subcommittee meeting toward the end of January or early February 2017 to discuss interpretation of the bills related to impaired driving and clarify which subcommittee members are following which bills.

Sarah will send a follow-up email a few days prior to the subcommittee meeting to remind everyone to send in their one-page briefs on pending legislation.

Clay suggested that the subcommittee hold several mini-meetings in Mid-June 2017 to discuss bill status. Clay will provide Sarah with a list of the bills and their summaries prior to these meetings.

The legislative subcommittee will provide an update to the Task Force during the October 2017 meeting (to be held on 10/12/2017). Laura stated that she will have some information already crafted for another presentation and is willing, along with Randy who will also have information prepared, to talk and provide updates at the Task Force meeting.

#### Current Bills: (send to Sarah and she will blast out to group)

Clay provided an example of a one-page bill synopsis, which can be used by subcommittee members to provide updates to each other (through Sarah). In Clay's example, he explained how the synopsis can be updated as the bill moves through the legislation process.

Clay also suggested that it was very unlikely that Texas will get House Bill 1 (DPS toxicology lab funding). In regard to this, as soon as Clay gets a bill number he will update the one-page document and send to Sarah. He has also agreed to keep an eye on any bills related to Deferred Adjudication.

Clay mentioned bills coming from San Antonio and Montgomery County which will track capital murder statute for intoxication manslaughter (currently limited to 2<sup>nd</sup> degree) and will enhance the charge (bumped to 1<sup>st</sup> degree) under certain circumstances; if a public servant is killed, a child under 6yo is killed, if there is more than one victim, if there has been a previous DWI conviction, and if high speed evading arrest is involved. (This bill is spurred by the Ethan Crouch case)

Laura updated the group that she hasn't heard anything specific to impaired driving yet. Provided example to committee (interlock and occupational will be on her radar)

## Legislative Subcommittee Meeting Notes – November 14, 2016

Debra indicated that her group was not putting any new legislation in this year but would be tracking all bills related to interlock.

Nicole suggested that her team is better suited to do an analysis of marijuana and youth drinking bills, than to track them so Clay will keep an eye out and pass them on if they appear. She also informed the group that there has recently been talk in the state about funding needs to be provided for CPS, and Texans Standing Tall is closely watching this and how it may be related, or affected by excise tax legislation.

Troy indicated that once a bill is filed, and after we've received a blessing from TxDOT and Frank, we can put the bills information on our website.

Troy also asked that the legislative subcommittee report out to task force body during the April 2017 meeting. He suggested this act as a "progress report" before providing a full overview at the fall meeting.

Clay recommended the subcommittee hold a short meeting (or even an email discussion) a week or so before the April 2017 task force meeting to discuss and finalize how to get prepare for April task force meeting.

## Education Subcommittee Meeting Notes – April 19, 2017

### Education Subcommittee Meeting Agenda

4.19.17 @ 10:00 AM

In attendance:

- Russell Henk
- Nina Saint
- Liz De La Garza
- Mark Busbee
- Hope Lochridge
- Paige Ericson-Graber

The Education Subcommittee looked at the 1<sup>st</sup> template for the reference book. The template included a few programs for the subcommittee had already collected program information. This program information, however, still needs to be reviewed by the TF members who run those programs.

The template incorporates the Task Force's logo colors and included several placeholder "sections" for each of the previously discussed areas.

After the first round of attempts to contact TF members on their programs, we are missing information from the following programs under "Alcohol and Other Drugs Countermeasure" emphasis area:

#### Public Information Campaigns:

- Alcohol Drug and Safety Training Education Program AD-A-STEP for Life, ESC Region 6
- Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to reduce Impaired Driving, TST\*
- Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students\*
- Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DUI\*
- Statewide Community Coalitions Assessment to Identify Collaboration Opportunities to Prevent DUI/DWI\*
- Peer to Peer Program for Decreasing Impaired Driving Among College Students (U-in-the-Driver Seat)
- TxDOT's Project Celebration
- TxDOT's Impaired Driving Media Campaign

\* Lisa Robinson spoke with Nicole at Texans Standing Tall about these programs, however, after their discussion felt they may not be appropriate to include in the reference book because of the nature of the programs.

#### Training:

- Impaired Driving Initiatives – DECP, ARIDE and DITEP
- Drug Impairment Training for Texas Employers (DITTE)
- Texas Justice Court Traffic Safety Initiative
- DWI Resource Prosecutor

## Education Subcommittee Meeting Notes – April 19, 2017

\*\*\*Again, this initial list excluded programs listed under Enforcement and Evaluation of the TxDOT Alcohol and Other Drugs Countermeasures Program area.

For Group Discussion:

- Criteria for program inclusion in reference book
  - Initially, the Education Subcommittee decided that only those programs that are TxDOT-funded under the "Alcohol and Other Drugs Countermeasure" category would be included in the reference book. This was decided upon at a previous meeting.
  - However, after some discussion, it was realized that there are a number of TxDOT-funded programs that provide excellent education on impaired driving; however, they are funded outside the "Alcohol and Other Drugs Countermeasure" program.
    - The following programs were included in the 1<sup>st</sup> template of the reference book. These are programs funded under another emphasis area (i.e., NOT funded under the TxDOT Alcohol and Other Drugs Countermeasure Program).
    - Traffic Records:
      - Texas LEADRS - Evaluation
    - Driver Education and Behavior:
      - Our Driving Concern: Texas Employer Traffic Safety Program – Training
      - Teens in the Driver Seat Program – Public Information Campaign
      - Driving on the Right Side of the Road – Public Information Campaign
    - Other:
      - Texas Drug and Alcohol Driving Awareness Program
  - Therefore, the Education Subcommittee decided to include programs that have a key emphasis of alcohol and/or other drugs as part of their normal outreach. In order to be included in the reference book, this criteria must be met.
  - The Education Subcommittee was provided with the following list of program areas that also receive TxDOT funding:
    - Planning and Administration
    - **Alcohol and Other Drug Countermeasures\*\***
      - Originally only looked at programs whose main tasks were "Public Information Campaign" or "Training"
    - Emergency Medical Services
    - Motorcycle Safety
    - Occupant Protection
    - Pedestrian and Bicycle Safety

## Education Subcommittee Meeting Notes – April 19, 2017

- Police Traffic Services
- Speed Control
- Traffic Records
- Driver Education and Behavior
- Railroad / Highway Crossing
- Roadway Safety
- Safe Communities
- School Bus Safety
- There was some discussion about including other non-profit programs that are not funded by TxDOT. This was tabled for later discussion.
- The Education Subcommittee needs to:
  - establish "sections" in the reference book. But, this will largely be dictated by which programs are actually included in the book; TBD
  - develop a title for the reference book

### Action Items:

- TF administration will review list of all TxDOT Sponsored programs for inclusion. Will work with TxDOT to determine point of contact for each of the programs. Will assign programs to Education Subcommittee members to reach out and complete the template for each of the programs. This will take several weeks to coordinate. Due to other commitments, this effort will not begin until May.
- Nina Saint- Will identify applicable TEKS for each of the TxDOT programs. Will add "Not applicable" to TEKS for programs where TEKS are not applicable. Will standardize the TEKS that are listed in single format. Review what schools are using to format TEKS.
- TF administration will update the template and send to all subcommittee members before the TF meeting.

\*\*\*Please note: After the subcommittee meeting, TF administration discussed with Dannel Thomas, Co-Chair of the Education Subcommittee, the progress that had been made during the meeting. It was decided that instead of developing one reference book that would be "the be all end all" of reference books for alcohol awareness programs and trainings, that two smaller reference books would be developed. By having two books – one geared toward schools and communities and the other geared toward the criminal justice system – the reference books will be better tailored to the target audience. In this way, programs that target more than one audience (for example, both schools and law enforcement) can tailor and customize their program listing in each of the books. This also keeps the targeted interested in only the material that would be most relevant to them.

Having two reference books will not create more work than what was already discussed for the Education Subcommittee members. It will simply ensure that the most relevant product is developed and delivered to a tailored audience.

## Education Subcommittee Meeting Notes – January 18, 2017

**January 18, 2017**

### **Education Subcommittee Meeting**

2:00 PM – 3:00 PM

**Subcommittee Members in Attendance:**

- Cecil Marquart
- Amy Moser
- Dannell Thomas
- Nina Saint
- Russell Henk
- Lisa Robinson
- Mark Busbee
- Liz De La Garza (substitute for Hope Lochridge)
- Sarah Hammond (Task Force Administration)

Before the meeting, Dannell emailed two documents: (1) TEKS chart, where members can input program information, and (2) TEKS Objectives.

Liz stated that they have a K-12 curriculum that is designed to be used in the classroom. Given the limited amount of time in a classroom, teachers are under pressure to use only programs that are connected to TEKS. Many of their programs are related to reading/writing (English) TEKS and social studies TEKS. In order to get teachers to use these, they provide teacher trainings in the summer.

Dannell reminded everyone that the developed booklet needs to be something that is easy to read and accessible. The subcommittee must look at reigning in all the information that it has, but yet speaks to everyone. It was suggested that the once developed, the booklet may need to be updated every couple of years.

To that end, there was some discussion on adding programs to the evidence-based list, including TDADAP. The subcommittee must address and set what the program inclusion criteria will be for programs featured in the evidence-based section, and any other program that is featured in the book.

It was suggested and agreed upon by other members that the booklet should include a broader scope than just K-12.

It was discussed that Health classes are electives, and that it would be beneficial to use English Language Arts and Reading Texas Essential Knowledge and Skills (ELAR TEKS) and social studies and physical education because those areas are already mandated, so teachers need programs that fall within these areas.

Russell is in the process of compiling a variety of data related to program impact and outcomes for their efforts within the Youth Transportation program at TTI (Teens in the Driver Seat, etc.). Once completed, he will send this draft along to the subcommittee members. Russell will have materials to Paige by the end of February.

Cecil will submit an overview of drug assessment training that will be included.

Liz explained how her group (Driving on the Right Side of the Road through Texas Municipal Courts Education Center) works to speak with educators/administrators in school to promote their material.



## Education Subcommittee Meeting Notes – January 18, 2017

Debra indicated that her group was not putting any new legislation in this year but would be tracking all bills related to interlock.

Nicole suggested that her team is better suited to do an analysis of marijuana and youth drinking bills, than to track them so Clay will keep an eye out and pass them on if they appear. She also informed the group that there has recently been talk in the state about funding needs to be provided for CPS, and Texans Standing Tall is closely watching this and how it may be related, or affected by excise tax legislation.

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# Appendix G. 2017 Texas Impaired Driving Forum Agenda

## 2017 Texas Impaired Driving Forum

April 26, 2017 • Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

<b>8:30 – 9:00 AM</b>	<b>Registration</b>				
<b>9:00 – 9:20 AM</b>	<table border="0" style="width: 100%;"> <tr> <td style="background-color: #003366; color: white;"><b>Welcome / Opening Session</b></td> <td style="background-color: #003366; color: white; text-align: right;"><b>RED OAK BALLROOM</b></td> </tr> </table> <p><b>Frank Saenz</b>, Alcohol and Other Drugs Program Manager, Texas Department of Transportation <b>Troy Walden</b>, Director of the Center for Alcohol and Drug Education Studies, Texas A&amp;M Transportation Institute</p>	<b>Welcome / Opening Session</b>	<b>RED OAK BALLROOM</b>		
<b>Welcome / Opening Session</b>	<b>RED OAK BALLROOM</b>				
<b>9:20 – 9:40 AM</b>	<p><b>NHTSA Update</b> <b>Sam Sinclair</b>, Program Manager – Region 6, National Highway Traffic Safety Administration This presentation will include an update on national impaired driving initiatives, as well as an update on impaired driving activities in other Region 6 states.</p>				
<b>9:40 – 10:00 AM</b>	<p><b>Impaired Driving: A Data Snapshot</b> <b>Paige Ericson-Grabner</b>, Assistant Transportation Researcher, Texas A&amp;M Transportation Institute This presentation will provide a snapshot of 2016 impaired driving crash data in Texas.</p>				
<b>10:00 – 10:15 AM</b>	<b>Break</b>				
<b>10:15 – 11:45 AM</b>	<p><b>CONCURRENT BREAKOUT SESSION #1</b></p> <table border="0" style="width: 100%;"> <tr> <td style="background-color: #006633; color: white;"><b>Drug Track</b></td> <td style="background-color: #006633; color: white; text-align: right;"><b>MAGNOLIA ROOM</b></td> </tr> </table> <p><b>Effects of Drugs on Human Performance and Driving</b> <b>Don Egdorf</b>, Police Officer, Houston Police Department A Drug Recognition Expert (DRE) is a police officer trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol. A DRE is skilled in detecting and identifying persons under the influence of drugs and in identifying the category or categories of drugs causing the impairment. This presentation will focus on the effects of drugs on human performance and the resulting effects it has on motor vehicle operation as told through the experiences of a DRE instructor.</p> <table border="0" style="width: 100%;"> <tr> <td style="background-color: #800000; color: white;"><b>Alcohol Track</b></td> <td style="background-color: #800000; color: white; text-align: right;"><b>RED OAK BALLROOM</b></td> </tr> </table> <p><b>After the Crash: Injuries Sustained from DWI Crashes</b> <b>Jayson D. Aydelotte, M.D., FACS</b>, General Surgeon, University Medical Center at Brackenridge This presentation will address some of the most common injuries from DWI crashes. The presenter will also discuss variance in patient outcomes from DWI and non-DWI crashes.</p> <p><b>Regional Impaired Driving Challenges: A Multi-Stakeholder Perspective</b> <b>Jessica Frazier</b>, Assistant District Attorney, Bexar County District Attorney's Office <b>David Hodges</b>, Visiting Judge <b>Michael Jennings</b>, Detective, Austin Police Department <b>Richard Mabe</b>, Detective, Austin Police Department <b>Karen Peoples</b>, Traffic Safety Specialist – Lubbock District, Texas Department of Transportation This panel of experts will share some of the regional challenges they've faced in combatting impaired driving and then discuss ways that their organizations are addressing those challenges. The panel will also discuss how each of their roles are impacted by the roles of their fellow panel members, and how each role plays a part in reducing impaired driving on Texas roadways.</p>	<b>Drug Track</b>	<b>MAGNOLIA ROOM</b>	<b>Alcohol Track</b>	<b>RED OAK BALLROOM</b>
<b>Drug Track</b>	<b>MAGNOLIA ROOM</b>				
<b>Alcohol Track</b>	<b>RED OAK BALLROOM</b>				



2017 Texas Impaired Driving Forum Agenda – April 26, 2017

# 2017 Texas Impaired Driving Forum

April 26, 2017 • Norris Conference Center  
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**11:45 – 12:45 PM**      **Luncheon and Keynote Address**      **RED OAK BALLROOM**  
 Brigadier General Joe E. Ramirez, Jr., Texas A&M University

**12:45 – 1:00 PM**      **Break**

**1:00 – 2:30 PM**      **CONCURRENT BREAKOUT SESSION #2**      **RED OAK BALLROOM**

**Drug Track**

**Legalized Recreational Marijuana in Other States: What Does it Mean for Texas?**

**Jennifer Knudsen**, Traffic Safety Resource Prosecutor, Colorado District Attorneys' Council  
**Courtney Popp**, Traffic Safety Resource Prosecutor & Legal Advisor, King County (WA) Sheriff's Office

**Suzie Price**, Senior Deputy District Attorney, Orange County (CA) District Attorney's Office  
 Marijuana is the most commonly detected non-alcohol drug in drivers. The states of Colorado, Washington, and California have recently legalized recreational marijuana. In this panel, prosecutors from states where recreational marijuana has been legalized will discuss some of their experiences and challenges in prosecuting drug-impaired driving cases, and how it has impacted adjudication of these cases. The panel will also discuss what lessons Texas can learn from their experiences, so Texas can be better prepared should recreational marijuana become legalized in the State.

**Alcohol Track**      **MAGNOLIA ROOM**

**The "Ins and Outs" of Supervising DWI Offenders**

**Bill Hill**, Staff Development Supervisor, Williamson County Community Supervision and Corrections Department (CSCD)  
 This presentation will discuss "best practices" for Community Supervision and Corrections Departments and probation officers. This information is intended to better assist probation officers by providing practical information on monitoring practices. The information is also intended for those stakeholders wanting to learn more information about what probation officers can and cannot do in terms of monitoring offenders.

**DWI Monitoring and Technology**

**Debra Coffey**, Vice President - Government Affairs, Smart Start, Inc.  
 An ignition interlock is an electronic device wired into the ignition system of a vehicle which requires the user to pass a breath alcohol test in order to start the vehicle. This presentation will discuss interlock technical standards, device features, and how this technology is used to monitor DWI offenders. The presenter will also share future technologies and applications, alternative alcohol monitoring technology such as SCRAM and IN HOM, and advances in drug testing through intelligent fingerprint.

**Treatment for DWI Offenders: What's Being Done?**

**Cynthia Humphrey**, Executive Director, Association of Substance Abuse Programs  
 This presentation will provide a general perspective on screening, assessment, and treatment of DWI offenders. The presenter will discuss what's working and not working in terms of screening and treatment, and how to help this population move forward.



# 2017 Texas Impaired Driving Forum Agenda – April 26, 2017

## 2017 Texas Impaired Driving Forum

April 26, 2017 • Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

2:30 – 2:45 PM

Break

2:45 – 3:40 PM

CONCURRENT BREAKOUT SESSION #3

Drug Track

RED OAK BALLROOM

### Marijuana: Where do Texans Stand?

**Jena Prescott**, Assistant Transportation Researcher, Texas A&M Transportation Institute

As the country moves towards relaxed marijuana use and possession laws, more knowledge is needed to fully grasp the impact of marijuana use on traffic safety. This presentation will provide preliminary results from a survey that investigated the current attitudes of Texans on marijuana use.

### More than Alcohol: A Look at "Other Drugs" Contributing to the DWI Safety Challenge

**Jake Nelson**, Traffic Safety Advocacy and Research Director, AAA

This presentation will discuss national over-the-counter and prescription drugs use and trends, and how over-the-counter and prescription drugs impact driving. The presenter will also discuss countermeasures to reduce drug-impaired driving.

Alcohol Track

MAGNOLIA ROOM

### Are Texans Using Transportation Network Companies (TNCs)?

**Eva Shipp**, Research Scientist, Texas A&M Transportation Institute

Companies such as Uber and Lyft represent a rapidly growing segment of the transportation industry. This type of on-demand service could be useful for reducing the number of instances when people choose to drive after drinking alcohol or using other drugs. The presenter will discuss results from a project that looked at why people currently choose to use TNCs instead of driving after drinking, what factors might keep people from using TNCs, and what factors may incentivize others to use TNCs.

### Public Transit's Role in Reducing Impaired Driving

**John Jones**, Sergeant, Capital Metro

This presentation will focus on several initiatives that Capital Metro has launched in order to reduce impaired driving in the city of Austin, including E-Bus. E-Bus is a late night service that picks up passengers from University of Texas campus with drop-offs and pick-ups in Austin's entertainment district. E-Bus provides a safe alternative to driving to and from 6<sup>th</sup> street during weekend evenings.

3:40 – 3:45 PM

Break

3:45 – 4:00 PM

Closing Plenary Session

RED OAK BALLROOM

**Troy Walden**, Director of the Center for Alcohol and Drug Education Studies, Texas A&M Transportation Institute



## Appendix H. FY 2017 Txdot Alcohol and Other Drugs Program Area Projects

Organization	Project Title	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 District Attorney's Office	Bexar County No-Refusal Initiative	X				X																X	X	
Collin County District Attorney's Office	DWI No-Refusal Mandatory Blood Draw Program			X			X																X	X
Education Service Center - Region 6	Alcohol Drug and Safety Training Education Program AD-A-STEP for Life	X																	X					X
Harris County District Attorney	Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program			X			X																X	X
Hillcrest Baptist Medical Center - Hillcrest	Texas Reality Education for Drivers (RED) Program	X										X	X						X					X
Montgomery County District Attorney's Office	Search Warrants Stop Intoxicated Drivers: MCDAO No-Refusal Program			X			X																X	X
Mothers Against Drunk Driving	Take The Wheel - Bexar County	X																X	X				X	X
Mothers Against Drunk Driving	Take The Wheel - Dallas, Travis, Cameron, and Hidalgo Counties	X																X	X				X	X
Mothers Against Drunk Driving	Take The Wheel - Harris and Montgomery Counties	X																X	X				X	X
Mothers Against Drunk Driving	Take The Wheel - Smith and Gregg Counties	X																X	X				X	X
Sam Houston State University	Drug Impairment Training for Texas Employers (DITTE)	X				X													X		X	X	X	X
Sam Houston State University	Impaired Driving Initiatives - DECP, ARIDE, and DITEP	X				X													X				X	X
Tarrant County	Tarrant County No-Refusal Program			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
Texans Standing Tall	Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students	X									X	X							X				X	X
Texans Standing Tall	Statewide Community Coalitions Assessment to Identify Collaboration Opportunities to Prevent DUI/DWI	X																					X	X
Texans Standing Tall	Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to Reduce Impaired Driving	X																X	X					X
Texas A&M AgriLife Extension Service	Watch UR BAC Alcohol and Other Drug Awareness Program	X								X									X				X	X

Organization	Project Title	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	BAC Reporting in Texas: Improving ME Office and County Performance			X	X	X											X			X		X	X	
Texas A&M Transportation Institute	Ignition Interlock Training Program for Criminal Justice Professionals							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
Texas A&M Transportation Institute	Peer-to-Peer Program for Decreasing Impaired Driving Among College Students	X	X									X								X			X	X
Texas A&M Transportation Institute	Statewide Impaired Driving Task Force, Plan, Forum, 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
Texas Alcoholic Beverage Commission	TABC Marketing Practices Educational Project	X																		X			X	X
Texas Association of Counties	County Judges Impaired Driving Liaison Project							X												X				
Texas Center for the Judiciary	Texas Judicial Resource Liaison and Impaired Driving Judicial Education							X	X	X	X									X			X	X
Texas Department of Public Safety	Evidential Breath and Blood Alcohol Testing				X								X										X	X
Texas Department of Public Safety	Match – DPS Trooper Salaries				X																			
Texas Department of Transportation	Christmas and New Year Holiday Mobilization Incentive Grants	X										X								X			X	X
Texas Department of Transportation	Impaired Driving Media Campaign	X		X	X							X											X	X
Texas Department of Transportation	Impaired Driving Mobilization Grants	X		X	X							X											X	X
Texas Department of Transportation	Labor Day Impaired Driving Mobilization Incentive Grants	X		X	X							X											X	X
Texas Department of Transportation	Project Celebration	X										X								X				X
Texas Department of Transportation	Step DWI	X		X																X				
Texas Department of Transportation	STEP WAVE DWI	X		X																X				
Texas District and County Attorneys Association	DWI Resource Prosecutor					X	X			X										X			X	X

Organization	Project Title	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 Justice Court Training Center	Texas Justice Court Traffic Safety Initiative							X											X			X	X
Texas Municipal Courts Education Center	Municipal Traffic Safety Initiatives	X					X	X		X									X			X	X
Texas Municipal Police Association	Fundamentals of Driving While Intoxicated (DWI) Investigation & Enforcement Training Program					X													X				
Texas Municipal Police Association	Law Enforcement Training to Reduce Impaired Driving by People Under 21	X				X													X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing Refresher, Practitioner, and Instructor Training Program					X													X			X	X
Travis County Attorney's UDPP	Comprehensive Underage Drinking Prevention Program	X		X			X												X				X
University of Houston - Downtown	Standardized Field Sobriety Testing/Blood Warrants/Mobile Video Updates					X													X			X	X

## Appendix I. Local and Statewide Traffic Safety Coalitions

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Phone	Contact Email
Abilene	Jill Christie	D.R.I.V.E. (Decisions, Responsibilities, Initiatives, and Education) Safe Coalition	Jill Christie	325-676-6808	jill.christie@txdot.gov
		Taylor Alliance for Prevention	Jacob Weckwerth	325-673-2242 ex. 122	jacob.weckwerth@arcadatx.org
Atlanta	Irene Webster	Harrison County Community Coalition	Paula Vance	903-702-0062	pvance@etcada.com
		NE Texas Traffic Safety Coalition	Irene Webster	903-799-1221	irene.webster@txdot.gov
		NextStep	Susan Anderson	903-939-9010	susan.anderson@nextstepcsi.com
		Panola County Coalition	Monica Ingram	903-407-5812	mingram@etcada.com
Austin	Lisa Johnson Jude Schexnyder	Crossroads Coalition	Lisa Johnson Jude Schexnyder	512-832-7243 512-832-7035	isa.johnson2@txdot.gov jude.schexnyder@txdot.gov
		Texans Standing Tall	Nicole Holt	512-442-7501	tst@TexansStandingTall.org
Beaumont	Bridgett Hlavinka	Drive Smart Southeast Texas	Bridgett Hlavinka	409-898-5719	bridgett.hlavinka@txdot.gov
Brownwood	Jeanni Luckey	DRIVERS Coalition	Jeanni Luckey	325-643-0403	jeanni.luckey@txdot.gov
Bryan	Terri Miller	Brazos Valley Injury Prevention Coalition	Cindy Kovar	979-862-1921	cmkovar@ag.tamu.edu
		Brazos Valley Council on Alcohol and Substance Abuse in Bryan/ College Station	Bill Roberts	979-846-3560	broberts@bvca.org
		Coalition for Alcohol Responsible Education (CARE)	Jessica M. Paul	979-361-5757	jpaul@brazoscountytexas.gov
		Law Enforcement Advisory Group	Laura Dean-Mooney	979-862-1911	ldmooney@ag.tamu.edu
Corpus Christi	Stephanie Christina	Coastal Bend Teen Safe Driving Coalition	Stephanie Christina	361-808-2381	stephanie.christina@txdot.gov
		Safe Communities Coalition	Dr. Phil Rhoades	361-825-2551	safe.communities@tamucc.edu
		Coastal Bend Youth Alcohol Awareness	Felicia Powell	361-694-4030	felicia.powell@dchstx.org
		I-ADAPT (TAMUCC)	Delaney Foster	361-825-3925	delaney.foster@tamucc.edu
		Project Hope	Tiffany Collie	361-814-2001	tiffanyc@cbwellness.org
		Community Coalition Partnerships	Donine Schwartz	361-854-9199	dschwartz@coada-cb.org
Dallas	Bernadine Moore Robert White	Citizens for Traffic Safety	Carrie Nie	214-590-4455	carrie.nie@phhs.org
		DalTaSC	Bernadine Moore Robert White	214-320-6220 214-320-6235	bernadine.moore@txdot.gov robert.white@txdot.gov
		DWI Task Force	Linda Baker	214-653-6670	lbaker@dallascounty.org
El Paso	Monica O'Kane	Safety Traffic Regional Operations Networking Group (STRONG)	Monica O'Kane	915-790-4384	monica.okane@txdot.gov
Ft. Worth	Sedrick Montgomery	Fort Worth Area Coalition for Traffic Safety (F.A.C.T.S.) Coalition	Sedrick Montgomery	817-370-6643	sedrick.montgomery@txdot.gov
Houston	Olga Navarro	Houston Injury Data Coalition	Olga Navarro	713-802-5177	olga.navarro@txdot.gov



TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Phone	Contact Email
Laredo	Blanca Trevino-Castro	Laredo/Webb Traffic Safety Coalition	Blanca Trevino-Castro	956-712-7408	Blanca.Trevinocastro@txdot.gov
		Webb County Community Coalition of SCAN	Veronica Jimenez	956-724-3177	Veronica.jimenez@scan-inc.org
		AHEC-Area Health Education Center	Vicky Flores	956-712-0037	vflores@mrgbahec.org
Lubbock	Karen Peoples	Hockley County VOICES Coalition	Sip Gutierrez	806-317-6132	VOICEScoalition@hotmail.com
		Injury Prevention Coalition of the South Plains	Karen Slay	806-745-5428	kidsarentcargo@swbell.net
		Lubbock County VOICES Coalition	Teresa Alvarado	806-766-0307	talvarado@STARCARELubbock.org
		Lubbock County Youth Alcohol Coalition	Karen Peoples Teresa Alvarado	806-748-4478	karen.peoples@txdot.gov
Lufkin	Allison Rounsavall	Group United Against Roadway Deaths (GUARD)	Allison Rounsavall	936-633-4315	allison.rounsavall@txdot.gov
		Nacogdoches CAN (Community and Neighbors)	Peggy Muckelroy	936-569-1445	pmuckelroy@adacdet.org
		The Coalition	Janet Taylor	936-634-9308	jtaylor@angelinacoalition.org
Odessa	Robert Martinez	The Permian Basin Regional Council on Alcohol & Drug Abuse	Laurie Marquez	432-580-5100	lmarquez@pbrcada.org
		Permian Road Safety Coalition	Dolores Vick	432-687-7164	dvick@chevron.com
Pharr	Ruby Martinez	Rio Grande Valley Traffic Safety Coalition	Ruby Martinez	956-782-2508	ruby.martinez@txdot.gov
San Angelo	Mona Lisa Zertuche	Concho Valley Traffic Safety Coalition	Mona Lisa Zertuche	325-947-9219	monalisa.zertuche@txdot.gov
San Antonio	Robbi Smith	Traffic Jam Coalition	Robbi Smith	210-731-5219	robbi.smith@txdot.gov
Tyler	Heather Singleton	Pay Attention East Texas (PAET)	Wanda Ealey	903-510-9225	heather.singleton@txdot.gov
Waco	Debbie Tahiri	Hill County Substance Abuse Coalition (HCYSAC)	Tina Lincoln	254-582-9553	tinalincon@gmail.com
		Teen Safe Driving Coalition	Patricia Gaffney	817-798-2082	pgaff@flash.net
		Voices Against Substance Abuse (VASA)	Stephanie Drum	254-741-9222	sdrum@voiceinc.org
		Waco District Coalition	Debbie Tahiri	254-967-2752	debbie.tahiri@txdot.gov
Yoakum	Vacant	Golden Crescent Traffic and Safety Coalition	Vacant	361-293-4307	

*\*The above listed traffic safety coalitions may also include other highway safety priorities (motorcycle safety, child passenger safety, etc.), but they all include at least one focus on impaired driving.*

## Appendix J. Member Approval Forms



### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, W Clay Abbott, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by W Clay Abbott  
Date: 2017.06.26 11:58:48 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

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:





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jason Arnold

Date: 2017-06-12 14:54:47

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: 

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Phillip G. Ayala

Date: 2017-06-27 09:36:05

Agency/Organization: Texas Department of Public Safety

Position/Title: Major

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 G. Ayala** Digitally signed by Phillip G. Ayala  
Date: 2017.06.22 12:51:38 -05'00'

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Bobbi Brooks, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Bobbi Brooks  
Date: 2017.06.16 12:41:06 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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:  Digitally signed by Mark Busbee  
Date: 2017.06.15 14:06:48 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Mindy Carroll, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Mindy Carroll, DN: cn=Mindy Carroll, o=TABC, ou=PR, email=mindy.carroll@tabc.texas.gov, c=US, Date: 2017.06.22 10:57:32-0500







### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

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:





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Laura Dean-Mooney, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Laura Dean-Mooney  
DN: cn=Laura Dean-Mooney, o=Texas A&M AgrLife Extension Service,  
serial=1, email=lmoooney@tamu.edu, c=US  
Date: 2017.06.26 09:37:42-05:00

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Holly Doran, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Holly Doran  
DN: cn=Holly Doran, o=TCL, ou=Email-Holly@ourhonor.com, c=US  
Date: 2017.06.19 10:54:23 -0500





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, David Dorman, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by David Dorman  
Date: 2017.06.22 12:00:28 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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:  Digitally signed by Tyler Dunman  
Date: 2017.06.16 07:55:03 -05'00'

[Print Form](#)

[Submit by E-mail](#)





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Don Egdorf, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Don Egdorf  
DN: cn=Don Egdorf, o=Houston Police Department, ou=DWI Task Force,  
email=don@egdorf@houstonpolice.org, c=US  
Date: 2017.06.19 12:52:57-05:00'





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Paige Ericson-Graber

Date: 2017-06-27 09:37:59

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Assistant Transportation Researcher

I, Paige Ericson-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: **Paige Ericson-Graber** Digitally signed by Paige Ericson-Graber  
Date: 2017.06.19 10:34:49 -05'00'

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jonathan Graber

Date: 2017-06-27 09:38:07

Agency/Organization: ITTI

Position/Title: Associate Transportation Researcher

I, Jonathan 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: Jonathan Graber Digitally signed by Jonathan Graber  
Date: 2017.06.15 09:47:55 -05'00'

Print Form

Submit by E-mail







### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Jaime Gutierrez, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Kevin L. Harris, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Kevin L. Harris  
Date: 2017.06.13 11:02:20 -05'00'

[Print Form](#)

[Submit by E-mail](#)





**FY 2017 Texas Impaired Driving Plan Approval Form**

Name: RUSSELL H. HENK

Date: 2017-06-12 14:54:47

Agency/Organization: TTI

Position/Title: PROGRAM MANAGER

I, RUSSELL H. 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*

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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:



[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Cynthia Hummphrey, 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](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Michael Jennings

Date: 2017-06-12 14:54:47

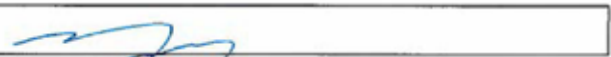
Agency/Organization: Austin Police Department

Position/Title: Detective

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](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Todd Jermstad, 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](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Yoon Kim, 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](#)







### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dr. Jim Kuboviak, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Jim Kuboviak  
Date: 2017.06.12 17:26:49 -05'00'

[Print Form](#)

[Submit by E-mail](#)





## FY 2017 Texas Impaired Driving Plan Approval Form

Name: Hope Lochridge

Date: 2017-06-27 09:39:54

Agency/Organization: Texas Municipal Courts Education Center

Position/Title: Executive Director

I, Hope Lochridge, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Hope Lochridge Digitally signed by Hope Lochridge  
Date: 2017.06.16 11:33:08 -05'00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: RICHARD MABE

Date: 2017-06-27 09:40:00

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**  
Digitally signed by Richard Mabe  
DN: cn=Richard Mabe, ou=Austin Police Department, ou=Agencies Data Center,  
c=United States, email=rich.mabe@austintexas.gov, o=APD  
Date: 2017.06.27 09:40:00

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Cecelia P. Marquart, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Cecelia P Marquart  
Date: 2017.06.24 18:14:05 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dottie McDonald, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Dottie McDonald  
DN: cn=Dottie McDonald, o=Smart Start, ou=SS,  
email=dmcDonald@smartstartinc.com, c=US  
Date: 2017.06.19 10:38:29-05'00'





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, David McGarah, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Ned 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:

[Print Form](#)

[Submit by E-mail](#)





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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:  Digitally signed by Lisa Minjares-Kyle  
Date: 2017.06.21 09:17:42 -05'00'

[Print Form](#)

[Submit by E-mail](#)







### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Amy Moser

Date: 2017-06-27 09:40:40

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  
Date: 2017.06.26 12:01:55 -05'00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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:  Digitally signed by anna.mudd@dps.texas.gov  
DN: cn=anna.mudd@dps.texas.gov  
Date: 2017.06.19 17:33:53 -05'00'





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Charles Ortiz

Date: 2017-06-15 16:14:53

Agency/Organization: Texas LEADRS

Position/Title: Program Manager

I, Charles 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: 

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: David Palmer

Date: 2017-06-27 09:41:02

Agency/Organization: Texas Department of Public Safety

Position/Title: Major

I, David Palmer, 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:

None.

Electronic Signature: **David Palmer**  
Digitally signed by David Palmer  
DN: cn=David Palmer, o=Texas Department of Public Safety, ou=Texas Highway Patrol, email=David.Palmer@tpstexas.gov, c=US  
Date: 2017.06.22 12:40:41 -05:00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Terry Pence

Date: 2017-06-27 09:41:08

Agency/Organization: Texas Department of Transportation

Position/Title: Traffic Safety Director

I, Terry Pence, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Terry A. Pence Digitally signed by Terry A. Pence  
DN: cn=Terry A. Pence, o=Texas Department of Transportation, ou=TRF-15,  
email=Terry.pence@dot.gov, c=US  
Date: 2017.06.27 21:37:05 -0500

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jena Prescott

Date: 2017-06-27 09:41:14

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Assistant 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  
Date: 2017.06.14 09:27:39 -05'00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Susan Redford

Date: 2017-06-27 09:41:20

Agency/Organization: Texas Association of Counties

Position/Title: Judicial Education Program Manager

I, Susan 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.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Susan Redford**  
Digitally signed by Susan Redford  
DN: cn=Susan Redford, o=Texas Association of Counties, ou=JED, email=sredford@counties.org, c=US  
Date: 2017.06.26 11:33:47-05:00

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Sherri Robelia

Date: 2017-06-27 09:41:26

Agency/Organization: TxOT

Position/Title: Program Manager

I, Sherri Robelia, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Sherri Robelia**  
Digitally signed by Sherri Robelia  
DN: cn=SherriRobelia, o=Texas Department of Transportation, ou=Traffic  
Safety, email=sherri.robelia@tdot.gov, c=US  
Date: 2017.06.19 10:19:47 -05:00'

Print Form

Submit by E-mail







### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

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:

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Shalandra Rogers

Date: 2017-06-27 09:41:38

Agency/Organization: Texas Department of Transportation

Position/Title: Program Manager

I, Shalandra Rogers, 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: **Shalandra Rogers**  
Digitally signed by Shalandra Rogers  
DN: cn=Shalandra Rogers, o=Texas Department of Transportation, ou  
email=shalandra.rogers@ttt.txdot.gov, c=US  
Date: 2017.06.27 09:41:38-0500

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Frank Saenz, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Frank Saenz  
DN: cn=Frank Saenz, o=TXDOT, ou=Traffic Operations  
email=frank.saenz@txdot.gov, c=US  
Date: 2017.06.27 09:41:43-0500





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

I, Nina Jo Saint, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)      [Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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:

[Print Form](#)

[Submit by E-mail](#)





## FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jude Schexnyder

Date: 2017-06-27 09:42:01

Agency/Organization: TxDOT

Position/Title: Traffic Safety Specialist

I, 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=Traffic Safety, ou=TRF-TS,  
email=rowan.j.schexnyder@dot.gov, c=US  
Date: 2017.06.15 16:51:26-0500

Print Form

Submit by E-mail





FY 2017 Texas Impaired Driving Plan Approval Form

Name: Gloria Souhani Date: 2017-06-16 09:30:01

Agency/Organization: Travis County Underage Drinking Prevention Program Position/Title: Director

I, Gloria Souhani, 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:

Empty rectangular box for explanation.

Electronic Signature: Gloria Souhani

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Doug Stratton, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Douglas C Stratton  
Date: 2017.06.15 16:07:43 -05'00'

[Print Form](#)

[Submit by E-mail](#)







### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jay Tedder

Date: 2017-06-27 09:42:20

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: *Jay Tedder* Date: 2017.06.16 10:49:18 -05'00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dannell Thomas, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Dannell Thomas  
DN: cn=Dannell Thomas, o=Region 6 Education Service Center, ou=Safety  
Education and Training, email=DThomas@esctrust.com  
Date: 2017.06.22 10:05:41-05:00'





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Kara Thorp

Date: 2017-06-19 10:49:48

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 6/19/17

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: TRUY WALDEN Date: 2017-06-20 08:36:55

Agency/Organization: TTL-CAOES Position/Title: Director

I, TRUY WALDEN, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

I, Beth Wammack, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Beth Wammack  
DN: cn=Beth Wammack, o=GDC Marketing & Ideation, email=Beth.Wammack@GDC-CON.COM, c=US  
Date: 2017.06.27 09:42:43-0500

[Print Form](#)

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## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Laura A. Weiser, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Missy (McCann) Williams

Date: 2017-06-27 09:42:48

Agency/Organization: Texas SFST Program (TMPA)

Position/Title: Program Services Specialist

I, Missy Williams, 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: **Missy Williams**  
Digitally signed by Missy Williams  
DN: cn=Missy Williams, o=TMPA, ou=Texas SFST,  
email=missy.mccann@tmpa.org, c=US  
Date: 2017.06.19 12:20:43 -0500

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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:







**Appendix C.  
Fast Act Grant Application  
Attachment: DD**

Also see Ref.: <http://www.capitol.state.tx.us/BillLookup/History.aspx?LegSess=85R&Bill=HB62>

H.B. No. 62

1 AN ACT  
2 relating to the use of a wireless communication device while  
3 operating a motor vehicle; creating a criminal offense; modifying  
4 existing criminal penalties.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

6 SECTION 1. This Act may be cited as the Alex Brown Memorial  
7 Act.

8 SECTION 2. Sections [521.161](#)(b) and (c), Transportation  
9 Code, are amended to read as follows:

10 (b) The examination must include:

11 (1) a test of the applicant's:

12 (A) vision;

13 (B) ability to identify and understand highway  
14 signs in English that regulate, warn, or direct traffic;

15 (C) knowledge of the traffic laws of this state;

16 [~~and~~]

17 (D) knowledge of motorists' rights and  
18 responsibilities in relation to bicyclists; and

19 (E) knowledge of the effect of using a wireless  
20 communication device, or engaging in other actions that may  
21 distract a driver, on the safe or effective operation of a motor  
22 vehicle;

23 (2) a demonstration of the applicant's ability to  
24 exercise ordinary and reasonable control in the operation of a

1 motor vehicle of the type that the applicant will be licensed to  
2 operate; and

3 (3) any additional examination the department finds  
4 necessary to determine the applicant's fitness to operate a motor  
5 vehicle safely.

6 (c) The department shall give each applicant the option of  
7 taking the parts of the examination under Subsections (b)(1)(B),  
8 (C), [~~and~~] (D), and (E) in writing in addition to or instead of  
9 through a mechanical, electronic, or other testing method. If the  
10 applicant takes that part of the examination in writing in addition  
11 to another testing method, the applicant is considered to have  
12 passed that part of the examination if the applicant passes either  
13 version of the examination. The department shall inform each  
14 person taking the examination of the person's rights under this  
15 subsection.

16 SECTION 3. Section 543.004(a), Transportation Code, is  
17 amended to read as follows:

18 (a) An officer shall issue a written notice to appear if:

19 (1) the offense charged is:

20 (A) speeding;

21 (B) the use of a wireless communication device  
22 under Section 545.4251; or

23 (C) a violation of the open container law,  
24 Section 49.031 [~~49.03~~], Penal Code; and

25 (2) the person makes a written promise to appear in  
26 court as provided by Section 543.005.

27 SECTION 4. Section 545.424, Transportation Code, is amended

1 by amending Subsections (a), (b), and (c) and adding Subsection (g)  
2 to read as follows:

3 (a) A person under 18 years of age may not operate a motor  
4 vehicle while using a wireless communication [~~communications~~]  
5 device, except in case of emergency. This subsection does not apply  
6 to a person licensed by the Federal Communications Commission while  
7 operating a radio frequency device other than a wireless  
8 communication device.

9 (b) A person under 17 years of age who holds a restricted  
10 motorcycle license or moped license may not operate a motorcycle or  
11 moped while using a wireless communication [~~communications~~]  
12 device, except in case of emergency. This subsection does not apply  
13 to a person licensed by the Federal Communications Commission while  
14 operating a radio frequency device other than a wireless  
15 communication device.

16 (c) Subsection (a-1) [~~This section~~] does not apply to[+  
17 [~~(1)~~] a person operating a motor vehicle while  
18 accompanied in the manner required by Section 521.222(d)(2) for the  
19 holder of an instruction permit[+~~or~~  
20 [~~(2)~~ a person licensed by the Federal Communications  
21 Commission to operate a wireless communication device or a radio  
22 frequency device].

23 (g) An offense under Subsection (a) or (b) is a misdemeanor  
24 punishable by a fine of at least \$25 and not more than \$99 unless it  
25 is shown on the trial of the offense that the defendant has been  
26 previously convicted at least one time of an offense under either  
27 subsection, in which event the offense is punishable by a fine of at

1 least \$100 and not more than \$200.

2 SECTION 5. The heading to Section 545.425, Transportation  
3 Code, is amended to read as follows:

4 Sec. 545.425. USE OF WIRELESS COMMUNICATION DEVICE IN A  
5 SCHOOL CROSSING ZONE OR WHILE OPERATING A SCHOOL BUS WITH A MINOR  
6 PASSENGER; POLITICAL SUBDIVISION SIGN REQUIREMENTS; OFFENSE.

7 SECTION 6. Section 545.425(a)(1), Transportation Code, is  
8 amended to read as follows:

9 (1) "Hands-free device" means speakerphone  
10 capability, ~~or~~ a telephone attachment, or another function or  
11 other piece of equipment, regardless of whether permanently  
12 installed in or on a wireless communication device or in a ~~the~~  
13 motor vehicle, that allows use of the wireless communication device  
14 without use of either of the operator's hands, except to activate or  
15 deactivate a function of the wireless communication device or  
16 hands-free device. The term includes voice-operated technology and  
17 a push-to-talk function.

18 SECTION 7. Section 545.425(b-2), Transportation Code, is  
19 amended to read as follows:

20 (b-2) A municipality, county, or other political  
21 subdivision that by ordinance or rule prohibits the use of a  
22 wireless communication device while operating a motor vehicle,  
23 including a prohibition that contains an exception for the use of a  
24 wireless communication device with a hands-free device, throughout  
25 the jurisdiction of the political subdivision is not required to  
26 post a sign as required by Subsection (b-1) and shall ~~if the~~  
27 ~~political subdivision~~]:

1           (1) post [~~posts~~] signs that are located at each point  
2 at which a state highway, U.S. highway, or interstate highway  
3 enters the political subdivision and that state:

4           (A) that an operator is prohibited from using a  
5 wireless communication device while operating a motor vehicle in  
6 the political subdivision, and whether use of a wireless  
7 communication device with a hands-free device is allowed in the  
8 political subdivision; and

9           (B) that the operator is subject to a fine if the  
10 operator uses a wireless communication device while operating a  
11 motor vehicle in the political subdivision; and

12           (2) subject to all applicable United States Department  
13 of Transportation Federal Highway Administration rules, post  
14 [~~posts~~] a message that complies with Subdivision (1) on any dynamic  
15 message sign operated by the political subdivision located on a  
16 state highway, U.S. highway, or interstate highway in the political  
17 subdivision.

18           SECTION 8. Subchapter I, Chapter 545, Transportation Code,  
19 is amended by adding Section 545.4251 to read as follows:

20           Sec. 545.4251. USE OF PORTABLE WIRELESS COMMUNICATION  
21 DEVICE FOR ELECTRONIC MESSAGING; OFFENSE. (a) In this section:

22           (1) "Electronic message" means data that is read from  
23 or entered into a wireless communication device for the purpose of  
24 communicating with another person.

25           (2) "Wireless communication device" has the meaning  
26 assigned by Section 545.425.

27           (b) An operator commits an offense if the operator uses a

1 portable wireless communication device to read, write, or send an  
2 electronic message while operating a motor vehicle unless the  
3 vehicle is stopped. To be prosecuted, the behavior must be  
4 committed in the presence of or within the view of a peace officer  
5 or established by other evidence.

6 (c) It is an affirmative defense to prosecution of an  
7 offense under this section that the operator used a portable  
8 wireless communication device:

9 (1) in conjunction with a hands-free device, as  
10 defined by Section 545.425;

11 (2) to navigate using a global positioning system or  
12 navigation system;

13 (3) to report illegal activity, summon emergency help,  
14 or enter information into a software application that provides  
15 information relating to traffic and road conditions to users of the  
16 application;

17 (4) to read an electronic message that the person  
18 reasonably believed concerned an emergency;

19 (5) that was permanently or temporarily affixed to the  
20 vehicle to relay information in the course of the operator's  
21 occupational duties between the operator and:

22 (A) a dispatcher; or

23 (B) a digital network or software application  
24 service; or

25 (6) to activate a function that plays music.

26 (d) Subsection (b) does not apply to:

27 (1) an operator of an authorized emergency or law



1 enforcement vehicle using a portable wireless communication device  
2 while acting in an official capacity; or

3 (2) an operator who is licensed by the Federal  
4 Communications Commission while operating a radio frequency device  
5 other than a portable wireless communication device.

6 (e) An offense under this section is a misdemeanor  
7 punishable by a fine of at least \$25 and not more than \$99 unless it  
8 is shown on the trial of the offense that the defendant has been  
9 previously convicted at least one time of an offense under this  
10 section, in which event the offense is punishable by a fine of at  
11 least \$100 and not more than \$200.

12 (f) Notwithstanding Subsection (e), an offense under this  
13 section is a Class A misdemeanor punishable by a fine not to exceed  
14 \$4,000 and confinement in jail for a term not to exceed one year if  
15 it is shown on the trial of the offense that the defendant caused  
16 the death or serious bodily injury of another person.

17 (g) If conduct constituting an offense under this section  
18 also constitutes an offense under any other law, the person may be  
19 prosecuted under this section, the other law, or both.

20 (h) The Texas Department of Transportation shall post a sign  
21 at each point at which an interstate highway or United States  
22 highway enters this state that informs an operator that:

23 (1) the use of a portable wireless communication  
24 device for electronic messaging while operating a motor vehicle is  
25 prohibited in this state; and

26 (2) the operator is subject to a fine if the operator  
27 uses a portable wireless communication device for electronic

1 messaging while operating a motor vehicle in this state.

2 (i) A peace officer who stops a motor vehicle for an alleged  
3 violation of this section may not take possession of or otherwise  
4 inspect a portable wireless communication device in the possession  
5 of the operator unless authorized by the Code of Criminal  
6 Procedure, the Penal Code, or other law.

7 (j) This section preempts all local ordinances, rules, or  
8 other regulations adopted by a political subdivision relating to  
9 the use of a portable wireless communication device by the operator  
10 of a motor vehicle to read, write, or send an electronic message.

11 SECTION 9. Section 708.052, Transportation Code, is amended  
12 by adding Subsection (e-1) to read as follows:

13 (e-1) Notwithstanding Subsection (b), the department may  
14 not assign points to a person's license if the offense of which the  
15 person was convicted is the offense of using a portable wireless  
16 communication device for electronic messaging as described by  
17 Section 545.4251.

18 SECTION 10. The changes in law made by this Act to Section  
19 543.004 and Chapter 545, Transportation Code, apply only to an  
20 offense committed on or after the effective date of this Act. An  
21 offense committed before the effective date of this Act is governed  
22 by the law in effect on the date the offense was committed, and the  
23 former law is continued in effect for that purpose. For purposes of  
24 this section, an offense was committed before the effective date of  
25 this Act if any element of the offense occurred before that date.

26 SECTION 11. This Act takes effect September 1, 2017.

\_\_\_\_\_  
President of the Senate

\_\_\_\_\_  
Speaker of the House

I certify that H.B. No. 62 was passed by the House on March 16, 2017, by the following vote: Yeas 114, Nays 32, 1 present, not voting; and that the House concurred in Senate amendments to H.B. No. 62 on May 21, 2017, by the following vote: Yeas 123, Nays 17, 2 present, not voting.

\_\_\_\_\_  
Chief Clerk of the House

I certify that H.B. No. 62 was passed by the Senate, with amendments, on May 19, 2017, by the following vote: Yeas 23, Nays 8.

\_\_\_\_\_  
Secretary of the Senate

APPROVED: \_\_\_\_\_

Date

\_\_\_\_\_  
Governor

**Appendix C.  
Fast Act Grant Application  
Attachments: MC**

## Attachment 1-MC: Motorcycle Safety Training Locations

The following summarizes the number of motorcycle operator training locations in Texas. Training in Texas is contracted through the Texas Dept. of Public Safety's Motorcycle Safety Unit. Training providers (contractors) have been providing training continuously since 1983. The curriculum used in Texas is the Motorcycle Safety Foundation Basic Rider Course version 2013 (MSFBRC). Texas is now transitioning to an updated version of this course (MSFBRCU), and that update is projected to be completed August 2018. Training is provided in the following counties: Angelina, Bastrop, Bee, Bell, Bexar, Brazoria, Brazos, Brewster, Burnet, Cameron, Collin, Comal, Coryell, Dallam, Dallas, Denton, Ector, El Paso, Ellis, Fort Bend, Galveston, Gregg, Hardin, Harris, Harrison, Hays, Hidalgo, Hood, Howard, Hunt, Jefferson, Johnson, Kendall, Lamar, Lubbock, Maverick, McLennan, Medina, Midland, Montgomery, Newton, Nueces, Polk, Potter, Scurry, Smith, Tarrant, Taylor, Titus, Tom Green, Travis, Val Verde, Victoria, Walker, Webb, Wichita, Williamson, Wise (58 counties). Motorcycle registrations in these 58 counties total 304,993 which represent 80.7% of total motorcycle registrations in Texas. The complete lists are on the following pages.

**Attachment 1-MC: DPS Motorcycle & ATV Trainings, from DPS Motorcycle Safety Unit, as of April 2017**

<b>Type of Training</b>	<b>City</b>	<b>County</b>	<b>Training Site Name</b>	<b>Curriculum</b>
Motorcycle Training	ABILENE	TAYLOR	Abilene Motorcycle Instruction	MSF RiderCourse - Basic, Basic2
Motorcycle Training	ABILENE	TAYLOR	Abilene Safety Instruction	MSF RiderCourse - Basic, Basic2
Motorcycle Training	WACO	MCLENNAN	Adam Smith H-D of Waco	H-D Riding Academy - New, Skilled
Motorcycle Training	BEDFORD	TARRANT	Adam Smith's Texas Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	ALVIN	BRAZORIA	Alvin Community College	MSF RiderCourse - Basic, Basic2
Motorcycle Training	AMARILLO	POTTER	Amarillo College	MSF RiderCourse - Basic, Basic2
Trike Training	AMARILLO	POTTER	Amarillo College	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	WAXAHACHIE	ELLIS	American Ace Motorcycle Rider Course	MSF RiderCourse - Basic, Basic2
Motorcycle Training	DENISON	GRAYSON	American Ace Motorcycle Rider Course	MSF RiderCourse - Basic, Basic2
Trike Training	CORINTH	DENTON	American Eagle Harley Davidson	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	CORINTH	DENTON	American Eagle Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	LUFKIN	ANGELINA	Angelina College	MSF RiderCourse - Basic, Basic2
Motorcycle Training	AUSTIN	TRAVIS	Austin Moto Academy	MSF RiderCourse - Basic, Basic2
Motorcycle Training	AUSTIN	TRAVIS	Austin Moto Academy	MSF RiderCourse - Basic, Basic2
Motorcycle Training	HOUSTON	HARRIS	Awesome Cycles, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	HOUSTON	HARRIS	Boss Hoss Cycles of Houston	MSF RiderCourse - Basic, Basic2
Motorcycle Training	SAN ANTONIO	BEXAR	Caliente Harley-Davidson	H-D Riding Academy - New, Skilled
Trike Training	SAN ANTONIO	BEXAR	Caliente Harley-Davidson	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	BEEVILLE	BEE	Coastal Bend College	MSF RiderCourse - Basic
Motorcycle Training	CORPUS CHRISTI	NUECES	Coastal Cycle Academy, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	CORPUS CHRISTI	NUECES	Corpus Christi Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	ALTON	HIDALGO	Costal Cycle Academy	MSF RiderCourse - Basic, Basic2
Motorcycle Training	AUSTIN	TRAVIS	Cowboy Harley-Davidson of Austin	H-D Riding Academy - New, Skilled
Motorcycle Training	BEAUMONT	JEFFERSON	Cowboy Harley-Davidson of Beaumont	H-D Riding Academy - New, Skilled

Type of Training	City	County	Training Site Name	Curriculum
Motorcycle Training	MCALLEN	HIDALGO	Desperado Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	SAN JUAN	HIDALGO	Desperado Harley-Davidson	H-D Riding Academy - New, Skilled
All-Terrain Vehicle (ATV)	HONDO	MEDINA	Dunlay Trails	ASI ATV RiderCourse
Motorcycle Training	EL PASO	EL PASO	El Paso Community College	MSF RiderCourse - Basic, Basic2
Motorcycle Training	AUSTIN	TRAVIS	Electric Avenue Scooters	MSF RiderCourse - Basic, Basic2
Motorcycle Training	EL PASO	EL PASO	Fort Bliss	MSF RiderCourse - Basic, Basic2, Military Sportbike
Motorcycle Training	KILLEEN	BELL	Fort Hood III Corps	MSF RiderCourse - Basic, Basic2, Military Sportbike
Motorcycle Training	WACO	MCLENNAN	Geo-Center Motorcycle Training	MSF RiderCourse - Basic, Basic2
Trike Training	WACO	MCLENNAN	Geo-Center Motorcycle Training	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	WACO	MCLENNAN	Geo-Center Motorcycle Training	Total Control Intermediate Riding Clinic
Motorcycle Training	DALLAS	DALLAS	GO Motorcycle Training School	MSF RiderCourse - Basic, Basic2
Motorcycle Training	DENTON	DENTON	GO Motorcycle Training School	MSF RiderCourse - Basic, Basic2
Motorcycle Training	KELLER	TARRANT	GO Motorcycle Training School	MSF RiderCourse - Basic, Basic2
Motorcycle Training	ANGLETON	BRAZORIA	Goe Kawasaki Inc.	MSF RiderCourse - Basic, Basic2
Specialized Training	KILLEEN	BELL	Gold Wing Road Riders Association	Gold Wing Road Riders Association
Road Captain	KILLEEN	BELL	Gold Wing Road Riders Association	Gold Wing Road Riders Association
Trailer	KILLEEN	BELL	Gold Wing Road Riders Association	Gold Wing Road Riders Association
Trike Training	KILLEEN	BELL	Gold Wing Road Riders Association	Gold Wing Road Riders Association
Motorcycle Training	SAN ANGELO	TOM GREEN	Goodfellow AFB	MSF RiderCourse - Basic, Basic2
Motorcycle Training	LAREDO	WEBB	Gregory's Driving School, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	NEW BRAUNFELS	COMAL	Gruene Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	LIVINGSTON	POLK	H & H Eastex Motor Sports, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	KINGWOOD	HARRIS	Harley-Davidson of Kingwood	H-D Riding Academy - New, Skilled
All-Terrain Vehicle (ATV)	MARBLE FALLS	BURNET	Hidden Falls Adventure Park	ASI ATV RiderCourse
All-Terrain Vehicle (ATV)	SILSBEE	HARDIN	Honda Suzuki Outpost	ASI ATV RiderCourse
Motorcycle Training	TEMPLE	BELL	Horny Toad Harley-Davidson	H-D Riding Academy - New, Skilled

Type of Training	City	County	Training Site Name	Curriculum
Motorcycle Training	HARKER HEIGHTS	BELL	Horny Toad H-D of Fort Hood	H-D Riding Academy - New, Skilled
Trike Training	HARKER HEIGHTS	BELL	Horny Toad H-D of Fort Hood	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	BOERNE	KENDALL	Javelina Harley-Davidson	H-D Riding Academy - Introductory Experience, New, Skilled
Trike Training	BOERNE	KENDALL	Javelina Harley-Davidson	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	MCALLEN	HIDALGO	Keep It On 2 Motorcycle Training Course	MSF RiderCourse - Basic, Basic2
Motorcycle Training	SAN ANTONIO	BEXAR	Lackland AFB	MSF RiderCourse - Basic, Basic2, Military Sportbike
All-Terrain Vehicle (ATV)	GATESVILLE	CORYELL	Leon Junction	ASI ATV RiderCourse
Motorcycle Training	GARLAND	DALLAS	Lone S.T.A.R. Bikers	MSF RiderCourse - Basic, Basic2
Motorcycle Training	DALLAS	DALLAS	Lone S.T.A.R. Bikers	MSF RiderCourse - Basic, Basic2
Trike Training	DALLAS	DALLAS	Lone S.T.A.R. Bikers	MSF 3-Wheel Basic RiderCourse
Trike Training	LEWISVILLE	DENTON	Lone S.T.A.R. Bikers	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	LEWISVILLE	DENTON	Lone S.T.A.R. Bikers	MSF RiderCourse - Basic, Basic2
Motorcycle Training	ODESSA	ECTOR	Lone S.T.A.R. Bikers	MSF RiderCourse - Basic, Basic2
Trike Training	ODESSA	ECTOR	Lone S.T.A.R. Bikers	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	FORT WORTH	TARRANT	Lone S.T.A.R. Bikers	MSF RiderCourse - Basic, Basic2
Trike Training	FORT WORTH	TARRANT	Lone S.T.A.R. Bikers	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	WICHITA FALLS	WICHITA	Lone STAR Bikers	MSF RiderCourse - Basic, Basic2
Trike Training	WICHITA FALLS	WICHITA	Lone STAR Bikers	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	SPRING	HARRIS	Lone Star College	MSF RiderCourse - Basic, Basic2
Motorcycle Training	HOUSTON	HARRIS	Lone Star College	MSF RiderCourse - Basic, Basic2
Track School	COLLEGE STATION	BRAZOS	Lone Star Track Days Riding School	Lone Star Track Days
Trike Training	GRAND PRAIRIE	DALLAS	Longhorn Harley Davidson	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	GRAND PRAIRIE	DALLAS	Longhorn Harley-Davidson	H-D Riding Academy - New, Skilled
Sidecar Training	LUFKIN	ANGELINA	Lufkin Motorcycle Sales and Salvage, Inc	Evergreen Safety Council - Sidecar/Trike Education Program



Type of Training	City	County	Training Site Name	Curriculum
Trailer	LUFKIN	ANGELINA	Lufkin Motorcycle Sales and Salvage, Inc	Evergreen Safety Council - Sidecar/Trike Education Program
Trike Training	LUFKIN	ANGELINA	Lufkin Motorcycle Sales and Salvage, Inc	Evergreen Safety Council - Sidecar/Trike Education Program
Motorcycle Training	LUFKIN	ANGELINA	Lufkin Motorcycle Sales and Salvage, Inc.	MSF RiderCourse - Basic, Basic2
Trike Training	LUFKIN	ANGELINA	Lufkin Motorcycle Sales and Salvage, Inc.	MSF 3-Wheel Basic RiderCourse
All-Terrain Vehicle (ATV)	LUFKIN	ANGELINA	Lufkin Powersports	ASI ATV RiderCourse
Motorcycle Training	SAN BENITO	CAMERON	Mad Boar Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	CARROLLTON	DALLAS	Maverick Harley-Davidson	H-D Riding Academy - New, Skilled
Specialized Training	ELGIN	BASTROP	Motor Pro Training, LLC	Total Control Advanced Riding Clinic
Motorcycle Training	ELGIN	BASTROP	Motor Pro Training, LLC	Total Control Intermediate Riding Clinic
Motorcycle Training	NEW BRAUNFELS	COMAL	Motor Pro Training, LLC	Total Control Intermediate Riding Clinic
Motorcycle Training	LAMARQUE	GALVESTON	Motorcycle Rentals of Houston	Total Control Intermediate Riding Clinic
Motorcycle Training	LAMARQUE	GALVESTON	Motorcycle Rentals of Houston	MSF RiderCourse - Basic, Basic2
Trike Training	LAMARQUE	GALVESTON	Motorcycle Rentals of Houston	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	HOUSTON	HARRIS	Motorcycle Rentals of Houston, LP	MSF RiderCourse - Basic, Basic2
Motorcycle Training	CARROLLTON	DALLAS	Motorcycle Training Center	Total Control Intermediate Riding Clinic
Motorcycle Training	CEDAR HILL	DALLAS	Motorcycle Training Center	MSF RiderCourse - Basic
Motorcycle Training	DENTON	DENTON	MOTORCYCLE TRAINING CENTER	MSF RiderCourse - Basic, Basic2
Motorcycle Training	LONGVIEW	GREGG	MOTORCYCLE TRAINING CENTER	MSF RiderCourse - Basic, Basic2
Motorcycle Training	MARSHALL	HARRISON	Motorcycle Training Center	MSF RiderCourse - Basic, Basic2
Motorcycle Training	MAGNOLIA	MONTGOMERY	Motorcycle Training Center	Total Control Intermediate Riding Clinic
Trike Training	TYLER	SMITH	Motorcycle Training Center	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	TYLER	SMITH	Motorcycle Training Center	MSF RiderCourse - Basic, Basic2
Motorcycle Training	FORT WORTH	TARRANT	Motorcycle Training Center	MSF RiderCourse - Basic, Basic2
Motorcycle Training	MOUNT PLEASANT	TITUS	Motorcycle Training Center	MSF RiderCourse - Basic, Basic2
Motorcycle Training	SAN ANTONIO	BEXAR	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2

Type of Training	City	County	Training Site Name	Curriculum
Motorcycle Training	SAN ANTONIO	BEXAR	Motorcycle Training Center, Inc.	Total Control Intermediate Riding Clinic
Motorcycle Training	CARROLLTON	DALLAS	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	MESQUITE	DALLAS	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	RICHARDSON	DALLAS	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	EL PASO	EL PASO	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	ROSENBERG	FORT BEND	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	GREENVILLE	HUNT	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	BURLESON	JOHNSON	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	MIDLAND	MIDLAND	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	MAGNOLIA	MONTGOMERY	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	ARLINGTON	TARRANT	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	BEDFORD	TARRANT	Motorcycle Training Center, Inc.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	BEDFORD	TARRANT	Motorcycle Training Center, Inc.	Total Control Intermediate Riding Clinic
Trike Training	BEDFORD	TARRANT	MOTORCYCLE TRAINING CENTER, INC	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	BEAUMONT	JEFFERSON	Motorcycle U Rider Training	MSF RiderCourse - Basic, Basic2
Motorcycle Training	CORPUS CHRISTI	NUECES	NAS Corpus Christi	MSF RiderCourse - Basic, Basic2, Military Sportbike
Motorcycle Training	FORT WORTH	TARRANT	NAS JRB Fort Worth	MSF RiderCourse - Basic, Basic2, Military Sportbike
Motorcycle Training	KINGSTON	HUNT	NAS Kingsville	MSF RiderCourse - Basic, Basic2, Military Sportbike
All-Terrain Vehicle (ATV)	NEWTON	NEWTON	Newton County Fairgrounds	ASI ATV RiderCourse
Specialized Training	MCKINNEY	COLLIN	North Texas Motorcycle Safety Course	MOTORCOP RIDER SKILLS
Motorcycle Training	MCKINNEY	COLLIN	North Texas Motorcycle Safety Course	MSF RiderCourse - Basic, Basic2
Motorcycle Training	PRINCETON	COLLIN	North Texas Motorcycle Safety Course	MSF RiderCourse - Basic, Basic2
All-Terrain Vehicle (ATV)	BIG SPRING	HOWARD	Outback Adventure Track, Inc	ASI ATV RiderCourse
Motorcycle Training	PARIS	LAMAR	Paris Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	FORT WORTH	TARRANT	Pride of Texas Motorcycle Training	MSF RiderCourse - Basic
Specialized Training	DALLAS	DALLAS	Pro Rider Dallas	Pro Rider Dallas

Type of Training	City	County	Training Site Name	Curriculum
All-Terrain Vehicle (ATV)	NEW WAVERLY	WALKER	R&M Cattle Company	ASI ATV RiderCourse
All-Terrain Vehicle (ATV)	KILGORE	GREGG	Rabbit Creek ATV Park	ASI ATV RiderCourse
Motorcycle Training	SAN ANTONIO	BEXAR	Randolph AFB	MSF RiderCourse - Basic, Basic2, Military Sportbike
Motorcycle Training	WICHITA FALLS	WICHITA	Red River Harley-Davidson	H-D Riding Academy - New, Skilled
Trike Training	WICHITA FALLS	WICHITA	Red River Harley-Davidson	MSF 3-Wheel Basic RiderCourse
All-Terrain Vehicle (ATV)	EL PASO	EL PASO	Rent an ATV Off-Road Adventures	ASI ATV RiderCourse
Motorcycle Training	ROSENBERG	FORT BEND	Republic Harley-Davidson	H-D Riding Academy - New, Skilled
Motorcycle Training	STAFFORD	FORT BEND	Republic Harley-Davidson	H-D Riding Academy - New, Skilled
Specialized Training	SUGAR LAND	FORT BEND	Ride Like A Pro Houston	Ride Like A Pro
Motorcycle Training	ALPINE	BREWSTER	Ride Safe Big Bend	MSF RiderCourse - Basic, Basic2
Track School	ANGLETON	BRAZORIA	Ride Smart	Ride Smart
Track School	COLLEGE STATION	BRAZOS	Ride Smart	Ride Smart
Track School	CRESSON	HOOD	Ride Smart	Ride Smart
Track School	DECATUR	WISE	Ride Smart	Ride Smart
All-Terrain Vehicle (ATV)	ROSHARON	BRAZORIA	Rosharon Texas	ASI ATV RiderCourse
Motorcycle Training	EAGLE PASS	MAVERICK	S.E. Motorcycle Training	MSF RiderCourse - Basic
Motorcycle Training	DEL RIO	VAL VERDE	S.E. Motorcycle Training	MSF RiderCourse - Basic
Motorcycle Training	DALHART	DALLAM	Saddle-Up Motorcycle Training	MSF RiderCourse - Basic, Basic2
Motorcycle Training	LUBBOCK	LUBBOCK	Saddle-Up Motorcycle Training	MSF RiderCourse - Basic, Basic2
All-Terrain Vehicle (ATV)	SAN ANGELO	TOM GREEN	San Angelo-Porter Henderson Yamaha	ASI ATV RiderCourse
Motorcycle Training	FRIENDSWOOD	GALVESTON	San Jacinto Community College District	MSF RiderCourse - Basic, Basic2
Motorcycle Training	HOUSTON	HARRIS	San Jacinto Community College District	MSF RiderCourse - Basic, Basic2
Motorcycle Training	PASADENA	HARRIS	San Jacinto Community College District	MSF RiderCourse - Basic, Basic2
Motorcycle Training	PASADENA	HARRIS	San Jacinto Harley-Davidson	H-D Riding Academy - New, Skilled
Specialized Training	SAN ANTONIO	BEXAR	Southwest Motorcycle Training	Motor Pro Challenge
Motorcycle Training	SAN ANTONIO	BEXAR	Southwest Motorcycle Training	MSF RiderCourse - Basic, Basic2
Motorcycle Training	SAN ANGELO	TOM GREEN	Southwest Motorcycle Training	MSF RiderCourse - Basic, Basic2
Motorcycle Training	HOUSTON	HARRIS	Spring Branch ISD	MSF RiderCourse - Basic, Basic2

Type of Training	City	County	Training Site Name	Curriculum
Motorcycle Training	HOUSTON	HARRIS	Stubbs Harley-Davidson	H-D Riding Academy - New, Skilled
All-Terrain Vehicle (ATV)	CEDAR CREEK	BASTROP	Tarin Farm	ASI ATV RiderCourse
Motorcycle Training	FORT WORTH	TARRANT	Tarrant County College	MSF RiderCourse - Basic, Basic2
Motorcycle Training	KILLEEN	BELL	Texas Motor Sports	MSF RiderCourse - Basic, Basic2, Advanced
Trike Training	KILLEEN	BELL	Texas Motor Sports	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	PLANO	COLLIN	Texas Motorcycle Training	MSF RiderCourse - Basic, Basic2
Motorcycle Training	FRISCO	COLLIN	Texas R.I.D.E.R.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	ARLINGTON	TARRANT	Texas R.I.D.E.R.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	BEDFORD	TARRANT	Texas R.I.D.E.R.	MSF RiderCourse - Basic, Basic2
Motorcycle Training	MARBLE FALLS	BURNET	The Ride Company	MSF RiderCourse - Basic, Basic2
Motorcycle Training	KILLEEN	BELL	Total Rider LLC	MSF RiderCourse - Basic, Basic2
Trike Training	KILLEEN	BELL	Total Rider LLC	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	BUDA	HAYS	Total Rider LLC	MSF RiderCourse - Basic, Basic2
Motorcycle Training	AUSTIN	TRAVIS	Total Rider LLC	MSF RiderCourse - Basic, Basic2
Motorcycle Training	AUSTIN	TRAVIS	Total Rider LLC	MSF RiderCourse - Basic, Basic2
Motorcycle Training	HUTTO	WILLIAMSON	Total Rider LLC	MSF RiderCourse - Basic, Basic2
Trike Training	HUTTO	WILLIAMSON	Total Rider LLC	MSF 3-Wheel Basic RiderCourse
Motorcycle Training	COLLEGE STATION	BRAZOS	Training Wheels	MSF RiderCourse - Basic, Basic2
All-Terrain Vehicle (ATV)	BROWNSVILLE	CAMERON	Trejo Property	ASI ATV RiderCourse
Motorcycle Training	VICTORIA	VICTORIA	Victoria College	MSF RiderCourse - Basic, Basic2
Motorcycle Training	VICTORIA	VICTORIA	Victoria College	Total Control Intermediate Riding Clinic
Motorcycle Training	SNYDER	SCURRY	Western Texas College	MSF RiderCourse - Basic
Track School	HOUSTON	HARRIS	Whoopie's Cycles Inc.	Whoopie's Cycles Inc.
Motorcycle Training	LUBBOCK	LUBBOCK	Wild West Harley Davidson	MSF RiderCourse - Basic, Basic2
All-Terrain Vehicle (ATV)	CASTROVILLE	MEDINA	Wommack Chevrolet	ASI ATV RiderCourse
All-Terrain Vehicle (ATV)	NEW BRAUNFELS	COMAL	Woods Cycle Country	ASI ATV RiderCourse

# Attachment 1-MC: from DPS Motorcycle Safety Unit, as of April 2017

## 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. TRINITY 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	

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

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	



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

<b>Total Number of Registered Motorcycles</b>	<b>:</b>	<b>379,642</b>
<b>Total Number of Counties with Training</b>	<b>:</b>	<b>62</b>
<b>Total Number of Counties Without Training</b>	<b>:</b>	<b>192</b>
<b>Total # Registered MC in Counties with Training</b>	<b>:</b>	<b>312,322</b>
<b>Total # Registered MC in Counties without Training</b>	<b>:</b>	<b>67,320</b>
<b>% of Registered MC in County with Training Available</b>	<b>:</b>	<b>82.27%</b>

**FY 2018 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)**

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES  
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2013-2014 FINAL  
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year			
	2013		2014	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Alabama	80	118,084	65	115,768
Alaska	9	32,207	8	32,090
Arizona	151	188,360	130	180,917
Arkansas	63	74,196	61	92,921
California	463	799,900	522	813,771
Colorado	87	184,549	94	188,192
Connecticut	57	91,054	55	89,332
Delaware	20	30,056	15	30,393
Dist of Columbia	3	4,170	3	4,450
Florida	485	545,452	478	558,123
Georgia	116	200,133	137	199,575
Hawaii	29	40,564	25	42,821
Idaho	25	64,944	25	66,191
Illinois	152	352,318	118	351,298
Indiana	115	218,630	124	222,655
Iowa	41	183,294	52	187,251
Kansas	35	99,169	48	96,817
Kentucky	87	109,821	86	111,096
Louisiana	86	113,778	83	114,242
Maine	14	63,114	11	51,623
Maryland	62	99,560	69	125,283
Massachusetts	42	125,122	47	125,270
Michigan	138	267,292	112	258,413
Minnesota	61	237,259	46	237,408
Mississippi	39	28,433	41	28,474
Missouri	74	184,723	91	153,799
Montana	35	171,085	23	183,894
Nebraska	14	56,224	20	52,517
Nevada	59	70,675	63	71,880
New Hampshire	24	73,612	17	76,093
New Jersey	56	152,111	62	149,963
New Mexico	41	65,321	46	64,598
New York	170	345,118	148	346,210

National Highway Traffic Safety Administration  
Regional Operations and Program Delivery  
Office of Grants Management and Operations

**FY 2018 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)**

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES  
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2013-2014 FINAL  
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year			
	2013		2014	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
North Carolina	189	195,493	190	193,643
North Dakota	9	35,756	10	37,247
Ohio	132	402,264	136	404,770
Oklahoma	92	126,883	57	129,405
Oregon	34	89,797	46	88,247
Pennsylvania	182	400,908	185	396,315
Rhode Island	11	32,252	10	31,870
South Carolina	149	113,315	121	114,666
South Dakota	22	86,710	17	89,460
Tennessee	138	163,820	120	164,710
<b>Texas</b>	<b>493</b>	<b>443,856</b>	<b>451</b>	<b>445,395</b>
Utah	31	64,970	45	74,091
Vermont	7	28,777	7	30,106
Virginia	79	189,689	90	195,230
Washington	73	227,073	69	229,823
West Virginia	24	58,021	26	57,278
Wisconsin	85	323,378	73	281,151
Wyoming	9	31,397	16	30,983
<i>National</i>	<i>4,692</i>	<i>8,404,687</i>	<i>4,594</i>	<i>8,417,718</i>
Puerto Rico	42	115,865	47	115,865

National Highway Traffic Safety Administration  
Regional Operations and Program Delivery  
Office of Grants Management and Operations

**FY 2018 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)**

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+  
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2013-2014 FINAL  
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2013			2014		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Alabama	86	26	118,084	66	14	115,768
Alaska	9	2	32,207	9	1	32,090
Arizona	152	34	188,360	135	36	180,917
Arkansas	64	14	74,196	62	16	92,921
California	473	109	799,900	528	148	813,771
Colorado	89	15	184,549	97	29	188,192
Connecticut	58	19	91,054	55	25	89,332
Delaware	21	5	30,056	15	6	30,393
Dist of Columbia	3	1	4,170	3	0	4,450
Florida	496	143	545,452	491	146	558,123
Georgia	117	32	200,133	138	41	199,575
Hawaii	29	13	40,564	26	10	42,821
Idaho	25	4	64,944	25	5	66,191
Illinois	155	44	352,318	120	42	351,298
Indiana	115	29	218,630	128	33	222,655
Iowa	42	13	183,294	52	14	187,251
Kansas	36	12	99,169	48	13	96,817
Kentucky	88	25	109,821	86	19	111,096

National Highway Traffic Safety Administration  
Regional Operations and Program Delivery  
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**FY 2018 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)**

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+  
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2013-2014 FINAL  
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2013			2014		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Louisiana	88	25	113,778	83	21	114,242
Maine	14	4	63,114	11	3	51,623
Maryland	63	18	99,560	69	24	125,283
Massachusetts	42	20	125,122	48	18	125,270
Michigan	140	40	267,292	114	30	258,413
Minnesota	62	16	237,259	47	12	237,408
Mississippi	40	16	28,433	41	14	28,474
Missouri	75	21	184,723	92	23	153,799
Montana	35	13	171,085	23	6	183,894
Nebraska	14	3	56,224	20	5	52,517
Nevada	60	19	70,675	65	16	71,880
New Hampshire	24	8	73,612	17	5	76,093
New Jersey	56	14	152,111	62	22	149,963
New Mexico	42	17	65,321	46	20	64,598
New York	174	42	345,118	151	46	346,210
North Carolina	190	51	195,493	192	52	193,643
North Dakota	9	2	35,756	10	7	37,247
Ohio	133	36	402,264	137	57	404,770

National Highway Traffic Safety Administration  
Regional Operations and Program Delivery  
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**FY 2018 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)**

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+  
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2013-2014 FINAL  
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2013			2014		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Oklahoma	93	23	126,883	59	15	129,405
Oregon	35	7	89,797	46	9	88,247
Pennsylvania	184	42	400,908	187	58	396,315
Rhode Island	11	5	32,252	10	5	31,870
South Carolina	150	52	113,315	122	54	114,666
South Dakota	22	6	86,710	17	3	89,460
Tennessee	139	31	163,820	122	39	164,710
<b>Texas</b>	<b>507</b>	<b>198</b>	<b>443,856</b>	<b>452</b>	<b>161</b>	<b>445,395</b>
Utah	31	5	64,970	46	9	74,091
Vermont	7	0	28,777	7	1	30,106
Virginia	80	22	189,689	91	26	195,230
Washington	73	23	227,073	69	19	229,823
West Virginia	24	11	58,021	26	6	57,278
Wisconsin	86	28	323,378	73	23	281,151
Wyoming	9	1	31,397	16	4	30,983
<i>National</i>	<i>4,770</i>	<i>1,354</i>	<i>8,404,687</i>	<i>4,655</i>	<i>1,407</i>	<i>8,417,718</i>
Puerto Rico	42	16	115,865	48	17	115,865

# SENATE JOURNAL

**EIGHTY-FOURTH LEGISLATURE — REGULAR SESSION**

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**AUSTIN, TEXAS**

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**PROCEEDINGS**

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**SIXTY-FOURTH DAY**

(Monday, June 1, 2015)

The Senate met at 10:30 a.m. pursuant to adjournment and was called to order by the President.

The roll was called and the following Senators were present: Bettencourt, Birdwell, Burton, Campbell, Creighton, Ellis, Eltife, Estes, Fraser, Garcia, Hall, Hancock, Hinojosa, Huffines, Huffman, Kolkhorst, Lucio, Menéndez, Nelson, Nichols, Perry, Rodríguez, Schwertner, Seliger, L. Taylor, V. Taylor, Uresti, Watson, West, Whitmire, Zaffirini.

The President announced that a quorum of the Senate was present.

Senator Estes offered the invocation as follows:

Sovereign Lord, we give You great thanks for a successful session. Thank You for these men and women gathered for the last day of it. You alone determine the destinies of Your children. Today, You will allow Your servant Kevin Eltife to ascend to the office of President Pro Tempore of the Texas Senate. Give him wisdom and knowledge to govern the people of Texas in this office. Bless his going out and his coming in. Protect him from evil and grant him every success. Bless his family during this time, and may all he sets his hand to do bring glory and honor to Your holy name. Help him to be a great blessing to the people of Texas. Amen.

Senator Whitmire moved that the reading of the Journal of the proceedings of the previous day be dispensed with and the Journal be approved as printed.

The motion prevailed without objection.

## **MOTION IN WRITING**

Senator Whitmire offered the following Motion In Writing:

Mr. President:

I move that a committee of five Members of the Senate be appointed by the President to notify the Governor that the Senate has completed its legislative duties and is preparing to adjourn Sine Die.

**WHITMIRE**

The Motion In Writing was read and prevailed without objection.

Accordingly, the President appointed the following Committee to Notify the Governor: Senators Whitmire, Chair; Nelson, Schwertner, Birdwell, and L. Taylor.

### **MOTION IN WRITING**

Senator Whitmire offered the following Motion In Writing:

Mr. President:

I move that a committee of five Members of the Senate be appointed by the President to notify the House of Representatives that the Senate has completed its legislative duties and is preparing to adjourn Sine Die.

### **WHITMIRE**

The Motion In Writing was read and prevailed without objection.

Accordingly, the President appointed the following Committee to Notify the House of Representatives: Senators Hancock, Chair; Menéndez, Kolkhorst, Uresti, and Bettencourt.

### **PHYSICIAN OF THE DAY**

Senator Nelson was recognized and presented Dr. Linda Ball of Fort Worth as the Physician of the Day.

The Senate welcomed Dr. Ball and thanked her for her participation in the Physician of the Day program sponsored by the Texas Academy of Family Physicians.

### **BILLS AND RESOLUTIONS SIGNED**

The President announced the signing of the following enrolled bills and resolutions in the presence of the Senate after the captions had been read:

**SB 55, SB 108, SB 142, SB 202, SB 207, SB 287, SB 459, SB 630, SB 652, SB 740, SB 825, SB 866, SB 907, SB 995, SB 1004, SB 1034, SB 1073, SB 1309, SB 1317, SB 1364, SB 1367, SB 1369, SB 1459, SB 1510, SB 1574, SB 1593, SB 1624, SB 1750, SB 1812, SB 1824, SB 1867, SB 1913, SB 1928, SB 2002, SCR 49, SJR 5.**

**HB 7, HB 12, HB 20, HB 30, HB 74, HB 77, HB 211, HB 463, HB 530, HB 583, HB 751, HB 786, HB 839, HB 910, HB 923, HB 1170, HB 1171, HB 1184, HB 1265, HB 1334, HB 1378, HB 1424, HB 1446, HB 1491, HB 1583, HB 1621, HB 1624, HB 1633, HB 1681, HB 1690, HB 1783, HB 1949, HB 1969, HB 1982, HB 2076, HB 2123, HB 2186, HB 2206, HB 2255, HB 2259, HB 2286, HB 2349, HB 2381, HB 2475, HB 2486, HB 2489, HB 2684, HB 2696, HB 2826, HB 2950, HB 2974, HB 3078, HB 3121, HB 3163, HB 3193, HB 3212, HB 3302, HB 3310, HB 3387, HB 3424, HB 3511, HB 3519, HB 3523, HB 3579, HB 3603, HB 3605, HB 3888, HB 4059, HB 4099, HB 4154, HB 4155, HB 4156, HB 4168, HCR 134, HCR 137, HCR 139, HCR 142.**

### **SENATE RESOLUTION 1073**

Senator Hancock offered the following resolution:



WHEREAS, It is with great pride that the Texas Senate has selected both a very special employee, Sharon Scarborough, and the outstanding staff of Senate Media Services as the 2015 administrative recipients of the Betty King Public Service Award; and

WHEREAS, One of the Senate's most loyal and respected employees, Sharon exemplifies the best in Senate service, and during her long and productive tenure of more than 22 years, she has earned the admiration and affection of the senators and her Capitol colleagues; and

WHEREAS, In 1993, she joined the proofing department of Senate Engrossing and Enrolling, where she served with distinction and was the assistant proofing supervisor; she became interim director of Senate Media Services in 2001 and was named director in 2002, and she has been in charge of a dedicated team that has portrayed the story of the Texas Senate through photographs and videos of the highest quality; and

WHEREAS, Known for their high standards and attention to detail, Sharon and the media staff members produce the Senate's audio and video news releases and photograph senators and action on the Senate floor; they maintain the video recording systems in the Senate Chamber and committee rooms, and they have a long-established reputation for carrying out their duties proficiently and with dedication and enthusiasm; and

WHEREAS, As head of the department, Sharon has distinguished herself as an effective team leader who is known as much for the courtesy with which she treats others as for her organizational and professional strengths, and she and the Media Services staff have faced difficult and demanding hours with remarkable composure and focus on task; and

WHEREAS, Sharon is a much-cherished and highly respected Senate employee, and she and all of the staff members of Media Services are most deserving of their selection as administrative recipients of the prestigious Betty King Public Service Award; now, therefore, be it

RESOLVED, That the Senate of the State of Texas, 84th Legislature, hereby commend Sharon Scarborough and the entire staff of Senate Media Services on their invaluable contributions to the Texas Senate and extend to them congratulations on earning a 2015 Betty King Public Service Award; and, be it further

RESOLVED, That a copy of this Resolution be prepared as a tribute to their excellent work.

**SR 1073** was read and was adopted without objection.

All Members are deemed to have voted "Yea" on the adoption of the resolution.

#### **SENATE RESOLUTION 1074**

Senator Hancock offered the following resolution:

WHEREAS, It is a pleasure for the Texas Senate to honor a treasured staff member, Elizabeth "Bitsy" Rice, by naming her the 2015 legislative recipient of the Betty King Public Service Award; and

WHEREAS, Bitsy Rice joined Senator Nelson's staff in 2009; she serves as the senator's scheduler, a position that entails a wide variety of responsibilities; and

WHEREAS, Noted for her kindness and her gracious manner, Bitsy is beloved by her colleagues, and during her six years of employment, she has served the Senate with distinction; Bitsy handles her responsibilities with dedication and skill, and she is held in highest regard by legislators and by staff members throughout the Capitol; and

WHEREAS, She is a true team leader who approaches her duties with a positive attitude and a cheerful spirit; during the 2015 session, she has given invaluable assistance to the novice schedulers in other Senate offices by helping them to understand the details of the scheduling process and the scope of their responsibilities; she addressed their concerns with respect and the utmost patience, and she became a cherished mentor who helped them to gain confidence in facing the challenges of their new positions; and

WHEREAS, A role model for anyone in public service, Bitsy is known for her warm and genial personality and her ability to accomplish whatever mission is set before her; her high standards and commitment to excellence represent the finest qualities of this institution; and

WHEREAS, Bitsy's ready smile and her ability to maintain composure, even in the midst of the turmoil of a legislative session, endear her to all who know and work with her; now, therefore, be it

RESOLVED, That the Senate of the State of Texas, 84th Legislature, hereby extend to Elizabeth "Bitsy" Rice sincere appreciation for her outstanding service to the Texas Senate and congratulations on earning a 2015 Betty King Public Service Award; and, be it further

RESOLVED, That a copy of this Resolution be prepared for her as an expression of esteem from the Texas Senate.

**SR 1074** was read and was adopted without objection.

All Members are deemed to have voted "Yea" on the adoption of the resolution.

### **BILLS AND RESOLUTIONS SIGNED**

The President announced the signing of the following enrolled bills and resolutions in the presence of the Senate after the captions had been read:

**SB 11, SB 20, SB 313, SB 507, SB 523, SB 551, SB 632, SB 776, SB 1007, SB 1071, SB 1139, SB 1191, SB 1316, SB 1338, SB 1465, SB 1630, SB 1756, SB 1882, SB 1964, SB 1999, SCR 52.**

**HB 6, HB 26, HB 32, HB 100, HB 189, HB 200, HB 311, HB 382, HB 483, HB 743, HB 824, HB 991, HB 1295, HB 1305, HB 1396, HB 1454, HB 1559, HB 1585, HB 1905, HB 1915, HB 1919, HB 2019, HB 2150, HB 2162, HB 2187, HB 2205, HB 2291, HB 2398, HB 2404, HB 2633, HB 2641, HB 2645, HB 2804, HB 2968, HB 3106, HB 3123, HB 3535, HB 3615, HB 3736, HB 4175, HCR 118, HCR 135, HCR 138, HCR 143, HCR 144.**

### **SENATE RESOLUTION 1075**

#### **(Caucus Report)**

Senator Whitmire offered the following resolution:

**BE IT RESOLVED BY THE SENATE OF THE STATE OF TEXAS:**

SECTION 1. CAUCUS REPORT. At a caucus held on June 1, 2015, and attended by 29 members of the senate, the caucus made the recommendations for the operation of the senate contained in this resolution.

SECTION 2. EMPLOYEES. (a) The lieutenant governor may employ the employees necessary for the operation of the office of the lieutenant governor from the closing of this session and until the convening of the next session. The lieutenant governor and the secretary of the senate shall be furnished postage, telegraph, telephone, express, and all other expenses incident to their respective offices.

(b) The secretary of the senate is the chief executive administrator and shall be retained during the interval between adjournment of this session and the convening of the next session of the legislature. The secretary of the senate may employ the employees necessary for the operation of the senate and to perform duties as may be required in connection with the business of the state from the closing of this session and until the convening of the next session.

(c) Each senator may employ secretarial and other office staff for the senator's office.

(d) The chairman of the administration committee is authorized to retain a sufficient number of staff employees to conclude the work of the enrolling clerk, calendar clerk, journal clerk, and sergeant-at-arms. The administration committee shall establish the salaries for the senate staff.

SECTION 3. SENATE OFFICERS. (a) The following elected officers of the 84th Legislature shall serve for the interval between adjournment of this session and the convening of the next session of the legislature:

- (1) Secretary of the Senate—Patsy Spaw;
- (2) Calendar Clerk—Tracy Ortiz;
- (3) Doorkeeper—Austin Osborn;
- (4) Enrolling Clerk—Patience Worrel;
- (5) Journal Clerk—Polly Emerson; and
- (6) Sergeant-at-Arms—Rick DeLeon.

(b) All employees and elected officers of the senate shall operate under the direct supervision of the secretary of the senate during the interim.

(c) Officers named in this section serve at the will of the senate.

SECTION 4. DUTIES OF CHAIRMAN OF ADMINISTRATION COMMITTEE. (a) The chairman of the administration committee shall place the senate chamber in order and purchase supplies and make all necessary repairs and improvements between the adjournment of this session and the convening of the next session of the legislature.

(b) The chairman shall make an inventory of all furniture and fixtures in the senate chamber and in the private offices of the members, as well as of the supplies and equipment on hand in the purchasing and supply department and shall close the books for the Regular Session of the 84th Legislature.

(c) The chairman shall not acquire any equipment on a rental/purchase plan unless the equipment is placed on the senate inventory at the termination of the plan.

(d) The chairman shall examine records and accounts payable out of the contingent expense fund as necessary to approve all claims and accounts against the senate, and no claim or account shall be paid without the consent and approval of the chairman.

(e) The chairman and any member of the administration committee shall be entitled to receive actual and necessary expenses incurred during the interim.

(f) In addition to the duties of the administration committee expressly imposed by this resolution, the committee shall take actions necessary to ensure that the administrative operations of the senate comply with applicable law and are conducted effectively and efficiently.

SECTION 5. JOURNAL. (a) The secretary of the senate shall have 225 volumes of the Senate Journal of the Regular Session of the 84th Legislature printed. Two hundred and twenty-five copies shall be bound in buckram and delivered to the secretary of the senate who shall forward one volume to each member of the senate, the lieutenant governor, and each member of the house of representatives on request.

(b) The printing of the journals shall be done in accordance with the provisions of this resolution under the supervision of the chairman of the administration committee. The chairman shall refuse to receive or receipt for the journals until corrected and published in accordance with the preexisting law as finally approved by the chairman of the administration committee. When the accounts have been certified by the chairman of the administration committee, the accounts shall be paid out of the contingent expense fund of the 84th Legislature.

SECTION 6. PAYMENT OF SALARIES AND EXPENSES. (a) Salaries and expenses authorized by this resolution shall be paid out of the per diem and contingent expense fund of the 84th Legislature as provided by this section.

(b) The senate shall request the comptroller of public accounts to issue general revenue warrants for:

(1) payment of the employees of the lieutenant governor's office, the lieutenant governor, members of the senate, employees of the senate committees, and employees of the senate, except as provided by Subchapter H, Chapter 660, Government Code, upon presentation of the payroll account signed by the chairman of the administration committee and the secretary of the senate; and

(2) the payment of materials, supplies, and expenses of the senate, including travel expenses for members and employees, upon vouchers signed by the chairman of the administration committee and the secretary of the senate.

SECTION 7. EXPENSE REIMBURSEMENT AND PER DIEM. (a) In furtherance of the legislative duties and responsibilities of the senate, the administration committee shall charge to the individual member's office budget:

(1) the reimbursement of all actual expenses incurred by the members when traveling in performance of legislative duties and responsibilities or incident to those duties; and

(2) the payment of all other reasonable and necessary expenses for the operation of the office of the individual senator during any period the legislature is not in session. Expenditures for these services by the administration committee are authorized as an expense of the senate and shall not be restricted to Austin but may be incurred in individual senatorial districts. Such expenses shall be paid from funds

appropriated for the use of the senate on vouchers approved by the chairman of the administration committee and the secretary of the senate in accordance with regulations governing such expenditures.

(b) Each senator shall be permitted a payroll of \$38,000 per month to employ secretarial and other office staff and for intrastate travel expenses for staff employees. This payroll amount accrues on the first day of the month and may not be expended prior to the month in which it accrues, but any unexpended portion for a month may be carried forward from month to month until the end of the fiscal year. An unexpended amount remaining at the end of each fiscal year, not to exceed \$10,000, may be carried forward to the next fiscal year. Other expenses, including travel expenses or other reasonable and necessary expenses incurred in the furtherance and performance of legislative duties or in operation of the member's office or incident thereto, shall be provided in addition to the maximum salary authorized.

(c) The secretary of the senate may order reimbursement for legislative expenses consistent with this resolution and the establishment by the Texas Ethics Commission of per diem rates.

(d) Any member of the senate and the lieutenant governor are eligible to receive such reimbursement on application of the member or the lieutenant governor to the secretary of the senate.

(e) On the application of a member of the senate or the lieutenant governor, the applicant shall be entitled to reimbursement for legislative expenses for each legislative day.

(f) For purposes of this section, a legislative day includes each day of a regular or special session of the legislature, including any day the legislature is not in session for a period of four consecutive days or less, and all days the legislature is not in session if the senator or lieutenant governor attends a meeting of a joint, special, or legislative committee as evidenced by the official record of the body, and each day, limited to 12 days per month for non-chairs or 16 days per month for chairs and the lieutenant governor, the senator or the lieutenant governor, including those living within a 50-mile radius, is otherwise engaged in legislative business as evidenced by claims submitted to the chairman of the administration committee.

**SECTION 8. MEMBER'S EMPLOYEE LEAVE POLICY.** (a) An employee of a senator accrues vacation leave, compensatory leave, or sick leave in accordance with policies adopted by the senator consistent with the requirements of this section.

(b) An employee may accrue vacation leave, compensatory leave, or sick leave only if the employee files a monthly time record with the senate human resources office. Time records are due not later than the 10th day of the following month.

(c) Compensatory time must be used not later than the last day of the 12th month following the month in which the time was accrued.

(d) An employee is not entitled to compensation for accrued but unused compensatory time.

**SECTION 9. DESIGNATION FOR ATTENDANCE AT MEETINGS AND FUNCTIONS.** (a) The lieutenant governor may appoint any member of the senate, the secretary of the senate, or any other senate employee to attend meetings of the

National Conference of State Legislatures and other similar meetings. Necessary and actual expenses are authorized upon the approval of the chairman of the administration committee and the secretary of the senate.

(b) The lieutenant governor may designate a member of the senate to represent the senate at ceremonies and ceremonial functions. The necessary expenses of the senator and necessary staff for this purpose shall be paid pursuant to a budget approved by the administration committee.

SECTION 10. MEETINGS DURING INTERIM. (a) Each of the standing committees and subcommittees of the senate of the 84th Legislature may continue to meet at such times and places during the interim as determined by such committees and subcommittees and to hold hearings, recommend legislation, and perform research on matters directed either by resolution, the lieutenant governor, or as determined by majority vote of each committee.

(b) Each continuing committee and subcommittee shall continue to function under the rules adopted during the legislative session where applicable.

(c) Expenses for the operation of these committees and subcommittees shall be paid pursuant to a budget prepared by each committee and approved by the administration committee.

(d) The operating expenses of these committees shall be paid from the contingent expense fund of the senate, and committee members shall be reimbursed for their actual expenses incurred in carrying out the duties of the committees.

SECTION 11. SENATE OFFICES. Members not returning for the 85th Legislature shall vacate their senate offices by December 1, 2016.

SECTION 12. FURNISHING OF INFORMATION BY SENATE EMPLOYEE. An employee of the senate may not furnish any information to any person, firm, or corporation other than general information pertaining to the senate and routinely furnished to the public.

SECTION 13. OUTSIDE EMPLOYMENT. An employee of the senate may not be employed by and receive compensation from any other person, firm, or corporation during the employee's senate employment without the permission of the employee's senate employer.

SECTION 14. REMOVAL OF SENATE PROPERTY. The secretary of the senate is specifically directed not to permit the removal of any of the property of the senate from the senate chamber or the rooms of the senate except as authorized by the chairman of the administration committee.

**SR 1075** was read and was adopted by the following vote: Yeas 31, Nays 0.

**ELECTION OF PRESIDENT PRO TEMPORE AD INTERIM  
EIGHTY-FOURTH LEGISLATURE**

The President announced that the time had arrived for the election of President Pro Tempore Ad Interim of the 84th Legislature.

Senator Whitmire placed in nomination the name of Senator Kevin Eltife for the office of President Pro Tempore Ad Interim of the 84th Legislature.

On motion of Senator West and by unanimous consent, the nominating speech by Senator Whitmire and the remarks made to second the nomination were ordered reduced to writing and printed in the *Senate Journal* as follows:

**Senator Whitmire:** Thank you, Mr. President and Members. I rise to nominate Senator Kevin Eltife from Tyler as the Senate's President Pro Tempore for the interim of the 84th legislative session. I want to first thank my close friend for asking me because it is an honor and an opportunity each of our Members could fulfill because, Kevin, to serve with you is to like you and respect you even when we disagree. Senator Eltife, you show us how to disagree without being disagreeable. I'm pleased, honored to nominate Senator Eltife because he's a Senator's Senator, the ultimate compliment we can give a colleague. What makes him a Senator's Senator? Let me put a face on it. First, he is a man of strong faith in God. Senator Campbell, he knows we serve God through our public service. He has God with him every day he enters the Capitol. And he knows the ultimate judgment is not the next election, Members, but when we are judged by our heavenly Father, and we better be ready to be able to show that we left this place a better place than we found it. And Senator Eltife, Members, will be ready for that judgment day. Another reason he's a Senator's Senator is his devotion to his family. His love and devotion to his wife, Kelly, his sons, Walker and Jack, shows every day of his life. To be with this family, to see their love and closeness, just demonstrates what a great family and how blessed they are. When we adjourn during the session, at the end of the week, I know where to find Senator Eltife. He's headed home. He's a Senator's Senator because of his commitment to his district, our state, and nation. And just to note, Members, it did not begin when he was elected to the State Senate. To digress a moment, I will mention his service on the Tyler City Council where he ran because he was disgusted as a businessman that he couldn't get a permit. Probably the ultimate or the beginning of a tea party attitude, I would suggest. He was fed up with government. And he ran and got elected and then he saw its inefficiencies, and he ran for Mayor, cut property taxes, did away with debt. And to this day, Tyler is one of the safest, cleanest places in the state to live because of the service and vision of Mayor Eltife. And, of course, to be a Senator's Senator you cannot just represent your district, you have to remember first, obviously, who sent you to Austin, which Kevin does, but you also have to help your colleagues and other Senators represent their district. I've never seen anyone in my 32 years that goes about daily helping other Senators be effective in representing their districts. Members, I know that Senator Eltife regularly works with our Presiding Officer, Governor Patrick, the Speaker, and Governor Abbott, not for his legislative agenda or his priorities, but for all our priorities and the good of the Senate and the State of Texas. Let me close by giving you a real example of leadership. His second session, the week before we were leaving, a weekend that we were going to be in session, we were in caucus and a Member approached the caucus that she needed to go out of state to her daughter's graduation ceremony. And she asked that the caucus members, the Members of the Senate, not take up any subject that her vote might make the deciding vote. Senator rose and said, I respect your request, but I've got to go forward with my legislation. One vote was going to make the difference, Senator Birdwell, on a very serious issue. I did not know Kevin well, but he always sat at the back of the caucus, like he currently does, and here came a

young man springing to his feet and said, that's wrong. You go ahead and attend your daughter's graduation over the weekend, even if I have to change my vote. I said, wow, wow. He's a keeper. He was exercising his faith, Senator Hancock, his family value conviction and his dedication to public service. Members, the media and other groups regularly rank Members and come up with their top 10 for the session. I would tell anyone that can hear my voice that Senator Eltife should be one of our top 10 of this session. And let me say, also, because he's in my top 10 for all-time best Senators that I've served with. And that's a pretty good list, a sizeable list. Senator Eltife, I look forward to many, many more years of your public service because your district needs you, the state needs you, and this Senate needs you. Mr. President, I proudly and confidently place in nomination as President Pro Tempore for the interim of the 84th Legislature, the Honorable Kevin Eltife from Tyler, Texas. Thank you.

**Senator Seliger:** Thank you, Mr. President, Members. I figuratively rise to second the nomination of my fellow Member of the Class of 2004 to be President Pro Tempore of the Texas Senate. We'll go back to about 1980 or 1981, a party at the SAE house at The University of Texas attended by Senator Eltife and my wife. Was not the only party at that house that either one of them went to that year. And Kevin came back to a group of his fellow students and said, I've met Kelly Walker and I think I'm going to marry her. And eventually he did and showed the sort of vision of the future and the determination that translated to everything else he has done during his life. During the time that he was Mayor, he took his life experience, losing his father at a very young age and realizing that government has a role to play in the lives of people, a valuable one. And it is not out of character for elected officials to feel compassion while they drive the machinery of government, which is cold and machine-like. And he took, he felt that cities can run like businesses, responsibly and economically. And that people who live in a city are like customers of a business, and they will determine what kind of job they do. And to this day, as the Dean pointed out, the City of Tyler is a better place because Kevin Eltife was the Mayor. And those of us who were Mayors at that time realize that he was a role model for all the nation's Mayors. For somebody who really cares about people and realizes that you've got to make government work for people, it is that sincere feeling that government must be the servant of the people that when he ran against sitting Members of the House of Representatives, he was elected to the Senate. And today, if you ask any Member of this body if they had a really tough legislative experience, who would they most want on their side, at the top of everyone's list is Kevin Eltife. Because he will fight and he will help and he will use imagination and if he disagrees with you, it will be very quiet and it will always be gentlemanly, a role model for people who are dissident as well as proponents. A few times in the next 18 or 19 months, when the Lieutenant Governor and the Governor are out of the state, Kevin Eltife will be, for those periods of days, only be a few of them, he will be the Governor of Texas. And while this is a largely ceremonial job, it's also very, very symbolic. And everybody has their list of people who were model Governors and ideals, and for all of us around this room, it may be Coke Stevenson or John Connally or George W. Bush, but the story of Texas, the reason Texas shines like it does today is the story of leadership. And could there be anyone more representative of that extraordinary and special leadership in the State of Texas than Kevin Eltife? I second that nomination very, very proudly.



**Senator Zaffirini:** Thank you, Mr. President. What a pleasure and privilege it is to rise to second the President Pro Tempore nomination of the Senate's most popular Member and who is on every Senator's 10 best list, Senator Kevin Eltife. Denis Waitley so wisely wrote, The greatest gifts you can give your children are the roots of responsibility and the wings of independence. Senator Eltife's mother, Mollie, gave him those great gifts, and that is why in the Texas Senate we know and love him for his deeply rooted responsibility in bringing people together and solving problems and for his inimitable independence in forcing others to face those problems, not sugarcoat them. Why do I bring up Mrs. Eltife? Because you may think you know Senator Eltife very well, but you probably didn't know he is a good old-fashioned mama's boy and proud of it. Kevin was only one when his father died, and his mother never remarried. His single mother brought up her three children with minimal financial resources, mostly from Social Security income and veterans' benefits. He lovingly credits her for his compassion for the less fortunate, his belief in the power of education, his impatience with hypocrites, and, of course, his reliable responsibility and spirited independence. You may know that Senator Eltife is a highly successful businessperson in Tyler, owner of Eltife Properties, but you may not know that he is a self-made man who started his first business when he was nine. Those mean little bullies who initially picked on him because he was small, because he was Catholic, because he was poor, soon loved him for his candy. From them he learned not to back down simply because the opposition was bigger or richer or more powerful, a lesson learned that prepared him to deal with bullies in the Texas Legislature. You may know Senator Eltife for his honesty, integrity, and kindness, but you may not know that he is a proud and fervent Catholic. He goes to mass with his family every Sunday, believes in the power of prayer, and personifies the Catholic traditions of compassion, forgiveness, and social justice. His mother may have given him the roots of responsibility and his wings of independence, but today his family keeps him grounded and inspired. His beautiful, talented, and intelligent wife, Kelly, and their beloved sons, Walker and Jack, are the loves of his life, his pride and joy. What he wishes for them is what he wishes for all Texas families. Bolstered by them, he strives to improve the quality of life of others, for example, by fighting to allow patients with epilepsy to be soothed with cannabis oil. A conservative Republican who works with anyone interested in solving problems, he also is the Senate's Mr. Fix-It, our go-to man. Regardless of title or position, he has the ultimate power based on the personality and character that cause us not only to like and respect him, but also to accept and trust him as our leader. He listens respectfully, tells the truth, never panders for votes, and refuses to compromise his principles. Those who describe him as courageous are wrong, for he is fearless, not brave. Who would have thought that the little mama's boy who befriended bullies by selling them candy would grow up to be revered as one of the Texas Senate's all-time most effective leaders for always doing what is right and suffering the consequences. That is why he reminds me of those beautiful words from William Ernest Henley's "Invictus," It matters not how strait the gate, How charged with punishment the scroll, I am the master of my fate. I am the captain of my soul. To paraphrase Henley, we thank whatever gods may be for his unconquerable soul. Senator Eltife, your passionate independence and unconquerable soul clearly are the foundation from which you will

be an outstanding President Pro Tempore and Governor of Texas when the Governor and Lieutenant Governor are out of state. I am proud to second your nomination. Thank you, Mr. President and Members.

**Senator Uresti:** Thank you, Mr. President and Members. Good morning. Distinguished guests, it is my honor to rise and nominate my dear friend, Kevin Eltife, to be President Pro Tempore. When I first walked onto the Senate floor, eight years ago, I met and made 30 new friends. But there was one Senator in particular whose charisma and demeanor stood apart from the rest and that Senator, of course, was Kevin Eltife. He had a firm handshake, a warm smile, and a type of confidence that told you he was the real deal. I came to know Kevin over the course of that session, and I've been proud to call him my friend ever since. During the course of my first session, I learned a great deal. And among the lessons that I learned was to emulate those Senators who represent their district tactfully, respectfully, and are able to disagree without ever being disagreeable. That was what Kevin Eltife did, and I wanted to be like him. No, not short and funny and making Rick Perry mad all the time, that was a joke, but smart, witty, respectful, strategic, effective, and most of all, a statesman. You can't help but like Kevin. Sure, he can get fired up once in a while, and he's passionate about the issues that he supports, but it's impossible to get mad at him even if you disagree with him, and it's even more difficult to say no when he asks for your support on a bill. He has the demeanor and the appeal that draws you in, and it's then that you notice how just effective he is with his easygoing nature. I'm not here to paint a rosy picture of Kevin Eltife just because it sounds good, it's because it's true. Every Member in this Chamber has paid witness to these characteristics. And given Senator Eltife's pedigree, I'm confident that his constituents know that it's true, as well. We have had some challenging sessions filled with divisive issues over the years, and they have led to some very rough days and long nights. When things looked daunting, as if a particular bill was about to blow up or die, Kevin would often become the go-to guy. His ability to bring a calm and a balance to the most delicate of issues is what makes him so effective. Sometimes solving a problem means bringing very passionate and ideologically opposed Members together. Sometimes it means bringing various stakeholders to the table that would rather remain in the shadows. But regardless of the topic or the nature or the parties involved, Kevin can find a way to bring people together. Countless times per session, the go-to guy stepped up and found the middle ground by diffusing the situation. We saw that just this session with the tax issues between the House and the Senate. Now, for the audience that may not know, the President Pro Tempore steps up and serves as the Governor when Governor Abbott and Lieutenant Governor Patrick are out of Texas at the same time. So, knowing Kevin, he'll probably arrange for a 30-day cruise for both gentlemen and their families to be out of the state and try to pass some of the bills that didn't quite make it through this session. In closing, Members, Kevin is a man who loves his family and he puts them first. He's a man of integrity, principle, common sense, discipline, and honor. Kevin Eltife demonstrates political courage. Who else could have taken on the cannabinoid issue, an issue that at the beginning of the session was characterized as legalizing marijuana and after methodically setting the record straight, Kevin's bill will be signed by Governor Abbott this afternoon. That tenacity was found in many of the Texans whose portraits hang in this very Chamber. Senator

Eltife embodies those principles, and we have all benefited from his service to our state. In fact, I think his portrait would look pretty good right over there with other icons like Barbara Jordan, Lyndon B. Johnson, and Henry B. Gonzales. Kevin Eltife is the go-to guy that we all want to be like, but above all, he is my friend and I love him like a brother. And for these reasons, Mr. President and Members, I second the nomination of Senator Kevin Eltife as the President Pro Tempore.

**Senator Nelson:** Mr. President, I rise to second the nomination of Senator Kevin Eltife as President Pro Tempore of the Senate. This is one of the great traditions of this body and, Senator Eltife, your nomination is so well-deserved. You know, you were sworn in a month before my Governor for a Day ceremony, and I was very appreciative that you took the time to come to that event. And I remember thinking to myself, this is a smart freshman and a very thoughtful one, Senator. As has been stated several times, you are actually third in line to be Governor, should the occasion present itself, and I know it will. I think you will be a great Governor, the state will be in very good hands. From the beginning, Senator, it was clear that you are here to represent your district, to stand up for your principles, and that is something I love about you, we all love about you. You have brought such an important voice to our discussions, and you have been our conscience on many issues. I think back to our first Finance Committee hearing of the session, and you were very, very outspoken about several items that we needed to pay attention to. Pensions comes to mind, one of several, and at our first Finance Committee hearing you made a very strong case for addressing the needs of our state employees and their retirement benefits. We've taken major steps this session because of your persistence. And I have no doubt in my mind that we will continue to look at that issue because of your persistence. Debt was another issue that you kept reminding us we needed to address. My dad always comes to mind when you talk about debt because, you know, he was of that generation that believed that you should not take on debt, and, boy, did you remind us of that. My dad would wholeheartedly agree with your concerns about our state debt. You've taken on so many tough issues over the years, and because of that, you have our utmost respect. I know how much you care about your constituents. Senator Eltife invited me to come to his district, to Tyler, to go to a fundraising event. And I went and, you know, we all know his heart is always in the right place, but it was really fun to watch his constituents line up to thank him for what he did. And you know, all of us know how they line up to, want to talk to us about just one thing. And he listens, he listens, and he brings that back to this Chamber, and he represents his constituents. He loves them and they love him. Another thing, Senator, I just love about you is how much you love your family. Kelly, he tells story, you cannot believe the stories he tells about your courtship and your dating years and how much he misses you, and it's so obvious how much he loves you and his family. And I know, Senator, when your son was hurt and I called you and talked to you, you were telling me that you wish you were the one that would experience that pain, and you meant it. That's another thing we love about you, is how much you love your family. You are not just a good Senator, you are a good person. You are a good Senator, and I am proud to serve alongside you and call you not only my colleague but my friend. I am very proud to second your nomination for President Pro Tempore. Thank you, Mr. President.

On motion of Senator Whitmire, Senator Eltife was elected President Pro Tempore Ad Interim by a rising vote of the Senate.

The President declared that the Honorable Kevin Eltife had been duly elected President Pro Tempore Ad Interim of the 84th Legislature.

The President appointed the following committee to escort Senator Eltife and his family to the President's Rostrum: Senators Hancock, Hinojosa, Huffman, Watson, and West.

Senator Eltife and his party were then escorted to the President's Rostrum by the committee.

### **OATH OF OFFICE ADMINISTERED**

The President administered the Constitutional Oath of Office to Senator Eltife as follows:

I, Kevin Eltife, do solemnly swear, that I will faithfully execute the duties of the office of President Pro Tempore Ad Interim of the Senate of the State of Texas, and will to the best of my ability preserve, protect, and defend the Constitution and laws of the United States and of this state, so help me God.

### **ADDRESS BY PRESIDENT PRO TEMPORE AD INTERIM**

President Pro Tempore Ad Interim Eltife addressed the Senate as follows:

I want to thank my colleagues for their kind words, five individuals whom I trust and admire and who have helped me grow during my time in the Senate. To all my fellow Senators, I cannot adequately express to you my thanks for bestowing this honor upon me. Governor Patrick, I want to thank you for your great leadership this session and for allowing me to serve in various capacities in this great body. I want to thank the eight members of the liberty caucus for advancing my seniority in the Senate in such a short period of time. As we all know, our success on the floor is really due to the hard work of our staff. I would like my staff to stand and let me publicly thank you for your incredible work on my behalf. Cheryl, Chuck, Nancy, Connie, Ryan, Travis, Dee, Stacey, Mattie, Pete, Brady, JW, Ruth, Madeline, and Joseph. Every one of my staff members do so much for me and the citizens of Texas. Thank you very much. As former Chair of Administration, I was fortunate to work hand-in-hand with the Senate staff, and we can never thank them enough. Patsy, Karina, Colby, Austin, Rick, Mary who takes such good care of us in the Senate lounge, and as you all know the list goes on, but I wanted to take time to express my appreciation to all of them for making this place run so effectively and efficiently and making sure every Senator looks good and succeeds at our work here in the Texas Senate.

There is nothing more important to me than my faith, my family, and my friendships. To my wife, Kelly, who has put up with me for 29 years, I love you and appreciate all the support you have given me over the years. As all of us know, the real sacrifice made by those of us in public office is made by our families, and I am so blessed to have an incredible family that has

supported me for the 20-plus years I have spent in public office. I have two incredible sons I am very proud of, Walker and Jack. Walker could not be with us today as he starts summer school at Texas Tech. With us here today is Jack, someone many of you may have never met, but every Senator has asked me about. On March 5, Jack had an accident which landed him in the hospital in ICU for seven days. I have never felt as much heartache and worry in my life as I did seeing him laying in his hospital bed with very little I could do to help. By the grace of God and the prayers of so many, I am proud he is with us here today. We talk about the Senate being a family, and I felt it during our time of need. Every Senator at some point called, texted, or came by expressing concern and offering prayers. I will never forget your concern and will forever be grateful.

My grandparents immigrated to this country from Lebanon for a better life and to pursue the American dream. They could not read or write English when they settled in Tyler. The good people of Tyler welcomed them and helped them succeed, a lesson I have never forgotten.

The one person in my life most responsible for me standing before you today as President Pro Tem is my mother. She passed away nine years ago, and not a day goes by that I do not think about her and miss her. Every one of you would have loved my mother. My father died when I was a year and a half old, leaving my mother with three children ages one and a half, four, and nine years old to raise on her own. She never remarried, dedicating the rest of her life to raising her three children. We had very little, raised on Social Security and veterans' benefits. To this day, I have never figured out how she made it all work. If you showed up at our house, no matter what time of day, you were going to sit down and eat one of her incredibly cooked meals. If you showed up at Christmas, she would walk to the back room and return with a wrapped Christmas present for you. Every Christmas it was my job to wrap something up to give the sanitation workers. She taught me no matter how little you have, there are always others with less and it's our job to help those in need and treat everyone with dignity and respect. She was simply an amazing person, and so much of my everyday life revolves around what she taught me. Philippians 2:4 tells us, Each of you should look not only to your own interests but also to the interest of others. That scripture describes how my mother lived her life and what she instilled in me. She made it very clear to me, if you're going to serve in public office, you stand up for the less fortunate and stay true to yourself. I believe I have stayed true to my mother's advice and she would be very proud of my service in the Texas Senate.

Politically, I stand before you as an accident. I have never really understood politics, and I have a voting record to prove it. I ran for Tyler City Council as a result of being denied a variance on a construction project. It was not that I was told no but how that I was told. I felt like city hall needed to treat anyone that walked through the door as a customer. I filed for city council and once there realized our city relied on debt and ever-increasing property taxes to fund city government. After four years on the council, I worked

with city management and councilmembers to develop a pay-as-you-go plan. I championed the election to raise the sales tax with a promise to eliminate general obligation bond debt, lower property taxes, and only pay cash for capital improvements. Much has not changed as back then the taxpayer groups called me a tax and spend liberal and fought hard to defeat my plan at the ballot box. We won that sales tax increase election over the objection of the taxpayers group. Months later I ran for Mayor to fully implement the plan. When I took office as Mayor, the Tyler city property tax rate was .54 cents. When I left office as Mayor six years later, it was cut in half to .24 cents. We have totally eliminated Tyler's general obligation bond debt and pay cash for all our improvements, building roads, water infrastructure, parks, drainage, fire stations, and the list goes on, all paid for in cash. Label me whatever you want, there is no city in the State of Texas run more conservatively than Tyler, Texas. When you are willing to use your political capital to govern, great things can happen for those you represent.

I share my family and political history with you only so you will understand my position on issues and my desire to see us solve problems in state government. As Dean Whitmire would say, I wanted to put a face on it. Just like me, each one of you has a story to tell. It is our differences that make us stronger as a body. We should celebrate and embrace our diversity. Every single Member brings so much to the table, working together we can solve our state's most pressing problems.

My service in the Texas Senate began with a special election in 2004 and then a special session on school finance. Since my election, I have served in six regular sessions and too many special sessions to count. I campaigned in 2004 on issues I felt needed to be addressed in state government, which included funding for roads, water infrastructure, pension funds, school finance reform, and putting the state on a pay-as-you-go plan like we had implemented in city government. Some 10 years later we still are confronted by the same problems. What I have seen over the last 10 years is a doubling of the state's debt, a growing pension liability. We have built roads with bond debt and toll roads, some owned by the private sector. Toll roads have a place, but the state should own them, and when the debt is paid off, either eliminate the toll or create cash flow for future state projects. I have argued since getting here it would have been much more conservative to have raised the gas tax 10 years ago, indexed it to inflation, and paid cash for these projects instead of incurring the debt. Our state facilities have been neglected to the point our deferred maintenance grew from 400 million to 1.5 billion over the last 10 years. We are back in the courthouse on school finance. We must solve problems. We must govern.

I am very proud of our work this session. The first step in solving problems is to admit you have a problem. I am proud of our new leadership who is committed to solving problems. Our Finance Chair, Jane Nelson, did an outstanding job crafting a budget that starts us down the road of addressing our many needs. As she has stated many times, we did not get here

overnight and we will not solve these problems overnight, and she is exactly right. Thanks to Governor Patrick and Senator Nelson and our colleagues in the House, we are tackling our facility needs. Governor Patrick appointed a select committee on facilities and this budget commits over 500 million for improvements. Governor Patrick told us to be bold and we have. Senator Huffman worked tirelessly to put in place a future plan to tackle our pension issues. Senate Finance made clear this is a problem that must be dealt with, and I believe we have a true commitment to work on this problem in the interim. Senator Nichols continues to beat the drum on putting in place a consistent long term revenue source to fund roads. Members, I know from time to time I get frustrated and that frustration spills over into a tirade or two. I know every time I hit my light to speak in Finance, everyone would get a little concerned, but please understand my frustration is a desire to see us all succeed in tackling the state's toughest issues.

I believe that we have leadership in place that is committed to tackling these tough issues. I am not sure how much I have contributed to this body, not sure how much I have helped this state, but I can tell you I have always stood up for what I believe is in the best interest of my district and this state. My life has been enriched by my time in the Texas Senate. This body is about friendship. I have made friendships that will last a lifetime. It's about reaching across the aisle and working together. It's about taking care of each other in time of need. It's treating every Member and all of our staff with respect. Many Members have come and gone since I have been in the Senate, and I have said before I honestly do not remember them for what committee they chaired or what legislation they may have passed. What I do remember them for is how they treated fellow Members and how they treated staff. My hope is when my time in the Senate is complete, you will remember me as someone who was open-minded, fair, and willing to help every Member of this body succeed. This truly is one of the greatest legislative bodies. I am honored to serve with you and honored that you have elected me your President Pro Tem. May God bless each and every one of you, and may He continue to bestow a special blessing on Texas.

### **MESSAGE FROM THE HOUSE**

HOUSE CHAMBER

Austin, Texas

Monday, June 1, 2015 - 1

The Honorable President of the Senate

Senate Chamber

Austin, Texas

Mr. President:

I am directed by the house to inform the senate that the house has taken the following action:

**THE HOUSE HAS PASSED THE FOLLOWING MEASURES:**

**HCR 149**

Isaac

Instructing the enrolling clerk of the house to make corrections in H.B. No. 3405.

**SCR 50**

West

Instructing the enrolling clerk of the senate to make corrections in S.B. No. 968.

Respectfully,

/s/Robert Haney, Chief Clerk  
House of Representatives

**SENATE RESOLUTION 1021**

Senator Lucio offered the following resolution:

WHEREAS, The Senate of the State of Texas is pleased to recognize June 1, 2015, as "El Día de la Guayabera" and Guayabera Day in Texas; and

WHEREAS, The guayabera shirt has been a symbol of Latin American fashion since its inception in the 1700s; formerly a white, starched, long-sleeved shirt worn by businessmen, the shirt is now worn by men and women of all ages and backgrounds and is also produced with short sleeves and in an array of colors; and

WHEREAS, This distinctive shirt is characterized by a vertical row of embroidery or tiny pleats on the front panels with two or four patch pockets; it was first introduced as an alternative to traditional business suits in the humid Latin American climate, and in some areas it became traditional wear for ceremonies and weddings; its popularity spread when Cubans migrated to the United States; and

WHEREAS, Because of its comfort and versatility, the guayabera shirt has been adopted as a fashionable standard in countries around the world, yet it remains a testament to the beauty of Latin American fashion and culture; now, therefore, be it

RESOLVED, That the Senate of the State of Texas, 84th Legislature, hereby recognize June 1, 2015, as "El Día de la Guayabera" and Guayabera Day in Texas; and, be it further

RESOLVED, That a copy of this Resolution be prepared to commemorate this special day.

**SR 1021** was again read.

The resolution was previously adopted on Wednesday, May 27, 2015.

**SENATE NOTIFIED**

A Committee from the House of Representatives appeared at the Bar of the Senate and notified the President and Members of the Senate that the House had completed its business and was ready to adjourn sine die.

**HOUSE CONCURRENT RESOLUTION 149**

The President laid before the Senate the following resolution:

WHEREAS, House Bill No. 3405 has been adopted by the house of representatives and the senate and is being prepared for enrollment; and

WHEREAS, The bill contains technical errors that should be corrected; now, therefore, be it

RESOLVED by the 84th Legislature of the State of Texas, That the enrolling clerk of the house of representatives be instructed to make the following correction:



In added Section 8802.1045(g), Special District Local Laws Code, strike "water produced" and substitute "water authorized to be produced".

CAMPBELL

**HCR 149** was read.

On motion of Senator Campbell and by unanimous consent, the resolution was considered immediately and was adopted by the following vote: Yeas 31, Nays 0.

**VIDEO RELEASE POLICY WAIVED  
(Motion In Writing)**

Senator Hancock submitted the following Motion In Writing:

Mr. President:

I move that the policy governing the release of videotapes of Senate proceedings be waived in order to allow Senator Eltife to have a videotape of today's session.

HANCOCK

The Motion In Writing was read and prevailed without objection.

**SENATE RULE 8.02 SUSPENDED  
(Referral to Committee)**

Senator Uresti moved to suspend Senate Rule 8.02 to take up for consideration **HCR 145** at this time.

The motion prevailed without objection.

All Members are deemed to have voted "Yea" on suspension of Senate Rule 8.02.

**HOUSE CONCURRENT RESOLUTION 145**

The President laid before the Senate the following resolution:

WHEREAS, The Amistad International Reservoir, situated on the Texas-Mexico border near Del Rio, supplies water to numerous area communities for municipal, industrial, and agricultural purposes; yet, with a salt content near the upper limit of the Texas standard for drinking water, the reservoir may become an unusable resource for all; and

WHEREAS, Two of its main tributaries, the Rio Grande and the Pecos River, are heavily saturated with salt due to the composition of the surrounding land, which was once part of a great inland sea; when dry land emerged, salt from the sea was trapped in the soil and in underground aquifers; originating in New Mexico, the Pecos River, in particular, is one of the most saline waterways in North America and accounts for almost 30 percent of the salt loading of the reservoir; and

WHEREAS, The upper limit of Texas drinking water standards for minerals including salt is 1,000 milligrams per liter; when that limit is exceeded, municipalities that rely on water released into the Rio Grande from the Amistad Reservoir will face costly treatment methods to meet state standards; moreover, the elevated levels of salt may force farmers to discontinue the growth of certain crops; while fresh water inflow from runoff could help alleviate the salinity, the potential for such runoff is limited; and

WHEREAS, The Amistad International Reservoir is shared by the United States and Mexico, in accordance with the terms of a 1944 treaty; for that reason and because the reservoir's holdings derive from multiple states, it is incumbent on the national government to take the lead in addressing this urgent problem; and

WHEREAS, Congress began that process by enacting Section 729 of the Water Resources Development Act (WRDA) of 1986 and by developing a program under Section 5056 of WRDA of 2007, Pub. L. No. 110-114, that directs the secretary of the army to rehabilitate and enhance fish and wildlife habitats and to implement long-term monitoring, data collection and analysis, applied research, and adaptive management within the Rio Grande Basin; and

WHEREAS, Past studies must be evaluated to determine a strategy for moving forward; in addition, it is imperative that funding and continuing authority for Section 5056 of WRDA of 2007, which was extended until 2019 in Section 4006 of the Water Resources Reform and Development Act (WRRDA) of 2014, be fully funded so that efforts to solve the salt problem in the reservoir can continue; now, therefore, be it

RESOLVED, That the 84th Legislature of the State of Texas hereby recognize the secretary of the army for the work on the Amistad International Reservoir and for the effort to continue to find funds to carry out work related to Section 4006 of the Water Resources Reform and Development Act of 2014.

URESTI

**HCR 145** was read.

On motion of Senator Uresti and by unanimous consent, the resolution was considered immediately and was adopted by the following vote: Yeas 31, Nays 0.

### GUESTS PRESENTED

Senator Estes was recognized and introduced to the Senate interns Shreya Banerjee and Katrina Smith.

The Senate welcomed its guests.

### MOTION TO ADJOURN SINE DIE

On motion of Senator Whitmire, the Senate of the 84th Legislature, Regular Session, at 12:21 p.m. agreed to adjourn sine die, subject to the completion of administrative duties.

### BILLS AND RESOLUTIONS SIGNED

The President announced the signing of the following enrolled bills and resolutions in the presence of the Senate after the captions had been read:

**SB 968, SB 1356, SCR 50.**

**HB 18, HB 408, HB 1842, HB 3184, HB 3405, HB 3994, HCR 126, HCR 132, HCR 145, HCR 146, HCR 147, HCR 149.**

### RESOLUTIONS OF RECOGNITION

The following resolutions were adopted by the Senate:

**Memorial Resolutions**

**SR 1070** by Watson, In memory of Maria Gonzalez Kennedy.

**SR 1076** by Hinojosa, In memory of Pedro Saucedo.

**Congratulatory Resolutions**

**SR 1069** by Uresti, Paying tribute to the natural and historic sites in the Lone Star State.

**SR 1072** by Ellis, Recognizing Hudson Bradley and Ben Martinson for their sense of fair play and sportsmanship.

**SR 1077** by Hancock, Recognizing staff members of the Legislative Reference Library for their service.

**HCR 126** (Seliger), Honoring former Midland mayor Ernest Angelo Jr. for his civic contributions and professional accomplishments.

**HCR 146** (Seliger), Congratulating Charles and Margaret Semple of Midland on their 50th wedding anniversary.

**Official Designation Resolutions**

**SR 1071** by Ellis, Recognizing April 23, 2015, as Turkish-American Day in Texas.

**HCR 132** (Lucio), Designating Brownsville as the official Bicycling Capital of the Rio Grande Valley for a 10-year period beginning in 2015.

**ADJOURNMENT SINE DIE**

The President announced that the hour for final adjournment of the Regular Session of the Eighty-fourth Legislature had arrived and, in accordance with a previously adopted motion, declared the Regular Session of the 84th Legislature adjourned sine die at 3:45 p.m.

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**APPENDIX**

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**BILLS AND RESOLUTIONS ENROLLED**

May 31, 2015

**SB 11, SB 20, SB 313, SB 507, SB 523, SB 551, SB 632, SB 776, SB 1007, SB 1071, SB 1139, SB 1191, SB 1316, SB 1338, SB 1465, SB 1630, SB 1756, SB 1882, SB 1964, SB 1999, SCR 52, SR 1058, SR 1061, SR 1062, SR 1063, SR 1064, SR 1065, SR 1066, SR 1067, SR 1068**

June 1, 2015

**SCR 50, SR 1069, SR 1070, SR 1071, SR 1072, SR 1073, SR 1074, SR 1075, SR 1076, SR 1077**

**SENT TO SECRETARY OF STATE**

June 1, 2015

**SJR 1, SJR 5**

**SENT TO GOVERNOR**June 1, 2015

**SB 1, SB 11, SB 20, SB 55, SB 108, SB 142, SB 202, SB 206, SB 207, SB 208, SB 265, SB 277, SB 287, SB 313, SB 459, SB 496, SB 507, SB 523, SB 551, SB 593, SB 630, SB 632, SB 633, SB 652, SB 684, SB 699, SB 733, SB 740, SB 776, SB 825, SB 866, SB 907, SB 933, SB 968, SB 995, SB 1004, SB 1007, SB 1034, SB 1071, SB 1073, SB 1101, SB 1139, SB 1191, SB 1213, SB 1243, SB 1287, SB 1296, SB 1309, SB 1316, SB 1317, SB 1336, SB 1338, SB 1356, SB 1364, SB 1367, SB 1369, SB 1406, SB 1459, SB 1462, SB 1465, SB 1474, SB 1510, SB 1574, SB 1580, SB 1593, SB 1624, SB 1630, SB 1727, SB 1750, SB 1756, SB 1812, SB 1824, SB 1828, SB 1867, SB 1876, SB 1877, SB 1882, SB 1913, SB 1928, SB 1934, SB 1964, SB 1999, SB 2002, SCR 49, SCR 50, SCR 52**

**SIGNED BY GOVERNOR**June 1, 2015

**SB 60, SB 308, SB 339, SB 363, SB 463, SB 540, SB 607, SB 685, SB 853, SB 854, SB 978, SB 1008, SB 1485, SB 1554, SB 1654**

**VETOED BY GOVERNOR**June 1, 2015**SB 359****VETO PROCLAMATION**

The following Veto Proclamation by the Governor was filed in the Office of the Secretary of State:

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 359 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

The Fourth, Fifth, and Fourteenth Amendments to the United States Constitution limit the state's authority to deprive a person of liberty. Under our constitutional tradition, the power to arrest and forcibly hold a person against his or her will is generally reserved for officers of the law acting in the name of the people of Texas. By bestowing that grave authority on private parties who lack the training of peace officers and are not bound by the same oath to protect and serve the public, SB 359 raises serious constitutional concerns and would lay the groundwork for further erosion of constitutional liberties.

Medical facilities have options at their disposal to protect mentally ill patients and the public. Many hospitals already keep a peace officer on site at all times. For smaller facilities, law enforcement are always just a phone call and a few minutes away. Medical staff should work closely with law enforcement to help protect mentally ill patients and the public. But just as law enforcement should not be asked to practice medicine, medical staff should not be asked to engage in law enforcement, especially when that means depriving a person of the liberty protected by the Constitution.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 1st day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

#### **SIGNED BY GOVERNOR**

June 3, 2015

**SB 18, SB 239, SB 632**

June 4, 2015

**SB 20, SB 55, SB 807, SB 1049, SB 1358**

June 9, 2015

**SB 34, SB 44, SB 306, SB 734, SB 918, SB 1007, SB 1105, SB 1107, SCR 5, SCR 33**

#### **VETOED BY GOVERNOR**

June 9, 2015

**SB 408**

#### **VETO PROCLAMATION**

The following Veto Proclamation by the Governor was filed in the Office of the Secretary of State:

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 408 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

Government has an obligation to spend no more of the taxpayers' money than necessary. All government contracts should be competitively bid, and the vendor who offers the best value to the taxpayers should be chosen every time. Senate Bill 408 would authorize counties to reject the best bid and instead spend 5 percent extra in order to select an in-county vendor. The needs of taxpayers should come before the needs of government or vendors. County governments should focus on protecting the public fisc – not steering business to local vendors who are not offering the value the taxpayers deserve.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 9th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

**SIGNED BY GOVERNOR**

June 10, 2015

**SB 367, SB 374, SB 755, SB 1081, SB 1280, SB 1389, SB 1657, SB 1734, SB 1889, SB 2054**

June 11, 2015

**SB 2065**

June 13, 2015

**SB 11**

June 15, 2015

**SB 1, SB 169, SB 481, SB 664, SB 667, SB 757, SB 761, SB 790, SB 795, SB 849, SB 904, SB 1057, SB 1115, SB 1235, SB 1308, SB 1589, SB 1760, SCR 28, SCR 37, SCR 42**

**FILED WITHOUT SIGNATURE OF GOVERNOR**

June 15, 2015

**SB 837**

**SIGNED BY GOVERNOR**

June 16, 2015

**SB 100, SB 188, SB 273, SB 295, SB 316, SB 332, SB 354, SB 409, SB 460, SB 478, SB 495, SB 512, SB 519, SB 536, SB 565, SB 569, SB 643, SB 662, SB 681, SB 754, SB 808, SB 822, SB 855, SB 858, SB 900, SB 940, SB 955, SB 961, SB 988, SB 991, SB 1051, SB 1202, SB 1210, SB 1214, SB 1267, SB 1301, SB 1326, SB 1339, SB 1341, SB 1351, SB 1396, SB 1420, SB 1463, SB 1467, SB 1714, SB 1725, SB 1737, SB 1776, SB 1844, SB 1878, SB 1918, SB 1987, SB 1989, SB 2030, SB 2038, SB 2049, SB 2055, SCR 26, SCR 39**

**FILED WITHOUT SIGNATURE OF GOVERNOR**

June 16, 2015

**SB 432, SB 1005, SB 1563, SB 2027, SB 2028, SB 2032, SB 2033, SB 2039, SB 2043, SB 2053, SB 2056**

**SIGNED BY GOVERNOR**

June 17, 2015

**SB 24, SB 46, SB 133, SB 200, SB 202, SB 236, SB 318, SB 462, SB 494, SB 582, SB 724, SB 746, SB 880, SB 881, SB 923, SB 932, SB 1025, SB 1070, SB 1135, SB 1148, SB 1149, SB 1162, SB 1457, SB 1496, SB 1517, SB 1726, SB 1880, SCR 22, SCR 40, SCR 41**

**FILED WITHOUT SIGNATURE OF GOVERNOR**

June 17, 2015

**SB 212, SB 789, SB 1129**

**SIGNED BY GOVERNOR**

June 18, 2015

**SB 206, SB 207, SB 277, SB 459, SB 633, SB 995, SB 1071, SB 1191, SB 1213, SB 1316, SB 1317, SB 1338, SB 1364, SB 1462, SB 1465, SB 1580, SB 1624, SB 1630, SB 1727, SB 1824, SB 1877, SB 1913, SCR 49, SCR 50, SCR 52**

**FILED WITHOUT SIGNATURE OF GOVERNOR**

June 18, 2015

**SB 1001, SB 1002, SB 1315, SB 1362, SB 1453, SB 1461, SB 1716, SB 1852, SB 1908, SB 2007, SB 2008, SB 2009, SB 2013, SB 2025, SB 2026, SB 2037, SB 2044, SB 2057, SB 2064, SB 2074, SB 2075**

**SIGNED BY GOVERNOR**

June 19, 2015

**SB 27, SB 37, SB 57, SB 58, SB 59, SB 108, SB 147, SB 158, SB 168, SB 183, SB 189, SB 208, SB 265, SB 267, SB 287, SB 304, SB 382, SB 386, SB 394, SB 453, SB 507, SB 523, SB 530, SB 550, SB 551, SB 610, SB 630, SB 631, SB 638, SB 652, SB 674, SB 699, SB 733, SB 735, SB 740, SB 752, SB 776, SB 791, SB 806, SB 813, SB 818, SB 821, SB 830, SB 833, SB 866, SB 873, SB 876, SB 907, SB 965, SB 968, SB 996, SB 1004, SB 1060, SB 1073, SB 1101, SB 1132, SB 1139, SB 1168, SB 1171, SB 1174, SB 1189, SB 1196, SB 1227, SB 1228, SB 1237, SB 1243, SB 1259, SB 1296, SB 1304, SB 1305, SB 1307, SB 1309, SB 1313, SB 1336, SB 1356, SB 1367, SB 1369, SB 1385, SB 1394, SB 1406, SB 1455, SB 1468, SB 1474, SB 1494, SB 1510, SB 1512, SB 1540, SB 1543, SB 1560, SB 1593, SB 1664, SB 1707, SB 1743, SB 1750, SB 1756, SB 1812, SB 1828, SB 1831, SB 1853, SB 1867, SB 1876, SB 1881, SB 1882, SB 1899, SB 1928, SB 1940, SB 1978, SB 1982, SB 1999, SB 2019, SB 2041, SB 2062**

**FILED WITHOUT SIGNATURE OF GOVERNOR**

June 19, 2015

**SB 1459, SB 1964, SB 2002**

**SIGNED BY GOVERNOR**

June 20, 2015

**SB 107, SB 142, SB 195, SB 593, SB 684, SB 760, SB 825, SB 917, SB 933, SB 1287, SB 1436, SB 1574, SB 1902, SB 1934**

**VETOED BY GOVERNOR**

June 20, 2015

**SB 130, SB 313, SB 496, SB 1032, SB 1034, SB 1408, SB 1655**

**VETO PROCLAMATIONS**

The following Veto Proclamations by the Governor were filed in the Office of the Secretary of State:

**PROCLAMATION**

**BY THE**

**GOVERNOR OF THE STATE OF TEXAS**

**TO ALL TO WHOM THESE PRESENTS SHALL COME:**

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 130 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

After convicted criminals complete their sentences and repay their debts to society, their criminal records do not disappear. The reality for some individuals who have been charged with relatively minor crimes is that their records can follow them forever, making it difficult for them to find



employment and reintegrate into society. That is why I previously signed into law Senate Bill 1902, which authorizes courts in limited circumstances to seal the records of certain first-time misdemeanor offenders, to ensure that a minor criminal record is not a road block to an individual becoming a productive member of society even decades later. But the State's interest in reintegrating one-time, petty offenders must be balanced with an employer's right to know what they are getting when they make a hire. Senate Bill 130 goes too far because it would permit individuals who have committed even serious felonies (including crimes like manslaughter, arson, enticing of a child, and improper photography of a minor) to hide their heinous acts from employers. And it places no limits on the number of times repeat offenders can attempt to erase their past.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 19th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 313 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

While Senate Bill 313 is intended to provide additional flexibility to school districts when purchasing classroom instructional materials, the bill potentially restricts the ability of the State Board of Education to address the needs of Texas classrooms. Portions of Senate Bill 313 may have merit, but serious concerns were raised about other parts of the bill. I look forward to working with the Legislature and other stakeholders to ensure this issue is vigorously evaluated before next Session.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 19th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 496 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

Currently, a school district can apply to the Texas Education Agency and request permission to offer a flexible school day program for the district's at-risk students. As filed, Senate Bill 496 addressed the financing of these programs. I am supportive of the original intent of the legislation; therefore, I have signed the bill's companion legislation, House Bill 2660.

Unfortunately, an objectionable piece of legislation that did not ultimately pass on its own merit was added to Senate Bill 496 and significantly changed the bill's focus. Senate Bill 496 was amended to allow a school district to establish a flexible school day for entire campuses without approval from the Texas Education Agency. Allowing districts to drastically change the school calendar without TEA approval could cause unanticipated and untenable problems.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 19th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 1032 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

Under current law, state employees are authorized to maintain flexible work schedules—including work from home, where appropriate—if the head of their state agency provides written approval. This policy provides flexibility for those employees who need it while imposing management controls that minimize the potential for abuse of these privileges.

Senate Bill 1032 takes this process further and would allow an employee's immediate supervisor, rather than the agency head, to authorize flexible schedules and work from home. This would result in reduced accountability, inconsistent application, and greater potential for abuse. The bill's provisions regarding overtime and compensatory time earned away from the office are also problematic. Authorizing employees to earn overtime or compensatory time for work performed at home raises legitimate record-keeping and management concerns.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 19th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 1034 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

The integrity of the vote-by-mail process must be strengthened, not called into question. Amendments added to Senate Bill 1034 late in the legislative process would create confusion as to how counties should administer mail-in ballot applications. To ensure this important matter is addressed with the clarity it deserves, the Legislature should reconsider the issue and eliminate the uncertainty and ambiguity contained in this bill.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 19th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 1408 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

Senate Bill 1408 creates new authorities to issue state funds to local units of governments similar to, and in some cases identical to, grants already made under the federal Community Development Block Grant program. The stated intent of the new programs is to offset reductions in federal funding with new state funding. Our federal government's addiction to spending Texas taxpayer dollars must be brought under control, and when it is, the State of Texas should not find ways to tax our citizens to continue funding services our federal elected officials have deemed worthy of curtailing.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 19th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State

PROCLAMATION  
BY THE  
GOVERNOR OF THE STATE OF TEXAS

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Pursuant to Article IV, Section 14, of the Texas Constitution, I, Greg Abbott, Governor of Texas, do hereby disapprove of and veto Senate Bill No. 1655 as passed by the Eighty-Fourth Texas Legislature, Regular Session, because of the following objections:

The Texas Higher Education Coordinating Board already has the legal authority to perform the services described in Senate Bill 1655. The primary purpose of the bill is to raise more revenue for the Board by creating new fees that will ultimately be paid for by students through increased tuition. These fees would be unnecessary burdens on institutions of higher education and their students. The Board should operate within its existing resources.

Since the Eighty-Fourth Texas Legislature, Regular Session, by its adjournment has prevented the return of this bill, I am filing these objections in the office of the Secretary of State and giving notice thereof by this public proclamation according to the aforementioned constitutional provision.

IN TESTIMONY WHEREOF, I have signed my name officially and caused the Seal of the State to be affixed hereto at Austin, this 19th day of June, 2015.

(Seal)

/s/Greg Abbott  
Governor of Texas

ATTESTED BY:

/s/Carlos Cascos  
Secretary of State



AN ACT

relating to the use of money in the motorcycle education fund account for certain motorcycle safety programs.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 662.011(b), Transportation Code, is amended to read as follows:

(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.

SECTION 2. This Act takes effect September 1, 2015.

\_\_\_\_\_  
President of the Senate

\_\_\_\_\_  
Speaker of the House

I hereby certify that S.B. No. 754 passed the Senate on May 5, 2015, by the following vote: Yeas 30, Nays 1.

\_\_\_\_\_  
Secretary of the Senate

I hereby certify that S.B. No. 754 passed the House on May 22, 2015, by the following vote: Yeas 139, Nays 1, two present not voting.

\_\_\_\_\_  
Chief Clerk of the House

Approved:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Governor



ACCT. NBR	GR ACCOUNT TITLE <sup>1</sup>	FY2015 ESTIMATED ENDING BALANCE <sup>2</sup>	FY 2016-17 ESTIMATED REVENUES <sup>2</sup>	FY 2016-17 HB 1 APPROPRIATIONS	TOTAL ADJUSTMENTS, REDUCTIONS, OTHER APPROPRIATIONS <sup>3</sup>	EST REVENUES AND BALANCES AVAILABLE FOR CERTIFICATION
0468	<a href="#">GR Account — Texas Commission on Environmental Quality Occupational Licensing</a>	8,315,000	4,384,000	4,123,854	—	8,575,146
0472	<a href="#">GR Account — Inaugural</a>	163,000	—	—	—	163,000
0492	<a href="#">GR Account — Business Enterprise Program</a>	1,698,000	1,220,000	1,707,602	—	1,210,398
0501	<a href="#">GR Account — Motorcycle Education</a>	17,837,000	2,785,000	4,125,000	—	16,497,000
0506	<a href="#">GR Account — Non-Game and Endangered Species Conservation</a>	440,000	36,000	99,341	—	376,659
0507	<a href="#">GR Account — State Lease</a>	6,957,000	—	6,957,000	—	—
0512	<a href="#">GR Account — Bureau of Emergency Management</a>	6,019,000	4,600,000	6,108,446	—	4,510,554
0524	<a href="#">GR Account — Public Health Services Fees</a>	2,996,000	27,362,000	34,985,801	4,627,801	—
0542	<a href="#">GR Account — Medical School Tuition Set Aside</a>	16,000	—	—	—	16,000
0543	<a href="#">GR Account — Texas Capital Trust</a>	6,694,000	1,867,000	579,605	—	7,981,395
0549	<a href="#">GR Account — Waste Management</a>	33,547,000	65,585,000	75,333,353	—	23,798,647
0550	<a href="#">GR Account — Hazardous and Solid Waste Remediation Fees</a>	43,216,000	51,454,000	52,000,718	—	42,669,282
0570	<a href="#">GR Account — Federal Surplus Property Service Charge</a>	1,387,000	2,604,000	5,655,080	1,664,080	—
0581	<a href="#">GR Account — Bill Blackwood Law Enforcement Management Institute</a>	2,347,000	7,768,000	10,302,719	187,719	—
0582	<a href="#">GR Account — Motor Carrier Act Enforcement Federal</a>	77,000	*	*	*	77,000
0597	<a href="#">GR Account — Texas Racing Commission</a>	1,379,000	17,014,000	19,381,546	1,408,592	420,046
0655	<a href="#">GR Account — Petroleum Storage Tank Remediation</a>	155,002,000	49,913,000	47,878,427	(21,600,000)	135,436,573
0664	<a href="#">GR Account — Texas Preservation Trust</a>	219,000	530,000	530,000	—	219,000
0679	<a href="#">GR Account — Artificial Reef</a>	14,006,000	—	—	94,916	14,100,916
5000	<a href="#">GR Account — Solid Waste Disposal Fees</a>	122,256,000	18,982,000	10,986,324	—	130,251,676
5003	<a href="#">GR Account — Hotel Occupancy Tax for Economic Development</a>	29,233,000	—	—	—	29,233,000
5004	<a href="#">GR Account — Parks and Wildlife Conservation and Capital</a>	225,000	—	—	—	225,000
5006	<a href="#">GR Account — Attorney General Law Enforcement</a>	2,248,000	660,000	930,979	—	1,977,021
5007	<a href="#">GR Account — Commission on State Emergency Communications</a>	32,981,000	39,700,000	36,165,227	—	36,515,773
5009	<a href="#">GR Account — Children with Special Healthcare Needs</a>	391,000	—	—	—	391,000
5010	<a href="#">GR Account — Sexual Assault Program</a>	22,547,000	22,762,000	22,680,229	—	22,628,771
5012	<a href="#">GR Account — Crime Stoppers Assistance</a>	223,000	924,000	1,684,294	537,294	—
5013	<a href="#">GR Account — Breath Alcohol Testing</a>	13,097,000	1,973,000	3,025,000	—	12,045,000
5017	<a href="#">GR Account — Asbestos Removal Licensure</a>	26,792,000	8,500,000	8,059,470	—	27,232,530
5018	<a href="#">GR Account — Home Health Services</a>	31,494,000	14,128,000	44,169,679	—	1,452,321
5020	<a href="#">GR Account — Workplace Chemicals List</a>	5,288,000	2,100,000	7,089,570	—	298,430
5021	<a href="#">GR Account — Certification of Mammography Systems</a>	3,533,000	2,500,000	2,658,869	—	3,374,131
5022	<a href="#">GR Account — Oyster Sales</a>	878,000	448,000	710,884	—	615,116
5023	<a href="#">GR Account — Shrimp License Buy Back</a>	1,570,000	168,000	—	—	1,738,000
5024	<a href="#">GR Account — Food and Drug Registration</a>	30,945,000	16,500,000	16,080,489	—	31,364,511
5026	<a href="#">GR Account — Workforce Commission Federal</a>	17,045,000	*	*	*	17,045,000
5029	<a href="#">GR Account — Center for Study and Prevention of Juvenile Crime and Delinquency</a>	8,600,000	4,400,000	13,158,035	158,035	—
5031	<a href="#">GR Account — Excess Benefit Arrangement, Teacher Retirement System</a>	129,000	—	129,000	—	—
5032	<a href="#">GR Account — Animal Friendly Plates</a>	295,000	—	295,000	—	—
5036	<a href="#">GR Account — Attorney General Volunteer Advocate Program Plates</a>	12,000	—	12,000	—	—
5041	<a href="#">GR Account — Railroad Commission Federal</a>	8,624,000	*	*	*	8,624,000
5049	<a href="#">GR Account — State Owned Multicategorical Teaching Hospital</a>	6,381,000	8,796,000	9,809,765	—	5,367,235
5050	<a href="#">GR Account — 9-1-1 Service Fees</a>	156,381,000	101,092,000	119,160,732	—	138,312,268
5051	<a href="#">GR Account — Go Texan Partner Program Plates</a>	1,134,000	—	1,134,000	—	0.3
5055	<a href="#">GR Account — Texas Special Olympics License Plates</a>	—	—	—	—	—
5059	<a href="#">GR Account — Peace Officer Flag</a>	4,000	—	500	—	3,500
5060	<a href="#">GR Account — Private Sector Prison Industries</a>	991,000	—	587,269	596,269	1,000,000
5064	<a href="#">GR Account — Volunteer Fire Department Assistance</a>	84,170,000	37,332,000	63,537,965	—	57,964,035

Footnotes:

- 1 Only GRD Accounts with balances available for certification as of September 1, 2015 are included; HB 6, 84th Legislature, R.S. removed numerous GRD Accounts from certification.
- 2 GRD Balances and Revenues found in 2016-2017 Biennial Revenue Estimate.
- 3 Includes HB 6, HB 7, SB 1280 and other adjustments.
- 4 Updated for Actual Balances at August 31, 2015, and other revenue adjustments.
- \* Estimated Appropriations (revenues and appropriations not included in totals).
- \*\* The Original Certification Total is based on the Biennial Revenue Estimate and is prepared in compliance with the Comptroller's statutory duty of certifying the budget within 10 days from the date the bill is enrolled. The CRE Certification Total is based on the Certification Revenue Estimate released in October 2015, which reflects actual account balances on hand at August 31, 2015, and other economic and legislative changes.

Totals may not sum due to rounding.

Attachment 3-MC TxDPS MC Safety Program Funding 2016-17

Date Run: 06/05/2017 5:32 pm  
 USAS HX Database  
 Budget/Organization Activity  
 version 1.6

Texas Department of Public Safety

Parameters Selected:

Primary Level Sort/Grouping: Appropriation Year  
 Secondary Level Sort/Grouping: Index  
 Third Level Sort/Grouping: LBB  
 Suppression of Zero Amounts: No  
 Date Field: Effective Date  
 "Y-T-D" Dates: 09/01/2015 - 05/31/2017  
 Agency Fund(s): 1501  
 Appropriation Year(s): 16,17  
 LBB Object(s): 1001,1002,2001,2002,2003,2004,2005,2006,2007,2009,3001,3002,4000,5000,UNKNOWN

Y-T-D (09/01/2015 - 05/31/2017) as of: 05/31/2017									CURRENT: 05/01/2017 - 05/31/2017						
Level 1	Level 2	Level 3	Revenue	Original Budget	Adjusted Budget	Expenditures	Encumbrances	Pre-Encumbrances	Remaining Budget	% of Remaining Budget	Adjusted Budget	Revenue	Expenditures	Encumbrances	Pre-Encumbrances
<b>AY16</b>															
		22051 ETR - P, E & A - MOTORCYCL													
		1001 - SALARIES AND WAGES	0.00	929,454.00	411,835.00	404,188.09	0.00	0.00	7,646.91	2%	0.00	0.00	0.00	0.00	0.00
		1002 - OTHER PERSONNEL COS	0.00	14,020.00	14,244.00	14,243.92	0.00	0.00	0.08	0%	0.00	0.00	0.00	0.00	0.00
		2001 - PROFESSIONAL FEES A	0.00	13,705.00	103,594.00	103,593.67	0.00	0.00	0.33	0%	0.00	0.00	0.00	0.00	0.00
		2002 - FUELS AND LUBRICANT	0.00	0.00	10,290.00	10,289.86	0.00	0.00	0.14	0%	0.00	0.00	0.00	0.00	0.00
		2003 - CONSUMABLE SUPPLIES	0.00	7,616.00	12,010.00	12,009.26	0.00	0.00	0.74	0%	0.00	0.00	0.00	0.00	0.00
		2004 - UTILITIES	0.00	470.00	2,764.00	2,763.48	0.00	0.00	0.52	0%	0.00	0.00	0.00	0.00	0.00
		2005 - TRAVEL	0.00	6,447.00	43,887.00	43,886.82	0.00	0.00	0.18	0%	0.00	0.00	0.00	0.00	0.00
		2006 - RENT - BUILDING	0.00	0.00	900.00	900.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		2009 - OTHER OPERATING EXP	0.00	30,057.00	131,291.00	114,221.30	0.00	0.00	17,069.70	13%	0.00	0.00	0.00	0.00	0.00
		5000 - CAPITAL EXPENDITURE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		<b>22051 ETR - P, E &amp; A - MOTORCYCL -</b>	<b>0.00</b>	<b>1,001,769.00</b>	<b>730,815.00</b>	<b>706,096.40</b>	<b>0.00</b>	<b>0.00</b>	<b>24,718.60</b>	<b>3%</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
		22055 ETR - P, E & A - MOTORCYCL													
		1001 - SALARIES AND WAGES	0.00	93,980.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		1002 - OTHER PERSONNEL COS	0.00	1,440.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		2002 - FUELS AND LUBRICANT	0.00	10,826.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		2003 - CONSUMABLE SUPPLIES	0.00	1,883.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		2004 - UTILITIES	0.00	5,328.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		2006 - RENT - BUILDING	0.00	4,895.00	17,812.00	17,811.12	0.00	0.00	0.88	0%	0.00	0.00	0.00	0.00	0.00
		2009 - OTHER OPERATING EXP	0.00	942,379.00	3,250.00	3,250.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		5000 - CAPITAL EXPENDITURE	0.00	0.00	14,924.00	14,924.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		<b>22055 ETR - P, E &amp; A - MOTORCYCL -</b>	<b>0.00</b>	<b>1,060,731.00</b>	<b>35,986.00</b>	<b>35,985.12</b>	<b>0.00</b>	<b>0.00</b>	<b>0.88</b>	<b>0%</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
		64894 VEHICLES-MOTORCYCLES-ETR													
		2009 - OTHER OPERATING EXP	0.00	0.00	442,900.00	442,900.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00
		<b>64894 VEHICLES-MOTORCYCLES-ETR -</b>	<b>0.00</b>	<b>0.00</b>	<b>442,900.00</b>	<b>442,900.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
		93002 OASI MTCH MOTORCYCLE ED FU													
		1002 - OTHER PERSONNEL COS	0.00	0.00	0.00	2,539.81	0.00	0.00	(2,539.81)	0%	0.00	0.00	0.00	0.00	0.00

\*\* Revenue not included in the "Remaining Balance" or "% of Remaining Budget" columns  
 \*\* Remaining Budget column formula: (Adjusted Budget - Expenditures - Encumbrances - Pre-Encumbrances)  
 \*\* % of Remaining Budget column formula: (Remaining Budget / Adjusted Budget)

Y-T-D (09/01/2015 - 05/31/2017) as of: 05/31/2017										CURRENT: 05/01/2017 - 05/31/2017					
Level 1	Level 2	Level 3	Revenue	Original Budget	Adjusted Budget	Expenditures	Encumbrances	Pre-Encumbrances	Remaining Budget	% of Remaining Budget	Adjusted Budget	Revenue	Expenditures	Encumbrances	Pre-Encumbrances
		93002 OASI MTCH MOTORCYCLE ED FU	0.00	0.00	0.00	2,539.81	0.00	0.00	(2,539.81)	0%	0.00	0.00	0.00	0.00	0.00
		94002 ST RET MOTOCYCLE ED FUND 0 1002 - OTHER PERSONNEL COS	0.00	0.00	0.00	3,272.14	0.00	0.00	(3,272.14)	0%	0.00	0.00	0.00	0.00	0.00
		94002 ST RET MOTOCYCLE ED FUND 0	0.00	0.00	0.00	3,272.14	0.00	0.00	(3,272.14)	0%	0.00	0.00	0.00	0.00	0.00
		97002 GRP INS MOTORCYCLE ED FUND 2009 - OTHER OPERATING EXP	0.00	0.00	0.00	5,159.72	0.00	0.00	(5,159.72)	0%	0.00	0.00	0.00	0.00	0.00
		97002 GRP INS MOTORCYCLE ED FUND	0.00	0.00	0.00	5,159.72	0.00	0.00	(5,159.72)	0%	0.00	0.00	0.00	0.00	0.00
<b>AY16 Total</b>			<b>0.00</b>	<b>2,062,500.00</b>	<b>1,209,701.00</b>	<b>1,195,953.19</b>	<b>0.00</b>	<b>0.00</b>	<b>13,747.81</b>	<b>1%</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>AY17</b>															
		14819 SORM - DL 2009 - OTHER OPERATING EXP	0.00	0.00	0.00	432.01	0.00	0.00	(432.01)	0%	0.00	0.00	432.01	0.00	0.00
		14819 SORM - DL - Subtotal	0.00	0.00	0.00	432.01	0.00	0.00	(432.01)	0%	0.00	0.00	432.01	0.00	0.00
		22051 ETR - P, E & A - MOTORCYCL 1001 - SALARIES AND WAGES	0.00	430,019.00	802,180.00	359,530.09	0.00	177,045.00	265,604.91	33%	(552.00)	0.00	40,368.44	0.00	4,542.59
		1002 - OTHER PERSONNEL COS	0.00	15,460.00	16,900.00	19,015.64	0.00	3,632.00	(5,747.64)	(34)%	0.00	0.00	885.50	0.00	(1,211.08)
		2001 - PROFESSIONAL FEES A	0.00	13,705.00	13,705.00	54,628.36	82,800.00	0.00	(123,723.36)	(903)%	0.00	0.00	9,444.49	(7,200.00)	0.00
		2002 - FUELS AND LUBRICANT	0.00	10,826.00	21,652.00	3,164.08	0.00	5,588.00	12,899.92	60%	0.00	0.00	0.00	0.00	300.71
		2003 - CONSUMABLE SUPPLIES	0.00	9,499.00	11,382.00	10,587.67	0.00	0.00	794.33	7%	0.00	0.00	429.08	0.00	(1,305.15)
		2004 - UTILITIES	0.00	2,232.00	7,560.00	2,044.89	0.00	0.00	5,515.11	73%	0.00	0.00	154.59	0.00	(640.82)
		2005 - TRAVEL	0.00	27,895.00	27,895.00	39,414.46	0.00	0.00	(11,519.46)	(41)%	0.00	0.00	3,869.58	0.00	(10,662.21)
		2006 - RENT - BUILDING	0.00	0.00	0.00	32,494.22	8,008.71	1,200.00	(41,702.93)	0%	0.00	0.00	21,905.09	8,008.71	1,200.00
		2009 - OTHER OPERATING EXP	0.00	1,560,661.00	1,069,524.00	209,281.10	102,428.65	244,128.00	513,686.25	48%	0.00	0.00	6,643.53	18,880.04	223,311.43
		5000 - CAPITAL EXPENDITURE	0.00	0.00	259,525.00	0.00	279,448.00	0.00	(19,923.00)	(8)%	0.00	0.00	0.00	1,000.00	0.00
		22051 ETR - P, E & A - MOTORCYCL -	0.00	2,070,297.00	2,230,323.00	730,160.51	472,685.36	431,593.00	595,884.13	27%	(552.00)	0.00	83,700.30	20,688.75	215,535.47
		64894 VEHICLES-MOTORCYCLES-ETR 2009 - OTHER OPERATING EXP	0.00	0.00	700,000.00	219,492.00	219,492.00	0.00	261,016.00	37%	0.00	0.00	219,492.00	219,492.00	0.00
		5000 - CAPITAL EXPENDITURE	0.00	0.00	0.00	0.00	0.00	94,500.00	(94,500.00)	0%	0.00	0.00	0.00	0.00	(605,500.00)
		64894 VEHICLES-MOTORCYCLES-ETR -	0.00	0.00	700,000.00	219,492.00	219,492.00	94,500.00	166,516.00	24%	0.00	0.00	219,492.00	219,492.00	(605,500.00)
		93002 OASI MTCH MOTORCYCLE ED FU 1002 - OTHER PERSONNEL COS	0.00	0.00	0.00	27,969.19	0.00	0.00	(27,969.19)	0%	0.00	0.00	3,044.57	0.00	0.00
		93002 OASI MTCH MOTORCYCLE ED FU	0.00	0.00	0.00	27,969.19	0.00	0.00	(27,969.19)	0%	0.00	0.00	3,044.57	0.00	0.00
		94002 ST RET MOTOCYCLE ED FUND 0 1002 - OTHER PERSONNEL COS	0.00	0.00	0.00	29,917.16	0.00	0.00	(29,917.16)	0%	0.00	0.00	3,220.99	0.00	0.00
		94002 ST RET MOTOCYCLE ED FUND 0	0.00	0.00	0.00	29,917.16	0.00	0.00	(29,917.16)	0%	0.00	0.00	3,220.99	0.00	0.00

\*\* Revenue not included in the "Remaining Balance" or "% of Remaining Budget" columns

\*\* Remaining Budget column formula: (Adjusted Budget - Expenditures - Encumbrances - Pre-Encumbrances)

\*\* % of Remaining Budget column formula: (Remaining Budget / Adjusted Budget)

\*\* PLEASE BE SURE TO SECURE CONFIDENTIAL INFORMATION AT ALL TIMES. DISPOSE PROPERLY AFTER USE.

\*\* Generated from HDQPRDITSDBS005

Y-T-D (09/01/2015 - 05/31/2017) as of: 05/31/2017									CURRENT: 05/01/2017 - 05/31/2017						
Level 1	Level 2	Level 3	Revenue	Original Budget	Adjusted Budget	Expenditures	Encumbrances	Pre-Encumbrances	Remaining Budget	% of Remaining Budget	Adjusted Budget	Revenue	Expenditures	Encumbrances	Pre-Encumbrances
		97002 GRP INS MOTORCYCLE ED FUND													
		2009 - OTHER OPERATING EXP	0.00	0.00	0.00	46,609.34	0.00	0.00	(46,609.34)	0%	0.00	0.00	4,904.46	0.00	0.00
		97002 GRP INS MOTORCYCLE ED FUND	0.00	0.00	0.00	46,609.34	0.00	0.00	(46,609.34)	0%	0.00	0.00	4,904.46	0.00	0.00
		<b>AY17 Total</b>	<b>0.00</b>	<b>2,070,297.00</b>	<b>2,930,323.00</b>	<b>1,054,580.21</b>	<b>692,177.36</b>	<b>526,093.00</b>	<b>657,472.43</b>	<b>22%</b>	<b>(552.00)</b>	<b>0.00</b>	<b>314,794.33</b>	<b>240,180.75</b>	<b>(389,964.53)</b>
		<b>GRAND TOTAL</b>	<b>0.00</b>	<b>4,132,797.00</b>	<b>4,140,024.00</b>	<b>2,250,533.40</b>	<b>692,177.36</b>	<b>526,093.00</b>	<b>671,220.24</b>	<b>16%</b>	<b>(552.00)</b>	<b>0.00</b>	<b>314,794.33</b>	<b>240,180.75</b>	<b>(389,964.53)</b>

\*\* Revenue not included in the "Remaining Balance" or "% of Remaining Budget" columns

\*\* Remaining Budget column formula: (Adjusted Budget - Expenditures - Encumbrances - Pre-Encumbrances)

\*\* % of Remaining Budget column formula: (Remaining Budget / Adjusted Budget)

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**From:** Jude Schexnyder  
**Sent:** Wednesday, June 07, 2017 1:51 PM  
**To:** OGC.Webmaster@dps.texas.gov  
**Cc:** Terry Pence; Anna Hovenden  
**Subject:** Open Records Request

To Whom It May Concern,

Subject to a requirement for information needed to make application for 405 Federal Funding within the annual Highway Safety Plan the following information is needed:

- 1) Source of funding for the Department of Public Safety Motorcycle Safety Unit
- 2) Amount of funds allocated by the Legislature for this purpose
- 3) From the funds allocated by the Legislature to defray the cost of administering the Motorcycle Safety Program, what amount was expended by the Department of Public Safety

# TEXAS DEPARTMENT OF PUBLIC SAFETY

5805 N LAMAR BLVD • BOX 4087 • AUSTIN, TEXAS 78773-0001

512/424-2000

[www.dps.texas.gov](http://www.dps.texas.gov)



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A. CYNTHIA LEON  
JASON K. PULLIAM  
RANDY WATSON

June 14, 2017

## Via Email

Jude Schexnyder  
TX DOT  
Jude.Schexnyder@txdot.gov

RE: Public Information Request for funding for the Motorcycle Safety Unit (PIR # 17-4109)

Mr. Schexnyder:

The Department received your above-referenced request on June 7, 2017. Please find enclosed the information the Department located in response to your request. These records are provided to you at no cost.

If you have any questions regarding this request, please submit them in writing via facsimile to (512) 424-5716, via email to [OGC.Webmaster@dps.texas.gov](mailto:OGC.Webmaster@dps.texas.gov), via mail to the address in the letterhead, or in person at our offices at 5805 N. Lamar Blvd. in Austin. Thank you.

Cordially,

Michele Freeland  
Legal Assistant

\\hqogcs001\ORA\2017 requests\17-4109\17-4109 (17-06-14) letter to requestor



**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Harris	33	117	763
Dallas	23	98	435
Bexar	11	61	367
Tarrant	17	86	357
Travis	9	41	275
El Paso	6	19	184
Collin	6	30	123
Denton	2	28	119
Montgomery	6	23	86
Bell	4	19	78
Galveston	5	13	70
Williamson	3	26	69
Hidalgo	4	10	68
Nueces	1	19	55
Ector	4	14	54
Fort Bend	3	6	54
Jefferson	4	11	52
Cameron	1	10	48
Lubbock	2	5	47
Brazoria	1	19	46
Webb	0	7	42
Smith	5	3	41
Midland	2	10	40
McLennan	2	12	37



**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Taylor	3	6	31
Brazos	1	6	29
Gregg	1	5	29
Johnson	2	8	29
Hays	2	5	28
Potter	1	8	28
Comal	3	8	26
Wichita	0	6	26
Grayson	2	6	25
Bowie	1	4	24
Tom Green	0	3	24
Randall	0	6	20
Orange	1	6	18
Parker	1	6	18
Rockwall	0	4	17
Guadalupe	0	5	16
Ellis	3	9	15
Bastrop	0	3	13
Liberty	2	6	12
Hardin	2	2	10
Kerr	0	5	10
Nacogdoches	0	3	10
Walker	1	3	9
Angelina	3	3	8

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Harrison	0	4	8
Hunt	1	0	8
San Jacinto	1	4	8
Titus	0	1	8
Victoria	1	4	8
Waller	1	2	8
Atascosa	2	2	7
Chambers	2	1	7
Cooke	1	0	7
Coryell	0	0	7
Grimes	0	2	7
Hood	0	4	7
Hopkins	0	4	7
Kaufman	0	1	7
San Patricio	0	1	7
Anderson	0	1	6
Blanco	3	3	6
Brown	0	2	6
Henderson	1	1	6
Hill	0	1	6
Howard	0	1	6
Lamar	0	1	6
Maverick	0	0	6
Navarro	0	0	6

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Wilson	2	1	6
Caldwell	0	1	5
Calhoun	0	2	5
Jim Wells	1	2	5
Kendall	0	1	5
Wood	1	4	5
Fayette	0	1	4
Gonzales	1	0	4
Limestone	0	2	4
Live Oak	0	2	4
Marion	0	1	4
Matagorda	0	1	4
Palo Pinto	0	0	4
Panola	0	1	4
Polk	0	2	4
Real	0	4	4
Upshur	0	1	4
Uvalde	0	2	4
Van Zandt	0	5	4
Wharton	0	0	4
Wise	2	1	4
Austin	1	1	3
Bandera	2	1	3
Bee	0	0	3

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Bosque	0	0	3
Burleson	0	2	3
Burnet	2	1	3
Cherokee	0	1	3
Colorado	0	0	3
Comanche	0	0	3
Deaf Smith	0	0	3
Eastland	1	0	3
Frio	0	1	3
Gillespie	1	4	3
Jasper	0	0	3
Kleberg	1	0	3
Leon	0	2	3
McCulloch	0	0	3
Medina	0	0	3
Reeves	0	0	3
Rusk	1	1	3
Val Verde	0	3	3
Ward	1	2	3
Young	0	2	3
Andrews	0	2	2
Aransas	0	1	2
Callahan	0	2	2
Cass	0	1	2

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Castro	0	1	2
Dawson	0	0	2
Duval	0	1	2
Gaines	0	1	2
Gray	0	0	2
Hale	0	0	2
Hockley	0	0	2
Hutchinson	2	0	2
Jackson	0	0	2
Lavaca	0	2	2
Madison	0	0	2
Rains	0	0	2
Washington	0	0	2
Willacy	2	1	2
Brewster	0	0	1
Brooks	0	1	1
Carson	1	1	1
Coke	1	0	1
Dewitt	0	0	1
Fannin	0	1	1
Franklin	0	0	1
Hansford	0	1	1
Houston	0	0	1
Jack	1	0	1

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Jeff Davis	0	0	1
Jones	0	2	1
Karnes	0	0	1
Kenedy	0	0	1
Lampasas	0	0	1
Lasalle	0	1	1
Mason	0	1	1
McMullen	0	1	1
Menard	0	2	1
Milam	1	0	1
Moore	0	0	1
Morris	0	1	1
Nolan	0	0	1
Ochiltree	0	1	1
Reagan	0	1	1
Red River	0	1	1
Shackelford	0	0	1
Shelby	1	0	1
Somervell	0	0	1
Starr	1	0	1
Stephens	1	0	1
Terrell	0	0	1
Trinity	0	0	1
Wheeler	0	0	1

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2014**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Winkler	1	0	1

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2015**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Harris	31	141	759
Dallas	23	95	429
Bexar	13	64	380
Tarrant	12	96	337
Travis	12	46	288
El Paso	9	23	181
Collin	6	26	112
Denton	4	25	100
Montgomery	5	23	90
Bell	5	15	80
Galveston	8	21	71
Hidalgo	1	11	69
Nueces	6	15	60
Williamson	4	14	52
Lubbock	3	7	49
Cameron	4	10	47
Brazos	0	11	46
Smith	5	11	41
Ector	5	5	40
McLennan	2	7	40
Hays	1	8	38
Jefferson	3	12	37
Fort Bend	1	9	36
Gregg	1	7	34



**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2015**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Taylor	3	10	33
Potter	1	8	32
Brazoria	1	9	31
Midland	2	8	28
Ellis	2	6	27
Johnson	2	12	27
Comal	1	6	25
Webb	0	4	25
Randall	3	5	22
Tom Green	1	5	20
Bowie	2	1	19
Grayson	1	6	19
Parker	1	2	19
Wichita	2	5	19
Kaufman	1	4	17
Orange	3	1	15
Guadalupe	2	4	14
Victoria	0	4	14
Angelina	0	1	11
Harrison	2	3	11
Henderson	5	4	11
Hunt	0	6	11
Navarro	1	3	11
Coryell	0	2	10

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2015**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Rockwall	0	3	10
Washington	2	0	10
Bastrop	2	1	9
Liberty	0	6	8
Nacogdoches	0	2	8
Palo Pinto	1	1	8
Van Zandt	1	1	8
Chambers	1	2	7
Howard	1	3	7
San Jacinto	1	4	7
San Patricio	0	4	7
Burnet	0	4	6
Cooke	1	1	6
Hardin	0	4	6
Titus	1	0	6
Walker	0	2	6
Austin	0	1	5
Bandera	0	2	5
Brown	0	1	5
Colorado	1	2	5
Kendall	0	2	5
Maverick	0	0	5
Polk	0	2	5
Rusk	0	2	5

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2015**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Val Verde	0	1	5
Anderson	1	1	4
Aransas	0	1	4
Atascosa	0	1	4
Erath	0	1	4
Fayette	1	2	4
Gaines	1	1	4
Hill	2	2	4
Hood	0	2	4
Jim Wells	0	1	4
Lavaca	0	3	4
Wood	1	2	4
Calhoun	0	2	3
Cherokee	0	0	3
Gillespie	0	0	3
Grimes	0	1	3
Hopkins	0	2	3
Jasper	0	1	3
Lamar	0	1	3
Live Oak	0	1	3
Matagorda	1	1	3
Real	0	3	3
Shelby	0	1	3
Starr	0	1	3

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2015**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Waller	0	0	3
Wharton	1	2	3
Wilson	0	0	3
Bee	1	1	2
Bosque	1	1	2
Burleson	0	1	2
Cass	0	1	2
Comanche	0	1	2
Dewitt	0	0	2
Dimmit	0	1	2
Eastland	0	0	2
Fannin	0	1	2
Freestone	0	0	2
Gonzales	1	0	2
Gray	0	0	2
Hale	0	0	2
Hamilton	1	0	2
Hockley	0	0	2
Houston	2	0	2
Hutchinson	0	0	2
Karnes	0	0	2
Kerr	1	0	2
Lampasas	0	1	2
Llano	0	0	2

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2015**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Madison	0	1	2
McCulloch	0	0	2
Montague	0	0	2
Panola	0	0	2
Reeves	0	1	2
Robertson	0	1	2
Sabine	0	0	2
Somervell	0	1	2
Terry	0	0	2
Upshur	0	2	2
Uvalde	1	0	2
Wilbarger	0	0	2
Wise	0	0	2
Andrews	0	0	1
Bailey	0	0	1
Brewster	0	0	1
Callahan	0	1	1
Carson	0	1	1
Dallam	0	1	1
Frio	0	0	1
Hartley	0	0	1
Hemphill	1	0	1
Jack	1	0	1
Jackson	0	0	1

**Reportable Motor Vehicle Traffic Crashes Involving Vehicles with the Body Style of Motorcycle  
With a First Harmful Event of Motor Vehicle in Transport  
2015**

<b>County</b>	<b>Fatalities</b>	<b>Incapacitating Injuries</b>	<b>Total Crashes</b>
Jones	0	0	1
Kent	0	1	1
Kimble	0	1	1
Kleberg	0	2	1
Lee	0	0	1
Marion	0	1	1
Martin	0	0	1
Medina	0	1	1
Mitchell	0	0	1
Moore	0	1	1
Morris	1	0	1
Newton	0	0	1
Nolan	0	0	1
Rains	0	1	1
Runnels	1	0	1
Scurry	0	0	1
Shackelford	0	0	1
Stephens	2	0	1
Yoakum	0	0	1
Young	0	0	1
Zapata	0	1	1

## Texas MC Awareness Program to Target Statewide Areas with High-Crash Rates

TxDOT will be conducting a motorcycle safety education campaign with one of TxDOT's approved ad agencies in FY 2018. The campaign will be closely similar to the FY 2017 campaign (see below). The campaign will include paid media and public education outreach. Media and outreach events *will be conducted in identified markets based on the crash data*. The campaign will focus on metropolitan areas of the state with a concentrated focus during our May National Motorcycle Safety Awareness Month. The purpose of the campaign is to enhance motorist awareness of the presence of motorcycles on our roadways and to encourage safe driving practices in order to avoid injuries to motorcyclists. *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.* The TxDOT districts include numerous counties around each of these metropolitan areas.

FY18 ad campaign will target the following counties, in the seven TxDOT Districts (of 25 Districts) served:

1. Austin:  
**Counties covered:** Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis, Williamson
2. Dallas:  
**Counties covered:** Collin, Dallas, Denton, Ellis, Kaufman, Navarro, Rockwell
3. Fort Worth:  
**Counties covered:** Hood, Jack, Johnson, Palo Pinto, Parker, Somervell, Tarrant, Wise
4. El Paso:  
**Counties covered:** Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, Presidio
5. Houston:  
**Counties covered:** Brazoria, Fort Bend, Galveston, Harris, Montgomery, Waller
6. San Antonio:  
**Counties covered:** Atascosa, Bandera, Bexar, Comal, Frio, Guadalupe, Kendall, Kerr, McMullen, Medina, Uvalde, Wilson
7. Waco:  
**Counties covered:** Bell, Bosque, Coryell, Falls, Hamilton, Hill, Limestone, McLennan

Other efforts, as noted in this FY18 Summary, will address motorcycle safety Statewide.

Educational materials including infographics, push cards, and kids' coloring game pages, will be 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 will be conducted in the smaller market areas by the TSSs.

Texas will also leverage the TxDOT Facebook, Twitter, and Instagram 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 statewide.

In addition to the press kickoff, community outreach events, paid media, and social media pushes, Texas will also:

- Develop campaign media talking points, a statewide press release, media advisories and infographics in English and Spanish for statewide media use.
- Distribute statewide English and Spanish TV and radio PSAs to stations participating in the motorcycle safety awareness campaign.

- Secure added media value for the federal funds spent.
- Utilize 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 will be displayed.
- Texas will reach out to motorcycle advocacy groups for input on motorcycle safety awareness through the Motorcycle Campaign.

TxDOT will also continue to work closely with the Texas A&M Transportation Institute (TTI) through a traffic safety grant in FY18 to promote statewide motorcycle public information and education programs and efforts. TTI and TxDOT will conduct an annual statewide motorcycle safety forum 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.



## Attachment MC: Texas Statewide Media Market Outreach During 2017

During FY 2017 the State of Texas conducted a "Look Twice for Motorcycles" paid media campaign targeting 25- to 54-year old Texans (general market / Hispanic) statewide. The campaign placed a special emphasis on TxDOT districts that represent the highest percentage of motorcycle registrations. Through paid media tactics 18-24 year olds were reached. These tactics included: radio, online, mobile, convenience stores, billboards and PSA distribution. 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.

A kickoff press event was held on April 27, 2017 in Austin with the key message for drivers to take extra precautions to keep motorcyclists safe and to "Look Twice". This event was held in advance of Motorcycle Safety Awareness Month in May. A large group of motorcyclists gathered at the event for a photo and b-roll made available to media for the campaign launch and media tour. Launch Event Speaker and Subject Matter for the press event included:

TxDOT Rep:	Emcee; Discuss statewide campaign and stats.
Local Official:	Discuss local highlights and importance of motorcycle safety.
Crash Victim:	Offer a personal story about the importance of watching for motorcyclists.
Motorcycle Club Representative:	Discuss dangers faced by motorcyclists in sharing the road with vehicles.
EMS Rep:	Discuss aftermath of collisions involving cars and trucks and motorcycles.

The kickoff press event was followed by media tour/outreach events in five additional target media markets. The five media markets account for approximately 71 percent of motorcycle registrations and 68 percent of motorcycle fatalities. There were photo opportunities at the five outreach events.

Texas targeted the six media markets, which is comprised of seven TxDOT districts: Austin, Dallas, Fort Worth, Houston, San Antonio, El Paso, and Waco. These districts represent the following:

- 71.62 % of all motorcycle registrations in Texas
- 67.8% of all motorcycle fatality crashes in Texas
- Seven TxDOT Districts containing 59 Counties

Texas also went to six markets with the Look Twice for Motorcycles Sculptures and Inflatable Motorcycle. Families attending the events had the opportunity to have their picture taken with the *Look Twice* sculpture as well as a giant, 25-foot inflatable motorcycle.



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, Twitter and Instagram 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 to the press kickoff, community outreach events, paid media and social media pushes, Texas also:

- 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 8<sup>th</sup>, 2017 and continued through May 17<sup>th</sup>, 2017. (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 April 7, 2017, 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.

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**From:** Tiki Smith on behalf of Michael Chacon  
**Sent:** Friday, May 05, 2017 8:11 AM  
**To:** !District Engineers  
**Cc:** ADM\_All; #Traffic Engineers; Carlton Allen; Billy Manning; Gordon Harkey; John Gold; Penny Buller; James Moore II; David Rodrigues; Kyle Heath; James Lewis; Tim Dorner; Cody Woodard; Jose Saldana; Alberto Aldape; Sandy Velasquez; Jamey Whitley; Ricky Lawrence; Kassondra Munoz; Daniel Bolden; Curtis Whitlock; David Miller; fnewman@ctrma.org  
**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 Monday, May 8 and ending before the morning peak on Monday, May 15.

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,  
Michael C.

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

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### Motorist Awareness of Motorcycles, Traffic Safety Campaign

August 17, 2015 - 2017

## **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 educate motorists regarding the presence of motorcycles on the highways of Texas, becoming more aware to be observant of motorcycles to prevent crashes. Many Texans may not be used to sharing the road with motorcycles, and we are urging them to give driving their full attention to prevent right of way violations and other causation factors for vehicle/motorcycle crashes.

The program requires a communication plan that is designed to educate motorists in those counties or jurisdictions where motorcycle crashes are the highest (using data from the most recent calendar year).

## **Texas Statistics**

Texas has experienced growth in the number of motorcycles on its roads over the course of time, as well as additional licensed operators. As of 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*

- Provide a Creative/Branding Plan. Include recommendations and illustrations for a custom-designed creative concept, direction and/or branding.
- Note: Vendor will NOT design a unique direction/brand for the Motorcycle Awareness Initiative. We will use the slogan “*Look Twice for Motorcycles*” with the sub-head of “*Share the Road.*” just as we did last year. Using last year’s campaign concept and branding as a starting point, indicate any adjustments, new variations, or new twists that you might incorporate to effectively build awareness of the Motorcycle Awareness Campaign—and to be used as a recurring theme in all media and materials.

NOTE: Any new, custom-designed creative elements proposed on the SOWR will be contingent on maximum or near-maximum federal funding obligated to TxDOT. If the funding is reduced by 50 percent or more, the vendor shall use the only existing creative materials.

- Utilizing the creative concept outlined in Creative/Branding (above) design a variety of materials for television, radio, outdoor, and/or internet. Vendor will be required to provide materials in English as well as some of the materials in Spanish (limited).
- Provide recommendations for collateral, printed educational pieces, or additional promotional ancillary items to support the major media platforms.

### *Media Planning & Placements: Message Distribution*

- Provide a measurable comprehensive Paid-Media Placement Plan. Craft an efficient paid-media mix for this initiative for 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.
- Identify unique and unusual methods for delivery and placement of key themes.
- Provide a matrix showing the following for each paid media platform: placement/reach; number & name of markets; number, length & frequency of advertisements; estimated total airtime or GRPs; estimated impressions.

### *Public Relations Plan*

- Provide a detailed Public Relations Plan. Vendors will identify resources for capturing and utilizing non-paid media through publicity activities designed to reach audiences at the grass-roots level. This may include press releases, promotional activities, civic engagement, sporting events, earned media, and social media. This may also include details on how the vendor will creatively utilize TxDOT’s Traffic Safety Specialists and Public Information Officers spread around the state to get the message to the public at the local level. Additionally, the vendor should give information on the efficient use of the TxDOT subgrantee partners to distribute collateral materials and information.

- Highlight any specific plans to incorporate the use of social media technologies such as Blogs, Facebook, and Twitter to engage in interactive dialogue with potential audiences.
- Give special details for any plans to design and execute special TxDOT media events to support the campaign strategy and initiatives. Provide exact details such as number/name of proposed markets where events will be organized, and strategies for attracting/engaging the public.
- Include special attention and details on Hispanic outreach. Provide culturally appropriate grass-roots strategies and activities designed to specifically reach out to the Hispanic Texans.

NOTE: To date, this campaign has only included a limited number of elements in Spanish (radio, posters). We would like to continue making some elements available in Spanish– but not everything will need to be produced in both languages.

*Campaign Enhancement: Value Added Opportunities*

- Provide a detailed Value Added Plan. This plan should clearly show how the vendor plans to identify and engage resources that can provide the non-paid media and value added contributions required.
- Provide a list of potential partners and relationships. Detail the ways they will contribute to the Value Added Plan.

*Campaign Program Measurement: Message Evaluation*

- Provide a Campaign Evaluation Plan. The vendor(s) will evaluate all activities and generate a report that will effectively measure the campaign and program results, identify activities, resources, lessons-learned, critique and suggestions for improving future public awareness efforts related to this project.

NOTE: The vendor(s) selected will also be required to provide comprehensive reports for the various tasks listed in this document. Frequency of reporting will be agreed upon by designated TxDOT Project Manager and the selected vendor(s). These reports may include but are not limited to the following:

- Regular reporting on milestones achieved, and any problems on milestones
- A detailed media report for all placements to include reach and frequency.
- A final comprehensive report that captures project goals and objectives and identifies how each goal was accomplished. This report should include examples of all deliverables as well as collateral materials, if any, that were distributed.
- A summary of the campaign for our TxDOT's Annual Report.
- Vendors will be required to enter billings and performance reports into eGrants.

## **Response Submission**

### *General Formatting:*

Each submission should be formatted in sections as indicated below. Proposals should be submitted electronically by email in PDF letter-size format to 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: August 17, 2015
- Last date for submission of questions: August 24, 2015 COB (5PM) CST.
- TxDOT Response to Questions to be completed: August 31, 2015 COB (5PM) CST.

All questions and inquiries concerning this SOW shall be submitted via e-mail to: Purchaser:  
Anthony Webb, CTP

E-mail: [anthony.webb@txdot.gov](mailto:anthony.webb@txdot.gov)

### *PROPOSAL SUBMISSION*

Vendor should notify the TxDOT Procurement Division Contract Manager in writing of their intention to participate no later than Friday, September 4, 2015 COB (5PM) CST. Failure by the vendor to notify TxDOT in writing may disqualify the vendor from further consideration.

Vendor will provide a written Project SOW Response no later than Monday, October 5, 2015 COB (5PM) CST to Anthony Webb via drop box at <https://ftp.dot.state.tx.us/dropbox/> at above email in order to be accepted for an oral presentation. Any questions or concerns regarding this SOW can be directed to 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.

**Section 9**  
**Appendix D.**  
**NHTSA HSP Cost Summary**

**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**Highway Safety Plan Cost Summary**  
**2018-HSP-1**  
 For Approval

State: Texas

Page: 1  
 Report Date: 08/17/2017

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2018-00-00-00		\$ .00	\$4,554,083.00	\$ .00	\$583,727.95	\$583,727.95	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$4,554,083.00</b>	<b>\$ .00</b>	<b>\$583,727.95</b>	<b>\$583,727.95</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2018-00-00-00		\$ .00	\$2,058,815.57	\$ .00	\$2,921,024.50	\$2,921,024.50	\$1,172,039.86
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$2,058,815.57</b>	<b>\$ .00</b>	<b>\$2,921,024.50</b>	<b>\$2,921,024.50</b>	<b>\$1,172,039.86</b>
<b>Emergency Medical Services</b>								
	EM-2018-00-00-00		\$ .00	\$1,014,237.13	\$ .00	\$469,207.95	\$469,207.95	\$ .00
	<b>Emergency Medical Services Total</b>		<b>\$ .00</b>	<b>\$1,014,237.13</b>	<b>\$ .00</b>	<b>\$469,207.95</b>	<b>\$469,207.95</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2018-00-00-00		\$ .00	\$42,384.38	\$ .00	\$169,432.10	\$169,432.10	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$42,384.38</b>	<b>\$ .00</b>	<b>\$169,432.10</b>	<b>\$169,432.10</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2018-00-00-00		\$ .00	\$1,453,215.28	\$ .00	\$2,210,853.29	\$2,210,853.29	\$1,308,065.26
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$1,453,215.28</b>	<b>\$ .00</b>	<b>\$2,210,853.29</b>	<b>\$2,210,853.29</b>	<b>\$1,308,065.26</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2018-00-00-00		\$ .00	\$366,501.90	\$ .00	\$1,062,521.15	\$1,062,521.15	\$ .00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$ .00</b>	<b>\$366,501.90</b>	<b>\$ .00</b>	<b>\$1,062,521.15</b>	<b>\$1,062,521.15</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2018-00-00-00		\$ .00	\$6,042,811.79	\$ .00	\$12,094,507.08	\$12,094,507.08	\$10,585,126.70
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$6,042,811.79</b>	<b>\$ .00</b>	<b>\$12,094,507.08</b>	<b>\$12,094,507.08</b>	<b>\$10,585,126.70</b>
<b>Traffic Records</b>								
	TR-2018-00-00-00		\$ .00	\$170,076.93	\$ .00	\$679,919.57	\$679,919.57	\$ .00

## U.S. Department of Transportation National Highway Traffic Safety Administration

State: Texas

## Highway Safety Plan Cost Summary

Page: 2

2018-HSP-1

Report Date: 08/17/2017

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	<b>Traffic Records Total</b>		<b>\$.00</b>	<b>\$170,076.93</b>	<b>\$.00</b>	<b>\$679,919.57</b>	<b>\$679,919.57</b>	<b>\$.00</b>
	<b>Driver Education</b>							
	DE-2018-00-00-00		\$.00	\$2,126,620.48	\$.00	\$4,027,678.88	\$4,027,678.88	\$1,996,580.95
	<b>Driver Education Total</b>		<b>\$.00</b>	<b>\$2,126,620.48</b>	<b>\$.00</b>	<b>\$4,027,678.88</b>	<b>\$4,027,678.88</b>	<b>\$1,996,580.95</b>
	<b>Railroad/Highway Crossings</b>							
	RH-2018-00-00-00		\$.00	\$43,234.50	\$.00	\$79,573.22	\$79,573.22	\$79,573.22
	<b>Railroad/Highway Crossings Total</b>		<b>\$.00</b>	<b>\$43,234.50</b>	<b>\$.00</b>	<b>\$79,573.22</b>	<b>\$79,573.22</b>	<b>\$79,573.22</b>
	<b>Roadway Safety</b>							
	RS-2018-00-00-00		\$.00	\$5,119,519.25	\$.00	\$459,466.84	\$459,466.84	\$459,466.84
	<b>Roadway Safety Total</b>		<b>\$.00</b>	<b>\$5,119,519.25</b>	<b>\$.00</b>	<b>\$459,466.84</b>	<b>\$459,466.84</b>	<b>\$459,466.84</b>
	<b>Safe Communities</b>							
	SA-2018-00-00-00		\$.00	\$65,000.00	\$.00	\$181,315.84	\$181,315.84	\$181,315.84
	<b>Safe Communities Total</b>		<b>\$.00</b>	<b>\$65,000.00</b>	<b>\$.00</b>	<b>\$181,315.84</b>	<b>\$181,315.84</b>	<b>\$181,315.84</b>
	<b>Pupil Transportation Safety</b>							
	SB-2018-00-00-00		\$.00	\$41,310.00	\$.00	\$109,544.61	\$109,544.61	\$109,544.61
	<b>Pupil Transportation Safety Total</b>		<b>\$.00</b>	<b>\$41,310.00</b>	<b>\$.00</b>	<b>\$109,544.61</b>	<b>\$109,544.61</b>	<b>\$109,544.61</b>
	<b>Speed Management</b>							
	SC-2018-00-00-00		\$.00	\$156,779.21	\$.00	\$340,180.78	\$340,180.78	\$340,180.78
	<b>Speed Management Total</b>		<b>\$.00</b>	<b>\$156,779.21</b>	<b>\$.00</b>	<b>\$340,180.78</b>	<b>\$340,180.78</b>	<b>\$340,180.78</b>
	<b>FAST Act NHTSA 402 Total</b>		<b>\$.00</b>	<b>\$23,254,589.42</b>	<b>\$.00</b>	<b>\$25,388,953.76</b>	<b>\$25,388,953.76</b>	<b>\$16,231,894.06</b>
	<b>FAST Act 405b OP High</b>							
	<b>405b High HVE</b>							
	M1HVE-2018-00-00-00		\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	<b>405b High HVE Total</b>		<b>\$.00</b>	<b>\$.00</b>	<b>\$.00</b>	<b>\$500,000.00</b>	<b>\$500,000.00</b>	<b>\$.00</b>

## U.S. Department of Transportation National Highway Traffic Safety Administration

State: Texas

## Highway Safety Plan Cost Summary

Page: 3

2018-HSP-1

Report Date: 08/17/2017

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>405b High Public Education</b>								
	M1PE-2018-00-00-00		\$ .00	\$3,459,737.44	\$ .00	\$3,344,459.31	\$3,344,459.31	\$ .00
	<b>405b High Public Education Total</b>		<b>\$ .00</b>	<b>\$3,459,737.44</b>	<b>\$ .00</b>	<b>\$3,344,459.31</b>	<b>\$3,344,459.31</b>	<b>\$ .00</b>
<b>405b High CSS Purchase/Distribution</b>								
	M1CSS-2018-00-00-00		\$ .00	\$23,850.00	\$ .00	\$90,468.02	\$90,468.02	\$ .00
	<b>405b High CSS Purchase/Distribution Total</b>		<b>\$ .00</b>	<b>\$23,850.00</b>	<b>\$ .00</b>	<b>\$90,468.02</b>	<b>\$90,468.02</b>	<b>\$ .00</b>
<b>405b High OP Information System</b>								
	M1OP-2018-00-00-00		\$ .00	\$108,371.33	\$ .00	\$433,261.13	\$433,261.13	\$ .00
	<b>405b High OP Information System Total</b>		<b>\$ .00</b>	<b>\$108,371.33</b>	<b>\$ .00</b>	<b>\$433,261.13</b>	<b>\$433,261.13</b>	<b>\$ .00</b>
	<b>FAST Act 405b OP High Total</b>		<b>\$ .00</b>	<b>\$3,591,958.77</b>	<b>\$ .00</b>	<b>\$4,368,188.46</b>	<b>\$4,368,188.46</b>	<b>\$ .00</b>
<b>FAST Act 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2018-00-00-00		\$ .00	\$4,927,105.05	\$ .00	\$6,383,613.87	\$6,383,613.87	\$ .00
	<b>405c Data Program Total</b>		<b>\$ .00</b>	<b>\$4,927,105.05</b>	<b>\$ .00</b>	<b>\$6,383,613.87</b>	<b>\$6,383,613.87</b>	<b>\$ .00</b>
	<b>FAST Act 405c Data Program Total</b>		<b>\$ .00</b>	<b>\$4,927,105.05</b>	<b>\$ .00</b>	<b>\$6,383,613.87</b>	<b>\$6,383,613.87</b>	<b>\$ .00</b>
<b>FAST Act 405d Impaired Driving Mid</b>								
<b>405d Mid HVE</b>								
	M5HVE-2018-00-00-00		\$ .00	\$18,594,832.87	\$ .00	\$2,020,660.13	\$2,020,660.13	\$ .00
	<b>405d Mid HVE Total</b>		<b>\$ .00</b>	<b>\$18,594,832.87</b>	<b>\$ .00</b>	<b>\$2,020,660.13</b>	<b>\$2,020,660.13</b>	<b>\$ .00</b>
<b>405d Mid Court Support</b>								
	M5CS-2018-00-00-00		\$ .00	\$1,636,478.53	\$ .00	\$4,738,643.07	\$4,738,643.07	\$ .00
	<b>405d Mid Court Support Total</b>		<b>\$ .00</b>	<b>\$1,636,478.53</b>	<b>\$ .00</b>	<b>\$4,738,643.07</b>	<b>\$4,738,643.07</b>	<b>\$ .00</b>
<b>405d Mid Ignition Interlock</b>								
	M5II-2018-00-00-00		\$ .00	\$62,531.74	\$ .00	\$249,996.84	\$249,996.84	\$ .00

U.S. Department of Transportation National Highway Traffic Safety Administration

Highway Safety Plan Cost Summary

2018-HSP-1

For Approval

State: Texas

Page: 4

Report Date: 08/17/2017

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	<b>405d Mid Ignition Interlock Total</b>		<b>\$ .00</b>	<b>\$62,531.74</b>	<b>\$ .00</b>	<b>\$249,996.84</b>	<b>\$249,996.84</b>	<b>\$ .00</b>
	<b>405d Mid BAC Testing/Reporting</b>							
	M5BAC-2018-00-00-00		\$ .00	\$27,188.73	\$ .00	\$108,695.46	\$108,695.46	\$ .00
	<b>405d Mid BAC Testing/Reporting Total</b>		<b>\$ .00</b>	<b>\$27,188.73</b>	<b>\$ .00</b>	<b>\$108,695.46</b>	<b>\$108,695.46</b>	<b>\$ .00</b>
	<b>405d Mid Paid/Earned Media</b>							
	M5PEM-2018-00-00-00		\$ .00	\$4,000,000.00	\$ .00	\$4,000,000.00	\$4,000,000.00	\$ .00
	<b>405d Mid Paid/Earned Media Total</b>		<b>\$ .00</b>	<b>\$4,000,000.00</b>	<b>\$ .00</b>	<b>\$4,000,000.00</b>	<b>\$4,000,000.00</b>	<b>\$ .00</b>
	<b>405d Mid Training</b>							
	M5TR-2018-00-00-00		\$ .00	\$110,430.26	\$ .00	\$326,275.68	\$326,275.68	\$ .00
	<b>405d Mid Training Total</b>		<b>\$ .00</b>	<b>\$110,430.26</b>	<b>\$ .00</b>	<b>\$326,275.68</b>	<b>\$326,275.68</b>	<b>\$ .00</b>
	<b>405d Mid Other Based on Problem ID</b>							
	M5OT-2018-00-00-00		\$ .00	\$405,716.73	\$ .00	\$1,183,439.03	\$1,183,439.03	\$ .00
	<b>405d Mid Other Based on Problem ID Total</b>		<b>\$ .00</b>	<b>\$405,716.73</b>	<b>\$ .00</b>	<b>\$1,183,439.03</b>	<b>\$1,183,439.03</b>	<b>\$ .00</b>
	<b>FAST Act 405d Impaired Driving Mid Total</b>		<b>\$ .00</b>	<b>\$24,837,178.86</b>	<b>\$ .00</b>	<b>\$12,627,710.21</b>	<b>\$12,627,710.21</b>	<b>\$ .00</b>
	<b>FAST Act 405f Motorcycle Programs</b>							
	<b>405f Motorcycle Programs</b>							
	M9X-2018-00-00-00		\$ .00	\$576,593.41	\$ .00	\$806,109.13	\$806,109.13	\$ .00
	<b>405f Motorcycle Programs Total</b>		<b>\$ .00</b>	<b>\$576,593.41</b>	<b>\$ .00</b>	<b>\$806,109.13</b>	<b>\$806,109.13</b>	<b>\$ .00</b>
	<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$ .00</b>	<b>\$576,593.41</b>	<b>\$ .00</b>	<b>\$806,109.13</b>	<b>\$806,109.13</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$57,187,425.51</b>	<b>\$ .00</b>	<b>\$49,574,575.43</b>	<b>\$49,574,575.43</b>	<b>\$16,231,894.06</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$57,187,425.51</b>	<b>\$ .00</b>	<b>\$49,574,575.43</b>	<b>\$49,574,575.43</b>	<b>\$16,231,894.06</b>

