



Llano County - Highway 29

FY 2022 Highway Safety Plan



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Highway Safety Planning Process

Data Sources

The State of Texas has various data sources that contribute to forming problem identifications; establishing performance targets; developing evidence-based countermeasure strategies; project selection; and project and/or program evaluation. Most of the data originates from the Texas Department of Transportation (TxDOT) 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 (DSHS).

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, Fatality Analysis Reporting System (FARS) data and those data fields reported directly from the Texas Crash File are not always in sync.

Problem Identification

The Texas highway safety planning process consists of multiple steps covered by three general topics. TxDOT's Traffic Safety Division's (TRF) Behavioral Traffic Safety Section (BTS) uses a planning cycle that consists of ongoing 1) Review, 2) Assessment, and 3) Modifications. These steps are coordinated by the TRF-BTS Program Planner (Planner), and this is an ongoing process of updates and adjustments based on available data and input.

Conduct Strategic Planning – The Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of long- and short-term strategies. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from TRF-BTS Project and Program Managers and other program partners.

The Planner coordinates the following:

- 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 the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (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 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-BTS Policy and Procedures Coordinator manages development, modification, and distribution of policies, procedures, and program training materials for the Traffic Safety Program. The Planner and the Policy and Procedures Coordinator meet as needed to review and update the *Traffic Safety Program Manual*.

Performance Measures and Targets

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

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

FY 2022 performance measures, targets, and projects for each of the program areas are listed in this HSP.

Traffic Safety Planning Participants and Data

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

Externally, TRF-BTS staff regularly brief groups and/or they participate in meetings through community coalitions, highway safety advocacy groups, and others. The TRF-BTS utilizes the various Strategic Highway Safety Plan (SHSP) meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions. The TRF-BTS considers the results of “Rate-the-State” reviews by national organizations such as the Centers for Disease Control (CDC), NHTSA research and analysis, and others as appropriate.

Internally, TRF-BTS is staffed with program managers and traffic safety specialists who are continually engaging with partners, subgrantees, and other subject matter experts. The TRF-BTS has Law Enforcement Liaisons (LELs) under contract and available to meet with law enforcement partners throughout the year. TRF-BTS works closely with the TRF Crash Data and Analysis Section(CDA), TRF Engineering Section (TE), and other partners within TxDOT.

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

AAA – American Automobile Association
Alamo Area Metropolitan Planning Organization
Austin Travis County EMS
CAMPO – Capital Area Metropolitan Planning Organization
Capital Area Metro
Cedar Hill Fire/EMS Department
City of Austin
City of Cleburne Police Department
City of Dallas
City of Fort Worth
City of Frisco
City of McKinney
City of San Antonio
Dallas Sheriff’s Office
Department of State Health Services
FHWA – Federal Highway Administration
Frisco PD
GDC Marketing & Ideation
High Friction Surface Treatment Assoc.
Houston Police Department
Houston Transtar
Houston-Galveston Area Council
Injury Prevention Center of Greater Dallas
Killeen Police Department
Lee Engineering
LINK Houston
MADD – Mothers Against Drunk Driving
Mobisoft
National Safety Council
NHTSA – National Highway Traffic Safety Administration
North Central TX Council of Governments

North Texas Tollway Authority
 Parkland Health & Hospital System
 Region 6 Education Service Center
 SafeWay Driving
 San Angelo MPO
 San Antonio PD
 Sherry Mathews Group
 Teens in the Driver Seat
 Texans for Safe and Drug-Free Youth
 Texas A&M Transportation Institute
 Texas Center for the Judiciary
 Texas Department of Motor Vehicles
 Texas Teen Safe Driving Coalition
 The Foundations for Safe Driving
 TMCEC – Texas Municipal Courts Education Center
 TX District & County Attorneys Association
 TX Transit Safety Professionals Assoc.
 TxDOT – Texas Department of Transportation
 TxDPS – Texas Department of Public Safety
 Union Pacific Railroad Public Safety
 University Health System
 University of Texas
 Vision Zero ATX
 Walter P Moore
 Williamson County

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

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

Another component of the planning process is the TRF-BTS active membership in the Traffic Records Coordinating Committee (TRCC), a group of individuals dedicated to improving the state's traffic records systems. The TRCC includes representatives from TxDOT, Texas Department of Public Safety (DPS), Texas Department of Motor Vehicles (DMV), Office of Court Administration (OCA), Texas Department of State Health Services (DSHS), and the Texas Center for the Judiciary (COJ). The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information. TxDOT TRF-BTS sends e-mail notifications to registered users of TRF-BTS eGrants.

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 to South Texas stretches 801 miles, and the longest East-West distance is 773 miles. The State encompasses 261,797 square miles of land and 6,784 square miles of water.

US Census Quick Facts indicate, in 2019 approximately 41 percent of Texas population are Anglo, 40 percent Hispanic, 13 percent Black, and six percent 'other' racial/ethnic. About 26 percent of the population is less than 18 years old, while 13 percent are 65 or older. It also indicates that in 2019 Texas population is approximately 28,995,881 (an increase from 28,701,845 in 2018)[1].

Texans live in 254 counties that range from 134 people (Loving) to 4,652,980 people (Harris)[2], and approximately 1,698 incorporated cities ranging from four people (San Fernando) to 2,310,432 people (Houston)[3].

There are more than 22 million registered vehicles in Texas[4]. In 2021, Texas had 18,452,179 licensed drivers, a decrease from 18,519,980 in 2020[5].

There are approximately 80,455 centerline miles of state-owned roadways, including 3,459 miles of Interstate highways, 11,852 miles of U.S. highways, and 16,380 miles of Texas highways. Another 40,846 miles on the state system are designated as Farm or Ranch to Market roads. The average daily VMT on state-owned highways is 556.9 million miles. The average daily VMT on all roadways in the state is 772.7 million miles. The average annual VMT on state-owned highways is

203.4 billion miles; 282.2 billion miles on all state roadways in the state. While only 26 percent of roadways in Texas are state-owned, 72 percent of all VMT occurs on state-owned highways[6].

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

Emphasis Areas

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

- **Fatalities /Injuries** - In 2019, there were 3,615 traffic fatalities (FARS) and 15,855 serious injuries (TxDOT).
- **Impaired Driving** - There were 1,332 alcohol-impaired driving fatalities (FARS) in Texas in 2019. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for FY 2019 (the most current year for which data is available). Texas is classified as a mid-range alcohol fatality state (0.51 fatality rate) which makes it eligible for Fast Act Section 405(D) funding.
- **Motorcycles** – There were 416 motorcyclist fatalities in 2019 (FARS), of which 187 (44.9 percent) were not wearing a helmet.
- **Safety Belts** – Texas recorded 1,075 unrestrained passenger fatalities in 2020, up from 926 in 2019[7]. Texas’ safety belt usage rate for 2019 is 90.99 percent[8] using the approved survey methodology in TTI’s statewide survey for front seat drivers and passengers.
- **Speeding** – In 2019, of the 3,615 crash fatalities 1,110 (30.7 percent) were speed-related fatalities (FARS).

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

Contributing factors for these crashes are described in this HSP, and Texas will continue to work on this emerging issue.

Determining Performance Measures and Target Selection

Performance measures and targets have been developed to improve safety on Texas roadways and reduce the number of crashes, injuries and fatalities. The *Traffic Safety Performance Measures for States and Federal Agencies*, defined by NHTSA and the GHSA, have also been included. Core outcome measures are used to set national and state targets, allocate resources, and measure overall progress. Behavioral Measures provide a link between specific activities and outcomes by assessing whether the activities have influenced behavior. Activity measures document program implementation and measure specific actions taken to reduce crashes, injuries and fatalities (a variety of actions taken by law enforcement, courts, media, education, and others). Surveys are used to track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues.

Targets are established for the program areas in this HSP. Texas used a linear trend analysis to establish the 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. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Also included was discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county/local detail level to determine the best use of available resources.

The targets are consistent with the methodology used to establish SHSP targets and therefore are identical to the Highway Safety Improvement Plan (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 two percent reduction from the original trend line projection in 2022. The proposed reduction of two percent by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

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

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

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

TRF-BTS will attempt to reach these targets using a combination of grants and programs that are evidence-based, and cover programming such as high-visibility enforcement, paid media, training, and public information & education outreach to modify behaviors that have been proven to lead to crashes. For grant proposals to be selected, proposals must show strategies and objectives that are evidence-based and can be shown to impact the program area.

The “Countermeasures That Work” document is consulted often, and those projects that are selected are required to list objectives and strategies that complement those set in the HSP, SHSP, and the HSIP.

Core Performance Measures & Data Source

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

Performance Measure	Data Type	Data Source
A-1	Seat Belt Citations Issued During Grant Funded Enforcement	TRF-BTS eGrants
A-2	Impaired Driving Arrests Made During Grant Funded Enforcement Activities	TRF-BTS eGrants
A-3	Speeding Citations Issued During Grant Funded Enforcement Activities	TRF-BTS eGrants
B-1	Observed Seat Belt Use (Texas Statewide Survey of Seat Belt Use)	TTI

Performance Measure	Data Type	Data Source
C-1	Traffic Fatalities	FARS
C-2	Serious Injuries	CRIS
C-3	Fatality Rate (Fatalities Per 100 Million Vehicle Miles Driven)	FARS
C-4	Unrestrained Passenger Fatalities	FARS
C-5/C-10/C-11	Non-Motorized Fatalities and Serious Injuries	FARS & CRIS
C-6	Speed-Related Fatalities	FARS
C-7	Motorcyclist Fatalities	FARS
C-8	Unhelmeted Motorcyclist Fatalities	FARS
C-9	Drivers Involved in Fatal Crashes Aged Under 21	FARS
C-10	Pedestrian Fatalities	FARS
C-11	Bicycle Fatalities	FARS

- [1] United States Census Bureau, Quick Facts 2019
https://www.census.gov/quickfacts/fact/table/US/PST045218_05/14/2019
- [2] Wikipedia https://en.wikipedia.org/wiki/List_of_counties_in_Texas
- [3] Texas Demographics https://www.texas-demographics.com/cities_by_population
- [4] Texas Department of Motor Vehicles Website <https://www.txdmv.gov/about-us#:~:text=Currently%2C%20there%20are%20more%20than,%20highways%2C%20roads%20and%20bridges.>
- [5] Texas Department of Public Safety, Management Analysis Department email dated 05/14/2021
- [6] Texas Department of Transportation Pocket Facts FY 2019 // CY 2018-2019
http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf 06/01/2021.
- [7] CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 13th, 2021.
- [8] *2018 Texas Statewide Survey of Seat Belt Use*. Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. 09/2019.

Methods for Project Selection

Evidence-Based Strategy & Project Selection

Traffic Safety Partners Input

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

Data Sources

During the Proposal Scoring process, of proposals submitted during the Request for Proposals (RFP) period, the only data that can be considered by the scoring team is data contained in the problem identification and the proposed solution.

Research online, or other research/data outside the proposal or program is not allowed by TRF-BTS policy. Proposal scorers must score and make determination based solely on the submitted proposal, without any outside influence.

Proposal Review, Scoring, and Selection

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

To be eligible for a traffic safety grant, interested parties must be a Texas state or local government, an educational institution, a non-profit, or an advertising agency. Grants are awarded based on score, merit/performance rating, project relevancy, significance of identified traffic safety problem and solution, and available funding.

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

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

A submitted project proposal must contain a current, relevant, data-driven problem identification and solution, a list of reasonable and attainable targets, and a plan to meet the project objectives.

Once the RFP period is over, a list is generated of proposals that meet minimum qualifications for funding. These proposals are sorted by program area and assigned to scoring teams. Scoring teams are comprised of TRF-BTS Program Managers (PMs), Traffic Safety Specialists (TSSs), and other TRF-BTS 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 timeframe. Proposals are 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, and
 - ❖ 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, and
 - ❖ Reviewing proposals' internal comments submitted by reviewers.

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

- ❖ 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, and
- ❖ Reasonable and necessary budget.

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

After proposal grading is complete, the TRF-BTS Planner develops a preliminary project list, ranked by score and program area. Projects will then be selected from this list based on factors such as program area, potential impact on traffic safety problem, score, grade, and available funding/resources.

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

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

After the negotiation period, the project is listed on the final funding list and added to this HSP in preparation for approval by the Texas Transportation Commission (TTC) and then submission to NHTSA for final approval.

List of Information and Data Sources

As described above, the State of Texas has various data sources that contribute to forming problem identifications establishing performance targets; developing evidence-based countermeasure strategies; project selection; and project and/or program evaluation. Most of the data originates from TxDOT's Crash Records Information System (CRIS), and additional roadway inventory data from TxDOT's Transportation Planning and Programming Division (TPP) are merged with crash and injury-related information. This allows TxDOT to perform analysis of vehicle miles traveled and roadway-specific characteristics analysis. Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected by TxDOT.

Data sources may include any of the following:

- TxDOT Crash Records Information System (CRIS)
- TxDPS and local police departments' data (crashes, arrests, and citations)
- DSHS, regional and/or local health agencies
- Emergency Medical Service Providers (EMS-run data)
- Evaluations and Assessment Surveys
- National or statewide studies (such as FARS, etc.)
- Local court system (disposition and sentencing data)
- TxDOT district traffic engineering and roadway analyses
- Other sources such as interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.

Data Glossary:

All crash and casualty data in this document originate from Texas police crash reports as coded in two record systems: the 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 crossing, whether a train was involved - not limited to collisions with trains.

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

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

1. Serious injury (A) - not able to walk, drive, etc.
2. Non-serious injury (B) - bump on head, abrasions, minor lacerations
3. Possible injury (C) - e.g., limping, complaint of pain
4. Fatal injury (K) - a death that occurs within 30 days of the crash
5. Speeding-related crashes - FARS: Crashes in which at least one driver was driving too fast for conditions, or more than the posted maximum limit.

Texas Population - FARS: Population-based crashes and casualty rates use Texas population estimates derived from FHWA's Highway Statistics and/or U.S. Census Estimates for the relevant year. *CRIS:* Texas population data is used for calculating population-based crash and casualty rates obtained from the Texas State Data Center and Office of the State Demographer.

Vehicle Miles Traveled (VMT) - FARS: All annual VMT-based crash and casualty rates, expressed in 100MVMT (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.

Description of Outcomes (Coordination with SHSP and HSIP)

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

The SHSP is a data-driven, multi-year comprehensive plan that establishes statewide targets, objectives, and key emphasis areas and integrates the three Es of highway safety: Engineering, Education and Enforcement. The SHSP allows highway safety programs and partners in the State to work together in an effort to align goals, leverage resources and collectively address the State's safety challenges.

TxDOT is responsible for leading the effort of preparing, maintaining, and striving to reach goals of the Five Core Performance Measures: Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate, And Non-Motorized Fatalities & Serious Injuries in the HSP, the SHSP, and the HSIP. The SHSP process is maintained through Texas A&M University’s Texas Transportation Institute (TTI). The HSP targets are also set using the same methodology in effort to maintain consistency across the respective plans. As a result, the three coordinated plans have synced methodologies and strive to ensure a common vision and direction.

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

In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. Under this new direction, TxDOT has updated the Fatality and Fatality Rate Performance Measure Targets for FY 2022 for the HSP.

Evidence-based Traffic Safety Enforcement Program (TSEP)

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

Unique Identifier	Planned Activity Name
89710	2022-MCDAO-G-1YG-0105
93124	2022-TxDOT-G-1YG-0194
89548	2022-TDPS-G-1YG-0062
89746	2022-HarrisDA-G-1YG-0109
89750	2022-TABC-G-1YG-0111
93125	2022-TxDOT-G-1YG-0195
89772	2022-BexarCoD-G-1YG-0117
90314	2022-FortBend-G-1YG-0128
86275	2022-TxDOT-G-1YG-0214
86274	2022-TxDOT-G-1YG-0213
89748	2022-HarrisDA-G-1YG-0110

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA
HOUSTON	171	156	73	511	39	1345
DALLAS	168	200	168	402	40	1069
SAN ANTONIO	120	73	79	226	19	690
OUTSIDE CITY LIMITS Harris County	114	132	69	217	27	652
AUSTIN	74	39	42	219	13	521
FORT WORTH	48	53	29	146	17	464
EL PASO	42	23	14	94	11	239
OUTSIDE CITY LIMITS Montgomery County	47	34	36	49	7	188
ARLINGTON	31	27	12	63	5	170
CORPUS CHRISTI	27	17	11	49	2	144
OUTSIDE CITY LIMITS Travis County	32	28	28	36	6	143
AMARILLO	21	17	7	63	6	138
BEAUMONT	10	13	6	34	5	111
OUTSIDE CITY LIMITS Bexar County	18	13	15	38	7	109
OUTSIDE CITY LIMITS Johnson County	21	19	24	22	3	105
GARLAND	11	12	10	42	5	101
OUTSIDE CITY LIMITS Hidalgo County	26	27	21	34	4	98
OUTSIDE CITY LIMITS Ector County	24	33	14	39	18	97
OUTSIDE CITY LIMITS Fort Bend County	19	17	8	40	3	97
OUTSIDE CITY LIMITS Smith County	23	23	21	17	6	94
PLANO	17	15	10	38	1	92
LUBBOCK	23	27	16	37	1	91
OUTSIDE CITY LIMITS Brazoria County	26	19	15	24	5	89
GRAND PRAIRIE	15	16	11	29	3	80
MIDLAND	15	15	9	33	3	80

Deployment of Resources

Using a three-year rolling weighted average of KA crashes by jurisdiction, TxDOT assigns maximum enforcement budget amounts to each jurisdiction in the state in advance of opening the non-competitive STEP Request for Proposal (RFP) process. In determining the maximum budget amounts, KA crashes involving DWI are weighted heaviest, followed by OP, ITC, SP and CMV. Once the analysis is complete, TxDOT identifies the “Top 25 Most Wanted” jurisdictions by total KA crash activity (chart above) and encourages its Traffic Safety Specialists to solicit the participation of those agencies, or agencies within those jurisdictions. Should TxDOT be unable to fund all agencies wishing to participate, priority will be given to the Top 25 agencies, and then to agencies in descending order as they appear on the table above until the funds are exhausted.

Any jurisdiction marked “Outside City Limits” indicates the jurisdiction of county-level enforcement agencies such as Sheriffs, Constables and the State Police, and budget amounts for those jurisdictions can be divided between the agencies wishing to participate in STEP enforcement projects.

Agencies that qualify for \$12,000 or less can be approved for up to \$12,000 as an incentive to participate in STEP.

Additionally, some agencies that were participating prior to FY 2018 when the data-driven budgeting began were receiving more funding than what they qualified for under the new data-driven formula. In this case, those agencies had their previous year's allocation reduced by 10 percent - or more, according to the needs of the department - and those reductions will continue until those agencies are receiving amounts supported by the data.

Agencies develop their Operational Plans and identify their Enforcement Zones using crash heat maps provided by the Texas Department of Public Safety's Highway Safety Operations Center. Agencies may identify any area within their jurisdiction that has at least one KA crash indicated in the previous three years. The number of Enforcement Zones an agency is allowed depends on the total number of enforcement hours provided in the grant and the rate of at least 40 hours per zone per month or mobilization period, with a minimum of two Enforcement Zones per grant per agency.

Effective Monitoring

The KA crash numbers provided in the table above are used for developing budgets as described, but are also used as a benchmark for crash activity in the coming grant year. If agencies show an overall reduction in actual KA crash activity or "break even" when compared with the benchmark, the project will be considered effective. Agencies seeing increases in the actual vs. the benchmark may be asked to provide a narrative assessment of why crashes continued to increase. This could be attributable to increasing population, for example.

Agencies may add or remove enforcement zones from their grant with approval from TxDOT, but any changes to the Operational Plan are generally discouraged. Any changes should be based on crash data alone.

High-visibility Enforcement (HVE) Strategies

Planned HVE strategies to support national mobilizations

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

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

Unique Identifier	Planned Activity Name	Activity Description
93124	2022-TxDOT-G-1YG-0194	STEP Memorial Day CLOT Grants
93128	2022-TxDOT-G-1YG-0198	Memorial Day CLOT Campaign
93132	2022-TxDOT-G-1YG-0202	Youth Occupant Protection Campaign
90321	2022-TxDOT-G-1YG-0131	Project Celebrations
93125	2022-TxDOT-G-1YG-0195	STEP IDM Grants
93126	2022-TxDOT-G-1YG-0196	Statewide Impaired Driving Campaign
86275	2022-TxDOT-G-1YG-0214	STEP CMV
86274	2022-TxDOT-G-1YG-0213	STEP Comprehensive

Performance Report (FY 2021)

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

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

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state. The Texas Traffic Safety Program has executed 361 grants for projects that are currently being implemented in 13 of the 14 program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

FARS	2019	3,615
CRIS	2020	3,896
Target		3,384

Performance Measure: C-2) Number of serious injuries in traffic crashes (CRIS)

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address serious injuries in traffic crashes in the state. The Texas Traffic Safety Program has executed 361 grants for projects that are currently being implemented in 13 of the 14 program areas, all of which are working toward reducing the number of serious injuries in the state. These include law enforcement and general grants.

CRIS	2019	15,855
CRIS	2020	14,656
Target		18,835

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

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state, including fatalities per 100M VMT. The Texas Traffic Safety Program has executed 361 grants for projects that are currently being implemented in 13 of the 14 program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

FARS	2019	1.25
CRIS	2020	1.33
Target		1.24

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for 243 projects that aim to reduce the number of unrestrained passenger vehicle fatalities. These include general and law enforcement (STEP) grants.

FARS	2019	868
CRIS	2020	1,075
Target		948

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for 211 projects (OP General grants and STEP) that aim to reduce the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher. These include general and law enforcement (STEP) grants.

FARS	2019	1,332
CRIS	2020	1,097
Target		1,591

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for 149 projects that aim to reduce the number of speeding-related fatalities.

FARS	2019	1,110
CRIS	2020	1,409
Target		1,086

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for five projects that aim to reduce the number of motorcyclist fatalities.

FARS	2019	416
CRIS	2020	482
Target		405

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for five projects that aim to reduce the number of unhelmeted motorcyclist fatalities.

FARS	2019	187
CRIS	2020	235
Target		190

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

Progress: **In Progress**

Program-Area-Level Report

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state, including fatalities per 100M VMT. The Texas Traffic Safety Program has executed 361 grants for projects that are currently being implemented in 13 of the 14 program areas. These efforts include the goal of reducing the number of drivers aged 20 or younger involved in fatal crashes in the state. These include law enforcement and general grants.

FARS	2019	445
CRIS	2020	484
Target		491

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for 17 projects that aim to reduce the number of pedestrian fatalities.

FARS	2019	649
CRIS	2020	717
Target		647

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for 17 projects that aim to reduce the number of bicyclist fatalities.

FARS	2019	66
CRIS	2020	79
Target		52

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

Progress: **In Progress**

Program-Area-Level Report

For FY 2021, Texas has executed grants for four projects that aim to increase the observed seat belt use for passenger vehicles, front seat outboard occupants.

FARS	2019	90.90%
TTI Survey	2019	90.99%
Target		91.01%

Note - The 2020 TTI Statewide Survey was not done due to COVID-19. We are using the results of the 2019 TTI Statewide Survey data. A waiver was received from NHTSA allowing us to use the 2019 survey because we were not able to provide the 2020 Survey due to the pandemic.

Performance Plan

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
1	C-1	Traffic Fatalities (FARS)	5 Year	2018	2022	3,272
2	C-2	Serious Injuries (CRIS)	5 Year	2018	2022	19,065
3	C-3	Fatality Rate [per 100 Million VMT] (FARS, FHWA)	5 Year	2018	2022	1.23
4	C-4	Unrestrained Passenger Fatalities (FARS)	Annual	2022	2022	952
5	C-5	Alcohol-Impaired Driving Fatalities [BAC of \geq .08] (FARS)	Annual	2022	2022	1,620
6	C-6	Speeding Related Fatalities (FARS)	Annual	2022	2022	1,070
7	C-7	Motorcycle Fatalities (FARS)	Annual	2022	2022	398
8	C-8	Unhelmeted Motorcycle Fatalities (FARS)	Annual	2022	2022	183
9	C-9	Drivers Aged under 21 Involved in Fatal Crashes (FARS)	Annual	2022	2022	496
10	C-10	Pedestrian Fatalities (FARS)	Annual	2022	2022	666
11	C-11	Bicycle Fatalities (FARS)	Annual	2022	2022	52
12	B-1	Observed Seat Belt Usage Rate (Survey)	Annual	2022	2022	91.02%
13	A-1	Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Annual	2022	2022	
14	A-2	Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	Annual	2022	2022	
15	A-3	Number of Speeding Citations Issued During Grant Funded Enforcement Activities	Annual	2022	2022	
16	PA	Serious Injury Rate (per 100 Million VMT)	5 Year	2018	2022	6.47
17	PS	Non-Motorized Fatalities and Serious Injuries	5 Year	2018	2022	2,642

Sort Order	Prgm. Area	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
1	AL	DUI Serious Injuries	Annual	2022	2022	2,098
2	EM	Students Trained in Initial EMS Certification in Rural and Frontier Areas	Annual	2022	2022	1,524
3	EM	Students Trained in Continuing EMS Certification in Rural and Frontier Areas	Annual	2022	2022	135
4	OP	Child Passenger Restraint Usage	Annual	2022	2022	84.30%
5	PA	Fatal Crashes	Annual	2022	2022	3,704
6	PS	Pedestrian Serious Injuries	Annual	2022	2022	1,559
7	PS	Bicycle Serious Injuries	Annual	2022	2022	365
8	PT	Distracted Driving - Fatal Crashes	Annual	2022	2022	414
9	PT	Distracted Driving - Serious Injury Crashes	Annual	2022	2022	2,494
10	RH	Railroad Fatal Crashes	Annual	2022	2022	20
11	RH	Railroad Serious Injury Crashes	Annual	2022	2022	87
12	RS	Work Zone Fatalities	Annual	2022	2022	237
13	RS	Work Zone Serious Injuries	Annual	2022	2022	957
14	RS	Large Truck Fatalities	Annual	2022	2022	524
15	RS	Large Truck Fatal Crashes	Annual	2022	2022	439
16	SA	Number of Community Coalitions	Annual	2022	2022	18
17	SB	School Bus Passenger Fatalities	5 Year	2018	2022	2.4
18	SC	Speeding Related Serious Injuries	Annual	2022	2022	2,094
19	TR	Percent of Crash Reports Entered into the Database within 30 Days after the Crash	Annual	2022	2022	97.99%

Overall Performance Target Justifications:

The HSP performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources. Texas uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Performance Measure: C-1) Traffic Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-1	Traffic Fatalities (FARS)	Numeric	5 Year	2018	2022	3,272

Performance Target Justification

This is a required performance measure. In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The calculations for the new targets were developed by dividing FY 2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left 2050. This afforded TxDOT to achieve 50 percent reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050.

Performance Measure: C-2) Serious Injuries (CRIS)

Performance Target details

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-2	Serious Injuries (CRIS)	Numeric	5 Year	2018	2022	19,065

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-3) Fatality Rate [per 100MVMT] (FARS, FHWA)

Performance Target details

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-3	Fatality Rate [per 100 Million VMT] (FARS, FHWA)	Numeric	5 Year	2018	2022	1.23

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-4) Unrestrained Passenger Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Target Metric Type	Target Period	Target End Year	Target Value
C-4	Unrestrained Passenger Fatalities (FARS)	Numeric	Annual	2022	952

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-5) Alcohol Impaired Driving Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-5	Alcohol-Impaired Driving Fatalities [BAC of ≥ .08] (FARS)	Numeric	Annual	2022	1,620

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-6) Speeding Related Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-6	Speeding Related Fatalities (FARS)	Numeric	Annual	2022	1,070

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-7) Motorcycle Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-7	Motorcycle Fatalities (FARS)	Numeric	Annual	2022	398

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-8) Unhelmeted Motorcycle Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-8	Unhelmeted Motorcycle Fatalities (FARS)	Numeric	Annual	2022	183

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-9) Drivers Aged under 21 Involved in Fatal Crashes (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-9	Drivers Aged under 21 Involved in Fatal Crashes (FARS)	Numeric	Annual	2022	496

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-10) Pedestrian Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-10	Pedestrian Fatalities (FARS)	Numeric	Annual	2022	666

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: C-11) Bicyclists Fatalities (FARS)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
C-11	Bicycle Fatalities (FARS)	Numeric	Annual	2022	52

Performance Target Justification

This is a required performance measure. Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: B-1) Observed Seat Belt Usage Rate (Survey)

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
B-1	Observed Seat Belt Usage Rate (Survey)	Percentage	Annual	2022	91.02%

Performance Target Justification

The performance targets were established based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry- related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

Performance Measure: A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
A-1	Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Numeric	Annual	2022	

Performance Target Justification

This performance measure does not have an established target.

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

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
A-2	Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	Numeric	Annual	2022	

Performance Target Justification

This performance measure does not have an established target.

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

Performance Target details

PM ID	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
A-3	Number of Speeding Citations Issued During Grant Funded Enforcement Activities	Numeric	Annual	2022	

Performance Target Justification

This performance measure has no established target.

Performance Measure: Serious Injury Rate (per 100 Million VMT)

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target Start Year	Target End Year	Target Value
PA	Serious Injury Rate (per 100 Million VMT)	Numeric	5 Year	2018	2022	6.47

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Non-Motorized Fatalities and Serious Injuries

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target Start Year	Target End Year	Target Value
PS	Non-Motorized Fatalities & Serious Injuries	Numeric	5 Year	2018	2022	2,642

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: DUI Serious Injuries

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
AL	DUI Serious Injuries	Numeric	Annual	2022	2,098

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

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

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
EM	Students Trained in Initial EMS Certification in Rural and Frontier Areas	Numeric	Annual	2022	1,524

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

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

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
EM	Students Trained in Continuing EMS Certification in Rural and Frontier Areas	Numeric	Annual	2022	135

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Child Passenger Restraint Usage

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
OP	Child Passenger Restraint Usage	Percentage	Annual	2022	84.30%

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Fatal Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
PA	Fatal Crashes	Numeric	Annual	2022	3,704

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Pedestrian Serious Injuries

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
PS	Pedestrian Serious Injuries	Numeric	Annual	2022	1,559

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Bicycle Serious Injuries

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
PS	Bicycle Serious Injuries	Numeric	Annual	2022	365

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Distracted Driving Related Fatal Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
PT	Distracted Driving - Fatal Crashes	Numeric	Annual	2022	414

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Distracted Driving Related Serious Injury Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
PT	Distracted Driving – Serious Injury Crashes	Numeric	Annual	2022	2,494

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Railroad Fatal Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RH	Railroad Fatal Crashes	Numeric	Annual	2022	20

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Railroad Serious Injury Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RH	Railroad Serious Injury Crashes	Numeric	Annual	2022	87

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Work Zone Fatalities

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RS	Work Zone Fatalities	Numeric	Annual	2022	237

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Work Zone Serious Injuries

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RS	Work Zone Serious Injuries	Numeric	Annual	2022	957

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Large Truck Fatalities

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RS	Large Truck Fatalities	Numeric	Annual	2022	524

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Large Truck Fatal Crashes

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
RS	Large Truck Fatal Crashes	Numeric	Annual	2022	439

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Number of Community Coalitions

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
SA	Number of Community Coalitions	Numeric	Annual	2022	18

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: School Bus Passenger Fatalities

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target Start Year	Target End Year	Target Value
SB	School Bus Passenger Fatalities	Numeric	5 Year	2018	2022	2.4

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Speeding Related Serious Injuries

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
SC	Speeding Related Serious Injuries	Numeric	Annual	2022	2,094

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Performance Measure: Percent of Crash Reports Entered into Database within 30 Days of Crash

Performance Target details

Prgm. Area	Performance Measure (PM)	Metric Type	Target Period	Target End Year	Target Value
TR	Percent of Crash Reports Entered into the Database within 30 Days after the Crash	Percentage	Annual	2022	97.99%

Performance Target Justification

Please refer to “Overall Performance Target Justifications” at the beginning of this section.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

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

Seat belt citations: **7,017**

Fiscal Year: **2020**

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

Impaired driving arrests: **1,302**

Fiscal Year: **2020**

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

Speeding citations: **151,649**

Fiscal Year: **2020**

Program areas

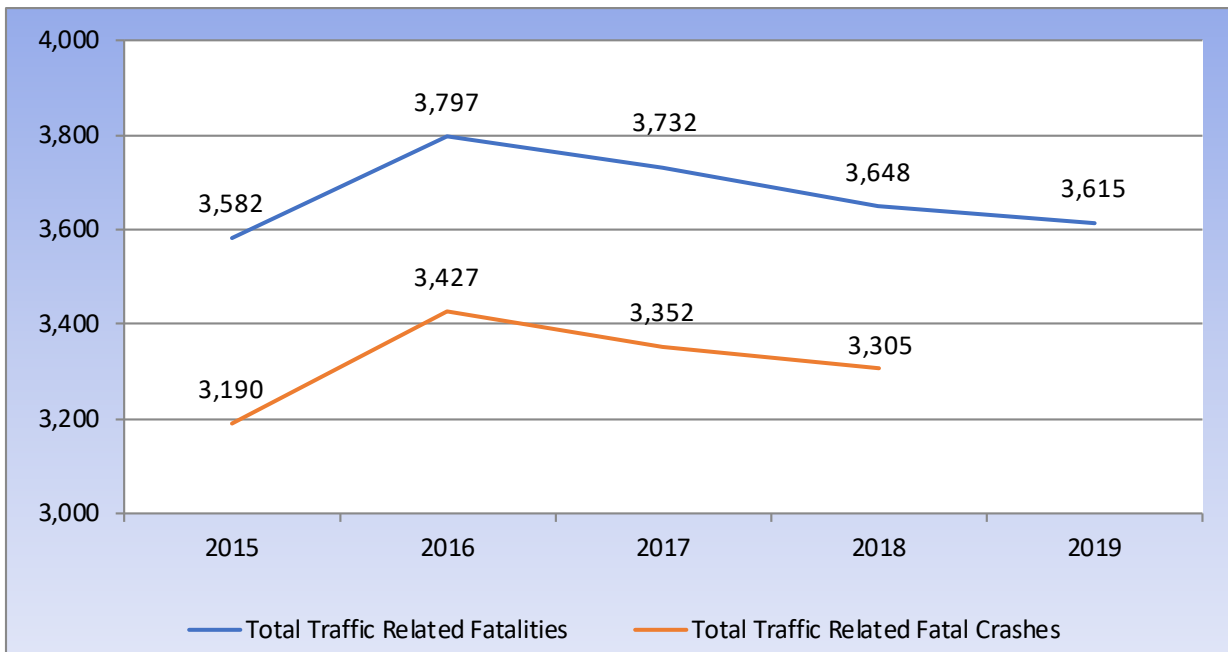
Program Area: Planning & Administration

Description of Highway Safety Problems

Planning - P&A

Problem ID - The State of Texas has had 3,675 annual fatalities on average, from 2015 to 2019. FARS data shows that there was upward movement from 2015 with 3,582 fatalities to 2016 when fatalities climbed to 3,797. In 2017, we started to see a slight decrease which continues into 2019 with a total of 3,615 fatalities.

State of Texas: Traffic Fatalities (C-1)



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

Single vehicle, run-off the road crashes resulted in 1,161 fatalities in 2019. This was 32.16 percent of all motor vehicle traffic fatalities in 2019. Wednesday, June 5th and Saturday, December 7th were the deadliest days in 2019 with 21 persons killed in traffic crashes. December was the deadliest month with 333 persons killed[1].

[1] Texas Motor Vehicle Traffic Crash Statistics - Calendar Year 2019
https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2019/01.pdf



Fatal Crashes and Fatalities by Month and Road Type

2019

Month	INTERSTATE		US & STATE HIGHWAYS		FARM TO MARKET		COUNTY ROAD		CITY STREET		TOLLWAY		Total	
	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities
January	44	49	94	107	39	46	13	17	54	56	0	0	245	276
February	39	39	91	101	38	40	9	9	50	50	1	1	228	240
March	53	58	104	129	39	42	19	24	43	45	2	3	260	301
April	59	65	97	112	36	38	29	32	60	62	3	3	284	312
May	49	51	107	121	39	41	18	19	55	55	4	6	272	293
June	38	42	114	131	36	39	18	19	60	61	5	6	271	298
July	49	51	120	141	38	40	25	25	51	54	3	3	286	314
August	46	51	103	119	43	46	15	15	65	72	1	1	273	304
September	43	47	101	113	45	46	23	24	71	75	1	1	285	307
October	50	54	109	121	44	48	23	23	63	65	3	3	292	314
November	43	48	112	130	44	54	16	16	69	70	0	0	284	318
December	49	50	109	123	58	65	16	17	74	76	2	2	308	333
Total	562	605	1,261	1,448	499	545	224	240	715	741	25	29	3,288	3,610

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 15, 2020.

In 2019, the majority of fatalities occurred on US or State Highways (40.1 percent), followed by Interstates (16.8 percent) and Farm to Market Roads (15.1 percent).[2]



Fatal Crashes By Hour and Day of the Week

2019

Crash Hour	SUN	MON	TUE	WED	THU	FRI	SAT	Total
Midnight - 02:59 AM	109	50	37	43	37	62	104	442
03:00 - 05:59 AM	67	40	33	45	32	46	66	329
06:00 - 08:59 AM	38	45	49	53	49	61	39	334
09:00 - 11:59 AM	44	41	35	43	52	43	52	310
Noon - 2:59 PM	46	50	50	51	48	66	51	362
03:00 - 05:59 PM	51	68	57	61	72	84	53	446
06:00 - 08:59 PM	77	63	79	59	50	83	96	507
09:00 - 11:59 PM	89	69	56	65	81	88	110	558
Total	521	426	396	420	421	533	571	3,288

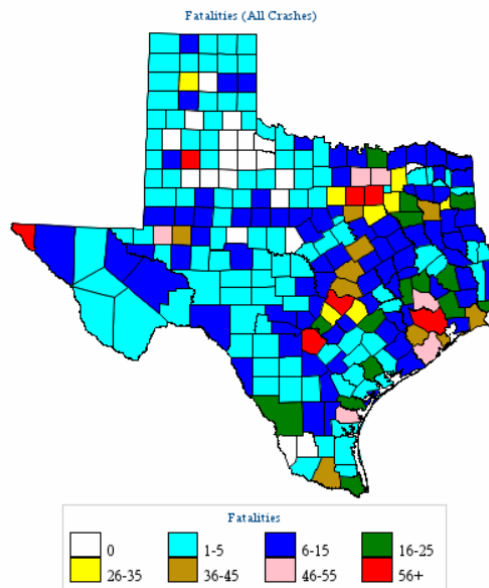
Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 15, 2020.

[2] Texas Motor Vehicle Traffic Crash Statistics - Calendar Year 2019
https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2019/05.pdf

In 2019, fatal crashes in Texas were most likely to occur on Saturdays with 17.4 percent of all fatal crashes and Sundays with 15.8 percent of all fatal crashes. The hours of 9:00 to 11:59 p.m. were the deadliest, with 17 percent 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 45.8 percent of all fatal crashes indicating the need for increased nighttime enforcement. It is worth noting that there is a significant volume of fatal crashes during all timeframes.[3]

According to FARS data, 18.8 percent of persons killed in Texas were between the ages of 25 and 34 years of age in 2019. Persons aged 35 to 44 years old accounted for 14.1 percent and 45 to 54 years old account for an additional 13.2 percent. Persons between the age of 25 and 54 years old accounted for 46.1 percent of all persons killed.[4]

State of Texas: Fatalities by County (2019)



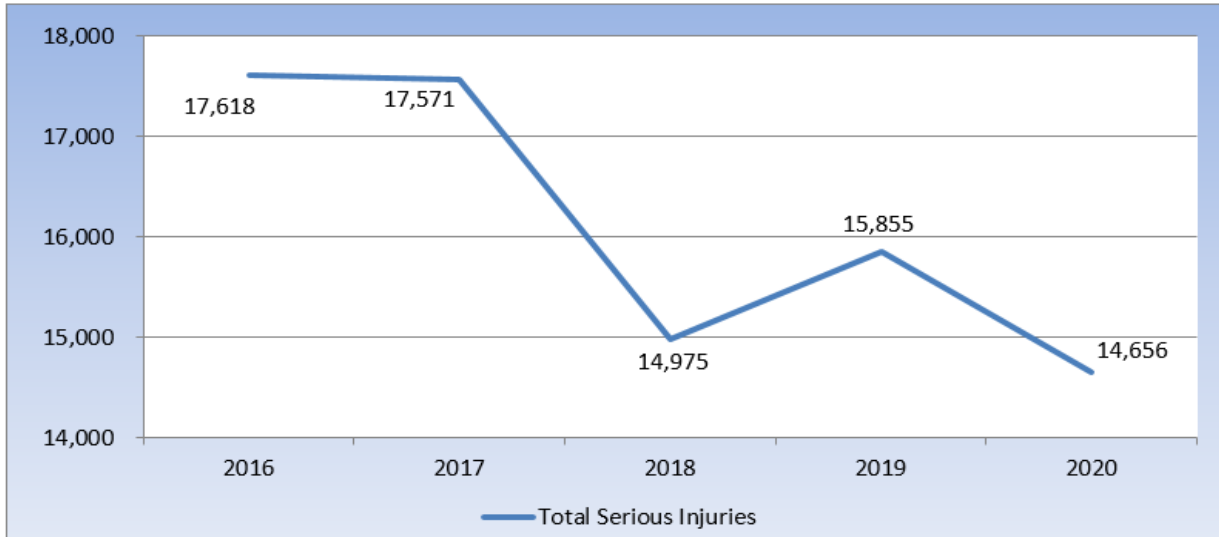
Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

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

[3] Texas Motor Vehicle Traffic Crash Statistics - Calendar Year 2019
https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2019/17.pdf

[4] Fatality Analysis Reporting System (FARS May 28th, 2021)
<https://www-fars.nhtsa.dot.gov/people/peopleoccupants.aspx>

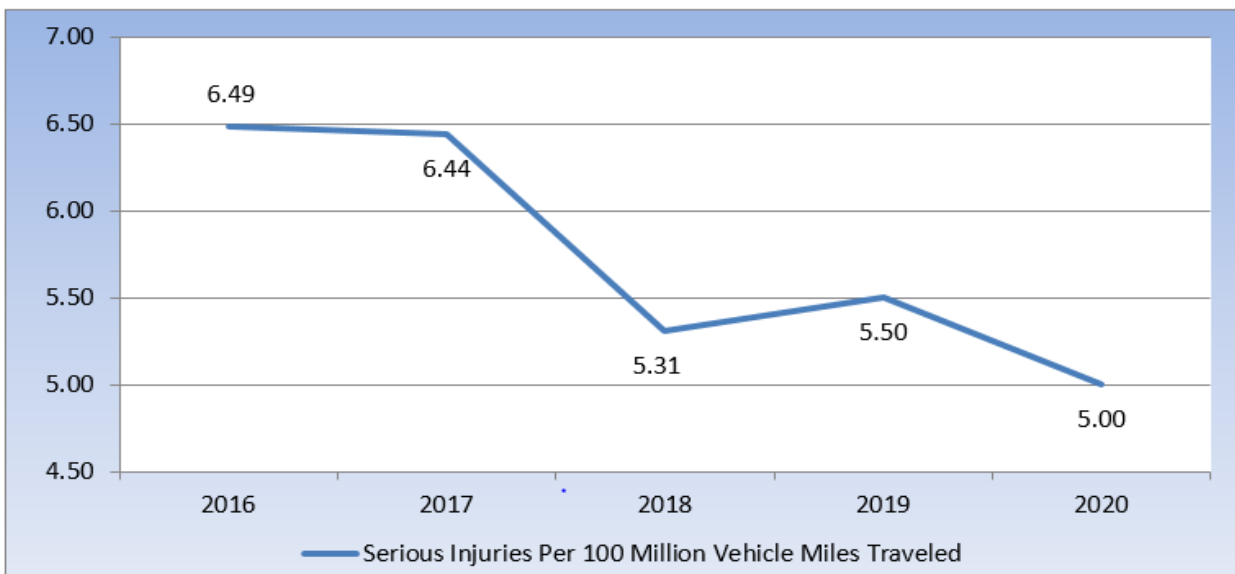
State of Texas: Serious Injuries (C-2)



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

Texas has seen a decrease in the number of reportable serious injuries from a high of 17,618 in 2016 to 14,656 reported in 2020, a decrease of 16.8 percent.

State of Texas: Serious Injury Rate



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

P&A Performance Measures and Target Setting - Texas established its performance targets based on data projections SHSP, FARS and CRIS data.

P&A Impacts of Proposed Strategies - FARS data projections indicate an increase in fatalities in 2022 to 4,327 along with 3,779 fatal crashes. However, in working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, TxDOT has updated the Fatality Performance Measure Targets for FY 2022 as depicted below. The calculations for these projections and targets* are as follows:

C-1	2014	2015	2016	2017	2018	2019
Traffic Fatalities	3,536	3,582	3,797	3,732	3,648	3,615

Traffic Fatalities	2020	2021	2022
M Value	105.2	105.2	105.2
X Value	10.00	11.00	12.00
B Value	3,065	3,065	3,065
Projection	4,117	4,222	4,327
Target	4,068	3,384	3,272

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

	2015	2016	2017	2018	2019	2020
Fatal Crashes	3,193	3,424	3,347	3,318	3,300	3,542

Fatal Crashes	2021	2022
M Value	82.5	82.5
X Value	11.00	12.00
B Value	2,789.3	2,789.3
Projection	3,697	3,779
Target	3,638	3,704

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

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

C-2	2015	2016	2017	2018	2019	2020
Serious Injuries	17,135	17,618	17,571	14,975	15,855	14,656

Serious Injuries	2021	2022
M Value	312.7	312.7
X Value	10.0	11.0
B Value	16,014	16,014
Projection	19,141	19,454
Target	18,835	19,065

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

Trend projections using FARS data indicate that for 2022, the State of Texas can expect to report a Fatality Rate of 1.53. However, in working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, TxDOT has updated the Fatality Rate Performance Measure Targets for FY 2022 as depicted below. The calculations for these projections and targets* are as follows:

C-3	2015	2016	2017	2018	2019	2020
Fatality Rate	1.39	1.40	1.36	1.30	1.26	1.33

Fatality Rate	2021	2022
M Value	0.016	0.016
X Value	11.00	12.00
B Value	1.336	1.336
Projection	1.51	1.53
Target	1.24	1.23

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

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report Serious Injury Rate of 6.47. The calculations for projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Serious Injury Rate	6.64	6.49	6.44	5.31	5.50	5.00

Serious Injury Rate	2021	2022
M Value	-0.042	-0.042
X Value	10.00	11.00
B Value	6.934	6.934
Projection	6.51	6.47
Target	6.51	6.47

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

P&A Performance Targets:

Target: Traffic Fatalities (C-1)

2022 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,563 fatalities in 2022.

The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	3,648	FARS
2019	3,615	ARF
2020	3,896	CRIS
2021	3,384	Target
2022	3,272	Target
2022 Target expressed as 5-year average		3,563

As noted in the table above, the calendar year target for 2022 would be 3,272 fatalities.

Target: Fatal Crashes

2022 Target: To decrease the expected rise of fatal crashes to no more than 3,704 in 2022.

Target: Serious Injuries (C-2)

2022 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 16,677 serious injuries in 2022.

The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	14,975	CRIS
2019	15,855	CRIS
2020	14,656	CRIS
2021	18,835	Target
2022	19,065	Target
2022 Target expressed as 5-year average		16,677

As noted in the table above, the calendar year target for 2022 would be 19,065 serious injuries.

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

2022 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.27 fatalities per 100 MVMT in 2022.

The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	1.29	FARS
2019	1.25	ARF
2020	1.33	CRIS
2021	1.24	Target
2022	1.23	Target
2022 Target expressed as 5-year average		1.27

As noted in the table above, the calendar year target for 2022 would be 1.23 fatalities per 100 MVMT.

Target: Serious Injury Rate

2022 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 5.76 serious injuries per 100 MVMT in 2022.

The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	5.31	CRIS
2019	5.50	CRIS
2020	5.00	CRIS
2021	6.51	Target
2022	6.47	Target
2022 Target expressed as 5-year average		5.76

As noted in the table above, the calendar year target for 2022 would be 6.47 serious injuries per 100 MVMT.

Planning and Administration

PA - 01

Project Descriptions

Task: **Program Management**

Planning and Administration PA - 01

Planned Activity Name: 2022-TxDOT-G-1YG-0188 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

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

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

Budget:

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

Planned Activity Name: 2022-TxDOT-G-1YG-0191 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

Title / Desc. **Rhyan Technology Services Business Analysis and Support**

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	\$570,000.00	\$0.00	\$0.00	\$0.00	\$570,000.00

Planned Activity Name: 2022-TxDOT-G-1YG-0192 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

Title / Desc. **Agate Software Maintenance 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	\$55,600.00	\$0.00	\$0.00	\$55,600.00

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

Planned Activity Name: 2022-TxDOT-G-1YG-0193 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID: Planning and Administration Program Management

Title / Desc. **Agate Software Development 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	\$151,000.00	\$0.00	\$0.00	\$0.00	\$151,000.00

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

Planned Activity Name: 2022-TTI-G-1YG-0039 Division: TRF-TS Organization Name: Texas A&M Transportation Institute

Primary Countermeasure Strategy ID: Planning and Administration Training

Title / Desc. **2022 Statewide Traffic Safety Conference**

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

Objectives

- Coordinate 1 plan for a fourteenth statewide traffic safety conference by 5/1/2022
- Achieve 5% increase in conference registrations compared to 2019 (most recent in-person conference) by 8/31/2022
- Provide 1 evaluation of conference participant satisfaction and other performance metrics by 9/30/2022
- Conduct 1 statewide traffic safety conference by 8/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$69,440.65	\$0.00	\$60,000.00	\$30,606.08	\$160,046.73

Planning and Administration

**FY 2021
Budget Module: PA - 01**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	4	\$5,190,600.00	\$721,000.00					\$4,469,600.00			
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	1	\$160,046.73	\$69,440.65						\$60,000.00	\$30,606.08	
TOTALS:	5	\$5,350,646.73	\$790,440.65					\$4,469,600.00	\$60,000.00	\$30,606.08	

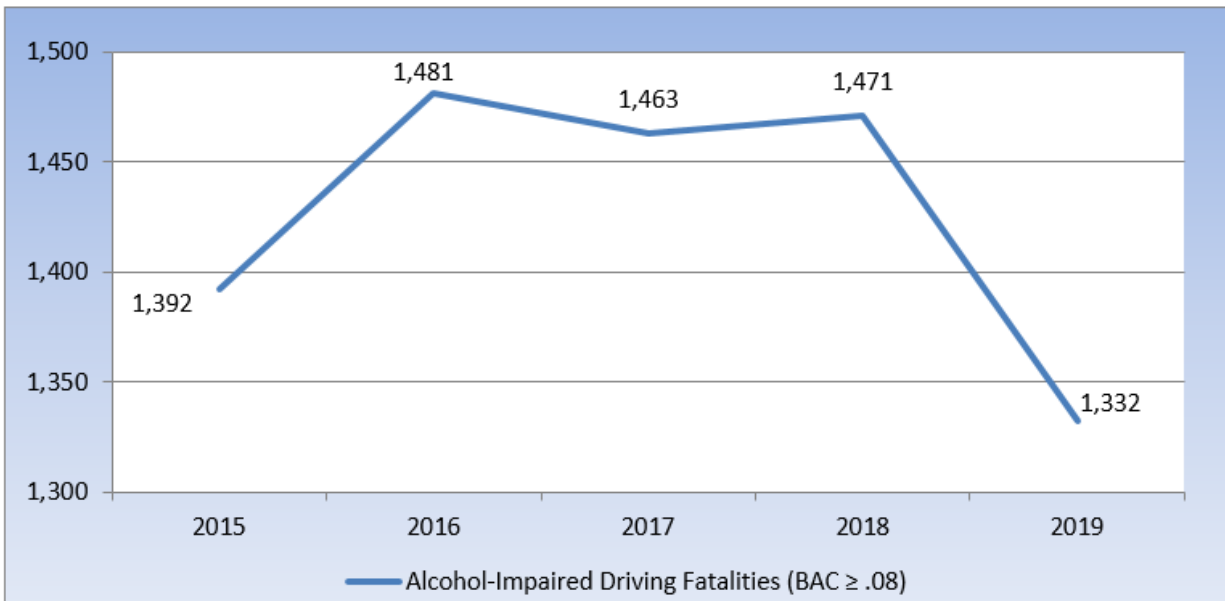
Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Impaired Driving (Drug and Alcohol) - AL

Problem ID: In 2019, there were 1,332 alcohol-impaired fatalities in Texas. Texas ranks in the Top 10 states nationally for the ninth consecutive year for alcohol-impaired fatalities per 100 million vehicle miles traveled and is classified as a mid-range fatality state eligible for FAST Act Section 405(D) funding.

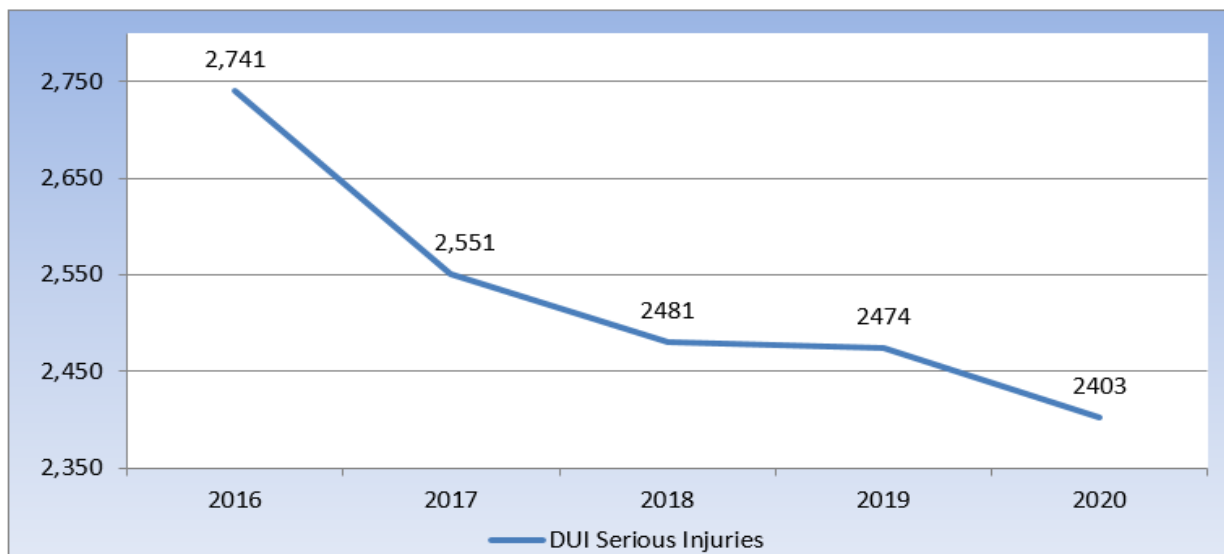
State of Texas: Alcohol-Impaired Driving Fatalities (BAC ≥ .08)



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

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 percent by volume or above, which is the legal limit to drive within the State of Texas.

State of Texas: DUI Serious Injuries

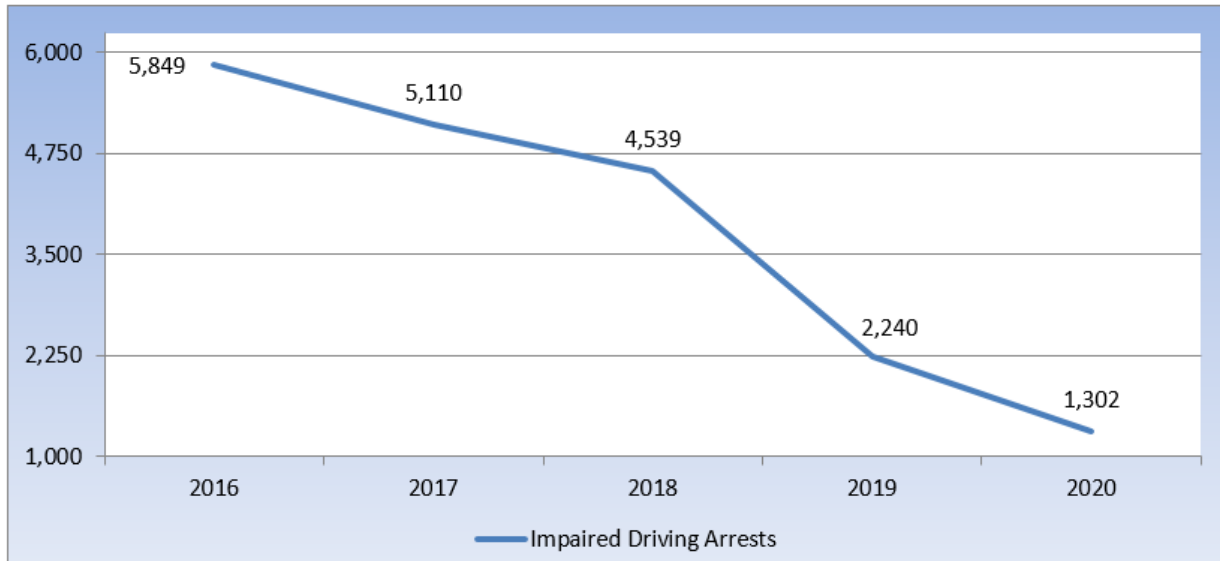


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

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

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.

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



Source: Department of Transportation TRF-BTS eGrants, June 18th, 2021

AL Performance Measures and Target Setting - Texas established its performance targets based on data projections SHSP, FARS and CRIS data.

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

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

C-5	2015	2016	2017	2018	2019
Alcohol-Impaired Driving Fatalities (BAC=.08+)	1,392	1,481	1,463	1,471	1,332

Alcohol-Impaired Driving Fatalities (BAC=.08+)	2020	2021	2022
M Value	37	37	37
X Value	10.00	11.00	12.00
B Value	1,209.4	1,209.4	1,209.4
Projection	1,579	1,616	1,653
Target	1,560	1,591	1,620

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

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

	2015	2016	2017	2018	2019	2020
DUI Serious Injuries	2,646	2,741	2,551	2,481	2,474	2,403

DUI Serious Injuries	2021	2022
M	-82.4	-82.4
X	10.00	11.00
B	3,004.8	3,004.8
Projection	2,181	2,098
Target	2,181	2,098

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

AL Impacts of Proposed Strategies - Strategies proposed for the Alcohol and Other Drug Countermeasures Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 Bond Condition program, and supervised probation are focused on preventing recidivism among high-risk offenders. DWI Judicial Education, a DWI Judicial Liaison and a Traffic Safety Resource Prosecutor are also planned in FY 2022 to assist the Texas with reducing DWI recidivism.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. The State has incorporated areas of focus with the projects selected to implement

recommendations from the Impaired Driving Assessment conducted in FY 2015. The State is planning to conduct an Impaired Driving Program Technical Assessment for its impaired driving program in FY 2022.

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities and focus on alcohol-impaired fatalities which continue to be a statewide problem. Funding for Enforcement as well as funding for impaired driving and drugged driving training for law enforcement officers are planned for FY 2022. Those courses include Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Recognition Enforcement (DRE) program among others. Alcohol and Other Drug Countermeasures Program activities will continue to assist the State in achieving its targets for the number of alcohol/impaired driving fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

AL Performance Targets:

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

2022 Target: To decrease the expected rise of alcohol-impaired fatalities no more than 1,620 in 2022

Target: DUI Serious Injuries

2022 Target: To decrease the number of DUI serious injuries to no more than 2,098 in 2022.

Target: Impaired Driving Arrests Made During Grant Funded Enforcement Activities (A-2)

2022 Target: NHTSA activity measure - no target 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, injuries and fatalities.
- To reduce the number of DUI-related crashes where the driver is underage 21

Strategies

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

Project Descriptions

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-BexarCoD-G-1YG-0117 District SAT Organization Name Bexar County District Attorney's Office

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

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

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

Objectives

- Produce 12 press releases for local media on a monthly basis with data related to the No Refusal program by 9/30/2022
- Obtain 1125 convictions on cases of those charged with misdemeanor DWI by 9/30/2022
- Obtain 1100 pleas on misdemeanor DWI cases, reducing the number of hours police officers must testify by 9/30/2022
- Obtain 1500 voluntary breathalyzer tests by those arrested for misdemeanor DWI offenses by 9/30/2022
- Arrest 4000 individuals charged with misdemeanor DWI related offenses by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$17,168.00	\$0.00	\$0.00	\$20,116.80	\$37,284.80

Planned Activity Name 2022-FortBend-G-1YG-0128 District HOU Organization Name Fort Bend County District Attorney's Office

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

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

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

Objectives

- Train 100% Local Law Enforcement with Intoxicated Driving Training Events by 9/30/2022
- Distribute 7 Media Alerts about No Refusal Operations by 9/30/2022
- Coordinate 23 Nights of No Refusal Operations by 9/30/2022
- Collect 12 Data sets obtained pursuant to blood search warrants executed monthly by 9/30/2022
- Utilize 100 Blood search warrants or consensual blood draws after refusal by DWI suspects by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$47,455.93	\$0.00	\$0.00	\$11,863.98	\$59,319.91

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name District Organization Name
 2022-HarrisDA-G-1YG-0109 HOU Harris County District Attorney

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

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

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

Objectives

- Coordinate 250 Shifts of No Refusal by 9/30/2022
- Conduct 30 Press Release/Events About the No Refusal Program by 9/30/2022
- Collect 12 Data Sets Obtained Pursuant to Blood Search Warrants by 9/30/2022
- Provide 2300 Blood Search Warrants to Arresting DWI Officers by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$327,391.91	\$0.00	\$0.00	\$106,977.88	\$434,369.79

Planned Activity Name District Organization Name
 2022-HarrisDA-G-1YG-0110 HOU Harris County District Attorney

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

Title / Desc. **Intoxication Source and Prevention**

Utilizing DA personnel in conjunction with police investigation to identify locations that engage in over service and sale of alcohol to minors; facilitating appropriate charges.

Objectives

- Conduct 15 Training Sessions to Local Law Enforcement & Retailers by 9/30/2022
- Distribute 10 Press Release/Media Events about the Intoxication Source Investigation & Prevention Program by 9/30/2022
- Collect 12 Data Sets Obtained Pursuant to Proactive Investigations into Alcohol Source Establishments by 9/30/2022
- Participate in 25 Criminal Complaints Filed Against Alcohol Source Establishments and/or Individual by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$250,000.00	\$0.00	\$0.00	\$76,005.80	\$326,005.80

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-MCDAO-G-1YG-0105 District HOU Organization Name Montgomery County District Attorney's Office

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

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

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

Objectives

- Conduct 40 outreach activities to educate the public on No Refusal and Driving While Intoxicated (DWI) by 9/30/2022
- Conduct 120 No Refusal Enforcement Operations during the fiscal year by 9/30/2022
- Evaluate 150 No Refusal blood search warrant cases to determine the samples effect on the case's disposition by 9/30/2022
- Train 12 groups of law enforcement officers or agencies on Driving While Intoxicated (DWI) and No Refusal by 9/30/2022
- Evaluate 1000 Driving While Intoxicated (DWI) arrests for the suitability of getting a blood warrant by 9/30/2022
- Acquire 300 Blood Samples from Driving While Intoxicated (DWI) refusal suspects during No Refusal Operations by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$143,324.00	\$0.00	\$0.00	\$98,418.02	\$241,742.02

Planned Activity Name 2022-TABC-G-1YG-0111 Division TRF-TS Organization Name Texas Alcoholic Beverage Commission

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

Title / Desc. **TABC Reducing Minor DUI Project**

Project seeks to reduce underage drinking, excessive drinking and reduce DUIs in Texas through enforcement, compliance and education. Efforts will focus on the public, law enforcement and retailers.

Objectives

- Create 1 three master toolkits for law enforcement, the alcoholic beverage industry and the public by 9/30/2022
- Conduct 10000 inspections at licensed alcoholic beverage locations by 9/30/2022
- Produce 1 video series to increase TABC education efforts to reduce underage drinking and drinking and driving by 9/30/2022
- Create 50000 online reporting tool for TRACE reporting by 9/30/2022
- Train 4000 commissioned peace officers on alcoholic beverage enforcement operations/laws by 9/30/2022
- Educate 6000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$519,990.24	\$0.00	\$0.00	\$458,292.50	\$978,282.74

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TDPS-G-1YG-0062 Division TRF-TS Organization Name Texas Department of Public Safety

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

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

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

Objectives

- Train 500 Law enforcement officers as breath alcohol test operators by 9/30/2022
- Analyze 8600 blood cases for drug content toxicology from individuals suspected of drugged driving by 9/30/2022
- Analyze 34000 Blood alcohol cases from individuals suspected of driving while intoxicated by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$598,184.75	\$0.00	\$0.00	\$612,000.00	\$1,210,184.75

Planned Activity Name 2022-TxDOT-G-1YG-0195 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **STEP IDM Grants**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
40	405D	M5HVE	\$750,000.00	\$0.00	\$0.00	\$187,500.00	\$937,500.00

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TXSDY-G-1YG-0119	TRF-TS	Texans for Safe and Drug Free Youth

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

Title / Desc. **Screening & Brief Intervention for Prescription Drug Misuse/Marijuana Use Among College Students**

Screening & Brief Intervention is an evidence-based strategy to screen college students for prescription drug misuse, marijuana use, and related behaviors, like DUI/DWI, and motivate them to stop.

Objectives

- Create 1 online resource for SBI for prescription drug misuse and/or marijuana use by 9/30/2022
- Evaluate 2 SBI campus events by 9/30/2022
- Support 2 campuses in implementing SBI for prescription drugs and/or marijuana use by 9/30/2022
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting it to broader communities by 9/30/2022
- Evaluate 2 SBI campus trainings by 9/30/2022
- Train 2 campuses in implementing SBI for prescription drugs and/or marijuana use by 9/30/2022

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	\$220,466.27	\$0.00	\$0.00	\$73,487.90	\$293,954.17

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TTI-G-1YG-0026	TRF-TS	Texas A&M Transportation Institute

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

Title / Desc. **Texas Impaired Driving Task Force (TxIDTF)**

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

Objectives

- Identify 1 Set of educational materials used by other states where recreational marijuana is legal by 8/31/2022
- Develop 1 Set of social media graphics for 5 of the Top 25 Cities (as identified in the FY 2022 TxDOT RFP) by 7/31/2022
- Complete 1 Impaired Driving Program Assessment by 9/20/2022
- Update 1 TxIDTF Recommendations for Alcohol and Drug Prevention Programs K-12th Grade Book by 8/1/2022
- Maintain 1 TxIDTF Membership by 9/30/2022
- Distribute 3 TxIDTF newsletters to improve communication among impaired driving safety stakeholder community by 9/30/2022
- Identify 1 Set of impaired driving safety award winners by 5/31/2022
- Participate in 10 traffic safety community coalition meetings, webinars, trainings, or conferences by 9/1/2022
- Submit 1 Texas Impaired Driving Plan by 9/30/2022
- Conduct 1 Texas Impaired Driving Forum by 5/31/2022
- Manage 3 Subcommittees that support the TxIDTF by 9/30/2022
- Conduct 3 TxIDTF Meetings by 7/31/2022

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	\$320,329.74	\$0.00	\$0.00	\$80,119.40	\$400,449.14

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TTI-G-1YG-0040 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

Objectives

- Provide 1 Final report on ways to improve the reporting of BAC and toxicology testing data in Texas by 9/30/2022
- Complete 3 webinars for JPs to improve BAC reporting by 9/30/2022
- Complete 1 Crash analysis to improve BAC reporting for TxDOT traffic records by 9/30/2022
- Complete 1 Analysis of out-of-state FARS data to identify other states' crash records BAC reporting procedures by 9/30/2022
- Complete 1 analysis and outreach of impaired driving crashes with missing toxicology results by 9/30/2022
- Provide 254 JP offices with educational material to improve BAC reporting by 6/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$85,618.32	\$0.00	\$0.00	\$21,425.21	\$107,043.53

Planned Activity Name 2022-UTMBG-G-1YG-0130 Division TRF-TS Organization Name The University of Texas Medical Branch at Galveston

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

Title / Desc. **“Is It Worth It?”: Speaking up about drinking and drugged driving**

Collaborative project aimed at providing education for youth and their parents regarding the dangers of driving under the influence of alcohol and/or drugs.

Objectives

- Coordinate 1 presentation by Tall Cop Says Stop to educate the community on current drug and alcohol trends by 9/30/2022
- Conduct 5 simulations with driving simulators on UTMB campuses by 9/30/2022
- Conduct 6 Is It Worth It? Youth programs at middle and high school events by 9/30/2022
- Conduct 2 Is It worth It? Programs on college campuses by 9/30/2022
- Administer 75 “Is it worth it?” participant pre/post intervention questionnaires to participants ages 15+ by 9/30/2022
- Conduct 1 Impaired driving motor vehicle crash patient scenarios to be implemented by UTMB students at HEC by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$95,005.78	\$0.00	\$0.00	\$31,539.75	\$126,545.53

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name: 2022-TXSDY-G-1YG-0084
 Division: TRF-TS
 Organization Name: Texans for Safe and Drug Free Youth

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

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

Youth-led Zero Alcohol for Youth Academies and the Statewide Youth Leadership Council reduce underage drinking and impaired driving while increasing awareness of Zero Tolerance Laws.

Objectives

- Provide 2 Zero Alcohol for Youth Academies to Reduce Underage Drinking and Impaired Driving by 9/30/2022
- Evaluate 2 Zero Alcohol for Youth (ZAY) Academies by 9/30/2022
- Support 1 Youth Leadership Council (YLC) by promoting it to broader communities by 9/30/2022
- Evaluate 4 YLC trainings provided by TxSDY by 9/30/2022
- Coordinate 6 opportunities for Youth Leadership Council (YLC) education and development by 9/30/2022
- Provide 4 training opportunities for Youth Leadership Council by 9/30/2022
- Maintain 1 Youth Leadership Council (YLC) Alumni group to support impaired driving prevention strategies by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$375,000.00	\$0.00	\$0.00	\$124,985.34	\$499,985.34

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-Texas Ag-G-1YG-0091 Division TRF-TS Organization Name Texas A&M Agrilife Extension Service

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

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

- Provide 6 toolkits that offer resources to increase intervention efforts to reduce impaired driving by 8/31/2022
- Update 3 social media platforms to support Watch UR BAC program outreach and information dissemination by 9/30/2022
- Participate in 200 programs to educate the public about the dangers of impaired driving and underage drinking by 9/30/2022
- Conduct 6 programs to educate law enforcement/security officers on current alcohol and drug trends by 9/30/2022
- Support 6 programs on the dangers of impaired motorcycle riding by 8/31/2022
- Conduct 10 parent/adult education programs to increase the awareness of alcohol and drug trends by 9/15/2022
- Support 1 Driving While Intoxicated (DWI) Law Enforcement Advisory Group (LEAG) by 9/15/2022
- Conduct 6 demonstrations on the use of ignition interlock and/or other alcohol monitoring technology by 8/31/2022
- Assist 5 counties or cities with an initiative to reduce impaired driving by minors or adults by 8/31/2022
- Support 2 Anti-DWI public information and education campaigns to reduce impaired driving by 8/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$676,348.83	\$0.00	\$0.00	\$238,861.97	\$915,210.80

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TTI-G-1YG-0017 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

Objectives

- Conduct 1 analyses of impaired driving messaging for improved young driver social media outreach by 9/15/2022
- Conduct 1 traffic safety symposium with the theme of Reducing Impaired Driving Among College Students by 9/30/2022
- Complete 8 traffic safety trivia sessions focused on impaired and drugged driving among youth by 8/15/2022
- Coordinate 10 teen leadership meetings and workshops of the Teen Advisory Board and Collegiate Advisory Board by 9/15/2022
- Develop 1 Other drug education power point presentation focused on drugged driving issues related to youth by 9/15/2022
- Provide 165 (digital or print) Other Drug kits to address drugged driving for three age groups (Jr.High,High,Co) by 9/30/2022
- Distribute 165 (digital or print) Zero Tolerance Resource Kits to Jr.High, High School and College student groups by 9/30/2022
- Develop 2 new Zero Tolerance resource for high school (1) and college groups (1) to assist in outreach by 9/15/2022
- Participate in 20 impaired driving prevention outreach activities (online or in-person) at communities and schools by 9/30/2022
- Maintain 4 established social media platform presences and continue to increase outreach on all platforms by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$355,511.94	\$0.00	\$0.00	\$88,932.83	\$444,444.77

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-Travis C-G-1YG-0112 District AUS Organization Name Travis County Attorney's UDPP

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

Title / Desc. **Comprehensive Underage Drinking Prevention Program (UDPP)**

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

Objectives

- Conduct 1 year round public information and education (PI&E) campaign in the tri-county area by 9/30/2022
- Create 12 partnerships with agencies that can collaborate with UDPP on underage drinking prevention by 9/30/2022
- Collect 12 months of underage drinking/DWI/crash statistics in Travis, Hays and Williamson Counties (US) by 9/30/2022
- Conduct 4 Underage Drinking Prevention Task Force Meetings by 9/30/2022
- Participate in 40 community events in Travis, Hays and Williamson Counties by 9/30/2022
- Conduct 450 classes of Busted and Why Risk It? presentations to youth and adults by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$193,339.32	\$0.00	\$0.00	\$236,403.91	\$429,743.23

Planned Activity Name 2022-TxDOT-G-1YG-0131 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **Project Celebrations**

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

Budget:

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

Planned Activity Name 2022-TxDOT-G-1YG-0196 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

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

Statewide Impaired Driving Campaign that focuses on a seasonal media campaign during football season, Christmas/New Years Holiday, Spring Break, Spring Holidays, July 4th and Labor Day.

Budget:

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

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name Division Organization Name
 2022-ESCVI-G-1YG-0066 TRF-TS Education Service Center, Region VI

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

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, PreK-12 students & their parents in after-school programs.

Objectives

- Update 1 Teacher/staff resource binder consisting of Program lessons, supplementals, games & activities by 9/30/2022
- Teach 500 participants in the AD-A-STEP Program by 9/30/2022
- Analyze 355 participant evaluations to determine overall effectiveness of Alcohol Drug & Safety Training Program by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$86,197.42	\$0.00	\$0.00	\$28,741.62	\$114,939.04

Planned Activity Name District Organization Name
 2022-LSCAD-G-1YG-0153 AUS LifeSteps Council on Alcohol & Drugs

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

Title / Desc. **Be Sober on Wheels – The Williamson County (WilCo) DWI Taskforce to Reduce Impaired Driving.**

The WilCo Driving While Intoxicated (DWI) Taskforce will increase knowledge and awareness of laws, to improve public safety and reduce impaired driving and traffic fatalities in Williamson County.

Objectives

- Evaluate 1 Be Sober on Wheels Initiative by 9/30/2022
- Conduct 1 Community Forum on the dangers of overserving and impaired driving in Williamson County by 9/30/2022
- Educate 150 establishments in Williamson County on the dangers of impaired driving and overserving by 9/30/2022
- Provide 27 unique opportunities to educate Williamson County residents on the dangers of impaired driving by 9/30/2022
- Conduct 1 community assessment to identify strategic direction and priority areas for the task forces by 9/30/2022
- Establish 1 Williamson County DWI TaskForce and supporting implementation strategies by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$149,973.33	\$0.00	\$0.00	\$50,457.98	\$200,431.31

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2022-LSCAD-G-1YG-0156	AUS	LifeSteps Council on Alcohol & Drugs

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

Title / Desc. **Safe Homes Project: reducing underage drinking & impaired driving to create a safer Williamson CO.**

LifeSteps will empower parents to create a Safe Homes network & implement an evidence-based curriculum enhancing youth resiliency to reduce underage drinking & impaired driving in Williamson County.

Objectives

- Create 1 Safe Homes Workgroup to promote the program and educate on underage drinking and impaired driving by 9/30/2022
- Evaluate 1 Williamson County (WilCo) Safe Homes Project by 9/30/2022
- Educate 200 parents in Williamson County creating safer homes to reduce underage drinking & impaired driving by 9/30/2022
- Educate 50 Williamson County youth on the dangers of underage drinking, other substances and impaired driving by 9/30/2022
- Establish 1 Safe Home Network to reduce impaired driving and underage drinking in Williamson County by 9/30/2022

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	\$174,889.80	\$0.00	\$0.00	\$55,360.10	\$230,249.90

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i> 2022-MADD-G-1YG-0097	<i>Division</i> TRF-TS	<i>Organization Name</i> Mothers Against Drunk Driving
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Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

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

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

Objectives

- Implement 14 Program Area DWI/DUI Underage Drinking Prevention awareness/PR/communication initiatives by 9/30/2022
- Conduct 1 State-wide MADD® 'Texas Town Hall Virtual Meeting' by 9/30/2022
- Educate 11250 Teens, Youth, and Young Adults in Power of You(th)® by 9/30/2022
- Educate 1000 Parents and Other Adults on the Power of Parents ® Program by 9/30/2022
- Conduct 9 Law Enforcement Recognition and Award Activities by 9/30/2022
- Conduct 270 Law Enforcement Outreach (LEO)activities statewide by 9/30/2022
- Conduct 7 Virtual Learning Series for Power of Youth and Power of Parent Workshops by 9/30/2022
- Coordinate 7 Impaired Driving Roundtable for Law Enforcement and Community Stakeholders by 9/30/2022
- Conduct 64 Community Outreach Activities informing members of the public on the dangers of DWI/DUI by 9/30/2022
- Participate in 126 Community Coalition/Taskforce meetings/partnership activities in support of DWI/DUI prevention by 9/30/2022

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	\$795,244.36	\$0.00	\$0.00	\$258,333.51	\$1,053,577.87

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i> 2022-NSC-G-1YG-0076	<i>Division</i> TRF-TS	<i>Organization Name</i> National Safety Council
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Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

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

To educate Texas Employers on traffic safety issues, specifically related to impaired driving, to change driver behavior and to reduce the number of fatalities & injuries on Texas roadways.

Objectives

- Maintain 1 webpages/website with impaired driving resources for employers. (alcohol and other drugs) by 9/30/2022
- Train 400 employers, employees, organizations, etc. on impairment through training, webinars & presentations by 9/30/2022
- Provide 15 professional development trainings, webinars and presentations on Impairment/impaired driving by 9/30/2022
- Develop 10 Impairment articles for inclusion in the Our Driving Concern monthly newsletters by 9/30/2022
- Develop 5 educational materials for outreach (posters, safety talks, etc.) for Texas employers by 9/30/2022
- Conduct 2 Drug Impaired Training for Texas Employers Advisory meetings by 9/30/2022
- Develop 2 DITTE micro-learning/training units from the core DITTE training curriculum by 9/30/2022
- Maintain 12 consecutive months of providing impaired driving support to Texas employers & others by 9/30/2022

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	\$215,000.00	\$0.00	\$0.00	\$59,555.51	\$274,555.51

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TXSDY-G-1YG-0094 Division TRF-TS Organization Name Texans for Safe and Drug Free Youth

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

Title / Desc. **Screening and Brief Intervention to Reduce Risky Alcohol Use and DUI Among College Students**

Screening & Brief Intervention is an evidence-based strategy that identifies risky alcohol use and its consequences (such as DUI) among college students and motivates them to change their behavior.

Objectives

- Support 4 campuses in implementing SBI by 9/30/2022
- Create 1 online resource to help address impaired driving among Texas college students by 9/30/2022
- Conduct 1 Regional Forum focused on preventing underage and risky alcohol use among Texas college students by 9/30/2022
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting it to broader communities by 9/30/2022
- Evaluate 5 SBI trainings and events by 9/30/2022
- Train 4 campuses in implementing SBI by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$404,286.33	\$0.00	\$0.00	\$134,746.96	\$539,033.29

Planned Activity Name 2022-TXSDY-G-1YG-0108 Division TRF-TS Organization Name Texans for Safe and Drug Free Youth

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

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

Through coalition and law enforcement training, this campaign focuses on holding adults accountable for providing alcohol to youth and increases awareness of Social Host and Zero Tolerance Laws.

Objectives

- Evaluate 9 trainings provided by Texans for Safe and Drug-Free Youth by 9/30/2022
- Provide 5 media advocacy and/or SMART goal trainings to support communities' EVECs by 9/30/2022
- Support 1 Enhanced Visibility Campaign by promoting it to broader communities by 9/30/2022
- Coordinate 2 Controlled Party Dispersal (CPD) Trainings for local law enforcement by 9/30/2022
- Support 5 communities, including law enforcement, conducting the Enhanced Visibility Enforcement Campaign by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$210,000.00	\$0.00	\$0.00	\$69,999.97	\$279,999.97

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TTI-G-1YG-0021 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

Considered a high-priority need, this project addresses the education of the general public regarding the effects of marijuana impairment related to driving.

Objectives

- Produce 1 final report by 9/30/2022
- Distribute 1 online training materials for individuals/stakeholders to educate the general public on marijuana by 8/15/2022
- Complete 4 train the trainer trainings with safety coalitions or other appropriate organizations by 9/22/2022
- Develop 1 curriculum on marijuana and driving for the general public by 5/15/2022
- Identify 1 existing resources on marijuana and driving resources by 3/15/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$76,923.83	\$0.00	\$0.00	\$19,237.80	\$96,161.63

Planned Activity Name 2022-TTI-G-1YG-0043 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

Objectives

- Attend 5 outreach events to educate target audience about ignition interlock devices by 9/30/2022
- Produce 2 outreach information sheets for distribution to criminal justice system stakeholders by 9/1/2022
- Conduct 1 state of practice for bond conditions on ignition interlock devices in Texas by 9/30/2022
- Develop 1 self-directed online ignition interlock training for probation officers by 7/31/2022
- Conduct 24 ignition interlock trainings for criminal justice system personnel by 9/15/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5II	\$232,858.49	\$0.00	\$0.00	\$58,240.21	\$291,098.70

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TTI-G-1YG-0051 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

To provide training and technical assistance for criminal justice professionals to reduce the risk of DWI recidivism by sharing intervention plan practices and facilitating operations of DWI caseloads.

Objectives

- Submit 1 Final Technical Memorandum Detailing Project Efforts by 9/30/2022
- Pilot 1 Direct technical Assistance to a Probation Department to Improve DWI Caseload Management by 9/30/2022
- Complete 3 Focus Groups to Determine DWI caseload Best Practices and Recommendations by 9/30/2022
- Conduct 5 Webinars/Presentations for Judges and Probation Officers on Common Practices with DWI Offenders by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$90,000.00	\$0.00	\$0.00	\$22,518.79	\$112,518.79

Planned Activity Name 2022-TAC-G-1YG-0157 Division TRF-TS Organization Name Texas Association of Counties

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

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

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

Objectives

- Provide 2 resources for impaired driving adjudication assistance to county judges by 9/30/2022
- Develop 1 Impaired driving curriculum by 9/30/2022
- Educate 360 Constitutional County Judges by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$188,799.53	\$0.00	\$0.00	\$53,266.02	\$242,065.55

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

Planned Activity Name: 2022-TCJ-G-1YG-0086 Division: TRF-TS Organization Name: Texas Center for the Judiciary

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

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

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

Objectives

- Manage 1 Texas Judges' DWI Resource website by 9/30/2022
- Conduct 10 impaired driving breakout sessions at TCJ Conferences by 9/30/2022
- Conduct 1 Impaired Driving Symposium by 8/15/2022
- Conduct 2 DWI Summit Meetings by 7/31/2022
- Conduct 2 DWI Court Team Conferences by 4/30/2022
- Maintain 1 Judicial Resource Liaison by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$768,501.67	\$0.00	\$0.00	\$569,691.47	\$1,338,193.14

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TDCAA-G-1YG-0079	TRF-TS	Texas District and County Attorneys Association

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

Title / Desc. **DWI Resource Prosecutor**

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

Objectives

- Update 0 removed by 10/1/2021
- Maintain 1 website with updated DWI-related content at tdcaa.com by 9/30/2022
- Provide 4 publications to all Texas Prosecutors or all Texas prosecutor offices by 9/30/2022
- Update 0 removed by 10/1/2021
- Update 0 removed by 10/1/2021
- Conduct 1 statewide Task Force meeting of DWI prosecutors by 8/31/2022
- Train 25 prosecutors and prosecutor support staff at a Train the Trainer program by 4/1/2022
- Train 1500 prosecutors and police officers at regional DWI programs and provide publications by 9/30/2022
- Update 0 removed by 10/1/2021
- Conduct 2 week-long Prosecutor Trial Skills programs and provide students with publications by 7/31/2022
- Train 35 new DA investigators at TDCAA's new investigator training by 3/4/2022
- Update 0 removed by 10/1/2021
- Provide 1 DWI Resource Prosecutor to provide technical assistance to Prosecutors and Traffic Safety Partners by 9/30/2022

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	\$705,949.88	\$0.00	\$0.00	\$303,360.38	\$1,009,310.26

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TJCTC-G-1YG-0134	TRF-TS	Texas Justice Court Training Center

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

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

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

Objectives

- Create 1 mock DWI arrest and magistration kit to all justices of the peace (continuation from FY21) by 9/30/2022
- Maintain 2 sections in deskbooks and/or publications on topics related to impaired driving by 9/30/2022
- Support 12 counties/judges in the Texas DWI Bond Condition Program by 9/30/2022
- Participate in 1 seminar focusing on DWI law by impacting all levels of the judiciary by 9/30/2022
- Distribute 10 multi-media articles related to project areas of all clientele by 9/30/2022
- Conduct 1 new judges seminar by 9/30/2022
- Conduct 5 justice of the peace seminars by 9/30/2022
- Conduct 6 court personnel seminars by 9/30/2022

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	\$154,463.28	\$0.00	\$0.00	\$38,636.84	\$193,100.12

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TMCEC-G-1YG-0121	TRF-TS	Texas Municipal Courts Education Center

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

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

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

Objectives

- Conduct 1 workshop to educate municipal courts on setting up a teen court program to prevent DUI by 9/30/2022
- Conduct 1 statewide conference on impaired driving by 9/30/2022
- Train 150 prosecutors on impaired driving issues through in-person courses and webinars by 9/30/2022
- Produce 12 pages related to impaired driving for publication in TMCEC's quarterly legal journal by 9/30/2022
- Train 1250 municipal judges on impaired driving issues through in-person courses and webinars by 9/30/2022
- Select 9 municipal courts as MTSI Award winners by 9/30/2022
- Train 850 municipal court personnel on impaired driving issues through in-person course and webinars by 9/30/2022
- Conduct 1 motivational interviewing, screening, and brief intervention workshop to prevent DUI by 9/30/2022
- Conduct 1 joint impaired driving symposium for judges with other judicial education centers by 9/30/2022
- Coordinate 25 DUI and DWI prevention exhibits at TMCEC Conferences and other events by 9/30/2022

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	\$484,359.69	\$0.00	\$8,000.00	\$125,150.56	\$617,510.25

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TMPA-G-1YG-0002 Division TRF-TS Organization Name Texas Municipal Police Association

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

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

Training for officers to strengthen their DWI assessment, detection, and arresting skills to produce cases to be successfully prosecuted.

Objectives

- Conduct 5 24-hour SFST Basic/Practitioner Courses by 9/30/2022
- Update 1 set of training materials for students attending the Refresher, Practitioner &/or Instructor Course by 9/30/2022
- Conduct 150 8-hour SFST Refresher Courses by 9/30/2022
- Conduct 3 50-hour SFST Instructor Courses by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$575,000.00	\$0.00	\$0.00	\$199,606.00	\$774,606.00

Planned Activity Name 2022-TMPA-G-1YG-0003 Division TRF-TS Organization Name Texas Municipal Police Association

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

Title / Desc. **Advanced Driving While Intoxicated (DWI) Investigation and Enforcement Training Program**

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

Objectives

- Submit 1 annual follow-up evaluation analysis report to TxDOT to show effectiveness of the training by 9/30/2022
- Conduct 40 Advanced DWI Investigation & Enforcement Courses by 9/30/2022
- Update 1 Advanced DWI Investigation & Enforcement course curricula by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$175,000.00	\$0.00	\$0.00	\$64,336.00	\$239,336.00

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

Planned Activity Name 2022-TMPA-G-1YG-0004 Division TRF-TS Organization Name Texas Municipal Police Association

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

Title / Desc. **Drug Impairment Training for Education Professionals (DITEP) and FRIDAY/ADAPT Training**

This program will increase the enforcement of laws related to underage drinking and impaired driving through increased training of law enforcement, nurses, and education professionals..

Objectives

- Conduct 15 Refresher Drug Impairment Training for Education Professionals for Nurses and School Administrators by 9/30/2022
- Conduct 10 Initial Drug Impairment Training for Education Professionals classes for nurses and administrators by 9/30/2022
- Conduct 13 School and Criminal Justice Support Personnel in the 1-hour and 2-hour courses by 9/30/2022
- Conduct 10 law enforcement officers and supporting personnel in the FRIDAY classes by 9/30/2022
- Conduct 20 classes of law enforcement and criminal justice support personnel in the ADAPT course by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$674,999.97	\$0.00	\$0.00	\$238,668.00	\$913,667.97

Planned Activity Name 2022-TMPA-G-1YG-0064 Division TRF-TS Organization Name Texas Municipal Police Association

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

Title / Desc. **Drug Recognition Expert (DRE)**

Provide Drug Recognition Expert (DRE) training and support in Texas by maintaining certifications and re-cert of TX DREs/DRE instructors.

Objectives

- Conduct 1 DRE Instructor School by 9/30/2022
- Revise 1 Texas DRE program curriculum/policies maintaining IACP standards by 9/30/2022
- Conduct 3 DRE Certification Schools by 9/30/2022
- Conduct 12 DRE recertification training courses by 9/30/2022
- Create 1 Final report to determine program successes by 9/30/2022
- Complete 1 Strategic training plan by 9/30/2022
- Conduct 1 Needs assessment of the Texas DRE Program by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$574,462.59	\$0.00	\$0.00	\$202,128.50	\$776,591.09

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

<i>Planned Activity Name</i> 2022-TMPA-G-1YG-0065	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Police Association
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Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Training

Title / Desc. **Advanced Roadside Impaired Driving Enforcement (ARIDE)**

Provide ARIDE training to Texas peace officers in compliance with IACP/NHTSA and TCOLE standards.

Objectives

- Evaluate 1 ARIDE training administered by qualified instructors and received by eligible law enforcement by 9/30/2022
- Conduct 20 approved NHTSA/ARIDE courses to Texas Peace Officers by 9/30/2022
- Revise 1 ARIDE student and instructor policies by 9/30/2022

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	\$174,761.94	\$0.00	\$0.00	\$60,420.00	\$235,181.94

Alcohol and Other Drug Counter Measures **FY 2021**
Budget Module: AL - 02

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	47	\$4,224,689.81	\$143,324.00			\$2,510,190.83				\$1,571,174.98	\$143,324.00
Evaluation	4	\$927,992.37	\$635,801.79			\$85,618.32				\$206,572.26	
Public Information & Education	6	\$9,119,384.14	\$1,225,200.09			\$3,640,000.00		\$300,000.00		\$3,954,184.05	\$193,339.32
Training	20	\$9,532,128.33	\$728,822.97			\$6,182,849.14			\$8,000.00	\$2,612,456.22	
TOTALS:	77	\$23,804,194.65	\$2,733,148.85			\$12,418,658.29		\$300,000.00	\$8,000.00	\$8,344,387.51	\$336,663.32

Program Area: Emergency Medical Services

Description of Highway Safety Problems

Emergency Medical Services (EM)

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

Texas had 3,896 fatalities statewide in 2020, Most of the fatalities still occur in the non-metropolitan areas of the state. While in 2019 only 10.6 percent of the population lives in rural areas[2], those areas account for 40.2 percent of the fatalities for the state (2019 FARS).

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

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.

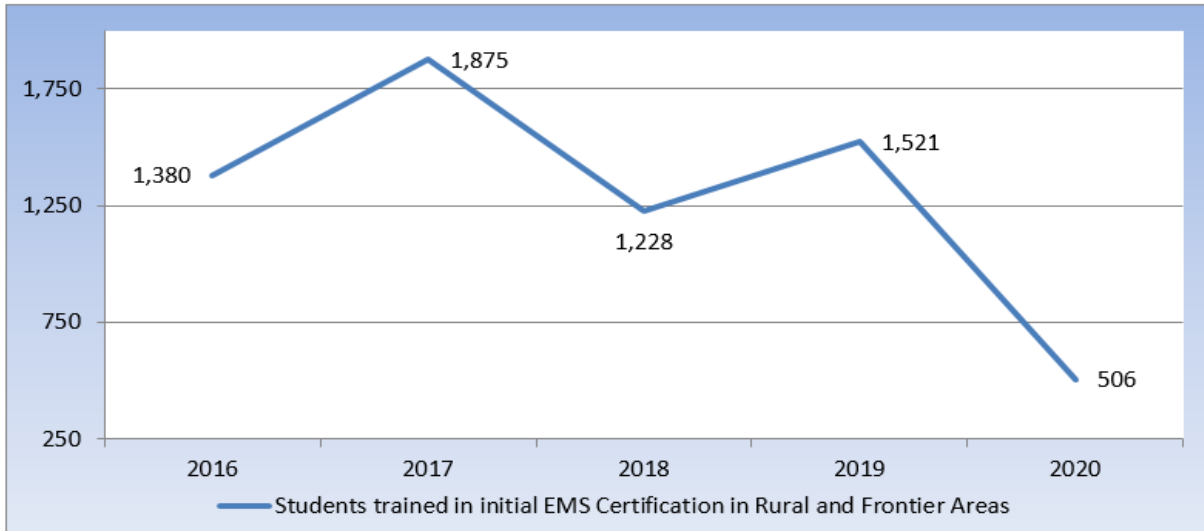
[1] The History of EMS at NHTSA. Retrieved from <https://www.ems.gov/OEMShistory.html> on June 2017

[2] USDA Economic Research Service

<https://data.ers.usda.gov/reports.aspx?StateFIPS=48&StateName=Texas&ID=17854>

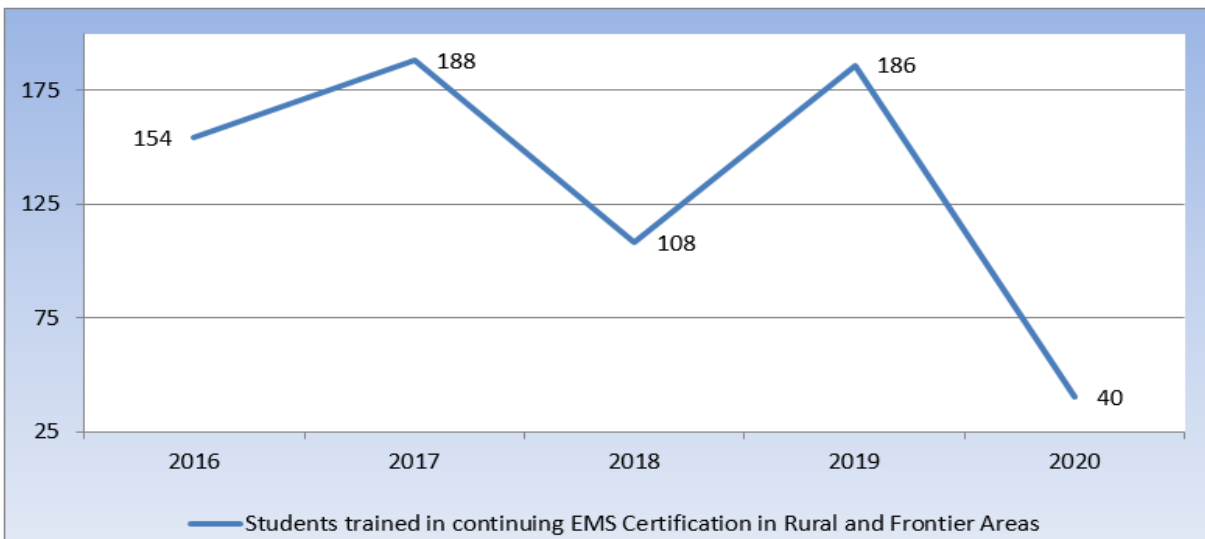
TRF-BTS will continue actively working to improve pre-hospital care response and availability throughout rural and frontier areas through improved accessibility of training and improved EMS involvement in local communities by increasing the availability of training in the rural and frontier areas of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

State of Texas: Students Trained in Initial EMS Certification (Rural/Frontier)



Source: Department of Transportation TRF-BTS eGrants, June 18th, 2021

State of Texas: Students Trained in Continuing EMS Certification (Rural/Frontier)



Source: Department of Transportation TRF-BTS eGrants, June 18th, 2021

EM Performance Measures and Target Setting - Texas established its performance targets based on data projections using the SHSP, FARS and CRIS data.

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.

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

	2015	2016	2017	2018	2019	2020
Students trained in initial EMS Certification in Rural and Frontier Areas	1,655	1,380	1,875	1,228	1,626	506

	2021	2022
Students trained in initial EMS Certification in Rural and Frontier Areas		
M Value	-5.3	-5.3
X Value	9.00	10.00
B Value	1,552.3	1,552.3
Projection	1,499	1,494
Target	1,523	1,523

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

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

	2015	2016	2017	2018	2019	2020
Students trained in continuing EMS Certification in Rural and Frontier Areas	110	154	188	108	196	40

	2021	2022
Students trained in continuing EMS Certification in Rural and Frontier Areas		
M Value	-3.8	-3.8
X Value	10.00	11.00
B Value	174.6	174.6
Projection	137	133
Target	139	135

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

EM Impacts of Proposed Strategies –

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 FY 2022 will assist Texas increasing the skill level of rural and frontier EMS providers.

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

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

2022 Target: To increase the projected number of students trained in initial EMS course to at least 1,523 students.

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

2022 Target: To reduce the projected decrease in the number of students trained in continuing EMS course to 135 students.

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>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TEEXESTI-G-1YG-0163	TRF-TS	Texas Engineering Extension Service ESTI

Primary Countermeasure Strategy ID : Emergency Medical Services Training

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

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

Objectives

- Update 36 times, the Rural / Frontier EMS Education website with current information and forms by 9/30/2022
- Train 1524 students in initial EMS classes by 8/31/2022
- Train 135 students in continuing education (CE) classes by 8/31/2022
- Teach 13000 Student hours while attending course by 8/31/2022
- Attend 5 meetings and/or conferences focusing on schools and school districts by 8/31/2022
- Attend 12 Conference / Meetings to promote and distribute information about the grant by 8/31/2022

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	\$324,992.72	\$0.00	\$0.00	\$400,833.38	\$725,826.10

Emergency Medical Services

**FY 2021
Budget Module: EM - 03**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	1	\$725,826.10	\$324,992.72							\$400,833.38	
TOTALS:	1	\$725,826.10	\$324,992.72							\$400,833.38	

Program Area: Motorcycle Safety

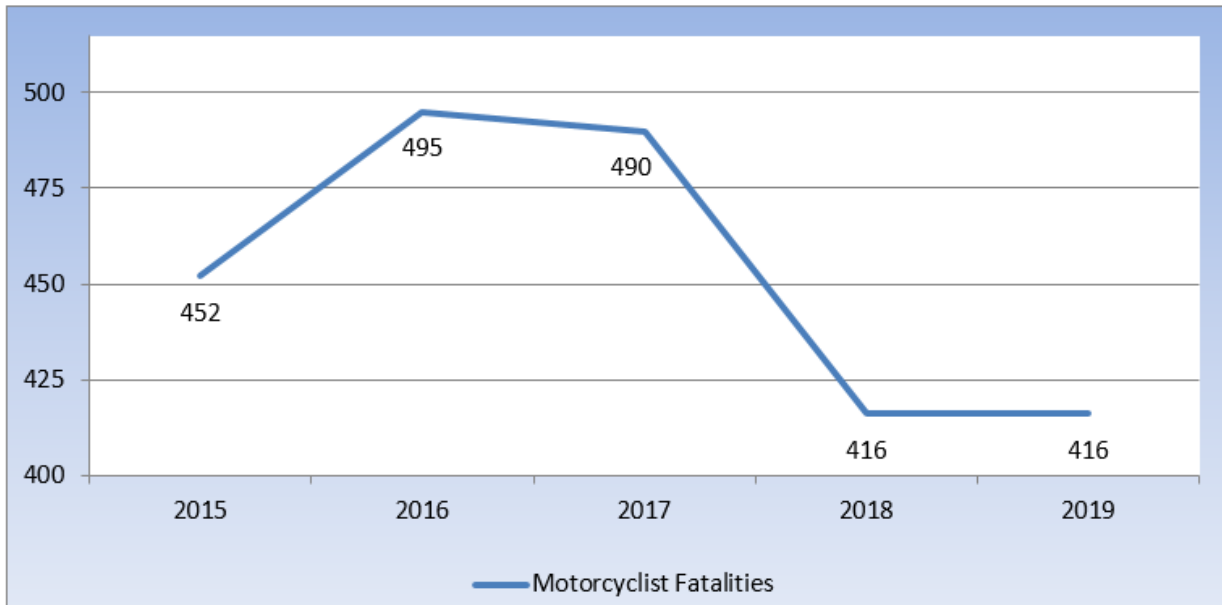
Description of Highway Safety Problems

Motorcycle Safety (MC)

Problem ID - Until recently, motorcycle fatalities and crashes in Texas followed the national 10-year trend. The State of Texas experienced an increase in the number of motorcycle fatalities from 452 in 2015 to 495 in 2016; however, the FARS data indicates a decrease to 490 fatalities in 2017 and an even bigger decrease in 2018 to 416 fatalities. According to FARS the number of motorcycle fatalities remained the same in 2019. Of the 416 motorcycle fatalities in 2018, 45 percent were not wearing helmets.

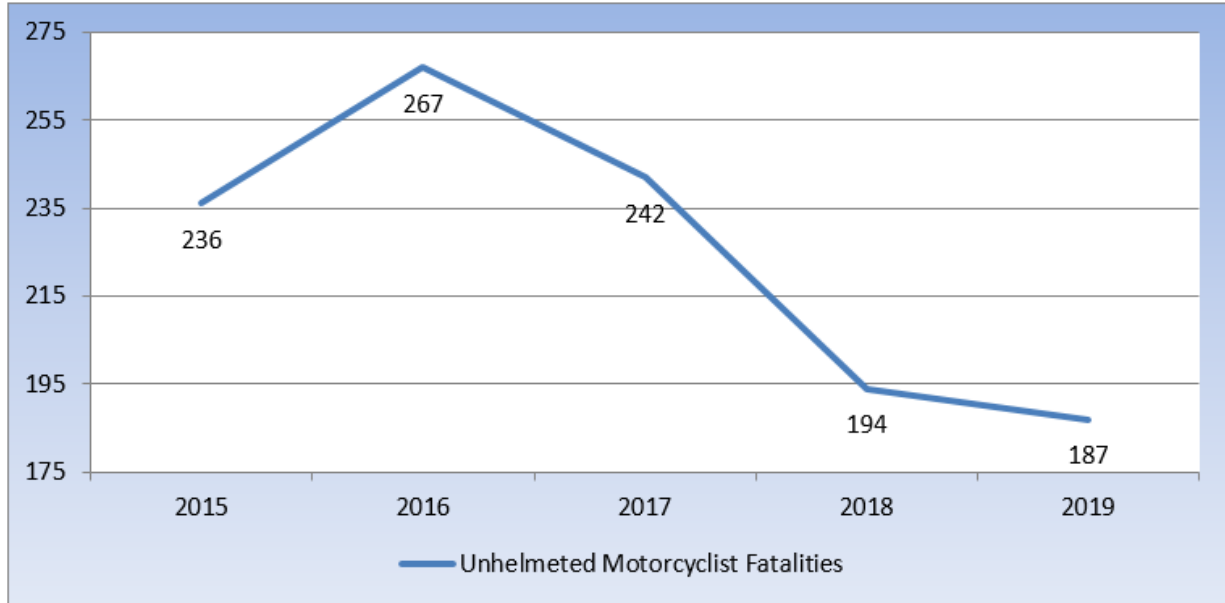
Motorcycle crashes continue to be heavily overrepresented in the total number of motor vehicle crashes. In 2020, motorcycle registrations comprise approximately less than 2 percent of the vehicle mix in Texas, yet they account for approximately 11.5 percent of all traffic fatalities. These numbers are problematic and an overrepresentation within the total traffic mix.

State of Texas: Motorcycle Fatalities (C-7)



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

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



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

While Texas, in 2016, had the highest voluntary helmet usage rate for a state without a universal helmet law (72.1 percent), fatal crashes involving unhelmeted riders continue to be an aggravating factor although we seem to be moving in the right direction. The trend shows 46.6 percent of motorcyclists killed in 2018 were not wearing a helmet, compared to 44.9 percent in 2019. The 20-to-29-year-old age range shows the most fatalities overall of all age groups, followed by 40-to-49-year-olds.

Although Texas has witnessed a significant population expansion, the number of registered motorcycles has decreased. The Texas Department of Motor Vehicles reports 336,523 registered motorcycles in the state in May 2021, down from 344,852 in May 2020. However, there has been an increase in the number of licensed motorcycle operators in Texas. Currently within the State of Texas, there are 1,105,586 licensed motorcycle operators[1].

[1] Report provided by Texas Department of Public Safety, Driver’s License Division, May 2021

MC Performance Measures and Target Setting – 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.

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

C-7	2015	2016	2017	2018	2019
Motorcyclist Fatalities	452	495	490	416	416
Motorcyclist Fatalities	2020	2021	2022		
M	-7.3	-7.3	-7.3		
X	10.00	11.00	12.00		
B	485.7	485.7	485.7		
Projection	413	405	398		
Target	413	405	398		

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

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

(C-8)	2015	2016	2017	2018	2019
Unhelmeted Motorcyclist Fatalities	236	267	242	194	187
Unhelmeted Motorcyclist Fatalities	2020	2021	2022		
M	-7.8	-7.8	-7.8		
X	10.00	11.00	12.00		
B	276.2	276.2	276.2		
Projection	198	190	183		
Target	198	190	183		

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

MC Impacts of Proposed Strategies - Strategies proposed for the Motorcycle Safety and Awareness Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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. Texas is providing \$330,000 in state funds in FY 2022 to help enhance program efforts to address this problem. Funding for public education and outreach and rider safety and awareness are planned for FY 2022 to assist Texas with reducing motorcycle operator and passenger fatalities and injuries.

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

MC Performance Targets:

Target: Motorcyclist Fatalities (C-7)

2022 Target: To decrease the number of motorcycle fatalities to no more than 398 fatalities.

Target: Unhelmeted Motorcyclist Fatalities (C-8)

2022 Target: To decrease the number of unhelmeted fatalities to no more than 183 fatalities.

Motorcycle Safety

MC - 04

Goals

- To reduce the number of motorcyclist fatalities

Strategies

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

Project Descriptions

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TTI-G-1YG-0015	TRF-TS	Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

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

Public education and outreach employing riders and related safety groups to raise motorists' and rider knowledge of safely sharing the road and of rider safety awareness.

Objectives

- Evaluate 1 Campaign Outreach Activity by 9/23/2022
- Develop 1 Texas Strategic Action Plan for Motorcycle Safety by 9/9/2022
- Attend 4 Statewide Motorist Awareness and Motorcyclist Safety Events to Distribute Educational Materials by 9/16/2022
- Provide 1 Texas Motorcycle Safety Forum by 8/5/2022
- Complete 240 Content Updates, Website Support, Create/Update Social Media Materials by 9/23/2022
- Provide 4 Motorcycle Safety Coalition Activities by 9/23/2022
- Develop 1 Set of Campaign Promotional Materials for use in Statewide Outreach Activities by 12/10/2021
- Develop 1 Outreach Plan to Guide Project Activities by 11/12/2021

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	\$331,481.40	\$0.00	\$0.00	\$82,923.39	\$414,404.79

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

Planned Activity Name 2022-TTI-G-1YG-0047 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

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

A data linkage and outreach project that investigates trained vs. untrained rider crashes, continues a mailing campaign to encourage riders to complete training, and subsidizes motorcycle training.

Objectives

- Participate in 1 national traffic safety, motorcycle safety, or traffic records conference by 8/31/2022
- Provide 1 presentation to Texas traffic safety stakeholders by 9/15/2022
- Complete 1 mass mailing to untrained riders in the State by 8/31/2022
- Evaluate 1 FY 2021 mailing campaign by 9/15/2022
- Establish 1 data linkage between motorcycle rider data and crash data by 9/30/2022
- Survey 1 set of riders as they complete motorcycle safety training by 9/30/2022
- Support 1 set of motorcycle riders through motorcycle safety training by 7/15/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$106,733.02	\$0.00	\$0.00	\$26,695.13	\$133,428.15

Planned Activity Name 2022-TxDOT-G-1YG-0204 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

Title / Desc. **Motorcycle Safety Campaign (Fed)**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405F	M11X	\$320,000.00	\$0.00	\$0.00	\$385,000.00	\$705,000.00

Planned Activity Name 2022-TxDOT-G-1YG-0205 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

Title / Desc. **Motorcycle Safety Campaign (State)**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$330,000.00	\$0.00	\$265,000.00	\$595,000.00

Task: **Training**

Motorcycle Safety MC - 04

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TTI-G-1YG-0010	TRF-TS	Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Motorcycle Safety Training

Title / Desc. **Reducing Drinking and Riding through Motorcycle Stakeholder Engagement**

Develop impaired-riding resources for motorcycle and motorcycle gear businesses to reduce alcohol-related crashes and injuries among motorcyclists in Texas.

Objectives

- Distribute 1 toolkit to motorcycle stakeholders by 9/30/2022
- Develop 1 set of outreach materials by 7/29/2022
- Develop 1 toolkit of motorcycle stakeholder countermeasures to reduce impaired riding by 7/29/2022
- Complete 1 statewide alcohol-impaired motorcycle crash analysis by 4/15/2022
- Conduct 1 survey of motorcycle stakeholders by 3/15/2022
- Conduct 1 review of existing and past efforts to reduce impaired riding by 12/3/2021

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	\$124,816.96	\$0.00	\$0.00	\$31,222.82	\$156,039.78

Motorcycle Safety

**FY 2021
Budget Module: MC - 04**

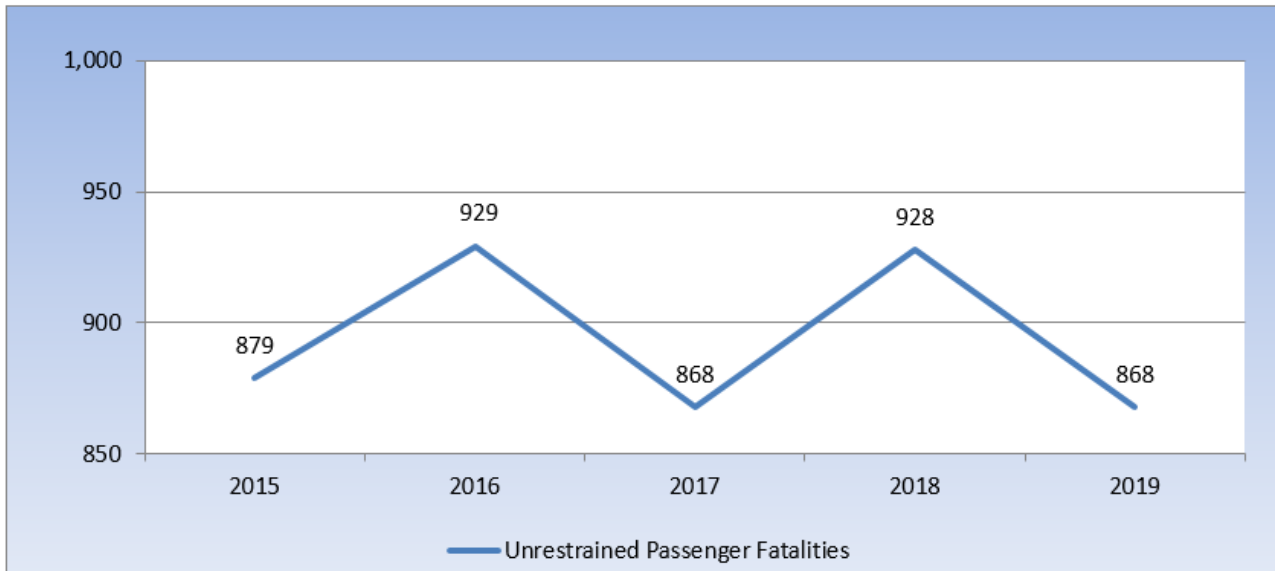
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	4	\$1,847,832.94	\$438,214.42				\$320,000.00	\$330,000.00		\$759,618.52	
Training	1	\$156,039.78	\$124,816.96							\$31,222.82	
TOTALS:	5	\$2,003,872.72	\$563,031.38				\$320,000.00	\$330,000.00		\$790,841.34	

Program Area: Occupant Protection (Adult and Child Passenger Safety)
 Description of Highway Safety Problems

Occupant Protection (OP)

Problem ID – There were 868 fatalities involving unrestrained occupants in Texas in 2019, which is a decrease from the 928 that occurred in 2018. Those 868 unrestrained fatalities, represent 38.0 percent of the fatalities where restraint usage was applicable and known.

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

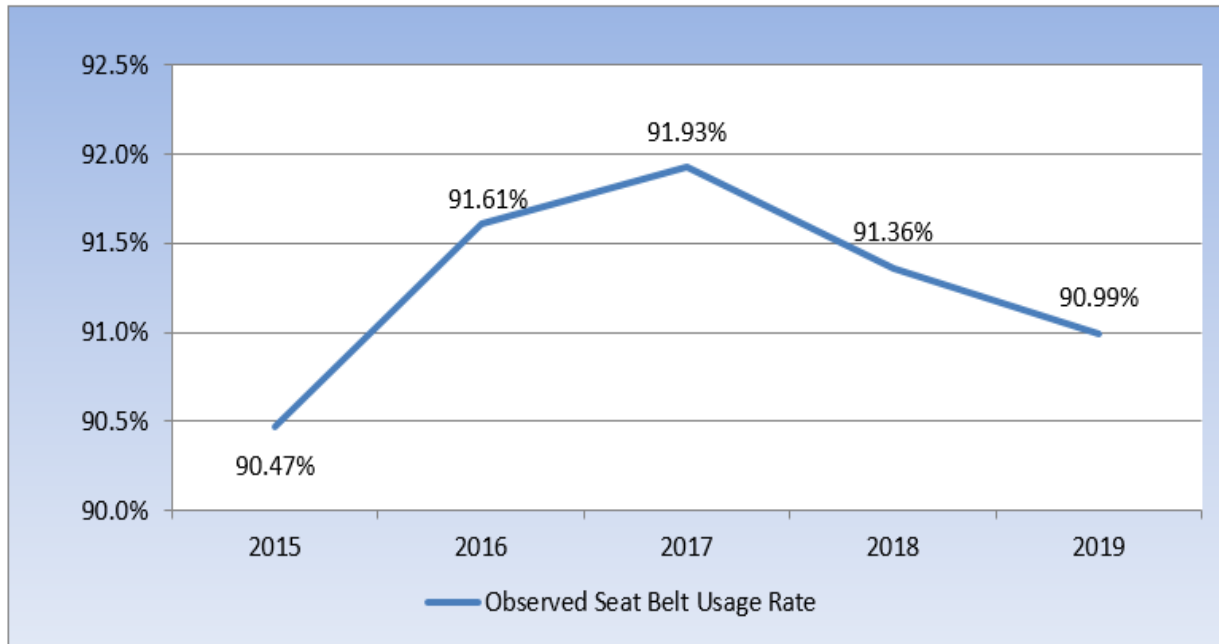


Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

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 2019, Texas had a seat belt usage rate of 90.99 percent[1]. TTI was not able to conduct the survey for FY 2020 due to COVID-19. A waiver was requested from and granted by NHTSA.

[1] 2019 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, August 2019

State of Texas: Seat Belt Use in Texas



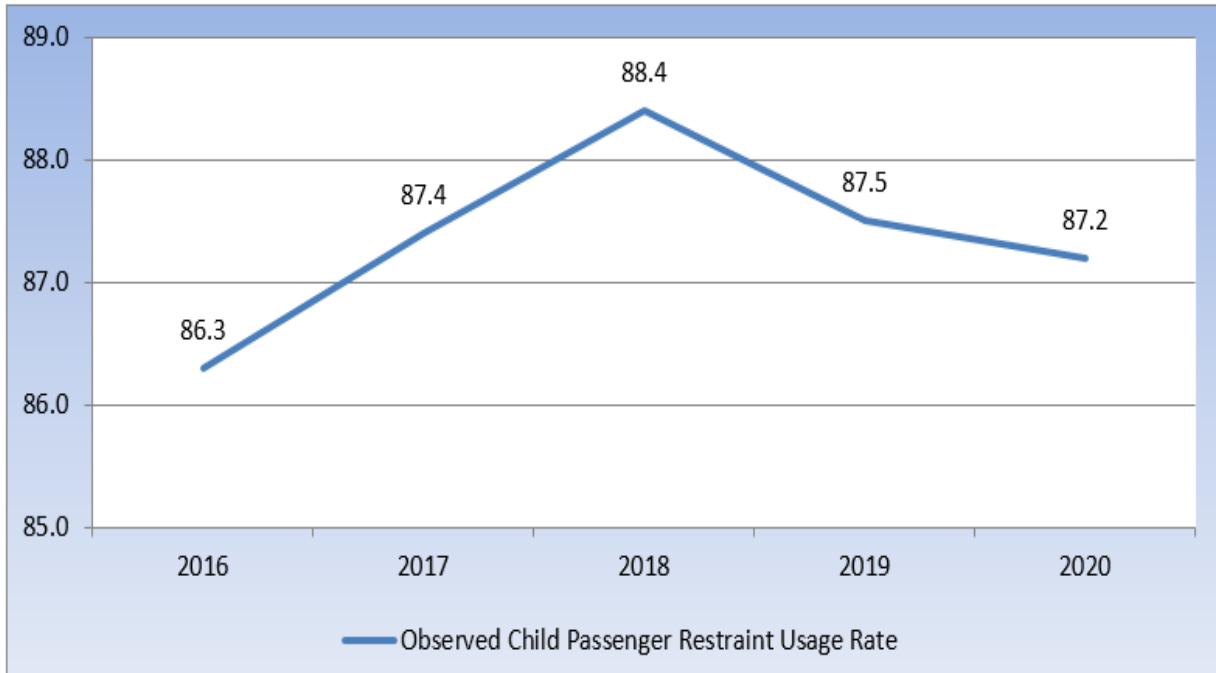
Source: Texas A&M University Transportation Institute (TTI), Statewide Survey, August 2019

Overall, female drivers and passengers had higher safety belt usage rates than males. Passengers were more likely to be buckled up when the driver was buckled up. The age group with the highest driver seat belt use was seniors while the lowest while belt use was among drivers estimated as between 20-60 years old. The highest driver seat belt use rate was observed among senior female drivers and the lowest among teen males. This year both male and female senior passengers had the highest passenger belt use rate.

Driver and passenger seat belt use was observed to be higher for car drivers and passengers than for pickup truck occupants. Driver and passenger belt use in cars was 87.9 percent and 88.9 percent, respectively, while in pickups the driver and passenger use percentages were 85.2 percent and 87.6 percent, respectively. The difference for all occupants by vehicle type was 2.5 percentage points, with car occupants belted more often than pickup occupants[1].

[1] 2020 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, Sept. 2020

State of Texas: Observed Child Passenger Restraint Usage



Source: Texas A&M University Transportation Institute (TTI), Child Restraint Use Survey, September 2020

The 2020 survey of child restraint usage revealed that 87.2 percent of children were restrained in a child safety seat or seat belt in some manner. This is a slight decrease from the rate of 87.5 percent observed in 2019. 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[1].

Texas will continue to fund and support law enforcement with the goal to increase the number of seat belt citations issued during grant funded activities, and these projects, along with occupant protection media campaign efforts, have a special focus on increasing nighttime seat belt use. Texas’ Click It or Ticket campaign uses the slogan, “Click It or Ticket Day and Night,” and all public information and education materials convey that message. Enforcement projects have the flexibility of working both day and night. TV PSAs, radio, billboards, digital messaging, fact sheets, and information cards include the “Click It or Ticket Day and Night” message.

[1] 2020 Survey of Child Restraint Use, Texas A&M University Transportation Institute, September 2020

OP Performance Measures and Target Setting - 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.

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

C-4	2015	2016	2017	2018	2019
Unrestrained Passenger Fatalities	879	929	868	926	868
Unrestrained Passenger Fatalities	2020	2021	2022		
M Value	7.7	7.7	7.7		
X Value	10.00	11.00	12.00		
B Value	879.1	879.1	879.1		
Projection	956	964	972		
Target	945	948	952		

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

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

Child Passenger Restraint Usage	2015	2016	2017	2018	2019	2020
	87.2%	86.3%	87.4%	88.4%	87.5%	87.2%
Child Passenger Restraint Usage	2021	2022				
M	-0.6	-0.6				
X	10.00	11.00				
B	89.2%	89.2%				
Projection	83.2%	82.6%				
Target	84.5%	84.3%				

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

OP Impacts of Proposed Strategies - Strategies proposed for the Occupant Protection Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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, installation and distribution of child passenger safety are planned for FY 2022 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates.

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

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

OP Performance Targets:

Target: Unrestrained Passenger Fatalities (C-4)

2022 Target: To decrease the number of unrestrained fatalities to no more than 952 in 2022.

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

2022 Target: To increase the observed seat belt usage rate to 91.03 percent in 2022.

Child Passenger Restraint Usage for the state of Texas

2022 Target: To increase the observed child passenger usage to 84.3 percent in 2022.

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

2022 Target: NHTSA activity measure - no objective set

Occupant Protection

OP - 05

Goals

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

Strategies

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

Project Descriptions

Task: Enforcement Occupant Protection OP - 05

<i>Planned Activity Name</i> 2022-TxDOT-G-1YG-0194	<i>Division</i> TRF-TS	<i>Organization Name</i> TxDOT - Traffic Safety
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Primary Countermeasure Strategy ID: Occupant Protection Enforcement

Title / Desc. **STEP Memorial Day CIOT Grants**

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

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
40	402	OP	\$650,000.00	\$0.00	\$0.00	\$125,000.00	\$775,000.00

Task: Evaluation Occupant Protection OP - 05

<i>Planned Activity Name</i> 2022-TTI-G-1YG-0031	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Primary Countermeasure Strategy ID: Occupant Protection Evaluation

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

Observational surveys of seat belt use before, during, and after the Click It or Ticket mobilization will be conducted to measure the impact on seat belt use in 10 of Texas' largest cities.

Objectives

- Submit 4 summary memos reporting survey results by 8/31/2022
- Conduct 3 observational survey waves in 10 Click It or Ticket cities by 6/30/2022

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	\$51,500.00	\$0.00	\$0.00	\$12,883.94	\$64,383.94

Task: **Evaluation**

Occupant Protection OP - 05

Planned Activity Name 2022-TTI-G-1YG-0034 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Nighttime Occupant Protection Surveys**

This project will conduct observational surveys of seat belt use during nighttime hours in 18 Texas cities.

Objectives

- Conduct 18 city surveys of nighttime seat belt use with additional nighttime cell phone use included by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$80,860.00	\$0.00	\$0.00	\$20,229.21	\$101,089.21

Planned Activity Name 2022-TTI-G-1YG-0035 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Occupant Protection Surveys**

This project is to conduct a statewide survey of seat belt use, urban seat belt use survey, and child restraint use survey.

Objectives

- Conduct 1 survey of front seat occupant restraint use in 18 Texas cities by 9/30/2022
- Conduct 1 survey of child restraint use in 14 Texas cities by 9/30/2022
- Conduct 1 statewide survey in counties throughout Texas using NHTSA approved survey sampling and protocol by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$340,885.00	\$0.00	\$0.00	\$85,262.71	\$426,147.71

Planned Activity Name 2022-TTI-G-1YG-0037 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Tapping Into and Addressing Reasons for Child Restraint Non-Use in Texas**

Outreach specific to non-users of child safety seats or seat belts with children. Project uses an intercept survey approach to assess reasons for non-use & distribute applicable resource material.

Objectives

- Create 1 set of recommendations and message strategies to increase child restraint use by 9/30/2022
- Distribute 200 PI&E items specific to child restraint non-users by 6/30/2022
- Conduct 200 intercept surveys of child restraint non-users in 4 locations by 8/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$40,220.01	\$0.00	\$0.00	\$10,062.30	\$50,282.31

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Planned Activity Name 2022-AustinEM-G-1YG-0165 Division TRF-TS Organization Name City of Austin EMS

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Austin-Travis County EMS (ATCEMS) Child Passenger Safety Program**

Providing families, within the Austin District, free education and child safety seats to ensure safe travel.

Objectives

- Conduct 1 National CPST Renewal Course and re-certify CPS Technicians within the Austin District by 9/30/2022
- Conduct 2 Child Passenger Safety CEU Update classes within the Austin District by 9/30/2022
- Conduct 2 National CPST Certification Courses and certify 30 new CPS Technicians within the Austin District by 9/30/2022
- Conduct 52 Safe Baby Academy classes and distribute 416 convertible child safety seats within Travis County by 9/30/2022
- Conduct 6 booster seat focused events and distribute 600 booster seats within Travis County by 9/30/2022
- Conduct 48 child safety seat check-up events and distribute 864 child safety seats within Travis County by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$122,200.00	\$0.00	\$0.00	\$38,450.00	\$160,650.00

Planned Activity Name 2022-DCMCCT-G-1YG-0099 Division TRF-TS Organization Name Dell Children's Medical Center of Central Texas

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

Child passenger safety caregiver education and check-up services in Bastrop, Caldwell, Hays, Travis, and Williamson Counties as well as technician certification training and capacity building.

Objectives

- Produce 60 social media posts or other web based content to promote KIC services by 9/30/2022
- Teach 6 CEU credit hours for CPSTs to maintain certification by 9/30/2022
- Distribute 60000 printed CSS information cards to organizations in the 5-county service area by 9/30/2022
- Conduct 1 NHTSA approved CPST course by 9/30/2022
- Provide 110 Hours of CPST availability for short notice CSS check-ups at DCMC by 9/30/2022
- Obtain 1700 appointment inquires through the DCMC 512-324-TOTS appointment line by 9/30/2022
- Participate in 16 community events to share CSS information to caregivers by 9/30/2022
- Distribute 560 Child Safety Seats at events in the 5-county service area by 9/30/2022
- Conduct 600 Child Safety Seat Check-Ups at events in the 5-county service area by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$219,965.00	\$0.00	\$0.00	\$110,381.66	\$330,346.66

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2022-DrisHosp-G-1YG-0087	CRP	Driscoll Children's Hospital

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

This program educates families and community members on Traffic Safety Topics to be safe roadway users as pedestrians, bicyclists and responsible motor vehicle operators/passengers.

Objectives

- Conduct 130 family education outreach opportunities that address traffic safety topics by 9/30/2022
- Conduct 50 Traffic safety presentations to area professionals and community agencies by 9/30/2022
- Participate in 3 National safety campaigns by 9/30/2022
- Conduct 2 National Child Passenger Safety Certification courses by 9/30/2022
- Participate in 15 Health Fairs in rural and local areas by 9/30/2022
- Conduct 13 Distracted Driving IMPACT courses (12) and Shattered Dreams event (1) by 9/30/2022
- Coordinate 2 Continuing education classes for 14 Technicians in the TxDOT Corpus Christi District by 9/30/2022
- Conduct 75 Child Passenger Safety check up events and/or education classes by 9/30/2022
- Distribute 800 car seats for children by 9/30/2022
- Distribute 450 Bicycle helmets by 9/15/2022

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	\$260,626.03	\$0.00	\$0.00	\$130,003.63	\$390,629.66

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Planned Activity Name 2022-Texas Ag-G-1YG-0090 Division TRF-TS Organization Name Texas A&M Agrilife Extension Service

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

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

Objectives

- Collect 2 databases of information to evaluate child passenger safety needs and program effectiveness by 9/30/2022
- Participate in 625 educational programs on occupant protection, distracted driving and speeding by 9/30/2022
- Participate in 150 activities promoting public information and education resources to support grant objectives by 9/30/2022
- Conduct 6 educational classes on child passenger safety for healthcare personnel by 9/15/2022
- Participate in 54 child safety seat checkup events in historically low-use and/or high need communities by 9/30/2022
- Conduct 5 Operation Kids classes for officers to support enforcement of child safety seat laws by 7/31/2022
- Conduct 6 National Child Passenger Safety Technician Certification Trainings by 9/30/2022
- Maintain 3 online transportation safety courses for childcare providers by 8/31/2022
- Distribute 2200 child safety seats to families in need through checkups, fitting stations and booster campaigns by 9/30/2022
- Coordinate 2300 child safety seat in-person/virtual inspections at checkups, fitting stations & booster campaigns by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$1,049,994.81	\$0.00	\$0.00	\$370,807.17	\$1,420,801.98

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2022-TCH-G-1YG-0082	HOU	Texas Children's Hospital

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

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

Objectives

- Conduct 20 Child Passenger Safety Events by 9/30/2022
- Conduct 150 Surveys of parents and caregivers who attend a local inspection station by 9/30/2022
- Educate 100 Law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2022
- Distribute 50000 Educational materials on child passenger safety to the community by 9/30/2022
- Conduct 3000 Child safety seat inspections at community events and inspection stations by 9/30/2022
- Conduct 50 Media exposures related to child passenger safety by 9/30/2022
- Distribute 850 Child restraint systems to low-income and at risk families at inspection stations and events by 9/30/2022
- Teach 5 CEU and specialized training classes for CPS technicians about new products and technology by 9/30/2022
- Conduct 2 Child Passenger Safety Technician training courses by 9/30/2022
- Teach 50 Car seat safety classes for parents and caregivers by 9/30/2022

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	\$251,392.14	\$0.00	\$0.00	\$384,542.65	\$635,934.79

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TDSHS-G-1YG-0106	TRF-TS	Texas Department of State Health Services

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

Statewide Child Passenger Safety education program targeting families, and certified child passenger safety technicians and instructors in Texas.

Objectives

- Create 4 quarterly reports on stakeholder outreach by 9/30/2022
- Send 12 recertification reminders to CPS technicians for the sustainability of technicians and instructors by 9/30/2022
- Coordinate 6 regional car seat checkup events in collaboration with regional partners in Texas by 9/30/2022
- Develop 1 Education toolkit for program partners and child passenger safety advocates by 9/30/2022
- Conduct 12 regional educational trainings/meetings for CPS technicians, traffic safety partners or stakeholders by 9/30/2022
- Coordinate 4 state training contact meetings to support CPS initiatives in Texas by 9/30/2022
- Support 1 National Child Passenger Safety Activity Week by 9/30/2022
- Train 40 technicians by conducting the National Child Passenger Safety Certification Training Program by 9/30/2022
- Conduct 6 Distribution program meetings/trainings among program partner sites by 9/30/2022
- Distribute 3600 child safety seats to program partners by 9/30/2022

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	\$674,999.99	\$0.00	\$0.00	\$519,502.04	\$1,194,502.03

Task: **Public Information Campaigns**

Occupant Protection OP - 05

Planned Activity Name 2022-TxHSTF-G-1YG-0139 Division TRF-TS Organization Name Texas Heatstroke Task Force

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

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

Objectives

- Maintain 450 volunteer members in the THTF by 8/31/2022
- Conduct 5 temperature comparison displays at public venues by 8/31/2022
- Participate in 1 Texas Child Passenger Safety Conference by 8/31/2022
- Produce 24 Social media postings for THTF (Facebook and/or Instagram) by 8/31/2022
- Produce 2 rapid response kits to send to THTF members following child heatstroke deaths by 8/31/2022
- Conduct 4 Child heatstroke prevention presentations to groups and conferences by 8/31/2022
- Conduct 4 news media interviews regarding child heatstroke prevention in vehicles by 8/31/2022
- Send 10 Email Updates for THTF members by 8/31/2022
- Distribute 10 Activity logs by 8/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$28,079.04	\$0.00	\$10,441.35	\$38,520.39

Planned Activity Name 2022-TxDOT-G-1YG-0198 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Memorial Day CIOT 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	\$1,600,000.00	\$0.00	\$0.00	\$1,600,000.00	\$3,200,000.00

Planned Activity Name 2022-TxDOT-G-1YG-0202 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Youth Occupant Protection Campaign (Teen CIOT and Child Passenger Safety)**

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

Budget:

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

Task: **Public Information Campaigns**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2022-WISH-G-1YG-0080	DAL	Women & Infants Specialty Health

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

A Child Passenger Safety (CPS) initiative to certify and mentor CPS technicians, educate community stakeholders and caregivers, and a car seat distribution program for low-income families in Dallas.

Objectives

- Develop 1 Final project evaluation report by 9/30/2022
- Conduct 2 National Child Passenger Safety Certification Training Courses by 9/28/2022
- Implement 1 Mentoring program for North Texas Child Passenger Safety (CPS) technicians by 9/28/2022
- Coordinate 3 Meetings with local CPS coalitions or other local traffic safety partners to support CPS initiatives by 9/23/2022
- Educate 10000 Families with children 0-8 years of age at PHHS or through other community partners by 9/30/2022
- Create 2 Child Passenger Safety (CPS) update newsletters and distribute them to CPS technicians by 9/23/2022
- Conduct 6 Community car seat/booster seat check-up events by 9/30/2022
- Conduct 2 Child Passenger Safety Advocate (CPSA) presentations for Parkland staff or other community advocates by 9/23/2022
- Conduct 1 Child Passenger Safety Continuing Education (CEU) session/class for re-certifying technicians by 9/23/2022
- Conduct 200 Child occupant restraint use observations of newborns discharged at Parkland by 9/23/2022
- Conduct 200 Child occupant restraint use observations of children 0-8 years of age at Parkland COPC clinics by 9/23/2022

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$70,402.95	\$0.00	\$0.00	\$32,094.61	\$102,497.56

Task: **Training**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2022-HouPDD-G-1YG-0154	HOU	City of Houston Planning and Development Department

Primary Countermeasure Strategy ID : Occupant Protection Training

Title / Desc. **Our Streets. Our Lives. Our Commitment: A Vision Zero Houston Communication Campaign.**

A citywide effort to educate, inform, and engage the public about street safety, best practices to protect vulnerable road users, and the impact of traffic deaths and serious injuries in Houston.

Objectives

- Implement 4 Seasonal Streets events by 6/30/2022
- Educate 1500 people by 6/30/2022

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	\$16,000.00	\$0.00	\$0.00	\$28,978.84	\$44,978.84

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-ESCVI-G-1YG-0069	TRF-TS	Education Service Center, Region VI

Primary Countermeasure Strategy ID : Occupant Protection Training

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

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

Objectives

- Revise 1 set of content material and hands-on activities to use as training aids for Classroom Workshops by 9/30/2022
- Educate 1000 participants in the STOP Program by 9/30/2022
- Collect 800 participant evaluations to determine the overall effectiveness of the STOP Program by 9/30/2022
- Conduct 4 Child Safety Seat Check-Up Events for the targeted audience by 9/30/2022

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	\$105,692.98	\$0.00	\$0.00	\$35,265.50	\$140,958.48

Task: **Training**

Occupant Protection OP - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-KMF-G-1YG-0170	TRF-TS	Kailee Mills Foundation

Primary Countermeasure Strategy ID : Occupant Protection Training

Title / Desc. **Seat Belt Safety Youth Programs**

A program to educate youth on the importance of seat belt and child safety seat use through presentations, awareness events and distribution of child safety seat to low income families.

Objectives

- Provide 100 child safety seats to low income families by 9/30/2022
- Provide 10 elementary schools with seat belt safety road signs at parking lot exits by 9/30/2022
- Conduct 5 seat belt and child seat safety awareness events by 9/30/2022
- Educate 5 elementary school classes with low restraint use on the importance of seat belt safety by 9/30/2022
- Conduct 10 seat belt and child safety seat checks at elementary schools with low restraint use by 9/30/2022

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	\$32,000.00	\$0.00	\$0.00	\$55,601.00	\$87,601.00

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2022-SafetyCi-G-1YG-0107	ABL	Safety City Abilene

Primary Countermeasure Strategy ID : Occupant Protection Training

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 500 School age children through a variety of after school, summer, or other outreach programs. by 9/30/2022
- Distribute 5600 Educational material to enhance pedestrian, bicycle, railroad, bus, seat belt, and traffic safety by 9/30/2022
- Educate 6350 School age children in pedestrian, bicycle, railroad, bus, seat belt, and traffic safety by 9/30/2022

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	\$15,075.00	\$0.00	\$0.00	\$5,730.75	\$20,805.75

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

Planned Activity Name: 2022-TTI-G-1YG-0030 Division: TRF-TS Organization Name: Texas A&M Transportation Institute

Primary Countermeasure Strategy ID: Occupant Protection Training

Title / Desc. **Statewide Child Passenger Safety Conference**

This project will provide a Statewide Child Passenger Safety Conference in 2022.

Objectives

- Evaluate 1 Statewide Child Passenger Safety Conference by 9/30/2022
- Manage 1 Statewide Child Passenger Safety Conference by 8/31/2022
- Distribute 2000 invitations/announcements marketing the conference by 6/30/2022
- Plan 1 Statewide Child Passenger Safety Conference by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$135,500.00	\$0.00	\$25,000.00	\$17,287.31	\$177,787.31

Occupant Protection

**FY 2021
Budget Module: OP - 05**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	40	\$775,000.00	\$650,000.00							\$125,000.00	
Evaluation	4	\$641,903.17	\$513,465.01							\$128,438.16	
Public Information & Education	10	\$9,473,883.07	\$2,649,580.92	\$2,600,000.00				\$28,079.04		\$4,196,223.11	\$331,028.98
Training	5	\$472,131.38	\$304,267.98						\$25,000.00	\$142,863.40	\$31,075.00
TOTALS:	59	\$11,362,917.62	\$4,117,313.91	\$2,600,000.00				\$28,079.04	\$25,000.00	\$4,592,524.67	\$362,103.98

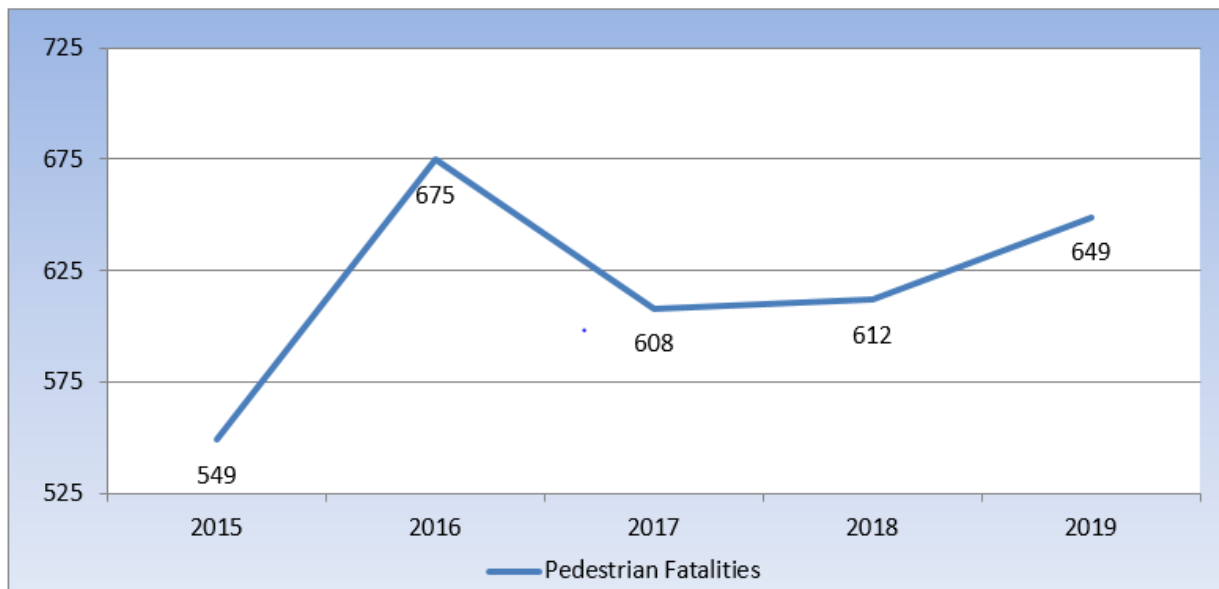
Program Area: Non-motorized (Pedestrians and Bicyclist)
 Description of Highway Safety Problems

Pedestrian and Bicycle Safety (PS)

Problem ID - In recent years, the number of pedestrian fatalities in the United States has grown sharply. During the 10-year period from 2010 to 2019, the biggest change is in pedestrian and bicyclist fatalities as a proportion of overall traffic fatalities, increasing by 46 percent. During the same decade, the percentage of all other traffic fatalities increased only by 5 percent. The preliminary projection is for the fatalities to increase by 309, a 4.8 percent from 2019 to 2020. In 2019, pedestrian fatalities accounted for 17 percent of all traffic fatalities[1].

Texas recorded 425 pedestrian fatalities in 2011. In 2020, Texas recorded 649 pedestrian fatalities, which is a significant increase of 53 percent since 2011. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and San Antonio.

State of Texas: Pedestrian Fatalities (C-10)



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

[1] GHSA Pedestrian Traffic Fatalities by State <https://www.ghsa.org/resources/Pedestrians21>
<https://www.ghsa.org/sites/default/files/2021-03/Ped%20Spotlight%202021%20FINAL%203.23.21.pdf>

State of Texas: Pedestrian Serious Injuries



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

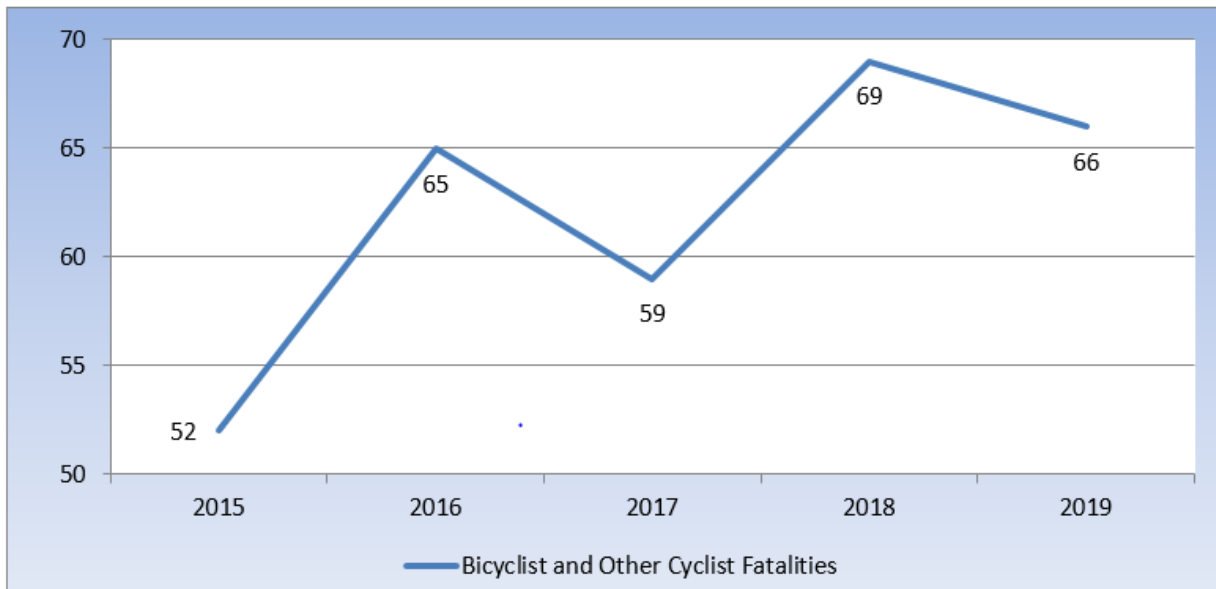
In the United States, there were 843 bicyclists killed in traffic crashes in the United States in 2019. This is a 3 percent decrease from the 868 bicycle fatalities in 2018. Although bicyclist deaths have decreased 16 percent since 1975, they have increased 36 percent since reaching their lowest point in 2010. Most bicyclist deaths in 2019 (90 percent) were those ages 20 and older. Deaths among bicyclists younger than 20 have declined 90 percent since 1975, while deaths among bicyclists 20 and older have tripled. In every year since 1975, many more male than female bicyclists were killed in crashes with motor vehicles. The decline since 1975 among female bicyclists (34 percent) was about 3 times the decline among male bicyclists (12 percent)[1].

Bicyclists accounted for about 1.8 percent of all Texas fatalities in 2019. There were 66 bicyclist fatalities in Texas in 2019, a decrease of 3 fatalities from 2018, when 69 bicyclists were killed in Texas.

The number of bicyclists serious injuries increased during the same timeframe (2018-2019) from 259 to 311. Fortunately, however, during this past year (2019-2020) the number of serious injuries decreased to 285. Texas continues to work to decrease the number of non-motorized fatalities and serious injuries.

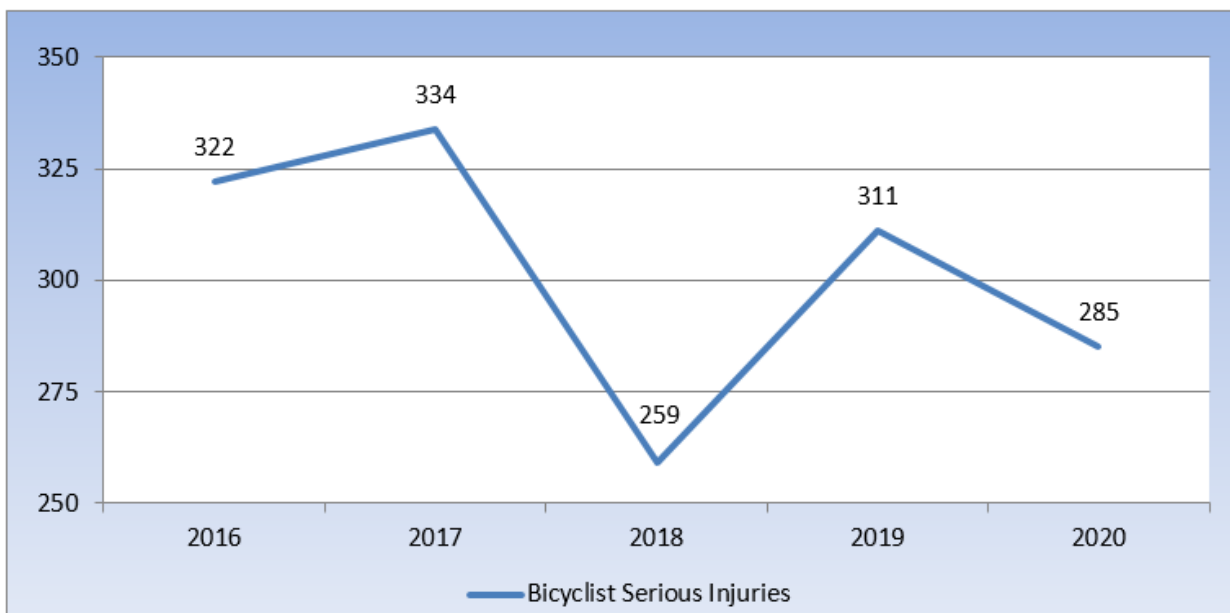
[1] IIHS [Bicycle Facts 2019](#)

State of Texas: Bicycle Fatalities (C-11)



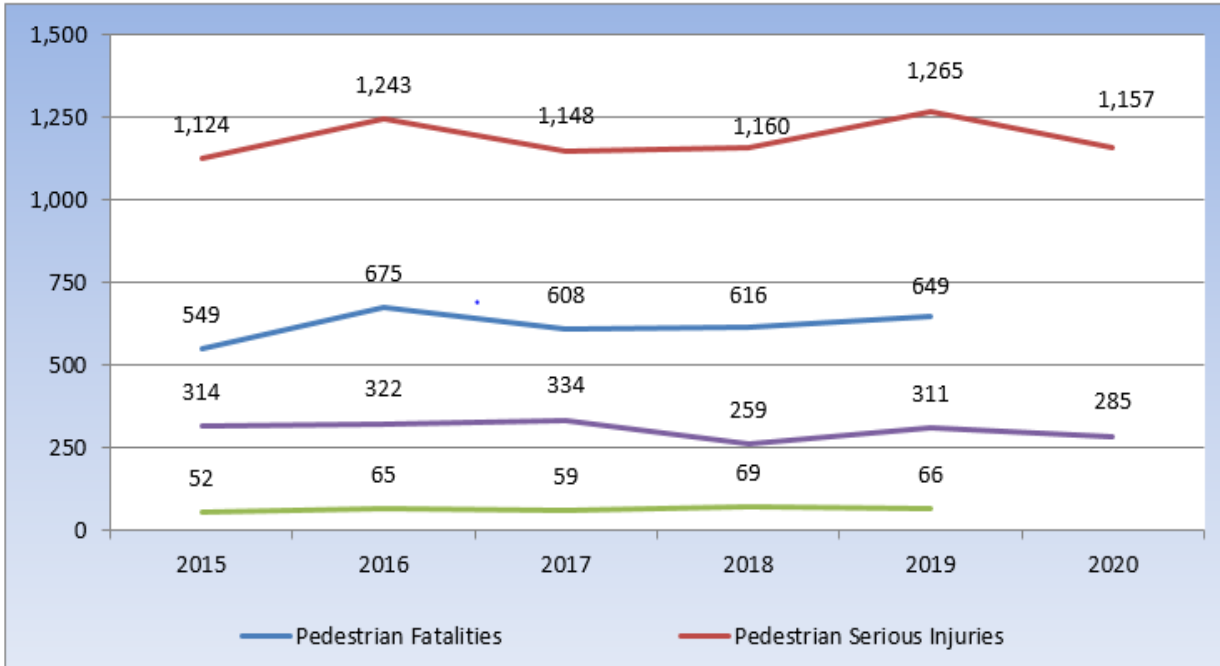
Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

State of Texas: Bicycle Serious Injuries



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

State of Texas: Non-Motorized Fatalities and Serious Injuries



Source: Fatality Analysis Reporting System (FARS May 28th, 2021) and CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports CR-3) received and processed by the Department of Transportation as of April 15, 2021

PS Performance Measures and Target Setting - 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.

Trend projections using FARS data indicate that for 2022, the State of Texas can expect to report 680 pedestrian fatalities.

The calculations for these projections and targets are as follows:

C-10	2015	2016	2017	2018	2019
Pedestrian Fatalities	549	675	608	616	649

Pedestrian Fatalities	2020	2021	2022
M	22.1	22.1	22.1
X	10.00	11.00	12.00
B	414.3	414.3	414.3
Projection	635	657	680
Target	628	647	666

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

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

	2015	2016	2017	2018	2019	2020
Pedestrian Serious injuries	1,124	1,243	1,148	1,160	1,265	1,157

Pedestrian Serious injuries	2021	2022
M	63.5	63.5
X	10.00	11.00
B	892.7	892.7
Projection	1,528	1,591
Target	1,503	1,559

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

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

	2015	2016	2017	2018	2019
Bicycle Fatalities (C-11)	53	66	57	71	68

Bicycle Fatalities (C-11)	2020	2021	2022
M	0.4	0.4	0.4
X	10.00	11.00	12.00
B	48.6	48.6	48.6
Projection	53	53	53
Target	52	52	52

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

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

	2015	2016	2017	2018	2019	2020
Bicycle Serious injuries	314	322	334	259	311	285

Bicycle Serious injuries	2021	2022
M	8.4	8.4
X	10.00	11.00
B	279.6	279.6
Projection	364	372
Target	358	365

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

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

	2015	2016	2017	2018	2019
Non-motorized Fatalities and Serious Injuries	2,039	2,305	2,149	2,104	2,291

Non-motorized Fatalities and Serious Injuries	2020	2021	2022
X	10.00	11.00	12.00
Projection	2,507	2,602	2,696
Target	2,477	2,560	2,642

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

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 FY 2022 to assist Texas with reducing pedestrian and bicycle fatalities and injuries.

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

in achieving its targets for pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

PS Performance Targets:

Target: Pedestrian Fatalities (C-10)

2022 Target: To decrease the expected rise of pedestrian fatalities to no more than 666 in 2022.

Target: Pedestrian Serious Injuries

2022 Target: To decrease the expected rise of pedestrian serious injuries to no more than 1,559 in 2022.

Target: Bicycle Fatalities (C-11)

2022 Target: To decrease the number of bicycle fatalities to no more than 52 in 2022.

Target: Bicycle Serious Injuries

2022 Target: To decrease the expected rise of bicycle serious injuries to no more than 365 in 2022.

Target: Non-Motorized Fatalities and Serious Injuries

2022 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,367 in 2022.

The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	2,104	FARS-CRIS
2019	2,291	ARF-CRIS
2020	2,238	CRIS
2021	2,560	Target
2022	2,642	Target
2022 Target expressed as 5-year average		2,367

As noted in the table above, the calendar year target for 2022 would be 2,642 non-motorized fatalities and serious injuries.

Pedestrian and Bicyclist Safety

PS - 06

Goals

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

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>Planned Activity Name</i> 2022-TTI-G-1YG-0008	<i>District</i> SAT	<i>Organization Name</i> Texas A&M Transportation Institute
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Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Evaluation

Title / Desc. **Improving Pedestrian Safety Near Bus Stops in Dallas**

To educate bus riders and motorists about the right-of-way laws to improve pedestrian safety near bus stops. This project will identify bus stop locations that have high risk of pedestrian crashes.

Objectives

- Evaluate 1 information and education outreach program for pedestrians near bus stops by 9/15/2022
- Distribute 3 outreach materials by 8/31/2022
- Develop 3 outreach materials (e.g., pedestrian fact sheet, driver fact sheet, bus poster) by 6/30/2022
- Develop 1 listing of 75 high risk bus stop locations by 4/30/2022
- Obtain 1 boarding and alighting data, geometric, environment, land use and traffic variables at bus stops by 3/31/2022
- Identify 2 sets of bus stops in Dallas with high and low pedestrian crash frequency by 12/31/2021

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$120,000.00	\$0.00	\$0.00	\$30,026.54	\$150,026.54

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-LubbockP-G-1YG-0145 Division TRF-TS Organization Name City of Lubbock Parks & Recreation

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

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

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

Objectives

- Educate 7500 student/group participants on motor vehicle safety by 9/30/2022
- Educate 7500 second grade students and above on proper bicycle safety and riding techniques by 9/30/2022
- Complete 3 professional training seminars or conferences by 9/30/2022
- Educate 7500 elementary students in safe pedestrian behavior while participating at Safety City by 9/30/2022
- Develop 1 alliance with an outside organization for a safer community by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$25,012.80	\$0.00	\$5,600.00	\$11,678.78	\$42,291.58

Planned Activity Name 2022-ESCVI-G-1YG-0068 Division TRF-TS Organization Name Education Service Center, Region VI

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

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

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

Objectives

- Identify 2 sets of content material and activities to be used as training aids for training sessions by 9/30/2022
- Educate 385 participants in the S.H.A.R.E. Program by 9/30/2022
- Analyze 195 participant evaluations to determine the overall effectiveness of the S.H.A.R.E. Program by 9/30/2022
- Conduct 1 Bicycle Rodeo Event by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$53,195.82	\$0.00	\$0.00	\$17,764.93	\$70,960.75

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-Ghisallo-G-1YG-0123 District AUS Organization Name Ghisallo Foundation

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

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

Bicycle education programs utilizing classes, clinics, presentations, and event-based instruction for youth and adults as well as pedestrian safety instruction.

Objectives

- Identify 2 local geographic areas over represented in injury and fatality rates by 12/31/2021
- Produce 1 transit-based PI&E to promote safe driver, cyclist, and pedestrian behaviors and relevant Texas laws by 9/30/2022
- Distribute 250 reflective tape packs during community engagement to individuals at risk of crashes at night by 9/30/2022
- Distribute 200 TXDOT bike lights to youth and adults to ensure Texas State Law night time riding compliance by 9/30/2022
- Distribute 40 helmets to youth and adults without safe helmets during community engagement by 9/30/2022
- Conduct 4 earned media segments covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2022
- Distribute 3500 PI&E materials covering relevant Texas State laws, rights, and responsibilities for road users by 9/30/2022
- Participate in 6 community events to provide PI&E information related to driver, cyclist, and pedestrian safety by 9/30/2022
- Educate 60 Adult participants about bike safety and Texas State Law via clinics and presentations by 9/30/2022
- Complete 3 adult clinics and presentations by 9/30/2022
- Educate 1800 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2022
- Complete 10 youth bike clinics and presentations by 9/30/2022
- Educate 600 youth participants on in-depth bicycle safety skills and Texas State Laws via Bike Clubs by 9/30/2022
- Establish 10 youth Bike Clubs by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$180,000.00	\$0.00	\$0.00	\$60,085.62	\$240,085.62

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name: 2022-Ghisallo-G-1YG-0124
 District: SAT
 Organization Name: Ghisallo Foundation

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

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

Bicycle education programs utilizing classes, clinics, presentations, and event-based instruction for youth and adults as well as pedestrian safety instruction.

Objectives

- Identify 5 local geographic areas over-represented in injury and fatality rates by 12/31/2021
- Distribute 250 reflective tape packs to individuals at risk of crashes at night by 9/30/2022
- Distribute 100 TXDOT bike lights to ensure Texas bicycle law compliance by 9/30/2022
- Distribute 40 helmets to youth and adults without safe helmets by 9/30/2022
- Conduct 4 earned media segments covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2022
- Distribute 4000 PI&E materials covering relevant Texas State laws and rights and responsibilities by 9/30/2022
- Participate in 10 community events to provide PI&E information related to driver, cyclist, and pedestrian safety by 9/30/2022
- Educate 50 adult participants about bike safety and Texas State Law via clinics and presentations by 9/30/2022
- Complete 5 Adult Clinics and Presentations by 9/30/2022
- Educate 2000 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2022
- Complete 10 youth bike clinics and presentations by 9/30/2022
- Educate 50 youth participants on in--depth bicycle safety skills and Texas State Laws via Bike Clubs by 9/30/2022
- Establish 1 Bike Club by 7/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$116,124.47	\$0.00	\$0.00	\$29,120.65	\$145,245.12

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-HCEC-G-1YG-0158 District HOU Organization Name Harris County Emergency Corps

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

Title / Desc. **Walk Safe**

Harris County Emergency Corps (HCEC) Walk Safe program educates children and their families on how to walk safely in their community and conducts walkability studies in the community.

Objectives

- Conduct 3 walkability studies in the community by 9/23/2022
- Create 1 pedestrian safety video for use in selected elementary schools by 4/15/2022
- Educate 2800 elementary school students on pedestrian safety by 9/16/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$19,929.00	\$0.00	\$0.00	\$6,164.93	\$26,093.93

Planned Activity Name 2022-TTI-G-1YG-0007 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

Title / Desc. **Raising Awareness of Midblock and Highway Crossing Laws to Reduce Pedestrian Fatalities and Injuries**

Public education and targeted information outreach to raise awareness around a) midblock and highway crossing laws for pedestrians, and b) the deadly implications of not following the laws.

Objectives

- Distribute 2 Educational outreach videos based on educational outreach plan by 9/2/2022
- Develop 2 Outreach Videos Based on Results of Best Practices Analysis by 6/11/2022
- Develop 3 Outreach Messages and Print Materials Based on Results of Best Practices Analysis by 6/5/2022
- Identify 1 Best Practices for Outreach and Educational Materials for Identified Segments of Target Demographic by 3/15/2022
- Develop 1 Educational Outreach Evaluation Plan by 9/15/2022
- Distribute 500 sets of non-paid media PI&E items by 9/2/2022
- Develop 1 Educational Outreach Plan by 11/30/2021

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHPE	\$160,592.39	\$0.00	\$0.00	\$40,181.09	\$200,773.48

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-TTI-G-1YG-0013 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

Objectives

- Complete 1 Summary memorandum by 9/15/2022
- Produce 1 project summary video to highlight the findings from the pedestrian and bicycle crash analysis by 9/15/2022
- Achieve 1500 social media engagements by 9/15/2022
- Distribute 300 safety messages to adult pedestrians, cyclist and motorists via social media by 9/15/2022
- Conduct 10 bicycle/pedestrian educational presentations to adult Texans by 9/10/2022
- Produce 1 infographic summarizing statewide pedestrian and bicycle crash analysis main findings by 8/31/2022
- Complete 1 Institutional Review Board (IRB) application by 1/31/2022
- Conduct 1 statewide pedestrian and bicycle crash analysis by 5/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$137,945.97	\$0.00	\$0.00	\$34,517.27	\$172,463.24

Planned Activity Name 2022-TTI-G-1YG-0014 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

Objectives

- Evaluate 1 Pedestrian Campaign Outreach Grant Activities by 9/16/2022
- Conduct 3 Pedestrian Safety Webinars by 9/2/2022
- Administer 1 Texas Statewide Pedestrian Forum by 9/16/2022
- Conduct 3 Statewide Pedestrian Safety Coalition Meetings by 9/16/2022
- Develop 1 Pedestrian Support and Outreach Plan by 11/12/2021

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$172,951.82	\$0.00	\$0.00	\$43,269.68	\$216,221.50

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TTI-G-1YG-0016	TRF-TS	Texas A&M Transportation Institute

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

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

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

Objectives

- Conduct 1 analysis of young road user behavior for improved awareness around Texas high school campuses by 9/15/2022
- Maintain 3 social media channels for education & awareness on state laws applicable to pedestrian & bike safety by 9/15/2022
- Create 1 activity to educate youth on bikeability and state laws applicable to bicyclists by 9/15/2022
- Administer 3 safety presentations (in-person or virtual) to educate on state laws and evaluate knowledge gained by 9/15/2022
- Revise 1 teen led activity to educate youth on walkability and state laws applicable to pedestrians by 9/15/2022
- Attend 4 collaborative outreach events (in-person or virtual) to focus on pedestrian & bicyclist safety by 9/15/2022
- Distribute 6 activities that demonstrate motorist, pedestrian and bicyclist responsibilities to follow state laws by 9/15/2022
- Provide 120 digital and/or print educational toolkits to high school's student teams in Texas by 9/15/2022

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	\$185,566.30	\$0.00	\$0.00	\$46,435.13	\$232,001.43

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-TTI-G-1YG-0023 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

Objectives

- Produce 1 final report summarizing project objectives and activities by 9/15/2022
- Complete 1 webinar with stakeholders to summarize identified approaches in the recommendation report by 9/12/2022
- Develop 1 recommendation report of identified methods for increasing awareness of pedestrian and bicycle laws by 9/12/2022
- Participate in 1 interview with out-of-state stakeholders to identify approaches to overcoming barriers by 6/22/2022
- Survey 25 Texas pedestrian and bicycle safety stakeholders by 7/31/2022
- Survey 300 Texans on pedestrian and bicycle state laws by 6/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHPE	\$116,549.86	\$0.00	\$0.00	\$29,148.59	\$145,698.45

Planned Activity Name 2022-TCH-G-1YG-0083 District HOU Organization Name Texas Children's Hospital

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

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

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

Objectives

- Educate 100 Adults about safe pedestrian and/or bicyclist skills and behaviors by 9/30/2022
- Conduct 100 Surveys focused on the walking or biking behaviors of children and adults by 9/30/2022
- Coordinate 25 Media exposures about pedestrian and/or bicycle safety by 9/30/2022
- Coordinate 10 Pedestrian safety events by 9/30/2022
- Distribute 1000 Helmets to children with bicycles, that are in need of appropriately fitted helmets by 9/30/2022
- Distribute 50000 Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2022
- Conduct 100 Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2022
- Educate 20000 Children about safe pedestrian and/or bicyclist skills and by 9/30/2022
- Coordinate 10 Bicycle safety events and/or bicycle rodeos by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$102,175.69	\$0.00	\$0.00	\$71,243.64	\$173,419.33

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-TxDOT-G-1YG-0199 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **Pedestrian/Bicycle Safety Campaign**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHPE	\$1,750,000.00	\$0.00	\$0.00	\$437,500.00	\$2,187,500.00

Planned Activity Name 2022-TxDOT-G-1YG-0201 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **Tired Faces Campaign**

Tired Faces Campaign.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$900,000.00	\$0.00	\$0.00	\$900,000.00	\$1,800,000.00

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-NSC-G-1YG-0077 Division TRF-TS Organization Name National Safety Council

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

Title / Desc. **Safe Texas for Every Pedestrian (STEP)**

Safe Texas for Every Pedestrian (STEP) is a TX employer initiative to educate & equip employers to address pedestrian safety in the workplace.

Objectives

- Maintain 1 A webpage on an existing website with pedestrian safety resources for employers by 9/30/2022
- Distribute 25000 digital/print resources and/or links with outreach, collaboration, e-distribution, events, etc by 9/30/2022
- Support 20 professional development events with pedestrian safety resources. by 9/30/2022
- Develop 8 pedestrian safety articles and blog posts (publications) by 9/30/2022
- Develop 10 pieces of educational content (on-line learning, push cards, posters, safety talks, etc.) by 9/30/2022
- Conduct 1 Pedestrian Safety Texas Employer Advisory meeting in conjunction with TXODC Advisory. by 9/30/2022
- Provide 400 Texas employers with pedestrian safety education resources in digital &/or print format(s) by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$111,986.38	\$0.00	\$0.00	\$29,046.11	\$141,032.49

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name: 2022-RGVMPO-G-1YG-0151 District: PHR Organization Name: Rio Grande Valley Metropolitan Planning Organization

Primary Countermeasure Strategy ID: Pedestrian and Bicyclist Safety Training

Title / Desc. **Rio Grande Valley Traffic Safety Initiative**

An initiative by the Rio Grande Valley Metropolitan Planning Organization for a comprehensive approach to improving traffic safety as a region, through trainings and public education.

Objectives

- Distribute 5000 bike lights throughout the RGVMPO jurisdiction by 9/30/2022
- Distribute 2725 bike helmets throughout the RGVMPO jurisdiction by 9/30/2022
- Administer 2 hybrid trainings for 50 project managers on safety strategies and project development by 9/30/2022
- Administer 2 hybrid trainings for 100 law enforcement officers from the RGV on traffic safety problems/goals by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$41,480.00	\$0.00	\$0.00	\$22,282.25	\$63,762.25

Planned Activity Name: 2022-TTI-G-1YG-0012 Division: TRF-TS Organization Name: Texas A&M Transportation Institute

Primary Countermeasure Strategy ID: Pedestrian and Bicyclist Safety Training

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

To provide 10 train-the-trainer workshops covering laws related to pedestrian and bicycle safety, crash reporting, and produce a training video on enforcement of pedestrian and bicycle laws.

Objectives

- Produce 1 Final Report by 9/15/2022
- Develop 1 Training Video on How to Conduct Bicycle and Pedestrian Enforcement by 9/30/2022
- Teach 10 Training Workshops on State Pedestrian and Bicyclist Laws by 9/30/2022
- Update 1 Curriculum for Workshops on State Pedestrian and Bicyclist Laws by 1/31/2022
- Distribute 4 Informational Items by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHTR	\$125,888.21	\$0.00	\$0.00	\$31,495.68	\$157,383.89

Task: **Training**

Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name 2022-TTI-G-1YG-0027 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

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

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

Objectives

- Develop 1 digital media that highlights laws related to pedestrian bicycle safety by 9/15/2022
- Revise 1 law enforcement mobilization plan that addresses pedestrian and bicycle traffic law enforcement by 7/31/2022
- Conduct 10 pedestrian and bicycle traffic law trainings to university-based organizations by 8/31/2022
- Survey 5 University events to measure frequency of ped/bike state law violations involving motorized vehicles by 8/31/2022
- Create 3 pedestrian/bicycle law pocket guide for distribution to students, staff & campus safety stakeholders by 9/15/2022
- Update 1 curriculum package highlighting laws related to pedestrian and bicycle safety by 9/15/2022
- Establish 1 group of local traffic safety stakeholders to serve in an advisory capacity by 8/31/2022
- Conduct 2 focus group meetings with stakeholders who use proximal university roadway systems by 3/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405H	FHTR	\$260,696.10	\$0.00	\$0.00	\$65,209.22	\$325,905.32

Planned Activity Name 2022-TTI-G-1YG-0048 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

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

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

Objectives

- Complete 5 educational sessions at the top 5 communities experiencing high volume of crashes by 9/15/2022
- Develop 1 website to disseminate an electronic copy of educational kit by 7/31/2022
- Develop 1 Brochure and Educational kit by 6/30/2022
- Complete 1 Safety Assessment by 3/15/2022
- Provide 1 Summary of Literature Review on Safety of Older Pedestrians by 1/15/2022
- Acquire 1 Institutional Review Board (IRB) Approval by 12/15/2021

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$100,057.73	\$0.00	\$0.00	\$25,032.71	\$125,090.44

Task: **Training** Pedestrian and Bicyclist Safety PS - 06

Planned Activity Name: 2022-TTI-G-1YG-0053 Division: TRF-TS Organization Name: Texas A&M Transportation Institute

Primary Countermeasure Strategy ID: Pedestrian and Bicyclist Safety Training

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

This project will provide educational curriculum and technology supplement (virtual reality video) targeting adolescent pedestrians and bicyclists regarding critical safety concepts.

Objectives

- Distribute 1 developed e-curriculum and video throughout the web-page by 9/15/2022
- Develop 2 curriculum for target lessons by 7/31/2022
- Develop 1 educational virtual reality adapted video by 8/20/2022
- Develop 1 scenario including identified risk situations and safe behaviors to the situations by 3/22/2022
- Collect 1 list of high-risk situations at young pedestrian/bicyclists-involved crashes by 2/15/2022
- Acquire 1 Institutional Review Board Approval by 12/5/2021

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$115,000.00	\$0.00	\$0.00	\$28,773.49	\$143,773.49

Pedestrian and Bicyclist Safety

**FY 2021
Budget Module: PS - 06**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	1	\$150,026.54	\$120,000.00							\$30,026.54	\$120,000.00
Public Information & Eduction	13	\$5,652,754.43	\$1,892,901.87				\$2,027,142.25		\$5,600.00	\$1,727,110.31	\$19,929.00
Training	6	\$956,947.88	\$368,524.11				\$386,584.31			\$201,839.46	\$41,480.00
TOTALS:	20	\$6,759,728.85	\$2,381,425.98				\$2,413,726.56		\$5,600.00	\$1,958,976.31	\$181,409.00

Program Area: Police Traffic Services
Description of Highway Safety Problems

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.

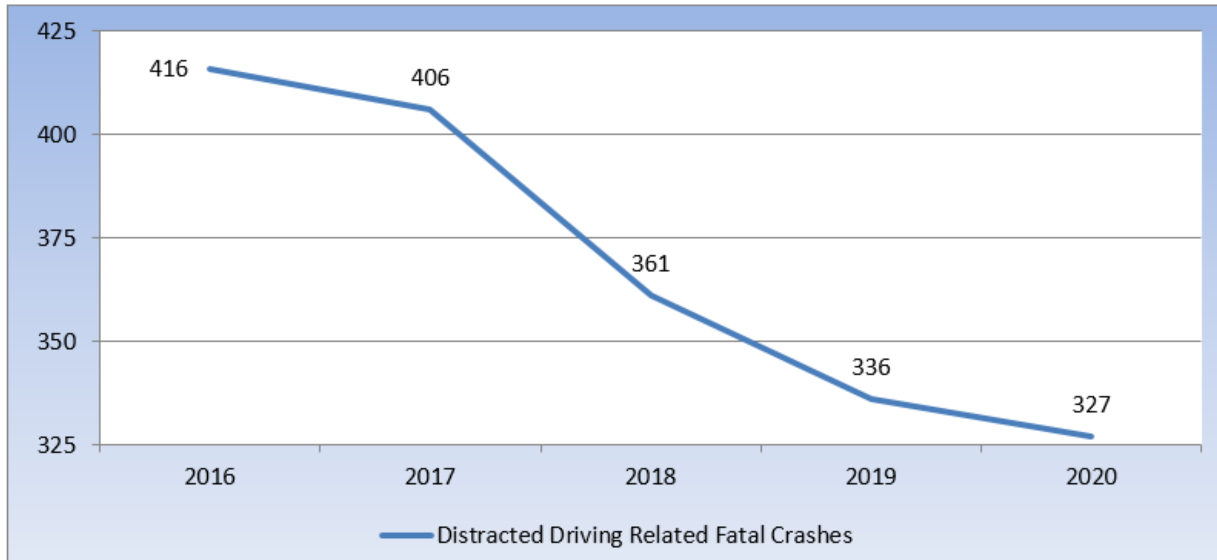
The premise of the STEP model is that an individual's discomfort or fear of being stopped for a traffic safety violation outweighs the desire not to comply with the law. Like any good deterrence program designed to change motorists' behavior, STEPs are conducted throughout the year to maintain positive 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 and the Occupant Protection section. In addition to the projections and targets that address speed, alcohol, and restraint use in other sections, intersection crashes and distracted driving are included as elements of the STEP program.

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

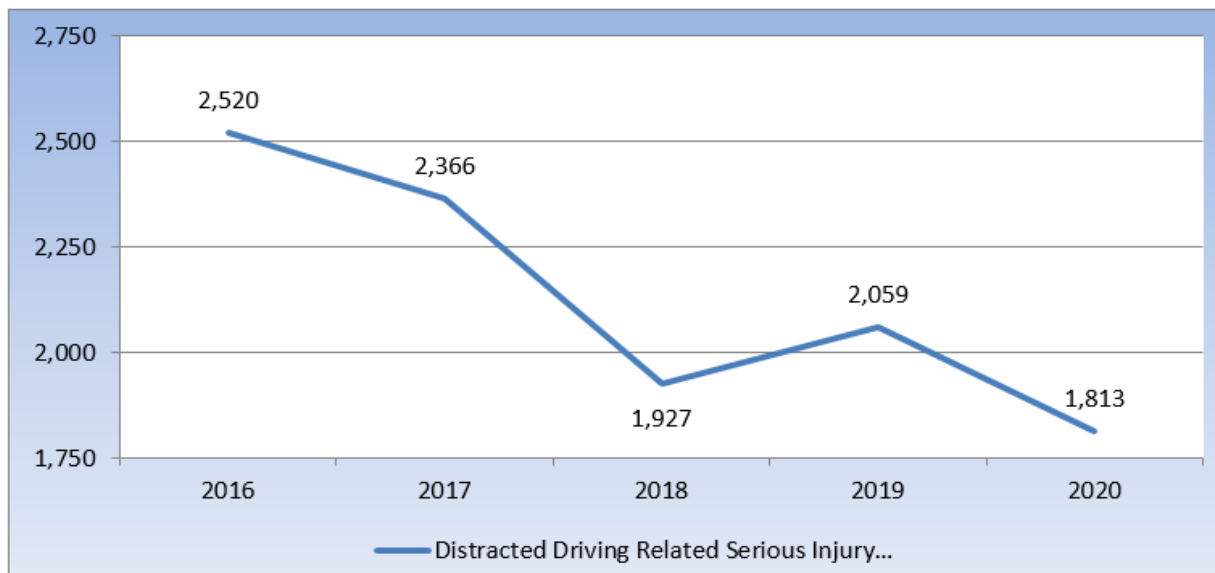
TxDOT will continue to work on this emerging issue.

State of Texas: Distracted Driving Related Fatal Crashes



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

State of Texas: Distracted Driving Serious Injury Crashes



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

PT Performance Measures and Target Setting - 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 Task Force and other regional coalitions that involve high-visibility enforcement as a countermeasure. TxDOT will work in conjunction with these stakeholders to reduce the incidence of fatalities associated with 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.

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report 414 distracted driving related fatal crashes. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Distracted Driving Related Fatal Crashes	431	416	406	361	336	327

Distracted Driving Related Fatal Crashes	2021	2022
M	-1.4	-1.4
X	10.00	11.00
B	429.8	429.8
Projection	416	414
Target	416	414

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

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report 2,544 distracted driving related serious injury crashes. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Distracted Driving Related Serious Injury Crashes	2,519	2,520	2,366	1,927	2,059	1,813

Distracted Driving Related Serious Injury Crashes	2021	2022
M	1.7	1.7
X	10.00	11.00
B	2,525.7	2,525.7
Projection	2,543	2,544
Target	2,502	2,494

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

PT Impacts of Proposed Strategies - Strategies proposed for the Police 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 FY 2022 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 its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

PT Performance Targets:

Target: Distracted Driving Related Fatal Crashes

2022 Target: To decrease the number of distracted driving fatal crashes to no more than 414 in 2022.

Target: Distracted Driving Related Serious Injury Crashes

2022 Target: To decrease the number of distracted driving related serious injury crashes to no more than 2,494 in 2022.

Police Traffic Services

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Goals

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

Strategies

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

Project Descriptions

Task: **Enforcement**

Police Traffic Services PT - 07

Planned Activity Name 2022-TxDOT-G-1YG-0213 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

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

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2022-AllenPD-S-1YG-00012		402	PT	\$11,956.00	\$3,082.26	\$15,038.26
2022-AltonPD-S-1YG-00083		402	PT	\$11,997.00	\$3,908.14	\$15,905.14
2022-AlvinPD-S-1YG-00110		402	PT	\$11,998.22	\$3,631.86	\$15,630.08
2022-AmarilloPD-S-1YG-00042		402	PT	\$157,975.00	\$41,348.67	\$199,323.67
2022-AngletonPD-S-1YG-00003		402	PT	\$12,000.00	\$3,028.37	\$15,028.37
2022-ArcolaPD-S-1YG-00104		402	PT	\$11,959.34	\$3,030.34	\$14,989.68
2022-Arlington-S-1YG-00022		402	PT	\$196,000.00	\$49,000.00	\$245,000.00
2022-AustinPD-S-1YG-00117		402	PT	\$729,000.00	\$182,290.87	\$911,290.87
2022-AzlePD-S-1YG-00101		402	PT	\$11,959.62	\$3,012.41	\$14,972.03
2022-Beaumont-S-1YG-00084		402	PT	\$93,850.00	\$27,004.40	\$120,854.40
2022-Bedford-S-1YG-00122		402	PT	\$11,966.92	\$3,011.59	\$14,978.51
2022-BeeCavePD-S-1YG-00018		402	PT	\$11,723.50	\$2,933.45	\$14,656.95
2022-BeeCoSO-S-1YG-00082		402	PT	\$11,988.00	\$3,311.19	\$15,299.19
2022-BellCoSO-S-1YG-00050		402	PT	\$48,966.07	\$12,400.61	\$61,366.68
2022-BertramPD-S-1YG-00075		402	PT	\$12,000.00	\$3,054.00	\$15,054.00
2022-BexarCoSO-S-1YG-00037		402	PT	\$323,977.71	\$80,972.93	\$404,950.64
2022-BordenCoSO-S-1YG-00081		402	PT	\$11,941.25	\$3,105.99	\$15,047.24
2022-Brenham-S-1YG-00079		402	PT	\$11,976.64	\$3,062.70	\$15,039.34
2022-BridgeCityPD-S-1YG-00016		402	PT	\$11,995.00	\$3,688.94	\$15,683.94
2022-BrownsPD-S-1YG-00035		402	PT	\$64,937.39	\$29,804.79	\$94,742.18
2022-CdrPrkPD-S-1YG-00014		402	PT	\$11,999.69	\$3,290.33	\$15,290.02
2022-CedarPD-S-1YG-00046		402	PT	\$11,608.50	\$6,098.68	\$17,707.18
2022-Chambers-S-1YG-00089		402	PT	\$49,976.00	\$14,725.33	\$64,701.33
2022-ClydePD-S-1YG-00114		402	PT	\$11,992.10	\$3,227.56	\$15,219.66
2022-ColStaPD-S-1YG-00076		402	PT	\$35,949.18	\$8,991.85	\$44,941.03
2022-ComancheCOSO-S-1YG-00107		402	PT	\$11,989.20	\$3,391.84	\$15,381.04
2022-CorpusPD-S-1YG-00069		402	PT	\$182,000.00	\$57,234.24	\$239,234.24
2022-CrockettPD-S-1YG-00132		402	PT	\$11,889.85	\$3,075.96	\$14,965.81
2022-Dallas-S-1YG-00027		402	PT	\$796,541.00	\$220,451.15	\$1,016,992.15
2022-DecaturPD-S-1YG-00074		402	PT	\$11,976.84	\$3,449.45	\$15,426.29
2022-DeerPark-S-1YG-00021		402	PT	\$48,961.44	\$19,521.00	\$68,482.44
2022-DentonPD-S-1YG-00015		402	PT	\$78,499.97	\$20,900.72	\$99,400.69
2022-DriscollPD-S-1YG-00041		402	PT	\$11,952.00	\$2,987.64	\$14,939.64
2022-EarlyPD-S-1YG-00055		402	PT	\$11,971.20	\$3,632.55	\$15,603.75
2022-EdinbuPD-S-1YG-00026		402	PT	\$40,000.00	\$10,660.00	\$50,660.00

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2022-EIPasoCO-S-1YG-00017	402	PT	\$63,000.00	\$23,054.35	\$86,054.35
2022-EIPasoIISD-S-1YG-00067	402	PT	\$11,967.98	\$3,008.46	\$14,976.44
2022-EIPasoPD-S-1YG-00047	402	PT	\$223,329.20	\$56,273.53	\$279,602.73
2022-EulesS-S-1YG-00039	402	PT	\$45,960.00	\$13,018.28	\$58,978.28
2022-FBCoCP3-S-1YG-00112	402	PT	\$19,532.25	\$5,092.23	\$24,624.48
2022-FBCoCP4-S-1YG-00134	402	PT	\$19,705.00	\$5,167.38	\$24,872.38
2022-Fortworth-S-1YG-00062	402	PT	\$222,992.22	\$55,750.00	\$278,742.22
2022-FranklinCOSO-S-1YG-00108	402	PT	\$11,976.51	\$3,015.87	\$14,992.38
2022-FriscoPD-S-1YG-00007	402	PT	\$58,963.10	\$15,985.15	\$74,948.25
2022-GalCOSO-S-1YG-00004	402	PT	\$11,567.84	\$3,007.19	\$14,575.03
2022-Galveston-S-1YG-00056	402	PT	\$44,750.70	\$14,499.23	\$59,249.93
2022-GarlandPD-S-1YG-00051	402	PT	\$123,999.02	\$31,026.86	\$155,025.88
2022-GrandPra-S-1YG-00068	402	PT	\$123,654.74	\$185,822.12	\$309,476.86
2022-GrapeLdPD-S-1YG-00099	402	PT	\$11,964.36	\$3,021.75	\$14,986.11
2022-GrapevinePD-S-1YG-00036	402	PT	\$32,952.12	\$8,306.26	\$41,258.38
2022-HarkerHPD-S-1YG-00020	402	PT	\$11,998.79	\$4,196.77	\$16,195.55
2022-Harlingen-S-1YG-00100	402	PT	\$36,000.00	\$9,010.68	\$45,010.68
2022-Harris4-S-1YG-00130	402	PT	\$50,611.12	\$16,188.12	\$66,799.24
2022-HarrisCo-S-1YG-00028	402	PT	\$368,694.84	\$92,187.58	\$460,882.42
2022-HarrisP1-S-1YG-00115	402	PT	\$67,944.55	\$18,236.09	\$86,180.64
2022-HarrisP5-S-1YG-00118	402	PT	\$11,989.38	\$3,457.70	\$15,447.08
2022-HawleyPD-S-1YG-00124	402	PT	\$11,395.75	\$2,867.09	\$14,262.84
2022-HoustonCoSO-S-1YG-00125	402	PT	\$11,405.39	\$2,877.60	\$14,282.99
2022-HoustonPD-S-1YG-00049	402	PT	\$999,999.29	\$305,759.71	\$1,305,759.00
2022-Irving-S-1YG-00045	402	PT	\$141,842.00	\$35,516.88	\$177,358.88
2022-JacintPD-S-1YG-00080	402	PT	\$11,977.93	\$3,013.65	\$14,991.58
2022-JacksonvIPD-S-1YG-00061	402	PT	\$11,928.08	\$3,040.63	\$14,968.71
2022-JeffersonCoSO-S-1YG-00091	402	PT	\$25,655.26	\$7,114.20	\$32,769.46
2022-KilleenPD-S-1YG-00033	402	PT	\$60,965.10	\$15,446.80	\$76,411.90
2022-KylePD-S-1YG-00023	402	PT	\$11,958.00	\$3,038.17	\$14,996.17
2022-LakeWorthPD-S-1YG-00121	402	PT	\$11,960.29	\$3,945.09	\$15,905.38
2022-LaPorte-S-1YG-00109	402	PT	\$32,991.69	\$9,330.05	\$42,321.74
2022-LaredoPD-S-1YG-00024	402	PT	\$98,999.96	\$30,689.99	\$129,689.95
2022-LewisvPD-S-1YG-00093	402	PT	\$57,962.52	\$14,855.41	\$72,817.93
2022-Lockhart-S-1YG-00131	402	PT	\$11,976.83	\$3,014.66	\$14,991.49
2022-LongviPD-S-1YG-00129	402	PT	\$39,469.30	\$10,297.21	\$49,766.51
2022-ManorPD-S-1YG-00088	402	PT	\$11,966.00	\$3,013.69	\$14,979.69
2022-MarshallPD-S-1YG-00128	402	PT	\$11,810.21	\$3,079.92	\$14,890.13
2022-McAllenPD-S-1YG-00060	402	PT	\$79,000.00	\$19,750.00	\$98,750.00
2022-McKinney-S-1YG-00103	402	PT	\$54,972.58	\$14,672.18	\$69,644.76
2022-Mesquite-S-1YG-00094	402	PT	\$40,962.45	\$10,272.94	\$51,235.39

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

Task: Enforcement			Police Traffic Services PT - 07		
2022-Mission-S-1YG-00013	402	PT	\$41,000.00	\$10,307.57	\$51,307.57
2022-MissouriPD-S-1YG-00064	402	PT	\$27,978.00	\$7,080.69	\$35,058.69
2022-MoCoP1Co-S-1YG-00032	402	PT	\$11,399.50	\$3,081.10	\$14,480.60
2022-MoCoP5Co-S-1YG-00030	402	PT	\$11,963.85	\$3,143.38	\$15,107.23
2022-MonahansPD-S-1YG-00106	402	PT	\$11,937.87	\$3,070.79	\$15,008.66
2022-MontgoPD-S-1YG-00111	402	PT	\$11,970.00	\$3,722.67	\$15,692.67
2022-MontgoSO-S-1YG-00031	402	PT	\$98,254.50	\$24,612.29	\$122,866.79
2022-MooreCoSO-S-1YG-00120	402	PT	\$11,964.90	\$3,001.48	\$14,966.38
2022-MtVernonPD-S-1YG-00071	402	PT	\$11,985.72	\$3,015.24	\$15,000.96
2022-NewBraun-S-1YG-00043	402	PT	\$47,156.40	\$12,673.40	\$59,829.80
2022-NRichland-S-1YG-00006	402	PT	\$27,991.58	\$7,186.23	\$35,177.81
2022-Odessa-S-1YG-00011	402	PT	\$23,843.57	\$6,152.18	\$29,995.75
2022-PasadePD-S-1YG-00019	402	PT	\$69,998.00	\$69,998.00	\$139,996.00
2022-pearlaPD-S-1YG-00096	402	PT	\$11,715.00	\$3,418.17	\$15,133.17
2022-Pflugerville-S-1YG-00052	402	PT	\$11,964.02	\$3,058.04	\$15,022.06
2022-PharrPD-S-1YG-00048	402	PT	\$11,995.00	\$3,797.01	\$15,792.01
2022-PlanoPD-S-1YG-00072	402	PT	\$125,999.57	\$31,491.05	\$157,490.62
2022-PolkCo-S-1YG-00025	402	PT	\$42,997.76	\$10,788.14	\$53,785.90
2022-PortArthur-S-1YG-00059	402	PT	\$22,767.90	\$7,529.34	\$30,297.24
2022-PortComfPD-S-1YG-00095	402	PT	\$11,976.60	\$3,004.42	\$14,981.02
2022-PoteetPD-S-1YG-00086	402	PT	\$11,974.41	\$3,178.86	\$15,153.27
2022-ProgresoPD-S-1YG-00133	402	PT	\$11,984.21	\$3,257.13	\$15,241.34
2022-ProsperPD-S-1YG-00098	402	PT	\$12,000.00	\$3,048.00	\$15,048.00
2022-RichlandHillsPD-S-1YG-00123	402	PT	\$11,999.80	\$4,175.17	\$16,174.97
2022-RobinsonPD-S-1YG-00054	402	PT	\$11,896.00	\$2,989.94	\$14,885.94
2022-RosenbPD-S-1YG-00105	402	PT	\$11,999.95	\$3,538.70	\$15,538.65
2022-SanAntPD-S-1YG-00038	402	PT	\$843,000.00	\$254,725.00	\$1,097,725.00
2022-SanJuanPD-S-1YG-00078	402	PT	\$9,448.00	\$3,130.45	\$12,578.45
2022-SantaFe-S-1YG-00040	402	PT	\$11,611.59	\$3,069.83	\$14,681.42
2022-SnyderPD-S-1YG-00102	402	PT	\$11,959.22	\$3,668.40	\$15,627.62
2022-SouthlakePD-S-1YG-00087	402	PT	\$27,937.44	\$9,693.10	\$37,630.54
2022-SouthSPPD-S-1YG-00090	402	PT	\$12,000.00	\$3,203.92	\$15,203.92
2022-SplendoraPD-S-1YG-00119	402	PT	\$10,987.18	\$3,461.62	\$14,448.80
2022-Sugarland-S-1YG-00065	402	PT	\$39,984.12	\$11,294.15	\$51,278.27
2022-TDPS-S-1YG-00002	402	PT	\$499,715.94	\$124,928.99	\$624,644.93
2022-TemplePD-S-1YG-00116	402	PT	\$13,970.00	\$3,498.07	\$17,468.07
2022-TexasCityPD-S-1YG-00066	402	PT	\$18,960.74	\$18,960.74	\$37,921.48
2022-Tomgreen-S-1YG-00077	402	PT	\$33,975.00	\$8,967.49	\$42,942.49
2022-Travis County SO-S-1YG-00085	402	PT	\$81,996.95	\$20,819.03	\$102,815.98
2022-Tyler PD-S-1YG-00044	402	PT	\$52,977.10	\$16,248.08	\$69,225.18
2022-VictoriaPD-S-1YG-00097	402	PT	\$18,759.58	\$4,877.02	\$23,636.60
2022-WacoPD-S-1YG-00008	402	PT	\$105,999.71	\$26,491.87	\$132,491.58

Task: Enforcement			Police Traffic Services PT - 07		
2022-WalkerCCP4-S-1YG-00092	402	PT	\$11,968.00	\$2,999.38	\$14,967.38
2022-WeatherfordPD-S-1YG-00063	402	PT	\$11,970.00	\$3,015.00	\$14,985.00
2022-WhartonPD-S-1YG-00126	402	PT	\$11,752.80	\$3,136.75	\$14,889.55
2022-WichitaPD-S-1YG-00010	402	PT	\$51,958.31	\$19,618.62	\$71,576.93
2022-Willis PD-S-1YG-00113	402	PT	\$11,998.20	\$3,053.54	\$15,051.74
2022-WWorthVPD-S-1YG-00029	402	PT	\$11,985.68	\$3,027.25	\$15,012.93
2022-Wylie-S-1YG-00009	402	PT	\$11,953.65	\$3,016.51	\$14,970.16

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
125	402	PT	\$9,045,810.27	\$0.00	\$0.00	\$2,712,467.09	\$11,758,277.36

Task: **Enforcement** Police Traffic Services PT - 07

Planned Activity Name: 2022-TxDOT-G-1YG-0214 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

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

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2022-AmarilloPD-S-CMV-00017		402	PT	\$49,952.00	\$13,042.34	\$62,994.34
2022-AngletonPD-S-CMV-00002		402	PT	\$12,000.00	\$3,028.37	\$15,028.37
2022-AnsonPD-S-CMV-00043		402	PT	\$11,430.04	\$2,997.47	\$14,427.51
2022-Arlington-S-CMV-00006		402	PT	\$61,000.00	\$15,250.00	\$76,250.00
2022-AustinPD-S-CMV-00032		402	PT	\$61,000.00	\$15,263.70	\$76,263.69
2022-AzlePD-S-CMV-00031		402	PT	\$11,959.62	\$3,012.41	\$14,972.03
2022-BexarCoSO-S-CMV-00012		402	PT	\$49,973.09	\$12,499.09	\$62,472.18
2022-DeerPark-S-CMV-00007		402	PT	\$11,964.48	\$3,253.50	\$15,217.98
2022-DriscolIPD-S-CMV-00015		402	PT	\$11,952.00	\$2,987.64	\$14,939.64
2022-EIPasoCO-S-CMV-00009		402	PT	\$36,000.00	\$16,833.23	\$52,833.23
2022-FBCoCP3-S-CMV-00035		402	PT	\$11,959.40	\$3,400.96	\$15,360.36
2022-Fortworth-S-CMV-00021		402	PT	\$65,969.43	\$16,500.00	\$82,469.43
2022-GrandPra-S-CMV-00036		402	PT	\$46,799.59	\$11,872.78	\$58,672.37
2022-GrapevinePD-S-CMV-00011		402	PT	\$11,975.17	\$3,073.04	\$15,048.21
2022-Harlingen-S-CMV-00030		402	PT	\$12,000.00	\$3,162.56	\$15,162.56
2022-HarrisCo-S-CMV-00013		402	PT	\$98,940.80	\$24,737.96	\$123,678.76
2022-HarrisP1-S-CMV-00038		402	PT	\$11,977.70	\$3,136.39	\$15,114.09
2022-HarrisP5-S-CMV-00040		402	PT	\$11,989.38	\$3,457.70	\$15,447.08
2022-HoustonPD-S-CMV-00019		402	PT	\$349,999.50	\$93,014.75	\$443,014.25
2022-KylePD-S-CMV-00020		402	PT	\$11,958.00	\$3,038.17	\$14,996.17
2022-LaPorte-S-CMV-00033		402	PT	\$11,978.91	\$3,387.64	\$15,366.55
2022-LaredoPD-S-CMV-00008		402	PT	\$93,999.07	\$29,139.71	\$123,138.78
2022-LaVillaPD-S-CMV-00044		402	PT	\$10,000.00	\$2,500.00	\$12,500.00
2022-MarshallPD-S-CMV-00045		402	PT	\$11,810.21	\$3,012.92	\$14,823.13
2022-McAllenPD-S-CMV-00003		402	PT	\$58,000.00	\$14,500.00	\$72,500.00
2022-MissouriPD-S-CMV-00022		402	PT	\$11,986.00	\$3,042.59	\$15,028.59
2022-MooreCoSO-S-CMV-00041		402	PT	\$11,964.90	\$3,001.48	\$14,966.38
2022-NewBraun-S-CMV-00028		402	PT	\$39,156.40	\$10,590.20	\$49,746.60
2022-PasadePD-S-CMV-00005		402	PT	\$11,994.51	\$11,994.51	\$23,989.02
2022-pearlaPD-S-CMV-00029		402	PT	\$11,715.00	\$3,418.17	\$15,133.17
2022-PharrPD-S-CMV-00016		402	PT	\$11,982.50	\$3,794.61	\$15,777.11
2022-PolkCo-S-CMV-00024		402	PT	\$48,988.16	\$12,291.13	\$61,279.29
2022-ProgresoPD-S-CMV-00042		402	PT	\$11,988.57	\$3,333.63	\$15,322.20
2022-RufugioPD-S-CMV-00026		402	PT	\$11,909.48	\$3,188.68	\$15,098.16
2022-Sugarland-S-CMV-00014		402	PT	\$11,977.02	\$3,198.45	\$15,175.47

Task: Enforcement			Police Traffic Services PT - 07			
2022-Tomgreen-S-CMV-00037	402	PT	\$11,970.00	\$3,124.94	\$15,094.94	
2022-Wylie-S-CMV-00004	402	PT	\$11,953.65	\$3,016.51	\$14,970.16	

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
37	402	PT	\$1,344,174.58	\$0.00	\$0.00	\$370,097.23	\$1,714,271.80

Task: Training			Police Traffic Services PT - 07			
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Planned Activity Name	Division	Organization Name
2022-IADLEST-G-1YG-0138	TRF-TS	International Association of Directors of Law Enforcement Standards and Training

Primary Countermeasure Strategy ID : Police Traffic Services Training

Title / Desc. **Reduce Large Commercial Motor Vehicle Crashes Through a Data Driven Approach and Officer Training**

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

Objectives

- Develop 1 a Strategic Operation Plan that outlines the program by 11/30/2021
- Teach 29 Large Truck & Bus Traffic Enforcement Training (LT&BTET) courses by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$106,029.51	\$0.00	\$0.00	\$26,515.00	\$132,544.51

Planned Activity Name	Division	Organization Name
2022-TMPA-G-1YG-0006	TRF-TS	Texas Municipal Police Association

Primary Countermeasure Strategy ID : Police Traffic Services Training

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

We provide full support to TxDOT Traffic Safety Specialists on STEP grants and traffic safety events. We also instruct courses on a variety of traffic safety topics.

Objectives

- Develop 1 Strategic Plan for deploying personnel and resources by 11/30/2021
- Attend 12 Traffic Safety Specialist events or partner organization events by 9/30/2022
- Teach 540 Training hours to law enforcement officers and civilians by 9/30/2022
- Assist 12 Child Passenger Safety events and trainings by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$977,997.41	\$0.00	\$0.00	\$244,740.00	\$1,222,737.41

Police Traffic Services

**FY 2021
Budget Module: PT - 07**

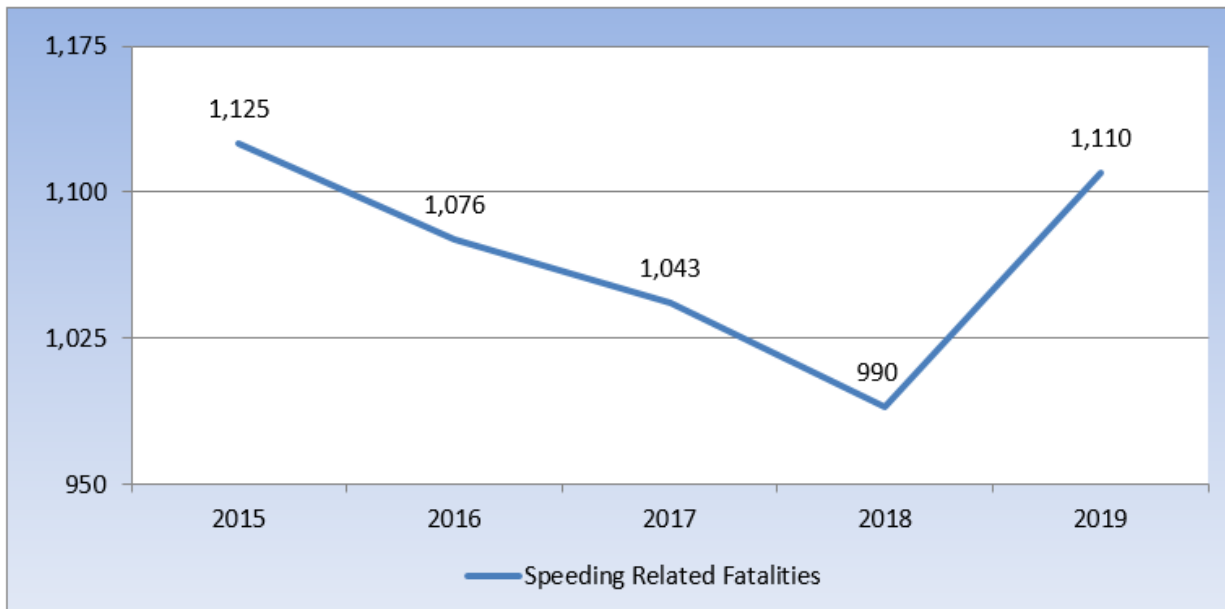
Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	162	\$13,472,549.16	\$10,389,984.85							\$3,082,564.32	\$9,890,268.91
Evaluation	0										
Public Information & Education	0										
Training	2	\$1,355,281.92	\$1,084,026.92							\$271,255.00	
TOTALS:	164	\$14,827,831.08	\$11,474,011.77							\$3,353,819.32	\$9,890,268.91

Program Area: Speed Management
 Description of Highway Safety Problems

Speed Control (SC)

Problem ID - Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. Speeding-related fatalities accounted for 26 percent of all fatalities across the nation in 2018. In speeding-related fatalities by state, Texas consistently ranked first in the past decade until in 2017, California surpassed us with 1,070 people killed in crashes involving speeding. Texas speeding related fatalities total 27 percent, which is higher than the national average of 26 percent for 2018[1].

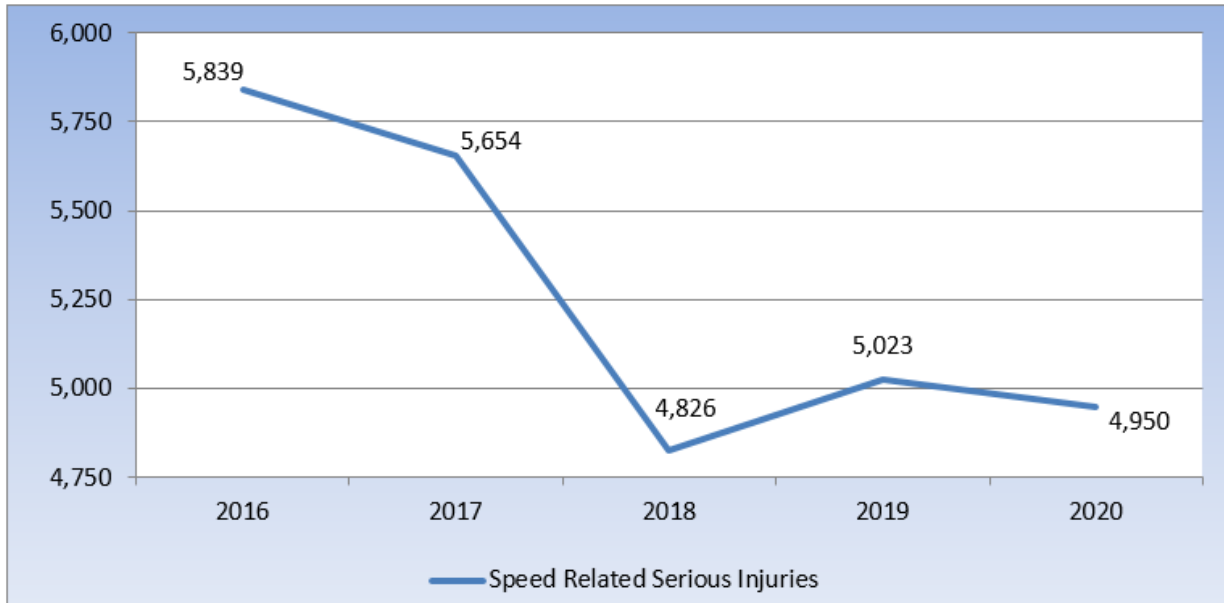
State of Texas: Speeding Related Fatalities (C-6)



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

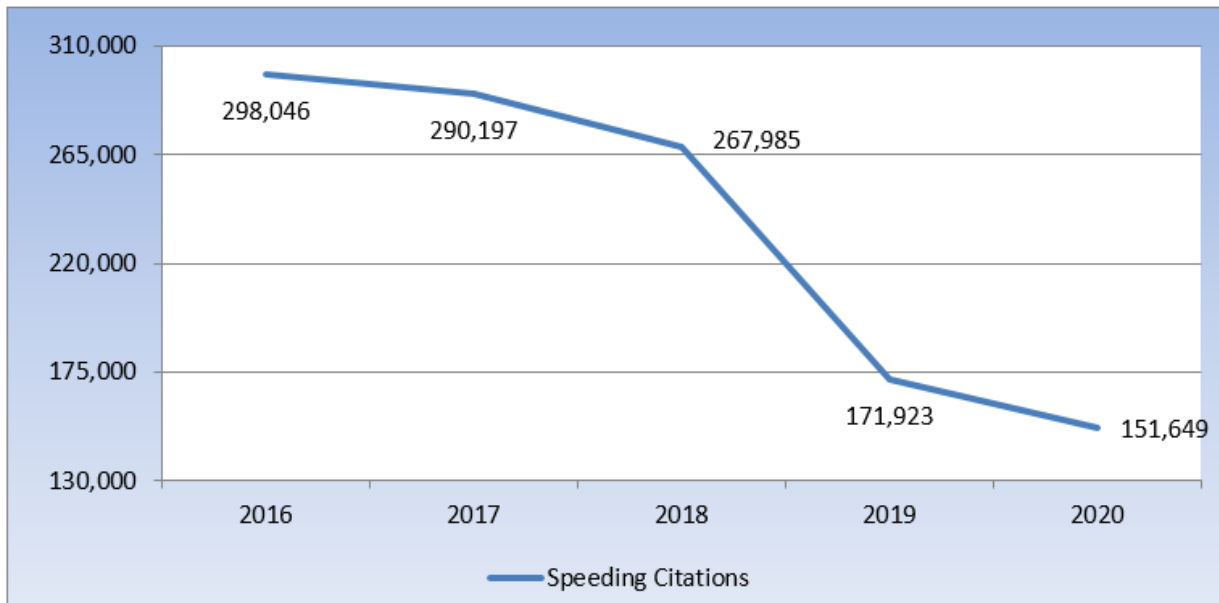
[1] NHTSA Risky Driving 2018 <https://www.nhtsa.gov/risky-driving/speeding>

State of Texas: Speeding Related Serious Injuries



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

State of Texas: Speeding Citations Issued/Funded Enforcement (A-3)



Source: Department of Transportation TRF-BTS eGrants, June 18th, 2021

Speeding related deaths in 2018 saw an almost 6% drop nationwide at 9,378 fatalities. For more than two decades, speeding has been involved in approximately one-third of all motor vehicle fatalities. In 2018, speeding was a contributing factor in 26% of all traffic fatalities.

Speed also affects your safety even when you are driving at the speed limit but too fast for road conditions, such as during bad weather, when a road is under repair, or in an area at night that isn't well lit[1].

SC Performance Measures and Target Setting - 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.

Trend projections using FARS data indicate that for 2022, the State of Texas can expect to report 1,092 speeding related fatalities. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019
Speeding-Related Fatalities (C-6)	1,125	1,076	1,043	990	1,110

	2020	2021	2022
M	-11.8	-11.8	-11.8
X	10.00	11.00	12.00
B	1,233.6	1,233.6	1,233.6
Projection	1,116	1,104	1,092
Target	1,103	1,086	1,070

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

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report 2,137 serious injuries. The calculations for the projections and targets* are as follows:

[1] NHTSA Speeding Overview <https://www.nhtsa.gov/risky-driving/speeding>

	2015	2016	2017	2018	2019	2020
Speeding Related Serious Injuries	2,173	2,252	2,192	1,876	1,960	2,101

	2021	2022
Speeding Related Serious Injuries		
M	-14.2	-14.2
X	10.00	11.00
B	2,293.2	2,293.2
Projection	2,151	2,137
Target	2,117	2,094

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

SC Impacts of Proposed Strategies - Strategies proposed for the Speed Control Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY 2022 to assist Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of speeding-related citations during grant funded activities. Texas will continue the trend of increases in arrests and citations.

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

SC Performance Targets:

Target: Speeding-Related Fatalities (C-6)

2022 Target: To decrease speeding fatalities to no more than 1,070 in 2022

Target: Speeding Related Serious Injuries

2022 Target: To decrease the number of speeding injuries to no more than 2,094 in 2022.

Target: Speeding Citations Issued During Grant Funded Enforcement Activities

2022 Target: NHTSA activity measure - no objective set

Program Area: Traffic Records

Description of Highway Safety Problems

Traffic Records (TR)

Problem ID - The Crash Record Information System is a web-based, online system designed to capture, process and analyze crash data for the State of Texas. Crash Reporting and Analysis for Safer Highways (CRASH) is one of the many components of the Crash Records Information System (CRIS), deployed October 2011, and enables law enforcement officers to submit crash reports directly into this State system.

CRIS also provides 24/7/365 Help Desk assistance to law enforcement officers and the general public CRIS/CRASH-related questions.

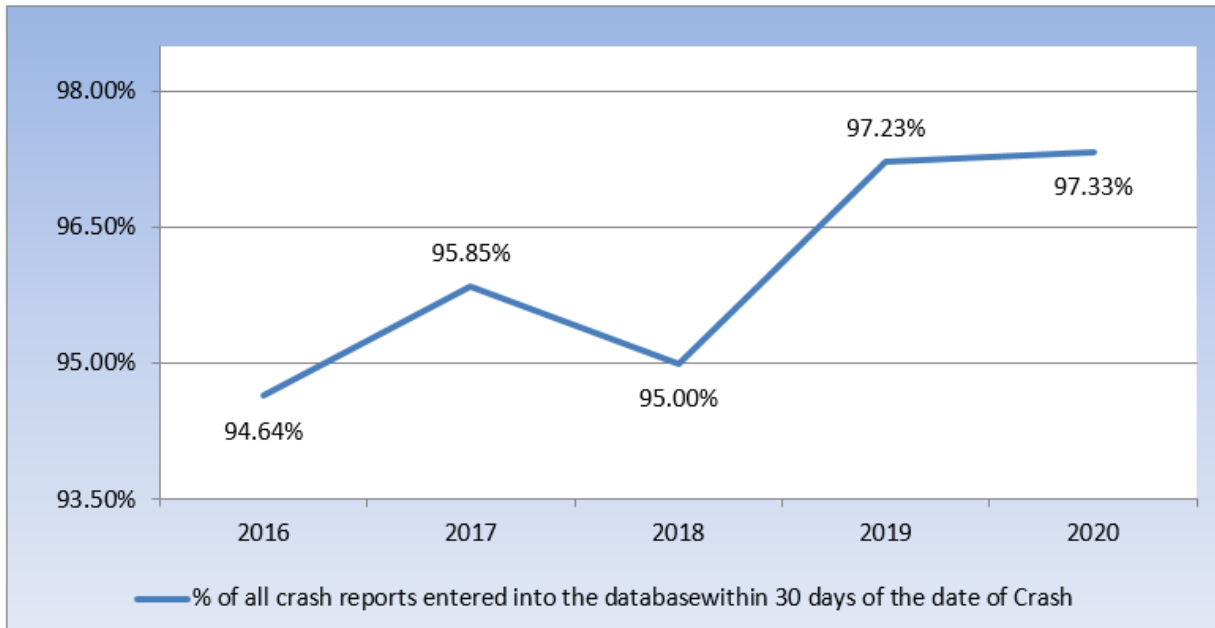
In addition to CRASH, law enforcement agencies can connect to CRIS through third-party vendors, called submission services, to submit records electronically. As of April 2019, 97.6 percent of crash reports are being submitted electronically, leaving 2.4% percent in paper records. CRIS also has Crash 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 in May of 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March of 2013.

The Texas Traffic Records Coordination Committee, an interagency committee composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), Texas Department of Motor Vehicles (TxDMV) and the 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 TX_FY22_405c_Approved_TRCC_Strategic_Plan.

The percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash has increased from 92.41 percent in 2014, to 97.33 percent in 2020.

State of Texas: % Crash Reports entered into Database within 30 days of Crash



Source: FY 2021 Texas Traffic Records Information System (TSIS) Strategic Plan

In addition to projects that increase timeliness of crash reporting, the State of Texas also strives to increase accessibility of the crash data for system end-users. This increased accessibility provides a faster and more accurate data set to these end-users such as the TRF-BTS and Data-Driven Approaches to Crime and 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 toward completion, however a recent study commissioned by the TRCC to study other states' TRCCs and data-linkages and recent completion of the State Traffic Records Assessment Program (STRAP) have shed new light on opportunities for overall TSIS improvement. A medium- and long-term plan to be developed by the TRCC in the coming FY will lay out a blueprint for how Texas plans to proceed with further linking activities in the coming years.

TR Performance Measures and Target Setting - 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 an increase in the percentage of all crash reports entered into the database within 30 days after the crash. Using target setting methodologies adopted in other program areas would result in an increase that would surpass 100 percent in the first year. As such, targets have been set based on a constant 1/2 percent over-the-year increase.

Current trend projections using CRIS data indicate that for 2022, 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 97.99 percent. Calculations for the projections/targets are as follows:

	2015	2016	2017	2018	2019	2020
Percentage of all crash reports entered into the database within 30 days after the crash	91.16%	94.64%	95.85%	95.00%	97.23%	97.33%

	2021	2022
Percentage of all crash reports entered into the database within 30 days after the crash		
Projection	97.49%	97.99%
Target	97.49%	97.99%

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 FY 2022 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 its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

TR Performance Target:

Target: Percentage of all crash reports entered into the database within 30 days after the crash

2022 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash to 97.99 percent in 2022.

Traffic Records

TR - 09

Goals

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

Strategies

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

Project Descriptions

Task: **Evaluation**

Traffic Records TR - 09

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TTI-G-1YG-0045	TRF-TS	Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

To provide technical assistance to the Texas TRCC by addressing recommendations in the State Traffic Records Assessment Program (STRAP) and linking databases to improve traffic data accessibility.

Objectives

- Obtain 1 Institutional Review Board (IRB) Approval for Linking Project by 12/31/2021
- Produce 1 Final Report by 9/30/2022
- Develop 1 database of people involved in multiple crashes using linked databases by 8/31/2022
- Conduct 1 Data Quality Program for each TRCC Member Agency by 5/31/2022
- Assist 4 TRCC Meetings by 5/31/2022
- Coordinate 1 Advisory Subcommittee by 9/30/2022
- Produce 1 Annual Update to the Texas Traffic Records Information System (TSIS) Strategic Plan by 5/31/2022

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405C	M3DA	\$110,752.93	\$0.00	\$0.00	\$27,705.05	\$138,457.98

Task: **Evaluation**

Traffic Records TR - 09

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TDPS-G-1YG-0093	TRF-TS	Texas Department of Public Safety

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

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

Objectives

- Distribute 1 survey to HSOC's legitimate data users by 9/30/2022
- Produce 2 monthly reports to improve the completeness of the SPURS database by 9/30/2022
- Maintain 98% citation data with no inaccurate critical data elements by 9/30/2022
- Provide 2367 analytical deliverables to legitimate data users by 9/30/2022

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405C	M3DA	\$993,513.50	\$0.00	\$0.00	\$331,171.15	\$1,324,684.65

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TDSHS-IS-G-1YG-0127	TRF-TS	Texas Department of State Health Services ISG

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

To maintain and enhance data registry system for data collection/dissimination as well as analysis for health outcomes related to motor vehicle crashes and other emergency and/or trauma services.

Objectives

- Produce 4 presentations on Registries data linked with motor vehicle crash data (Obj. 7) by 9/30/2022
- Provide 1 training for data managers, to improve data management. (Obj. 5) by 9/30/2022
- Implement 2 National data standards (Obj. 4) by 8/31/2022
- Produce 3 MVC annual trend reports on three registry databases. (Obj. 3) by 9/30/2022
- Develop 1 estimate for public data sharing tool. (Obj. 2) by 8/31/2022
- Produce 4 quarterly reports on registry data frequencies and trends (Obj. 1) by 9/30/2022

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405C	M3DA	\$1,042,476.87	\$0.00	\$0.00	\$293,799.43	\$1,336,276.30

Task: Evaluation Traffic Records TR - 09

Planned Activity Name: 2022-TMPA-G-1YG-0063 Division: TRF-TS Organization Name: Texas Municipal Police Association

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

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

Objectives

- Develop 1 LEADRS Program Strategic Plan by 11/30/2021
- Maintain 1 statewide DWI Tracking database by 9/30/2022
- Conduct 125 LEADRS trainings or presentations to law enforcement, prosecutors, judges, and other stake holders by 9/30/2022
- Develop 1 LEADRS Program needs assessment by 10/31/2021

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$932,326.43	\$0.00	\$0.00	\$236,516.00	\$1,168,842.43

Task: Program Management Traffic Records TR - 09

Planned Activity Name: 2022-TxDOT-G-1YG-0189 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Traffic Records Program Management

Title / Desc. Crash Records Information System Program Operations

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	\$2,800,000.00

Planned Activity Name: 2022-TxDOT-G-1YG-0190 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Traffic Records Program Management

Title / Desc. Crash Records Information System Help Desk

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

Budget:

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

Task: **Training**

Traffic Records TR - 09

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-IADLEST-G-1YG-0140	TRF-TS	International Association of Directors of Law Enforcement Standards and Training

Primary Countermeasure Strategy ID : Traffic Records Training

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

The project will increase the quality of data submitted by law enforcement agencies and its analytical capacity allowing a focused data driven strategy to reduce crashes and social harm to be utilized.

Objectives

- Provide 11 individualized law enforcement agencies with DDACTS training and support by 9/30/2022
- Conduct 4 evaluations to determine the impact of the DDACTS model by 8/31/2022
- Develop 1 a Strategic Operation Plan that outlines the program by 11/30/2021
- Provide 299 agencies with onsite and remote analytical training and assistance in support of their DDACTS effort by 9/30/2022
- Develop 7 an in-person and virtual analytical training workshop series by 8/31/2022

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	TR	\$407,253.91	\$0.00	\$0.00	\$101,920.00	\$509,173.91

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TTI-G-1YG-0024	TRF-TS	Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Traffic Records Training

Title / Desc. **Improving Crash Records through Identifying Barriers and Training Law Enforcement Officers**

The project aims to improve the accuracy and completeness of crash data through identifying barriers and developing training materials for law enforcement officers.

Objectives

- Distribute 1 set of training materials by 9/25/2022
- Develop 1 set of educational materials by 8/15/2022
- Identify 1 common reporting issues and barriers for CR-3 address fields and contributing factors by 7/15/2022

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405C	M3DA	\$111,187.48	\$0.00	\$0.00	\$27,818.24	\$139,005.72

Traffic Records

FY 2021
Budget Module: TR - 09

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	2	\$4,175,000.00			\$1,375,000.00			\$2,800,000.00			
Enforcement	0										
Evaluation	4	\$3,968,261.36			\$3,079,069.73					\$889,191.63	
Public Information & Eduction	0										
Training	2	\$648,179.63	\$407,253.91		\$111,187.48					\$129,738.24	
TOTALS:	8	\$8,791,440.99	\$407,253.91		\$4,565,257.21			\$2,800,000.00		\$1,018,929.87	

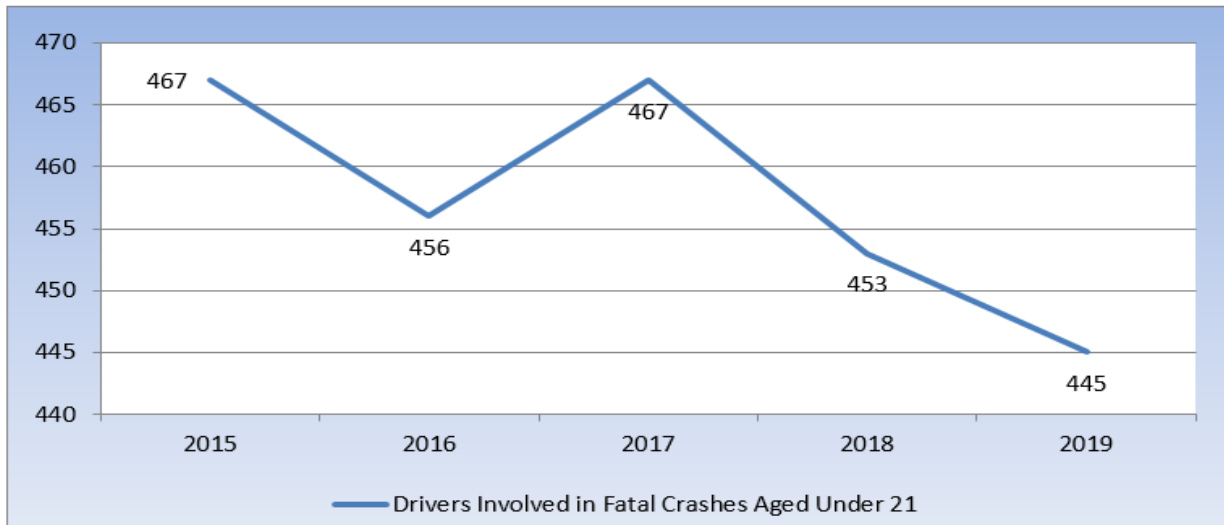
Program Area: Driver Education and Behavior
 Description of Highway Safety Problems

Driver Education and Behavior (DE)

Problem ID - Motor vehicle crashes are the second leading cause of death for U.S. teens. Teen motor vehicle crashes are preventable, and proven strategies can improve the safety of young drivers on the road. In 2019, almost 2,400 teens in the United States aged 13–19 were killed, and about 258,000 were treated in emergency departments for injuries suffered in motor vehicle crashes. That means that every day, about seven teens aged 13–19 died due to motor vehicle crashes, and hundreds more were injured. In addition, motor vehicle crash deaths among teens 15–19 years of age resulted in about \$4.8 billion in medical and work loss costs for crashes that occurred in 2018[1].

The risk of motor vehicle crashes is higher among teens aged 16–19 than among any other age group. In fact, per mile driven, teen drivers in this age group are nearly three times as likely as drivers aged 20 or older to be in a fatal crash[2].

State of Texas: # of Drivers Involved in Fatal Crashes - Under 21 (C-9)



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

[1] Centers for Disease Control and Prevention (CDC), National Center for Injury Prevention and Control (NCIPC). WISQARS (Web-based Injury Statistics Query and Reporting System). U.S. Department of Health and Human Services; July 2020. Available at: www.cdc.gov/injury/wisqars/index.html.

[2] Insurance Institute for Highway Safety (IIHS). Fatality Facts 2019: Teenagers. Highway Loss Data Institute; March 2021. Available at: <https://www.iihs.org/topics/fatality-statistics/detail/teenagers>

FARS data for 2018 indicates that the number of drivers under 21 involved in fatal crashes decreased from 453 in 2018 to 445 in 2019. Younger drivers are overrepresented in fatality and serious injury data at the state and national level. In Texas, the 16-to-20-Year-Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population) has been on the decline beginning in 2014 with a rate of 16.07 to a rate of 12.87 in 2020.

DE Performance Measures and Target Setting - 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.

Trend projections using FARS data indicate that for 2022, the State of Texas can expect to report 506 Drivers Involved in Fatal Crashes Aged Under 21. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019
Drivers Involved in Fatal Crashes Aged < 21 (C-9)	467	456	467	453	445

	2020	2021	2022
Drivers Involved in Fatal Crashes Aged < 21 (C-9)			
M	6.9	6.9	6.9
X	10.00	11.00	12.00
B	423.5	423.5	423.5
Projection	493	499	506
Target	487	491	496

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

DE Impacts of Proposed Strategies - Strategies proposed for the Driver Education and Behavior Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of young driver and distracted-related fatalities, injuries, and crashes.

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

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, training, education, and outreach is planned for FY 2022 to assist Texas with young driver and distracted driving-related fatalities and injuries.

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

DE Performance Measures and Targets:

Target: Drivers Involved in Fatal Crashes Aged Under 21 (C-9)

2022 Target: To decrease fatal crashes involving drivers aged under 21 from to 496 in 2022.

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>Planned Activity Name</i> 2022-TTI-G-1YG-0029	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Primary Countermeasure Strategy ID: Driver Education and Behavior Evaluation

Title / Desc. **Mobile Communication Device Use – Urban Survey**

This grant will produce an observational survey of driver use of mobile communication devices in 18 Texas cities.

Objectives

- Analyze 18 survey data sets and report to TxDOT by 9/30/2022
- Train 4 staff members on conducting 2022 mobile communication device use in urban areas survey by 11/30/2021
- Conduct 18 city surveys of mobile communication device use by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$31,475.00	\$0.00	\$0.00	\$7,874.56	\$39,349.56

Task: **Evaluation**

Driver Education and Behavior DE - 10

Planned Activity Name 2022-TTI-G-1YG-0032 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Driver Education and Behavior Evaluation

Title / Desc. **Texans' Attitude and Awareness of Traffic Safety Survey**

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

Objectives

- Complete 1 survey of Texans measuring Attitudes and Awareness of traffic safety issues and initiatives by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$50,000.00	\$0.00	\$0.00	\$12,508.35	\$62,508.35

Planned Activity Name 2022-TTI-G-1YG-0033 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Driver Education and Behavior Evaluation

Title / Desc. **Statewide Survey of Mobile Communication Device Use in Texas**

This is an observational survey to estimate statewide mobile communication device use (cell phone and texting) by Texas drivers.

Objectives

- Analyze 1 survey and report results by 9/30/2022
- Train 7 staff members on conducting 2022 mobile communication device use survey by 3/31/2022
- Plan 1 observational survey of statewide mobile communication device use in Texas by 2/28/2022
- Conduct 1 statewide survey of mobile communication device use in Texas by 6/15/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$82,200.00	\$0.00	\$0.00	\$20,559.46	\$102,759.46

Task: **Program Management**

Driver Education and Behavior DE - 10

Planned Activity Name 2022-TxDOT-G-1YG-0187 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Driver Education and Behavior Program Management

Title / Desc. **TxDOT Traffic Safety Program PI&E inventory for statewide distribution**

Beehive Specialty will store and manage TxDOT Traffic Safety Program PI&E inventory for statewide distribution.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$185,000.00	\$0.00	\$0.00	\$0.00	\$185,000.00

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

Planned Activity Name 2022-ESCVI-G-1YG-0071 Division TRF-TS Organization Name Education Service Center, Region VI

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

Title / Desc. **Driver Education Foundation for Teens (DEFT)**

This program is designed to provide teens enrolled in a public high school or charter school, as identified by TEA, with a strong foundation in Driver Education through online Classroom Instruction.

Objectives

- Educate 300 participants online in the DEFT Program by 9/30/2022
- Analyze 225 participant evaluations to determine the overall effectiveness of the DEFT Program by 9/30/2022
- Conduct 9 online Driver Education Courses by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$63,188.67	\$0.00	\$0.00	\$21,085.96	\$84,274.63

Planned Activity Name 2022-MHH-G-1YG-0081 District HOU Organization Name Memorial Hermann Hospital

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

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 and hospital-based education and training.

Objectives

- Educate 2000 Live Your DREAMS participants by 9/30/2022
- Utilize 86 Volunteers by 9/30/2022
- Conduct 5 Outreach Education Sessions by 3/31/2022
- Maintain 1 Live Your DREAMS Website by 9/30/2022
- Produce 1 DREAMS toolkit for Adult Teen Influencers by 5/31/2022
- Implement 6 Hospital-Based Prevention Programs by 8/31/2022
- Evaluate 1 DREAMS program by 9/30/2022
- Attend 18 Coalition or Task Force Meetings by 8/31/2022
- Implement 10 Awareness Educational Events by 8/31/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$79,778.74	\$0.00	\$0.00	\$53,308.28	\$133,087.02

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2022-TTI-G-1YG-0018	TRF-TS	Texas A&M Transportation Institute

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

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

Continuation of statewide peer to peer program to address top driving risks for students in junior high through college including motivational assemblies, peer messaging and use of a smartphone app.

Objectives

- Evaluate 1 Teens in the Driver Seat Junior High Program focused on young teen passenger risks by 9/30/2022
- Administer 3 program evaluation and measurements (distractions, seat belts, driver behavior) at Texas schools by 9/30/2022
- Develop 2 safety messages focused on risks of high speeds for high school and college age groups by 9/30/2022
- Maintain 1 smartphone app that focuses on safe driving among young drivers by 9/30/2022
- Conduct 25 safe driving assemblies, delivered by Tyson Dever for communities by 9/30/2022
- Provide 175 physical or virtual resource kits to student teams and the community across Texas by 9/30/2022
- Utilize 6 youth to participate in distribution of safe driving messages on social media. by 9/30/2022
- Develop 2 health education-based workshops focused on distractions & speeding to activate adults & students by 9/30/2022
- Maintain 2 award programs for top Youth Transportation Safety program schools by 8/31/2022
- Coordinate 2 opportunities in peer leadership and message development for YTS Program schools in Texas by 9/30/2022

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	\$773,438.16	\$0.00	\$0.00	\$258,013.71	\$1,031,451.87

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

Planned Activity Name 2022-TTI-G-1YG-0049 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

This project targets improving transportation safety for senior drivers aged 80 years old and older through a safety assessment and educational outreach focused on multi-vehicle involved crashes.

Objectives

- Complete 5 educational sessions at the top 5 communities experiencing high volume of crashes by 9/30/2022
- Develop 1 Brochure of Traffic Safety Facts, Recommendations and Tips for Senior Drivers by 6/30/2022
- Complete 1 Safety Assessment using the Dataset Prepared by 5/10/2022
- Provide 1 Summary of Literature Review on Safety of Senior Drivers by 1/5/2022
- Acquire 1 IRB Approval by 12/15/2021

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$105,444.69	\$0.00	\$0.00	\$26,373.48	\$131,818.17

Planned Activity Name 2022-TMCEC-G-1YG-0122 Division TRF-TS Organization Name Texas Municipal Courts Education Center

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

Title / Desc. **Driving on the Right Side of the Road (DRSR)**

DRSR was created to teach responsible decision-making and obeying traffic laws and following safe practices on Texas roads. DRSR has created curriculum and children's books for this purpose.

Objectives

- Train 800 judges, court personnel, prosecutors and lawyers on traffic safety and/or DRSR resources by 9/30/2022
- Update 4 units of DRSR curriculum, children's literature, online games or other DRSR resources and materials by 9/30/2022
- Conduct 1 teacher traffic safety workshop by 8/31/2022
- Produce 6 pages of traffic safety content and DRSR resources for The Recorder by 9/30/2022
- Distribute 24 packets of DRSR materials to community groups (e.g., youth groups and safety organizations) by 9/30/2022
- Provide 24 exhibits for schools, courts, and community groups by 9/30/2022
- Train 1000 educators on the DRSR project and materials through workshops and webinars by 9/30/2022
- Develop 1 educational resource for teaching traffic safety in the classroom by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$364,753.16	\$0.00	\$0.00	\$107,374.36	\$472,127.52

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

Planned Activity Name 2022-TxDOT-G-1YG-0200 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **Distracted Driving Campaign**

Media campaign to raise awareness of distracted driving with the goal to reduce the number of crashes and injuries related to distracted driving.

Budget:

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

Task: **Training**

Driver Education and Behavior DE - 10

Planned Activity Name 2022-ESCVI-G-1YG-0070 Division TRF-TS Organization Name Education Service Center, Region VI

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

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

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

Objectives

- Revise 1 Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2022
- Analyze 150 participant evaluations to determine overall effectiveness of Staff Improvement Program by 9/30/2022
- Train 300 Driver Education Instructors in the Staff Improvement Program by 9/30/2022
- Conduct 9 Continuing Education Workshops for Driver Education Instructors by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$97,996.12	\$0.00	\$0.00	\$32,679.00	\$130,675.12

Task: **Training**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i> 2022-NSC-G-1YG-0075	<i>Division</i> TRF-TS	<i>Organization Name</i> National Safety Council
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Primary Countermeasure Strategy ID : Driver Education and Behavior Training

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

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

- Develop 4 new program pieces (i.e.; Spanish, app, games, on-demand learning units) by 9/30/2022
- Update 2 TXODC traffic safety program training and or program materials by 4/29/2022
- Conduct 2 Advisory Committee Meetings by 9/30/2022
- Manage 1 Texas Employer Traffic Safety Awards Program by 8/31/2022
- Distribute 225000 Tailgate Talks & Our Driving Concern Newsletters to TX employers, safety managers, & others by 9/30/2022
- Conduct 6 traffic safety webcasts for employers, safety managers/supervisors, and others by 9/30/2022
- Develop 12 monthly ODC Toilet Tabloids traffic safety pages by 9/30/2022
- Participate in 20 exhibits (electronic and in-person) with Traffic Safety outreach by 9/30/2022
- Support 500 employees, employers, associations, and or partners with traffic safety resources by 9/30/2022
- Educate 700 Employees on traffic safety through training, webinars & other educational opportunities by 9/30/2022
- Maintain 12 Consecutive months of establishing and supporting traffic safety outreach with Texas employers by 9/30/2022
- Create 1 2022 calendar of safety events / weeks for Texas employers to use as a resource by 1/7/2022

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	\$440,000.00	\$0.00	\$0.00	\$137,757.95	\$577,757.95

Task: **Training**

Driver Education and Behavior DE - 10

<i>Planned Activity Name</i> 2022-TCINC-G-1YG-0160	<i>District</i> LKF	<i>Organization Name</i> The Coalition, Inc.
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Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Drug-Free All Stars of Angelina County**

The Drug-Free All Star program will use environmental strategies to reduce underage drinking, reduce DUI/DWI citations & ultimately lower the number of alcohol-related car crashes in Angelina County.

Objectives

- Educate 300 parents on the dangers of underage drinking and driving by 9/30/2022
- Provide 1250 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2022
- Educate 500 youth on the dangers of alcohol use through presentations by 9/30/2022
- Complete 2 Project Sticker Shock campaigns (educational campaigns to warn adults of alcohol consequences) by 9/30/2022
- Coordinate 75 alcohol compliance checks in conjunction with the Angelina County Sheriff's Department by 9/30/2022

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	\$92,425.92	\$0.00	\$0.00	\$66,825.20	\$159,251.12

Driver Education and Behavior

**FY 2021
Budget Module: DE - 10**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	1	\$185,000.00	\$185,000.00								
Enforcement	0										
Evaluation	3	\$204,617.37	\$163,675.00							\$40,942.37	
Public Information & Eduction	6	\$4,252,759.21	\$2,586,603.42							\$1,666,155.79	\$79,778.74
Training	3	\$867,684.19	\$630,422.04							\$237,262.15	
TOTALS:	13	\$5,510,060.77	\$3,565,700.46							\$1,944,360.31	\$79,778.74

Program Area: Railroad Safety

Description of Highway Safety Problems

Railroad Safety (RH)

Problem ID - Railroad deaths totaled 907 in 2019, an increase of more than 11 percent from the 2018 revised total of 816 and the highest since 2007. Nonfatal injuries totaled 7,867, a five percent decrease from the 2018 revised total. From 2018 to 2019, fatalities at highway-rail crossings increased 14 percent, while fatalities involving other types of incidents increased 10 percent[1].

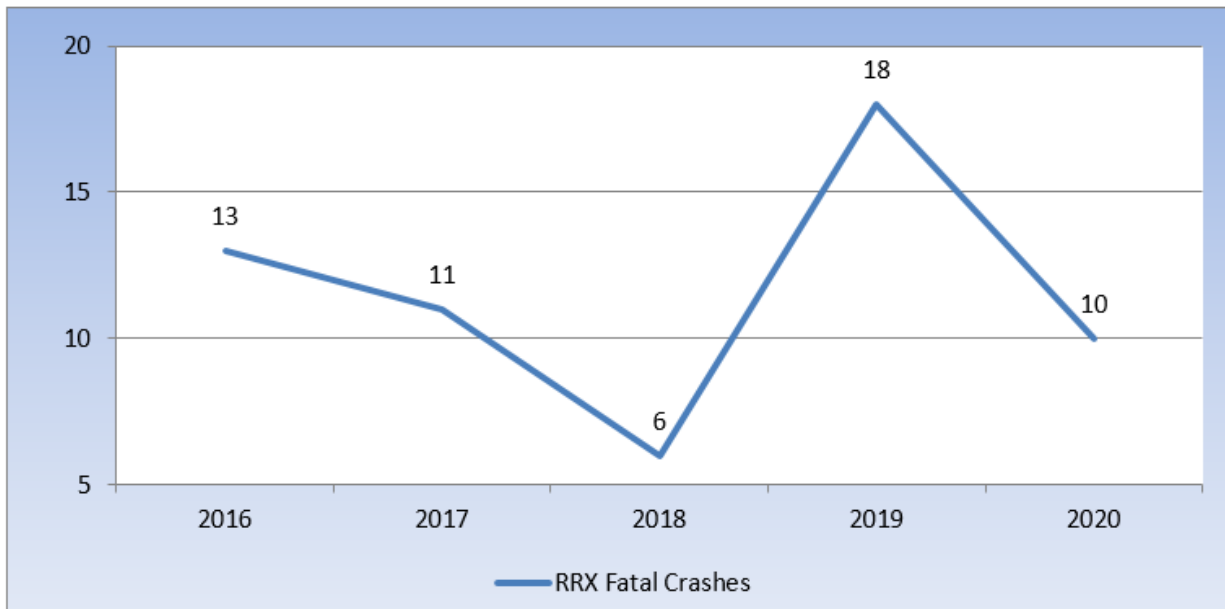
According to Federal Railroad Administration (FRA) statistics, 1,889 highway-rail grade crossing collisions occurred in 2020. Texas ranks first in the nation with 186 collisions, 11 deaths and 67 injuries of which 31 deaths and 60 injuries were pedestrian trespassers[2].

In addition to freight, more Texas communities are acquiring Light Rail Transit (LRT) and Commuter trains or adding to existing routes. Train routes included Light Rail Transit (LRT) systems like the Dallas Area Rapid Transit (DART) in Dallas and Houston Metro Rail. Train routes would also include commuter rail systems like Capital Metro in Austin, Denton's A-Train, and the newest one to the list Tex Rail in Fort Worth. Due to the expansion of rail transportation systems, vehicular operators and pedestrians are sometimes not familiar with the train schedules and routes especially in congested downtown areas. Due to the high frequency of train movements occurring on LRT and Commuter train routes, this can increase the potential for vehicular crashes or a pedestrian facility/injury involving rail mounted equipment.

[1] [NSC - Railroad Deaths and Injuries](#)

[2] [Operation LifeSaver – Collisions and Fatalities by Year and State](#)

State of Texas: Railroad Crossing Fatal Crashes



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

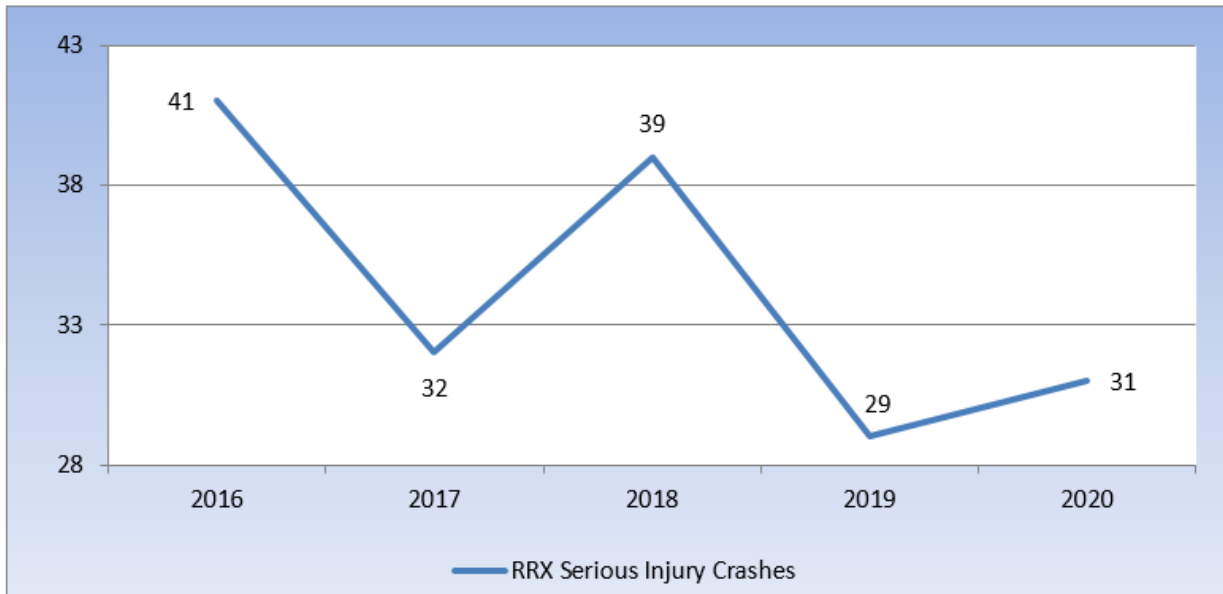
Per the American Association of Railroads (AAR), there are currently 10,460 miles of freight railroad track in Texas. Texas has the most public grade crossings of any other state at 11,646. The state of Texas ranks first for the number of railroad tracks and public railroad crossings. Texas has 15 percent more railroad crossings than the second highest state which is Illinois with 7,825 followed by California, Kansas and Ohio is fourth[1]. Operating railroads in Texas reported the second highest number of fatalities at public crossings. Railroads operating in California reported the most pedestrian fatalities, while Texas has 36 percent more railroad crossings than the state of California.

Due to a train's size and angle of approach to a crossing, it is impossible to judge the speed of an approaching train. An approaching train creates an optical illusion because of its size, making it appear as if it is traveling much more slowly than it really is.

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.

[1] Railroad Crossing Facts. <http://www.angelsontrack.org/cts/ctsfacts.html>

State of Texas: Railroad Crossing Serious Injury Crashes



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

RH Performance Measures and Target Setting - 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.

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report 20 railroad grade crossing fatal crashes. Calculations for projections/targets* are:

	2015	2016	2017	2018	2019	2020
Railroad Crossing Fatal Crashes	12	13	11	8	18	10
Railroad Crossing Fatal Crashes	2021	2022				
M	-.27	-.27				
X	10.00	11.00				
B	30.3	30.3				
Projection	20	20				
Target	20	20				

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

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report 88 railroad grade crossing serious injury crashes. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Railroad Crossing Serious Injury Crashes	32	41	32	39	29	31

	2021	2022
Railroad Crossing Serious Injury Crashes		
M	4.9	4.9
X	10.00	11.00
B	34.5	34.5
Projection	84	88
Target	82	87

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

Performance Measures and Targets:

Target: Railroad Crossing Fatal Crashes

2022 Target: To maintain railroad grade crossing fatal crashes at 20 railroad grade crossing fatal crash in 2022.

Target: Railroad Crossing Serious Injury Crashes

2022 Target: To decrease the expected rise of railroad grade crossing serious injury crashes to no more than 87 railroad grade crossing serious injury crashes in 2022.

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: **Public Information Campaigns**

Railroad / Highway Crossing RH - 11

<i>Planned Activity Name</i> 2022-TxOpLife-G-1YG-0135	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Operation Lifesaver
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Primary Countermeasure Strategy ID : Railroad / Highway Crossing Public Information Campaigns

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 Statewide group of volunteer presenters by 9/30/2022
- Coordinate 800 Requests from media and the general public for information on rail safety by 9/30/2022
- Educate 10000 People by providing Rail safety presentations by 9/30/2022
- Conduct 4 Rail Safety Awareness Training classes for Law Enforcement by 9/30/2022
- Manage 1 Operation Lifesaver Authorized Volunteer (OLAV) Incentive Program by 9/30/2022
- Conduct 15 Information/safety booths at health fairs, conferences, etc by 9/30/2022
- Attend 12 Coalition meetings, general meetings, and meetings with general public representing TXOL by 9/30/2022
- Manage 1 Public Information and Education Inventory by 9/30/2022

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	\$75,258.00	\$0.00	\$0.00	\$26,590.74	\$101,848.74

Railroad / Highway Crossing

FY 2021
Budget Module: RH - 11

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	1	\$101,848.74	\$75,258.00							\$26,590.74	
Training	0										
TOTALS:	1	\$101,848.74	\$75,258.00							\$26,590.74	

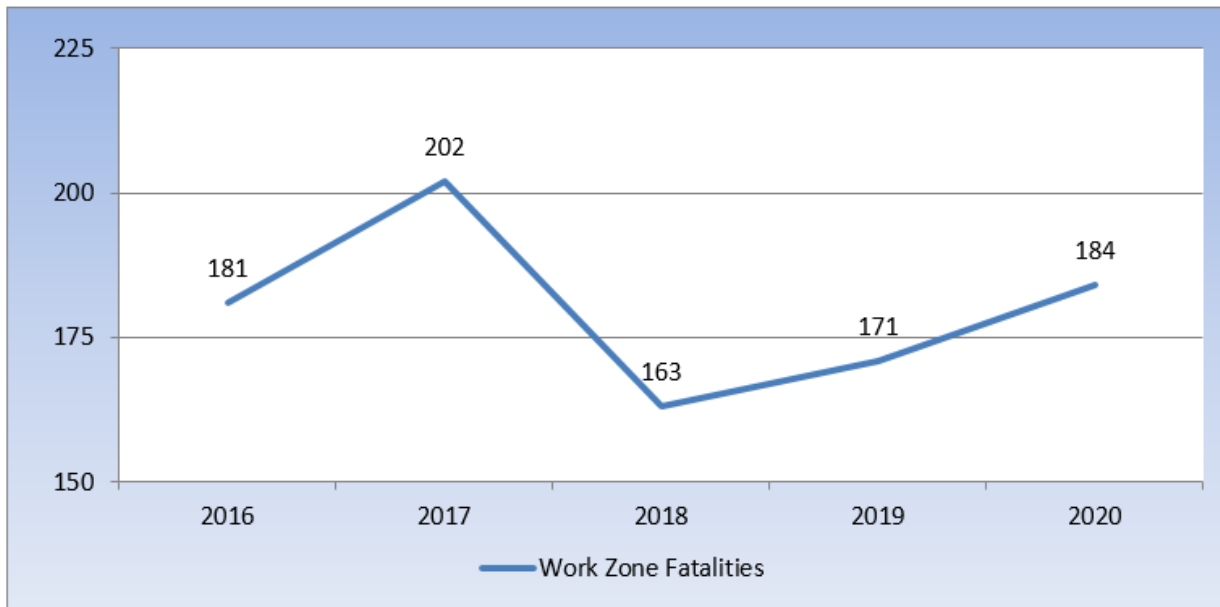
Program Area: Roadway Safety/Traffic Engineering
 Description of Highway Safety Problems

Roadway Safety (RS)

Problem ID - In recent years, the number of active TxDOT work zones has been as high as 3,400 active road construction and maintenance work zones. In 2020, more than 22,000 traffic crashes occurred in work zones in Texas, resulting in 184 fatalities, a 7.6 percent increase in traffic fatalities over the previous year. Another 679 people were seriously injured.

Drivers and their passengers account for the majority of those involved in fatal work zone crashes. In 2020, 147 motorists and vehicle passengers were killed in Texas work zones. Four construction workers and 35 pedestrians and bicyclists were also killed[1].

State of Texas: Work Zone Fatalities



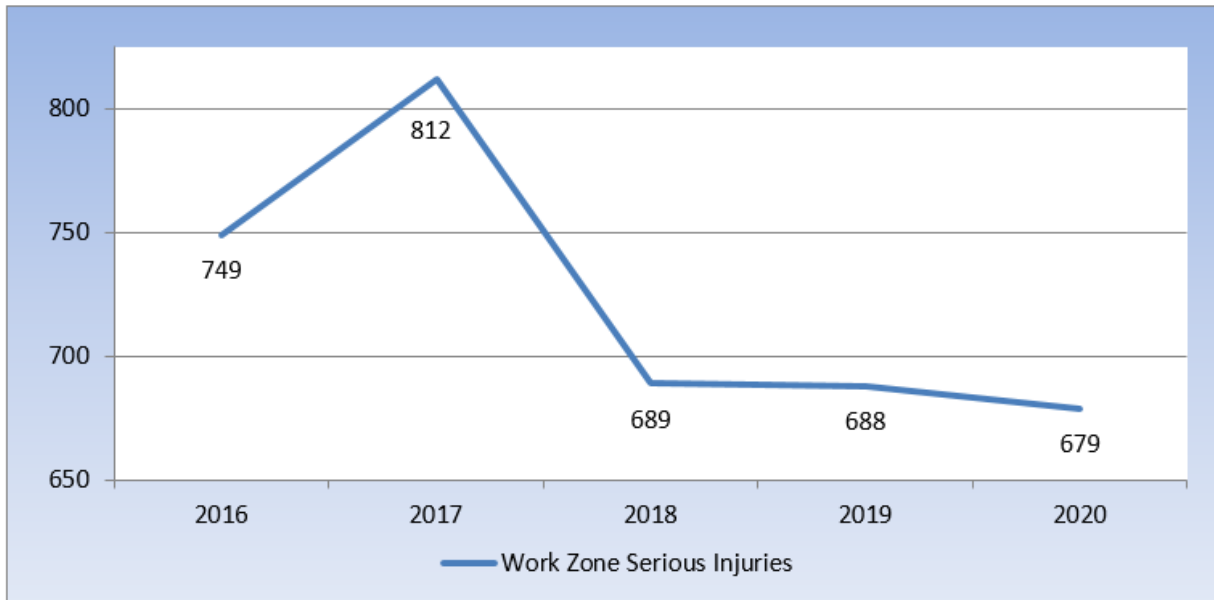
Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

As roadway maintenance and construction efforts continue to address a state population that grows by about 1,200 people per day, drivers should expect to encounter a work zone at any time.

[1] [TxDOT Work Zones](#)

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 driving in work zones.

State of Texas: Work Zone Serious Injuries

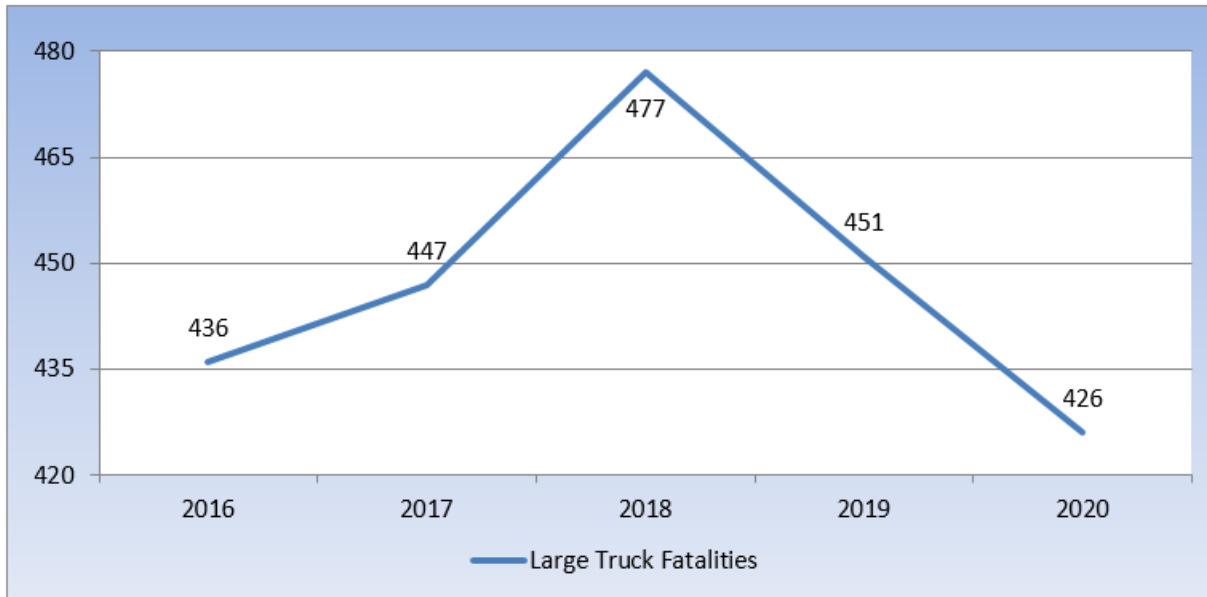


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

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.

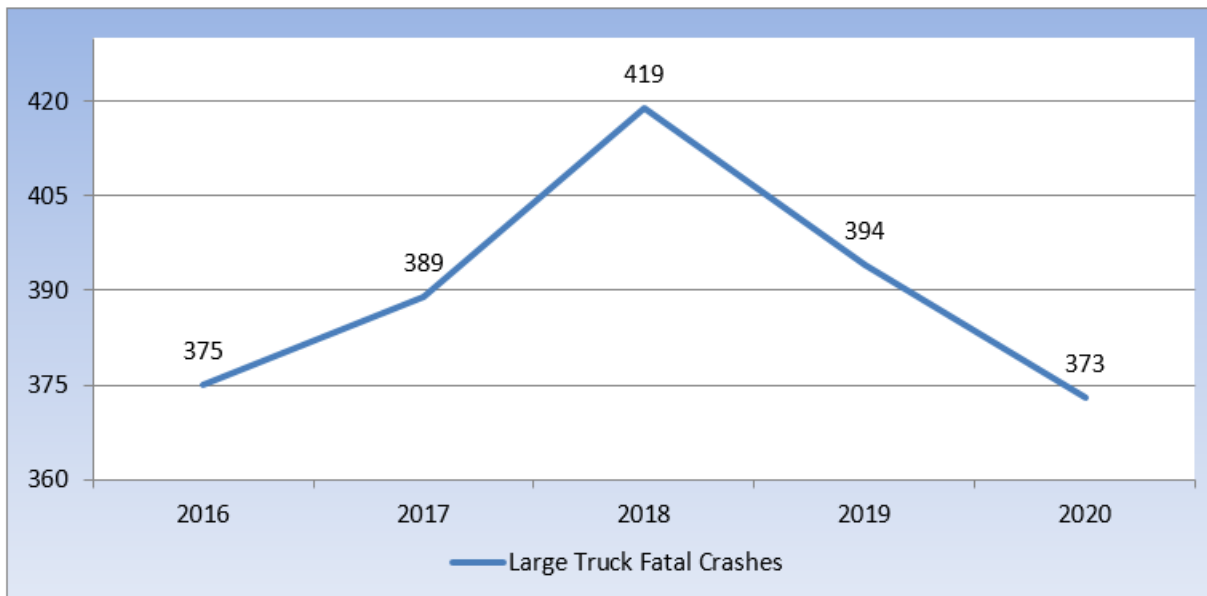
The boom in oil and gas production across Texas has created thousands of jobs and many new opportunities for energy-producing areas. Unfortunately, with an influx in traffic in these areas, there also has been an increase in crashes. Most of Texas' oil and gas exploration and drilling occurs in rural 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



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

State of Texas: Large Truck Related Fatal Crashes



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

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 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.

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report 242 Work Zone Fatalities. Calculations for the projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Work Zone Fatalities	144	181	202	163	171	184

Work Zone Fatalities	2021	2022
M	12.1	12.1
X	10.00	11.00
B	108.5	108.5
Projection	230	242
Target	226	237

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

Trend projections using CRIS data indicate that for 2022, the State of Texas can expect to report 977 work zone-related serious injuries. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Work Zone Serious Injuries	754	749	812	689	688	679

Work Zone Serious Injuries	2021	2022
M	35.9	35.9
X	10.00	11.00
B	581.9	581.9
Projection	941	977
Target	926	957

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

Trend projections using CRIS data indicate that for 2021, the State of Texas can expect to report 520 large truck-related fatalities. By 2022, Texas can expect to report 534 large truck-related fatalities. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Large Truck Fatalities	452	436	447	477	451	426

Large Truck Fatalities	2021	2022
M	14.4	14.4
X	10.00	11.00
B	376	376
Projection	520	534
Target	512	524

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

Trend projections using CRIS data indicate that for 2021, the State of Texas can expect to report 438 large truck-related fatal crashes. By 2022, Texas can expect to report 448 large truck-related fatal crashes. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
Large Truck Fatal Crashes	386	375	389	419	394	373

Large Truck Fatal Crashes	2021	2022
M	10.6	10.6
X	10.00	11.00
B	331.6	331.6
Projection	438	448
Target	431	439

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

RS Impacts of Proposed Strategies - Strategies proposed for the Roadway Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY 2022 to assist Texas with large truck and work zone fatalities and injuries.

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

Performance Measures and Targets:

Target: Work Zone Fatalities

2022 Target: To decrease the expected rise of work zone-related fatalities to no more than 237 in 2022.

Target: Work Zone Serious Injuries

2022 Target: To decrease the expected rise of work zone-related serious injuries to no more than 957 in 2022.

Target: Large Truck Fatalities

2022 Target: To decrease the expected rise of large truck fatalities to no more than 524 in 2022.

Target: Large Truck Fatal Crashes

2022 Target: To decrease the expected rise of large truck fatal crashes to no more than 439 in 2022.

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.
- To reduce large truck (“Semi- Trailer” or “Truck-Tractor”) crashes, injuries and fatalities.

Strategies

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

Project Descriptions

Task: Public Information Campaigns Roadway Safety RS - 12

<i>Planned Activity Name</i> 2022-TxDOT-G-1YG-0197	<i>Division</i> TRF-TS	<i>Organization Name</i> TxDOT - Traffic Safety
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Primary Countermeasure Strategy ID : Roadway Safety Public Information Campaigns

Title / Desc. **Be Safe Drive Smart Campaign**

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.

Budget:

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

Task: Training Roadway Safety RS - 12

<i>Planned Activity Name</i> 2022-UTatArl-G-1YG-0175	<i>Division</i> TRF-TS	<i>Organization Name</i> The University of Texas at Arlington
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Primary Countermeasure Strategy ID : Roadway Safety Training

Title / Desc. **The University of Texas at Arlington Traffic Safety Training for Texas City and County Governments**

The University of Texas at Arlington (UTA) proposes a City/County Work Zone Training Program to help reduce the number of traffic crashes, injuries, and fatalities in work zones.

Objectives

- Train 1665 Texas city and county employees on work zone traffic control and safety by 9/15/2022
- Conduct 115 classes for Texas city and county workers on work zone control and safety by 9/15/2022

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	RS	\$352,199.47	\$0.00	\$0.00	\$96,450.47	\$448,649.94

Roadway Safety

FY 2021
Budget Module: RS - 12

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	1	\$5,342,000.00						\$2,671,000.00		\$2,671,000.00	
Training	1	\$448,649.94	\$352,199.47							\$96,450.47	
TOTALS:	2	\$5,790,649.94	\$352,199.47					\$2,671,000.00		\$2,767,450.47	

Program Area: Community Traffic Safety Program
 Description of Highway Safety Problems

Safe Communities (SA)

Problem ID - The Safe Communities Model is a long-standing approach to reducing injuries and deaths. It works through engaging local partners who care about safety, using data to identify leading causes of injury, making a plan to address the issues using proven methods, and measuring success.

Unintentional injuries are the third leading cause of death in the United States[1]. When a community takes ownership of its 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-Sponsored Traffic Safety Coalitions

2015	2016	2017	2018	2019	2020
13	14	18	18	18	18

Source: Survey of TxDOT Traffic Safety Specialists May 2021

[1] Centers for Disease Control and Prevention. <https://www.cdc.gov/nchs/fastats/accidental-injury.htm>

SA Performance Measures and Target Setting - TxDOT plans to implement a more resilient community coalitions program to increase the number of coalitions on a local level. TxDOT will continue to 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.

TxDOT is involved in a great number of coalitions across the state. TxDOT-led community coalitions will remain at the same level going forward. The calculations used to set targets in other program areas are not applicable to be used in this particular category. Texas will instead maintain the same number of coalitions per year.

	2015	2016	2017	2018	2019	2020
TxDOT-Sponsored Community Coalitions	13	14	18	18	18	18
	2021	2022				
Increase	0	0				
Projection	18	18				
Target	18	18				

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 FY 2022 to assist the Texas with fatalities and injuries. Texas will continue to focus on overall fatalities which continue to be a problem in Texas. TxDOT Safe Communities Program activities will continue to assist the State in achieving its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

SA Performance Targets:

Target: TxDOT-Sponsored Community Coalitions

2022 Target: To maintain the number of community coalitions at 18 in 2022.

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>Planned Activity Name</i> 2022-Texas Ag-G-1YG-0092	<i>District</i> BRY	<i>Organization Name</i> Texas A&M Agrilife Extension Service
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Primary Countermeasure Strategy ID : Safe Communities Public Information Campaigns

Title / Desc. **Brazos Valley Injury Prevention Coalition and Statewide Initiatives**

A Safe Communities coalition to implement and support safety initiatives for youth and adults to reduce traffic-related injuries and fatalities in the TxDOT Bryan District and expanded statewide area.

Objectives

- Conduct 42 Reality Education for Drivers (RED) Programs by 9/30/2022
- Distribute 25000 public information and education (PI&E) materials to support grant objectives by 9/30/2022
- Participate in 70 programs to raise awareness on the dangers of impaired driving by 9/30/2022
- Conduct 8 programs on the importance of restraint use focusing on youth, teens and pickup truck drivers by 9/30/2022
- Participate in 20 programs on the dangers of distracted driving with an emphasis on texting by 8/31/2022
- Conduct 25 parent/guardian/educator presentations to educate communities on the risk of impaired driving by 9/15/2022
- Participate in 6 educational programs to raise awareness for pedestrian safety and all other vulnerable road users by 9/30/2022
- Conduct 50 educational presentations for mature drivers on traffic safety by 9/30/2022
- Participate in 50 CarFit events to assist mature drivers in finding their safety fit while driving their vehicles by 9/30/2022
- Conduct 6 bimonthly meetings of the Brazos Valley Injury Prevention Coalition & Statewide Initiatives by 9/30/2022

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	SA	\$978,458.54	\$0.00	\$0.00	\$345,495.97	\$1,323,954.51

Safe Communities

FY 2021
Budget Module: SA - 13

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	1	\$1,323,954.51	\$978,458.54							\$345,495.97	\$978,458.54
Training	0										
TOTALS:	1	\$1,323,954.51	\$978,458.54							\$345,495.97	\$978,458.54

Program Area: School Bus Safety

Description of Highway Safety Problems

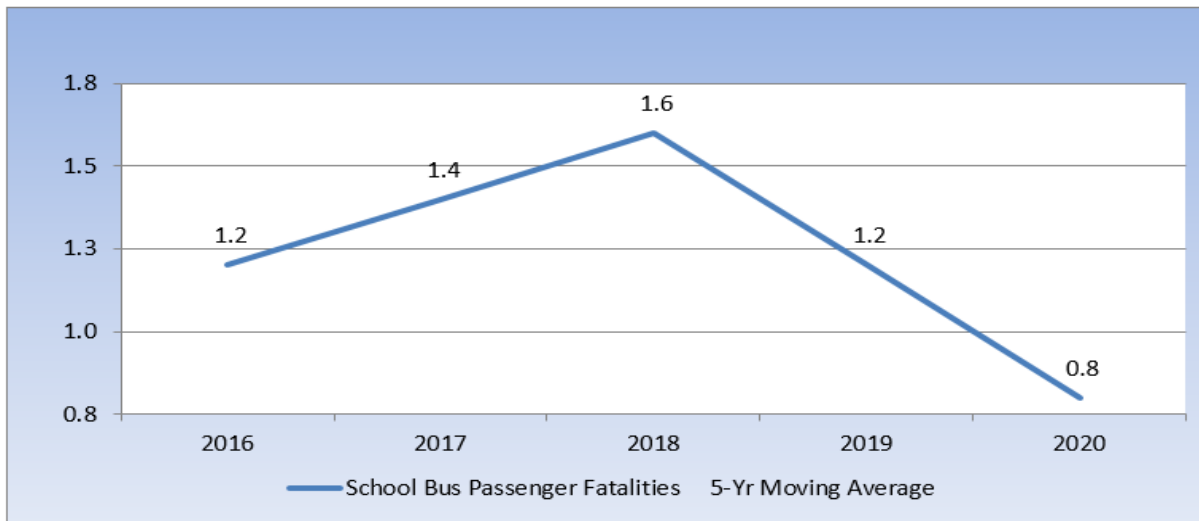
School Bus Safety (SB)

Problem ID - Nationwide, an estimated 480,000 school buses provide transportation services daily. Approximately 22.6 million school children ride school buses each day in the U.S., at least twice a day, with an average of 57 percent of students transported[1].

Over half (52 percent) of the school age pedestrians killed in school transportation-related crashes from 2009 to 2018 were 5 to 10 years old. Nearly half (48 percent) of the school-age pedestrians fatally injured in school transportation-related crashes were struck by school buses or vehicles functioning as school buses. More school-age pedestrians were killed from 6 a.m. to 7:59 a.m. and from 3 p.m. to 3:59 p.m. than any other hours of the day[2]. During 2020 in Texas, there were no school bus passenger fatalities.

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



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of April 15, 2021

[1] School Bus 2021 Fact Book. School Bus Fleet <http://digital.schoolbusfleet.com/publication/?i=696373>

[2] NHTSA Traffic Safety Facts 2009-2018 Data: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812944>

SB Performance Measures and Target Setting - 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 Highway Safety Programs No. 17 - Pupil Transportation Safety, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using CRIS data indicate that for 2022, the State of Texas can expect to average 2.5 school bus passenger fatalities. The calculations for these projections and targets* are as follows:

	2015	2016	2017	2018	2019	2020
School Bus Passenger Fatalities	1.4	1.2	1.4	1.6	1.2	0.8
School Bus Passenger Fatalities	2021	2022				
M	0.12	0.12				
X	10.00	11.00				
B	1.16	1.16				
Projection	2.4	2.5				
Target	2.3	2.4				

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

SB Impacts of Proposed Strategies - Strategies proposed for the School Bus Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be 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 FY 2022 to assist Texas with school bus passenger fatalities and injuries.

Texas will continue to focus on school bus passenger fatalities which continue to be a statewide concern. TxDOT School Bus Safety Program activities will continue to assist the State in achieving its targets.

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

SB Performance Targets:

School Bus Passenger Fatalities

2022 Target: To decrease the expected rise of serious injuries to no more than a five-year average of 1.14 in 2021.

The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	1.00	CRIS
2019	0.00	CRIS
2020	2.20	CRIS
2021	2.30	Target
2022	2.40	Target
2022 Target expressed as 5-year average		1.14

As noted in the table above, the average year target for 2022 would be 2.4 school bus passenger fatalities.

School Bus

SB - 14

Goals

- To reduce School bus-related crashes, injuries and fatalities

Strategies

- Provide public information and education campaigns to promote safe motor vehicle operations around school buses.
- Provide safe school bus operation training for school bus drivers.

Project Descriptions

Task: **Training**

School Bus SB - 14

<i>Planned Activity Name</i> 2022-ESCVI-G-1YG-0067	<i>Division</i> TRF-TS	<i>Organization Name</i> Education Service Center, Region VI
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Primary Countermeasure Strategy ID : School Bus Training

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

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

Objectives

- Identify 2 sets of content material to be utilized in the Bus Safety Training 101 Program by 9/30/2022
- Teach 400 School Bus Transportation personnel in the Bus Safety Training 101 Program by 9/30/2022
- Teach 700 PreK-3rd grade students in Bus Safety Training 101 Program by 9/30/2022
- Analyze 500 participant evaluations to determine the overall effectiveness of Bus Safety Training 101 Program by 9/30/2022

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	\$104,987.92	\$0.00	\$0.00	\$35,005.96	\$139,993.88

School Bus

FY 2021
Budget Module: SB - 14

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F / 405H	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	0										
Training	1	\$139,993.88	\$104,987.92							\$35,005.96	
TOTALS:	1	\$139,993.88	\$104,987.92							\$35,005.96	

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:

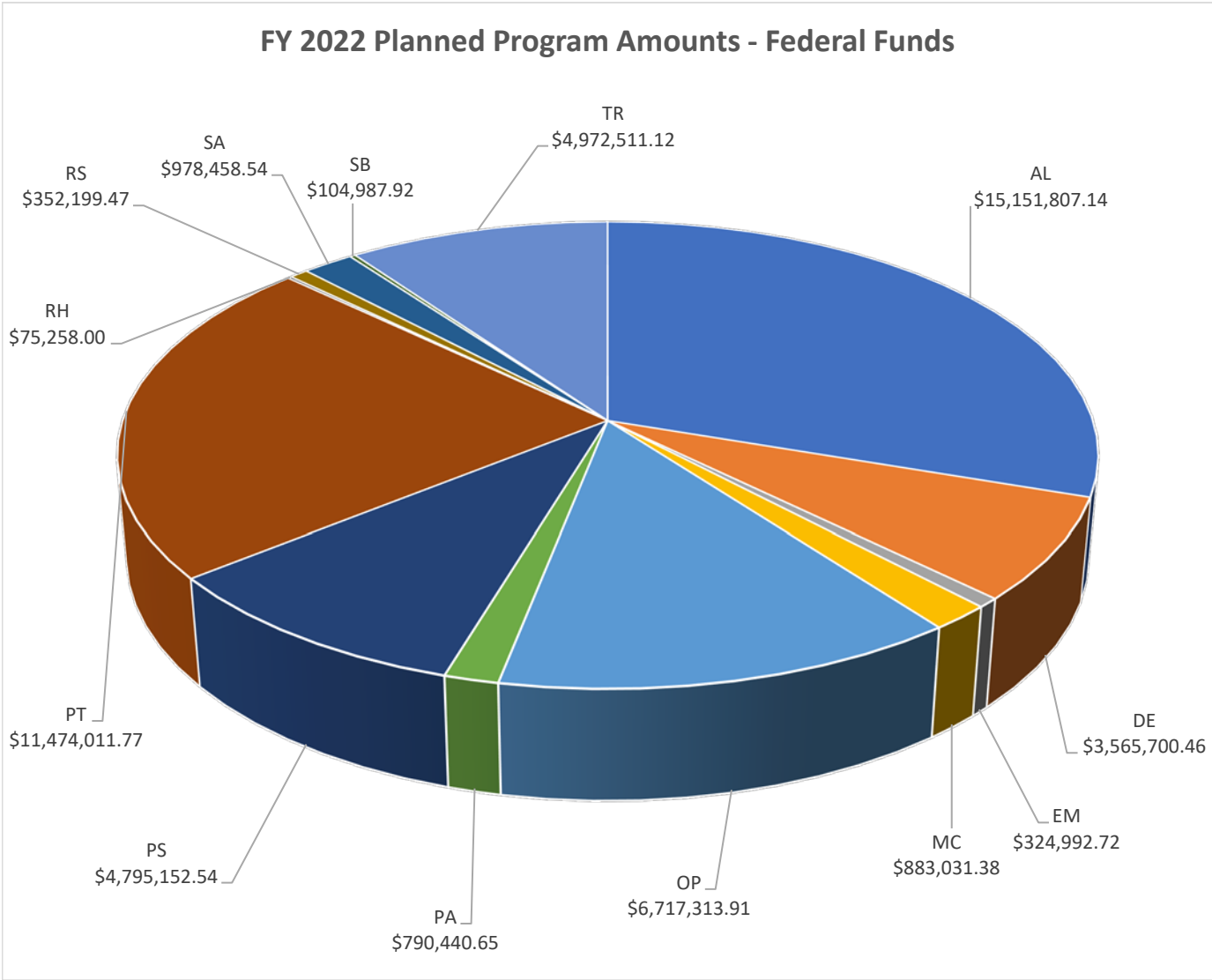
1. Federal funds awarded under Fast Act Sections 402 and 405
2. State dollars from the TxDOT budget and other state sources
3. State dollars from dedicated funding mechanisms based on program area
4. Local match provided by subgrantees, as condition of receiving federal awards
5. Program income/match generated by subgrantees, if any
6. In-kind match from other State agencies

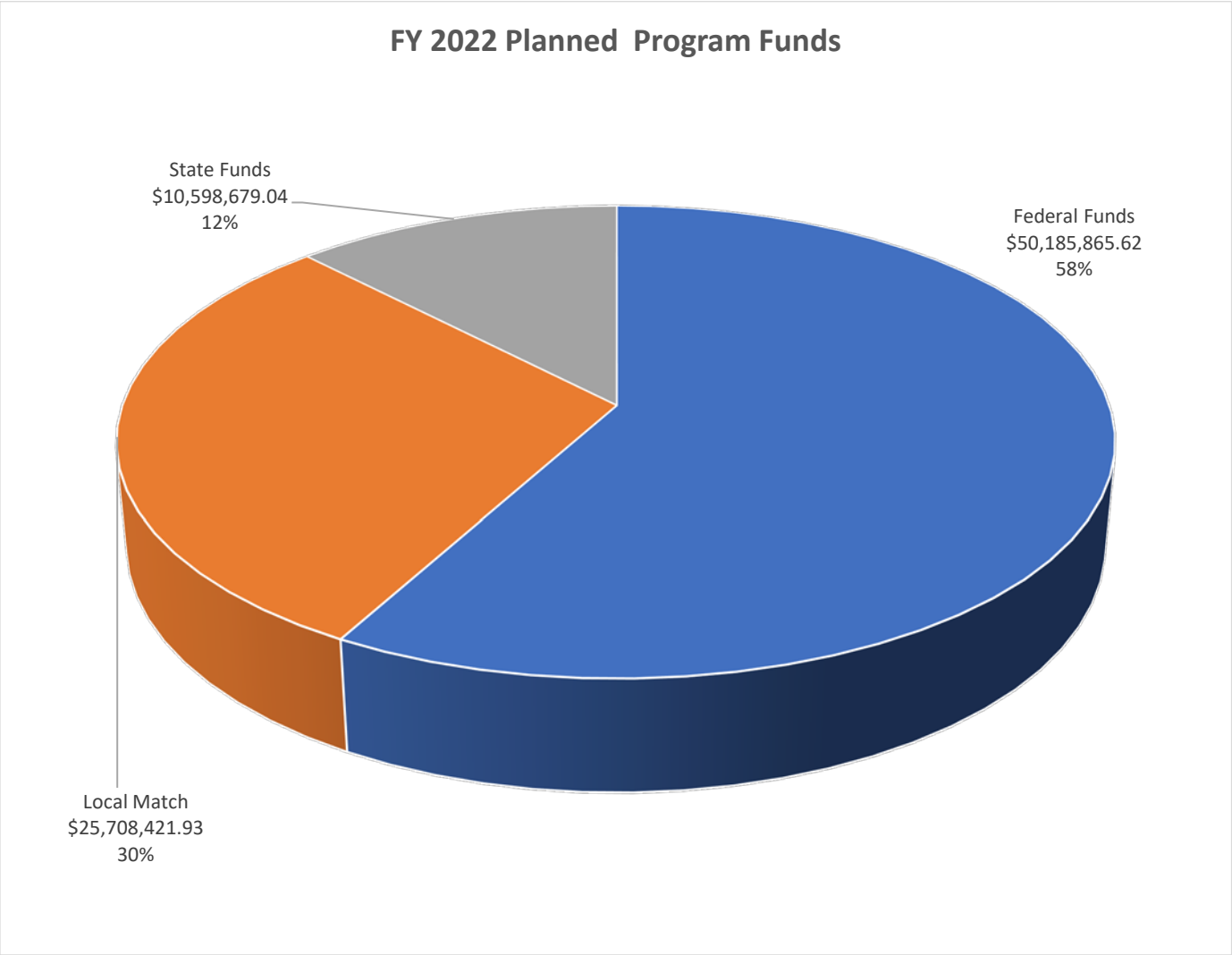
SUMMARY OF PLANNED FUNDING

Program Area	# Proj	Total	FEDERAL					MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F* / 405H**	STATE	INCOME	LOCAL	
Planning and Administration	5	\$5,350,646.73	\$790,440.65					\$4,469,600.00	\$60,000.00	\$30,606.08	
Alcohol and Other Drug Counter Measures	77	\$23,804,194.65	\$2,733,148.85			\$12,418,658.29		\$300,000.00	\$8,000.00	\$8,344,387.51	\$336,663.32
Emergency Medical Services	1	\$725,826.10	\$324,992.72					\$0.00	\$0.00	\$400,833.38	
Motorcycle Safety	5	\$2,003,872.72	\$563,031.38				\$320,000.00	\$330,000.00	\$0.00	\$790,841.34	
Occupant Protection	59	\$11,362,917.62	\$4,117,313.91	\$2,600,000.00				\$28,079.04	\$25,000.00	\$4,592,524.67	\$362,103.98
Pedestrian and Bicyclist Safety	20	\$6,759,728.85	\$2,381,425.98				\$2,413,726.56	\$0.00	\$5,600.00	\$1,958,976.31	\$181,409.00
Police Traffic Services	164	\$14,827,831.08	\$11,474,011.77					\$0.00	\$0.00	\$3,353,819.32	\$9,890,268.91
Traffic Records	8	\$8,791,440.99	\$407,253.91		\$4,565,257.21			\$2,800,000.00	\$0.00	\$1,018,929.87	
Driver Education and Behavior	13	\$5,510,060.77	\$3,565,700.46					\$0.00	\$0.00	\$1,944,360.31	\$79,778.74
Railroad / Highway Crossing	1	\$101,848.74	\$75,258.00					\$0.00	\$0.00	\$26,590.74	
Roadway Safety	2	\$5,790,649.94	\$352,199.47					\$2,671,000.00	\$0.00	\$2,767,450.47	
Safe Communities	1	\$1,323,954.51	\$978,458.54					\$0.00	\$0.00	\$345,495.97	\$978,458.54
School Bus	1	\$139,993.88	\$104,987.92					\$0.00	\$0.00	\$35,005.96	
TOTALS:	357	\$86,492,966.58	\$27,868,223.56	\$2,600,000.00	\$4,565,257.21	\$12,418,658.29	\$2,733,726.56	\$10,598,679.04	\$98,600.00	\$25,609,821.93	\$11,828,682.49

* Fast Act 405F Motorcycle Projects

** Fast Act 405H Nonmotorized Safety Projects





TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

Highway Safety Plan - Project Cross Reference

Enforcement Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-BexarCoD-G-1YG-0117			AL	405D	M5BAC	\$17,168.00	\$0.00	\$0.00	\$20,116.80	\$37,284.80
2022-FortBend-G-1YG-0128			AL	405D	M5BAC	\$47,455.93	\$0.00	\$0.00	\$11,863.98	\$59,319.91
2022-HarrisDA-G-1YG-0109			AL	405D	M5HVE	\$327,391.91	\$0.00	\$0.00	\$106,977.88	\$434,369.79
2022-HarrisDA-G-1YG-0110			AL	405D	M5OT	\$250,000.00	\$0.00	\$0.00	\$76,005.80	\$326,005.80
2022-MCDAO-G-1YG-0105			AL	402	AL	\$143,324.00	\$0.00	\$0.00	\$98,418.02	\$241,742.02
2022-TABC-G-1YG-0111			AL	405D	M5HVE	\$519,990.24	\$0.00	\$0.00	\$458,292.50	\$978,282.74
2022-TDPS-G-1YG-0062			AL	405D	M5HVE	\$598,184.75	\$0.00	\$0.00	\$612,000.00	\$1,210,184.75
2022-TxDOT-G-1YG-0194			OP	402	OP	\$650,000.00	\$0.00	\$0.00	\$125,000.00	\$775,000.00
2022-TxDOT-G-1YG-0195			AL	405D	M5HVE	\$750,000.00	\$0.00	\$0.00	\$187,500.00	\$937,500.00
CMV STEP										
2022-AmarilloPD-S-CMV-00017			PT	402	PT	\$49,952.00	\$0.00	\$0.00	\$13,042.34	\$62,994.34
2022-AngletonPD-S-CMV-00002			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,028.37	\$15,028.37
2022-AnsonPD-S-CMV-00043			PT	402	PT	\$11,430.04	\$0.00	\$0.00	\$2,997.47	\$14,427.51
2022-Arlington-S-CMV-00006			PT	402	PT	\$61,000.00	\$0.00	\$0.00	\$15,250.00	\$76,250.00
2022-AustinPD-S-CMV-00032			PT	402	PT	\$61,000.00	\$0.00	\$0.00	\$15,263.70	\$76,263.69
2022-AzlePD-S-CMV-00031			PT	402	PT	\$11,959.62	\$0.00	\$0.00	\$3,012.41	\$14,972.03
2022-BexarCoSO-S-CMV-00012			PT	402	PT	\$49,973.09	\$0.00	\$0.00	\$12,499.09	\$62,472.18
2022-DeerPark-S-CMV-00007			PT	402	PT	\$11,964.48	\$0.00	\$0.00	\$3,253.50	\$15,217.98
2022-DriscollPD-S-CMV-00015			PT	402	PT	\$11,952.00	\$0.00	\$0.00	\$2,987.64	\$14,939.64
2022-EIPasoCO-S-CMV-00009			PT	402	PT	\$36,000.00	\$0.00	\$0.00	\$16,833.23	\$52,833.23
2022-FBCoCP3-S-CMV-00035			PT	402	PT	\$11,959.40	\$0.00	\$0.00	\$3,400.96	\$15,360.36
2022-Fortworth-S-CMV-00021			PT	402	PT	\$65,969.43	\$0.00	\$0.00	\$16,500.00	\$82,469.43
2022-GrandPra-S-CMV-00036			PT	402	PT	\$46,799.59	\$0.00	\$0.00	\$11,872.78	\$58,672.37
2022-GrapevinePD-S-CMV-00011			PT	402	PT	\$11,975.17	\$0.00	\$0.00	\$3,073.04	\$15,048.21
2022-Harlingen-S-CMV-00030			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,162.56	\$15,162.56
2022-HarrisCo-S-CMV-00013			PT	402	PT	\$98,940.80	\$0.00	\$0.00	\$24,737.96	\$123,678.76
2022-HarrisP1-S-CMV-00038			PT	402	PT	\$11,977.70	\$0.00	\$0.00	\$3,136.39	\$15,114.09
2022-HarrisP5-S-CMV-00040			PT	402	PT	\$11,989.38	\$0.00	\$0.00	\$3,457.70	\$15,447.08
2022-HoustonPD-S-CMV-00019			PT	402	PT	\$349,999.50	\$0.00	\$0.00	\$93,014.75	\$443,014.25
2022-KylePD-S-CMV-00020			PT	402	PT	\$11,958.00	\$0.00	\$0.00	\$3,038.17	\$14,996.17

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

Highway Safety Plan - Project Cross Reference

Enforcement Projects											
<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>	
2022-LaPorte-S-CMV-00033			PT	402	PT	\$11,978.91	\$0.00	\$0.00	\$3,387.64	\$15,366.55	
2022-LaredoPD-S-CMV-00008			PT	402	PT	\$93,999.07	\$0.00	\$0.00	\$29,139.71	\$123,138.78	
2022-LaVillaPD-S-CMV-00044			PT	402	PT	\$10,000.00	\$0.00	\$0.00	\$2,500.00	\$12,500.00	
2022-MarshallPD-S-CMV-00045			PT	402	PT	\$11,810.21	\$0.00	\$0.00	\$3,012.92	\$14,823.13	
2022-McAllenPD-S-CMV-00003			PT	402	PT	\$58,000.00	\$0.00	\$0.00	\$14,500.00	\$72,500.00	
2022-MissouriPD-S-CMV-00022			PT	402	PT	\$11,986.00	\$0.00	\$0.00	\$3,042.59	\$15,028.59	
2022-MooreCoSO-S-CMV-00041			PT	402	PT	\$11,964.90	\$0.00	\$0.00	\$3,001.48	\$14,966.38	
2022-NewBraun-S-CMV-00028			PT	402	PT	\$39,156.40	\$0.00	\$0.00	\$10,590.20	\$49,746.60	
2022-PasadePD-S-CMV-00005			PT	402	PT	\$11,994.51	\$0.00	\$0.00	\$11,994.51	\$23,989.02	
2022-pearlaPD-S-CMV-00029			PT	402	PT	\$11,715.00	\$0.00	\$0.00	\$3,418.17	\$15,133.17	
2022-PharrPD-S-CMV-00016			PT	402	PT	\$11,982.50	\$0.00	\$0.00	\$3,794.61	\$15,777.11	
2022-PolkCo-S-CMV-00024			PT	402	PT	\$48,988.16	\$0.00	\$0.00	\$12,291.13	\$61,279.29	
2022-ProgresoPD-S-CMV-00042			PT	402	PT	\$11,988.57	\$0.00	\$0.00	\$3,333.63	\$15,322.20	
2022-RufugioPD-S-CMV-00026			PT	402	PT	\$11,909.48	\$0.00	\$0.00	\$3,188.68	\$15,098.16	
2022-Sugarland-S-CMV-00014			PT	402	PT	\$11,977.02	\$0.00	\$0.00	\$3,198.45	\$15,175.47	
2022-Tomgreen-S-CMV-00037			PT	402	PT	\$11,970.00	\$0.00	\$0.00	\$3,124.94	\$15,094.94	
2022-Wylie-S-CMV-00004			PT	402	PT	\$11,953.65	\$0.00	\$0.00	\$3,016.51	\$14,970.16	
		Subtotals			# of Projects: 37	\$1,344,174.58	\$0.00	\$0.00	\$370,097.23	\$1,714,271.80	
Comprehensive STEP											
2022-AllenPD-S-1YG-00012			PT	402	PT	\$11,956.00	\$0.00	\$0.00	\$3,082.26	\$15,038.26	
2022-AltonPD-S-1YG-00083			PT	402	PT	\$11,997.00	\$0.00	\$0.00	\$3,908.14	\$15,905.14	
2022-AlvinPD-S-1YG-00110			PT	402	PT	\$11,998.22	\$0.00	\$0.00	\$3,631.86	\$15,630.08	
2022-AmarilloPD-S-1YG-00042			PT	402	PT	\$157,975.00	\$0.00	\$0.00	\$41,348.67	\$199,323.67	
2022-AngletonPD-S-1YG-00003			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,028.37	\$15,028.37	
2022-ArcolaPD-S-1YG-00104			PT	402	PT	\$11,959.34	\$0.00	\$0.00	\$3,030.34	\$14,989.68	
2022-Arlington-S-1YG-00022			PT	402	PT	\$196,000.00	\$0.00	\$0.00	\$49,000.00	\$245,000.00	
2022-AustinPD-S-1YG-00117			PT	402	PT	\$729,000.00	\$0.00	\$0.00	\$182,290.87	\$911,290.87	
2022-AzlePD-S-1YG-00101			PT	402	PT	\$11,959.62	\$0.00	\$0.00	\$3,012.41	\$14,972.03	
2022-Beaumont-S-1YG-00084			PT	402	PT	\$93,850.00	\$0.00	\$0.00	\$27,004.40	\$120,854.40	
2022-Bedford-S-1YG-00122			PT	402	PT	\$11,966.92	\$0.00	\$0.00	\$3,011.59	\$14,978.51	

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022
Highway Safety Plan - Project Cross Reference

Enforcement Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-BeeCavePD-S-1YG-00018			PT	402	PT	\$11,723.50	\$0.00	\$0.00	\$2,933.45	\$14,656.95
2022-BeeCoSO-S-1YG-00082			PT	402	PT	\$11,988.00	\$0.00	\$0.00	\$3,311.19	\$15,299.19
2022-BellCoSO-S-1YG-00050			PT	402	PT	\$48,966.07	\$0.00	\$0.00	\$12,400.61	\$61,366.68
2022-BertramPD-S-1YG-00075			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,054.00	\$15,054.00
2022-BexarCoSO-S-1YG-00037			PT	402	PT	\$323,977.71	\$0.00	\$0.00	\$80,972.93	\$404,950.64
2022-BordenCoSO-S-1YG-00081			PT	402	PT	\$11,941.25	\$0.00	\$0.00	\$3,105.99	\$15,047.24
2022-Brenham-S-1YG-00079			PT	402	PT	\$11,976.64	\$0.00	\$0.00	\$3,062.70	\$15,039.34
2022-BridgeCityPD-S-1YG-00016			PT	402	PT	\$11,995.00	\$0.00	\$0.00	\$3,688.94	\$15,683.94
2022-BrownsPD-S-1YG-00035			PT	402	PT	\$64,937.39	\$0.00	\$0.00	\$29,804.79	\$94,742.18
2022-CdrPrkPD-S-1YG-00014			PT	402	PT	\$11,999.69	\$0.00	\$0.00	\$3,290.33	\$15,290.02
2022-CedarPD-S-1YG-00046			PT	402	PT	\$11,608.50	\$0.00	\$0.00	\$6,098.68	\$17,707.18
2022-Chambers-S-1YG-00089			PT	402	PT	\$49,976.00	\$0.00	\$0.00	\$14,725.33	\$64,701.33
2022-ClydePD-S-1YG-00114			PT	402	PT	\$11,992.10	\$0.00	\$0.00	\$3,227.56	\$15,219.66
2022-ColStaPD-S-1YG-00076			PT	402	PT	\$35,949.18	\$0.00	\$0.00	\$8,991.85	\$44,941.03
2022-ComancheCOSO-S-1YG-00107			PT	402	PT	\$11,989.20	\$0.00	\$0.00	\$3,391.84	\$15,381.04
2022-CorpusPD-S-1YG-00069			PT	402	PT	\$182,000.00	\$0.00	\$0.00	\$57,234.24	\$239,234.24
2022-CrockettPD-S-1YG-00132			PT	402	PT	\$11,889.85	\$0.00	\$0.00	\$3,075.96	\$14,965.81
2022-Dallas-S-1YG-00027			PT	402	PT	\$796,541.00	\$0.00	\$0.00	\$220,451.15	\$1,016,992.15
2022-DecaturPD-S-1YG-00074			PT	402	PT	\$11,976.84	\$0.00	\$0.00	\$3,449.45	\$15,426.29
2022-DeerPark-S-1YG-00021			PT	402	PT	\$48,961.44	\$0.00	\$0.00	\$19,521.00	\$68,482.44
2022-DentonPD-S-1YG-00015			PT	402	PT	\$78,499.97	\$0.00	\$0.00	\$20,900.72	\$99,400.69
2022-DriscollPD-S-1YG-00041			PT	402	PT	\$11,952.00	\$0.00	\$0.00	\$2,987.64	\$14,939.64
2022-EarlyPD-S-1YG-00055			PT	402	PT	\$11,971.20	\$0.00	\$0.00	\$3,632.55	\$15,603.75
2022-EdinbuPD-S-1YG-00026			PT	402	PT	\$40,000.00	\$0.00	\$0.00	\$10,660.00	\$50,660.00
2022-EIPasoCO-S-1YG-00017			PT	402	PT	\$63,000.00	\$0.00	\$0.00	\$23,054.35	\$86,054.35
2022-EIPasoISD-S-1YG-00067			PT	402	PT	\$11,967.98	\$0.00	\$0.00	\$3,008.46	\$14,976.44
2022-EIPasoPD-S-1YG-00047			PT	402	PT	\$223,329.20	\$0.00	\$0.00	\$56,273.53	\$279,602.73
2022-Eules-S-1YG-00039			PT	402	PT	\$45,960.00	\$0.00	\$0.00	\$13,018.28	\$58,978.28
2022-FBCoCP3-S-1YG-00112			PT	402	PT	\$19,532.25	\$0.00	\$0.00	\$5,092.23	\$24,624.48
2022-FBCoCP4-S-1YG-00134			PT	402	PT	\$19,705.00	\$0.00	\$0.00	\$5,167.38	\$24,872.38

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022
Highway Safety Plan - Project Cross Reference

Enforcement Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-Fortworth-S-1YG-00062			PT	402	PT	\$222,992.22	\$0.00	\$0.00	\$55,750.00	\$278,742.22
2022-FranklinCOSO-S-1YG-00108			PT	402	PT	\$11,976.51	\$0.00	\$0.00	\$3,015.87	\$14,992.38
2022-FriscoPD-S-1YG-00007			PT	402	PT	\$58,963.10	\$0.00	\$0.00	\$15,985.15	\$74,948.25
2022-GalCOSO-S-1YG-00004			PT	402	PT	\$11,567.84	\$0.00	\$0.00	\$3,007.19	\$14,575.03
2022-Galveston-S-1YG-00056			PT	402	PT	\$44,750.70	\$0.00	\$0.00	\$14,499.23	\$59,249.93
2022-GarlandPD-S-1YG-00051			PT	402	PT	\$123,999.02	\$0.00	\$0.00	\$31,026.86	\$155,025.88
2022-GrandPra-S-1YG-00068			PT	402	PT	\$123,654.74	\$0.00	\$0.00	\$185,822.12	\$309,476.86
2022-GrapeLdPD-S-1YG-00099			PT	402	PT	\$11,964.36	\$0.00	\$0.00	\$3,021.75	\$14,986.11
2022-GrapevinePD-S-1YG-00036			PT	402	PT	\$32,952.12	\$0.00	\$0.00	\$8,306.26	\$41,258.38
2022-HarkerHPD-S-1YG-00020			PT	402	PT	\$11,998.79	\$0.00	\$0.00	\$4,196.77	\$16,195.55
2022-Harlingen-S-1YG-00100			PT	402	PT	\$36,000.00	\$0.00	\$0.00	\$9,010.68	\$45,010.68
2022-Harris4-S-1YG-00130			PT	402	PT	\$50,611.12	\$0.00	\$0.00	\$16,188.12	\$66,799.24
2022-HarrisCo-S-1YG-00028			PT	402	PT	\$368,694.84	\$0.00	\$0.00	\$92,187.58	\$460,882.42
2022-HarrisP1-S-1YG-00115			PT	402	PT	\$67,944.55	\$0.00	\$0.00	\$18,236.09	\$86,180.64
2022-HarrisP5-S-1YG-00118			PT	402	PT	\$11,989.38	\$0.00	\$0.00	\$3,457.70	\$15,447.08
2022-HawleyPD-S-1YG-00124			PT	402	PT	\$11,395.75	\$0.00	\$0.00	\$2,867.09	\$14,262.84
2022-HoustonCoSO-S-1YG-00125			PT	402	PT	\$11,405.39	\$0.00	\$0.00	\$2,877.60	\$14,282.99
2022-HoustonPD-S-1YG-00049			PT	402	PT	\$999,999.29	\$0.00	\$0.00	\$305,759.71	\$1,305,759.00
2022-Irving-S-1YG-00045			PT	402	PT	\$141,842.00	\$0.00	\$0.00	\$35,516.88	\$177,358.88
2022-JacintPD-S-1YG-00080			PT	402	PT	\$11,977.93	\$0.00	\$0.00	\$3,013.65	\$14,991.58
2022-JacksonVlPD-S-1YG-00061			PT	402	PT	\$11,928.08	\$0.00	\$0.00	\$3,040.63	\$14,968.71
2022-JeffersonCoSO-S-1YG-00091			PT	402	PT	\$25,655.26	\$0.00	\$0.00	\$7,114.20	\$32,769.46
2022-KilleenPD-S-1YG-00033			PT	402	PT	\$60,965.10	\$0.00	\$0.00	\$15,446.80	\$76,411.90
2022-KylePD-S-1YG-00023			PT	402	PT	\$11,958.00	\$0.00	\$0.00	\$3,038.17	\$14,996.17
2022-LakeWorthPD-S-1YG-00121			PT	402	PT	\$11,960.29	\$0.00	\$0.00	\$3,945.09	\$15,905.38
2022-LaPorte-S-1YG-00109			PT	402	PT	\$32,991.69	\$0.00	\$0.00	\$9,330.05	\$42,321.74
2022-LaredoPD-S-1YG-00024			PT	402	PT	\$98,999.96	\$0.00	\$0.00	\$30,689.99	\$129,689.95
2022-LewisvPD-S-1YG-00093			PT	402	PT	\$57,962.52	\$0.00	\$0.00	\$14,855.41	\$72,817.93
2022-Lockhart-S-1YG-00131			PT	402	PT	\$11,976.83	\$0.00	\$0.00	\$3,014.66	\$14,991.49
2022-LongviPD-S-1YG-00129			PT	402	PT	\$39,469.30	\$0.00	\$0.00	\$10,297.21	\$49,766.51

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022
Highway Safety Plan - Project Cross Reference

Enforcement Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-ManorPD-S-1YG-00088			PT	402	PT	\$11,966.00	\$0.00	\$0.00	\$3,013.69	\$14,979.69
2022-MarshallPD-S-1YG-00128			PT	402	PT	\$11,810.21	\$0.00	\$0.00	\$3,079.92	\$14,890.13
2022-McAllenPD-S-1YG-00060			PT	402	PT	\$79,000.00	\$0.00	\$0.00	\$19,750.00	\$98,750.00
2022-McKinney-S-1YG-00103			PT	402	PT	\$54,972.58	\$0.00	\$0.00	\$14,672.18	\$69,644.76
2022-Mesquite-S-1YG-00094			PT	402	PT	\$40,962.45	\$0.00	\$0.00	\$10,272.94	\$51,235.39
2022-Mission-S-1YG-00013			PT	402	PT	\$41,000.00	\$0.00	\$0.00	\$10,307.57	\$51,307.57
2022-MissouriPD-S-1YG-00064			PT	402	PT	\$27,978.00	\$0.00	\$0.00	\$7,080.69	\$35,058.69
2022-MoCoP1Co-S-1YG-00032			PT	402	PT	\$11,399.50	\$0.00	\$0.00	\$3,081.10	\$14,480.60
2022-MoCoP5Co-S-1YG-00030			PT	402	PT	\$11,963.85	\$0.00	\$0.00	\$3,143.38	\$15,107.23
2022-MonahansPD-S-1YG-00106			PT	402	PT	\$11,937.87	\$0.00	\$0.00	\$3,070.79	\$15,008.66
2022-MontgoPD-S-1YG-00111			PT	402	PT	\$11,970.00	\$0.00	\$0.00	\$3,722.67	\$15,692.67
2022-MontgoSO-S-1YG-00031			PT	402	PT	\$98,254.50	\$0.00	\$0.00	\$24,612.29	\$122,866.79
2022-MooreCoSO-S-1YG-00120			PT	402	PT	\$11,964.90	\$0.00	\$0.00	\$3,001.48	\$14,966.38
2022-MtVernonPD-S-1YG-00071			PT	402	PT	\$11,985.72	\$0.00	\$0.00	\$3,015.24	\$15,000.96
2022-NewBrau-S-1YG-00043			PT	402	PT	\$47,156.40	\$0.00	\$0.00	\$12,673.40	\$59,829.80
2022-NRichland-S-1YG-00006			PT	402	PT	\$27,991.58	\$0.00	\$0.00	\$7,186.23	\$35,177.81
2022-Odessa-S-1YG-00011			PT	402	PT	\$23,843.57	\$0.00	\$0.00	\$6,152.18	\$29,995.75
2022-PasadePD-S-1YG-00019			PT	402	PT	\$69,998.00	\$0.00	\$0.00	\$69,998.00	\$139,996.00
2022-pearlaPD-S-1YG-00096			PT	402	PT	\$11,715.00	\$0.00	\$0.00	\$3,418.17	\$15,133.17
2022-Pflugerville-S-1YG-00052			PT	402	PT	\$11,964.02	\$0.00	\$0.00	\$3,058.04	\$15,022.06
2022-PharrPD-S-1YG-00048			PT	402	PT	\$11,995.00	\$0.00	\$0.00	\$3,797.01	\$15,792.01
2022-PlanoPD-S-1YG-00072			PT	402	PT	\$125,999.57	\$0.00	\$0.00	\$31,491.05	\$157,490.62
2022-PolkCo-S-1YG-00025			PT	402	PT	\$42,997.76	\$0.00	\$0.00	\$10,788.14	\$53,785.90
2022-PortArthur-S-1YG-00059			PT	402	PT	\$22,767.90	\$0.00	\$0.00	\$7,529.34	\$30,297.24
2022-PortComfPD-S-1YG-00095			PT	402	PT	\$11,976.60	\$0.00	\$0.00	\$3,004.42	\$14,981.02
2022-PoteetPD-S-1YG-00086			PT	402	PT	\$11,974.41	\$0.00	\$0.00	\$3,178.86	\$15,153.27
2022-ProgresoPD-S-1YG-00133			PT	402	PT	\$11,984.21	\$0.00	\$0.00	\$3,257.13	\$15,241.34
2022-ProsperPD-S-1YG-00098			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,048.00	\$15,048.00
2022-RichlandHillsPD-S-1YG-00123			PT	402	PT	\$11,999.80	\$0.00	\$0.00	\$4,175.17	\$16,174.97
2022-RobinsonPD-S-1YG-00054			PT	402	PT	\$11,896.00	\$0.00	\$0.00	\$2,989.94	\$14,885.94

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Planned Activity Name	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2022-RosenbPD-S-1YG-00105			PT	402	PT	\$11,999.95	\$0.00	\$0.00	\$3,538.70	\$15,538.65
2022-SanAntPD-S-1YG-00038			PT	402	PT	\$843,000.00	\$0.00	\$0.00	\$254,725.00	\$1,097,725.00
2022-SanJuanPD-S-1YG-00078			PT	402	PT	\$9,448.00	\$0.00	\$0.00	\$3,130.45	\$12,578.45
2022-SantaFe-S-1YG-00040			PT	402	PT	\$11,611.59	\$0.00	\$0.00	\$3,069.83	\$14,681.42
2022-SnyderPD-S-1YG-00102			PT	402	PT	\$11,959.22	\$0.00	\$0.00	\$3,668.40	\$15,627.62
2022-SouthlakePD-S-1YG-00087			PT	402	PT	\$27,937.44	\$0.00	\$0.00	\$9,693.10	\$37,630.54
2022-SouthSPPD-S-1YG-00090			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,203.92	\$15,203.92
2022-SplendorPD-S-1YG-00119			PT	402	PT	\$10,987.18	\$0.00	\$0.00	\$3,461.62	\$14,448.80
2022-Sugarland-S-1YG-00065			PT	402	PT	\$39,984.12	\$0.00	\$0.00	\$11,294.15	\$51,278.27
2022-TDPS-S-1YG-00002			PT	402	PT	\$499,715.94	\$0.00	\$0.00	\$124,928.99	\$624,644.93
2022-TemplePD-S-1YG-00116			PT	402	PT	\$13,970.00	\$0.00	\$0.00	\$3,498.07	\$17,468.07
2022-TexasCityPD-S-1YG-00066			PT	402	PT	\$18,960.74	\$0.00	\$0.00	\$18,960.74	\$37,921.48
2022-Tomgreen-S-1YG-00077			PT	402	PT	\$33,975.00	\$0.00	\$0.00	\$8,967.49	\$42,942.49
2022-Travis County SO-S-1YG-00085			PT	402	PT	\$81,996.95	\$0.00	\$0.00	\$20,819.03	\$102,815.98
2022-Tyler PD-S-1YG-00044			PT	402	PT	\$52,977.10	\$0.00	\$0.00	\$16,248.08	\$69,225.18
2022-VictoriaPD-S-1YG-00097			PT	402	PT	\$18,759.58	\$0.00	\$0.00	\$4,877.02	\$23,636.60
2022-WacoPD-S-1YG-00008			PT	402	PT	\$105,999.71	\$0.00	\$0.00	\$26,491.87	\$132,491.58
2022-WalkerCCP4-S-1YG-00092			PT	402	PT	\$11,968.00	\$0.00	\$0.00	\$2,999.38	\$14,967.38
2022-WeatherfordPD-S-1YG-00063			PT	402	PT	\$11,970.00	\$0.00	\$0.00	\$3,015.00	\$14,985.00
2022-WhartonPD-S-1YG-00126			PT	402	PT	\$11,752.80	\$0.00	\$0.00	\$3,136.75	\$14,889.55
2022-WichitaPD-S-1YG-00010			PT	402	PT	\$51,958.31	\$0.00	\$0.00	\$19,618.62	\$71,576.93
2022-Willis PD-S-1YG-00113			PT	402	PT	\$11,998.20	\$0.00	\$0.00	\$3,053.54	\$15,051.74
2022-WWorthVPD-S-1YG-00029			PT	402	PT	\$11,985.68	\$0.00	\$0.00	\$3,027.25	\$15,012.93
2022-Wylie-S-1YG-00009			PT	402	PT	\$11,953.65	\$0.00	\$0.00	\$3,016.51	\$14,970.16

Subtotals # of Projects: 125 \$9,045,810.27 \$0.00 \$0.00 \$2,712,467.09 \$11,758,277.36

Enforcement Task Summary

Projects: 249

Federal Funds \$13,693,499.68 State Funding \$0.00 Prog. Income \$0.00 Local Match \$4,778,739.30 Project Total \$18,472,238.97

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

Highway Safety Plan - Project Cross Reference

Evaluation Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-TDPS-G-1YG-0093			TR	405C	M3DA	\$993,513.50	\$0.00	\$0.00	\$331,171.15	\$1,324,684.65
2022-TDSHS-IS-G-1YG-0127			TR	405C	M3DA	\$1,042,476.87	\$0.00	\$0.00	\$293,799.43	\$1,336,276.30
2022-TMPA-G-1YG-0063			TR	405C	M3DA	\$932,326.43	\$0.00	\$0.00	\$236,516.00	\$1,168,842.43
2022-TTI-G-1YG-0008			PS	402	PS	\$120,000.00	\$0.00	\$0.00	\$30,026.54	\$150,026.54
2022-TTI-G-1YG-0026			AL	402	AL	\$320,329.74	\$0.00	\$0.00	\$80,119.40	\$400,449.14
2022-TTI-G-1YG-0029			DE	402	DE	\$31,475.00	\$0.00	\$0.00	\$7,874.56	\$39,349.56
2022-TTI-G-1YG-0031			OP	402	OP	\$51,500.00	\$0.00	\$0.00	\$12,883.94	\$64,383.94
2022-TTI-G-1YG-0032			DE	402	DE	\$50,000.00	\$0.00	\$0.00	\$12,508.35	\$62,508.35
2022-TTI-G-1YG-0033			DE	402	DE	\$82,200.00	\$0.00	\$0.00	\$20,559.46	\$102,759.46
2022-TTI-G-1YG-0034			OP	402	OP	\$80,860.00	\$0.00	\$0.00	\$20,229.21	\$101,089.21
2022-TTI-G-1YG-0035			OP	402	OP	\$340,885.00	\$0.00	\$0.00	\$85,262.71	\$426,147.71
2022-TTI-G-1YG-0037			OP	402	OP	\$40,220.01	\$0.00	\$0.00	\$10,062.30	\$50,282.31
2022-TTI-G-1YG-0040			AL	405D	M5BAC	\$85,618.32	\$0.00	\$0.00	\$21,425.21	\$107,043.53
2022-TTI-G-1YG-0045			TR	405C	M3DA	\$110,752.93	\$0.00	\$0.00	\$27,705.05	\$138,457.98
2022-TXSDY-G-1YG-0119			AL	402	AL	\$220,466.27	\$0.00	\$0.00	\$73,487.90	\$293,954.17
2022-UTMBG-G-1YG-0130			AL	402	AL	\$95,005.78	\$0.00	\$0.00	\$31,539.75	\$126,545.53

Evaluation Task Summary	<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
	16	\$4,597,629.85	\$0.00	\$0.00	\$1,295,170.96	\$5,892,800.81

Highway Safety Plan - Project Cross Reference

Program Management Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-TxDOT-G-1YG-0187			DE	402	DE	\$185,000.00	\$0.00	\$0.00	\$0.00	\$185,000.00
2022-TxDOT-G-1YG-0188			PA	State	State	\$0.00	\$4,414,000.00	\$0.00	\$0.00	\$4,414,000.00
2022-TxDOT-G-1YG-0189			TR	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	\$2,800,000.00
2022-TxDOT-G-1YG-0190			TR	405C	M3DA	\$1,375,000.00	\$0.00	\$0.00	\$0.00	\$1,375,000.00
2022-TxDOT-G-1YG-0191			PA	402	PA	\$570,000.00	\$0.00	\$0.00	\$0.00	\$570,000.00
2022-TxDOT-G-1YG-0192			PA	State	State	\$0.00	\$55,600.00	\$0.00	\$0.00	\$55,600.00
2022-TxDOT-G-1YG-0193			PA	402	PA	\$151,000.00	\$0.00	\$0.00	\$0.00	\$151,000.00

Program Management Task Summary		<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
		7	\$2,281,000.00	\$7,269,600.00	\$0.00	\$0.00	\$9,550,600.00

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022
Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-AustinEM-G-1YG-0165			OP	402	OP	\$122,200.00	\$0.00	\$0.00	\$38,450.00	\$160,650.00
2022-DCMCCT-G-1YG-0099			OP	402	OP	\$219,965.00	\$0.00	\$0.00	\$110,381.66	\$330,346.66
2022-DrisHosp-G-1YG-0087			OP	402	OP	\$260,626.03	\$0.00	\$0.00	\$130,003.63	\$390,629.66
2022-ESCVI-G-1YG-0068			PS	402	PS	\$53,195.82	\$0.00	\$0.00	\$17,764.93	\$70,960.75
2022-ESCVI-G-1YG-0071			DE	402	DE	\$63,188.67	\$0.00	\$0.00	\$21,085.96	\$84,274.63
2022-Ghisallo-G-1YG-0123			PS	402	PS	\$180,000.00	\$0.00	\$0.00	\$60,085.62	\$240,085.62
2022-Ghisallo-G-1YG-0124			PS	402	PS	\$116,124.47	\$0.00	\$0.00	\$29,120.65	\$145,245.12
2022-HCEC-G-1YG-0158			PS	402	PS	\$19,929.00	\$0.00	\$0.00	\$6,164.93	\$26,093.93
2022-LubbockP-G-1YG-0145			PS	402	PS	\$25,012.80	\$0.00	\$5,600.00	\$11,678.78	\$42,291.58
2022-MHH-G-1YG-0081			DE	402	DE	\$79,778.74	\$0.00	\$0.00	\$53,308.28	\$133,087.02
2022-TCH-G-1YG-0082			OP	402	OP	\$251,392.14	\$0.00	\$0.00	\$384,542.65	\$635,934.79
2022-TCH-G-1YG-0083			PS	402	PS	\$102,175.69	\$0.00	\$0.00	\$71,243.64	\$173,419.33
2022-TDSHS-G-1YG-0106			OP	402	OP	\$674,999.99	\$0.00	\$0.00	\$519,502.04	\$1,194,502.03
2022-Texas Ag-G-1YG-0090			OP	402	OP	\$1,049,994.81	\$0.00	\$0.00	\$370,807.17	\$1,420,801.98
2022-Texas Ag-G-1YG-0091			AL	402	AL	\$676,348.83	\$0.00	\$0.00	\$238,861.97	\$915,210.80
2022-Texas Ag-G-1YG-0092			SA	402	SA	\$978,458.54	\$0.00	\$0.00	\$345,495.97	\$1,323,954.51
2022-TMCEC-G-1YG-0122			DE	402	DE	\$364,753.16	\$0.00	\$0.00	\$107,374.36	\$472,127.52
2022-Travis C-G-1YG-0112			AL	402	AL	\$193,339.32	\$0.00	\$0.00	\$236,403.91	\$429,743.23
2022-TTI-G-1YG-0007			PS	405H	FHPE	\$160,592.39	\$0.00	\$0.00	\$40,181.09	\$200,773.48
2022-TTI-G-1YG-0013			PS	402	PS	\$137,945.97	\$0.00	\$0.00	\$34,517.27	\$172,463.24
2022-TTI-G-1YG-0014			PS	402	PS	\$172,951.82	\$0.00	\$0.00	\$43,269.68	\$216,221.50
2022-TTI-G-1YG-0015			MC	402	MC	\$331,481.40	\$0.00	\$0.00	\$82,923.39	\$414,404.79
2022-TTI-G-1YG-0016			PS	402	PS	\$185,566.30	\$0.00	\$0.00	\$46,435.13	\$232,001.43
2022-TTI-G-1YG-0017			AL	402	AL	\$355,511.94	\$0.00	\$0.00	\$88,932.83	\$444,444.77
2022-TTI-G-1YG-0018			DE	402	DE	\$773,438.16	\$0.00	\$0.00	\$258,013.71	\$1,031,451.87
2022-TTI-G-1YG-0023			PS	405H	FHPE	\$116,549.86	\$0.00	\$0.00	\$29,148.59	\$145,698.45
2022-TTI-G-1YG-0047			MC	402	MC	\$106,733.02	\$0.00	\$0.00	\$26,695.13	\$133,428.15
2022-TTI-G-1YG-0049			DE	402	DE	\$105,444.69	\$0.00	\$0.00	\$26,373.48	\$131,818.17
2022-TxDOT-G-1YG-0131			AL	State	State	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000.00
2022-TxDOT-G-1YG-0196			AL	405D	M5PEM	\$3,265,000.00	\$0.00	\$0.00	\$3,265,000.00	\$6,530,000.00

Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA RS</i>	<i>Fund State</i>	<i>Source State</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-TxDOT-G-1YG-0197						\$0.00	\$2,671,000.00	\$0.00	\$2,671,000.00	\$5,342,000.00
2022-TxDOT-G-1YG-0198			OP	405B	M1PE	\$1,600,000.00	\$0.00	\$0.00	\$1,600,000.00	\$3,200,000.00
2022-TxDOT-G-1YG-0199			PS	405H	FHPE	\$1,750,000.00	\$0.00	\$0.00	\$437,500.00	\$2,187,500.00
2022-TxDOT-G-1YG-0200			DE	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	\$2,400,000.00
2022-TxDOT-G-1YG-0201			PS	402	PS	\$900,000.00	\$0.00	\$0.00	\$900,000.00	\$1,800,000.00
2022-TxDOT-G-1YG-0202			OP	405B	M1PE	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$2,000,000.00
2022-TxDOT-G-1YG-0204			MC	405F	M11X	\$320,000.00	\$0.00	\$0.00	\$385,000.00	\$705,000.00
2022-TxDOT-G-1YG-0205			MC	State	State	\$0.00	\$330,000.00	\$0.00	\$265,000.00	\$595,000.00
2022-TxHSTF-G-1YG-0139			OP	State	State	\$0.00	\$28,079.04	\$0.00	\$10,441.35	\$38,520.39
2022-TxOpLife-G-1YG-0135			RH	402	RH	\$75,258.00	\$0.00	\$0.00	\$26,590.74	\$101,848.74
2022-TXSDY-G-1YG-0084			AL	405D	M5OT	\$375,000.00	\$0.00	\$0.00	\$124,985.34	\$499,985.34
2022-WISH-G-1YG-0080			OP	402	OP	\$70,402.95	\$0.00	\$0.00	\$32,094.61	\$102,497.56

Public Information Campaigns Task Summary	<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
	42	\$18,433,359.51	\$3,329,079.04	\$5,600.00	\$15,346,378.49	\$37,114,417.04

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

Highway Safety Plan - Project Cross Reference

Training Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-ESCVI-G-1YG-0066			AL	405D	M5TR	\$86,197.42	\$0.00	\$0.00	\$28,741.62	\$114,939.04
2022-ESCVI-G-1YG-0067			SB	402	SB	\$104,987.92	\$0.00	\$0.00	\$35,005.96	\$139,993.88
2022-ESCVI-G-1YG-0069			OP	402	OP	\$105,692.98	\$0.00	\$0.00	\$35,265.50	\$140,958.48
2022-ESCVI-G-1YG-0070			DE	402	DE	\$97,996.12	\$0.00	\$0.00	\$32,679.00	\$130,675.12
2022-HouPDD-G-1YG-0154			OP	402	OP	\$16,000.00	\$0.00	\$0.00	\$28,978.84	\$44,978.84
2022-IADLEST-G-1YG-0138			PT	402	PT	\$106,029.51	\$0.00	\$0.00	\$26,515.00	\$132,544.51
2022-IADLEST-G-1YG-0140			TR	402	TR	\$407,253.91	\$0.00	\$0.00	\$101,920.00	\$509,173.91
2022-KMF-G-1YG-0170			OP	402	OP	\$32,000.00	\$0.00	\$0.00	\$55,601.00	\$87,601.00
2022-LSCAD-G-1YG-0153			AL	405D	M5TR	\$149,973.33	\$0.00	\$0.00	\$50,457.98	\$200,431.31
2022-LSCAD-G-1YG-0156			AL	405D	M5TR	\$174,889.80	\$0.00	\$0.00	\$55,360.10	\$230,249.90
2022-MADD-G-1YG-0097			AL	405D	M5OT	\$795,244.36	\$0.00	\$0.00	\$258,333.51	\$1,053,577.87
2022-NSC-G-1YG-0075			DE	402	DE	\$440,000.00	\$0.00	\$0.00	\$137,757.95	\$577,757.95
2022-NSC-G-1YG-0076			AL	405D	M5TR	\$215,000.00	\$0.00	\$0.00	\$59,555.51	\$274,555.51
2022-NSC-G-1YG-0077			PS	402	PS	\$111,986.38	\$0.00	\$0.00	\$29,046.11	\$141,032.49
2022-RGVMPG-G-1YG-0151			PS	402	PS	\$41,480.00	\$0.00	\$0.00	\$22,282.25	\$63,762.25
2022-SafetyCi-G-1YG-0107			PS	402	OP	\$15,075.00	\$0.00	\$0.00	\$5,730.75	\$20,805.75
2022-TAC-G-1YG-0157			AL	405D	M5CS	\$188,799.53	\$0.00	\$0.00	\$53,266.02	\$242,065.55
2022-TCINC-G-1YG-0160			DE	402	DE	\$92,425.92	\$0.00	\$0.00	\$66,825.20	\$159,251.12
2022-TCJ-G-1YG-0086			AL	405D	M5CS	\$768,501.67	\$0.00	\$0.00	\$569,691.47	\$1,338,193.14
2022-TDCAA-G-1YG-0079			AL	405D	M5CS	\$705,949.88	\$0.00	\$0.00	\$303,360.38	\$1,009,310.26
2022-TEEXESTI-G-1YG-0163			EM	402	EM	\$324,992.72	\$0.00	\$0.00	\$400,833.38	\$725,826.10
2022-TJCTC-G-1YG-0134			AL	402	AL	\$154,463.28	\$0.00	\$0.00	\$38,636.84	\$193,100.12
2022-TMCEC-G-1YG-0121			AL	402	AL	\$484,359.69	\$0.00	\$8,000.00	\$125,150.56	\$617,510.25
2022-TMPA-G-1YG-0002			AL	405D	M5CS	\$575,000.00	\$0.00	\$0.00	\$199,606.00	\$774,606.00
2022-TMPA-G-1YG-0003			AL	405D	M5TR	\$175,000.00	\$0.00	\$0.00	\$64,336.00	\$239,336.00
2022-TMPA-G-1YG-0004			AL	405D	M5CS	\$674,999.97	\$0.00	\$0.00	\$238,668.00	\$913,667.97
2022-TMPA-G-1YG-0006			PT	402	PT	\$977,997.41	\$0.00	\$0.00	\$244,740.00	\$1,222,737.41
2022-TMPA-G-1YG-0064			AL	405D	M5TR	\$574,462.59	\$0.00	\$0.00	\$202,128.50	\$776,591.09
2022-TMPA-G-1YG-0065			AL	405D	M5TR	\$174,761.94	\$0.00	\$0.00	\$60,420.00	\$235,181.94
2022-TTI-G-1YG-0010			MC	402	MC	\$124,816.96	\$0.00	\$0.00	\$31,222.82	\$156,039.78

Highway Safety Plan - Project Cross Reference

Training Projects

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2022-TTI-G-1YG-0012			PS	405H	FHTR	\$125,888.21	\$0.00	\$0.00	\$31,495.68	\$157,383.89
2022-TTI-G-1YG-0021			AL	405D	M5TR	\$76,923.83	\$0.00	\$0.00	\$19,237.80	\$96,161.63
2022-TTI-G-1YG-0024			TR	405C	M3DA	\$111,187.48	\$0.00	\$0.00	\$27,818.24	\$139,005.72
2022-TTI-G-1YG-0027			PS	405H	FHTR	\$260,696.10	\$0.00	\$0.00	\$65,209.22	\$325,905.32
2022-TTI-G-1YG-0030			OP	402	OP	\$135,500.00	\$0.00	\$25,000.00	\$17,287.31	\$177,787.31
2022-TTI-G-1YG-0039			PA	402	PA	\$69,440.65	\$0.00	\$60,000.00	\$30,606.08	\$160,046.73
2022-TTI-G-1YG-0043			AL	405D	M5II	\$232,858.49	\$0.00	\$0.00	\$58,240.21	\$291,098.70
2022-TTI-G-1YG-0048			PS	402	PS	\$100,057.73	\$0.00	\$0.00	\$25,032.71	\$125,090.44
2022-TTI-G-1YG-0051			AL	402	AL	\$90,000.00	\$0.00	\$0.00	\$22,518.79	\$112,518.79
2022-TTI-G-1YG-0053			PS	402	PS	\$115,000.00	\$0.00	\$0.00	\$28,773.49	\$143,773.49
2022-TXSDY-G-1YG-0094			AL	405D	M5TR	\$404,286.33	\$0.00	\$0.00	\$134,746.96	\$539,033.29
2022-TXSDY-G-1YG-0108			AL	405D	M5CS	\$210,000.00	\$0.00	\$0.00	\$69,999.97	\$279,999.97
2022-UTatArli-G-1YG-0175			RS	402	RS	\$352,199.47	\$0.00	\$0.00	\$96,450.47	\$448,649.94

Training Task Summary

Projects: 43

<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
\$11,180,376.58	\$0.00	\$93,000.00	\$4,189,533.18	\$15,462,909.76

Summary of 405 Application

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

- 405(b) Occupant Protection: (High Use Rate) **Yes**
- 405(c) State Traffic Safety Information System Improvements: **Yes**
- 405(d) Impaired Driving Countermeasures: (Mid-Range State) **Yes**
- 405(d) Alcohol-Ignition Interlock Law: **No**
- 405(d) 24-7 Sobriety Programs: **No**
- 405(e) Distracted Driving: **No**
- 405(f) Motorcyclist Safety Grants: **Yes**
- 405(g) State Graduated Driver Licensing Incentive: **No**
- 405(h) Nonmotorized Safety: **Yes**
- 1906 Racial Profiling Data Collection: **No**

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 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.]

Texas

State: _____

Fiscal Year: 2022

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 Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (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, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (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 74087-74100)).

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 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;
- Agrees to 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:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
- 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
- 3. The undersigned shall require that the language of this certification be included in the award documents for all sub-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 Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA 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 with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the 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 seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

- 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 States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

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.

DocuSigned by:

0E1B35AE191749E

6/29/2021

Signature Governor’s Representative for Highway Safety

Date

Marc D. Williams, P.E.

Printed name of Governor’s Representative for Highway Safety

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, 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: 2022

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above **only** if applying for this grant.]*

All States:

*[Fill in **all** blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Section 5 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at Section 5 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at Appendix C and D of the 405 Application (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at _____ (location), Appendix C of the 405 Application _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.

- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).
- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2022

- The State's **comprehensive occupant protection program** is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

 - The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);
-

■ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **all** blank for each bullet below.]*

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Appendix C of the 405 Application (location).
- The name and title of the State's Traffic Records Coordinator is Michael Chacon, P.E., TxDOT Traffic Safety Division Director
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at Appendix C of the 405 Application (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at Appendix C of the 405 Application (location);
 - List of all recommendations from most recent assessment at: Appendix C of the 405 Application (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Appendix C of the 405 Application (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at Appendix C of the 405 Application (location).
- 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 in the HSP at Appendix C of the 405 Application (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on May 15, 2018 (date).

**■ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

*[Check **one box** below and fill in **all blanks** under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on 06/15/2021 (date).

Specifically –

- HSP at Appendix D of the 405 Application (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at Appendix C of the 405 Application (location) contains the list of names, titles and organizations of all task force members;
- HSP at Appendix D of the 405 Application (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

*[Check **one box** below and fill in **all blanks** under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

*[Check **at least one of the boxes** below and fill in **all** blanks under that checked box.]*

Law citation. The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

Program information. The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above **only** if applying for this grant and fill in **all** blanks.]*

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on 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 and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from youth cell phone use ban.

- 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.

■ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[Check the box above **only** if applying for this grant.]*

*[Check **at least 2 boxes** below and fill in **all** blanks under those checked boxes **only**.]*

■ **Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is TxDPS - Cindy Flores.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: *[Check at least one of the following boxes below and fill in any blanks.]*
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at Page xxx (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

■ **Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Michael Chacon, P.E., TxDOT.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at Section 5 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at Appendix C - 405 Application (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ Impaired driving program:

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

□ Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

■ **Use of fees collected from motorcyclists for motorcycle programs:**

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State’s law appropriating funds for FY 21-22 demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): Appendix C - 405 Application

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at _____ (location).

PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

[Check the box above **only** if applying for this grant.]

[Fill in **all** applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
 - _____ In effect until driver is at least 17 years of age;
 - _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
 - _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - _____ Prohibits use of personal wireless communications device;
 - _____ Extension of intermediate stage if convicted of a driving-related offense;
 - _____ Exemptions from intermediate stage.
-

■ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

*[Check the box above **only** if applying for this grant.]*

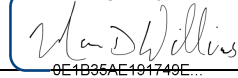
*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

- In the HSP at _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
- In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)
-

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.

DocuSigned by:

0E1B35AE101740E...

6/29/2021

Signature Governor’s Representative for Highway Safety

Date

Marc D. Williams, P.E.

Printed name of Governor’s Representative for Highway Safety

405(b) Occupant Protection Grant

Occupant protection plan

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

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

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

Agencies planning to participate in CIOT:

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

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

Planned Participation in Click-it-or-Ticket

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

List of Task for Participants & Organizations

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

Child restraint inspection stations

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

Countermeasure Strategy
Occupant Protection Training

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

Unique Identifier	Planned Activity Name	Activity Description
89516	2022-TTI-G-1YG-0030	Statewide Child Passenger Safety Conference
89565	2022-ESCVI-G-1YG-0069	Student Training in Occupant Protection "STOP" Program
91143	2022-KMF-G-1YG-0170	Seat Belt Safety Youth Programs

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

Planned inspection stations and/or events: 175

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

Populations served - urban: 98

Populations served - rural: 77

Populations served - at risk: 78

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

Child passenger safety technicians

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

Countermeasure Strategy
Occupant Protection Training

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

Unique Identifier	Planned Activity Name	Activity Description
89516	2022-TTI-G-1YG-0030	Statewide Child Passenger Safety Conference
89565	2022-ESCVI-G-1YG-0069	Student Training in Occupant Protection "STOP" Program
91143	2022-KMF-G-1YG-0170	Seat Belt Safety Youth Programs

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

Estimated total number of classes: 20

Estimated total number of technicians: 255

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

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

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

Meeting Date
10/27/2020
01/26/2021
03/30/2021
05/11/2021

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

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

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

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

List of TRCC members

Representation

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

Michael Chacon, P.E.,
 Director, Traffic Safety Division
Michael.Chacon@txdot.gov
 Texas Department of Transportation
 125 East 11th Street
 Austin, TX 78701
 (512) 416-3200

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

James Hollis, Director,

Crash Data and Analysis Section,
Traffic Safety Division
James.Hollis@txdot.gov
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701
(512) 416-3168

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

David Freidenfeld,
Director of Data Management and Traffic Analysis
David.Freidenfeld@txdot.gov
Transportation Planning and Programming Division
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701
(512) 416-3137

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

Angie Suarez, Assistant Manager,
Enforcement & Compliance Services,
Driver License Division
Angie.Suarez@dps.texas.gov
Texas Department of Public Safety
5805 North Lamar Boulevard
Austin, TX 78752
(512) 424-5793

Representing the Department of State Health Services' Injury Epidemiology & Surveillance Branch, which houses the EMS & Trauma Registries (MAVEN), is Dan Dao, MPH. Dan is the Branch

Manager and works collaboratively with the registry's project manager on forwarding the important efforts in the linking process of EMS and Hospital data with crash records. Dan is a subject matter expert on the EMS & Trauma Registries and has expertise with the epidemiology of injuries associated with and factors related to motor vehicle crashes.

Michael Spencer, Director
Michael.Spencer@dshs.gov
Maternal and Child Health Unit
Texas Department of State Health Services
1100 West 49th Street, Austin, TX 78714
(512) 776-6146

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

Capt. Jodie Tullos,
Texas Highway Patrol Division
Jodie.tullos@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.

Clint Thompson, Deputy Director
Clint.Thompson@txdmv.gov
Vehicle Titles and Registration Division
Texas Department of Motor Vehicles
4000 Jackson Ave., Austin, TX, 78731
(512) 465-4023

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

Traffic Records System Assessment

TRCC and Strategic Planning 2018 STRAP Recommendations

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

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

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

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

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

TRCC and Strategic Planning Strategic Plan Objectives

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

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

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC sub-committees	<ul style="list-style-type: none"> • Create project development subcommittee that will include LEOs, LE analyst, researchers, engineers, and other stakeholders • Create an intersection subcommittee to assist with the development of an intersection database (6.2) 	Complete

Objective	Strategies/Action Steps	Timeline
1.2 Create a TRCC performance measure and quality control program	<ul style="list-style-type: none"> • Create performance measures and data quality control programs for each database • Develop plan for the TRCC to periodically review the performance measures 	Performance Measures completed FY20. Data Quality program to be completed in FY21.
1.3 Create a comprehensive Traffic Records Inventory	<ul style="list-style-type: none"> • Collect data dictionaries from each database • Summarize into one document 	Complete
1.4 Create a Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> • Collect flow charts, inputs, and outputs from each database • Combine into one flow chart for the whole system 	Complete
1.41 Enhance Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> • Add additional information to the process flow chart such as how TxDMV and TxDPS receive vehicle and driver data from the counties 	TBD
1.5 Add additional members to the TRCC as needed	<ul style="list-style-type: none"> • Identify additional members to add to the TRCC 	Annually
2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP.	<ul style="list-style-type: none"> • Update the Strategic Plan based on the input of each TRCC member 	Complete
2.2 Annually update the objectives of the TRCC Strategic Plan	<ul style="list-style-type: none"> • Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add 	Annually
2.3 Update the TRCC charter	<ul style="list-style-type: none"> • Update the charter to include additional members/positions, member agencies, sub-committees, etc. 	TBD

Performance Measures

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

Summary of Performance Measures Meeting NHTSA’s Qualifications

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

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

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

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY22 application.

Performance Measure	Database	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Summary of Improvement
Date which roadway annual data is published	Roadway	Accessibility	12/3/2019	10/28/2020	The roadway database annual data was published about five weeks earlier in 2020 than in 2019 providing users of roadway data increased accessibility.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	Crash Data	Timeliness	97.23%	97.33%	A higher percentage of crash reports were entered into the data within 30 days of the crash.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which

recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Countermeasure Strategy
Traffic Records Evaluation
Traffic Records Training

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name	Activity Description
89510	2022-TTI-G-1YG-0024	Improving Crash Records through Identifying Barriers and Training Law Enforcement Officers
89531	2022-TTI-G-1YG-0045	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)
89551	2022-TMPA-G-1YG-0063	Law Enforcement Advanced Data Reporting System (LEADRS)
89662	2022-TDPS-G-1YG-0093	State Traffic Records System Improvement and Expansion of Crash Data Analysis
90277	2022-TDSHS-IS-G-1YG-0127	DSHS' Emergency Medical Services and Trauma Registry Data
90503	2022-IADLEST-G-1YG-0140	Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms

Quantitative and Measurable Improvement

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

Supporting Document
FY 2022 Texas Traffic Records Information System (TSIS) Strategic Plan - Signed.pdf

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: May of 2018

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired Driving Countermeasures Grant

Impaired driving assurances

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

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

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired Driving Program Assessment

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

Date of Assessment: August of 2015

Authority to operate

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

Authority and Basis of Operation

The Texas Impaired Driving Task Force (TIDTF) has developed and approved the Plan in preparation for submission through TxDOT to NHTSA in accordance with FAST Act. The Plan was developed in accordance with and reflects all elements set forth by the National Highway Traffic Safety Administration's (NHTSA) Uniform Guidelines for State Highway Safety Programs - No. 8. The plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category. Appendix D contains the FY 2022 Texas Impaired Driving Plan.

Key Stakeholders

Last Name	First Name	Organization	Title
Abbott	Clay	Texas District and County Attorneys Association	DWI Resource Prosecutor
Anchondo	Robert	County Criminal Court at Law #2 El Paso	Judge
Brooks	Bobbi	Texas A&M AgriLife Extension Service Watch UR BAC	Program Manager

Last Name	First Name	Organization	Title
Busbee	Mark	Texas Municipal Police Association - ADAPT / FRIDAY	Lead Instructor
Coffey	Debra	Smart Start, Inc.	Vice President, Government Affairs
Cooley	Chad	Cedar Hill Police Department	Corporal
Doran	Holly	Texas Center for the Judiciary	Program Director
Grubbs	Brian	LEADRS	Program Manager
Harris	Kevin	College Station Police Department	Sergeant
Holt	Nicole	Texans for Safe and Drug-Free Youth	Chief Executive Officer
Hollis	Jim	Texas Department of Transportation	Interim Traffic Safety Director
Humphrey	Cynthia	Texas Association of Substance Abuse Programs	Executive Director
Ipina	Jackie	Mothers Against Drunk Driving	MADD Program Manager
Jackson	Jimmy	DPS Troopers Foundation	Chief Deputy (Smith County SO)
James	Andrew	Montgomery County District Attorney's Office	Chief, Vehicular Crimes
Jennings	Mike	Austin Police Department	Detective
Jons	Ashleigh	Texas Alcoholic Beverage Commission	Retailer Education and Compliance Analyst
Karns-Wright	Tara	UT Health Science Center San Antonio	Assistant Professor
Marable	Debra	Mothers Against Drunk Driving	State Program Director

Last Name	First Name	Organization	Title
Marquart	Cecil	Sam Houston State University	Director
Martinez	Sarah	Travis County Attorney's Office	Program Director
Mathias	Charles	UT Health San Antonio	Associate Professor, Division of Neurobehavioral Research
McDonald	Dottie	Smart Start, Inc.	Judicial Services Liaison
McGarah	David	Texas SFST	Program Manager
Minevitz	Ned	Texas Municipal Courts Education Center	Grant Administrator
Minjares-Kyle	Lisa	Texas A&M Transportation Institute	Assistant Transportation Scientist
Moser	Amy	Education Service Center - Region 6	Safety Education and Training Specialist
Mudd	Anna	Texas Department of Public Safety - Crime Lab	Toxicology Section Supervisor
Palmer	David	Texas Department of Public Safety	Major
Rounsavall	Allison	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Program Manager
Saint	Nina	SafeWay Driving Systems	Education Director
Sarosdy	Randy	Texas Justice Court Training Center	General Counsel
Scott	Marsha	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Youth Program Manager
Tedder	Jay	Texas Department of Public Safety	Deputy Scientific Director Breath Alcohol Testing
Thorp	Kara	AAA - Texas & New Mexico	Public Affairs Specialist

Last Name	First Name	Organization	Title
Walker	Becky	National Highway Traffic Safety Administration (NHTSA) - Region VI	Regional Program Manager
Weiser	Laura	Texas Center for the Judiciary	Judicial Resource Liaison
Woytek	Tramer	Texas Association of Counties	Judicial Resource Liaison and County Relation Officer
Adams	Christine	Texas A&M Transportation Institute	Assistant Research Scientist
Shields	Emmaline	Texas A&M Transportation Institute	Assistant Transportation Researcher
Trueblood	Amber	Texas A&M Transportation Institute	Assistant Research Scientist
Walden	Troy	Texas A&M Transportation Institute	Research Scientist, and Director of CADES

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

Date impaired driving plan approved by task force: 06/15/2021

Strategic plan details

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

Continue to use previously submitted plan: No

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(f) Motorcyclist Safety Grant

Motorcycle safety information

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

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

Motorcycle rider training course

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

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

State authority name/title: Michael Ford Strawn, Manager; Outreach, Audits and Policy, TDLR

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

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

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

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

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

Please see attached file "Motorcycle Registrations and Schools by County.xlsx"

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **336,523**

Motorcyclist awareness program

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

State authority agency: Texas Department of Transportation

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

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

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

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2022	Motorcycle Fatalities	Annual	2022	2022	398	7
2022	Unhelmeted Motorcycle Fatalities	Annual	2022	2022	183	8

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

County	Total Crashes
Anderson	7
Angelina	10
Aransas	6
Atascosa	4
Austin	8
Bailey	1
Bandera	5
Bastrop	11
Bee	2
Bell	87
Bexar	307
Blanco	1
Bosque	3
Bowie	13
Brazoria	33
Brazos	37
Brewster	2
Brown	7
Burleson	2

County	Total Crashes
Burnet	12
Caldwell	7
Calhoun	3
Callahan	2
Cameron	24
Cass	7
Chambers	8
Cherokee	4
Clay	1
Collin	91
Colorado	2
Comal	29
Comanche	2
Concho	1
Cooke	6
Coryell	9
Dallam	3
Dallas	401
Dawson	5

County	Total Crashes
Deaf Smith	3
Delta	1
Denton	91
Dewitt	2
Dimmit	1
Eastland	3
Ector	35
Ellis	21
El Paso	132
Erath	5
Fannin	4
Fisher	1
Fort Bend	48
Franklin	2
Freestone	1
Galveston	62
Gillespie	9
Gonzales	2
Gray	1

County	Total Crashes
Grayson	29
Gregg	24
Grimes	5
Guadalupe	14
Hale	2
Hardeman	1
Hardin	4
Harris	700
Harrison	11
Hays	26
Henderson	16
Hidalgo	78
Hill	2
Hood	9
Hopkins	6
Howard	3
Hunt	12
Hutchinson	2
Irion	1
Jack	1
Jackson	1
Jasper	4
Jefferson	42
Jim Wells	3
Johnson	19
Kaufman	13
Kendall	6
Kerr	7
Kleberg	4
Lamar	10
Lampasas	1
Lavaca	2
Leon	2

County	Total Crashes
Liberty	14
Limestone	2
Llano	1
Lubbock	67
Madison	2
Marion	3
Matagorda	3
Maverick	5
McLennan	39
McMullen	1
Medina	5
Midland	30
Milam	3
Mitchell	1
Montague	2
Montgomery	78
Morris	3
Nacogdoches	8
Navarro	7
Newton	1
Nueces	57
Orange	20
Palo Pinto	2
Panola	2
Parker	15
Polk	4
Potter	30
Randall	26
Real	1
Reeves	2
Robertson	3
Rockwall	12
Rusk	5

County	Total Crashes
San Jacinto	3
San Patricio	8
Scurry	3
Shelby	2
Sherman	1
Smith	49
Somervell	1
Starr	2
Swisher	1
Tarrant	324
Taylor	35
Titus	4
Tom Green	11
Travis	169
Trinity	2
Upshur	7
Uvalde	4
Val Verde	5
Van Zandt	5
Victoria	16
Walker	5
Waller	9
Ward	1
Washington	7
Webb	16
Wichita	18
Willacy	2
Williamson	61
Wilson	2
Wise	8
Wood	3
Zapata	1
	3,886

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

Total # of MCC crashes involving another motor vehicle: **3886**

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

Countermeasure Strategy
Motorcycle Public Information Campaigns

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **SB 754**

Amended Date:**6/1/2015**

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **SB754**

Amended Date:**6/1/2015**

405(h) Nonmotorized safety grant

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

Texas Child Restraint Inspection Stations and Events – Total 175

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
1	TxDOT Abilene 111 N Avenue V Snyder, TX 79549 Contact: Rosalinda Sanchez 325-573-0143 By Appointment Only	Abilene	Rural	Yes
2	TxDOT Abilene 400 E Wasson Ave Gail, TX 79738 Contact: Carrie Hart 806-756-4491 By Appointment Only	Abilene	Rural	Yes
3	TxDOT Abilene 4250 N Clack St Abilene, TX 79601 Contact: Jill Collett 325-676-6808 Contact: Kristi Barron 325-676-6811 By Appointment Only	Abilene	Rural	Yes
4	Northwest Texas Healthcare System 1501 S. Coulter, Amarillo, TX 79106 Contact: Julie Poindexter 806-351-4227 Spanish Speaking; Monday-Friday, By Appointment Only	Amarillo	Rural	Unconfirmed
5	Texas Dept. of State Health Services/Region 1 - Community Health Services 300 Victory Drive, Canyon, TX 79016 Contact: Jolie Person 806-477-1138 Please call for an appointment	Amarillo	Rural	Unconfirmed
6	TxDOT Amarillo 114 W SH 15, Gruver, TX 79040 Contact: Janet Williams M-Th 8AM to 5 PM; 806-733-2334 By Appointment Only	Amarillo	Rural	Yes
7	TxDOT Amarillo 12190 US Highway 87 Dalhart, TX 79022 Contact: Nadine Pope 806-249-2071 M- Th 8 AM to 5 PM. By Appointment Only	Amarillo	Rural	Yes
8	TxDOT Amarillo 1249 N Maddox Ave Dumas, TX 79029 Contact: Deanna Ballinger M-Th 8AM to 5 PM; 806-935-4501 By Appointment Only	Amarillo	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
9	TxDOT Amarillo 5715 Canyon Dr., Amarillo, TX 79110 Contact: La Viza Matthews 806-356-3338 Wednesdays 9:00 AM to 12:00 PM & 1:00 to 5:00 PM English only; however can work with translators. By Appointment Only	Amarillo	Rural	Yes
10	TXDOT Atlanta District 2210 W Ferguson Rd Mount Pleasant, TX 75455 Every Tuesday from 1-4 PM Contact: Kelly Medder 903-572-8511 Contact: Irene Webster (903) 799-1221	Atlanta	Rural	Yes
11	Austin Safe Kids led by Dell Children's Medical Center 4900 Mueller, Austin, TX 78723 Bilingual CPS Technicians Available 512-324-TOTS (8687) Please call to schedule an appointment.	Austin	Urban	Unconfirmed
12	Austin/Travis County Health & Human Services 7000 Blessing, Austin, TX 78752 Contact: Doug Ballew 512-972-5159 3rd Friday By Appointment	Austin	Urban	Unconfirmed
13	Hays County Sheriff Office 1307 Uhland Rd, San Marcos, TX 78666 Contact: Deputy Manuel de La Rosa 512-393-7373 M-F 8am - 12pm; Spanish Speaking By Appointment Only	Austin	Urban	Unconfirmed
14	Texas A&M AgriLife Extension Service - Lee County Fitting Station 310 S Grimes St, Giddings, TX 78942 Contact: Tonya Poncik 979-542-2753 By Appointment Only	Austin	Urban	Yes
15	Texas Department of State Health Services - Safe Riders Varied locations in Austin, TX 78756 Travis, Williamson, Hays Contact: April Ramos 800-252-8255 / Spanish Speaking 3rd Wednesday of each Month By Appointment Only	Austin	Urban	Yes
16	Beaumont Public Health Dept 3040 College St., Beaumont, TX 77701 APPOINTMENT REQUIRED Monday-Friday 8AM - 5 PM Please call first to schedule! 409-654-3625	Beaumont	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
17	TXDOT Beaumont 8350 Eastex Fwy Beaumont, TX 77708 Contact: Bridgett Hlavinka - Mon-Fri. 409-898-5719 By Appointment Only	Beaumont	Rural	Yes
18	TXDOT Beaumont District 209 Layl Dr., Liberty, TX 77575 Contact: Linda Frank 936-336-5669 Every Friday 12-5 PM By Appointment Only	Beaumont	Rural	Yes
19	TXDOT Beaumont District 807 Pine St., Woodville, TX 75979 Contact: Amber Couthran 409-283-2451 Mon-Fri. By Appointment Only	Beaumont	Rural	Yes
20	TXDOT Beaumont District FM 563, .1 mi N. of SH 61, Anahuac, TX 77514 Contact: Gidgit Morgan 409-267-3611 Mon- Fri By Appointment Only	Beaumont	Rural	Yes
21	Texas Department of State Health Services 1004 S Bridge St., Brady, TX 76825 Contact: Gina Dicus 325-597-0550 Appointment required	Brownwood	Rural	Unconfirmed
22	TXDOT Brownwood W Main St., Brady, TX 76825 Contact: Dusty Huie 325-597-5412 By Appointment Only	Brownwood	Rural	Yes
23	TxDOT Brownwood District 1502 N Austin St Comanche, TX 76442 Contact: Verna Bearden/Calvin Milburn 325-356-7507 By Appointment Only	Brownwood	Rural	Yes
24	TxDOT Brownwood District 2493 US 183 N., Brownwood, TX 76801 Contact: Sarah Dunlap 325-643-0406 By Appointment Only	Brownwood	Rural	Yes
25	TXDOT Brownwood District 2502 W Wallace St., San Saba, TX 76877 Contact: Keith Shaffer 325-372-3527 By Appointment Only	Brownwood	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
26	TXDOT Brownwood District 906 E Main St., Eastland, TX 76448 Contact: Caleb Ashley/Jason Maynard 254-629-3845 By Appointment Only	Brownwood	Rural	Yes
27	TXDOT Brownwood District US 84 & US 184 North Goldwaite, TX 76844 Contact: Kevin Seider/Shelley Schuman 325-648-3028 By Appointment Only	Brownwood	Rural	Yes
28	TXDOT Brownwood District US377 North Brady, TX 76825 Contact: Dusty Huie 325-597-5412 By Appointment Only	Brownwood	Rural	Yes
29	TXDOT Brownwood District 1133 US 283 North Lampasas, TX 76550 Contact: Celeste Johnson 512-556-5435 By Appointment Only	Brownwood	Rural	Yes
30	Region 6 Education Service Center 3332 Montgomery Rd., Huntsville, TX 77340 Contact Amy Moser 936-435-8343 By Appointment Only	Bryan	Rural	Unconfirmed
31	Texas A&M AgriLife Extension Service Brazo County 101 W Buck St. Ste 105, Caldwell, TX 77836 Contact: Tina Broesche 979-567-2308 By Appointment Only	Bryan	Rural	Unconfirmed
32	TX Department of State Health Services - Huntsville2507 Lake Rd, Huntsville, TX 77340Contact: Jessica Twardeski 936-294-2170 By Appointment Only	Bryan	Rural	Unconfirmed
33	Texas A&M AgriLife Extension Service - Passenger Safety 578 John Kimbrough Blvd RM 131, College Station, TX 77843 Contact: Lilly Fuentes & Bobbi Brooks, Myrna Hill or Bev Kellner Spanish Speaker Available 979- 862-4658; 979-862-1782 Monday-Friday, By Appointment Only	Bryan	Rural	Yes
34	Texas A&M AgriLife Extension Service - Grimes County Fitting Station 208 South Judson Street, Navasota, TX 77868 By Appointment Only 936-873-3907	Bryan	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
35	Texas A&M AgriLife Extension Service 2619 Highway 21 W., Bryan, TX 77803 Contact: Floia Williams 979-823-0129 By Appointment Only	Bryan	Rural	Yes
36	Texas A&M Police Department 1111 Research Parkway, College Station, TX 77845 Contact: Officer Josh DeLeon 979-845-2345 By Appointment Only	Bryan	Rural	Unconfirmed
37	TXDOT Bryan 2591 N Earl Rudder Fwy Bryan, TX 77803 Contact: Julia Davis 979-778-9777 Contact: Robyn Neveu 979-778-9776 Odd Fridays each month 1-4 PM	Bryan	Rural	Yes
38	TXDOT Childress 1301 W Lonestar St Silverton, TX 79257 Contact: Scott Perkins 806-823-2386 By Appointment Only	Childress	Rural	Yes
39	TXDOT Childress 7599 US Highway 287 Childress, TX 79201 Contact: Nicole Tyler 940-937-7179 M-F By Appointment Only	Childress	Rural	Yes
40	Christus Spohn Hospital Alice 2500 East Main, Alice, TX 78332 Contact: RN Veronica Garcia 361-661-8972 9AM till 12 Noon By Appointment Only	Corpus Christi	Urban	Unconfirmed
41	Driscoll Children 3533 S Alameda St., Corpus Christi, TX 78411 Contact: RN, BS Felicia Powell - Spanish Speaking (361) 694-6700 361-851-6880 Monday-Friday, By Appointment Only	Corpus Christi	Urban	Unconfirmed
42	Texas Department of State Health Services 1413 E Corral Ave., Kingsville, TX 78363 361-325-1142 By Appointment Only	Corpus Christi	Urban	Unconfirmed
43	TX Department of State Health Services 417 South Panna Maria Street Karnes, TX 78118 Monday thru Friday from 8 am to 5 pm 830-780-2303	Corpus Christi	Urban	Unconfirmed
44	TXDOT Corpus Christi District 662 US-181 N, Beeville, TX 78102 Contact: Jose Hernandez 361-203-0244 By Appointment Only - Spanish instruction provided	Corpus Christi	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
45	Children Trauma Services 1935 Motor St., Dallas, TX 75235 Phone: 214-456-2059 Spanish Speaking Mondays, By Appointment Only	Dallas	Urban	Unconfirmed
46	Children's 7601 Preston Road Plano, TX 75024 Contact: Susan Jackson 214-456-2059 Inspection Station Only Open the last Friday of Month Hours are 9:30 AM thru 12:30 PM By Appointment Only	Dallas	Urban	Unconfirmed
47	Dallas Police Department - Traffic Section 334 S. Hall, Dallas, TX 75226 Contact: Officer Smite 214-670-5012 By Appointment Only	Dallas	Urban	Unconfirmed
48	Denton County Health Department 535 TX-288 N Loop, Suite 288 Denton, TX 76205 Contact: Julie Wright 972-434-4715 Spanish and English; By Appointment Only	Dallas	Urban	Unconfirmed
49	Denton Police Department 601 E Hickory St., Suite # E Denton, TX 76205 Contact: Wanda Bodle 940-349-8181 Wednesday-Thursday-Friday, By Appointment	Dallas	Urban	Unconfirmed
50	Injury Prevention Center of Dallas 6300 Harry Hines Blvd., Suite 240 Dallas, TX 75235 Contact: David Beveridge / Isabel Colunga Spanish Speaking 214.590.4455 Monday-Friday, Call for appointment - Not done at this location	Dallas	Urban	Unconfirmed
51	Lewisville Police Department 1187 W Main St., Lewisville, TX 75067 Contact: Virginia Fisher 972-219-3668 Appts held on the last Tuesday of each month. By Appointment Only	Dallas	Urban	Unconfirmed
52	Presbyterian Hospital-Kaufman 850 Ed Hall Dr., Kaufman, TX 75142 Contact: Amanda 877-847-9355 English 4th Saturday 9-11.30 am By Appointment Only	Dallas	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
53	Safety Seat Experts 4505 Normandy Ave Unit #2, Dallas, TX 75205 Contact: Amanda Wells (214)-770-7466 Hours: Monday-Saturday, By Appointment only **** This is a fee based service ****	Dallas	Urban	Unconfirmed
54	Texas Health Presbyterian Hospital Allen 1105 Central Expy N. Allen, TX 75013 Contact: Amanda English 877-847-9355 2nd Saturday each month 9.00-12.30pm; MOB2 Parking Lot; By Appointment Only	Dallas	Urban	Unconfirmed
55	Texas Health Presbyterian Hospital Dallas 8200 Walnut Hill Ln., Dallas, TX 75231 Contact: Amanda English 877-847-9355 By Appointment Only	Dallas	Urban	Unconfirmed
56	Texas Health Presbyterian Hospital Denton 3000 N I-35, Denton, TX 76201 Contact: Amanda English 877-847-9355 1st Saturday 10-1:30pm By Appointment Only	Dallas	Urban	Unconfirmed
57	Texas Health Presbyterian Hospital Plano 6200 W Parker Rd, Plano, TX 75093 Contact: Safe Kids Coordinator Miriam Wilhem 800-477-3729 By Appointment Only	Dallas	Urban	Unconfirmed
58	University Park Fire Department 3800 University Blvd, Dallas, TX 75205 Contact: Phylliss Mahan (214) 987-5380 If no answer, leave name & phone #. Calls returned within 24 hours - Only University Park Residents By Appointment Only	Dallas	Urban	Unconfirmed
59	Baylor Scott/White Medical Center McKinney 5252 W University D., McKinney, TX 75071 Phone: 469-764-5500 Monday thru Friday By Appointment Only	Dallas	Urban	Yes
60	Presbyterian Hospital of Plano 6200 W. Parker Road Plano, TX 75093 Contact: Amanda English 877-847-9355 1st Tuesday 9.30-1pm 3rd; Tuesday 9.30-1pm; 4th Saturday 9.30-1pm By Appointment Only	Dallas	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
61	Texas AgriLife Extension Service 300 W 3rd Ave Corsicana, TX 75110 Navarro Contact: Paula Butler 903-654-3075 By Appointment Only	Dallas	Urban	Yes
62	TXDOT Dallas District 100 SW County Road 100 Corsicana, TX 75110 2nd Tuesday and Wednesday 9AM-11AM Contact: Vicki Farmer 903-874-4351	Dallas	Urban	Yes
63	TXDOT Dallas District 124 FM-876, Waxahachie, TX 75167 Contact: Jennifer Godina 972-938-2960 3rd and 4th Friday 9AM-3PM Spanish instruction provided	Dallas	Urban	Yes
64	TXDOT Dallas District 2205 S State Highway 5 McKinney, TX 75069 Contact: Cody Phillips 972-542-2345 Contact: David Sisk 972-542-2461 1st and 3rd Wednesday 9 AM -11 AM	Dallas	Urban	Yes
65	TXDOT Dallas District 2624 W Prairie St Denton, TX 76201 2nd and 3rd Tuesday 9 AM - 2 PM Contact: Kathleen Harlan 940-387-1414	Dallas	Urban	Yes
66	TXDOT Dallas District 2750 S Washington St Kaufman, TX 75142 1st and 3rd Tuesday 8 AM - 12 PM Contact: Mandel Howard 972-962-3848 Contact: Daniel Poole 972-962- 3617	Dallas	Urban	Yes
67	TXDOT Dallas District 4777 US-80 E., Mesquite, TX 75150 Contact: Bernadine Moore 214-320-6220 Contact: Elizabeth Jones 214-320-6235 1st and 3rd Wednesday 9AM-3PM Spanish instruction provided TXDOT	Dallas	Urban	Yes
68	El Paso Police Department-Safe Communities 911 N. Raynor El Paso, TX 79930 Contact: Cynthia Aguinaga (915) 422-2976 By Appointment Only	El Paso	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
69	Texas Department of State Health Services - Alpine 205 N Cockrell St Alpine, TX 79830 Contact: Hilda Hernandez (432) 837-3877 By Appointment Only	El Paso	Urban	Unconfirmed
70	Texas Department of State Health Services - Presidio 701 Bomar, One Main Center, Presidio, TX 79845 Contact: Angelica Rivero (432) 229-1540 By Appointment Only	El Paso	Urban	Unconfirmed
71	Texas Department State Health Services - FCHS 101 N Mesa St., Marfa, TX 79843 Contact: Arlene Conners 432-729-4275 Spanish language available. By Appointment Only	El Paso	Urban	Unconfirmed
72	Texas Department State Health Services - FCHS 401 E Franklin Ave., El Paso, TX 79901 Contact: Rick Chafino 915-834-7760 Thursday Appointments Only; Spanish language available. By Appointment Only	El Paso	Urban	Unconfirmed
73	Texas Department State Health Services - FCHS 704 W Broadway, Van Horn, TX 79855 Contact: Martha Corrales 432-283-3090 Spanish language available. By Appointment Only	El Paso	Urban	Unconfirmed
74	TXDOT El Paso District 13301 Gateway Blvd W El Paso, TX 79928 Contact: Monica O'Kane 915-790-4384 Contact: Ana Red 915-790-4248 Spanish instruction provided; 2nd & 3rd Tuesdays from 1-3pm; By Appointment Only	El Paso	Urban	Yes
75	First United Methodist Church of Hurst 521 W Pipeline Rd., Hurst, TX 76053 Contact: Amanda English 877-847-9355 4th Tuesday 10:30am-1:30pm By Appointment Only	Fort Worth	Urban	Unconfirmed
76	Southlake Fire Department 600 State St., Southlake, TX 76092 Contact: Renni Burt 817-748- 8349 Monday-Friday, By Appointment	Fort Worth	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
77	Southlake Police Department 100 E Dove Rd., Southlake, TX 76092 Contact: Valerie Snyder 817-748-8173 Monday -Friday Appointment Only	Fort Worth	Urban	Unconfirmed
78	Texas Health Arlington Memorial Hospital 800 W Randol Mill Rd., Arlington, TX 76012 Contact: Amanda English 877-847-9355 NW employee parking lot By Appointment Only	Fort Worth	Urban	Unconfirmed
79	Texas Health Harris Methodist Hospital Alliance 10864 Texas Health Trail, Fort Worth, TX 76244 Contact: Amanda English 877-847-9355 3rd Saturday 9-11:30am By Appointment Only	Fort Worth	Urban	Unconfirmed
80	Texas Health Harris Methodist Hospital Southwest 6270 John Ryan Dr., Fort Worth, TX 76132 Contact: Amanda English 877-847-9355 2nd Saturday 9:30-1pm By Appointment Only	Fort Worth	Urban	Unconfirmed
81	Texas Health Harris Methodist Hospital Stephenville 411 N Belknap Ave., Stephenville, TX 76401 Contact: Amanda English 877-847-9355 Community Outreach Building 2; By Appointment Only	Fort Worth	Urban	Unconfirmed
82	TX Health Methodist Hospital Southwest 1800 West Fwy., Fort Worth, TX 76102 Contact: Amanda 877-847-9355 3rd Wednesday 9.30-1.30pm English – By Appointment Only	Fort Worth	Urban	Unconfirmed
83	Eules Police Department 1102 W Eules Blvd Eules, TX 76040 Tarrant Contact: Cpl James Gordon 817-685-1686 Monday-Friday, By Appointment Only	Fort Worth	Urban	Unconfirmed
84	TX Health Methodist Hospital Southwest 6300 John Ryan Dr., Fort Worth, TX 76132 Contact: Amanda English 877-847-9355 4th Wednesday 9:30-1:30pm By Appointment Only	Fort Worth	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
85	Safe Kids Tarrant County led by Cook Children 801 7th Ave, Fort Worth, TX 76104 Locations and dates vary. 682-885-2634; 682-885-5909 Messages returned within 2 business days. Spanish-speaking. By appointment only.	Fort Worth	Urban	Yes
86	Baytown P.D. 1308 Apache Trail Baytown, TX 77521 Contact: Larry Aldridge 281-420-5376 Monday-Friday	Houston	Urban	Unconfirmed
87	City of Deer Park Traffic Facility Building B 4100 Luella Ave., Deer Park, TX 77536 Monday-Friday 9am-12pm 281-478-7257; 832-822-2277 By Appointment Only	Houston	Urban	Unconfirmed
88	Cypress Creek EMS 7111 Five Forks Dr Spring, TX 77379 Contact: Kristen Roszko 281-378-0800 Every Wednesday 9am-12pm By Appointment Only	Houston	Urban	Unconfirmed
89	Fort Bend County Sheriff's Office 1521 Eugene Heimann Circle, Richmond, TX 77469 Contact: Deputy Gerard Argao 281-238-1536 Monday-Friday 9am-12pm By Appointment Only	Houston	Urban	Unconfirmed
90	Friendswood Police Department 1600 Whitaker Dr Friendswood, TX 77546 Contact: Officer Crouch 281-996-3316 Every Other Monday 4pm-8pm By Appointment Only	Houston	Urban	Unconfirmed
91	Harris County Sheriff's Dept-Cali Storefront 17117 Cali Dr., Houston, TX 77090 Monday-Friday 9am-4pm 281-537-1606 Spanish Speaking Technicians Available; By Appointment Only	Houston	Urban	Unconfirmed
92	Harris County Sheriff's Office 19818 Franz Rd., Katy, TX 77449 Monday-Friday 9am-4pm 281-647-9371 D4 Franz Storefront; Spanish Speaking Technicians Available By Appointment Only	Houston	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
93	Harris County Sheriff's Office 7043 Highway 6 S Houston, TX 77083 Monday-Friday 9am-4pm 281-564-5988 D4 Mission Bend Storefront – Spanish Speaking Technicians Available By Appointment Only	Houston	Urban	Unconfirmed
94	Harris County Sherriff's Office 5202 Aldine Mail Route Rd., Houston, TX 77039 Monday-Friday 9am-4pm 281-449-6600 D2 Aldine Storefront – Spanish Speaking Technicians Available By Appointment Only	Houston	Urban	Unconfirmed
95	Harris County Sherriff's Office 7614 Fallbrook Dr Houston, TX 77086 Monday-Friday 9am-4pm 281-537-9492 D1 Willowood Storefront Spanish Speaking Technicians Available By Appointment Only	Houston	Urban	Unconfirmed
96	La Porte EMS 10428 Spencer Hwy La Porte, TX 77571 Contact: Rachel Gomez 281-471-9244 Bi-weekly Hours 1630-2000 By Appointment Only	Houston	Urban	Unconfirmed
97	Lake Jackson EMS 10 Oak Dr., Lake Jackson, TX 77566 Contact: Jenni Jones 979-415-2715 2nd Friday of Every Month 11am-3pm By Appointment Only	Houston	Urban	Unconfirmed
98	Monument Chevrolet 3940 Pasadena Fwy Pasadena, TX 77503 Contact: Diana Suarez 832-822-2277 2nd Thursday of every month 1pm-4pm Spanish Speaking Technicians Available. By Appointment Only	Houston	Urban	Unconfirmed
99	New Caney Fire Department 19870 FM 1485 West, New Caney, TX 77357 Contact: Kyle Romagus 281-689-3112, Extension 0 Hours: Saturday 1:00-4 PM By Appointment Only	Houston	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
100	Pearland EMS-Station 5 3100 Kirby Dr Pearland, TX 77584 Hours: 3rd Friday every month from 8:30am-12:00pm Spanish Speaking Technicians available 281-997-5840 By Appointment Only	Houston	Urban	Unconfirmed
101	Rosenberg Municipal Court 2110 4th St., Rosenberg, TX 77471 Contact: Officer John Johnson 832-595-3450 Monday-Friday 9am-12pm By Appointment Only	Houston	Urban	Unconfirmed
102	Texas Department of Public Safety 12230 West Road, Houston, TX 77092 Contact: Trooper Richard Standifer / Trooper John Sampa 281-517-1338;281-517-1337; Monday-Friday By Appointment Only	Houston	Urban	Unconfirmed
103	Tree of Life, 3201 N. Loop 336 W., Conroe, TX 77304 1st & 3rd Thursday of month 9am-12pm 936-539-9530: Spanish Speaking Spanish Speaking Technicians Available Appointment Only	Houston	Urban	Unconfirmed
104	Harris County Emergency Corps 2800 Aldine Bender Rd, Houston, TX 77032 Contact: Amy Spoerle 281-449-3131 Monday-Friday 9am-12pm by Appointment Spanish Speaking Technician available	Houston	Urban	Unconfirmed
105	Avance 1917 Cochran St Houston, TX 77009 2nd Wednesday of Every Month 9am-12pm Contact: Liliana Garcia 713-812-0033 x 237 Contact: Mary Garcia 832-831-4889 Spanish Speaking Technicians Available By Appointment Only	Houston	Urban	Yes
106	Southwest Multi-Service Center 6400 High Star Dr., Houston, TX 77074 Contact: Diana Suarez 832-822-2277 3rd Wednesday of Every Month 9am-12pm Spanish Speaking Technicians Available By Appointment Only	Houston	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
107	Texas A&M AgriLife Extension Service - Fort Bend County 1402 Band Rd Ste. 100, Rosenberg, TX 77471 Contact: Leticia Hardy 281-342-3034 Please call to schedule an appointment!	Houston	Urban	Unconfirmed
108	TXDOT Houston 7600 Washington Ave Houston, TX 77007 Contact: Lillián M. Ramírez 713-802-5877; Contact: Matt De Leon 713-802-5177 Spanish instruction available	Houston	Urban	Yes
109	Texas Department of State Health Services 1401 Las Vacas St., Del Rio, TX 78840 Monday-Friday 8:00am - 12:00pm and 1:00 - 5:00pm Contact: Araceli Perez/Jose Guerrero 830-768-2800 Appointment Required	Laredo	Urban	Unconfirmed
110	TxDOT Laredo 1817 Bob Bullock Loop Laredo, TX 78043 Web Contact: Blanca Trevino-Castro 956-712-7428 Contact: Mirelda Cavazos 956-717-7700 Contact: Maria Rodgers 956-712-7453; English and Spanish. By Appointment Only	Laredo	Urban	Yes
111	Injury Prevention Coalition of the South Plains Inc. P.O. Box 53074, Lubbock, TX 79453 Contact: Karen Slay 806-745-5428 By Appointment Only	Lubbock	Rural	Unconfirmed
112	Smith South Plains 2483 Highway 114 E Levelland, TX 79336 Child Safety Seat Clinic. Contact: Laura Bass 806-894-3191 Certified Inspectors on site to check the Child	Lubbock	Rural	Unconfirmed
113	Lubbock Fire Department 515 East Ursuline Street, Lubbock, TX 79403 Contact: Doyce Weing Or Monica Philip 806-775-3070 By Appointment Only	Lubbock	Rural	Unconfirmed
114	Texas Dept of State Health Services 6302 Lola Ave., Lubbock, TX 79424 Hours: Monday thru Friday 8AM to 5 PM; Contact: Taya Jones -Castillo 806-783-6481 Appointment required	Lubbock	Rural	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
115	Lufkin Police Department 300 E. Sheperd Ave., Lufkin, TX 75902 Contact: Toby Stanaland 936-633-0356 Sunday-Saturday By Appointment Only	Lubbock	Rural	Unconfirmed
116	TXDOT Lubbock 135 E Slaton Rd Lubbock, TX 79404 Contact: David Barrera/Karen Peoples 806-748-4478 M-F, 8:00 AM to 5:00 PM; Spanish instruction available. By Appointment Only	Lubbock	Rural	Yes
117	Texas A&M AgriLife Extension Service - Anderson County 101 E Oak St, Palestine, TX 75801-2820 Contact: Holly Black 903-723-3735 Contact: Bev Kellner 979-571-3925 Appointment Only	Lufkin	Rural	Yes
118	TXDOT Lufkin District 1123 TX-304 Loop, Crockett, TX 75835 Contact: Darrell Nealy/Jacky Hill 9365442264 By Appointment only	Lufkin	Rural	Yes
119	TXDOT Lufkin District 1805 N Timberland Dr Lufkin, TX 75901 Contact: Krista Cloonan 936-634-4433 Contact: Melissa McKnight 936-633-4303 By Appointment Only	Lufkin	Rural	Yes
120	Midland Police Department 601 N Loraine St., Midland, TX 79701 Contact: Miriam Thatcher, Lisa Seal April Chandler, Daniel Zoelzer Phone: 432-685-7108 Spanish Speaking Available Monday -Friday 8AM to 5PM; By Appointment Only	Odessa	Rural	Yes
121	Texas A&M AgriLife Extension Service - Ward County Fitting Station 3600 S Stockton Ave, Monahans, TX 79756 Contact: Abigail Pritchard 432-943-4112 By Appointment Only Located in Unit # J	Odessa	Rural	Yes
122	Texas A&M AgriLife Extension Service - Midland County 2445 E. Hwy 80, Midland, TX 79706 Contact: Abigail Pritchard 432-498-4071 By Appointment Only	Odessa	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
123	TXDOT Odessa District 3901 E Highway 80 Odessa, TX 79761 Hours: 10:00AM to 3:00PM daily. Spanish instruction available. Contact: Gina Galindo 432-498-4748 Contact: Griselda Rodriguez 432-498-4690 By Appointment Only	Odessa	Rural	Yes
124	TXDOT Odessa District State Highway 137 Stanton, TX 79782 Contact: Herminia Gonzalez 432-756-2140 10:00AM to 3:30PM daily. Spanish instruction available. By Appointment Only	Odessa	Rural	Yes
125	TXDOT Odessa District US Highway 385 N Crane, TX 79731 Contact: Debbie Crane 432-558-2711 10:00AM to 3:00PM daily. By Appointment Only	Odessa	Rural	Yes
126	TxDOT Paris District Hopkins Office 1100 Hillcrest Dr., Sulphur Springs, TX 75482 Contact: Gus Escobedo 903-885-4031 M-F 8:00am-5:00pm; Call prior to coming Rains, Delta, Hopkins County	Paris	Rural	Unconfirmed
127	Department of State Health Services 308 N Cedar St., Clarksville, TX 75426 Contact: Tammy Miller 903-428-3909 M-Th 8:00am-5:00pm; Appointment preferred; however not required	Paris	Rural	Unconfirmed
128	Texas Health Presbyterian Hospital-WNJ 500 N Highland Ave., Sherman, TX 75092 First Saturday of every month 903-647-1777 By Appointment Only	Paris	Rural	Unconfirmed
129	TXDOT Paris District 131 FM 64 West, Cooper, TX 75432 Monday - Friday 8:00AM to 5:00PM Contact: Daniel Escobedo 903-395-2139	Paris	Rural	Yes
130	TXDOT Paris District 1365 N Main St Paris, TX 75460 Contact: Monica Yates 903-737-9292 Monday - Friday 8:00AM to 5:00PM	Paris	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
131	TXDOT Paris District US-75, Sherman, TX 75090 Monday-Friday 8:00AM to 5:00PM Contact: Jeff Galewater 903-892-6529	Paris	Rural	Yes
132	Community Action Council of So. Texas 510 E Eisenhower Rd, Rio Grande City, TX 78582 Contact: Victoria Ruiz Claudia Gonzalez 956-573-5375 Monday-Friday By Appointment Only	Pharr	Rural	Unconfirmed
133	Harlingen Police Department 1102 S. Commerce, Harlingen, TX 78550 Contact: Officer Ray DeLua/ Officer Salvador Carmona Phone: 956-216-5436; 956-216-5529 By Appointment Only	Pharr	Rural	Unconfirmed
134	City of McAllen-Traffic Operations 210 N 20th St., McAllen, TX 78501 Contact: Sara Gonzalez 956-681-2700 M-F 7am-4pm Appointment Required	Pharr	Urban	Unconfirmed
135	Mission Regional Medical Center 900 S Bryan Rd, Mission, TX 78572 Contact: Brenda Salinas 956-821-4354 By Appointment Only	Pharr	Urban	Unconfirmed
136	South Texas Health System 1400 W Trenton Rd Edinburg, TX 78539 Contact: Judy Castillo 956-632-4484 8AM-5PM By Appointment Spanish Speaking	Pharr	Urban	Unconfirmed
137	Texas A&M AgriLife Extension Service - Hidalgo County 410 N 13th Ave, Edinburg, TX 78541 Contact: Joanne Ureste 956-383-1026 Appointment Only	Pharr	Urban	Unconfirmed
138	Texas Department of Public Safety 1414 N. Bicentennial, McAllen, TX 78501 Monday - Friday Bilingual (Spanish Available) Contact: Trooper Juan Hernandez 956-984-5647 Call or email Trooper Hernandez at JuanG.Hernandez@txdps.state.tx.us	Pharr	Urban	Unconfirmed
139	Texas Department of State Health Services 1200 E Highway 285, Falfurrias, TX 78355 361-325-1142 By Appointment Only	Pharr	Urban	Unconfirmed

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
140	Texas Department of State Health Services 174 S 13th St, Raymondville, TX 78580 Contact: Patricia Huerta 956-421-5582 By Appointment Only	Pharr	Urban	Unconfirmed
141	Texas Department of State Health Services 2345 E Price Rd., Brownsville, TX 78521 Contact: Patricia Huerta 956-421-5582 By Appointment Only	Pharr	Urban	Unconfirmed
142	Texas Department of State Health Services 412 N Smith Ave., Hebbronville, TX 78361 Please call to schedule an appointment 361-325-1142 By Appointment Only	Pharr	Urban	Unconfirmed
143	Texas Department of State Health Services 601 W Sesame Dr., Harlingen, TX 78550 Contact: Patricia Huerta 956-421-5582 By Appointment Only	Pharr	Urban	Unconfirmed
144	Texas Department of State Health Services 608 N Garza St., Rio Grand City, TX 78582 Contact: Patricia R. Huerta 956-421-5582 By Appointment Only	Pharr	Urban	Unconfirmed
145	Valley Baptist Medical Center 2101 Pease St., Harlingen, TX 78550 Contact: Yolanda Padilla 956-339-6905 8am - 5pm No appointment necessary	Pharr	Urban	Unconfirmed
146	TXDOT Pharr 600 US-83 Branch Pharr, TX 78577 Contact: Rodney Elizondo 956-702-6307 Contact: Hazel Zepeda 956-702-6129 Contact: Teresa Muelberger-McMillian 956-702-6141 Contact: Oscar Garza 956-702-6119 Spanish instruction available. By Appointment Only	Pharr	Urban	Yes
147	TXDOT Pharr District 1350 E US Highway 77 San Benito, TX 78586 Contact: Robert Serna 956-399-5102 Spanish instruction available. By Appointment Only	Pharr	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
148	TXDOT Pharr District 521 W Ferguson Ave Pharr, TX 78577 Contact: Mary Mata 956-702-6250 By Appointment Only	Pharr	Urban	Yes
149	Texas Department State Health Services - Sonora 103 E Main, Sonora, TX 76950 Contact: Araceli Perez 325-387-2234 Monday - Friday 8 AM -5 PM	San Angelo	Rural	Unconfirmed
150	TXDOT San Angelo District 4502 Knickerbocker Rd, San Angelo, TX 76904 Contact: MonaLisa Didelot-Page 325-947-9219 By Appointment Only	San Angelo	Rural	Yes
151	Kerr County Sheriff 400 Clearwater Paseo Kerrville, TX 78028 Contact: Michael Earney 830-896-1216 ext.212 By Appointment Only	San Antonio	Urban	Unconfirmed
152	Kerrville PD 429 Sidney Baker St Kerrville, TX 78028 Kerr Contact: Sergeant Scott Gaige 830-257-8181 8:00am - 5:00pm By Appointment Only	San Antonio	Urban	Unconfirmed
153	Safe Kids San Antonio, STRAC, TXDOT 4615 NW Loop 410, San Antonio, TX 78229 210-615-5803 By Appointment Only	San Antonio	Urban	Unconfirmed
154	Texas Department State Health Services- Kerrville 819 Water St E., Kerrville, TX 78028 Contact: Norma Cardona-Price 830-896-5515 M-F 8am-12noon and 1pm-5pm By Appointment Only	San Antonio	Urban	Unconfirmed
155	TXDOT San Antonio District 3500 NW I-410-LOOP, San Antonio, TX 78201 Contact: Christine Tremblay 210-731-5230 Contact: Tommy Moreno 210-731-5218 By Appointment Only	San Antonio	Urban	Yes
156	TXDOT San Antonio District 4615 NW I-410-LOOP, San Antonio, TX 78229 Contact: Kenneth Kuykendall 210-615-5956 Contact: Sandra Akins 210-615-6471 Contact: Jose Ibarra 210-615-6060 By Appointment Only	San Antonio	Urban	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
157	University Hospital/San Antonio Safe Kids 4502 Medical Dr, San Antonio, TX 78229 Monday-Friday, 210-358-4295 Spanish Speaking By Appointment Only	San Antonio	Urban	Yes
158	ETMC EMS Headquarters 352 S Glenwood Blvd, (US-69N), Tyler, TX 757021 Contact: Vicky LaMay 903-939-5746 By Appointment Only	Tyler	Rural	Unconfirmed
159	Texas A&M 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
160	Texas A&M AgriLife KidSafe Initiatives- McLennan County Contact: Rachel Walker 254-722-3052 Contact: Megan Hackworth 254-722-3052 Contact: Heidi Harper-Berard 254-226-4727 By Appointment Only	Waco	Rural	Yes
161	TXDOT Waco District 410 W Loop 121, Belton, TX 76513 Contact: Lisa Haussner 254-939-3778 Tuesday-Thursday, By Appointment Only	Waco	Rural	Yes
162	TXDOT Waco District 100 S Loop Dr., Waco, TX 76704 Contact: Jolie Person 254-867-2879 Monday-Friday By Appointment	Waco	Rural	Yes
163	TXDOT Waco District 1301 E Main St Hamilton, TX 76531 Contact: Keslie Koether 254-386-5512 Tuesday-Thursday By Appointment.	Waco	Rural	Yes
164	TXDOT Waco District 1400 S Abbott Ave Hillsboro, TX 76645 Contact: Leona Aparicio 254-582-5411 Tuesday-Thursday By Appointment.	Waco	Rural	Yes
165	TXDOT Waco District 3502 E Main St Gatesville, TX 76528 Contact: Donna Smith 254-867-7115 Tuesday-Thursday, By Appointment Only.	Waco	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
166	TXDOT Waco District 9167 State Highway 6 Meridian, TX 76665 Contact: Jennifer Page 254-435-2258 Tuesday-Thursday By Appointment Only.	Waco	Rural	Yes
167	TXDOT Waco District N Highway 14, Mexia, TX 76667 Contact: Brian Dickinson 254-562-2900 Tuesday-Thursday By Appointment Only.	Waco	Rural	Yes
168	New Parent Support Program 149 Hart Street, Sheppard AFB Clinic (Bldg 1200) Sheppard AFB, TX 76311 Contact: Barbara Kernott RN 940-676-7239 Monthly car seat inspection station at Sheppard AFB, Texas Third Thursday of the month from 830 AM - 12PM; By Appointment Only	Wichita Falls	Rural	Unconfirmed
169	United Regional 1600 11th Street, Wichita Falls, TX 76301 Contact: RN Laura Presser 8AM - 4PM 940-764-2122	Wichita Falls	Rural	Unconfirmed
170	TXDOT Wichita Falls District 4031 Main St., Vernon, TX 76384 Contact: David Fulford 940-357-9390 By Appointment Only.	Wichita Falls	Rural	Yes
171	TXDOT Wichita Falls District 1601 Southwest Pkwy Wichita Falls, TX 76302 Contact: Tish Beaver 940-720-7708 By Appointment Only	Wichita Falls	Rural	Yes
172	TX Department of State Health Services 1309 E Cemetery RD., Hallettsville, TX 77964 Contact: Sheila Jansky 361-798-9626 Monday thru Friday 8:00 AM- 5:00 PM; Appointment Required	Yoakum	Rural	Unconfirmed
173	Texas A&M AgriLife Extension 186 County Road 101, Suite 1, Port Lavaca, TX 77979 Contact: Tina Treviño 361-552-9747 8 AM-5 PM Monday thru Friday By Appointment Only	Yoakum	Rural	Yes

	Inspection Station / Event	TxDOT District	Rural/Urban*	Serves At-Risk Population*
174	Texas A&M AgriLife Extension Service Fayette County Fitting Station 254 North Jefferson Street, La Grange, TX 78945-2213 Contact: Sally Garrett and Jennifer Boening (979) 968-5831 By Appointment Only	Yoakum	Rural	Yes
175	TXDOT Yoakum 403 Huck St Yoakum, TX 77995 Second Tuesday of each month from 1-4 PM Contact: Theresa Parma 361-293-4307	Yoakum	Rural	Yes
176	TXDOT Austin - 7901 N. IH-35, Austin, Texas 78753 Contact: Sue Flores (512) 486-5498 Contact: Brett Reichart (512) 662-2191	Austin	Urban	Yes
177	TXDOT Corpus Christi 1701 South Padre Island Drive, Building 7, Corpus Christi, TX 78416 Contact: Stephanie Christina (361) 808-2381	Corpus Christi	Urban	Yes
178	TXDOT Fort Worth 2501 Southwest Loop 820, Fort Worth, TX 76133 Contact: Jessica Wilkerson (817) 370-6643 Contact: Sedrick Montgomery (817) 370-6626	Fort Worth	Urban	Yes
179	TXDOT Tyler 2501 Southwest Loop 820, Fort Worth, TX 76133 Contact: Heather Singleton (903) 510-9225	Tyler	Rural	Yes
TOTAL 175 Urban=98 Rural=77 At-Risk=78 Unconfirmed=97				

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 by these organizations are also included in the at-risk total.

Texas Traffic Records Information System Strategic Plan

FY 2021

Texas Traffic Records Coordinating Committee

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Acronyms

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

Introduction

The FY 2021 update to the Texas Traffic Records Information System Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute (TTI) to advance the performance and quality of the State's traffic records data.

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

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

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

TRCC Governance

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

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;
- b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and

- f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies.

A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from 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

DocuSigned by:
Michael A. Chacon, P.E.
06D7FD6C5CEC46B...

6/17/2021

Michael Chacon, P.E.,
Texas Department of Transportation
Traffic Safety Division Director
TRCC Coordinator and Chair

Date

Executive Committee Members

TRCC members include administrative staff from TxDOT, representatives from the core traffic records databases, and the technical advisor. The table below identifies each member and their role/database they represent.

TRCC Administrators

The following people help administer the TRCC by coordinating and leading meetings, overseeing the annual update to the TSIS, and coordinating efforts among the members when applicable.

Name	Title	Agency	TRCC Role
Michael Chacon	Traffic Safety Division Director	TxDOT	Chair
Jim Hollis	Interim Traffic Safety Program Manager	TxDOT	Vice-Chair
Larry Krantz	Police Traffic Services Program Manager	TxDOT	Coordinator
Eva Shipp	Research Scientist and Crash Analytics Program Manager	TTI	Technical Advisor

TRCC Voting Members

The following individuals represent the needs of their respective databases and agencies and vote on all TRCC matters that require a vote.

Capt. Jodie Tullos	Director of the Highway Safety Operations Center	TxDPS	Citation/Adjudication
Jim Hollis	Director of the Crash Data and Analysis Section	TxDOT	Crash
Angie Suarez	Asst. Manager Driver License Division/Enforcement & Compliance Service	TxDPS	Driver
Michael Spencer	Director, Maternal and Child Health Unit	DSHS	Injury Surveillance
David Freidenfeld	Director of Data Management and Traffic Analysis	TxDOT	Roadway
Roland Luna	Director Vehicle Titles and Registration Division	TxDMV	Vehicle

TRCC Non-Voting Members

The following individuals actively participate in the TRCC by regularly attending meetings and completing TRCC related tasks. These individuals can serve as substitutes for their respective voting member when that member is unable to attend a meeting.

Lt. James Taylor	Highway Safety Operations Center	TxDPS	Citation/Adjudication
Larbi Hanni	Branch Manager of Data Integrity and Analysis	TxDOT	Crash
Amy Bailey	Manager, Office of Injury Prevention (OIP)	DSHS	Injury Surveillance
Pierce Baumann	Manager, EMS/Trauma Registry Group, (OIP)	DSHS	Injury Surveillance
Haruna Miyakado	Lead Epidemiologist, EMS/Trauma Registry Group, OIP	DSHS	Injury Surveillance
Clint Thompson	Deputy Director Vehicle Titles and Registration Division	TxDMV	Vehicle

TRCC and Strategic Planning

Texas employs a single tier model for its Traffic Records Coordinating Committee (TRCC) commonly referred to as the TRCC Executive Committee. The committee meets quarterly and consists of member agencies who have custodial responsibility for the core traffic records systems. A basic charter signed by the TxDOT Traffic Safety Division Director formally establishes the TRCC and outlines its authority, purpose, and overarching goals. The committee primarily focuses its quarterly meetings on high level planning activities and the development of improvement projects each year for NHTSA Section 405(c) grants. Time is also allocated across meetings for updates on existing traffic records improvement projects. In addition to the Executive Committee and its quarterly meetings, the State also benefits from a designated program manager who oversees the work of qualifying for and monitoring traffic records grants.

The TRCC publishes its Texas Traffic Safety Information System Strategic Plan within the Texas Highway Safety Plan. The Plan contains much useful information such as the TRCC Charter, the voting members, performance measures, information on current improvement projects, and more.

TRCC and Strategic Planning 2018 STRAP Recommendations

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

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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
1-5, 29	Restructure the TRCC to more closely align with the Traffic Records Program Assessment Advisory. The current TRCC functions as both the executive and technical TRCC. Creating a two-tier structure could improve coordination and effectiveness of the TRCC.	TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. This subcommittee is actively advising on the development of a dashboard which will display layered traffic records data on a map by county and month.	Ongoing
6	Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would	This effort will be pursued at a later date following the completion of higher priority objectives.	None

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	interact with a policy-focused executive tier would be in order.		
10	Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21, TTI will provide technical assistance to expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure and plans to improve.	Ongoing
12	Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
12	Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data.	A basic flow chart was developed in FY19.	Complete
20-24	Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
1-5, 29	Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians,	TRCC created two subcommittees. One is to advise the development of an intersection inventory. The other is to provide traffic record user stakeholder advice to the TRCC. These subcommittees included engineers, law enforcement, researchers, and other stakeholders.	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users.		
20-24	Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the readability of some Plan sections. The Plan should contain format changes that better highlight the relationships between State goals, identified deficiencies, the project action plan for the current year plus two more, and progress over time. It should explain processes and methods used to arrive at program decisions, and it should expand performance measures.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
32	Texas should consider scheduling a special event lasting one to two days during which small and large group planning exercises are led by a professional strategic planning facilitator. Such an event should include stakeholders beyond the current TRCC makeup. It should be viewed as an opportunity for outreach, education, and inclusion. The results from such a facilitated meeting are not set in stone but offer TRCC planners a wealth of information to augment the assessment results and use them in developing the next strategic plan.	The TRCC created an advisory subcommittee which includes various stakeholders to provide input to the TRCC. Additionally, TRCC administration presented to multiple stakeholder organizations in FY19 to inform them of the TRCC and solicit their feedback and have regularly sought the feedback of traffic records stakeholders since then.	Ongoing

TRCC and Strategic Planning Strategic Plan Objectives

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

Over the next two years, the Texas TRCC Administration plans continue to promote subcommittees to provide technical guidance. This includes a technical advisory subcommittee which will bring in a

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diverse number of stakeholders to provide advice to the TRCC and an intersection database development subcommittee to guide the development of an intersection database. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC sub-committees	<ul style="list-style-type: none"> • Create project development subcommittee that will include LEOs, LE analyst, researchers, engineers, and other stakeholders • Create an intersection subcommittee to assist with the development of an intersection database (6.2) 	Complete
1.2 Create a TRCC performance measure and quality control program	<ul style="list-style-type: none"> • Create performance measures and data quality control programs for each database • Develop plan for the TRCC to periodically review the performance measures 	Performance Measures completed FY20. Data Quality program to be completed in FY21.
1.3 Create a comprehensive Traffic Records Inventory	<ul style="list-style-type: none"> • Collect data dictionaries from each database • Summarize into one document 	Complete
1.4 Create a Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> • Collect flow charts, inputs, and outputs from each database • Combine into one flow chart for the whole system 	Complete
1.41 Enhance Process Flow Chart of the Texas Traffic Records System	<ul style="list-style-type: none"> • Add additional information to the process flow chart such as how TxDMV and TxDPS receive vehicle and driver data from the counties 	TBD
1.5 Add additional members to the TRCC as needed	<ul style="list-style-type: none"> • Identify additional members to add to the TRCC 	Annually
2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP.	<ul style="list-style-type: none"> • Update the Strategic Plan based on the input of each TRCC member 	Complete
2.2 Annually update the objectives of the TRCC Strategic Plan	<ul style="list-style-type: none"> • Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add 	Annually
2.3 Update the TRCC charter	<ul style="list-style-type: none"> • Update the charter to include additional members/positions, member agencies, sub-committees, etc. 	TBD

Crash Data System

The Texas Department of Transportation (TxDOT) is the custodial agency for crash report processing in the State and law enforcement agencies are required to submit all investigated crashes to TxDOT within 10 business days. Crash records are stored in a central repository called the Crash Records Information System (CRIS).

Law enforcement can submit crash reports electronically to TxDOT via the Crash Reporting and Analysis for Safer Highways (CRASH) application, E-Submission, or the CRIS Mobile Application. CRASH is an application that allows law enforcement to enter crash data online and submit electronically to TxDOT. E-Submission allows law enforcement to have their records management system (RMS) submit electronically to TxDOT on their behalf. CRIS Mobile Application allows law enforcement to take a picture of a CR-3 crash report and submit electronically to TxDOT via the application. CRASH and E-Submission requires crash reports be validated by over 800 business rules prior to submission.

The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 5 definition for Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and Fatal Injury.

CRIS maintains the crash data in multiple relational datasets. The Crash Report Online Purchase System (CROPS) is a component of CRIS that enables the purchase of Texas crash reports using a credit, debit, or the state's Automated Clearing House (ACH), which allows for the processing of bank drafts electronically. Redacted crash reports can also be purchased through CROPS. CROPS is open and available to the public 24 hours, 7 days a week. CRIS Query component is an externally facing application, open to the public, that allows users to pull publicly available crash data, summarize, visualize, export, and map Texas crashes statewide and for specific areas. Crash data is also available to all CRASH users and individuals associated with an agency of the United States, Texas, or a Texas local government that has use for the information for accident prevention purposes via MicroStrategy, a business intelligence tool used to create analytical reports.

Crash data is used by many traffic safety stakeholders to conduct problem identification, project prioritization, and resource allocation. Problem identification is conducted for the Highway Safety Plan and the Crash Analysis and Visualization (CAVS) tool is used to enhance the process of selecting safety projects and submitting them for HSIP funding consideration. Many law enforcement agencies are using Data-Driven Approaches to Crime and Traffic Safety (DDACTS) to make decisions on staffing and scheduling, which includes using crash data. TxDOT strives to make crash data available to law enforcement, engineers, analysts, researchers, and the public to promote improved traffic safety in Texas.

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Crash Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Crash data section received a score of 64.6%. Crash data is very strong in the “Description and Contents” and “Applicable Guidelines” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
96.4%	80.0%	70.0%	66.7%	33.3%	48.6%	64.6%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
48-51	Improve and expand the data dictionary to include all the data elements and their attributes, as well as the data edit checks and validation rules. The State could then also incorporate the business logic (documented separately) into the dictionary for ease of use.	The data dictionary, including the definitions and allowable values are documented in one document. Business rules are documented separately. This is more user friendly and a single combined document would be cumbersome due to frequent updates to the business rules.	None
66-73	Develop performance measures for all six attributes of the crash data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. There were already four crash performance measures included in the TSIS. After review, no additional performance measures were added in FY20.	Complete
74-79	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Planned
58-62	Develop interfaces/integrate with other core traffic records.	Efforts to integrate/interface with other core traffic records will be pursued when appropriate.	Ongoing
74	The procedures for returning rejected crash reports is well documented but there is no mechanism to track returned reports. In addition to developing such a tracking system, the State could also begin to track high frequency errors and omissions to	The mobile app deployed in Aug. 2019 tracks reports that are returned to LEOs and will keep track of which reports have been returned and which have been re-submitted. This will include tracking L1 (main component) and L2 (business rule) returns. TxDOT reviews business rules for	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	address improved training and system enhancements.	potential changes and kicked off efforts to train law enforcement on the high frequency errors.	
47	The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 4 definition for "suspected serious injury" but has chosen not to adopt the other injury severity definitions.	TxDOT aligned the label and definition for Suspected Minor Injury, Possible Injury, and Fatal Injury. -	Completed 2021

Crash Data Strategic Plan Objectives

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

Objective	Strategies/Action Steps	Timeline
3.1 Develop performance measures for the crash data system	<ul style="list-style-type: none"> • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency 	Completed FY20
3.2 Establish crash data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> • Develop performance measures (3.1) • Work with TRCC Technical Advisor to establish a data quality control program 	Sept. 30, 2021
3.3 Develop interfaces/integrate with other core traffic records	<ul style="list-style-type: none"> • Link crash vehicle damage data with TxDMV data to reduce salvage title fraud • Link NHTSA's VIN recall tool to the crash report purchasing system • Develop crash-roadway interface that allows officers to select the crash location on a map and then auto-populate the location information (street, roadway type, etc.) into the CR-3 	TBD
3.4 Pursue MMUCC compliance of the crash report form and the CRIS database	<ul style="list-style-type: none"> • Request NHTSA Go-Team MMUCC Assessment • Develop an action plan detailing which recommendations will be pursued 	TBD
3.5 Establish an ongoing law enforcement training program specifically	<ul style="list-style-type: none"> • An Automated Training Program is planned, which will assist in ongoing and updated training for CRASH users 	TBD

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Objective	Strategies/Action Steps	Timeline
dedicated to improving crash data timeliness, completeness, accuracy, and consistency	<ul style="list-style-type: none"> • TxDOT is in progress developing a curriculum for law enforcement to address timeliness, completeness, accuracy, and uniformity 	
3.6 Work to include crash typing in the pedestrian crash reporting. Use the Pedestrian Crash Analysis Tool (PBCAT) for categories on crash typing	<ul style="list-style-type: none"> • TxDOT implemented new interpreted fields to capture pedestrian and pedicyclist information • TxDOT tested in CY2020 and in production CY2021 	Completed 2021
3.7 Achieve 100% electronic crash report submission through CRASH, Submission Services, or CRIS Mobile Application	<ul style="list-style-type: none"> • HB 312 requires electronic crash report submission by 9/1/19 (Complete) • TxDOT is developed an app to allow LEAs not using CRASH or Submission Services to submit electronically. App was deployed Aug. 2019 (Complete) • Continue to train LEAs on submitting crash reports through CRASH 	Complete
3.8 Modify pre-existing data dictionary to be NIEM compliant	<ul style="list-style-type: none"> • Review NIEM standards to identify a list of necessary modifications 	TBD

Vehicle Data System

The Texas Department of Motor Vehicles (TxDMV) has custodial responsibility for the State's vehicle data system that maintains all vehicle title and registration records in the Registration and Title System (RTS). Critical information related to ownership and identification of the State's vehicles (e.g., vehicle make, model, year of manufacture, body type, and title brands) is stored in RTS. The system allows for easy upgrades and enhancements to the application and provides an efficient way to maintain and operate the code, while ensuring data integrity and security.

Texas validates every Vehicle Identification Number (VIN) via the VINtelligence verification software. The State's vehicle registration sticker is barcoded using the 2D standard which allows law enforcement rapid and accurate collection of vehicle information. The State also includes a PDF-417 barcode on the registration renewal notice that can be scanned during the registration renewal processing.

The State provides title information for original Texas titles and salvage and nonrepairable titles to the National Motor Vehicle Title Information System (NMVTIS) through a nightly batch process. Texas queries and verifies all qualifying vehicle transactions through NMVTIS prior to issuance of a new title through a nightly batch process. NMVTIS queries and updates for Certified Copies of Texas Titles are performed real-time through an online process. In addition, the State participates in the Performance and Registration Information Systems Management (PRISM) program at the highest level of PRISM operations (level 8 – Gold Level).

The State's vehicle system data is not completely processed in real-time. Some update procedures are tied to batch processes and the time to update records through these procedures range from 24 to 48 hours. Texas has automated edit checks and validation procedures during various stages of the data entry process. Only specific staff at the State and County level have the State's permission to correct the vehicle system data. Further, the State maintains different error reports that are regularly reviewed by staff and used to evaluate needs for procedural or programming changes, updates to the State documentation, and/or training modifications. The Vehicle Data Management staff has principal responsibility for error corrections within the vehicle data system. In addition, Texas has well established protocols (e.g., information bulletins and webinars) to communicate error occurrences and updates with key users and to receive users' inputs about potential changes or updates. The State also uses a change management process to triage and assess inputs that are received from key users and to initiate and prioritize further actions.

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Vehicle Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Vehicle data section received a score of 72.4%. Vehicle data was rated perfectly in the “Description and Contents”, “Applicable Guidelines”, and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
100%	100%	100%	80.3%	57.6%	45.3%	72.4%

Below is a summary of the STRAP vehicle data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
90-98	Create a process flow diagram for the entire vehicle data system.	The State maintains the print title flow diagram and numerous detailed use case diagrams that specify different processes and procedures within the vehicle data system. However, the State does not have a process flow diagram describing the whole vehicle data system due to the complexity of the system. Flow diagrams for specific processes can be developed on an as needed basis if necessary.	None
83-85	Efficiency could be improved by using real-time NMVTIS query process instead of currently used batch process.	TxDMV has written a white paper detailing their decision not to pursue real-time processing for original titles which include potential customer service issues if there are delays or problems with the real-time system.	None
102	Develop automated programs to use vehicle system data to verify and validate the vehicle information during initial creation of a citation or crash report.	The vehicle data system can be queried by law enforcement via the Texas Law Enforcement Telecommunications System, and the vehicle information can be used for validation purposes during the creation of citations and crash reports. However, the State does not have established automated processes to validate vehicle information during the initial creation of a citation or crash report.	None

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
107-113	Develop performance measures for all six attributes of the vehicle data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. Two vehicle data performance measures were identified.	Complete
114-118	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Planned
99-103	Develop interfaces/integrations with other core traffic records.	Efforts to integrate/interface with other core traffic records will be pursued when appropriate. Linking with driver license (DL) data can help validate DL at time of registration and titling.	Ongoing

Vehicle Data Strategic Plan Objectives

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

Objective	Strategies/Action Steps	Timeline
4.1 Develop performance measures for the vehicle data system	<ul style="list-style-type: none"> • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency 	Completed CY 20
4.2 Establish vehicle data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> • Develop performance measures (4.1) • Work with TRCC Technical Advisor to establish a data quality control program 	Sep. 30, 2021
4.3 Develop interfaces/integrations with other core traffic records	<ul style="list-style-type: none"> • Link crash vehicle damage data with TxDMV data to reduce salvage title fraud 	TBD
4.4 Collect odometer reading data to help enforce the Truth in Mileage Act	<ul style="list-style-type: none"> • Identify sources of odometer reading data, such as from state vehicle inspections or law enforcement • Identify how to link odometer reading data to the vehicle record 	TBD

Driver Data System

The Texas Department of Public Safety (TxDPS), Driver License Division has custodial responsibility of the Texas driver data system, which contains nearly 23 million records. The driver system maintains all critical information including driver's personal information, license type, endorsements, status, conviction history, crash involvement and driver training.

The State's driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the data dictionary are documented with each field defined and value depicted. The driver system also has edit checks and data collection guidelines. Updates to the data dictionary and edit checks are all documented and tracked.

Texas maintains accurate and up-to-date procedural manuals regarding the issuance of the driver credential and the reporting and recording of driver education training. These procedures are maintained electronically in a Resource Guide. TxDPS maintains documentation called Evaluate Enforcement Action for further action related to changes in driver license status, which includes an audit log for any changes made. The Cherwell Service Management documents errors and resolutions by tracking customer interactions. Documented procedures are also maintained for the recording of non-citations and convictions. A third-party vendor is responsible for the reporting of criminal convictions.

Texas has established model procedures to detect fraud pertaining to the driver data system. Facial recognition software is used for all photos captured each day, American Association of Motor Vehicle Administrators (AAMVA) fraudulent document recognition training is provided to all front-line staff and documents are validated through the Systematic Alien Verification of Entitlements (SAVE) program.

There is a Fraud Team that works with law enforcement to detect potential fraudulent activity. Internal fraud is monitored through weekly audits of issuance transactions and the iWatch Program, which allows employees and customers to anonymously report fraudulent activity. Texas has established procedures to prevent Commercial Driver License (CDL) fraud and appropriately maintain system and information security.

Crash data is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendor.

Texas has an interface link between the driver system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), and the Social Security Online Verification (SSOLV). Access to the driver data is provided to law enforcement and photographs are shared with approved law enforcement agencies through the Driver License Image Retrieval (DLIR) system. The State does not grant access to information in the driver system to authorized personnel from other States, except for information that is provided through PDPS and CDLIS.

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Driver Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Driver data section received a score of 67.5%. Driver data was rated perfectly in the “Applicable Guidelines” and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
76.7%	100.0%	100.0%	82.4%	57.1%	45.3%	67.5%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
136	Explore the creation of policy for purging of obsolete data in driver system.	The record retention requirement in Texas is 125 years. There are no plans to create a purge policy	None
134	Create a process flow diagram outlining the driver system’s key data process flow, including inputs from other components.	All process flows are documented in written use cases and specification documents. Diagrams are not part of these documents. There are no plans to create diagrams at this time.	None
143-149	Develop interfaces/integrate with other core traffic records	The State’s crash and citation data is not electronically linked to the driver system. However, crash occurrence is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendor. Improved links will be explored as part of ongoing TRCC efforts.	None
150-158	Develop performance measures for all six attributes of the driver data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI’s FY20 technical assistance to the TRCC. No driver data performance measures were identified in FY20, but efforts will continue.	Ongoing
159-163	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Planned
137, 145	Develop a DUI Tracking Database	DPS has transitioned to using SPURS to track DWIs internally and is working on providing data for external stakeholders.	In Progress

Driver Data Strategic Plan Objectives

The TRCC Technical Advisor developed the following objectives based on the STRAP. The following table summarizes specific objectives to improve the Texas driver data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
5.1 Develop performance measures for the driver data system	<ul style="list-style-type: none"> • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency 	Sept. 30, 2021
5.2 Establish driver data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> • Develop performance measures (5.1) • Work with TRCC Technical Advisor to establish a data quality control program 	Sept. 30, 2021
5.3 Develop interfaces/integrations with other core traffic records	Linkages will be explored as part of ongoing TRCC efforts.	TBD

Roadway Data System

The Texas Department of Transportation (TxDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. According to Highway Statistics 2018 (Federal Highway Administration), TxDOT maintains 80,606 miles of state-owned highways. This mileage represents roughly 26% of the 315,445 miles of road in Texas. The remaining miles of road are maintained by the 254 counties, over 1,200 municipalities, a variety of federal agencies, and various toll road authorities.

Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS). Through this LRS, TxDOT maintains data on all 315,445 miles of public road and enables linkages between road, traffic data, bridge, and pavement condition databases in the Geospatial Roadway Inventory Database (GRID). As all the information contained within GRID is maintained by TxDOT, the data is collected according to a set of collection, management, and submission standards to ensure the similar information quality. Local data is submitted to TxDOT and manipulated to be included in the system.

TxDOT maintains a data dictionary for all data elements including many of the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). MIRE FDE elements required by the Highway Performance Monitoring System (HPMS) are included and documented.

Roadway Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Roadway data section received a score of 61.7%. Roadway data received a strong score in the “Description and Contents” section but opportunities for improvement exist in the “Data Dictionary” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
93.3%	66.7%	46.7%	70.8%	72.2%	47.3%	61.7%

Below is a summary of the STRAP roadway data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
169-172	Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs).	TxDOT is working on collecting county level data through the Data Sharing and Updates Application (DUSA). In the long term TxDOT will work on obtaining municipal level data. TxDOT is developing a crowd source tool to develop an intersection inventory and has purchased a third party tool to manage the intersection data.	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
168	TxDOT should further their safety analyses by interfacing the available data, such as crash data, via the LRS.	Roadway data is linked to crash data in the Crash Records Information System (CRIS) but crash data is not linked to roadway data in the roadway data. There are no plans to pursue this linkage at this time. Other stakeholders routinely link crash and roadway data for safety and other planning purposes.	None
190-201	Develop performance measures for all six attributes of the roadway data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
186-189	Establish audit procedures using the performance measures developed under the data quality control program.	Baselines for each performance measure will be established in FY21 and evaluated annually beginning in FY22	Ongoing

Roadway Data Strategic Plan Objectives

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

Over the past year, support for GRID from TxDOT's IT vendor has increased substantially, with a handful of system releases to address some minor, but important issues with the GRID system, including the transition from raster to vector tiles. TPP expects to continue to work with TxDOT's IT vendor to make a series of high-priority enhancements to the GRID application. Future enhancements also include developing a geometry editing module, resurrecting the city street inventory program, and developing an intersection and interchange inventory.

Objective	Strategies/Action Steps	Timeline
6.1 Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs)	<ul style="list-style-type: none"> Participation by counties in submitting roadway inventory updates through TPP's online Data Sharing and Updates Application (DUSA) system decreased from 75 in 2019 to 62 in 2020 (with 44 participating in both years). The number of updates fell from 19,300 to 6,600. Identify how to obtain municipal data 	Ongoing
6.2 Develop an intersection database	<ul style="list-style-type: none"> Crowd sourcing tool will be used to create the initial database (In Progress) Create intersection subcommittee to provide guidance on the development of an intersection database (Complete) 	Ongoing

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Objective	Strategies/Action Steps	Timeline
6.3 Develop performance measures for the roadway data system	<ul style="list-style-type: none"> • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 (Complete) • TTI will research performance measures from other states to identify examples for Texas (Complete) • TTI will work with each TRCC member to develop performance measures for their agency (In Progress) 	Completed in FY20
6.4 Establish roadway data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> • Develop performance measures (Completed in FY20) (6.3) • Work with TRCC Technical Advisor to establish a data quality control program • Baselines for each performance measure will be established in FY21 and evaluated annually beginning in FY22 	Ongoing
6.5 GRID Enhancements	<ul style="list-style-type: none"> • Identify and prioritize enhancements (Complete) • TxDOT IT vendor has completed some enhancements and as of April 2020, is working on another enhancement • Work with TxDOT IT to identify long term support for remaining enhancements 	Ongoing
6.6 Upgrade to ArcGIS Pro	<ul style="list-style-type: none"> • Convert custom ArcMap tools/toolbars used for editing roadway network to ArcPro 	Complete
6.7 Restart the city street inventory program	<ul style="list-style-type: none"> • Expand outreach of DUSA application to cities • Coordinate with regional E911 entities to obtain local roadway linework 	December 31, 2022
6.8 Statewide review of important on-system roadway attributes	<ul style="list-style-type: none"> • Review important roadway attributes including traffic volume, presence and type of medians, and number of lanes 	In Progress

Citation and Adjudication Data System

Texas does not have a unified court system and lacks a statewide citation system. Instead, courts and law enforcement agencies are independent of one another regarding the management of citations. There are numerous court management systems (CMS) and records management systems (RMS) in use by courts and law enforcement agencies around the state. Consequently, there is no citation data uniformity across the state and records are created and stored by each individual agency instead of in a central reporting system and repository.

The Office of Court Administration (OCA), through TRCC funding, explored the development of a citation repository that would collect information on all citations issued in the state, but not the adjudication. The project was canceled in FY 2018 due to the costs of further development and projected post-development maintenance. Texas OCA has not been an active member of the TRCC since the project was canceled.

DPS has representatives on the TRCC to represent the needs and interests of law enforcement as the TRCC explores ways to improve citation reporting.

Citation and Adjudication Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Citation and Adjudication data section received a score of 50.3%. Citation and Adjudication data has many opportunities for improvement in the “Applicable Guidelines”, “Data Dictionaries”, “Interfaces” and “Data Quality Control Program” sections. The many areas for improvement are primarily due to the lack of a statewide citation system.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
61.4%	43.9%	36.5%	69.1%	40.5%	43.6%	50.3%

Below is a summary of the STRAP citation and adjudication data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
244-249	Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system.	OCA has done some work to identify data elements that should be measured before and after the implementation of a statewide citation system.	Initiated but dormant following withdrawal of OCA from TRCC.
205	Establish a statewide citation tracking system.	The TRCC and OCA looked into creating a citation repository but several issues including funding for maintenance once the database was created could not be identified. There	None

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		are no plans in the immediate future to pursue a statewide citation database.	
244-253	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
244-253	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Planned
229-230	Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism.	Data on BAC level, collection type (blood/breath), and test location (Hospital, PD, etc.) is collected in SPURS (DPS' records management system). DPS has developed procedures to identify reports missing BACs and is posting that information for commanders to review monthly.	Ongoing
229-230	Develop a DUI Tracking Database.	DPS has transitioned to using SPURS to track DWIs internally and is working on providing data for external stakeholders.	In Progress

Citation and Adjudication Strategic Plan Objectives

TxDPS, OCA, and the TRCC Technical Advisor developed the following objectives based on the STRAP and the needs of DPS, OCA, courts, and law enforcement around the state. The following table summarizes specific objectives to improve the Texas citation and adjudication data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
7.1 Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system	<ul style="list-style-type: none"> Work with OCA and TxDPS to identify data elements that should be measured and tracked 	TBD

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Objective	Strategies/Action Steps	Timeline
7.2 Develop performance measures for the citation data system for TxDPS	<ul style="list-style-type: none"> • TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 • TTI will research performance measures from other states to identify examples for Texas • TTI will work with each TRCC member to develop performance measures for their agency 	DPS has created Completeness and Accuracy Performance Measures.
7.3 Establish citation data audit procedures using the performance measures developed under the data quality control program	<ul style="list-style-type: none"> • Develop performance measures (7.2) • Work with TRCC Technical Advisor to establish a data quality control program 	DPS is monitoring its Completeness and Accuracy Performance Measures monthly.
7.4 Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism	<ul style="list-style-type: none"> • TxDPS collects specific BACs for DUI arrests as of Sept. 2018 • BAC data and associated charges is available for analysis if needed 	Complete
7.5 Develop a DUI Tracking Database	<ul style="list-style-type: none"> • DPS is planning to develop processes to link and analyze crash, citation, and SPURS data containing DWI clues. 	TBD
7.6 Promote both correct and uniform charging language	<ul style="list-style-type: none"> • OCA is working on a statewide database for case data. Part of that effort is encouraging everyone to use the AIS code 	On hold

Injury Surveillance Data System

Texas has the five major components of a traffic records injury surveillance system (pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records) and most of that data is available and accessible to traffic safety partners, as well as the public through either aggregate summary tables or department approved data use agreements. The traffic safety community in Texas has used each of the available data sets collaboratively to identify problems and evaluate programs, such as pedestrian safety, which illustrates the strength and effect of having such data available. Related data sets, such as submersion, traumatic brain injury, and spinal cord injury, are also available for incorporation into analyses.

The pre-hospital EMS data collection system is managed by the Department of State Health Services' (DSHS) Office of Injury Prevention (OIP) in the of EMS/Trauma Registries Group. All data is submitted electronically to the registry system. The data management system is NEMESIS-compliant (version 3.3.4) and incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters. There is formal documentation of a data dictionary and user manuals for providers.

The statewide emergency department and hospital discharge data systems are managed by the Texas Health Care Information Collection (THCIC) within the DSHS' Center for Health Statistics (CHS). DSHS' OIP and CHS have working agreements to share data information. In addition, there are publicly available documents related to these systems, including data dictionaries.

There is a statewide trauma registry that is also managed within the DSHS Office of Injury Prevention, EMS/Trauma Registries Group. It is compliant with the National Trauma Data Standard and has a data dictionary.

The DSHS' Vital Statistics Section and the DSHS' CHS is responsible for managing all vital statistics data including death certificates. The Texas Electronic Vital Events Registry (TxEVER) is used to manage that data. As with most other States, Texas collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes.

Injury Surveillance Data 2018 STRAP Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Injury Surveillance data section received a score of 64.5%. Injury Surveillance data received strong scores in the "Applicable Guidelines" and "Procedures/Process Flow" sections but opportunities for improvement exist in the "Interfaces" and "Data Quality Control Program" sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
70.6%	82.5%	66.7%	77.0%	33.3%	56.7%	64.5%

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Below is a summary of the STRAP injury surveillance data recommendations and responses.

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
257	Pursue access to the emergency department data set.	DSHS has access to hospital discharge data and emergency department data but needs to obtain an ongoing IRB approval.	Complete
302-306, 333	Document processes for returning records to submitting agencies for correction and following through to ensure resubmission.	Approximately 100% of Trauma and EMS records are submitted electronically. These records are automatically checked against the schema and web validation checks which were updated in 2021 to meet new standards. Rejected records are automatically returned to the sender along with a feedback report detailing the reason for the rejection. Currently less than .1% of records are returned. DSHS is developing ways to monitor and reach out to customers who have rejected records.	Ongoing
318-324, 334-339, 350-356, 366-372	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY2020 technical assistance to the TRCC. DSHS was previously providing one Completeness performance measure to the TSIS. In FY2020 DSHS identified six additional performance measures in Timeliness, Accuracy, and Accessibility which will be included in the FY2021 TSIS.	Complete
325-330, 341-346, 357-362, 373-378	Establish audit procedures using the performance measures developed under the data quality control program.	In FY2020, DSHS developed additional performance measures. Beginning in FY2021, DSHS will begin providing the metrics for these performance measures to be included in the TSIS along with commentary as needed to describe past, current, or future efforts to improve the performance measures.	Complete

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STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
330, 346, 362, 378	Participate in and share data quality metrics with the Traffic Records Coordinating Committee.	DSHS provides data quality metrics requested by the TRCC.	Ongoing
	Expand (or create) a relationship between the Department of State Health Services Vital Statistics section and the Fatality Analysis Reporting System analyst.	DSHS will continue to develop methods to match EMS and death certificate data from Vital Statistics with FARS.	Ongoing
312-314	Develop interfaces/integrate with other core traffic records.	DSHS receives crash data from TxDOT that is linked with EMS data, which is then linked with Trauma data. Current issues center on ownership of the shared data and how best to use it.	Ongoing

Injury Surveillance Data Strategic Plan Objectives

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

As the Emergency Medical Services (EMS) & Trauma Registry program (EMSTR) moves forward the program will focus on finding ways to collect data more efficiently and leveraging the use of valuable EMS and Trauma Data. The program will do a technical/systematic third-party review of the current vendor and determine if there are more efficient and appropriate ways for the state to collect data. EMSTR will also utilize new tools to access and analyze data faster and more efficiently. This multi-year data access project will result in sharing data with stakeholders, so they utilize the EMSTR data to inform their strategies and goals. Lastly the program will continue linking motor vehicle crashes and medical information to fully understand the health outcomes of crashes.

Objective	Strategies/Action Steps	Timeline
8.1 Pursue access to the emergency department data set	<ul style="list-style-type: none"> Program has obtained emergency department data and is in the process of performing initial analysis 	Ongoing
8.2 Develop performance measures for the injury surveillance data system for DSHS	<ul style="list-style-type: none"> TRCC has provided funding to TTI for technical assistance which includes developing performance measures in FY20 TTI will research performance measures from other states to identify examples for Texas TTI will work with each TRCC member to develop performance measures for their agency 	Completed FY2020
8.3 Establish injury surveillance data audit procedures using the performance measures	<ul style="list-style-type: none"> Develop performance measures (8.3) Work with TRCC Technical Advisor to establish a data quality control program 	Sept. 30, 2021

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Objective	Strategies/Action Steps	Timeline
developed under the data quality control program		
8.4 Collaborate with TxDOT to improve FARS data completeness	<ul style="list-style-type: none"> • Identify FARS variables that EMS Registry can help inform • Determine the feasibility of matching FARS records to EMS registry records • Develop data sharing procedures and policies to share data across both systems • Monitor data quality enhancement and integration of both FARS and EMS Registry. 	Ongoing
8.5 Continue the many uses of the EMS/Trauma Registry, including injury prevention programs and trauma designation processes, and publicize these through involvement with the TRCC and through injury prevention and EMS conferences	<ul style="list-style-type: none"> • Continue outreach efforts which have previously included DSHS staff holding stakeholder webinars presenting EMS and Hospital Summary Reports and making presentations at Texas Public Health Association, Texas Trauma Coordinator’s Forum; and GETAC’s Injury Prevention Committee, EMS Committee, and Trauma Systems Committee • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at • Create a more formal communications plan or platform to better disseminate the data and analysis 	Ongoing
8.6 Seek funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system	<ul style="list-style-type: none"> • Secured DSHS matching funding for TxDOT e-Grant for FY2021. • Submitted grant proposal to TxDOT for FY2022 	Complete
8.7 Use the hospital discharge dataset to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS/Registry	<ul style="list-style-type: none"> • Program has obtained hospital discharge data in 2018 • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at 	Ongoing
8.8 Continue linkage project to match EMS runs to major trauma cases in the Registry for the dual benefit of improving EMS information on trauma cases and providing EMS agencies with outcome information	<ul style="list-style-type: none"> • The Office of Injury Prevention has successfully linked EMS and trauma hospitalizations with crash data for 2010-2019 	Ongoing
8.9 Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in	<ul style="list-style-type: none"> • 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 trauma hospitalizations. The EMS and Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2019 	Ongoing

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Objective	Strategies/Action Steps	Timeline
Texas can be better understood	<ul style="list-style-type: none"> • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should be looking at • Create a more formal communications plan or platform to better disseminate the data and analysis 	
8.10 Collaborate with all data-sharing partners in the developing protocols, memoranda of understanding, and data sharing agreements and methodologies that will enable the injury prevention and traffic safety community to conduct analytical and research activities as authorized users. This should be done under the guidance of the TRCC	<ul style="list-style-type: none"> • Collaborating with Texas A&M Transportation Institute, local hospitals, and local public health agencies to study factors on crashes. 	Ongoing
8.11 Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System	<ul style="list-style-type: none"> • Program has been able to obtain hospital discharge data and has linked to EMS and Trauma data. DSHS is in the process of evaluating linkages to crash data. 	Ongoing

Performance Measures

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

Summary of Performance Measures Meeting NHTSA's Qualifications

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

Quantitative improvement:

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

(i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated; and

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

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY22 application.

Performance Measure	Database	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Summary of Improvement
Date which roadway annual data is published	Roadway	Accessibility	12/3/2019	10/28/2020	The roadway database annual data was published about five weeks earlier in 2020 than in 2019 providing users of roadway data increased accessibility.
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	Crash Data	Timeliness	97.23%	97.33%	A higher percentage of crash reports were entered into the data within 30 days of the crash.

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Crash Data Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted	Completeness	644,641	533,924	3.5, 3.7	Pending	Pending
The number of crash reports available for reporting within 30 days of the date of the crash	Timeliness	626,762	519,682	3.5, 3.7	Pending	Pending
Average number of days between date of crash and availability in warehouse	Timeliness	9.81	8.90	3.5, 3.7	Pending	Pending
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	Timeliness	97.23%	97.33%	3.5, 3.7	Pending	Pending

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Crash Data Historical Performance Measures

Performance Measure	April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015	April 1, 2015 – March 31, 2016	April 1, 2016 – March 31, 2017	April 1, 2017 - March 31, 2018	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021
Number of crash reports submitted	528,475	568,314	611,776	629,528	619,328	632,013	644,641	533,924
Number of crash records available for reporting within 30 days of the date of crash	463,101	525,190	557,684	595,816	593,647	600,399	626,762	519,682
Average number of days between date of crash and availability in warehouse	20.78	17.44	22.94	12.08	11.01	13.05	9.81	8.90
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash	87.63%	92.41%	91.16%	94.64%	95.85%	95.00%	97.23%	97.33%

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Vehicle Performance Measures

TxDMV has established two performance measures based on transportation code requirements and is planning on using these performance measures to work with county tax assessor collector offices to increase timeliness.

Performance Measure	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of title application transactions not processed within 72 hours of receipt of application.	Timeliness	1,275,410	1,387,925	4.1, 4.2	72 hours or less. Per Transportation Code, §501.023, the assessor-collector shall enter the application into the department's titling system within 72 hours after receipt of the application.	The TxDMV does not have the authority to enforce the statutory timeframe on county tax assessor-collector offices. The TxDMV will begin to monitor the number of transactions that are processed outside the statutory 72 hours and inform the applicable counties, to encourage compliance. The TxDMV encourages compliance through use of this performance measure in our voluntary Performance Quality Recognition
		Note: These numbers exclude certain title transactions for off-highway vehicles.				

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Performance Measure	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
						Program that a county tax assessor-collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	3	4	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate.	The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV exceeded this benchmark in the first reporting period and met the benchmark in the second reporting period. The TxDMV monitors this KPI on a monthly basis to ensure the benchmark is met or exceeded.

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Roadway Performance Measures

TxDOT's Transportation Planning and Programming has worked hard to identify performance measures in all six of the performance areas along with goals and plans to improve for most of the performance measures. However, at the time this document was developed, they are still working on implementing/measuring some of their identified performance measures.

Performance Measure	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Average number of weeks from when a county submits an update to TxDOT to time TxDOT updates the inventory	Timeliness	n/a	n/a	6.1	Within X weeks of receipt	Streamline editing process (Vector Tiles, editing in GRID directly, other ARs)
Are Roadway Geometry changes for Year End completed by Dec. 31 of each year?	Timeliness	No	No	6.8	Dec. 31 of each year	Streamline editing process (Vector Tiles, editing in GRID directly, other ARs)
Number of line segments that need to be realigned annually based upon annual PMIS data collection	Accuracy	80	TBD	6.8	0	Ongoing
Percentage of miles of road having consistent surface type with annual PMIS data collection	Accuracy	n/a	n/a	6.8	99%	Update GRID per PMIS data, either through normal, manual update procedures or automated means

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Performance Measure	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of Counties participating in annual call for updates	Completeness	74	62	6.1	254	Continually Improve communication and related tools
Number of MIRE elements that can be reported on	Uniformity	n/a	n/a	6.1	TBD	Continue to work with IT to enhance GRID, and supplement with 'start-up projects' (e.g., Intersection Inventory)
Number of bridges in NBI not in Roadway Inventory	Integration	n/a	n/a	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published	Accessibility	12/3/2019	10/28/2020	6.8	TBD	Streamline HPMS submittal and Annual Data Report generation processes

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Citation and Adjudication Performance Measures

Performance Measure	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of DPS citation records with no missing critical data elements.	Completeness	98.77%	98.51%	7.2, 7.3	DPS' goal is to achieve/maintain at minimum 98% of citation records with no missing critical data elements.	DPS continues to achieve its goal for this performance measure and has no plans to improve at the moment.

Citation and Adjudication Historical Performance Measures

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021
Percentage of DPS citation records with no missing critical data elements.	98.68%	98.77%	98.51%

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Injury Surveillance Performance Measures

Performance Measure	Performance Attribute	Jan. 1, 2019 – Dec. 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of patient care records with no missing critical data elements.	Completeness	94.2% (151,903 records)	Data not available until Aug. 2021	8.5, 8.8, 8.9		Adjust the timeframe to April 1 start time for next year
Mean number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Timeliness	10 Days	Data not available until Aug. 2021	8.5, 8.8, 8.9		
Median number of days it takes for an EMS patient care report to be received by the Texas EMS Registry.	Timeliness	1 Day	Data not available until Aug. 2021	8.5, 8.8, 8.9		
Percentage of records where the PSAP call date is after the date the record was created	Accuracy	0.01%	Data not available until Aug. 2021	8.5, 8.8, 8.9		
Percentage of records where the patient arriving at destination date is after the PSAP call date and the date the record was created	Accuracy	0.16%	Data not available until Aug. 2021	8.5, 8.8, 8.9		

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Performance Measure	Performance Attribute	Jan. 1, 2019 – Dec. 31, 2020	April 1, 2020 – March 31, 2021	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of records where the birth date is after the PSAP call date and after the date the record was created	Accuracy	0.00%	Data not available until Aug. 2021	8.5, 8.8, 8.9		
Percentage of records where the patient's date of birth is less than 109 years old	Accuracy	99.9%	Data not available until Aug. 2021	8.5, 8.8, 8.9		
The number of data requests from users and external stakeholders	Accessibility	N/A	Data not available until Aug. 2021	8.10		DSHS will need to specify the data requests on which data sources, etc.

Injury Surveillance Historical Performance Measures

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021
Percentage of patient care records with no missing critical data elements.	89.8% (158,745 records)	94.2% (151,903 records)	Data not available until Aug. 2021

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LEADRS Performance Measures

Law Enforcement Advanced Data Reporting System (LEADRS) is managed by the Texas Municipal Police Association (TMPA) and is a subgrantee of the TRCC. LEADRS has identified multiple performance measures and established goals and plans to improve for each of those measures. LEADRS was unable to go back in their system to measure from April 1, 2019 – March 31, 2020. Consequently, their April 1, 2020 – March 31, 2021 figures will serve as a baseline for future year's measurements.

Performance Measure	Performance Attribute	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	n/a	9	12	Send reports to new agencies to generate interest in using data as a way to combat the DWI problem in Texas.
Number of data fields reported in agency data reports.	Accessibility	n/a	9	11	Increase the number of data fields moving forward, specifically the number of cases involving a search warrant and specimen refusal rate. More fields will be included as requests continue to come in.
Percentage of total time system is up and available for end users.	Accessibility	n/a	99.98%	95% system uptime.	Time system updates and patches appropriately so that these processes do not bring the system down for long.
Percentage of cases with no missing critical defendant information.	Completeness	n/a	99.89%	95%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical offense information.	Completeness	n/a	96.46%	95%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical warrant information.	Completeness	n/a	78.86%	95%	Make warrant information a required field in the system moving forward. Provide training and system configurations that prevent an officer from submitting an incomplete report.

FY22 Funded Projects

This section provides an overview of projects recommended for funding in FY22.

Project ID	Organization	Title	TxDOT Funds Requested	Total Grant Amount
TBD-CRIS	TxDOT	CRIS Help Desk	\$1,375,000.00	\$1,375,000.00
2022-TTI-G-1YG-0045	Texas Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	\$110,752.93	\$138,457.98
2022-TTI-G-1YG-0024	Texas Transportation Institute	Improving Crash Records through Identifying Barriers and Training Law Enforcement Officers	\$111,187.48	\$139,005.72
2022-TDPS-G-1YG-0093	Texas Department of Public Safety HSOC	State Traffic Records System Improvement and Expansion of Crash Data Analysis	\$993,513.50	\$1,324,684.65
*2022-IADLEST-G-1YG-0140	IADLEST	Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms	\$407,253.91	\$509,173.91
2022-TDSHS-IS-G-1YG-0127	Texas Department of State Health Services	DSHS Emergency Medical Services and Trauma Registry Data	\$1,042,476.87	\$1,336,276.30
2022-TMPA-G-1YG-0063	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	\$932,326.43	\$1,168,842.43

* - Not Funded with 405c Funds.

** - Total 405c Budget Request for 5 projects is \$3,190,257.21

Crash Records Information System (CRIS) Projects and Help Desk

Funding supports various aspects of CRIS, including the training of law enforcement to use the online reporting system CRASH and updates to CRASH and CRIS. Additional, funding covers reviewing the current standards for NEIM, CJIS, and MMUCC to enhance CRIS and ensure compliance, support automated spatial load, and the help desk.

The help desk serves as the initial point of contact for law enforcement, TxDOT, and other users experiencing issues with the supported CRIS applications. The help desk is responsible for logging all calls, providing assistance, routing calls to second level support as appropriate, documenting issues in an accurate and timely fashion, and tracking all calls to ensure they are resolved. The help desk serves test, development, and production environments.

TTI - Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)

This proposal will provide ongoing technical assistance to the TRCC chair and/or coordinator throughout the course of the grant year. This assistance will include helping to plan and conduct TRCC meetings, as well as to conduct major projects in between meetings on behalf of TRCC members. This technical assistance will further facilitate and inform discussion during TRCC meetings.

Additionally, the proposer will continue to coordinate one advisory subcommittee. The advisory subcommittee is made up of traffic records data users from around the state. In FY20, the advisory committee developed a list of suggested projects for the TRCC to consider, some of which the TRCC has agreed to put into the Traffic Records Information System Strategic Plan (referred to as Strategic Plan). In FY21, the subcommittee was used to provide feedback on a layered map tool that was developed to make the use of traffic records data by stakeholders easier. A similar process will be performed in FY 22 to gauge the needs of traffic records users around the state by soliciting their feedback through the advisory subcommittee. This helps ensure the TRCC is meeting the needs of data stakeholders.

In addition, the proposer will conduct a data quality program for each TRCC member agency. In FY20, performance measures were developed for each TRCC member agency. The lack of performance measures and associated data quality program to periodically review the status of each measure was identified as a high priority recommendation in Texas' most recent traffic records assessment. The data quality program is designed to implement, maintain, and monitor one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the "Model Performance Measures for State Traffic Records Systems."⁽¹⁾ In FY22, the technical advisor will assist each TRCC member agency with reviewing their performance measures and using that information to update the Strategic Plan. Additionally, the technical advisor will continue to work with each TRCC member to develop and monitor additional performance measures as needed.

Furthermore, updates to the Strategic Plan will also include working with each TRCC member agency to update the status of their respective objectives, note completed objectives and successes, and monitor changes in future plans. The Strategic Plan is required to be included in the Texas Highway Safety Plan and is necessary for continued federal funding.

TTI - Improving Crash Records through Identifying Barriers and Training Law Enforcement Officers

To improve the accuracy and completeness of crash data in Texas, the Texas A&M Transportation Institute (TTI) is proposing to build on a Fiscal Year 2021 project by building on the identification of reporting issues by looking at address/location fields and contributing factors which provide vital information to stakeholders to understand crashes on Texas roads. Address/location information is used to identify hot spots or areas of concerns, whereas contributing factors are used to understand crashes. Information from both areas guide the development of a range of countermeasures from engineering, enforcement, and education. To complete this project, the TTI team proposes the following objectives:

1. Conduct a review of CR-3 address fields in the Texas Crash Reporting Information System (CRIS) to identify common issues with reporting location information. Prior work has demonstrated that missing address information impacts the ability to map crashes and identify spatial patterns to identify potential hot spots or areas of concerns.
2. Conduct a review of CR-3 contributing factors in the Texas Crash Reporting Information System (CRIS) to identify fields that may not be being reported correctly based on their definition. Contributing factors that are misreported may result in inaccurate crash data. For example, work on prior projects has found that driver inattention is being applied to people other than driver's despite being specific to a driver's lack of attention to the roadway. In addition, anecdotal evidence shows that unsafe speed may not be being used just for when someone is driving under the limit. Understanding reporting issues associated with contributing factors is vital for stakeholders to address crashes on Texas roadways.
3. Conduct 2 focus groups with law enforcement officers. The first focus group will focus on identifying barriers to reporting address information correctly, as well as identifying common acronyms and abbreviations being used. The second focus group will focus on understanding contributing factors and crash reporting which will provide insight into how officers report this information in the field.
4. Develop 2 visor cards on crash reporting. The two tip cards will focus on 1) address fields and 2) contributing factors.
5. Develop 2 roll call videos for law enforcement agencies focused on 1) reporting address fields and 2) contributing factors.
6. Distribute training materials to Traffic Safety Specialists (TSSs) and the CRIS helpdesk.
7. Distribute training materials to set of training materials to identified law enforcement officers and agencies.

DPS - State Traffic Records System Improvement and Expansion of Crash Data Analysis

The Highway Safety Operation Center (HSOC) must be able to improve its prompt collection and accurate analysis of statewide crash-related data through the successful integration of traffic records from multiple internal and external databases. HSOC must also retain its ability to regularly disseminate complete crash and traffic arrest-related data to its stakeholder agencies while striving to enhance this same capability through the implementation of modern methods of data accessibility. This funding request is to: 1) retain HSOC's current approved number of grant-funded employees; 2) provide

personnel with training and ability to attend professional conferences; 3) maintain existing analytical software for 28 computer workstations; 4) replace grant-purchased workstations more than three years in age; 5) maintain a virtual server capable of performing necessary tasks for the HSOC analysts and 6) expand the HSOC's technical capability to integrate and clean multiple databases for the timely production of accurate traffic analysis products for all legitimate data users.

Through continued data analysis by these grant-funded employees, HSOC will be able to thoroughly evaluate and improve the accuracy of the Texas Highway Patrol (THP) citation data. To increase the accuracy, HSOC will continue to conduct regular data extraction of citation information from its databases to seek out inaccurate critical data fields. From this, HSOC will provide leadership with suggestions for training and resource material, which can be utilized by field leadership to educate personnel on the importance of accurate data entry.

The HSOC will monitor and report the accuracy of the THP Citation database by analyzing the number of citations with correct court information for the classification of the offense committed and the validity of GPS coordinates recorded on the citation.

The HSOC will analyze the completeness of the citation information within the SPURS Database. The analysts will provide a monthly error report to service commanders in the field for dissemination to first-line supervisors to identify the problem of missing latitude and longitude coordinates.

The HSOC will work to improve the completeness of intoxication investigations within the SPURS database by generating a monthly report to identify Intoxication Cases in which an officer marked that a specimen was collected, and the Blood Alcohol Content is not present on the report. This report will be available for first-line supervisors.

The HSOC will continue to provide quality analytic products to external and internal stakeholders. HSOC will maintain or exceed the goal of providing 2,200 deliverables to external legitimate data users. This shall be consistent with the FY2021 benchmark. HSOC will maintain or exceed the goal of providing 167 deliverables to DPS internal legitimate data users. This shall also be consistent with the FY2021 benchmark. The HSOC will work to measure the accessibility to these products by surveying our legitimate data users for their ease of access and their ability to obtain the data they requested.

[IADLIST – Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms](#)

The Texas Data Driven Approaches to Crime and Traffic Safety (DDACTS) project takes aim at data-related issues outlined above by assessing and then addressing the agency's data and data analytical capabilities. The intent is to remove any agency-level barriers such as funding to building sustainable data quality and analytical capabilities within the agency. This training evolution must be completed to a minimum analytical proficiency standard prior to the agency moving into the operational training phase where officers take the analysis and develop operational strategies for engaging the community. To that end, the project offers the following training throughout the grant year for developing and expanding analytical capabilities:

To improve crash-data reporting and analysis, this project will offer a series of training courses for analysts at least twice per year. A course will also be provided for law enforcement executives entitled,

“Building Analytical Capacity” to help the decision-makers understand the importance of quality data in their current and future operations agency-wide. IADLEST has developed a group of Subject Matter Experts (SME) to act as instructors for these workshops.

Additionally, IADLEST has identified travel-related costs as a barrier to agency participation and will provide travel/per-diem assistance to agencies who may not otherwise be able to attend.

In addition to providing hands-on analytical training, these events act as recruiting opportunities for IADLEST to engage agencies for further training in the DDACTS model with the goal of the agency requesting an agency wide DDACTS implementation workshop. The project also works with analysts remotely on a one-on-one basis, shepherding them through a customized training regimen that keeps the analyst steadily engaged in developing new capabilities and prepares the analyst to support their agency during and after deployment of the DDACTS model.

Once an agency’s analyst is prepared to support data-driven operations, the next phase of the project begins. In this phase, the widest cross-section of the civilian and sworn officer staff possible receive a Nationally recognized training course on the importance of data quality and data-driven engagement during a DDACTS Implementation Workshop. This workshop consists of a 4-hr DDACTS overview and a 4-hr operational planning session with SMEs from Texas and across the country involving all aspects and levels of the agency. It is here agencies plan for a near-future integration of DDACTS, and if the agency participates in the state’s STEP program, can integrate its STEP enforcement into its overall strategic plan.

The workshops also include educating agencies and its members on how to develop and report complete and uniform crash data as well as leveraging all available resources, including non-law enforcement ones.

To promote sustainability over time, the project will provide virtual and Nationally recognized in-person analytical training courses as well as leverage relevant web-based trainings developed as part of previous project years. IADLEST will also provide continuing analytical technical support that is customized to an analyst/agency specific needs through the SME network mentioned above. Of note, by these courses being Nationally recognized, attendees can submit the training to TCOLE for continuing education credit providing an even greater benefit to agencies.

[DSHS - DSHS Emergency Medical Services and Trauma Registry Data](#)

In fiscal year (FY) 2022, the DSHS Registries will utilize database enhancements to provide quarterly reports to TxDOT on motor vehicle crash health outcomes and reports to stakeholders on public health trends. The Registries staff will explore multiple methods of data dissemination but will focus on providing data in a timely manner that is also accessible to the public. These quarterly reports will be published to the web and will allow the public to quickly see data in their regions of the state.

The Registries data collection software, Maven, is a large and complex system that is in its 10th year of development. The Maven Platform is effective at meeting the major priorities of the program. The system can adequately process a high number of records and is largely consistent in doing this. This does not negate that the Registries must have a strong infrastructure in place in situations where the system is down or experiencing reduced efficiency. The Registries must be able to rebound quickly to avoid backlogs in the number of records sent to the system. These backlogs can strain the system and impact

the relationship the Registries staff have with partners. Protecting these systems and relationships are paramount to ensure timely data collection.

The Registries staff will continue to secure a high level of support for the Maven system. This includes both IT contractors and contracts with the Maven vendor, Conduent. Conduent will work with the DSHS staff to ensure the system is able to process and send data in an effective way. Conduent will also continue to support the Registries in maintaining the current national standards that has been met since 2018.

The Registries staff will explore more advanced technical tools to be able to share data. The Registries staff will explore the feasibility of developing a data Application Programming Interface (API) or utilizing novel servers to make registry data readily available for analysis. The goal of both tools will be to give researchers and analysts the opportunity to analyze the data in an efficient way without needing to manually request and receive records from the current systems the program has in place. The benefits of developing these tools and making them available are that they become a benchmark for the Traffic Records Coordinating Committee and allow more individuals to interact with the data collected by the registries. This will allow stakeholders to look at the data quality in the Registries and explore unique trends and circumstances in the system.

The Registries will continue to monitor the quality of the data received through the Registries. To fully understand the impact of catastrophic events like the COVID-19 pandemic on the EMS and Trauma Registries data, staff will produce annual trend reports that compare what has been collected to previous years. These reports will demonstrate any changes in the timeliness, quality, and quantity of records collected by the system. Specifically, the Registries staff will compare how motor vehicle crashes and other injuries varied across years, with an emphasis on highlighting major events such as those that occurred in 2020. Providing consistent reports like this ensures that the Registries are not only maintaining the quality of the data received but look to understand and improve EMS and trauma systems.

The Registries staff learned in 2020 that virtual education and communication can be effective in reaching their stakeholders. Registries staff will provide annual trainings for both EMS and Trauma registry submitters. These trainings will provide data submitters with skills in using the Maven system, so they can effectively submit quality data to the Registries. The Registries staff will also provide presentations on analysis of data collected. The topics of these presentations will include health outcomes of MVC in Texas, with the goal of increasing knowledge of stakeholders and decision makers.

[TMPA - Law Enforcement Advanced Data Reporting System \(LEADRS\)](#)

The Texas Municipal Police Association (TMPA) launched a system in 2004 known as Law Enforcement Advanced Data Reporting System (LEADRS). LEADRS reduces the amount of time officers spend completing paperwork and provides a more detailed report for prosecution. Almost three fourths of officers using LEADRS (74%) can complete a DWI report in under 2 hours. TMPA continues to train and market LEADRS to officers, judicial prosecutors, and judges statewide.

In addition to reducing time and increasing the quality of a DWI report, LEADRS also provides critical DWI statistical data that is disseminated to law enforcement, prosecutors, judges, the general public, and all other stakeholders. This information is used to hone enforcement strategies, identify trends, and

increases DWI enforcement to help reduce crashes and fatalities. Without continued funding, LEADRS will fail to reach law enforcement conducting DWI enforcement in Texas.

LEADRS usage is at an all-time high and continues to improve with a 37% increase in DWI cases entered in the system from 2018-2020. LEADRS has integrated with the Texas Parks and Wildlife Department and provided a specific profile for the Texas Alcoholic Beverage Commission (TABC). TABC has direct access to cases that involved information concerning the defendant's last reported drink location. LEADRS has been upgraded to better streamline data into an agency's records management system (RMS), reducing the need for significant integration funding. Our staff is focused on the implementation of LEADRS within an agency rather than just training. This includes presenting the benefits of LEADRS and how to use the system with any law enforcement RMS. This proposal includes funding to update security technology to maintain compatibility with current LE RMS technology. This system upgrade will ensure the integrity of law enforcement criminal record data and share better quality data with those involved in the Traffic Records Coordinating Committee (TRCC).

LEADRS has an electronic signature feature allowing judges and officers to sign blood search warrants from any mobile device. E-signing blood search warrants has significantly reduced the time it takes an officer to obtain a warrant. This has resulted in LEADRS being mandated by law enforcement command staff, judges, and prosecutors in multiple jurisdictions across the state.

LEADRS has developed a drug evaluation reporting module that allows Texas Drug Recognition Experts (DRE) to e-submit drug evaluations, providing immediate data on DRE cases for analysis. This module is being field tested and updated for statewide deployment.

LEADRS coordinates with the Texas DWI Resource Prosecutor, system users, TABC, and other Texas prosecutors to continually enhance the capability of the LEADRS program. This allows the program to stay current with laws, technology trends, address DWI defense challenges, and continue to improve the DWI reporting process.

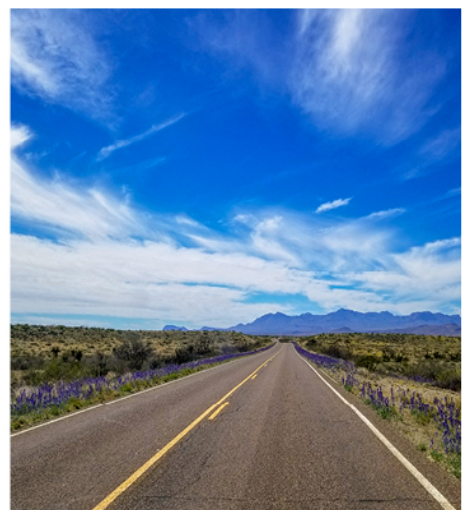
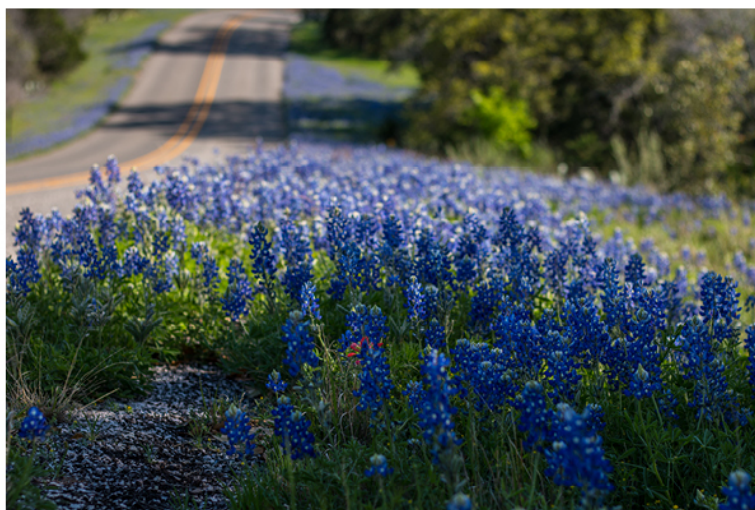
LEADRS has implemented a reporting module to capture all toxicology data from 40k LEADRS reports with pending toxicology results. LEADRS was enhanced to capture final case disposition and was updated to include a data analysis tool to analyze LEADRS DWI cases. This includes the reason for the traffic stop, defendant info, type of roadway, vehicle type, officer's investigation, toxicology results, and case disposition for over 140k DWIs. These features are now available in the system for use statewide.

LEADRS has developed a data analytics team to create and provide statistical reports. These reports can be requested by all stakeholders. LEADRS provides multiple agencies with agency specific analytical reports and statewide DWI data. LEADRS is also working to provide officers with embedded analytical reports that can be viewed upon logging into the system. This team will continue to cleanse LEADRS historical data and improve the collection of data within the LEADRS system.

With TxDOT funding, this program will provide officers with a more efficient reporting method, allowing for increased prosecution and more precise DWI case data.

2021 IMPAIRED TEXAS DRIVING PLAN

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE



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June 1, 2021

To Whom It May Concern:

From the rolling hill country, to the piney trees of East Texas, to the wide-open spaces in West Texas, Texans are accustomed to driving long distances. Whether it's driving to access jobs and businesses or driving recreationally to visit family and friends, Texas residents easily rack up miles on the road. And all that time spent driving in a vehicle means that Texans are exposed to a certain level of crash risk.

Despite the targeted initiatives and campaigns, impaired driving continues to be the leading contributing factor in fatal crashes in the State. In 2019, Texas led the country with the highest number of alcohol-impaired driving fatalities, with 1,332 people losing their life in an alcohol-impaired driving crash. Alcohol-impaired driving fatalities accounted for 37% of all motor vehicle fatalities in the State that year. While alcohol continues to represent the majority of impaired driving crashes in Texas, drug-impaired driving is an advancing area of concern. We know that drug presence is not indicative of impairment, so there is much to be understood about how and when they contribute to impairment.

We all have a role to play in reducing impaired driving crashes. The Texas Impaired Driving Task Force (TxIDTF) brings together education, enforcement, prosecution, judiciary, toxicology and breath testing, data and evaluation, and representatives from the State's Highway Safety Office with the common goal of eliminating injury and death caused by impaired driving in Texas.

The TxIDTF has developed and approved the Texas Impaired Driving Plan in accordance with FAST Act for submission to the Texas Department of Transportation (TxDOT) and, ultimately, the National Highway Traffic Safety Administration (NHTSA). TxDOT serves as the Governors Highway Safety Office for the State of Texas, and I fully support the efforts of the TxIDTF.

By using this plan as a roadmap for combating impaired driving, it is our goal that Texas will be known for achieving the biggest reduction in impaired driving crashes.

Sincerely,

Michal A. Chacon, P.E.
Director, Traffic Safety Division
Texas Department of Transportation

OUR VALUES: People • Accountability • Trust • Honesty
OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer

LIST OF AGENCY/ORGANIZATION ACRONYMS

AAA Texas – American Automobile Association Texas

CSCD – Community Supervision Corrections Department, also known as probation

DSHS – Department of State Health Services

LEADRS – Law Enforcement Advanced DUI/DWI Reporting System

MADD – Mothers Against Drunk Driving

NHTSA – National Highway Traffic Safety Administration

NSC – National Safety Council

OCA – Office of Court Administration

SHSO – State Highway Safety Office

SHSP – State Highway Safety Plan

SHSU – Sam Houston State University

TABC – Texas Alcoholic Beverage Commission

TAC – Texas Association of Counties

TCAUDPP – Travis County Attorney’s Underage Drinking Prevention Program

TCJ – Texas Center for Judiciary

TDCAA – Texas District and County Attorneys Association

TDLR – Texas Department of Licensing and Regulation

TEA – Texas Education Agency

Texas FCCLA FACTS - Texas Association Family, Career and Community Leaders of America’s Families Acting for Community Traffic Safety

TJCTC – Texas Justice Court Training Center

TMCEC – Texas Municipal Courts Education Center

TMPA – Texas Municipal Police Association

TRCC – Traffic Records Coordinating Committee

TTC – Texas Transportation Commission

TTI – Texas A&M Transportation Institute

TxDOT – Texas Department of Transportation

TxSDY – Texans for Safe and Drug-Free Youth

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INTRODUCTION

With contribution and approval by the Texas Impaired Driving Task Force (TxIDTF), the purpose of the Texas Impaired Driving Plan (hereafter referred to as the Plan) is to provide a comprehensive strategy for preventing and reducing impaired driving in Texas. The Plan provides a snapshot of the impaired driving crash problem, documents the progress of ongoing initiatives and campaigns, and discusses potential new countermeasures and strategies.

The Plan is provided to the Texas Department of Transportation (TxDOT) for final submission to the National Highway Traffic Safety Administration (NHTSA). It is based on the requirements of the FAST Act, Section 405(d) and NHTSA's *Uniform Guidelines for State Highway Safety Programs – No. 8*.

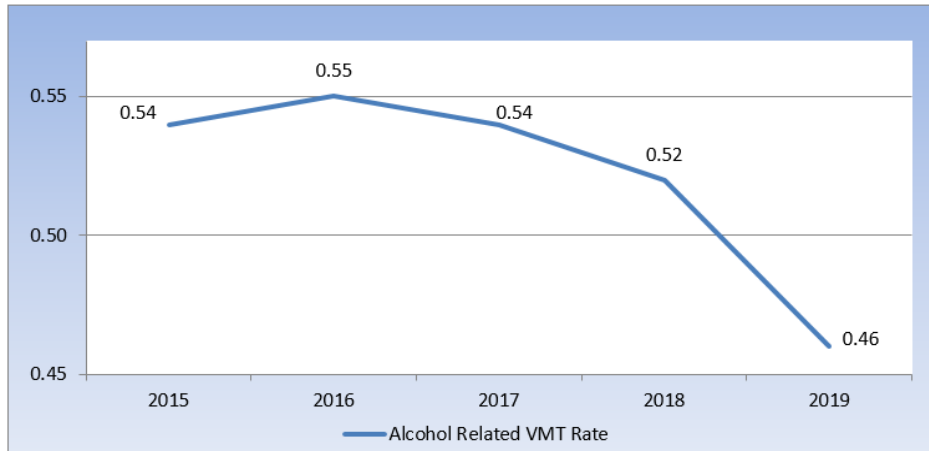
SNAPSHOT OF THE IMPAIRED DRIVING PROBLEM

Texas continues to make significant efforts to reduce impaired driving fatalities, injuries, and crashes. While the percentage of motor vehicle fatalities that result from impaired driving has declined over the last 10 years, Texas continues to seek innovative and evidence-based solutions. Despite the implementation of proven strategies and countermeasures, the number of impaired driving fatalities and injuries in Texas continue to be unacceptable. Texas remains dedicated to reducing all incidences of impaired driving.

Impaired driving continues to be a significant issue in Texas.

The submission of this Plan is based on the State’s average impaired driving fatality rate. As defined by the Code of Federal Regulations Title § 1200.23, the average impaired driving fatality rate is “the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration (BAC) of at least 0.08 percent for every 100 million vehicle miles traveled (VMT), based on the most recently reported three calendar years of final data from the Fatality Analysis Reporting System (FARS).”¹

State of Texas: Alcohol-Impaired Fatality Rate Per 100 MVMT



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

Figure 1. Texas Alcohol-Impaired Driving Fatality Rate, Per VMT, 2015-2019

Texas is considered a mid-range state for FY 2021 because its alcohol-impaired driving fatality rate is 0.51 based on FARS data from 2017-2019. Figure 1 illustrates the alcohol-impaired driving fatality rate, per vehicle miles traveled (VMT), from 2015–2019 in Texas. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for 2019 (the current year for which data is available). Preliminary data indicates Texas will also be in the top 10 for 2020.

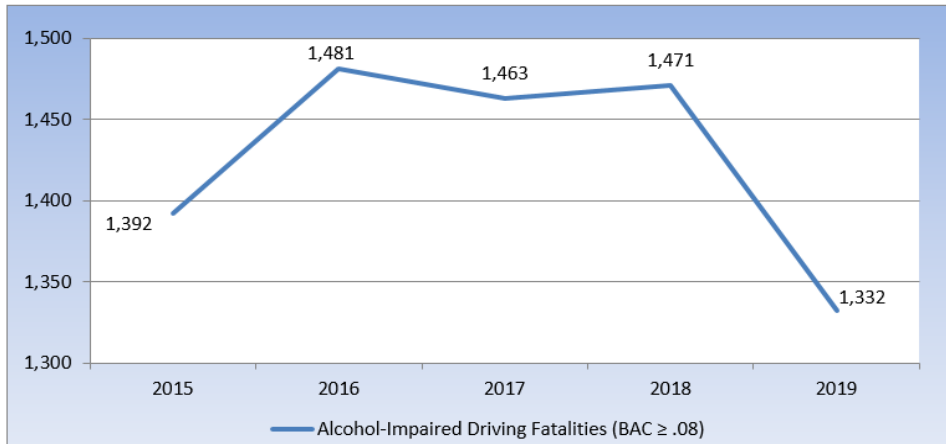
As shown in Figure 2, there were 1,332 alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater in 2019 in Texas. Current FARS data suggests that alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater are trending downward.

However, impairment has been shown at BACs lower than 0.08 g/dL and drug-impaired driving is increasingly becoming a factor in motor vehicle crashes. Texas must continue to seek innovative solutions that reduce all impaired driving fatalities and injuries.



¹ Uniform Procedures for State Highway Safety Grant Programs, 23 C.F.R. § 1200.23 (2020).

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

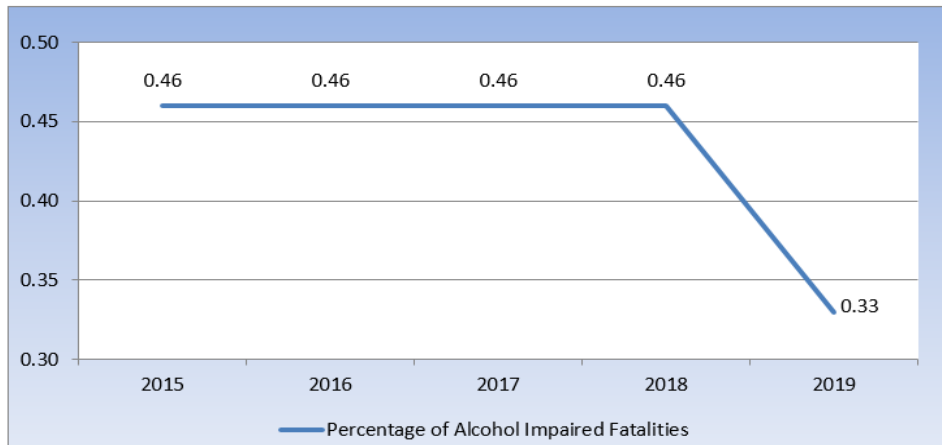


Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

Figure 2. Texas Alcohol-Impaired Driving Fatalities, BAC 0.08+, 2015-2019

Figure 3 illustrates the percent of alcohol-impaired driving fatalities from 2015-2019. In 2019, alcohol-impaired driving fatalities represented 33% of the State’s motor vehicle fatalities, which is among the highest percentage in the nation.

State of Texas: Percent of Alcohol-Impaired Fatalities



Source: Fatality Analysis Reporting System (FARS May 28th, 2021)

Figure 3. Percent of Alcohol-Impaired Driving Fatalities in Texas, 2015-2019

Alcohol-impaired driving crashes where a driver had a BAC of 0.08 g/dL or more are only part of the impaired driving problem: impairment has been shown at BACs lower than 0.08 g/dL and drug-impaired driving is increasingly becoming a factor in motor vehicle crashes. Texas must continue to seek innovative solutions that reduce all impaired driving fatalities and injuries.

PLAN STRUCTURE

The subsequent sections of the Plan adhere to the components a state's impaired driving program should include and meet, as recommended by NHTSA's *Uniform Guidelines for State Highway Safety Programs – No. 8*. The Plan's components are:

- Program Management and Strategic Planning
- Prevention
- Criminal Justice System (including Laws, Enforcement, Publicizing High Visibility Enforcement, Prosecution, Adjudication, Administrative Sanctions and Driver Licensing Programs)
- Communication Program
- Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
- Program Evaluation and Data



Additionally, recommendations from the last Impaired Driving Program Technical Assessment can be found at the end of each respective section of the Plan. The last Program Assessment was held in 2015. Texas was scheduled to participate in another Program Assessment in August 2020. It was rescheduled for 2021, however, due to the continued impact of the COVID-19 pandemic, the Program Assessment has been postponed to FY 2022.

Since 2015, the TxIDTF has reviewed the Assessment recommendations to prioritize implementation and track progress. The TxIDTF has assigned an “implementation status” and provided context concerning how each recommendation is being further pursued or reasons for inactivity. The TxIDTF has developed and used the following statuses:

- **Ongoing** – The TxIDTF or via a member organization is actively planning or working to complete the recommendation. If a recommendation has been achieved but requires any level of maintenance, it has been designated ongoing, as opposed to complete.
- **Complete** – The TxIDTF or via a member organization has achieved the recommendation and no level of maintenance is required.
- **Not Currently Being Addressed** – The TxIDTF has either completed actions that resulted in no forward progress, or it is not currently pursuing action.
- **Requires Legislative Action** – The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level. Recommendations designated with this status are beyond the scope of the TxIDTF, or require additional laws be passed or a different interpretation of current laws. The TxIDTF views its role as an educator of objective impaired driving safety issues. The TxIDTF works to ensure that those stakeholders who can engage in legislative activity have data-driven, evidence-based information to base their decisions.

Jurisdictional Condition – The TxIDTF or via a member organization educates and informs impaired driving safety stakeholders, including judges and prosecutors. Regular trainings with judges and prosecutors take place throughout the State so that they better understand current impaired driving laws and processes; however, the TxIDTF recognizes how imperative judicial and prosecutorial discretion are.

I. PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Task Forces or Commissions

The TxIDTF is a partnership of impaired driving safety stakeholders from across the State who are committed to eliminating deaths and injuries caused by impaired driving. The TxIDTF is used as a forum for strategic planning and coordination of programs and projects that target impaired driving.

Authority and Basis for Operation

The TxIDTF is funded through a TxDOT Behavioral Traffic Safety Grant that is administered by the Texas A&M Transportation Institute (TTI).

Mission

The mission of the TxIDTF is to eliminate injury and death caused by impaired driving in Texas.

Charter

The TxIDTF has existed in some capacity for 16 years, operating mostly under an informal set of policies and procedures. As the TxIDTF has evolved, it became necessary to develop a formal charter that clearly communicated expectations and responsibilities. In February 2018, the TxIDTF voted to approve a formal charter which is linked below. Unless otherwise noted, all subsequent TxIDTF documents can be found online at www.texasimpaireddrivingtaskforce.org.

- [Texas Impaired Driving Task Force Charter – Revised 2018](#)

Membership

The TxIDTF has evolved into a multifaceted representation of individuals and organizations. Currently, the TxIDTF consists of 44 members, representing:

- State Highway Safety Office (SHSO)
- Breath Alcohol and Toxicology
- Communication
- Data and Traffic Records
- Driver Licensing
- Education
- Enforcement
- Ignition Interlock Programs
- Judiciary
- Prosecution
- Research
- Treatment

The TxIDTF continually assesses weaknesses and gaps in membership expertise. If an area of the impaired driving safety problem is not reflected through current membership, then the TxIDTF has reached out to leaders in the community with an invitation to join. The TxIDTF membership is comprised of knowledgeable impaired driving safety stakeholders and subject matter. The TxIDTF membership meets the requirements of the FAST Act and includes all appropriate stakeholders. Members voluntarily serve on the TxIDTF and can do so for as long as they are capable. The link below contains the names, titles, and organizations of all TxIDTF members.

- [Texas Impaired Driving Task Force Membership - FY 2021](#)



Meetings

Due to its large membership and the State’s geography, the TxIDTF meets in person biannually. However, due to the impact of COVID-19 the TxIDTF met virtually in October 2020 and February 2021. Email correspondence and subcommittee meetings, as necessary, supplement the in-person and virtual meetings. In the past 12 months, the TxIDTF met on the following dates and the meeting notes are linked below.

- [Meeting Minutes February 25, 2021](#)
- [Meeting Minutes October 8, 2020](#)

Subcommittees

The TxIDTF is supported by five subcommittees: Awards Selection, Education, Legislative, Research, and Drug Impaired Driving. Each subcommittee has arisen out of a need identified. Subcommittees drill down into specific areas that time does not afford during in-person meetings. Subcommittees can include representatives from any relevant organization that has an interest or knowledge in the impaired driving issue; however, the subcommittee chairman or co-chairmen must be a member of the TxIDTF. Each subcommittee meets as often as is needed via webinar and email correspondence.

As new areas for support are identified and goals are achieved, subcommittees will convene or disband. Below is a brief description of subcommittee work, as well as meeting dates and notes. Due to the timing of the Plan’s submission, some meeting notes included may be from a previous fiscal year.

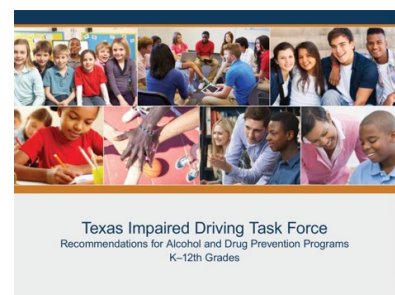
Awards Selection

To recognize the efforts of individuals and organizations who are positively impacting impaired driving in Texas and to encourage others to do the same, the TxIDTF established the Awards Selection Subcommittee. The Subcommittee calls for nominations of individuals and organizations who are going “above and beyond” normal duties to truly affect impaired driving change. In FY 2021, the Subcommittee reviewed a competitive pool of nominations and selected two candidates to bring forward to the TxIDTF for a blind vote. The vote was to select one candidate as the *Texas Impaired Driving Safety Champion* and name the other candidate as *Texas Impaired Driving Difference Maker*. The award recipients were recognized and honored at the 2021 Virtual Texas Impaired Driving Forum. Below is a press release about the award recipients and subcommittee meeting minutes.

- [2021 Award Recipient Press Release – February 24, 2021](#)
- [Awards Subcommittee Meeting – October 2, 2020](#)

Education

One of the recommendations from the State’s 2015 Impaired Driving Program Technical Assessment was to “coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs.” Since then, the Subcommittee has worked to compile a reference book that provides a program snapshot of evidence-based alcohol and drug prevention programs available for implementation in schools. The Subcommittee chose to include Texas Essential Knowledge and Skills (TEKS) which are State standards for what students should know and be able to do, as well as promising TxDOT-sponsored programs that were not necessarily evidence-based.



The reference book has been distributed at numerous educational trainings and conferences, including an Education Service Center – Region 6’s Superintendent’s meeting. In FY 2021, the Subcommittee has been working to update the reference book and keep information current. The Subcommittee released an updated

version in August 2020 and expects to release another updated copy in the fall of 2021. Below is the most recent version of the reference book and subcommittee meeting minutes.

- [Recommendations for Alcohol and Drug Prevention Programs K-12th Grades – Updated August 2020](#)
- [Education Subcommittee Meeting – April 29, 2021](#)

Legislative

The Subcommittee is comprised of current and retired members of the judiciary and prosecution, advocates, and others with a strong working knowledge of State Legislature operations. The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level however, some member organizations are able to engage in lobbying activities as a part of work with their individual organizations. Because of these parameters, the TxIDTF views its role as an educator and informer of objective impaired driving, transportation safety, and public health data and information.

The purpose of the Legislative Subcommittee is to educate and inform members of the TxIDTF about legislation that has the potential to affect impaired driving in the State. The Subcommittee continuously tracks the status of and provides summaries for proposed impaired driving bills while the Legislature is in session. For any bills that are approved and become law, the Subcommittee provides further detail about anticipated outcomes and consequences.

The Legislative Subcommittee meets in the same years when the State Legislature is in session. The 87th Texas Legislature is currently underway, and the Subcommittee continues tracking House and Senate bills that may have an impact on traffic safety. Below are the subcommittee meeting minutes.

- [Legislative Subcommittee Meeting Notes – December 1, 2020](#)
- [Legislative Subcommittee Meeting Notes – May 7, 2021](#)

Research

In FY 2020, the TxIDTF established the Research Subcommittee with the purpose of reviewing research literature on impairment and driving. The Subcommittee’s goal is to inform TxIDTF members about relevant impaired driving literature so they may stay abreast of current evidence-based findings. Having a more thorough understanding of the current literature can facilitate informed decisions regarding future and current programming by the state. This year, the Subcommittee’s goal is to review and develop summaries for at least two scientific articles. Below are subcommittee meeting minutes.

- [Research Subcommittee Meeting Notes – October 14, 2020](#)

Website

The TxIDTF online footprint has the potential to reach and educate a broader audience than traditional outreach methods. A broader audience is inclusive of regional traffic safety and public health coalitions as well as coalitions and task forces that exist in other states. The TxIDTF established two social media accounts (i.e., Facebook and Twitter) in FY 2019 to further engage and educate audiences about the impaired driving problem in Texas. During this time, it became apparent that the existing website would benefit from redirection. The Website Subcommittee was established to provide guidance on existing and new content, resource organization, and website functionality. Revisions were made to the website and a social media management plan was agreed to. The Website Subcommittee was then disbanded in September 2020.

Drug Impaired Driving

An area identified by the TxIDTF membership that is causing significant challenges to traffic safety is drug impaired driving. Marijuana legalization continues to gain momentum across the country and Texas has seen multiple bills introduced in the 87th Texas Legislative Session. Additionally, the Coronavirus pandemic has

caused an increase in substance use as people seek ways to cope with isolation, stress, and anxiety. While we have a thorough understanding of how alcohol impairs driving, much is yet to be learned about how drug impairment and polysubstance use adversely impacts the driving task. As a step to address this gap, the TxIDTF formed a Drug Impaired Driving Subcommittee at the meeting in February. The subcommittee convened on April 5, 2021 and the meeting minutes are linked below.

- [Drug Impaired Driving Subcommittee – April 5, 2021](#)

Strategic Planning

Impacting decision-making is a key part of improving the impaired driving challenge and overall driver and traffic safety. Incorporating elements of engineering, education, enforcement, and evaluation is imperative to further achieve and progress reductions in impaired driving injuries and deaths.



The most recent strategic planning session for TxDOT Traffic Safety Division – Behavioral Traffic Safety Section (TRF-BTS) addressed FY 2017-2022. In cooperation with local, state, federal, and other public and private safety sector stakeholders, the State has developed a comprehensive Texas Strategic Highway Safety Plan (SHSP), which is available online at <https://www.texasshsp.com/>.

The Texas SHSP is a coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads through seven emphasis areas; impaired driving is considered an emphasis area. Numerous members of the TxIDTF serve on the Impaired Driving Emphasis Area Team and contributed to the SHSP’s development. 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.

Table 1. lists the SHSP strategies and countermeasures for which action plans were developed. The TxIDTF is in the process of reviewing the strategies, countermeasures, and action plans developed as part of the Texas SHSP. This review process will allow the TxIDTF to identify overlapping initiatives and how best action plans can be transitioned into implementation. However, further progress has not been achieved due to continued focus on subcommittee work and Program Assessment recommendation implementation.

Table 1. SHSP Strategies and Countermeasures, Impaired Driving

Strategy 1: Use data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code violation history at these locations to determine any correlation with alcohol-related crashes	
Data Analysis	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community, and Texas Alcoholic Beverage Commission licensing data
Strategy 2: Increase education for all road users on the impact of impaired driving and its prevention	
Impact of Impairment	Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate)

Strategy 3: Increase officer contacts with impaired drivers through regular traffic enforcement	
Traffic Enforcement	Educate the police, community leaders, the public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired driving crashes. Identify trends in driving under the influence (DUI) arrests, and compare the data to trends in citations and crashes for use in education
Data-Driven Approach	Use a data-driven approach to optimize areas and times for enforcement
Law Enforcement Training	Identify training gaps for police on locations with a high probability for alcohol and drug use that lead to impaired driving (e.g., breaking up/preventing underage-drinking parties)
Sobriety Checkpoints	Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired-driving penalties; document practices, short- and long-term results, and acceptance of checkpoints across the nation; develop a report on the survey results and impaired-driving countermeasure effectiveness; and share the reports with lawmakers and the public
Strategy 4: Improve mobility options for impaired road users	
Public Education	Educate the public and community leaders on methods for identifying mobility options at the community level in both urban and rural areas
Trip Planning	Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies
Strategy 5: Increase data, training, and resources for prosecutors and officers in the area of drugged driving	
Standardized Field Sobriety Testing, Drug Recognition Expert Training, and Roadside Drug Testing	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training. Continue to monitor the development of roadside drug testing instruments, and as appropriate, investigate deploying them into the field as an additional tool to detect impaired driving. Continue and increase SFST trainings Continue and increase ARIDE trainings Continue and increase DRE trainings, DRE recertification, and DRE Instructors
Resources – DUI Identification	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes Improve robustness of data related to possible drug impairment on crash reports Use supplemental crash reports to add missing drug impairment data to crash reports Analyze policies and possible legislation advancing decriminalization and legalization of marijuana Optimize resources available in the gathering and processing of evidence related to drug-impaired driving Assess law enforcement resources (number of DREs, ARIDE Officers, etc.) and Resources for Prosecutors in Drug-Elevated Crash Counties Use the SFST, ARIDE, and DRE Tracking System to identify common factors associated with impaired driving Determine whether drug testing equipment is accessible and robust enough to quantify blood drug results

Program Management

The State Highway Safety Office (SHSO) is managed by the TxDOT TRF-BTS. The program staff is located at the headquarters in Austin and in all 25 TxDOT districts. The TxDOT TRF-BTS develops traffic safety initiatives aimed at reducing fatalities and serious injuries from motor vehicle crashes. Specifically, the TxDOT Alcohol and Other Drug Countermeasures Program area supports the development and implementation of programs aimed at reducing fatalities and injuries involving impaired driving.

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with individuals and organizations affiliated and not affiliated with the TxDOT Program. This network addresses the goals and strategies associated with the Program, as well as provides expert resources for the Program in an ad hoc capacity. This network is strengthened and reinforced by the TxIDTF, which works with TxDOT to create a multifaceted, cohesive impaired driving program, as opposed to a group of disjointed projects and organizations.

Resources

In FY 2021, TxDOT awarded 397 traffic safety grants to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. Of these, 77 Alcohol and Other Drugs Countermeasures projects were awarded. Below is a link to the project list.

- [TxDOT Alcohol and Other Drug Countermeasures Program Area - FY 2021](#)

Funded projects are based on thorough problem identification that utilize State and federal crash data, as well as other data related to geographic and demographic aspects of traffic safety and driver behavior. Table 2. provides a fiscal summary for FY 2019 - 2021.

Table 2. TxDOT Alcohol and Other Drug Countermeasures Program Area Funding

	FY 2020 Awarded	FY 2021 Awarded	FY 2022 Planned
Federal Funds	\$13,807,575.01	\$14,784,697.79	\$15,152,407.35
State Match	\$0.00	\$300,000.00	\$300,000.00
Local Match	\$25,755,278.16	\$8,219,354.43	\$8,344,387.51
Program Income	\$12,000.00	\$12,000.00	\$8,000.00
Total	\$39,574,853.17	\$23,316,052.22	\$23,804,794.86

Data and Records

The primary source of data used for traffic safety programs originates from reportable information collected by law enforcement officers (via Form CR-3) at a crash site. Officers input the crash information into a statewide crash database, known as CRIS (which stands for Crash Records Information System). Reportable motor vehicle crashes are crashes involving a motor vehicle in transport that occur or originate on a traffic way, result in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.



Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete data. This ranges from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed at identifying and quantifying targeted local and statewide traffic safety problems. Because of minor differences in coding rules and data certification, FARS data reported at the national level are not always in sync with CRIS data.

CRIS data are combined with other data sources including the U.S. Census, FARS, and other localized databases to ensure that the State’s impaired driving program is fully supported with data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, emergency response, and evaluation activities throughout the State.

This part of the impaired driving program also satisfies the need for integration with the Traffic Records Coordinating Committee (TRCC). The TRCC is comprised of designees from TxDOT, TTI, Department of State Health Services (DSHS), Texas Department of Public Safety (TxDPS), and Office of the Court Administration (OCA), many of whom are also members of the TxIDTF.

Communication Program

Further discussion of the State’s communication program is on page 36.

Recommendations from the 2015 Impaired Driving Technical Assessment

A. State and Tribal DWI Task Forces and Commissions

Priority Recommendation: Create and convene a Governor’s Executive Committee of the Impaired Driving Task Force chaired by a Texas 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 Safety Division’s Behavioral Traffic Safety Section

Status: Not Currently Being Addressed

Background: The TxIDTF developed and submitted letters of support for the creation of the Governor’s Executive Committee on Impaired Driving. The letters were submitted to the Texas Transportation Commission (TTC) in February 2016 and November 2018.

The TTC created the Texas Traffic Safety Task Force, which developed a plan to reduce serious injuries and deaths on Texas roadways called *Solutions for Saving Lives on Texas Roads* report (below). Among identified solutions, the Task Force identified the need to create an Impaired Driving Task Force comprised of the highest government officials. There is no forward motion for the creation of the executive committee at this time.

- [Solutions for Saving Lives on Texas Roads](#)

B. Strategic Planning

Recommendation: 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

Status: Not Currently Being Addressed

Background: TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2020. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.



C. Program Management

Recommendation: Conduct a study to determine the Texas Highway Safety Office’s needs for better and more accurate impaired driving data

Status: Not Currently Being Addressed

Background: A call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, TxDOT subgrantees are performing annual statewide impaired driving crash analyses that pertain to the State’s need for identifying impaired driving data. TxDOT is also conducting various analyses of impaired driving data.

D. Resources

Recommendation: Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner

Status: Ongoing

Background: This activity is performed at the State level by TxDOT. The TxIDTF does not participate at this level unless directed to do so by TxDOT. This does not preclude an independent investigation of resources and effectiveness as part of a larger project-related effort.

Recommendation: Establish private/public partnerships to increase funding for the impaired driving program

Status: Ongoing

Background: Partnerships between the public and private sector continue to grow. AAA Texas began providing funding to train local law enforcement to become DREs by donating money to pay for instructional materials, food, lodging, and time off so officers can be trained to recognize impaired driving. Mothers Against Drunk Driving (MADD) has been facilitating Travis/Williamson County DWI Roundtables which are designed to initiate ongoing communication and collaboration among DWI stakeholders. MADD has also been hosting the Power of Youth Program which provides presentations for ages 12-20. The program includes participation from collaborating agencies such as Teens in the Driver Seat, AAA Texas, Travis County Underage Drinking Prevention Program (TCUDPP), and Cenikor.

Recommendation: 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

Status: Requires Legislative Action

Background: The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level. However, some members are able to engage in lobbying activities as a part of the work of their individual organizations.

II. PREVENTION

NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a diverse and culturally responsive set of approaches including public health, advocacy, communication campaigns, alcohol service restrictions, employer programs, safe community initiatives, driver education, and educational outreach. These prevention approaches are achieved through local, state, and national partnerships that utilize evidence-based strategies and best practices.

Promotion of Responsible Alcohol Service

The TxIDTF works with other local and state organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, alcohol service to minors, and over service. Education is

promoted and provided by the TxIDTF, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization 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 underage and over service laws, and prevention strategies. TABC-approved seller server schools trained over 391,000 people in FY 2020 and 210,414 people September through March of FY 2021. 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. 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 questions, so those involved leave with a better understanding of possible problem areas and solutions. The goal of the REAP is to help all alcoholic beverage retailers promote responsible alcoholic beverage sales and service.

Promotion of Risk-Based Enforcement



TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business practices that could lead to serious violations. This process includes looking for 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.

Promotion of 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 the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes and no new violations are observed, retailers will progress downward through the priority tiers with inspections

becoming less frequent at each tiered level. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when 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 a result of training initiatives, some 8,400 retail managers and employees were trained on illegal sales recognition and prevention "best practices" techniques.

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 Campaign, Christmas/New Year Holiday Campaign, Labor Day Campaign, College and Young Adult Campaign, Spring Holidays Campaign, and Faces of Drunk Driving Campaign.

Additionally, TTI's university peer-to-peer programs such as U in the Driver Seat Program (UDS) and its associated Designated Unimpaired Driver Extraordinaire (D.U.D.E.) outreach messaging platform promote transportation alternatives.

Reducing Underage Access to Alcohol in Social Settings

Social hosts are individuals who provide a setting, whether a home or private property, where underage drinking occurs. 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 communities – especially police, fire, and emergency services.

Organizations such as Texans for Safe and Drug-Free Youth (TxSDY, formerly known as Texans Standing Tall) trains and works with coalitions across the State to educate communities on the dangers of underage drinking parties and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors as well as the importance of youth abstention until 21 to reduce the likelihood of alcohol addiction.



TxSDY also trains law enforcement on controlled party dispersal, so law enforcement can respond to parties and ensure the safety of the youth attendees and the surrounding community. And, where social host ordinances have been passed, TxSDY provides support to law enforcement and communities to develop standard operating procedures for enforcing those laws. Similarly, the Texas Municipal Courts Education Center (TMCEC) offers judicial education on topics related to social hosting.

Conduct of Community-Based Programs

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Driver Education Programs – Public and Private
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools – Public and Private (inclusive of K-12 and Institutions of Higher Education)
- 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, school staff and support personnel, and employers and employees to change social norms by reducing alcohol misuse and abuse and impaired driving.



Texas driver education schools licensed or certified by the Texas Department of Licensing and Regulation (TDLR) provide Texas' young drivers alcohol awareness instruction. This early education is designed to prevent young drivers from getting behind the wheel while impaired.

In addition, Texas provides a variety of programs to address impaired driving needs in schools at the grassroots level. For example, TTI has 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. The program has reached over 750 high schools in Texas.

Similarly, the National Safety Council (NSC) Alive at 25 Program has been incorporated into some municipal courts, and teens may be required to participate in the program. Alive at 25 has also been utilized with employers that employ those under 25 years in age as well as in the employer arena for employees who have teens.

AAA Texas conducts Dare to Prepare teen driver workshops to educate teens on the risks associated with teen driving, including alcohol- and drug-impaired driving.

Finally, the Texas Association Family, Career and Community Leaders of America's Families Acting for Community Traffic Safety (Texas FCCLA FACTS) program puts the brakes on impaired driving and traffic crashes through peer education that encourages friends and family to drive safely and lowers the number one cause of deaths for young people in America.

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.

Employers

Building an on-going traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of workplace 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 Network of Employers for Traffic Safety (NETS) reported that in 2019, employers paid \$8 billion dollars due to alcohol-impaired driving.² Annually, employers pay significantly as a result of lawsuits and fines that may be imposed.

The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, productivity, poor performance, re-hiring and training costs, and potential legal liability. Employers are driven to make changes as a result of exposure to liability, costs and what impacts their bottom line. Impaired driving has a significant impact to the employer – whether it occurs on or off the job. Impaired driving that occurs within someone’s family can also impact the worker, co-workers, and employer. Therefore, employer training, on-going education in a multifaceted approach and messaging, employee assistance programs, and employee health fairs are important opportunities which are used to address driver behavior in the area of impairment. The NSC Our Driving Concern: Texas Employer Traffic Safety and Drug Impairment for Texas Employers programs speak to these issues and more.



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 at the state level for strategic and operational initiatives.

Many of the 25 TxDOT districts support local traffic safety coalitions, which include focusing on impaired driving. The TxIDTF participates in these and other local community coalitions to educate stakeholders about the impaired driving problem and serve as a conduit of information between the State and local stakeholders.

Additionally, TxSDY hosts regional forums and trainings based on initiatives that start at the community level to address impaired driving. Also, TxSDY assessed community coalitions and has built [an online, searchable tool](#) that allows organizations to connect with coalitions in order to identify areas of potential collaboration. This provides organizations opportunities to leverage efforts and resources to reduce underage alcohol use and impaired driving.

² Network of Employers for Traffic Safety. “Cost of Motor Vehicle Crashes to Employers – 2019.” <https://trafficsafety.org/road-safety-resources/public-resources/cost-of-motor-vehicle-crashes-to-employers-2019>

Recommendations from the 2015 Impaired Driving Technical Assessment

A. Responsible Alcohol Service

Priority Recommendation: Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment

Status: Requires Legislative Action

Background: While use of fees to support project self-sufficiency is a priority, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a percentage of the price of the alcohol but rather by the gallon. The “dime a drink” idiom is used to simplify the discussion of the strategy. There is no discussion of changing the methodology of the tax but to raise the tax per gallon.



In 2015, TxSDY developed a report on the Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” In 2016, TxSDY commissioned Baseline & Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results showed that 65% of registered voters support increasing the alcohol excise tax to improve public health and safety.

Recommendation: Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns

Status: Ongoing

Background: TxDOT and the TxIDTF address underage drinking enforcement through different projects that utilize alcohol retail stings, media campaigns, and high visibility enforcement projects.

Recommendation: Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests

Status: Requires Legislative Action

Background: TABC regulates this issue which allows the State or a 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 establishments that over sell or overserve.

TxSDY provides education to local communities on how to address social access and social hosting through local, civil social host ordinances. In addition, TxSDY trains law enforcement on controlled party dispersal techniques to ensure the safety of the youth attendees and the surrounding community. Research indicates local civil social host ordinances are a more effective means to address youth social access to alcohol and underage drinking parties, and several cities in Texas have adopted such ordinances. In addition, TMCEC offers judicial education on topics related to social hosting.

B. Community Based Programs

1. Schools

Recommendation: Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula

Status: Ongoing

Background: The TxIDTF provides a variety of impaired driving information and educational programs at secondary schools statewide. Much of this effort is led by the Texas Education Agency (TEA) and TDLR through TxDOT-sponsored and other non-sponsored projects, such as Teens-in-the-Driver Seat®, UDS, ESC-Region 6, TCUDPP, Watch UR BAC, TABC, AAA Texas, and the Texas FCCLA FACTS and Driver Education Schools.

Recommendation: Coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs

Status: Ongoing

Background: The TxIDTF Education Subcommittee developed and distributed a “reference book” of evidence-based alcohol and/or drug awareness programs and TxDOT-sponsored programs that can be implemented in schools. As part of the development of the reference book, the Education Subcommittee identified and aligned TEKS to each of the identified programs. TEKS are State standards for what students should know and be able to do, and their inclusion in the reference book will lead to a greater likelihood of schools implementing the identified programs. An updated version is expected to be completed in FY 2021.

2. Employers

Recommendation: Continue and expand the Our Driving Concern: Texas Employer Traffic Safety Program

Status: Ongoing

Background: TxDOT continues to support and fund the NSC Our Driving Concern and Drug Impairment Training for Texas Employers Programs that addresses impaired driving within and outside occupational settings. These programs work with employers and collaborate with statewide organizations and associations who have a membership base comprised of occupational safety leaders, risk and human resource managers, which maximize the reach. The State also supports other TxIDTF members for their effort in educating organizations about impairment as it relates to occupational settings.

3. Community Coalitions and Traffic Safety Partners

Recommendation: 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

Status: Ongoing

Background: In FY 2017 and FY 2018, TxSDY received grants to conduct an assessment of community-based coalitions and their prevention work in Texas. Results demonstrated that coalitions and the traffic safety community could benefit from extra training and support to identify and enhance collaborative opportunities. Assessment results were used to develop an online searchable tool for public use. The tool helps connect individuals and groups so they can collaborate to reduce underage drinking and impaired driving in Texas. TxSDY also developed a report of the assessment findings with recommendations to increase collaboration between coalitions and the traffic safety community. In FY 2019, TxSDY received funding to act upon the assessment results and hosted successful Regional Forums and follow-up training that resulted in increased collaboration and implementation of evidence-based prevention strategies to prevent underage alcohol use and impaired driving efforts. In FY 2020, TxSDY did not receive funding to continue the program activities and has been seeking out other funding sources to continue the efforts.



4. Transportation Alternatives

Recommendation: Coordinate highway safety plans and programs with substance abuse prevention plans and programs

Status: Not Currently Being Addressed

Background: The TxIDTF has been unable to identify appropriate individuals or organizations to progress this recommendation. The TxIDTF 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.

Recommendation: Ensure that all designated driver programs stress “no use of alcohol” messages for the designated driver

Status: Ongoing

Background: Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign and tasked with building a year-long integrated marketing and communications effort.

Recommendation: Ensure alternative transportation programs do not encourage or enable excessive drinking

Status: Ongoing

Background: Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign and tasked with building a year-long integrated marketing and communications effort.

Recommendation: Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption

Status: Ongoing

Background: Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign and tasked with building a year-long integrated marketing and communications effort.

III. CRIMINAL JUSTICE SYSTEM

The impaired driving program in Texas must engage all facets of the criminal justice system including law enforcement, prosecution, judiciary, and community supervision correction departments (CSCDs, or probation). The following sections detail how Texas addresses the engagement of the criminal justice system into the State’s impaired driving program.

Laws

According to NHTSA guidelines, each state is expected to enact impaired driving laws that are sound, rigorous, and easy to enforce and administer. These laws should clearly define the offenses, contain provisions that facilitate effective enforcement, and establish effective consequences. Details related to these guidelines and how Texas laws address each are included in Table 3.



The Texas statute information is detailed according to the following:

- Penal Code (PC) – 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 3. NHTSA Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving

NHTSA Recommendations	Texas Statutes and/or Commentary
Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the counter) and treating both offenses similarly;	PC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.” This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything, 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 at the time of testing are subject to a Class A Misdemeanor, 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 a person is < 21 years of age. Can be prosecuted for higher offense of DWI when the BAC is .08 or above, or “intoxication” defined as 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 and 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 (enhances Punishment in DWI cases) PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle (standalone violation).

NHTSA Recommendations	Texas Statutes and/or Commentary
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;	Passive alcohol sensors are not prohibited, but they are not admissible in court. TC 724.012(a) Taking of Specimen An officer may obtain one or more samples of breath and/or blood.
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 724.012(a) Taking of 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.
Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;	TC 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication TC 724 Implied Consent
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,	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

NHTSA Recommendations	Texas Statutes and/or Commentary
immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment;	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 42A.408 Use of Ignition Interlock Devices 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 all probation cases, CCP 42A.257 and 42A.402 mandate 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

Enforcement

Texas law enforcement includes officers from 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 2015 Impaired Driving Technical Assessment was to increase training provided to Texas law enforcement officers in the area driving while intoxicated/driving under the influence (DWI/DUI) 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 DWI, boating while intoxicated (BWI), drugged driving offenses, SFST, 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 (DREs). Opportunities for training in Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Impaired Training for Educational Professionals (DITEP) are also available. Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities. One of the tools the criminal justice system uses is 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.

Additionally, TABC has implemented a program called Target Responsibility for Alcohol Connected Emergencies (TRACE). TRACE is a law enforcement operation that investigates the source of DWIs resulting in serious bodily injury and/or death and other alcohol-related emergencies resulting in serious bodily injury and/or death. All

local law enforcement and first responders may contact TABC for assistance when investigating an alcohol-related incident resulting in serious bodily injury or death, which involves a minor or someone suspected of being sold or served at a TABC-licensed location. To facilitate incident reporting, TABC has established a hotline for emergency responders and law enforcement personnel. Any Texas Emergency Responder or Law Enforcement personnel may use the number to contact TABC regardless of location. Calls will be dispatched to TABC Law Enforcement personnel located throughout the State of Texas. TABC agents will determine where the alcoholic beverages were acquired, purchased, or served.

Publicizing High Visibility Enforcement

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to roll out media campaigns in the form of events, distributed materials, as well as earned and purchased media.

One example of implementing high visibility enforcement are No-Refusal initiatives. No-Refusal is a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement can quickly obtain search warrants from “on call” magistrates 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 Bexar, Fort Bend, Harris, Montgomery, and Tarrant Counties.

No-Refusal initiatives are a good example of how high visibility enforcement is publicized using local and statewide media. Texas conducts analyses of biological (breath and blood) specimens collected as evidence in criminal cases through the TxDPS Laboratory system, the Texas Breath Alcohol Testing program, and other private- or publicly funded laboratories recognized as accredited by the Texas Forensic Science Commission.

Prosecution

Texas has strong support at the state and local level prosecuting DWI and DUI offenders. The Texas District and County Attorneys Association (TDCAA) 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 TxIDTF and is instrumental in integrating representatives from law enforcement through adjudication to improve DWI processing. The TSRP has been a significant champion of No-Refusal initiatives by providing training and technical assistance throughout the State.

At the local level, many prosecutors have joined in implementing integrated approaches to address their jurisdiction’s impaired driving problem. An overwhelming majority of Texas elected prosecutors hold DWI prosecution to be a priority of their offices. Several local prosecutors are members of the TxIDTF and provide a practical perspective related to processing DWI cases through the criminal justice system – many of whom 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. Additionally, TMCEC trains and provides technical assistance to 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 prosecuting DWI cases.

Adjudication

Different types of courts have specific roles in dealing with the impaired driving problem in the State. The TxDOT Alcohol and Other Drug Countermeasures Program has worked to improve communication between each of these courts.



The Texas court system typically becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriates conditions of bond, including mandatory controlled substance testing and/or the installation of an ignition interlock device.

Bond conditions are important in DWI cases because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases, mandated by statute, to order ignition interlock devices and other alternatives as a condition of bond to keep the community safe while the case is being prosecuted.

After a charging instrument is filed with a trial court, that court oversees the disposition of the case. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial. However, the majority of DWI cases will be disposed via plea bargain. Trial courts include specialized treatment courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff with the goal of addressing the root cause of impaired driving: alcohol and other drugs of abuse. Specialty courts can also help address other issues, such as lack of work, family problems, in addition to the potential presence of an addiction.

Other courts, without a specialized treatment approach, may use more traditional approaches to DWI cases, but they are encouraged to enhance the close monitoring of DWI offenders through the use of ignition interlocks and other alcohol monitoring and detection devices.

Each of the different courts has a statewide association that is funded to provide technical assistance and provide education specifically related to impaired driving. These different associations come together once a year to provide education to all courts on issues impacting adjudication of impaired driving cases. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues. The associations also independently provide education on impaired driving to their constituencies.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the TxIDTF have also trained judges in smaller jurisdictions to employ the precepts of treatment protocols from these specialty treatment courts to create hybrid approaches.

The courts that deal with underage alcohol offenses or public intoxication can 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. 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.

Community Supervision

Offenders who have been convicted of an impaired driving offense have three sentencing options: jail time, community supervision (also known as probation), and deferred adjudication with community supervision for some offenders. In most cases, the offender is placed on community supervision for a period of 6-24 months. During this time, the offender will likely be required to:

- Attend a state-approved DWI education course within the first six months of supervision
- Attend a victim impact panel
- Complete community service (no less than 24 hours, no more than 100 hours)
- Complete an alcohol and drug evaluation to determine any substance abuse issues, and/or complete random substance testing (usually urinalysis and/or breathalyzer)
- Install interlock as a condition of bond, probation, occupational driver's license, and deferred adjudication
- Report to a CSCD officer or designated monitoring authority
- Pay any fines, court costs, CSCD fees, and treatment costs ordered

These general community supervision conditions can be amended by the court or prosecution (prior to disposition) to allow for the unique needs of each offender to be met.



Additionally, post-disposition, the court may amend these conditions at its discretion. The most common addition to the community supervision conditions is the installation of an ignition interlock device in the offender's vehicle. Depending on the case, a court has the discretion to order an ignition interlock as a condition of community supervision. However, there are some situations where an ignition interlock is mandated. Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI.

Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed the last legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

HB 2048 repealed Chapter 708, TC. This Chapter created surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. It was collected through driver license suspensions. All existing and owing surcharges were forgiven, and initial estimates revealed over 1,000,000 Texans are now eligible for driver licenses. This takes a huge strain off prosecutors to divert DWI cases. The lost revenue, in part, is replaced by a state fine in DWI cases that applies on "final conviction" which will not include probation or deferred. This makes it much more expensive to take a jail time "time served" plea, and cheaper to take a probation offer. This gives prosecutors an actual incentive to give offenders and courts to use a probation alternative.

In the mid-1980s, deferred adjudication was removed as an alternative on DWI cases. That created several non-judicial collateral consequences to apply to DWI convictions including loss of employment, increased insurance, and public record convictions on background checks. The reason for this prohibition was to prevent masking and the fact that under the laws at that time a deferred adjudication could not be used to enhance a subsequent DWI. Over 10 years ago, Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

HB 3582 now allows deferred adjudication in certain DWI offenses. All deferrals will be eligible to enhance subsequent DWIs. Second offenses, cases with a BAC over .15, and most importantly, drivers with commercial driver's license (CDLs) will not be eligible. The deferred will require interlock but will remove all non-judicial collateral consequences.

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 an alcohol-free breath sample 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 if the offender is a subsequent offender, the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if the offender receives deferred adjudication, probation, had a 0.15+ BAC, or it is a subsequent impaired driving offense for the offender.

For offenders placed on community supervision for DWI with a child passenger (after September 1, 2019), intoxication assault or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. Effective September 1, 2015, an offender can operate a vehicle during a period of suspension if the offender installs an ignition interlock on all vehicles owned or operated by the offender. The ignition interlock must remain on all vehicles owned or operated by the offender until the suspension period is over. However, first offenders with a BAC of 0.15 g/dL or more, or who are under the age of 21 at the time of arrest must be ordered an ignition interlock when placed on probation.

Typically, an offender who is ordered an ignition interlock will be required to have the device installed within 30 days of judgment, or if ordered as condition of bond, an offender must keep the device on until the case has been adjudicated. Offenders are usually required to keep the device installed for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement. TTI, TMCEC, TCJ, Texas Justice Court Training Center (TJCTC), and Texas Association of Counties (TAC) 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 to prevent 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 that authorizes law enforcement to confiscate the driver's license of an individual arrested on suspicion of DWI/DUI and who either refuses to submit to a chemical test (breath or blood) or whose test results indicate a BAC above the per se limit of 0.08 g/dL. Drivers are given a notice of suspension that allows them to drive temporarily, and during such time the suspension may be challenged through an administrative hearing. If the suspension is either not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work. Table 4. lists the ALR sanctions for adults and Table 5. lists the ALR sanctions for minors.

In addition to these administrative initiatives, Texas is working with prosecution, judiciary, and community supervision professionals to maximize the use of ignition interlock devices to reduce recidivism associated with impaired driving.

Table 4. ALR Sanctions for Adults

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First Offense
Provided a specimen with an alcohol concentration of 0.08 or greater, following an arrest DWI/BWI	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

Table 5. ALR Sanctions for Minors

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First Offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount), following an arrest DWI/BWI or was not requested to provide a specimen following an arrest for an offense	60 days	First Offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

Recommendations from the 2015 Impaired Driving Technical Assessment

A. Laws

Priority Recommendation: Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety checkpoints

Status: Requires Legislative Action

Background: Bills related to sobriety checkpoints have been introduced to the legislature during the many recent 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. In FY 2021, TxDOT provided grant funding for No-Refusal programs in Bexar, Fort Bend, Harris, Montgomery, and Tarrant Counties.

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 can quickly obtain search warrants from “on call” magistrates 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.

Recommendation: 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

Status: Requires Legislative Action

Background: At present, sobriety checkpoints are not supported in Texas and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.

Priority Recommendation: Codify driving while intoxicated 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

Status: Ongoing

Background: Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed the last legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

HB 2048 repealed Chapter 708, TC. This Chapter created surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. It was collected through driver license suspensions. All existing and owing surcharges were forgiven, and initial estimates revealed over 1,000,000 Texans are now eligible for driver licenses. This takes a huge strain off prosecutors to divert DWI cases. The lost revenue, in part, is replaced by a state fine in DWI cases that applies on “final conviction” which will not include probation or deferred. This makes it much more expensive to take a jail time “time served” plea, and cheaper to take a probation offer. This provides prosecutors an actual incentive to give offenders and courts to use a probation alternative.

In the mid 1980’s deferred adjudication was removed as an alternative on DWI cases. That created several non-judicial collateral consequences apply to DWI convictions including loss of employment, increased insurance, public record convictions on background checks etc. The reason for this prohibition was to prevent masking and the fact under the laws at that time a deferred adjudication could not be used to enhance a subsequent DWI. Over 10 years ago Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

HB 3582 now allows deferred adjudication in certain DWI offenses. All deferrals will be eligible to enhance later DWIs. Second offenses, cases with BAC over .15, and most importantly drivers, with commercial driver licenses (CDLs) will not be eligible. The deferred will require interlock but will remove all non-judicial collateral consequences.

This legislative change creates a codified standardized judicially monitored alternative to prosecutor diversions. It should greatly reduce the stresses on prosecutors to use diversions. It should solve most of the issues identified in this action item. It also may take some time to measure its impact and may need to be readdressed as that data comes in.

Priority Recommendation: 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

Status: Requires Legislative Action

Background: TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2020. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

B. Enforcement

Recommendation: Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time

Status: Ongoing

Background: As part of the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) expansion, the program will continue to focus on the report writing process. LEADRS now features electronic signing for warrants. Officers using LEADRS have reported over a 50% reduction in processing time. Processing DWI paperwork with LEADRS typically takes an officer 60-90 minutes. LEADRS can be accessed from any computer, tablet, etc. with internet and offers free 24-hour technical support.

Recommendation: Enact a statute that allows well-planned and fairly executed sobriety checkpoints

Status: Requires Legislative Action

Background: Bills related to sobriety checkpoints have been introduced to the legislature during many of 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. In FY 2021, TxDOT provided grant funding for No-Refusal programs in Bexar, Fort Bend, Harris, Montgomery, and Tarrant Counties.

Recommendation: Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers

Status: Ongoing

Background: The statewide effort for SFST update training is continued through several TxDOT-sponsored grants. In FY 2021, the Texas Municipal Police Association – SFST, and the Texas DPS Troopers Foundation provided this training.

Recommendation: Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations

Status: Ongoing

Background: DREs are incorporated into mobilizations, No-Refusal enforcement activities, and fatal crash investigations (when available).

Recommendation: Increase the use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities

Status: Ongoing

Background: TxDOT sponsors many selective traffic enforcement programs (STEP) that address impaired driving. TABC is currently not one of the agencies that participate in STEP activities as a subgrantee. However, TxDOT and TABC have been working together to address communities that receive STEP funding, enabling TABC to use the information for coordinating their operations. TABC has been able to provide assistance by tracing the source of the alcohol, in licensed premises investigations, when serious injury crashes are investigated as part of a local police STEP grant. TABC has also increased the number of undercover operations that are funded through TxDOT grants (which include minor compliance checks and over-service operations).

TABC will continue its Target Responsibility for Alcohol Connected Emergencies (TRACE) program. TRACE allows local and state law enforcement to notify TABC when there is a DUI crash, resulting in serious injury or death, that has a TABC licensed-business connection. The TRACE hotline, monitored 24/7 through a cooperative agreement with the Texas Parks and Wildlife Department, allows police to contact TABC immediately after an incident. The nearest TABC investigator can then begin an investigation to determine whether the business violated AB laws. TABC will use funding for overtime, allowing agents to continue conducting TRACE investigations.

Recommendation: Continue regular Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the SFST and Introduction to Drugs that Impair Driving

Status: Ongoing

Background: The statewide effort for ARIDE is provided through a TxDOT grant administered by SHSU. ARIDE is intended to bridge the gap between the SFST and DECP/DRE programs by providing officers with general knowledge related to drug impairment and by promoting the use of DREs in states that have a DEC Program. The ARIDE course can be used as an SFST update. This course is designed to build on the SFST practitioner course. In order for the participant to effectively utilize the information presented in this course, NHTSA has set a prerequisite of SFST proficiency. The participant will receive a short review and update. All participants are required to pass an SFST proficiency evaluation. Failure to successfully complete the SFST proficiency evaluation will result in dismissal from class. ARIDE training is available for those law enforcement agencies that wish to teach ARIDE in-house. This gives law enforcement agencies the ability to conduct the training with qualified instructors as long as they follow the policies laid forth by the State DRE Coordinator

Priority Recommendation: Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide

Status: Ongoing

Background: In addition to DRE training classes, the statewide effort for ARIDE and SFST update training is provided through TxDOT grants.

Priority Recommendation: Expand statewide partners for DRE training through regional training teams

Status: Ongoing

Background: SHSU continues to expand the DRE program and its partnership with other criminal justice constituents. Although not a formal role, SHSU has used “DRE regional coordinators” who represent certain regions and assist in the delivery and coordination of information.

Recommendation: Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing

Status: Ongoing

Background: The DECP State Coordinator currently works with TxDPS Crime Lab and DRE Agency Coordinators to remind all the DREs to submit face sheets.

Recommendation: 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

Status: Ongoing

Background: Training and seminars are being conducted through TxDOT at the local district and statewide levels. Through TxDOT-sponsored grants, TCJ, TDCAA, TJCTC, and TMCEC provide training for prosecutors and members of the judiciary. Prosecutors are encouraged and invited to attend the SFST update, ARIDE, and DRE courses.

Recommendation: Enact a statute establishing per se levels for controlled substances

Status: Requires Legislative Action

Background: The TxIDTF has discussed the benefits and drawbacks of establishing per se levels for controlled substances. Colorado, which has established per se levels for controlled substances, has advised other states against doing so. This is due to the inability to tie a per se level to a specific level of impairment. Colorado has advised other states to pursue focusing on demonstrating driver impairment through increased law enforcement and prosecutor training, such as ARIDE and DRE. The DWI Prosecutor Task Force has considered and opposes establishing per se levels for controlled substances for both scientific and legal reasons.

Recommendation: Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute

Status: Ongoing

Background: In FY 2020, TTI received a grant to provide training to law enforcement and other stakeholders on ignition interlock devices and related statutes. For law enforcement officers, the training focuses on when an ignition interlock is required, how to recognize a driver's license with an ignition interlock requirement, and how to determine roadside if the device is functioning properly.

C. Prosecution

Recommendation: 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

Status: Ongoing

Background: While this program has had reduced funding since 2015, TDCAA and TxDOT provide ongoing internal and external assessment regarding 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.

Recommendation: 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

Status: Jurisdictional Condition

Background: This is currently performed on a case-by-case basis by prosecutors who can request more punitive sanctions upon conviction. Prosecutorial discretion should be strongly considered, but it should be recognized that acceptable plea bargains depend upon the culture of the community.

HB 2048 repealed Chapter 708, TC. This Chapter created surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. It was collected through driver license suspensions. All existing and owing surcharges were forgiven, and initial estimates revealed over 1,000,000 Texans are now eligible for driver licenses. This takes a huge strain off prosecutors to divert DWI cases. The lost revenue, in part, is replaced by a state fine in DWI cases that applies on "final conviction" which will not include probation or deferred. This makes it much more expensive to take a jail time "time served" plea, and cheaper to take a probation offer. This gives prosecutors an actual incentive to give offenders and courts to use a probation alternative.

Recommendation: 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

Status: Ongoing

Background: Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed the last legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

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This legislative change creates a codified standardized judicially monitored alternative to prosecutor diversions. It should greatly reduce the stresses on prosecutors to use diversions. It should solve most of the issues identified in this action item. It also may take some time to measure its impact and may need to be readdressed as that data comes in.

Recommendation: Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs

Status: Requires Legislative Action

Background: In Texas, a DWI offender before September 1, 2019 could not receive deferred adjudication for an impaired driving offense. As a result, many prosecutors have developed Pre-Trial Diversion programs. These programs largely function the same way deferred adjudication programs work. 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. Dismissals are typically made 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, varying from county to county. Each program is administered at the discretion of the county prosecutor’s office. The 2019 Texas Legislature passed a bill that would allow deferred adjudication for first time DWI offenses that don’t involve a BAC of .15 or above if the defendant installs an ignition interlock.

Among several other factors, collateral impacts of DWI convictions spur a variety of extra judicial (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequence would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed in the 2019 legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

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Recommendation: Educate law enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized

Status: Not Currently Being Addressed

Background: Bills related to sobriety checkpoints have been introduced to the legislature during the many recent 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. In FY 2021, TxDOT provided grant funding for No-Refusal programs in Bexar, Fort Bend, Harris, Montgomery, and Tarrant Counties.

Recommendation: 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

Status: Requires Legislative Action

Background: To the TxIDTF’s knowledge, there is only one attorney in Texas who is serving in this capacity. Because of the narrow nature of this problem as well as the inability of the TxIDTF to lobby or engage in legislative efforts, this has not been a recommendation the TxIDTF has pursued.

D. Adjudication

Recommendation: 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

Status: Not Currently Being Addressed

Background: The TxIDTF developed and submitted letters of support for the creation of the Governor’s Executive Committee on Impaired Driving. The letters were submitted to the TTC in February 2016 and November 2018.

The TTC created the Texas Traffic Safety Task Force, which developed a plan to reduce serious injuries and deaths on Texas roadways called *Solutions for Saving Lives on Texas Roads* report (linked below). Among identified solutions, the Task Force identified the need to create an Impaired Driving Task Force comprised of the highest government officials. There is no forward motion for the creation of the executive committee at this time.

- [Solutions for Saving Lives on Texas Roads](#)

Recommendation: 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

Status: Ongoing

Background: Many jurisdictions across the state of Texas have established 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. Specialty courts have the option to register with the Office of the Texas Governor – linked below is a list of currently registered specialty courts.

TCJ 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. Additionally, existing specialty courts would benefit from case management software and analytical information that would help the courts manage participants and their records. However, due to costs, very few courts have an efficient record management system.

- [Texas Specialty Courts by County](#)

Recommendation: 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

Status: Jurisdictional Condition

Background: Currently, TxIDTF program partners such as TMCEC, TCJ, TCJTC, TAC, and TDCAA provide education to judges and prosecutors related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.

HB 2048 repealed Chapter 708, TC. This Chapter created surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. It was collected through driver license suspensions. All existing and owing surcharges were forgiven, and initial estimates revealed over 1,000,000 Texans are now eligible for driver licenses. This takes a huge strain off prosecutors to divert DWI cases. The lost revenue, in part, is replaced by a state fine in DWI cases that applies on “final conviction” which will not include probation or deferred. This makes it much more expensive to take a jail time “time served” plea, and cheaper to take a probation offer. This gives prosecutors an actual incentive to give offenders and courts to use a probation alternative.

Recommendation: Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases

Status: Not being addressed

Background: The Take Wheel Program, administered by MADD, no longer participates in providing training for court monitoring and assessment of trial outcomes. Instead, the program focuses on key segments of law enforcement, community stakeholders, and at-risk populations in high impaired driving threat areas.

Recommendation: Enact a driving while intoxicated statute that would enable 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

Status: Complete

Background: HB 2048 repealed Chapter 708, TC. This Chapter created surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. It was collected through driver license suspensions All existing and owing surcharges were forgiven, and initial estimates revealed over 1,000,000 Texans are now eligible for driver licenses. This takes a huge strain off prosecutors to divert DWI cases. The lost revenue, in part, is replaced by a state fine in DWI cases that applies on “final conviction” which will not include probation or deferred. This makes it much more expensive to take a jail time “time served” plea, and cheaper to take a probation offer. This gives prosecutors an actual incentive to give offenders and courts to use a probation alternative.

E. Administrative Sanctions and Drivers Licensing Programs

1. Administrative License Revocation and Vehicle Sanctions

Recommendation: Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user

Status: Ongoing

Background: In FY 2021, TTI received a grant from TxDOT to evaluate ignition interlock devices impact on recidivism of offenders. This evaluation will seek to understand the effect ignition interlock devices have on offenders and recidivism rates. To conduct this evaluation, TTI will work with one county with a high number of fatal alcohol related crashes. While this evaluation does not specifically look at sanctions applied to non-compliant users, it does seek to understand the penetration and impact of ignition interlock devices on users.

Recommendation: 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 noncompliance

Status: Ongoing

Background: In FY 2020, TTI received a grant to provide training to law enforcement and other stakeholders on ignition interlock devices and related statutes. For law enforcement officers, the training focuses on when an ignition interlock is required, how to recognize a driver’s license with an ignition interlock requirement, and how to determine roadside if the device is functioning properly.

Recommendation: Resolve the continued concern about the administrative hearings’ negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings

Status: Not Currently Being Addressed

Background: In Texas, ALR law authorizes police to confiscate the driver’s license of an individual arrested on the suspicion of driving under the influence and/or driving while intoxicated who either refuse to submit to a chemical test (breath or blood) or whose test results indicate a BAC above the per se limit of 0.08 g/dL. At the time of license confiscation, drivers are given a notice of suspension that allows them to drive temporarily for a period of time until their license is suspended. During this temporary driving period, 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 and/or receive an occupational license that allows them to transport themselves to and from work.

At this time, no evaluation has been conducted to determine the impact of the ALR process on the criminal cases. A study of this magnitude would be difficult to complete in Texas due to the record retention policies of ALR courts and the length of time which often passes between the ALR hearing and disposition of the criminal case.

Recommendation: 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

Status: Complete

Background: HB 2048 repealed Chapter 708, TC. This Chapter created surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. It was collected through driver license suspensions. All existing and owing surcharges were forgiven, and initial estimates revealed over 1,000,000 Texans are now eligible for driver licenses. This takes a huge strain off prosecutors to divert DWI cases. The lost revenue, in part, is replaced by a state fine in DWI cases that applies on “final conviction” which will not include probation or deferred. This makes it much more expensive to take a jail time “time served” plea, and cheaper to take a probation offer. This gives prosecutors an actual incentive to give offenders and courts to use a probation alternative.

Recommendation: 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

Status: Requires Legislative Action

Background: Currently, no central agency has authority to monitor and ensure ignition interlock program compliance of offenders. At this time, each jurisdiction is entitled to establish monitoring policies and procedures within the jurisdiction. As a result, the ignition interlock program in Texas is not applied consistently or uniformly. Presently, compliance should fall to the court that ordered the ignition interlock. Notification of the court should come from CSCD personnel or other personnel responsible for the oversight of the convicted violator in cases where ignition interlock was a condition of supervision.

Recommendation: Enact a law that allows vehicle sanctions to be used for DWI convictions

Status: Requires Legislative Action

Background: Presently, Texas does not employ vehicle sanctions such as license plate impoundment or vehicle forfeiture as a sanction for DWI convictions. To implement these sanctions, the Texas Code of Criminal Procedure would need to be modified to allow it. The TxIDTF is unable to lobby for these changes.

2. Driver Licensing Programs

None

IV. COMMUNICATION PROGRAM

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multi-lingual materials, care has been taken to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 6. These efforts represent event-specific, holiday, and year-long efforts. The State’s communications plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

Table 6. Impaired Driving Communication Projects and Campaigns

Project Title	FY 2020	FY 2021	Planned FY 2022
Statewide Impaired Driving Campaign*	X	X	X
Impaired Driving Mobilization STEP Grant Program	X	X	X
Project Celebration	X	X	X

*Football Season, Christmas/New Year Holiday, Labor Day, College and Youth Adult, Spring Holidays, and Faces of Drunk Driving. These communication campaigns existed as separate impaired driving campaigns until their consolidation in FY 2016.

TxDOT has developed strong relationships with the following types of organizations and have worked with them in the past to maximize the impact of all communications:

- Alternative Transportation Opportunities – Public transportation, ride share companies, cabs
- Community Outreach Activities – National Night Out, Health Fairs, Coalitions, Sporting Events, etc.
- Corporations – Texas Association of Broadcasters, NCC Media, Fox Sports Southwest, iHeart, Punchdrunk Digital, IMG, All Over Media and Billups
- Business and Professional Associations - Representing restaurants, convenience stores, colleges, business alliances, chambers of commerce, etc.
- Distributor’s Campaign and Education Programs
- Festival and Event Groups - San Antonio’s Fiesta Oyster Bake, Lockheed Martin Armed Forces Bowl, WBCA Jalapeno Festival, Corpus Christi Brewery Festival, Brady Goat Cook-off, West Texas State Fair, East Texas State Fair, BFD Concert, Bison Music Festival, and college football tailgating and game time
- Judicial Networks (Teen Courts, TCCA, Judges/Clerks, etc.)
- National Safety Council’s Employer Network, Safe Communities & Teen Coalitions
- Youth and College Groups - Teens/U in the Driver Seat and other young driver programs, Texas FLCAA FACTS

During the COVID-19 pandemic, some of the above bulleted activities were postponed, however, TxDOT Alcohol and Other Drug Countermeasure partners were approved to resume outreach activities if they had a “close contact” policy in place that follows CDC guidelines. With the reopening of communities, new activities are planned in the upcoming year including public outreach events and an interactive traveling exhibit.

TxDOT focuses on educating Texans about the important issue of impaired driving by reaching the public through a variety of means. These include but are not limited to:

- Billboards
- Gas Station Pump Topper Advertisements
- Mobile Advertising
- News Interviews (Print, TV, Online)
- Online Advertising
- Posters, Clings and Public Information Cards
- Press Releases and Media Events
- Traditional TV – Public Service Announcements (PSAs)
- Digital TV – Paid Advertising
- Traditional Radio – PSAs
- Digital Radio – Paid Advertising
- Social Media (Facebook, Instagram, Snapchat Twitter, and Dating Apps) – Paid Advertising and Organic
- Influencer Program – Paid and Organic

- Google Responsive Display
- Websites

Covid-19 caused a hardship for the state which ended in delaying the actuation of the statewide impaired driving campaign in FY 2020-2021. Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the statewide impaired driving campaign in FY 2021-2022 and is tasked with building a year-long integrated marketing and communications effort.

In addition to these mass media tactics, the communications program includes a serious grassroots campaign to educate the public through word-of-mouth. The 25 TxDOT districts are staffed with Traffic Safety Specialists who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high-schools and colleges, sponsor parade floats, and distribute educational materials to local employers. Many of the TSSs have organized their own local safety coalitions which are comprised of law enforcement, business leaders, and concerned citizens.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly provide content that is made available for download from the website showing the consequences of drinking and driving. 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.

Utilizing available qualitative and quantitative data, TxDOT and ad agency partners regularly perform market studies to determine what messages and tactics will best reach target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month. Based on this important research, subtle changes to campaigns have been made. One example is messaging that incorporates “planning ahead” instead of waiting until the drinking begins to decide how to get home. 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 perceives themselves to be the least intoxicated of the group.

Recommendations from the 2015 Impaired Driving Technical Assessment

Recommendation: 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

Status: Ongoing

Background: Texas has developed and launched a comprehensive communications program. Campaigns educate about both the dangers and the consequences of impaired driving. Special care has been taken to develop multi-lingual materials to ensure that messages are culturally appropriate and relevant.

Priority Recommendation: Evaluate the highway safety office marketing to ensure its messages are reaching target audiences

Status: Ongoing

Background: TxDOT and Sherry Matthews Group regularly perform market studies to determine what messages and tactics will best reach target audiences, as well as measure advertising recall, message penetration, and changes in behavior over time.

V. ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Screening, assessment, treatment, and rehabilitation can help prevent crashes and fatalities by addressing alcohol misuse as the root cause of a large portion of the impaired driving problem. Primary prevention uses a public health model to address alcohol misuse in general medical (primary care and emergency medicine) or educational (particularly collegiate) settings. Secondary prevention delivers screening and treatment after detection of impaired driving in traffic safety systems.

This area has been a challenge for the State to affect. It has been difficult to identify and maintain the appropriate individuals or organizations to serve on the TxIDTF since their primary focus is not specifically tied to traffic safety. The TxIDTF continues to identify potential representatives in order to better integrate these disciplines into the regular functions of the TxIDTF. In addition to incorporating effective representation into the operations of the TxIDTF, 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 stakeholders to identify and intervene with individuals who they deem in need of appropriate treatment is through education on the signs of impairment or substance abuse. 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, CSCDs throughout the State handle screening of DWI offenders differently. Some CSCDs screen offenders in-house while others refer offenders to licensed providers within the community. Each CSCD follows the policies and procedures established by the courts in their jurisdiction and departments. Additionally, specialty treatment courts incorporate screening, assessment, and treatment into their process.

Screening and Brief Intervention

One evidence-based intervention for reducing alcohol misuse that has been implemented is Screening and Brief Intervention Referral to Treatment (SBIRT) or Screening and Brief Intervention (SBI). SBIRT involves a short, standardized screening designed to provide a score to the participant reflective of the person's alcohol use (e.g., abstainer/low risk, high risk, etc.). The score is then used to discuss, through a short motivational interview with a trained individual, the behaviors that accompany their alcohol use and their options for changing behavior. Rarely, a person may be referred to treatment for alcohol use disorder.

Current statewide grants that are utilizing SBIRT or SBI are TxSDY's Screening and Brief Intervention for Risky Alcohol Use and DUI Among College Students, TxSDY's Screening and Brief Intervention for Prescription Drug Misuse and Marijuana Use Among College Students, Texas A&M AgriLife Extension Service's Watch UR BAC, TTI's Alcohol and Ignition Interlock Training for Adult Probation Officers, and TMCEC's Motivational Interviewing Program for Juvenile Case Managers.

The TxIDTF strongly considers SBIRT and SBI to be effective countermeasures against impaired driving. The TxIDTF would like to see additional SBIRT and SBI programming that provides for universal screening and record keeping, training additional professionals in brief interventions to motivate reduced alcohol use, and identifying linkages with other institutions where SBIRT or SBI are routinely used.

Treatment and Rehabilitation

With the exception of educating specialty treatment courts, the TxIDTF is not directly engaged in treatment and rehabilitation activities. However, the TxIDTF 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 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 TxIDTF still considers evidence-based treatment and rehabilitation to be an effective countermeasure and will continue to pursue other available funding and collaborative opportunities.

Monitoring Impaired Drivers

In Texas, DWI offenders can be ordered to submit to alcohol monitoring through court-ordered probation or as a pretrial bond condition. Alcohol monitoring may include ignition interlock, transdermal alcohol monitoring, remote alcohol monitoring, portable breathalyzer, chemical assessment, and any combination of these approaches. Orders for alcohol monitoring and sanctions for alcohol infractions are typically applied on a case-by-case basis. More systematic procedures for determining who receives which type of monitoring and how alcohol infractions are responded to will increase effectiveness in curbing alcohol use.



Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. However, OCA does track the number of DWI felony and misdemeanor cases that are active and inactive as well as how cases are adjudicated. In addition, OCA tracks the number of ignition interlock devices that are issued as a condition of bond in justice and municipal courts.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should not be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

Texas has established funding for specialty treatment courts, which integrate screening and assessment, treatment and rehabilitation while monitoring impaired drivers. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.

Recommendations from the 2015 Impaired Driving Technical Assessment

A. Screening and Assessment

1. Criminal Justice System

Recommendation: Develop and implement a DWI tracking system

Status: Not Currently Being Addressed

Background: TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2021. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

Recommendation: Require the use of uniform and standardized screening protocols in community supervision (probation)

Status: Not Currently Being Addressed

Background: Currently, each CSCD sets its own policies and procedures related to substance abuse screening and evaluation for their probationers. This system means that each department in Texas may use a different screening instrument based on preference and training of staff. To implement this change, input from community supervision leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.

Recommendation: Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs

Status: Not Currently Being Addressed

Background: Currently, all offender education programs in Texas are regulated by TDLR. To implement this recommendation, input from TDLR leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.

2. Medical or Healthcare

Recommendation: Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas

Status: Not Currently Being Addressed

Background: Research indicates SBIRT in hospital settings is a highly effective way to reduce impaired driving. For that reason, among others, Level 1 Trauma Centers are required by federal law to implement an SBIRT process. However, the law does not provide universal requirements for implementing an SBIRT program, so programs and implementation vary across hospital/trauma rooms. Additionally, few hospitals appear to be aware of the Medicaid and Medicare codes they can activate related to covering SBIRT expenses in an emergency room setting. If funding is available, it would be beneficial to educate hospitals on the most effective ways to 1) implement SBIRT in a hospital setting, and 2) utilize Medicaid and Medicare codes to cover related expenses. Additionally, research indicates that SBIRT programs administered in criminal justice settings increases likelihood of DWI offenders receiving this intervention. Therefore, it would also be beneficial to support SBIRT programs in a criminal/judicial setting.

However, input from administrators from systems delivering SBIRT is necessary to ensure there is no adverse impact on their ability to perform their functional role.

Recommendation: Implement screening, brief intervention, referral to treatment procedures on college campuses throughout Texas

Status: Ongoing

Background: TxSDY has provided campuses with training and support for implementing SBI on their campuses since 2010, starting with a grant from the Department of Education. TxSDY is currently funded through TxDOT to provide this service. Multiple campuses have been professionally trained by an SBIRT expert to utilize a standardized screening tool and perform a motivational interview. TxSDY provides support for identifying ways to implement SBI in a low-cost scenario on their campuses. TxSDY has evaluated this primary prevention approach through a CSAP Service to Science Evaluation Enhancement award and subsequent evaluations from an external professional evaluator. Results have shown the program is effective at reducing risky alcohol use.

B. Treatment and Rehabilitation

Recommendation: Expand the availability of DWI courts in Texas

Status: Ongoing

Background: Many jurisdictions have established specialty 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. Specialty courts have the option to register with the Office of the Texas Governor – linked below is a list of currently registered specialty courts.

TCJ 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. Additionally, existing specialty courts would benefit from case management software and analytical information that would help the courts manage participants and their records. However, due to costs, very few courts have an efficient record management system.

- [Texas Specialty Courts by County](#)

Recommendation: Require the use of uniform and standardized screening protocols in all DWI education programs

Status: Not Currently Being Addressed

Background: Currently, all offender education programs in Texas are run through the TDLR. To implement this change, input from TDLR leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.

VI. PROGRAM EVALUATION AND DATA

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the State. The TxIDTF and the TxDOT Alcohol and Other Drug Countermeasures Program rely



primarily on crash data from CRIS and FARS. 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, TxDPS, and court records, an impaired driving database would ideally encompass these and additional records. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are not in place. However, this continues to be a priority need for TxDOT, and TxDOT continues to seek proposals to address this need.

Recommendations from the 2015 Impaired Driving Technical Assessment

A. Evaluation

Recommendation: 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

Status: Complete

Background: The TxDOT CRIS 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. TxDOT has established a set list of contributing factors that law enforcement officers can select from and is defined in the CR 100 Section 4.6.1.4.

Recommendation: 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

Status: Ongoing

Background: In FY 2017, TTI received a grant to assess the feasibility of a Core Traffic Records database. Since that time, the TRCC has been making efforts to improve links between the six core traffic records databases, but major steps forward are currently long-term objectives.

The OCA explored the feasibility of a citation repository, which is a component of an impaired driving database. However, this effort ended due to a lack of funds for ongoing maintenance of the database and a prioritization of other projects that were deemed to have a higher immediate impact on traffic safety.

The TxDPS is updating its Records Management System (RMS). The TxDPS Highway Safety Operations Center (HSOC) plans to use data retrieved from the system to guide targeted impaired driving enforcement. While smaller efforts are underway, major improvements at a statewide level are not anticipated in the short-term.

B. Data and Records

Priority Recommendation: Develop a DWI tracking system to enable analysis of the impaired driving problem in the state

Status: Not Currently Being Addressed

Background: TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking, and many of the processes that would streamline the creation of a DWI tracking database are not in place in Texas. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2021.

The TxDPS is updating its RMS. And the TxDPS HSOC plans to use data retrieved from the system to guide targeted impaired driving enforcement. However, this continues to be a priority need for TxDOT and TxDOT continues to seek proposals to address this need.

Recommendation: 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

Status: Not Currently Being Addressed

Background: TTI received a traffic safety grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking, and many of the processes that would streamline the creation of a DWI tracking database are not in place in Texas. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2020. However, this continues to be a priority need for TxDOT and TxDOT continues to seek proposals to address this need.

Recommendation: Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration

Status: Not Currently Being Addressed

Background: The OCA received a grant to begin completing a statewide eCitation database. However, in FY 2018, efforts were suspended due to a lack of ongoing funds to pay for maintenance and upkeep of the database once completed. No further efforts are planned at this time.

C. Driver Records Systems

Recommendation: Enact legislation that prevents removal of DWI conviction data from the driver history

Status: Requires Legislative Action

Background: Texas law requires any conviction for DWI remain on the driver history of the offender for life unless the offender has applied for and been granted expungement. It is unclear how many offenders apply for and are granted expungement annually. Without this information, it is unknown what effect this has on the ability to appropriately sanction offenders. The TxIDTF cannot lobby for legislative change to impact this recommendation.

SUMMARY

The TxIDTF has evolved over the last 17 years to include all aspects of the impaired driving challenge continuum. The TxIDTF has developed the Texas Impaired Driving Plan which encompasses the areas of Program Management and Strategic Planning, Prevention, Criminal Justice, Communications, Alcohol and Other Drug Misuse, and Program Evaluation and Data in order to affect the issue of impaired driving. By taking a comprehensive approach, the TxIDTF can significantly impact impaired driving in the State. New and innovative projects are funded each year by TxDOT's Behavioral Traffic Safety Alcohol and Other Drug Countermeasures Program to address all the diverse components of a comprehensive impaired driving program. The TxIDTF will continue to change and evolve as processes and laws change in the State in order to continue to achieve further reductions in impaired driving fatalities, injuries, and crashes.

APPENDIX A – SIGNATURES OF APPROVAL

<p>DocuSigned by: <i>Allison Rounsavall</i> 94367AE340EC414... 6/7/2021</p>	<p>DocuSigned by: <i>Amy Moser</i> C432F3E0AEB74E0... 6/8/2021</p>	<p>DocuSigned by: <i>Allyssa</i> CCC9924AA34C48E... 6/11/2021</p>
<p>DocuSigned by: <i>Anna Muell</i> 2FF5F4FF5E2C4CB... 6/10/2021</p>	<p>DocuSigned by: <i>Ashleigh Jones</i> E8A7F5C52C5A444... 6/10/2021</p>	<p>DocuSigned by: <i>Bobbi Brooks</i> 69D8E600001F470... 6/7/2021</p>
<p>DocuSigned by: <i>Cecelia P. Marquart</i> 97399A4A26EF4B7... 6/10/2021</p>	<p>DocuSigned by: <i>Sgt. Chand Cadey</i> B0DE6089C3704E8... 6/7/2021</p>	<p>DocuSigned by: <i>Charles W. Mathias</i> C88D1BED17374FE... 6/7/2021</p>
<p>DocuSigned by: <i>Christine Adams</i> 710E5EAF84B44FA... 6/7/2021</p>	<p>DocuSigned by: <i>W. C. Attwell</i> 699A2D987C2D433... 6/7/2021</p>	<p>DocuSigned by: <i>DLM</i> 81855DD4EFCE4EC... 6/10/2021</p>
<p>DocuSigned by: <i>David Palmer</i> 3154D41432D044E... 6/7/2021</p>	<p>DocuSigned by: <i>Debra Coffey</i> C92BF74E708740E... 6/7/2021</p>	<p>DocuSigned by: <i>Delora Marmale</i> FE7A586766BA4FD... 6/7/2021</p>
<p>DocuSigned by: <i>Dottie McDonald</i> EDEC1DA81B214C2... 6/14/2021</p>	<p>DocuSigned by: <i>EMS</i> C2CD766DEC73441... 6/7/2021</p>	<p>DocuSigned by: <i>Holly Loren</i> E2D9538E63CE4F4... 6/8/2021</p>
<p>DocuSigned by: <i>Jackie Ipiña</i> 5A6AD16909384BC... 6/9/2021</p>	<p>DocuSigned by: <i>James C. Tedder, IV, M.S.</i> 115A54C046EB4FF... 6/7/2021</p>	<p>DocuSigned by: <i>Kara Thorp</i> B05051A43F6C42C... 6/9/2021</p>
<p>DocuSigned by: <i>K. M. M.</i> C12D48C6029D4D6... 6/7/2021</p>	<p>DocuSigned by: <i>Laura Weiser</i> B9CC5E4C11B847A... 6/7/2021</p>	<p>DocuSigned by: <i>Lisa Minjares</i> D8B6DFE4EF28431... 6/10/2021</p>
<p>DocuSigned by: <i>Lois Wilde</i> 0C3BDC42C1C7415... 6/7/2021</p>	<p>DocuSigned by: <i>Mar Ewen</i> F0C580BD52B24FD... 6/11/2021</p>	<p>DocuSigned by: <i>Marsha Scott</i> D55D9ADC9F4A447... 6/7/2021</p>
<p>DocuSigned by: <i>77</i> 46C5F7DC4AA649E... 6/14/2021</p>	<p>DocuSigned by: <i>ELO</i> BEB768B1C3BA466... 6/7/2021</p>	<p>DocuSigned by: <i>Nicole Holt</i> 206FF3D52D8B472... 6/14/2021</p>
<p>DocuSigned by: <i>Theresa Smith</i> 78C307D809494DF... 6/7/2021</p>	<p>DocuSigned by: <i>Randy Sarosdy</i> CFD569B6DE9046D... 6/8/2021</p>	<p>DocuSigned by: <i>Randy</i> D24E6B881D04E8... 6/7/2021</p>
<p>DocuSigned by: <i>Sherril Kobelia</i> 51035E6D772744F... 6/7/2021</p>	<p>DocuSigned by: <i>Wright, Tara</i> 2B7D59A3F3FC498... 6/11/2021</p>	<p>DocuSigned by: <i>LAHFB</i> 6AA5C27458E1400... 6/14/2021</p>
<p>DocuSigned by: <i>Troy Walden</i> 002A887E632A4DB... 6/7/2021</p>		

Registered Motorcycles per County

County	Total
001 - ANDERSON	695
002 - ANDREWS	305
003 - ANGELINA	915
004 - ARANSAS	507
005 - ARCHER	153
006 - ARMSTRONG	47
007 - ATASCOSA	612
008 - AUSTIN	620
009 - BAILEY	52
010 - BANDERA	782
011 - BASTROP	1,646
012 - BAYLOR	42
013 - BEE	310
014 - BELL	6,963
015 - BEXAR	20,762
016 - BLANCO	351
017 - BORDEN	7
018 - BOSQUE	356
019 - BOWIE	1,222
020 - BRAZORIA	5,305
021 - BRAZOS	2,097
022 - BREWSTER	280
023 - BRISCOE	11
024 - BROOKS	51
025 - BROWN	649
026 - BURLESON	351
027 - BURNET	1,005
028 - CALDWELL	545
029 - CALHOUN	306

County	Total
030 - CALLAHAN	302
031 - CAMERON	3,118
032 - CAMP	176
033 - CARSON	124
034 - CASS	476
035 - CASTRO	71
036 - CHAMBERS	760
037 - CHEROKEE	586
038 - CHILDRESS	89
039 - CLAY	222
040 - COCHRAN	24
041 - COKE	64
042 - COLEMAN	109
043 - COLLIN	12,256
044 - COLLINGSWORTH	27
045 - COLORADO	309
046 - COMAL	4,261
047 - COMANCHE	176
048 - CONCHO	27
049 - COOKE	801
050 - CORYELL	1,574
051 - COTTLE	10
052 - CRANE	45
053 - CROCKETT	45
054 - CROSBY	73
055 - CULBERSON	31
056 - DALLAM	121
057 - DALLAS	18,161
058 - DAWSON	121

County	Total
059 - DEAF SMITH	235
060 - DELTA	84
061 - DENTON	12,463
062 - DEWITT	295
063 - DICKENS	33
064 - DIMMIT	123
065 - DONLEY	47
066 - DUVAL	85
067 - EASTLAND	304
068 - ECTOR	2,171
069 - EDWARDS	45
070 - ELLIS	3,242
071 - EL PASO	10,631
072 - ERATH	546
073 - FALLS	157
074 - FANNIN	596
075 - FAYETTE	354
076 - FISHER	48
077 - FLOYD	53
078 - FOARD	10
079 - FORT BEND	7,319
080 - FRANKLIN	200
081 - FREESTONE	248
082 - FRIO	226
083 - GAINES	333
084 - GALVESTON	6,378
085 - GARZA	52
086 - GILLESPIE	553
087 - GLASSCOCK	10

Registered Motorcycles per County (Continued...)

County	Total
088 - GOLIAD	115
089 - GONZALES	189
090 - GRAY	497
091 - GRAYSON	2,973
092 - GREGG	1,630
093 - GRIMES	485
094 - GUADALUPE	3,065
095 - HALE	361
096 - HALL	21
097 - HAMILTON	130
098 - HANSFORD	63
099 - HARDEMAN	62
100 - HARDIN	974
101 - HARRIS	33,648
102 - HARRISON	1,127
103 - HARTLEY	73
104 - HASKELL	49
105 - HAYS	3,506
106 - HEMPHILL	62
107 - HENDERSON	1,748
108 - HIDALGO	5,141
109 - HILL	679
110 - HOCKLEY	314
111 - HOOD	1,506
112 - HOPKINS	523
113 - HOUSTON	261
114 - HOWARD	557
115 - HUDSPETH	32
116 - HUNT	1,811

County	Total
117 - HUTCHINSON	494
118 - IRION	29
119 - JACK	124
120 - JACKSON	201
121 - JASPER	496
122 - JEFF DAVIS	44
123 - JEFFERSON	2,569
124 - JIM HOGG	52
125 - JIM WELLS	353
126 - JOHNSON	3,796
127 - JONES	249
128 - KARNES	118
129 - KAUFMAN	2,272
130 - KENDALL	1,057
131 - KENEDY	6
132 - KENT	14
133 - KERR	1,198
134 - KIMBLE	59
135 - KING	3
136 - KINNEY	53
137 - KLEBERG	344
138 - KNOX	25
139 - LAMAR	839
140 - LAMB	152
141 - LAMPASAS	614
142 - LASALLE	65
143 - LAVACA	225
144 - LEE	204
145 - LEON	270

County	Total
146 - LIBERTY	1,210
147 - LIMESTONE	285
148 - LIPSCOMB	62
149 - LIVE OAK	175
150 - LLANO	574
151 - LOVING	2
152 - LUBBOCK	3,465
153 - LYNN	67
154 - MADISON	145
155 - MARION	226
156 - MARTIN	78
157 - MASON	53
158 - MATAGORDA	497
159 - MAVERICK	423
160 - MCCULLOCH	109
161 - MCLENNAN	3,315
162 - MCMULLEN	5
163 - MEDINA	931
164 - MENARD	17
165 - MIDLAND	2,214
166 - MILAM	356
167 - MILLS	74
168 - MITCHELL	119
169 - MONTAGUE	435
170 - MONTGOMERY	10,127
171 - MOORE	277
172 - MORRIS	174
173 - MOTLEY	16
174 - NACOGDOCHES	723

Registered Motorcycles per County (Continued...)

County	Total
175 - NAVARRO	524
176 - NEWTON	193
177 - NOLAN	237
178 - NUECES	3,957
179 - OCHILTREE	170
180 - OLDHAM	24
181 - ORANGE	1,365
182 - PALO PINTO	563
183 - PANOLA	289
184 - PARKER	3,368
185 - PARMER	85
186 - PECOS	198
187 - POLK	1,174
188 - POTTER	1,831
189 - PRESIDIO	77
190 - RAINS	255
191 - RANDALL	2,789
192 - REAGAN	40
193 - REAL	101
194 - RED RIVER	163
195 - REEVES	130
196 - REFUGIO	86
197 - ROBERTS	17
198 - ROBERTSON	200
199 - ROCKWALL	1,806
200 - RUNNELS	115
201 - RUSK	666

County	Total
202 - SABINE	183
203 - SAN AUGUSTINE	100
204 - SAN JACINTO	598
205 - SAN PATRICIO	1,076
206 - SAN SABA	59
207 - SCHLEICHER	54
208 - SCURRY	262
209 - SHACKELFORD	40
210 - SHELBY	292
211 - SHERMAN	35
212 - SMITH	2,940
213 - SOMERVELL	211
214 - STARR	264
215 - STEPHENS	99
216 - STERLING	14
217 - STONEWALL	23
218 - SUTTON	35
219 - SWISHER	100
220 - TARRANT	25,906
221 - TAYLOR	2,221
222 - TERRELL	19
223 - TERRY	136
224 - THROCKMORTON	26
225 - TITUS	347
226 - TOM GREEN	1,888
227 - TRAVIS	12,978
228 - TRINITY	261

County	Total
229 - TYLER	320
230 - UPSHUR	793
231 - UPTON	57
232 - UVALDE	366
233 - VAL VERDE	523
234 - VAN ZANDT	963
235 - VICTORIA	1,190
236 - WALKER	740
237 - WALLER	862
238 - WARD	227
239 - WASHINGTON	539
240 - WEBB	1,890
241 - WHARTON	467
242 - WHEELER	79
243 - WICHITA	2,348
244 - WILBARGER	148
245 - WILLACY	99
246 - WILLIAMSON	8,349
247 - WILSON	970
248 - WINKLER	132
249 - WISE	1,702
250 - WOOD	906
251 - YOAKUM	94
252 - YOUNG	355
253 - ZAPATA	86
254 - ZAVALA	100
June 16, 2021	336,523

Motorcycle Safety Training Locations

All motorcycle instructor preparation courses are now conducted by Texas A&M Engineering Extension Service (TEEX). Training is conducted at their Rellis Campus in College Station with the ability to perform training in schools across the state.

Fees Collected for Motorcycle Safety

- 1) The source of funding this biennium for the TDLR Motorcycle Safety Bureau
GR Dedicated - Motorcycle Education Account No. 501
- 2) The amount of funds allocated by the Legislature this biennium for this purpose
\$1,035,511/yr or \$2,071,022 for the biennium. The second year of funding was transferred to Texas Department of Licensing and Regulation per GAA Article IX, Section 18.92 – SB 616.
- 3) From the funds allocated by the Legislature to defray the cost of administering the Motorcycle Safety Program, to date what amount has been expended by the TDLR
As of June 24, 2021, \$65,029.31 has been expended, \$436,882 is encumbered and \$553,239.69 is projected.