



Texas Annual Grant Application

Fiscal Year 2025





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Governor, State of Texas

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I. Updates to the Triennial HSP

This is the second year of Fiscal Year (FY) 2024–2026 Triennial Highway Safety Plan (3HSP). This Annual Grant Application is for fiscal year 2025.

In addressing 23 CFR 1300.12(b)(1)(i)(B), Texas has no adjustments to our countermeasure strategy for programming funds. In addressing 23 CFR 1300.12(b)(1)(i)(B), Texas does not wish to adjust our strategy for programming funds. The current strategies are effectively guiding the execution of the Texas’s programs and in selecting annual projects to meet those performance goals.

In addressing 23 CFR 1300.12(b)(1)(ii), Texas will not be adding performance measures or updating the traffic safety problem identification. None of the common performance targets or any of the other existing performance targets are being amended.

Texas conducts ongoing evaluations on the effectiveness of the countermeasure strategies and performance measures through monitoring and yearly project grading.

II. Project and Subrecipient Information

Overview

Each year, TxDOT’s Behavioral Traffic Safety Section (TRF-BTS) requests proposals for Texas Highway Safety Plan projects through its annual Request for Proposals (RFP). The RFP was posted on the Texas Register. Proposals were solicited between the period November 10, 2023, and January 04, 2024 from state and local governments, educational institutions, and non-profit organizations eligible for General Traffic Safety and Selective Traffic Enforcement Program (STEP) grants.

We requested project proposals to support the targets and strategies of the Texas Traffic Safety Program to reduce the number of motor vehicle related crashes, fatalities, and serious injuries in Texas.

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

Traffic Safety Program Areas

AL	Alcohol and other Drug Countermeasures
CP	Community Traffic Safety Programs
DE	Driver Education and Behavior
EM	Emergency Medical Services
MC	Motorcycle Safety
OP	Occupant Protection
PS	Pedestrian and Bicycle Safety
PA	Planning and Administration
PT	Police Traffic Services
RS	Roadway Safety
SB	School Bus Safety
SC	Speed Control
TR	Traffic Records

Alcohol and Other Drug Counter Measures

AL

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 - 01

Planned Activity Name 2025-BexarCoD-G-1YG-0106 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**

Bexar County District Attorney's Office No-Refusal Initiative on misdemeanor DWI related charges by providing blood draw supplies and prosecutorial assistance."

Communities Served : Bexar County

Objectives

- Provide 30% prosecutors handling DWI related offenses attending training by end of grant year by 9/30/2025
- Produce 12 press releases for local media on a monthly basis with data related to the No Refusal program by 9/30/2025
- Obtain 1525 convictions on cases of those individuals charged with misdemeanor DWI by 9/30/2025
- Obtain 1500 pleas on misd DWI cases, reducing the number of hours police officers are required to testify by 9/30/2025
- Analyze 2800 voluntary breathalyzer tests from those arrested for misdemeanor DWI related offenses by 9/30/2025
- Analyze 4500 arrest records of individuals charged with misdemeanor DWI related offenses by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$24,773.00	\$0.00	\$0.00	\$20,077.30	\$44,850.30

Planned Activity Name 2025-DentonPD-PG-00002 District DAL Organization Name City of Denton Police Department

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

Title / Desc. **DWI Phlebotomy Program**

An in-house phlebotomy program to aide in obtaining blood draws for impaired drivers in a timely manner.

Communities Served : Denton County

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$150,000.00	\$0.00	\$0.00	\$37,500.00	\$187,500.00

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name: 2025-Mission-PG-00003 District: PHR Organization Name: City of Mission Police Department

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

Title / Desc. **DWI Phlebotomy Program**

An in-house phlebotomy program to aide in obtaining blood draws for impaired drivers in a timely manner.

Communities Served : Hidalgo County

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$149,999.78	\$0.00	\$0.00	\$37,558.10	\$187,557.88

Planned Activity Name: 2025-FortBend-G-1YG-0079 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 No Refusal Program.**

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

Communities Served : Fort Bend County

Objectives

- Produce 7 Press releases/events about the No Refusal Program by 9/30/2025
- Coordinate 25 Nights of No Refusal operations by 9/30/2025
- Train 125 Local law enforcement with intoxicated driving training events by 9/30/2025
- Collect 12 Data sets obtained pursuant to blood search warrants executed monthly by 9/30/2025
- Obtain 100 Blood search warrants or consensual blood draws against DWI suspects by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5BAC	\$41,626.55	\$0.00	\$0.00	\$10,406.81	\$52,033.36

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name: 2025-HarrisDA-G-1YG-0132 District: HOU Organization Name: 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 warrants process for officers who are investigating impaired drivers.

Communities Served : Harris County

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2024
- Coordinate 250 Shifts of No Refusal by 9/30/2025
- Conduct 30 Press Release/Media Events About the No Refusal Program by 9/30/2025
- Obtain 2300 Blood Search Warrants for Arresting DWI Officers by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$257,600.68	\$0.00	\$0.00	\$64,400.18	\$322,000.86

Planned Activity Name: 2025-HarrisDA-G-1YG-0134 District: HOU Organization Name: Harris County District Attorney

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

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

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

Communities Served : Harris County

Objectives

- Conduct 15 Training Sessions to Local Law Enforcement and Retailers by 9/30/2025
- Develop 1 Strategic Operation Plan by 11/30/2024
- Distribute 10 Press Release/Media Events about the intoxication Source Investigation and Prevention Program by 9/30/2025
- Participate in 50 Criminal Complaints Filed Against Alcohol Source Establishments and/or Individuals by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$247,146.86	\$0.00	\$0.00	\$121,729.04	\$368,875.90

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2025-MCDAO-G-1YG-0012	HOU	Montgomery County District Attorney's Office

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

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

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

Communities Served : Montgomery County

Objectives

- Conduct 68 outreach activities to educate the public on No Refusal and Driving While Intoxicated (DWI) by 9/30/2025
- Conduct 120 No Refusal Enforcement Operations during the fiscal year by 9/30/2025
- Evaluate 150 No Refusal blood search warrant cases to determine the samples effect on disposition and efficiency by 9/30/2025
- Train 12 groups of law enforcement officers or agencies on Driving While Intoxicated (DWI) and No Refusal by 9/30/2025
- Evaluate 800 Driving While Intoxicated (DWI) arrests for the suitability of getting a blood warrant by 9/30/2025
- Acquire 300 Blood Samples from Driving While Intoxicated (DWI) refusal suspects during No Refusal Operations by 9/30/2025

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	\$139,899.00	\$0.00	\$0.00	\$100,840.30	\$240,739.30

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name Division Organization Name
 2025-TABC-G-1YG-0013 TRF-TS Texas Alcoholic Beverage Commission

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

Title / Desc. **Texas Alcoholic Beverage Commission (TABC) Statewide DUI and DWI Reduction Project**

TABC aims to increase traffic safety by reducing alcohol impaired crashes and fatalities. Activities include enforcement, compliance and the education of law enforcement, retailers, and communities.

Communities Served : Statewide

Objectives

- Develop 1 Strategic Operational Plan that provides a data driven approach to achieving grant objectives by 9/30/2025
- Create 1 toolkit for law enforcement, retailers and the public to be distributed by 9/30/2025
- Conduct 10250 inspections and TRACE investigations at licensed alcoholic beverage locations by 9/30/2025
- Produce 1 video series to increase TABC education efforts to reduce sales to minors or intoxicated persons by 9/30/2025
- Train 4000 commissioned peace officers on alcoholic beverage enforcement operations/laws, including TRACE by 9/30/2025
- Educate 3000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$498,990.00	\$0.00	\$0.00	\$359,052.70	\$858,042.70

Planned Activity Name Division Organization Name
 2025-TDPS-G-1YG-0011 TRF-TS Texas Department of Public Safety

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

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

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

Communities Served : Statewide

Objectives

- Develop 1 strategic plan that addresses the implementation of overtime, Intoxilyzers, and operator classes by 11/30/2024
- Achieve 10% decrease of the overall inventory of drug toxicology driving cases by 9/30/2025
- Complete 95% blood alcohol cases submitted to the crime laboratory within 30 days of receipt by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$1,105,038.11	\$0.00	\$0.00	\$385,110.00	\$1,490,148.11

Task: **Enforcement** Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name Division Organization Name
 2025-TxDOT-G-1YG-0183 TRF-TS TxDOT - Traffic Safety

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

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

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

Communities Served : Statewide

Budget:

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

Task: **Evaluation** Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name Division Organization Name
 2025-TTI-G-1YG-0031 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**

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

Communities Served : Statewide

Objectives

- Support 4 Texas Impaired Driving Task Force Meetings by 9/30/2025
- Revise 1 Texas Impaired Driving Plan by 8/31/2025
- Plan 1 Texas Impaired Driving Forum by 5/15/2025
- Develop 1 Strategic Operational Plan by 11/30/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$324,000.00	\$0.00	\$0.00	\$81,030.69	\$405,030.69

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i> 2025-TTI-G-1YG-0073	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Evaluation

Title / Desc. **Developing a Comprehensive Impaired Driving Tracking System Framework for Texas**

Identify data collection, process integrations and record management approaches to develop a framework for a comprehensive impaired driving tracking system from enforcement through the Texas courts.

Communities Served : Statewide

Objectives

- Complete 1 comprehensive report with recommendations for data, processes, database integration, and reporting by 9/30/2025
- Complete 1 assessment matrix summarizing data, sources, and processes by 7/31/2025
- Establish 1 working group of members from each part of the impaired driving data collection process in Texas by 6/30/2025
- Administer 1 data sources, collection methods, and processes for all data related to impaired driving cases (DWI) by 7/31/2025
- Survey 100 individuals from agencies that collect/manage impaired driving data in Texas by 8/31/2025
- Conduct 4 focus group meetings with agency representatives that collect/manage impaired driving data in Texas by 4/30/2025
- Develop 1 scan of other states' impaired driving tracking systems to identify best practices by 3/31/2025
- Conduct 1 literature review of impaired driving tracking and other systems that integrate sensitive data by 3/31/2025

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	\$349,222.00	\$0.00	\$0.00	\$87,336.53	\$436,558.53

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2025-UTMBG-G-1YG-0135 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.**

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

Communities Served : Statewide

Objectives

- Develop 2 Impaired driving motor vehicle scenario live event by 9/30/2025
- Conduct 8 Is It Worth It? programs at middle and high school events by 9/30/2025
- Coordinate 5 Is It Worth It? programs on college campuses by 9/30/2025
- Administer 150 Is It Worth It? participant pre/post questionnaires to participants ages 15+ by 9/30/2025
- Coordinate 2 Is It Worth It? driving simulators and/or impaired goggles during Red Ribbon Week by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$86,934.20	\$0.00	\$0.00	\$22,926.94	\$109,861.14

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2025-FriscoPD-G-1YG-0120 District DAL Organization Name City of Frisco Police Department

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

Title / Desc. **How 'Bout Them Safe Rides!**

Frisco Police Department is seeking innovative approaches to educate the community and promote ride share options to reduce alcohol related crash rates and driving under the influence occurrences.

Communities Served : Collin County;Denton County

Objectives

- Develop 1 Strategic Operational Plan that outlines the program during the FY25 grant year by 9/30/2025
- Educate 10 entertainment venues regarding the rideshare program by 12/1/2024
- Distribute 2000 \$30.00 ride share vouchers to the community by 9/30/2025
- Provide 10 promotional multimedia flyers and posters with rideshare information to each venue by 9/1/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$60,000.00	\$0.00	\$0.00	\$16,986.93	\$76,986.93

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name: 2025-EIPasoDA-G-1YG-0014
 District: ELP
 Organization Name: El Paso District Attorney's Office

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns
 Title / Desc. **El Paso DAO Get A Ride Home**

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

Communities Served : El Paso County

Objectives

- Send 7 informational packets to 3 social media outlets, 1 public radio, 3 outreach events and DA's webpage by 9/30/2025
- Conduct 10 visit per month to varied establishments where informational posters were placed by 7/31/2025
- Plan 4 visit per agency that will collaborate with the DA's rideshare program by 9/30/2025
- Purchase 2445 rideshare credits for patrons who have consumed alcohol and need to get home safe by 9/30/2025
- Provide 5000 informational posters and flyers to the public with rideshare information by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$49,990.00	\$0.00	\$0.00	\$17,256.70	\$67,246.70

Planned Activity Name: 2025-SMAM-SOW-0009
 Division: TRF-TS
 Organization Name: Sherry Matthews Advocacy Marketing

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

A statewide multimedia public safety awareness and education campaign aimed at raising awareness of impaired driving campaign that integrates six flighted campaigns with unified messaging via media, PR, outreach, print, partnerships, and other awareness efforts.

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$3,765,000.00	\$0.00	\$0.00	\$3,765,000.00	\$7,530,000.00

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TXSDY-G-1YG-0157	TRF-TS	Texans for Safe and Drug Free Youth

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns
Title / Desc. **Community Training & Education for Building Statewide Capacity to Prevent Youth Impaired Driving**

To reduce DUI/DWI, this project focuses on training communities, college campuses, law enforcement, & retailers on impaired driving problems and proven strategies that prevent youth impaired driving.

Communities Served : Statewide

Objectives

- Support 1 Community Training & Education Project by promoting it to broader communities by 9/30/2025
- Develop 1 Strategic Operational Plan by 9/30/2025
- Evaluate 1 statewide Enforcing Underage Drinking and Drug-Impaired Driving Laws Conference by 9/30/2025
- Evaluate 7 trainings provided by Texans for Safe and Drug-Free Youth by 9/30/2025
- Conduct 1 statewide Enforcing Underage Drinking and Drug-Impaired Driving Laws Conference by 9/30/2025
- Support 1 group of Youth Impaired Driving Prevention Champions in educating communities on impaired driving by 9/30/2025
- Provide 5 trainings to educate communities on youth impaired driving problems, related laws, and solutions by 9/30/2025

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	\$350,000.00	\$0.00	\$0.00	\$92,028.04	\$442,028.04

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2025-Texas Ag-G-1YG-0118 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 Watch UR BAC Alcohol and Drug Awareness Program.**

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

Communities Served : Statewide

Objectives

- Coordinate 2 CarFit education programs to increase traffic safety education for drivers ages 15-25 by 9/30/2025
- Conduct 50 Reality Education for Drivers programs to increase traffic safety education for drivers ages 15-25 by 9/30/2025
- Conduct 10 programs to educate law enforcement on current alcohol and drug trends in relation to traffic safety by 9/30/2025
- Develop 1 Strategic Operation Plan that outlines the program by 9/30/2025
- Create 113 social media posts and/or public outreach to distribute information about traffic safety by 9/30/2025
- Conduct 40 Adult programs to increase the awareness of alcohol and drug trends in traffic safety by 9/30/2025
- Participate in 400 programs to educate the public about the dangers of impaired, drugged, and underage drinking by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$1,073,497.07	\$0.00	\$0.00	\$274,561.30	\$1,348,058.37

Planned Activity Name 2025-TTI-G-1YG-0060 District BRY Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns Title / Desc. **Creating a Safer Brazos Valley Community: Reducing Underage Drinking & Impaired Driving**

This project will use an evidence-based substance use prevention curriculum to education youth, including their parents, on underage drinking & impaired driving in Brazos Valley.

Communities Served : Brazos County;Burlson County;Freestone County;Grimes County;Leon County;Madison County;Milam County;Robertson County;Walker County;Washington County

Objectives

- Evaluate 1 Creating a Safer Brazos Valley Community: Reducing Underage Drinking & Impaired Driving by 9/30/2025
- Complete 2 Safer Brazos Valley Community Programs using a selected evidence-based curriculum by 8/15/2025
- Complete 1 Safer Brazos Valley educational curriculum by 5/31/2025
- Establish 1 Safer Brazos Valley Workgroup by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$100,000.00	\$0.00	\$0.00	\$25,015.62	\$125,015.62

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i> 2025-TCINC-G-1YG-0151	<i>District</i> LKF	<i>Organization Name</i> The Coalition, Inc.
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Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns

Title / Desc. **Drug-Free Council (DFC) expansion for Polk County**

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

Communities Served : Polk County

Objectives

- Provide 500 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2025
- Educate 300 youth on the dangers of alcohol use through presentations by 9/30/2025
- Develop 1 Strategic Operation Plan for program activities by 12/29/2024
- Complete 1 Project Sticker Shock campaign to warn adults of alcohol consequences by 9/30/2025
- Implement 1 new Drug-Free Council (DFC) student group as an expansion of the Drug-Free All Star program by 9/30/2025
- Maintain 2 Drug-Free Council (DFC) student groups by 9/30/2025
- Coordinate 32 alcohol compliance checks in conjunction with the Polk County Sheriff's Department by 9/30/2025
- Educate 100 adults and parents on the danger of underage alcohol use by 9/30/2025

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$78,000.00	\$0.00	\$0.00	\$42,155.97	\$120,155.97

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i> 2025-TCINC-G-1YG-0152	<i>District</i> TYL	<i>Organization Name</i> The Coalition, Inc.
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Primary Countermeasure Strategy ID : Alcohol and Other Drug Counter Measures Public Information Campaigns

Title / Desc. **Drug-Free Council (DFC) expansion for Southern Cherokee County**

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

Communities Served : Cherokee County

Objectives

- Provide 400 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2025
- Educate 200 youth on the dangers of alcohol use through presentations by 9/30/2025
- Develop 1 Strategic Operation Plan for program activities by 12/31/2024
- Complete 1 Project Sticker Shock campaign to warn adults of alcohol consequences by 9/30/2025
- Implement 1 new Drug-Free Council (DFC) student group as an expansion of the Drug-Free All Star program by 9/30/2025
- Maintain 2 Drug-Free Council (DFC) student groups by 9/30/2025
- Coordinate 15 alcohol retailer visits to Southern Cherokee County by 9/30/2025
- Educate 75 adults and parents on the danger of underage alcohol use by 9/30/2025

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$53,300.00	\$0.00	\$0.00	\$28,904.42	\$82,204.42

Task: **Public Information Campaigns**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name: 2025-Travis C-G-1YG-0105
 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/DUI presentations and information booths to youth/their guardians in Travis, Hays and Williamson Counties in order to reduce under 21 DUI related crashes.

Communities Served : Hays County;Travis County;Williamson County

Objectives

- Conduct 1 year round public information and education (PI&E) campaign in the tri-county area by 9/30/2025
- Conduct 4 Underage Drinking Prevention Task Force Meetings by 9/30/2025
- Maintain 12 partnerships with agencies that can collaborate with UDPP on underage drinking prevention by 9/30/2025
- Collect 12 months of underage drinking/DUI-crash statistics in Travis, Hays and Williamson Counties and US by 9/30/2025
- Participate in 100 community events in Travis, Hays, and Williamson Counties by 9/30/2025
- Conduct 375 classes of underage drinking prevention/anti-DWI presentations to youth and adults by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$150,182.64	\$0.00	\$0.00	\$184,079.73	\$334,262.37

Planned Activity Name: 2025-TxDOT-G-1YG-0179
 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.

Communities Served : Statewide

Budget:

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

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name Division Organization Name
 2025-MADD-G-1YG-0002 TRF-TS Mothers Against Drunk Driving

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

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

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

Communities Served : Statewide

Objectives

- Conduct 150 Community Outreach Activities to educate the public about impaired driving prevention by 9/30/2025
- Develop 1 Strategic Operational Plan by 9/30/2025
- Implement 90 Public Relations and Social Media Posts and/or Media Posts by 9/30/2025
- Conduct 8 Impaired Driving Roundtables for Law Enforcement and Community Stakeholders by 9/30/2025
- Conduct 400 Law Enforcement Outreach (LEO) activities statewide by 9/30/2025
- Conduct 175 Power of Parents, and Power of Youth Presentations by 9/30/2025
- Provide 12 Months of support to TTW Counties through active participation in Taskforce Meetings/TSS Coalitions by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5OT	\$674,999.87	\$0.00	\$0.00	\$224,694.40	\$899,694.27

Planned Activity Name Division Organization Name
 2025-TTI-G-1YG-0067 TRF-TS Texas A&M Transportation Institute

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

Title / Desc. **24/7 Sobriety Monitoring Program Dissemination Project**

TTI will educate and coach Texans on the 24/7 Sobriety Monitoring Program to disseminate evidence-based intervention for DWI cases and reduce recidivism.

Communities Served : Statewide

Objectives

- Create 1 Toolkit for the 24/7 Sobriety Monitoring Program to Encourage Replication in Other Jurisdictions by 9/30/2025
- Evaluate 3 Jurisdictions Data and Gauge Perception by 9/30/2025
- Conduct 12 Coaching Sessions by 9/30/2025
- Educate 40 High-Priority Jurisdictions about the 24/7 Sobriety Monitoring Program by 5/31/2025
- Analyze 5 States' Operations with Active 24/7 Sobriety Programs to Identify Best Practices by 2/28/2025
- Complete 1 Strategic Plan by 12/31/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$100,000.00	\$0.00	\$0.00	\$25,012.56	\$125,012.56

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2025-TTI-G-1YG-0069 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**

This project addresses the education on the dangers of marijuana-impaired driving to the general public, the cannabis industry, and public safety stakeholders through training and collaboration.

Communities Served : Statewide

Objectives

- Conduct 8 Environmental Scans of Smoke Shops, as a Pilot Project, to Educate Consumers (Public). by 9/30/2025
- Produce 1 Marijuana Policy Reference Document by 9/15/2025
- Attend 1 National Marijuana Conference by 9/30/2025
- Conduct 5 Trainings or Presentations to Assist Traffic Safety Stakeholders with Educating the Public by 9/30/2025
- Create 1 Learning Module on a Specific Issue Related to Marijuana and Driving by 6/30/2025
- Produce 2 Revisions to the in-person and online training curriculums by 8/31/2025
- Develop 1 Strategic Operational Plan by 12/31/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$91,000.00	\$0.00	\$0.00	\$22,764.22	\$113,764.22

Planned Activity Name 2025-TTI-G-1YG-0070 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

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

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

Communities Served : Statewide

Objectives

- Attend 1 conference on impaired driving that discusses ignition interlocks by 9/30/2025
- Participate in 2 outreach events to educate target audience about ignition interlock devices by 9/30/2025
- Create 1 info guide for known practices for dealing w/ indigent defendants who cannot afford interlock device by 9/30/2025
- Conduct 24 ignition interlock trainings for criminal justice system personnel by 9/30/2025
- Create 1 strategic plan by 12/31/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5II	\$220,000.00	\$0.00	\$0.00	\$55,034.37	\$275,034.37

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name Division Organization Name
 2025-TAC-G-1YG-0109 TRF-TS Texas Association of Counties

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

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

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

Communities Served : Statewide

Objectives

- Develop 1 Strategic Operational Plan by 9/30/2025
- Provide 2 Resources for impaired driving adjudication assistance to county judges by 9/30/2025
- Plan 1 Impaired Driving Curriculum by 9/30/2025
- Educate 300 Constitutional County Judges by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$174,590.84	\$0.00	\$0.00	\$48,283.62	\$222,874.46

Planned Activity Name Division Organization Name
 2025-TCJ-G-1YG-0085 TRF-TS Texas Center for the Judiciary

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

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

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

Communities Served : Statewide

Objectives

- Develop 1 Strategic Plan by 12/31/2024
- Manage 1 Texas Judges' DWI Resource website by 9/30/2025
- Conduct 1 Impaired Driving Symposium by 8/30/2025
- Conduct 2 Conduct DWI Summit meetings by 7/31/2025
- Conduct 2 DWI Court Team Conferences by 4/30/2025
- Conduct 9 Impaired Driving education breakout sessions at TCJ Conferences by 9/30/2025
- Maintain 1 Texas Judicial Resource Liaison by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$786,061.00	\$0.00	\$0.00	\$648,569.23	\$1,434,630.23

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name: 2025-TDCAA-G-1YG-0025 Division: TRF-TS Organization Name: 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.

Communities Served : Statewide

Objectives

- Conduct 2 week-long Prosecutor Trial Skills programs and provide students with publications by 7/31/2025
- Conduct 1 Train the Trainer program for prosecutors and prosecutor support staff by 4/1/2025
- Develop 1 Strategic Plan by 11/30/2024
- Conduct 1 statewide Task Force meeting of DWI prosecutors by 8/1/2025
- Conduct 26 regional DWI programs for prosecutors and police officers by 9/30/2025
- Provide 2 publications to all Texas Prosecutors or all Texas prosecutor offices by 9/30/2025
- Provide 2 specialized course's attendees with a TDCAA publication as additional Course Material by 9/1/2025
- Provide 1 DWI Resource Prosecutor to provide technical assistance to Prosecutors and Traffic Safety Partners by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$768,960.47	\$0.00	\$0.00	\$336,779.33	\$1,105,739.80

Planned Activity Name: 2025-TJCTC-G-1YG-0126 Division: TRF-TS Organization Name: 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.

Communities Served : Statewide

Objectives

- Develop 1 strategic operational plan by 9/30/2025
- Participate in 1 seminar focusing on DWI law and impaired driving issues impacting all levels of the judiciary by 9/30/2025
- Distribute 10 multi-media articles related to project areas to all clientele by 9/30/2025
- Provide 12 hours of instruction to judges and court personnel through in-person or virtual and online programs by 9/30/2025
- Provide 6 hours of education to all new justices of the peace at new judge seminars by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$124,925.52	\$0.00	\$0.00	\$31,260.38	\$156,185.90

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2025-TMCEC-G-1YG-0084 Division TRF-TS Organization Name Texas Municipal Courts Education Center

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

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

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

Communities Served : Statewide

Objectives

- Send 500 packets to courts outlining the TxDOT Traffic Safety Specialist (TSS) child safety course by 2/28/2025
- Conduct 1 workshop to educate municipal courts on using teen court to promote traffic safety by 9/30/2025
- Update 2 units of MTSI curriculum and/or other traffic safety resources by 9/30/2025
- Conduct 16 training courses on traffic safety issues to judicial professionals based on MTSI concepts by 9/30/2025
- Produce 4 traffic safety related articles in TMCEC's quarterly legal journal based on MTSI concepts by 9/30/2025
- Conduct 3 workshops for educators based on MTSI concepts by 9/30/2025
- Conduct 1 teacher traffic safety academy based on MTSI concepts by 9/30/2025
- Develop 1 Strategic Operational Plan by 7/31/2025
- Conduct 1 statewide traffic safety conference and awards ceremony (MTSI Conference) by 8/29/2025
- Conduct 1 joint impaired driving symposium for judges by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$660,000.00	\$0.00	\$15,000.00	\$150,040.03	\$825,040.03

Planned Activity Name 2025-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. **SFST Refresher, Practitioner, Instructor, Adv.DWI Investigation & Enforcement, DITEP,FRIDAY Training**

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

Communities Served : Statewide

Objectives

- Develop 1 Strategic Plan by 11/30/2024
- Update 1 set of training materials for students attending training by 9/30/2025
- Conduct 2150 hours of impaired driving and/or drug impairment training by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5CS	\$1,100,000.00	\$0.00	\$0.00	\$316,700.00	\$1,416,700.00

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2025-TMPA-G-1YG-0006 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) and Advanced Roadside Impaired Driving Enforcement (ARIDE).**

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

Communities Served : Statewide

Objectives

- Conduct 1 Drug Recognition Expert Instructor Conclave by 9/30/2025
- Conduct 3 Specialized DWI related training courses by 9/30/2025
- Complete 1 Strategic training plan by 11/30/2024
- Conduct 12 Drug Recognition Expert In-Service training courses by 9/30/2025
- Conduct 4 Drug Recognition Expert Certification Schools by 9/30/2025
- Conduct 880 hours of Advanced Roadside Impaired Driving Enforcement (ARIDE) training for Texas peace officers by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$1,149,980.81	\$0.00	\$0.00	\$296,665.00	\$1,446,645.81

Planned Activity Name 2025-TCINC-G-1YG-0150 District LKF Organization Name The Coalition, Inc.

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

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

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

Communities Served : Angelina County

Objectives

- Provide 1300 youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2025
- Educate 500 youth on the dangers of alcohol use through presentations by 9/30/2025
- Develop 1 Strategic Operation Plan for program activities by 12/31/2024
- Complete 2 Project Sticker Shock campaigns to warn adults of alcohol consequences by 9/30/2025
- Establish 1 new Drug-Free Council (DFC) student group as an expansion of the Drug-Free All Star program by 9/30/2025
- Maintain 4 Drug-Free Council (DFC) student groups by 5/31/2025
- Coordinate 40 alcohol compliance checks in conjunction with the Angelina County Sheriff's Department by 9/30/2025
- Educate 300 adults and parents on the danger of underage alcohol use by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$98,400.00	\$0.00	\$0.00	\$81,055.77	\$179,455.77

Community Traffic Safety Programs

CP

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** Community Traffic Safety Programs CP - 02

<i>Planned Activity Name</i> 2025-Texas Ag-G-1YG-0119	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Agrilife Extension Service
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Primary Countermeasure Strategy ID : Community Traffic Safety Programs Public Information Campaigns

Title / Desc. **Silver Drivers, Safe Texans**

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

Communities Served : Statewide

Objectives

- Conduct 6 virtual or in-person bimonthly meetings of the Mature Driver Coalition by 9/15/2025
- Develop 1 Strategic Operational Plan that outlines the program by 9/30/2025
- Conduct 8 Silver & Safe mature driver offender programs in partnership with Municipal Courts/Law Enforcement by 9/30/2025
- Participate in 36 events, fairs, activities & other community-based programming to promote traffic safety programs by 9/30/2025
- Conduct 80 educational presentations on traffic safety for mature drivers with a target age of 55+ by 9/26/2025
- Participate in 50 CarFit events to assist mature drivers in optimal safety while driving by 9/30/2025
- Participate in 46 educational programs to raise awareness for safety of vulnerable road users for all ages by 9/29/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	CP	\$675,000.00	\$0.00	\$0.00	\$184,309.68	\$859,309.68

Driver Education and Behavior

DE

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 - 03

<i>Planned Activity Name</i> 2025-TTI-G-1YG-0093	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Primary Countermeasure Strategy ID : Driver Education and Behavior Evaluation

Title / Desc. **Statewide and Urban Area Driver Electronic Device Use Surveys**

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

Communities Served : Statewide

Objectives

- Conduct 18 surveys of driver cell phone use in Texas cities (18) by 9/30/2025
- Plan 1 Observational survey of cell phone use in Texas cities by 11/30/2024
- Conduct 1 Statewide survey of driver electronic device use in Texas by 9/30/2025
- Plan 1 Statewide survey of driver electronic device use in Texas by 2/28/2025

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$114,000.00	\$0.00	\$0.00	\$28,509.29	\$142,509.29

Task: **Evaluation** Driver Education and Behavior DE - 03

Planned Activity Name: 2025-TTI-G-1YG-0094 Division: TRF-TS Organization Name: Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Driver Education and Behavior Evaluation

Title / Desc. **Texas Attitude and Awareness of Traffic Safety Survey**

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

Communities Served : Statewide

Objectives

- Complete 1 Survey of a minimum of 2400 Texans throughout the State on traffic safety issues by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$45,800.00	\$0.00	\$0.00	\$11,459.75	\$57,259.75

Task: **Program Management** Driver Education and Behavior DE - 03

Planned Activity Name: 2025-TxDOT-G-1YG-0180 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Driver Education and Behavior Program Management

Title / Desc. **Beehive**

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

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$160,000.00	\$0.00	\$0.00	\$0.00	\$160,000.00

Task: **Public Information Campaigns** Driver Education and Behavior DE - 03

Planned Activity Name: 2025-SMAM-SOW-0008 Division: TRF-TS Organization Name: Sherry Matthews Advocacy Marketing

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

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

A statewide multimedia public safety awareness and education campaign aimed at raising awareness about the dangers of driving distracted and motivating drivers to reduce distractions in the car, in particular cell phone use.

Communities Served : Statewide

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: **Public Information Campaigns**

Driver Education and Behavior DE - 03

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TTI-G-1YG-0050	TRF-TS	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.

Communities Served : Statewide

Objectives

- Conduct 8 Educational sessions at the communities experiencing high volume of crashes by 9/30/2025
- Develop 1 Brochure of Traffic Safety Facts and Recommendations by 5/31/2025
- Complete 1 Safety Assessment using the Dataset Prepared by 3/31/2025
- Provide 1 Summary of Literature Review on Safety Issues of Senior Drivers by 1/5/2025
- Develop 1 FY2025 strategic plan to reduce KA crashes involving senior drivers by 11/30/2024
- Acquire 1 Institutional Review Board Approval by 11/10/2024

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$126,331.00	\$0.00	\$0.00	\$31,602.05	\$157,933.05

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 03

Planned Activity Name 2025-TTI-G-1YG-0056 Division TRF-TS Organization Name 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 Addressing All Top Risks for Youth Ages 11-25 in Texas**

Deploy peer-to-peer traffic safety programming that addresses distracted driving, speeding, seat belts, impaired driving and underage drinking using Teens in the Driver Seat & U in the Driver Seat.

Communities Served : Statewide

Objectives

- Maintain 1 smartphone app that reduces distracted driving by 9/30/2025
- Conduct 1 youth traffic safety summit with theme of reducing all risks among youth by 1/31/2025
- Analyze 1 U in the Driver Seat college program to improve peer-to-peer outreach related to impaired driving by 9/30/2025
- Develop 1 Strategic Operational Plan by 9/30/2025
- Administer 5 resource and program evaluation/measurements with program partners and at YTS Schools by 9/30/2025
- Conduct 1 focus group with stakeholders from low-income/high risk communities to understand needs and support by 9/30/2025
- Develop 10 resources to enhance education and outreach on various safety topics for youth ages 11-25 by 9/30/2025
- Distribute 721 outreach resources & peer leadership opportunities to student teams in Texas by 9/30/2025
- Coordinate 67 interactive safe driving leadership presentations and impaired driving prevention activities by 9/30/2025
- Identify 3 strategic area traffic safety coalitions and conduct equity analysis on program resources by 8/31/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$1,250,000.00	\$0.00	\$0.00	\$312,610.40	\$1,562,610.40

Planned Activity Name 2025-TxDOT-G-1YG-0192 Division TRF-TS Organization Name TxDOT - Traffic Safety

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

Title / Desc. **Driver Education Grant**

The Driver Education Grant project provides funds to high schools to conduct driver education courses. The goal is to reduce fatal or serious-injury (KA) crashes where younger drivers (under aged 25) were involved. The strategy is to train teens aged 15-18 in a traditional classroom and behind-the-wheel setting that includes the latest advances in methodology, subject matter, and technology and by certified instructors.

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$200,000.00	\$0.00	\$0.00	\$0.00	\$200,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2025-ESCVI-G-1YG-0018 Division TRF-TS Organization Name Education Service Center, Region VI

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Texas Traffic SAFETY Driver Education Training Program. Safety Alliance For Educating Texas Youth**

Program will provide 4-phase 1 Online Driver Education courses & 9 Teen Driver Education staff trainings to 300 instructors presented by instructor trainers using current topics & marketed statewide.

Communities Served : Statewide

Objectives

- Provide 50 Driver Education Phase 2 Ready SET Drive Behind the Wheel Packets to Students by 9/30/2025
- Revise 1 Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2025
- Develop 1 Strategic Operation Plan by 9/30/2025
- Analyze 250 Pre & Post Assessments to determine overall effectiveness of Driver Education Training Program by 9/30/2025
- Provide 4 Driver Education Phase 1 Open Roads Online Courses by 9/30/2025
- Conduct 9 Continuing Education Trainings for Driver Education Instructors by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$200,000.00	\$0.00	\$0.00	\$52,299.00	\$252,299.00

Planned Activity Name 2025-NSC-G-1YG-0078 Division TRF-TS Organization Name National Safety Council

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

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

Our Driving Concern – Employer Transportation Safety Program works with employers to promote safe driving practices among their employees, both on and off the job.

Communities Served : Statewide

Objectives

- Conduct 1 Texas Employer Traffic Safety Awards Program by 9/20/2025
- Provide 1500 drivers operating in the state of Texas training by 9/20/2025
- Provide 6 Workplace Impairment Training for Texas Employers Training Courses by 9/20/2025
- Update 1 Our Driving Concern Flagship Training by 9/20/2025
- Implement 1 Strategy for Employer Transportation Safety Program Our Driving Concern by 9/20/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$548,041.11	\$0.00	\$0.00	\$155,000.00	\$703,041.11

Task: **Training**

Driver Education and Behavior DE - 03

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2025-TxDOT-G-1YG-0204	SAT	TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driving Skills for Life (DSFL) ride and drive event**

To provide free, behind-the-wheel training to teens through the DSFL program. DSFL is designed to introduce young drivers to critical skills that, with practice, can help them become safer drivers. The program includes a parent/guardian component that addresses why teens have a higher crash risk and how they can leverage their state's Graduated Driver License (GDL) law to help reduce that risk, along with the critical role parents/guardians play in coaching and monitoring their teens before and after they're licensed.

Communities Served : Bexar County

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	\$184,000.00	\$0.00	\$0.00	\$0.00	\$184,000.00

Emergency Medical Services

EM

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 - 04

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TEEXESTI-G-1YG-0029	TRF-TS	Texas Engineering Extension Service ESTI

Primary Countermeasure Strategy ID : Emergency Medical Services Training

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

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

Communities Served : Statewide

Objectives

- Create 1 Strategic Operation Plan – Texas Highway Safety Program by 9/30/2025
- Collect 12 monthly reports showing views to the EMS website by 9/30/2025
- Train 200 students in an Initial EMS Education Course by 9/30/2025
- Produce 75 students who became certified EMS providers by 9/30/2025
- Conduct 250 hours of continuing education (CE) training by 9/30/2025
- Conduct 20 EMS education courses by 9/30/2025
- Provide 75 groups information to distribute and promote the grant by 9/30/2025

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	\$326,222.97	\$0.00	\$0.00	\$761,432.63	\$1,087,655.60

Motorcycle Safety

MC

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 - 05

Planned Activity Name: 2025-SMAM-SOW-0006 Division: TRF-TS Organization Name: Sherry Matthews Advocacy Marketing

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

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

A statewide multimedia public safety awareness and education campaign aimed at raising awareness of motorcyclists as a vulnerable part of our transportation infrastructure and encourages drivers to pay special attention to them.

Communities Served : Statewide

Budget:

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

Planned Activity Name: 2025-SMAM-SOW-0007 Division: TRF-TS Organization Name: Sherry Matthews Advocacy Marketing

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

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

A statewide multimedia public safety awareness and education campaign aimed at raising awareness of motorcyclists as a vulnerable part of our transportation infrastructure and encourages drivers to pay special attention to them.

Communities Served : Statewide

Budget:

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

Task: **Public Information Campaigns**

Motorcycle Safety MC - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TTI-G-1YG-0033	TRF-TS	Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information Campaigns

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

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

Communities Served : Statewide

Objectives

- Evaluate 1 Strategic Operational Plan and Outreach Activities by 9/26/2025
- Update 7 Existing Education and Outreach Printed Materials into Spanish by 8/1/2025
- Participate in 6 TxDOT Traffic Safety Specialist Activities by 9/19/2025
- Provide 1 Statewide Motorcycle Safety Forum by 9/19/2025
- Create 240 New Social Media and Website Content Updates and Perform Website Support as Needed by 9/26/2025
- Support 1 Texas Motorcycle Safety Coalition Task Force Initiative to Develop New Outreach Materials by 9/19/2025
- Conduct 4 Texas Motorcycle Safety Coalition Task Force Activities by 9/26/2025
- Conduct 4 Texas Motorcycle Safety Coalition Activities by 9/26/2025
- Attend 3 Statewide Motorist and Motorcyclist Events to Distribute Awareness and Educational Materials by 9/12/2025
- Develop 1 Strategic Operational Plan by 12/31/2024

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MC	\$340,000.00	\$0.00	\$0.00	\$85,051.98	\$425,051.98

Task: **Public Information Campaigns**

Motorcycle Safety MC - 05

Planned Activity Name 2025-TTI-G-1YG-0072 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 the lack of motorcycle endorsements, a mailing campaign to encourage riders to complete training, and shares information on motorcycle training.

Communities Served : Statewide

Objectives

- Develop 1 information sheet highlighting the importance of training by 9/30/2025
- Participate in 1 national traffic safety, motorcycle safety, or traffic records conference by 9/30/2025
- Educate 1 Texas motorcycle traffic safety stakeholders on project implementation and findings by 9/30/2025
- Coordinate 1 mailing campaign to untrained riders in the State by 9/15/2025
- Evaluate 1 previous mailing campaign by 9/30/2025
- Update 1 centralized online location for training and licensing information. by 8/15/2025
- Survey 1 set of riders as they complete motorcycle safety training by 9/30/2025
- Create 1 strategic plan by 12/31/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$115,000.00	\$0.00	\$0.00	\$28,767.97	\$143,767.97

Occupant Protection

OP

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 - 06

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TxDOT-G-1YG-0184	TRF-TS	TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Occupant Protection Enforcement

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

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

Communities Served : Statewide

Budget:

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

Task: **Evaluation**

Occupant Protection OP - 06

Planned Activity Name 2025-TTI-G-1YG-0088 Division TRF-TS Organization Name Texas A&M Transportation Institute

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 selected urban areas of Texas.

Communities Served : Statewide

Objectives

- Submit 4 CIOT summary results reports and a final memorandum of 3 survey waves by 8/31/2025
- Submit 4 Teen CIOT summary results reports and a final memorandum of 3 survey waves by 7/31/2025
- Conduct 3 Observational survey waves in 10 Click It or Ticket cities by 6/30/2025
- Conduct 3 Observational survey waves for Teen CIOT evaluation in 5 cities by 5/31/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$64,500.00	\$0.00	\$0.00	\$16,130.59	\$80,630.59

Planned Activity Name 2025-TTI-G-1YG-0090 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

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

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

Communities Served : Statewide

Objectives

- Conduct 18 city surveys of nighttime seat belt use with additional nighttime cell phone use included by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$86,000.00	\$0.00	\$0.00	\$21,507.84	\$107,507.84

Task: **Evaluation**

Occupant Protection OP - 06

Planned Activity Name 2025-TTI-G-1YG-0091 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

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

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

Communities Served : Statewide

Objectives

- Conduct 1 survey of front seat occupant restraint use in 18 cities by 9/30/2025
- Conduct 1 survey of child restraint use in 14 Texas cities by 9/30/2025
- Conduct 1 statewide survey in counties throughout Texas using NHTSA approved survey sampling and protocol by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$333,000.00	\$0.00	\$0.00	\$83,276.92	\$416,276.92

Planned Activity Name 2025-TTI-G-1YG-0095 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

Title / Desc. **Youth Occupant Protection and Traffic Safety Observation Surveys**

Project will be to conduct observational surveys of seat belt, booster seat, teen driver cell phone use, and bicycle helmet use among school-aged children in 9 Texas cities.

Communities Served : Statewide

Objectives

- Conduct 1 Survey of youth occupant protection and other traffic safety behaviors in 9 Texas cities by 9/30/2025
- Plan 9 City surveys of 5-18 year-old seat belt, booster seat, bicycle helmet, and teen driver cell use by 12/31/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$40,000.00	\$0.00	\$0.00	\$10,003.55	\$50,003.55

Task: **Public Information Campaigns**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2025-DCMCCT-G-1YG-0098	AUS	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 education and inspection services in Bastrop, Caldwell, Hays, Travis, and Williamson Counties, as well as technician certification training and capacity building.

Communities Served : Bastrop County;Caldwell County;Hays County;Travis County;Williamson County

Objectives

- Produce 100 social media posts or other web-based content to promote KIC services by 9/30/2025
- Distribute 20000 printed CPS information cards to organizations and caregivers in the 5-county service area by 9/30/2025
- Conduct 2 NHTSA approved CPST courses by 9/30/2025
- Conduct 2 NHTSA approved CPST renewal testing courses by 9/30/2025
- Conduct 4 KIC partnership coalition meetings to support local partner development and operations by 9/30/2025
- Teach 6 continuing credit units for CPSTs to maintain certification by 9/30/2025
- Attend 40 community education events to share CPS information to caregivers by 9/30/2025
- Distribute 2000 child safety seats at fitting events in the 5-county service area by 9/30/2025
- Conduct 1500 child safety seat inspections at fitting events in the 5-county service area by 9/30/2025
- Develop 1 Strategic Operational Plan by 12/31/2024

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$500,570.36	\$0.00	\$0.00	\$125,142.74	\$625,713.10

Task: **Public Information Campaigns** Occupant Protection OP - 06

Planned Activity Name: 2025-DrisHosp-G-1YG-0022 District: CRP Organization Name: Driscoll Children's Hospital

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

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

Communities Served : Aransas County;Bee County;Goliad County;Jim Wells County;Karnes County;Kleberg County;Live Oak County;Nueces County;Refugio County;San Patricio County

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2024
- Educate 2500 parents, guardians, and professionals in classes/events on traffic safety topics by 9/30/2025
- Maintain 1 Child Passenger Safety Technician mentorship program by 9/30/2025
- Support 3 National Safety Campaigns by 9/30/2025
- Conduct 2 National Child Passenger Safety Certification courses by 9/30/2025
- Conduct 12 distracted driving events utilizing DWI/POD goggles and simulator by 9/30/2025
- Distribute 850 car seats to qualified families in the ten county TxDOT Corpus Christi district by 9/30/2025
- Distribute 300 bicycle helmets to families in the ten county TxDOT Corpus Christi district by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$274,999.00	\$0.00	\$0.00	\$136,366.40	\$411,365.40

Task: **Public Information Campaigns**

Occupant Protection OP - 06

Planned Activity Name 2025-DrisHosp-G-1YG-0023 District PHR Organization Name Driscoll Children's Hospital

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Safe On All Roads (SOAR)**

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

Communities Served : Brooks County;Cameron County;Hidalgo County;Jim Hogg County;Kenedy County;Starr County;Willacy County;Zapata County

Objectives

- Develop 1 Strategic Operation Plan by 11/30/2024
- Educate 2500 parents, guardians and professionals in classes/events on traffic safety topics by 9/30/2025
- Support 3 National Safety Campaigns by 9/30/2025
- Conduct 2 National Child Passenger Safety certification courses by 9/30/2025
- Conduct 20 distracted and impaired driving classes and events by 9/30/2025
- Maintain 1 child passenger safety technician mentorship program by 9/30/2025
- Distribute 900 car seats to qualified families within all Pharr district counties by 9/30/2025
- Distribute 250 bicycle helmets by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$274,950.77	\$0.00	\$0.00	\$106,738.13	\$381,688.90

Planned Activity Name 2025-GDC-SOW-0010 Division TRF-TS Organization Name Guerra Deberry Coody

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

A statewide multimedia public safety awareness and education campaign aimed to increase seat belt use among teen drivers and passengers, ages 15-20 and to increase the proper selection and use of child safety seats. Includes Teen Click It or Ticket and Child Passenger Safety campaigns.

Communities Served : Statewide

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 - 06

Planned Activity Name Division Organization Name
 2025-SMAM-SOW-0005 TRF-TS Sherry Matthews Advocacy Marketing

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

A statewide multimedia public safety awareness and education campaign that is enforcement-focused, warning drivers and passengers to buckle up day or night or they could be issued a citation.

Communities Served : Statewide

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 Division Organization Name
 2025-Texas Ag-G-1YG-0117 TRF-TS 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 amongst low use populations and promote safe driving practices statewide through educational programs, checkup events and trainings.

Communities Served : Statewide

Objectives

- Participate in 8 CPS awareness campaigns utilizing resources/articles and creating videos to share on media sites by 9/30/2025
- Implement 6 activities to promote new CPS technician mentoring and retention of current technicians by 9/30/2025
- Maintain 3 online transportation safety courses for childcare providers by 8/30/2025
- Conduct 6 Operation Kids classes targeting officers to support enforcement of child safety seat laws by 8/30/2025
- Distribute 1820 child safety seats to underserved caregivers participating in educational programs & appointments by 9/30/2025
- Conduct 2000 child safety seat in-person/virtual inspections by 9/30/2025
- Participate in 56 child seat checkup events in historically low-use and/or high need communities by 9/30/2025
- Develop 1 Strategic Operation Plan that outlines the program by 9/30/2025
- Conduct 7 National Child Passenger Safety Technician Certification Trainings by 9/30/2025
- Participate in 465 educational programs on occupant protection, distracted driving, speeding, in & around vehicle safety by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$1,249,940.35	\$0.00	\$0.00	\$364,690.95	\$1,614,631.30

Task: **Public Information Campaigns**

Occupant Protection OP - 06

Planned Activity Name 2025-TTI-G-1YG-0058	Division TRF-TS	Organization Name Texas A&M Transportation Institute
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Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Data Driven Approach to Address Child Passenger Safety Gaps in Use**

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

Communities Served : Statewide

Objectives

- Evaluate 1 outreach project for improving correct child restraint use by 9/30/2025
- Create 5 online messages and an updated website by 9/30/2025
- Develop 4 sets of materials and distribute in pediatric clinics/medical offices by 4/30/2025
- Distribute 3 types of Public Information & Education materials aimed for CSS non-users and mis-users by 8/29/2025
- Conduct 4 outreach activities at child care/early education centers by 8/31/2025
- Conduct 4 focus group sessions and use data to prepare outreach materials by 4/30/2025
- Identify 4 Houston areas of low child restraint use and high misuse for outreach by 11/30/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$44,750.00	\$0.00	\$0.00	\$11,191.85	\$55,941.85

Task: **Public Information Campaigns**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2025-TCH-G-1YG-0112	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 child occupant restraint usage in all passenger vehicles and trucks and expand child passenger safety knowledge in greater Houston.

Communities Served : Brazoria County;Galveston County;Harris County;Montgomery County;Fort Bend County

Objectives

- Conduct 2000 child safety seat inspections at community events and inspection stations by 9/30/2025
- Develop 1 strategic plan for implementation of grant in high priority areas by 9/30/2025
- Conduct 75 law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2025
- Conduct 50 media exposures related to child passenger safety by 9/30/2025
- Provide 10000 educational materials on child passenger safety to the community by 9/30/2025
- Distribute 1150 child restraint systems to low-income/vulnerable populations at inspection stations and events by 9/30/2025
- Coordinate 2 Child Passenger Safety Technician training courses by 9/30/2025
- Conduct 25 Child Passenger Safety events by 9/30/2025
- Conduct 4 CEU and specialized training classes focused on CPS technician retention by 9/30/2025
- Teach 50 car seat safety classes for parents and caregivers by 9/30/2025

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	\$300,000.00	\$0.00	\$0.00	\$207,556.88	\$507,556.88

Task: **Public Information Campaigns**

Occupant Protection OP - 06

Planned Activity Name 2025-TDSHS-G-1YG-0131 *Division* TRF-TS *Organization Name* 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 low-income families for seat education with distribution and certified technicians/instructors for training, retention, and sustainability.

Communities Served : Statewide

Objectives

- Update 1 Strategic Plan that outlines Safe Riders outreach by 3/30/2025
- Develop 3 occupant safety materials for the Safe Riders toolkit for distribution and regional partners by 9/30/2025
- Coordinate 1 Texas Child Passenger Safety Technician retention strategy by 9/30/2025
- Support 1 National Child Passenger Safety Week by 9/30/2025
- Conduct 7 statewide trainings for traffic safety partners and technicians by 9/30/2025
- Conduct 10 program meetings/trainings/site visits with distribution partner sites by 9/30/2025
- Distribute 5966 car seats to underserved caregivers through local program partners that provide education by 9/30/2025

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1PE	\$1,000,000.00	\$0.00	\$0.00	\$350,000.00	\$1,350,000.00

Task: **Public Information Campaigns**

Occupant Protection OP - 06

Planned Activity Name 2025-TxHSTF-G-1YG-0141 Division TRF-TS Organization Name Texas Heatstroke Task Force

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

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

Preventing pediatric vehicular heatstroke (PVH) deaths and injuries through education and awareness, and by leading a statewide task force of safety professionals who conduct PVH prevention activities

Communities Served : Statewide

Objectives

- Maintain 485 volunteer members in the THTF by 9/30/2025
- Develop 1 Strategic Operational Plan by 12/31/2024
- Conduct 5 temperature comparison displays at public venues by 9/30/2025
- Conduct 3 news media stories by 7/31/2025
- Conduct 4 child vehicular heatstroke presentations to groups and conferences by 9/30/2025
- Conduct 1 statewide virtual meeting for THTF members by 5/15/2025
- Produce 2 rapid response kits to send to THTF members following a PVH death by 9/30/2025
- Produce 40 social media postings on THTF social media pages by 9/30/2025
- Distribute 10 activity logs to THTF members by 9/30/2025
- Distribute 10 email updates to THTF members by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$25,990.88	\$0.00	\$0.00	\$6,529.99	\$32,520.87

Planned Activity Name 2025-TxDOT-G-1YG-0201 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **Child Passenger Car Seats**

TxDOT's Child Passenger Safety Seat Education and 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

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CPS	\$160,000.00	\$0.00	\$0.00	\$0.00	\$160,000.00

Task: **Public Information Campaigns**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2025-WISH-G-1YG-0099	DAL	Women & Infants Specialty Health

Primary Countermeasure Strategy ID : Occupant Protection Public Information Campaigns

Title / Desc. **TX DOT Traffic Safety Program**

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

Communities Served : Collin County;Dallas County;Denton County;Ellis County;Kaufman County;Navarro County;Rockwall County

Objectives

- Conduct 2 National Child Passenger Safety (CPS) Certification Training Courses by 9/28/2025
- Implement 1 mentoring program for North Texas Child Passenger Safety (CPS) technicians by 9/30/2025
- Coordinate 3 meetings with local CPS coalitions or other local traffic safety partners to support CPS initiatives by 9/25/2025
- Educate 10000 families with children 0-8 years of age at Parkland Health or through other community partners by 9/30/2025
- Create 2 Child Passenger Safety (CPS) update newsletters and distribute them to CPS technicians by 9/19/2025
- Conduct 6 community car seat/booster seat check-up events by 9/30/2025
- Conduct 2 Child Passenger Safety Advocate (CPSA) presentations for Parkland staff or other community advocates by 9/26/2025
- Identify 2 Child Passenger Safety Continuing Education (CEU) opportunities for re-certifying technicians by 9/28/2025
- Conduct 200 child occupant restraint use observations of newborns discharged at Parkland Health by 9/30/2025
- Acquire 10000 Texas Child Passenger Safety (CPS) law cards and other fact sheets from TxDOT by 12/30/2024

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$75,000.00	\$0.00	\$0.00	\$32,995.28	\$107,995.28

Task: **Training**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2025-SafetyCi-G-1YG-0155	ABL	Safety City Abilene

Primary Countermeasure Strategy ID : Occupant Protection Training

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

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

Communities Served : Baylor County;Brown County;Callahan County;Coke County;Coleman County;Comanche County;Concho County;Eastland County;Erath County;Fisher County;Haskell County;Howard County;Jones County;Kent County;Knox County;Mason County;Mitchell County;Nolan County;Pal

Objectives

- Educate 500 School age children through a variety of after school, summer, and other outreach programs by 9/30/2025
- Educate 6000 School age children pedestrian, bicycle, railroad, bus, seatbelt, and traffic safety in 28 counties by 9/30/2025
- Distribute 6000 Educational material to enhance pedestrian, bicycle, railroad, bus, seat belt, and traffic safety by 9/30/2025
- Develop 1 A Strategic Operational Plan by 12/31/2024

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	OP	\$9,260.00	\$0.00	\$0.00	\$5,628.00	\$14,888.00

Pedestrian and Bicyclist Safety

PS

Goals

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

Strategies

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

Project Descriptions

Task: **Evaluation**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i> 2025-TTI-G-1YG-0035	<i>District</i> ELP	<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 El Paso**

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

Communities Served : El Paso County;Brewster County;Culberson County;Hudspeth County;Jeff Davis County;Presidio County

Objectives

- Evaluate 1 Information and education outreach program for pedestrians near bus stops by 9/30/2025
- Distribute 3 Types of outreach materials by 9/12/2025
- Develop 3 Outreach materials (e.g., pedestrian fact sheet, driver fact sheet, bus poster) by 6/30/2025
- Develop 1 List of 60 high risk bus stop locations by 4/30/2025
- Obtain 1 Geometric, environment, land use, demographic, income and traffic variables at bus stops by 3/31/2025
- Identify 2 Sets of bus stops in El Paso with and without pedestrian crash history by 12/31/2024
- Develop 1 Strategic operational plan by 9/30/2025

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	\$126,906.36	\$0.00	\$0.00	\$31,748.85	\$158,655.21

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name 2025-LubbockP-G-1YG-0172 *District* LBB *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, and speed education through proper occupant protection, restraint protocols, and general traffic safety to at-risk populations.

Communities Served : Bailey County;Castro County;Cochran County;Crosby County;Dawson County;Floyd County;Gaines County;Garza County;Hale County;Hockley County;Lamb County;Lubbock County;Lynn County;Parmer County;Swisher County;Terry County;Yoakum County

Objectives

- Educate 7550 students from elementary to middle school proper bicycle safety and riding techniques by 9/30/2025
- Educate 7550 student/group participants on motor vehicle safety by 9/30/2025
- Complete 3 professional training seminars or conferences by 9/30/2025
- Develop 2 alliances with outside organizations and with other businesses for safer streets by 9/30/2025
- Educate 7550 elementary to middle school students in safe pedestrian behavior while participating at Safety City by 9/30/2025

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	\$24,798.50	\$0.00	\$5,600.00	\$14,904.50	\$45,303.00

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2025-Ghisallo-G-1YG-0075	SAT	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, in addition to pedestrian safety instruction.

Communities Served : Bexar County;Comal County;Guadalupe County

Objectives

- Develop 1 Strategic Operation Plan that demonstrates a data-driven project by 11/30/2024
- Distribute 50 reflective stickers during community engagement to individuals at risk of crashes at night by 9/30/2025
- Distribute 40 bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2025
- Distribute 50 helmets to youth and adults without safe helmets by 9/30/2025
- Conduct 400 earned media segments covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2025
- Distribute 4000 PI&E materials covering relevant Texas State laws and rights and responsibilities by 9/30/2025
- Participate in 12 community events to provide PI&E related to driver, cyclist, and pedestrian safety by 9/30/2025
- Educate 200 adult participants about bike safety and Texas State Law via clinics and presentations by 9/30/2025
- Educate 1800 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2025
- Educate 100 youth participants on in--depth bicycle safety skills and TX State Laws via Bike Club by 9/30/2025

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	\$188,465.23	\$0.00	\$0.00	\$48,949.00	\$237,414.23

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name: 2025-Ghisallo-G-1YG-0076
 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, in addition to pedestrian safety instruction.

Communities Served : Hays County;Travis County;Williamson County

Objectives

- Develop 1 Strategic Operation Plan That Demonstrates a Data-Driven Project by 9/30/2025
- Distribute 40 reflective tape packs during community engagement to individuals at risk of crashes at night by 9/30/2025
- Distribute 75 bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2025
- Distribute 80 helmets to youth and adults without safe helmets by 9/30/2025
- Educate 5 earned media segments airing covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2025
- Distribute 8000 PI&E materials covering relevant Texas State laws, rights, responsibilities for pedestrian and pedal by 9/30/2025
- Educate 100 adult participants about bike safety and Texas State Law via clinics and presentation by 9/30/2025
- Educate 2000 youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2025
- Educate 800 youth participants on in--depth bicycle safety skills and TX State Laws via Bike Club by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$199,907.09	\$0.00	\$0.00	\$72,424.00	\$272,331.09

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name: 2025-HaCoCMP1-G-1YG-0008 District: HOU Organization Name: Harris County Commissioner Pct 1

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

Title / Desc. **Ride One**

Ride One's goals are to reduce pedestrian and biking fatalities/serious injuries; bring biking and bike safety to underserved communities; & provide opportunities to learn how to stay safe.

Communities Served : Harris County

Objectives

- Train 12 Members of the community on pedestrian and bike safety by 9/30/2025
- Educate 8 motor vehicle drivers on safely sharing the road with pedestrians and cyclists by 9/30/2025
- Educate 20 the community on the importance of bike and pedestrian safety principles. by 9/30/2025
- Implement 8 Bike Rodeos for children, youth and adults focused on skills/precautions to ride safely by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$92,597.50	\$0.00	\$0.00	\$108,030.00	\$200,627.50

Planned Activity Name: 2025-HarrisCo-G-1YG-0114 District: HOU Organization Name: Harris County Sheriff's Office

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

Title / Desc. **Harris County Sheriff's Office (HCSO) Parks Unit: Operation Cycle Safe**

The HCSO Parks Unit will increase community engagement efforts to educate and train adults and children in the safe operation of bicycles by conducting classes, bike rodeos, and community events.

Communities Served : Harris County

Objectives

- Educate 300 Children (Target Age 5+) on bicycle laws, safety principles, and preventative maintenance by 8/30/2025
- Educate 300 Adults (Target Age 55+) on motorist/bicycle laws, safety principles, and preventative maintenance by 8/15/2025
- Conduct 4 Bicycle Rodeos for Children and Adults educating on safe bicycle operation and basic skills by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$85,778.00	\$0.00	\$0.00	\$27,120.36	\$112,898.36

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name Division Organization Name
 2025-SMAM-SOW-0002 TRF-TS Sherry Matthews Advocacy Marketing

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

Title / Desc. **Be Safe. Drive Smart.” Ped/Bike State Laws: Pedestrian and Bicycle State Law Public Education and Awareness Campaign**

A statewide multimedia public safety awareness and education 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.

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405G	BGPE	\$1,750,000.00	\$0.00	\$0.00	\$1,750,000.00	\$3,500,000.00

Planned Activity Name Division Organization Name
 2025-SMAM-SOW-0003 TRF-TS Sherry Matthews Advocacy Marketing

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

Title / Desc. **“Be Safe. Drive Smart.” Pedestrian Safety (WALKR) Campaign**

WALKR include media and outreach activities for the annual Pedestrian Safety campaign with street teams putting pedestrian safety messages in places where vehicles and pedestrians share the road.”

Communities Served : Statewide

Budget:

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

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TTI-G-1YG-0034	TRF-TS	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.

Communities Served : Statewide

Objectives

- Conduct 1 Stakeholder Gap Analysis and Outreach by 9/30/2025
- Complete 1 NHTSA Pedestrian and Bicycle Safety Program Assessment by 9/30/2025
- Evaluate 1 Pedestrian Campaign Outreach by 9/26/2025
- Maintain 1 Pedestrian Safety Resource Library by 8/29/2025
- Create 1 Pedestrian Safety Technical Brief by 9/26/2025
- Conduct 3 Pedestrian Safety Webinars by 9/20/2025
- Conduct 1 Pedestrian Safety Forum by 9/17/2025
- Provide 5 Traffic Safety Specialist Coalition Presentations by 9/17/2025
- Conduct 4 Statewide Pedestrian Safety Coalition Meetings by 9/22/2025
- Create 1 Pedestrian Support and Strategic Outreach Plan by 3/31/2025

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	\$350,000.00	\$0.00	\$0.00	\$87,554.69	\$437,554.69

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TTI-G-1YG-0043	TRF-TS	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 pedestrian and bicycle safety laws in Texas, as well as educate the public on these laws.

Communities Served : Statewide

Objectives

- Conduct 3 Training workshops for law enforcement on pedestrian and bicyclist laws by 9/30/2025
- Complete 1 Translation of supplemental curriculum into Spanish by 3/31/2025
- Produce 1 Final Report by 9/30/2025
- Produce 1 Promotional video to distribute to law enforcement agencies by 8/31/2025
- Create 1 New outreach item on pedestrian and bicycle safety by 7/31/2025
- Survey 3 Driver education providers by 5/31/2025
- Develop 1 Strategic operational plan by 1/31/2025
- Attend 2 Community coalition meetings to promote the resources and materials developed under the grant by 9/30/2025
- Update 1 Curriculum for workshops with law enforcement on state pedestrian and bicyclist laws by 9/30/2025
- Produce 1 Infographic summary of survey findings by 8/31/2025
- Survey 400 Texans on pedestrian and bicycle state laws by 6/30/2025

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405G	BGPE	\$130,000.00	\$0.00	\$0.00	\$32,511.70	\$162,511.70

Task: **Public Information Campaigns** Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name: 2025-TTI-G-1YG-0045 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.

Communities Served : Statewide

Objectives

- Complete 1 Safety Assessment using the Dataset Prepared by 5/30/2025
- Develop 1 Brochure and Educational kit for older pedestrian mid-block safety improvement at night by 6/30/2025
- Conduct 1 Messaging preference survey by 7/31/2025
- Complete 1 Summary Memorandum by 9/30/2025
- Develop 1 Strategic operational plan by 1/31/2025
- Produce 2 Safety videos covering pedestrian and/or bicycle safety issues by 6/30/2025
- Achieve 5000 Social media engagements by 8/31/2025
- Distribute 400 Safety messages to adult & senior pedestrians, cyclists and motorists via social media by 9/30/2025
- Conduct 8 Bicycle/Pedestrian Safety Presentations to Adult and Senior Texans by 9/30/2025
- Conduct 1 Analysis of social media interactions to determine what communities the messaging has reached by 4/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$225,000.00	\$0.00	\$0.00	\$56,279.21	\$281,279.21

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TTI-G-1YG-0052	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 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.

Communities Served : Statewide

Objectives

- Develop 1 Strategic Operational Plan by 12/31/2024
- Administer 1 student led activity and evaluation for distracted walking behavior at TDS program schools by 9/15/2025
- Maintain 1 Texas youth pedestrian and bicyclist Power BI data visualization dashboard for TTIs & TxDOTs use by 9/15/2025
- Conduct 1 survey with school partners about pedestrian and bicyclist safety on campuses by 9/15/2025
- Distribute 150 peer leader workbooks to student teams to advance safer access to school by 9/15/2025
- Administer 3 pedestrian and bike safety presentations (in-person/virtual) to educate youth & evaluate workshop by 9/15/2025
- Attend 5 collaborative partnership outreach events in Texas to focus on pedestrian & bicyclists' safety by 9/15/2025
- Provide 7 activities that educate youth on motorists, pedestrian and bicyclists' responsibilities & state laws by 9/15/2025
- Provide 180 print educational toolkits to student teams by 9/15/2025

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	\$250,000.00	\$0.00	\$0.00	\$62,530.78	\$312,530.78

Task: **Public Information Campaigns** Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i> 2025-TCH-G-1YG-0113	<i>District</i> HOU	<i>Organization Name</i> Texas Children's Hospital
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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.

Communities Served : Brazoria County;Fort Bend County;Galveston County;Harris County;Montgomery County

Objectives

- Develop 1 Strategic Operational Plan for Implementation of Grant in High Priority Areas by 9/30/2025
- Coordinate 20 Pedestrian safety events by 9/30/2025
- Coordinate 20 Media exposures about pedestrian and/or bicycle safety by 9/30/2025
- Distribute 650 Helmets to children with bicycles, that are in need of appropriately fitted helmets by 9/30/2025
- Distribute 10000 Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2025
- Conduct 50 Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2025
- Educate 10000 Children about safe pedestrian and/or bicyclist skills and behaviors by 9/30/2025
- Coordinate 25 Bicycle safety events and/or bicycle rodeos by 9/30/2025
- Conduct 150 Surveys focused on the walking or biking behaviors of children and adults by 9/30/2025

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$110,000.00	\$0.00	\$0.00	\$77,184.28	\$187,184.28

Task: **Training**

Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name: 2025-FortBend-G-1YG-0081 District: HOU Organization Name: Fort Bend County District Attorney's Office

Primary Countermeasure Strategy ID : Pedestrian and Bicyclist Safety Training

Title / Desc. **Fort Bend County Pedestrian & Motorist Safety Project**

This project will make roads safer for pedestrians & motorists by raising awareness of the Lisa Torry Smith Act through pedestrian and motorist outreach and education.

Communities Served : Fort Bend County

Objectives

- Complete 12 public outreach engagements/events by 9/30/2025
- Provide 12 updates/training at coalition meetings or pedestrian forums by 9/30/2025
- Conduct 20 presentations to local groups, clubs, home owners associations & community meetings by 9/30/2025
- Coordinate 12 media exposures, either print or social by 9/30/2025
- Conduct 18 presentations to public and private schools in Fort Bend County by 9/30/2025
- Produce 1 county-wide Forum on Pedestrian Safety by 9/30/2025
- Develop 1 strategic operational plan by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$124,400.12	\$0.00	\$0.00	\$31,125.23	\$155,525.35

Planned Activity Name: 2025-TTI-G-1YG-0046 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 an educational curriculum and technology supplement (Virtual Reality experience) targeting adolescent pedestrians and bicyclists regarding critical safety concepts.

Communities Served : Statewide

Objectives

- Distribute 1 developed e-curriculum and video throughout the web-page by 9/15/2025
- Develop 1 curriculum for target lesson by 7/31/2025
- Develop 1 educational virtual reality adapted experience by 8/20/2025
- Develop 1 scenario including identified risk situations and safe behaviors to the situations by 3/22/2025
- Complete 1 list of high-risk situations at young pedestrian/bicyclists-involved crashes by 2/15/2025
- Develop 1 FY2025 strategic plan to reduce KA crashes involving adolescent pedestrians and bicyclists by 11/30/2024
- Acquire 1 Institutional Review Board approval by 11/10/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$131,040.00	\$0.00	\$0.00	\$32,789.83	\$163,829.83

Task: **Training** Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name: 2025-TTI-G-1YG-0062 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**

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

Communities Served : Statewide

Objectives

- Develop 2 ped/bike safety maps and distribute to university campus and bounded cultural area groups by 9/30/2025
- Develop 1 law enforcement mobilization plan that addresses pedestrian and bicycle traffic law enforcement by 8/15/2025
- Develop 1 pedestrian and bicycle traffic law training to 10 university-based organizations by 9/15/2025
- Develop 3 pedestrian/bike law pocket guide for distribution to students, staff, and campus safety stakeholders by 3/31/2025
- Establish 1 group of local traffic safety stakeholders to serve in an advisory capacity by 4/30/2025
- Complete 2 focus group meetings with stakeholders who use proximate university roadway systems by 4/30/2025
- Complete 1 crash analysis for a selected university campus by 4/15/2025
- Develop 1 Strategic Operational Plan by 11/30/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405G	BGTR	\$225,000.00	\$0.00	\$0.00	\$56,273.46	\$281,273.46

Planning and Administration

PA

Goals

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

Strategies

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

Project Descriptions

Task: **Program Management** Planning and Administration PA - 08

Planned Activity Name: 2025-TxDOT-G-1YG-0177 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

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

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

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$5,530,844.00	\$0.00	\$0.00	\$5,530,844.00

Planned Activity Name: 2025-TxDOT-G-1YG-0178 Division: TRF-TS Organization Name: TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

Title / Desc. **eGrants BA**

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

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$709,500.00	\$0.00	\$0.00	\$0.00	\$709,500.00

Task: **Program Management**

Planning and Administration PA - 08

Planned Activity Name 2025-TxDOT-G-1YG-0181 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

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

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

Communities Served : Statewide

Budget:

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

Planned Activity Name 2025-TxDOT-G-1YG-0182 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

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

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

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$692,701.58	\$0.00	\$0.00	\$0.00	\$692,701.58

Planned Activity Name 2025-TxDOT-G-1YG-0202 Division TRF-TS Organization Name TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Planning and Administration Program Management

Title / Desc. **BTS Conferences**

To plan and conduct a Statewide Traffic Safety Conference. This project provides support for planning, implementing the conference.

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$300,000.00	\$0.00	\$75,000.00	\$0.00	\$375,000.00

Task: **Public Information Campaigns** Planning and Administration PA - 08

Planned Activity Name: 2025-TTI-G-1YG-0092 Division: TRF-TS Organization Name: Texas A&M Transportation Institute

Primary Countermeasure Strategy ID: Planning and Administration Public Information Campaigns

Title / Desc. **Statewide Public Participation and Engagement Development**

This project will develop, deliver, and document the process for conducting public participation and engagement activities.

Communities Served : Statewide

Objectives

- Submit 1 Final report of results and recommendations by 9/30/2025
- Evaluate 3 Public Participation and Engagement sessions by 8/31/2025
- Conduct 3 Public engagement sessions as planned and promoted by 7/31/2025
- Plan 3 Public engagement opportunities by 6/30/2025
- Identify 3 Affected communities and traffic safety problems by 1/15/2025
- Coordinate 1 Goal-setting/strategic operations planning session with TxDOT for Public Participation/Engagement by 12/31/2024

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$150,000.00	\$0.00	\$0.00	\$37,512.83	\$187,512.83

Police Traffic Services

PT

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 - 09

Planned Activity Name 2025-TxDOT-G-1YG-0199 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.

Communities Served : Statewide

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2025-Abilene-S-1YG-00073		402	PT	\$59,995.00	\$16,499.17	\$76,494.17
2025-AltonPD-S-1YG-00013		402	PT	\$20,000.00	\$6,102.00	\$26,102.00
2025-AlvinPD-S-1YG-00070		402	PT	\$11,980.00	\$3,799.31	\$15,779.31
2025-AmarilloPD-S-1YG-00113		402	PT	\$151,455.00	\$38,116.53	\$189,571.53
2025-AngletonPD-S-1YG-00115		402	PT	\$9,797.76	\$2,991.73	\$12,789.49
2025-AnsonPD-S-1YG-00083		402	PT	\$12,000.00	\$3,120.00	\$15,120.00
2025-Arlington-S-1YG-00006		402	PT	\$260,700.00	\$65,175.00	\$325,875.00
2025-AustinPD-S-1YG-00050		402	PT	\$370,000.00	\$92,500.00	\$462,500.00
2025-Beaumont-S-1YG-00076		402	PT	\$92,162.00	\$29,943.43	\$122,105.43
2025-BertramPD-S-1YG-00023		402	PT	\$11,933.32	\$3,027.96	\$14,961.28
2025-BexarCoSO-S-1YG-00125		402	PT	\$325,470.44	\$83,549.55	\$409,019.99
2025-BexarPR3-S-1YG-00041		402	PT	\$15,000.00	\$3,750.50	\$18,750.50
2025-BordenCoSO-S-1YG-00080		402	PT	\$12,000.00	\$3,261.78	\$15,261.78
2025-BrownsPD-S-1YG-00062		402	PT	\$74,586.97	\$19,063.06	\$93,650.03
2025-BullardPD-S-1YG-00024		402	PT	\$11,999.22	\$3,242.75	\$15,241.97
2025-CameronCo-S-1YG-00133		402	PT	\$52,440.00	\$16,225.94	\$68,665.94
2025-CdrPrkPD-S-1YG-00043		402	PT	\$11,230.42	\$2,944.22	\$14,174.63
2025-Chambers-S-1YG-00039		402	PT	\$19,419.10	\$6,097.28	\$25,516.38
2025-ClydePD-S-1YG-00063		402	PT	\$11,971.50	\$3,252.24	\$15,223.74
2025-CollinSO-S-1YG-00056		402	PT	\$13,579.68	\$3,686.88	\$17,266.56
2025-ColonyPD-S-1YG-00026		402	PT	\$11,944.00	\$3,745.64	\$15,689.64
2025-ColStaPD-S-1YG-00084		402	PT	\$36,886.50	\$9,257.60	\$46,144.10
2025-ComancheCOSO-S-1YG-00065		402	PT	\$7,310.00	\$2,129.82	\$9,439.82
2025-CorpusPD-S-1YG-00074		402	PT	\$99,976.50	\$30,234.37	\$130,210.87
2025-CrockettPD-S-1YG-00004		402	PT	\$9,933.00	\$3,317.62	\$13,250.62
2025-CrossRdPD-S-1YG-00100		402	PT	\$11,954.60	\$3,073.11	\$15,027.71
2025-Dallas-S-1YG-00036		402	PT	\$788,382.00	\$219,253.20	\$1,007,635.20
2025-DeerPark-S-1YG-00002		402	PT	\$48,984.00	\$18,533.04	\$67,517.04
2025-DimmittPD-S-1YG-00058		402	PT	\$11,993.00	\$3,272.89	\$15,265.89
2025-EarlyPD-S-1YG-00068		402	PT	\$11,917.60	\$3,104.35	\$15,021.95
2025-EastlaPD-S-1YG-00069		402	PT	\$11,970.00	\$3,078.12	\$15,048.12
2025-EdinbuPD-S-1YG-00126		402	PT	\$36,999.58	\$9,941.79	\$46,941.37
2025-EIPasoPD-S-1YG-00052		402	PT	\$219,957.48	\$55,207.70	\$275,165.18
2025-Eules-S-1YG-00097		402	PT	\$51,955.91	\$12,998.33	\$64,954.24

Task: Enforcement			Police Traffic Services PT - 09		
2025-FBCoCP3-S-1YG-00089	402	PT	\$19,677.92	\$5,255.83	\$24,933.75
2025-FBCoSO-S-1YG-00009	402	PT	\$11,976.00	\$4,138.83	\$16,114.83
2025-FortBendPct1-S-1YG-00011	402	PT	\$21,875.00	\$6,146.32	\$28,021.32
2025-Fortworth-S-1YG-00040	402	PT	\$281,927.41	\$74,355.10	\$356,282.51
2025-FranklinCOSO-S-1YG-00110	402	PT	\$13,985.20	\$4,195.56	\$18,180.76
2025-FreerPD-S-1YG-00016	402	PT	\$13,264.64	\$3,316.16	\$16,580.80
2025-FriscoPD-S-1YG-00053	402	PT	\$70,959.03	\$17,775.37	\$88,734.40
2025-GalCOSO-S-1YG-00049	402	PT	\$29,748.23	\$9,546.20	\$39,294.43
2025-Galveston-S-1YG-00118	402	PT	\$39,325.70	\$10,087.04	\$49,412.74
2025-GarlandPD-S-1YG-00045	402	PT	\$96,241.05	\$24,332.71	\$120,573.76
2025-GrandPra-S-1YG-00114	402	PT	\$89,991.99	\$22,523.31	\$112,515.30
2025-GrapevinePD-S-1YG-00111	402	PT	\$11,591.36	\$3,074.95	\$14,666.31
2025-HarkerHPD-S-1YG-00018	402	PT	\$19,987.89	\$4,996.97	\$24,984.86
2025-Harlingen-S-1YG-00048	402	PT	\$50,000.00	\$12,549.09	\$62,549.09
2025-Harris4-S-1YG-00117	402	PT	\$49,851.48	\$12,639.41	\$62,490.89
2025-HarrisCo-S-1YG-00071	402	PT	\$435,804.60	\$109,419.80	\$545,224.40
2025-HarrisP1-S-1YG-00037	402	PT	\$74,996.71	\$18,749.21	\$93,745.92
2025-HarrisP5-S-1YG-00108	402	PT	\$50,033.28	\$12,537.87	\$62,571.15
2025-HawleyPD-S-1YG-00067	402	PT	\$9,999.36	\$2,547.38	\$12,546.74
2025-HoustonPD-S-1YG-00010	402	PT	\$1,599,993.24	\$422,619.59	\$2,022,612.83
2025-InglesidePD-S-1YG-00107	402	PT	\$11,990.00	\$3,036.32	\$15,026.32
2025-IngramPD-S-1YG-00127	402	PT	\$11,995.20	\$2,998.80	\$14,994.00
2025-Irving-S-1YG-00008	402	PT	\$97,289.20	\$24,606.56	\$121,895.76
2025-JacintPD-S-1YG-00093	402	PT	\$11,996.47	\$3,018.31	\$15,014.78
2025-JacksboroPD-S-1YG-00116	402	PT	\$11,956.79	\$3,023.28	\$14,980.07
2025-JacksonviPD-S-1YG-00035	402	PT	\$13,970.00	\$4,354.45	\$18,324.45
2025-JeffersonCoSO-S-1YG-00119	402	PT	\$24,888.15	\$7,030.90	\$31,919.05
2025-KatyPD-S-1YG-00061	402	PT	\$41,860.82	\$12,701.50	\$54,562.32
2025-KempnerPD-S-1YG-00137	402	PT	\$12,000.00	\$3,053.35	\$15,053.35
2025-KerrvillePD-S-1YG-00051	402	PT	\$14,574.64	\$3,643.66	\$18,218.30
2025-KilleenPD-S-1YG-00077	402	PT	\$41,958.00	\$14,539.45	\$56,497.45
2025-KylePD-S-1YG-00101	402	PT	\$17,220.00	\$4,697.95	\$21,917.95
2025-LaJoyaPD-S-1YG-00088	402	PT	\$14,000.00	\$5,020.40	\$19,020.40
2025-LaPorte-S-1YG-00027	402	PT	\$26,648.12	\$7,030.69	\$33,678.81
2025-LaredoPD-S-1YG-00028	402	PT	\$109,459.00	\$33,932.29	\$143,391.29
2025-LongviPD-S-1YG-00042	402	PT	\$49,945.00	\$12,571.61	\$62,516.61
2025-ManorPD-S-1YG-00032	402	PT	\$11,955.00	\$3,058.18	\$15,013.18
2025-MarshallPD-S-1YG-00020	402	PT	\$31,986.75	\$8,947.70	\$40,934.45
2025-McAllenPD-S-1YG-00060	402	PT	\$90,944.36	\$23,827.43	\$114,771.79
2025-McKinney-S-1YG-00095	402	PT	\$62,074.46	\$19,377.72	\$81,452.18
2025-MercedesPD-S-1YG-00096	402	PT	\$11,991.02	\$3,111.08	\$15,102.10

Task: Enforcement			Police Traffic Services PT - 09		
2025-MeridianPD-S-1YG-00066	402	PT	\$11,985.00	\$3,306.46	\$15,291.46
2025-Mesquite-S-1YG-00012	402	PT	\$38,748.60	\$10,713.99	\$49,462.59
2025-Mission-S-1YG-00003	402	PT	\$37,000.00	\$9,417.02	\$46,417.02
2025-MissouriPD-S-1YG-00104	402	PT	\$22,308.00	\$6,841.92	\$29,149.92
2025-MoCoP1Co-S-1YG-00007	402	PT	\$24,237.52	\$6,072.10	\$30,309.62
2025-MontgoSO-S-1YG-00005	402	PT	\$146,620.40	\$47,902.35	\$194,522.75
2025-MooreCoSO-S-1YG-00134	402	PT	\$11,606.93	\$4,237.69	\$15,844.62
2025-MtBelvieuPD-S-1YG-00079	402	PT	\$11,948.58	\$4,186.87	\$16,135.45
2025-MtVernonPD-S-1YG-00081	402	PT	\$13,996.00	\$3,593.12	\$17,589.12
2025-NewBrau-S-1YG-00021	402	PT	\$41,886.86	\$10,471.72	\$52,358.58
2025-NRichland-S-1YG-00034	402	PT	\$31,246.08	\$8,264.18	\$39,510.26
2025-Odessa-S-1YG-00090	402	PT	\$45,367.34	\$11,449.44	\$56,816.78
2025-OlneyPD-S-1YG-00131	402	PT	\$11,970.49	\$2,996.02	\$14,966.51
2025-PalestinePD-S-1YG-00017	402	PT	\$11,828.09	\$3,383.83	\$15,211.92
2025-PasadePD-S-1YG-00025	402	PT	\$89,057.00	\$89,057.00	\$178,114.00
2025-pearlaPD-S-1YG-00141	402	PT	\$11,986.00	\$4,135.17	\$16,121.17
2025-Pflugerville-S-1YG-00135	402	PT	\$20,667.25	\$5,232.33	\$25,899.58
2025-PharrPD-S-1YG-00106	402	PT	\$14,990.00	\$4,699.30	\$19,689.30
2025-PlanoPD-S-1YG-00099	402	PT	\$119,973.15	\$33,832.43	\$153,805.58
2025-PortArthur-S-1YG-00072	402	PT	\$18,682.09	\$5,972.67	\$24,654.76
2025-ProsperPD-S-1YG-00057	402	PT	\$11,959.20	\$3,114.18	\$15,073.38
2025-RanchoViejoPD-S-1YG-00075	402	PT	\$12,000.00	\$3,014.60	\$15,014.60
2025-RefugioPD-S-1YG-00139	402	PT	\$11,981.34	\$3,602.76	\$15,584.10
2025-RichlandHillsPD-S-1YG-00128	402	PT	\$11,969.37	\$3,156.71	\$15,126.08
2025-RobinsonPD-S-1YG-00064	402	PT	\$9,991.00	\$3,107.20	\$13,098.20
2025-RosenbPD-S-1YG-00087	402	PT	\$15,000.00	\$4,589.82	\$19,589.82
2025-SanAntPD-S-1YG-00014	402	PT	\$1,200,000.00	\$300,032.00	\$1,500,032.00
2025-SansomPD-S-1YG-00092	402	PT	\$11,961.00	\$2,996.54	\$14,957.54
2025-ShenanPD-S-1YG-00105	402	PT	\$22,423.58	\$6,202.36	\$28,625.94
2025-SomervillePD-S-1YG-00046	402	PT	\$11,900.00	\$3,335.35	\$15,235.35
2025-SouthlakePD-S-1YG-00102	402	PT	\$24,975.60	\$6,515.46	\$31,491.06
2025-SouthSPPD-S-1YG-00033	402	PT	\$11,640.00	\$2,910.35	\$14,550.35
2025-SplendoraPD-S-1YG-00047	402	PT	\$11,358.60	\$2,962.17	\$14,320.77
2025-Sugarland-S-1YG-00082	402	PT	\$54,978.32	\$15,549.04	\$70,527.36
2025-SullivanPD-S-1YG-00130	402	PT	\$14,997.00	\$3,827.99	\$18,824.99
2025-TDPS-S-1YG-00029	402	PT	\$171,482.14	\$42,870.54	\$214,352.68
2025-TexarkPD-S-1YG-00122	402	PT	\$12,000.00	\$3,832.67	\$15,832.67
2025-TexasCityPD-S-1YG-00091	402	PT	\$18,387.10	\$18,387.10	\$36,774.20
2025-TomballPD-S-1YG-00129	402	PT	\$23,955.63	\$8,806.09	\$32,761.72
2025-Tomgreen-S-1YG-00019	402	PT	\$43,400.00	\$10,857.06	\$54,257.06
2025-Tyler PD-S-1YG-00086	402	PT	\$81,968.49	\$22,001.88	\$103,970.37

Task: Enforcement			Police Traffic Services PT - 09			
2025-VictoriaPD-S-1YG-00109	402	PT	\$18,862.20	\$5,264.23	\$24,126.43	
2025-WacoPD-S-1YG-00059	402	PT	\$109,788.44	\$27,489.98	\$137,278.42	
2025-WallerCOSO-S-1YG-00054	402	PT	\$39,976.75	\$12,663.53	\$52,640.28	
2025-WhartonPD-S-1YG-00132	402	PT	\$12,242.16	\$3,505.10	\$15,747.26	
2025-WhitePD-S-1YG-00031	402	PT	\$11,945.99	\$3,008.49	\$14,954.48	
2025-WichitaPD-S-1YG-00022	402	PT	\$50,993.52	\$13,222.39	\$64,215.91	
2025-WillowParkPD-S-1YG-00103	402	PT	\$11,902.46	\$3,013.85	\$14,916.31	
2025-Wylie-S-1YG-00055	402	PT	\$11,900.25	\$11,900.25	\$23,800.50	

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
124	402	PT	\$9,411,863.15	\$0.00	\$0.00	\$2,595,390.53	\$12,007,253.68

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name 2025-TxDOT-G-1YG-0200 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.

Communities Served : Statewide

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2025-AmarilloPD-S-CMV-00041		402	PT	\$58,909.00	\$15,133.90	\$74,042.90
2025-Arlington-S-CMV-00004		402	PT	\$81,391.36	\$20,350.00	\$101,741.36
2025-AustinPD-S-CMV-00027		402	PT	\$31,922.00	\$7,980.50	\$39,902.50
2025-BertramPD-S-CMV-00014		402	PT	\$12,000.00	\$3,177.12	\$15,177.12
2025-Chambers-S-CMV-00023		402	PT	\$11,573.45	\$3,650.63	\$15,224.08
2025-DeerPark-S-CMV-00002		402	PT	\$15,348.32	\$3,943.20	\$19,291.52
2025-EdinbuPD-S-CMV-00043		402	PT	\$11,998.51	\$3,224.00	\$15,222.51
2025-FBCoCP3-S-CMV-00032		402	PT	\$11,995.87	\$3,416.75	\$15,412.62
2025-FBCoSO-S-CMV-00005		402	PT	\$11,976.00	\$4,138.83	\$16,114.83
2025-FortBendPct1-S-CMV-00007		402	PT	\$12,000.00	\$3,687.44	\$15,687.44
2025-Fortworth-S-CMV-00019		402	PT	\$85,601.13	\$21,534.78	\$107,135.91
2025-GrandPra-S-CMV-00040		402	PT	\$103,752.75	\$25,972.97	\$129,725.72
2025-GrapevinePD-S-CMV-00039		402	PT	\$11,591.36	\$3,074.95	\$14,666.31
2025-Harlingen-S-CMV-00022		402	PT	\$12,000.00	\$3,002.77	\$15,002.77
2025-HarrisCo-S-CMV-00038		402	PT	\$110,018.79	\$27,530.23	\$137,549.02
2025-HarrisP1-S-CMV-00020		402	PT	\$54,992.40	\$13,756.17	\$68,748.57
2025-HarrisP5-S-CMV-00035		402	PT	\$50,033.28	\$12,539.12	\$62,572.40
2025-HoustonPD-S-CMV-00013		402	PT	\$766,260.00	\$196,615.27	\$962,875.27
2025-KylePD-S-CMV-00036		402	PT	\$11,910.00	\$3,222.10	\$15,132.10
2025-LaPorte-S-CMV-00017		402	PT	\$11,975.25	\$3,386.60	\$15,361.85
2025-LaredoPD-S-CMV-00018		402	PT	\$104,375.50	\$32,356.41	\$136,731.91
2025-McAllenPD-S-CMV-00028		402	PT	\$72,153.31	\$18,904.17	\$91,057.48
2025-MercedesPD-S-CMV-00042		402	PT	\$11,991.02	\$3,111.08	\$15,102.10
2025-Mission-S-CMV-00003		402	PT	\$29,975.00	\$7,814.41	\$37,789.41
2025-MissouriPD-S-CMV-00015		402	PT	\$11,930.00	\$3,726.50	\$15,656.50
2025-MooreCoSO-S-CMV-00046		402	PT	\$11,970.05	\$4,370.27	\$16,340.32
2025-MtBelvieuPD-S-CMV-00021		402	PT	\$11,948.58	\$4,186.87	\$16,135.45
2025-NewBraun-S-CMV-00012		402	PT	\$24,434.01	\$6,108.50	\$30,542.51
2025-PasadePD-S-CMV-00016		402	PT	\$13,320.00	\$13,320.00	\$26,640.00
2025-pearlaPD-S-CMV-00048		402	PT	\$11,986.00	\$4,135.17	\$16,121.17
2025-PharrPD-S-CMV-00037		402	PT	\$14,990.00	\$4,327.57	\$19,317.57
2025-RosenbPD-S-CMV-00031		402	PT	\$15,000.00	\$4,589.82	\$19,589.82
2025-Sugarland-S-CMV-00030		402	PT	\$12,004.00	\$3,424.40	\$15,428.40
2025-SullivanPD-S-CMV-00044		402	PT	\$14,997.00	\$3,827.99	\$18,824.99

Task: Enforcement			Police Traffic Services PT - 09		
2025-Tomgreen-S-CMV-00011	402	PT	\$13,600.00	\$3,412.81	\$17,012.81
2025-WallerCOSO-S-CMV-00024	402	PT	\$27,528.56	\$8,667.65	\$36,196.21

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
36	402	PT	\$1,879,452.50	\$0.00	\$0.00	\$505,620.94	\$2,385,073.44

Task: Training			Police Traffic Services PT - 09		
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Planned Activity Name	Division	Organization Name
2025-TMPA-G-1YG-0007	TRF-TS	Texas Municipal Police Association

Primary Countermeasure Strategy ID : Police Traffic Services Training

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

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

Communities Served : Statewide

Objectives

- Teach 540 Training hours to law enforcement and civilians by 9/30/2025
- Attend 18 Traffic Safety Specialist or highway safety partner events by 9/30/2025
- Develop 1 Strategic Plan for deploying personnel and resources by 11/30/2024
- Assist 18 Child Passenger Safety events and trainings upon request by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$1,324,905.32	\$0.00	\$0.00	\$331,867.50	\$1,656,772.82

Roadway Safety

RS

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 - 11

<i>Planned Activity Name</i> 2025-SMAM-SOW-0001	<i>Division</i> TRF-TS	<i>Organization Name</i> Sherry Matthews Advocacy Marketing
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Primary Countermeasure Strategy ID : Roadway Safety Public Information Campaigns

Title / Desc. **“Be Safe. Drive Smart.” Public Education and Awareness Campaign**

A statewide multimedia public safety awareness and education campaign aimed at addressing challenging driving conditions across the state, educating drivers about the rules of the road, and promoting safe driving practices.

Communities Served : Statewide

Budget:

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

Task: **Public Information Campaigns**

Roadway Safety RS - 11

Planned Activity Name 2025-TTI-G-1YG-0089 Division TRF-TS Organization Name Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Roadway Safety Public Information Campaigns

Title / Desc. **Mitigating Highway-Rail Grade Crossing Risk Through Community Engagement and Outreach**

Highway-rail grade crossings in the targeted area will be surveyed and analyzed to determine relative risk posed to communities. In-person public education and feedback events will be hosted.

Communities Served : Statewide

Objectives

- Complete 1 Final report of project activities and outcomes by 9/30/2025
- Complete 2 Outreach and public engagement events by 8/31/2025
- Plan 2 Outreach and public engagement events by 7/31/2025
- Identify 5 Local communities/neighborhoods/ or other areas in proximity to high-risk crossings by 5/31/2025
- Analyze 2 County level crossing data sets (train and vehicle traffic) and identify high-risk areas by 4/30/2025
- Collect 7 Train and vehicle grade-crossing counts in Robertson County by 3/2/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	\$45,000.00	\$0.00	\$0.00	\$11,259.27	\$56,259.27

Planned Activity Name 2025-TxOpLife-G-1YG-0101 Division TRF-TS Organization Name Texas Operation Lifesaver

Primary Countermeasure Strategy ID : Roadway Safety 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.

Communities Served : Statewide

Objectives

- Develop 1 Strategic Plan for reducing KA crashes at highway-rail grade crossings by 11/30/2024
- Conduct 300 Classes and programs from Texas Operation Lifesaver list of services by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	\$76,999.00	\$0.00	\$0.00	\$24,343.89	\$101,342.89

Task: **Training** Roadway Safety RS - 11

<i>Planned Activity Name</i> 2025-UTatArli-G-1YG-0127	<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. **2025 Work Zone Safety Training Program**

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

Communities Served : Statewide

Objectives

- Educate 1871 Texas city and county workers on work zone traffic safety by 9/30/2025
- Administer 121 classes for Texas city and county workers on work zone traffic control safety by 9/30/2025
- Develop 1 data-driven strategic operational plan to work zone traffic solutions by 9/30/2025

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	\$359,025.00	\$0.00	\$0.00	\$101,364.20	\$460,389.20

School Bus

SB

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 - 12

<i>Planned Activity Name</i> 2025-ESCVI-G-1YG-0016	<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. **Texas School Bus Safety Training Program.**

School bus safety education project that aims to reduce school transportation injuries & fatalities by providing education to transportation personnel & students through training, simulation, and an evacuation event.

Communities Served : Statewide

Objectives

- Conduct 1 Operation STEER (Student Transportation Emergency Education & Response) Event by 9/30/2025
- Develop 1 Strategic Operation Plan by 9/30/2025
- Identify 1 set of content training material to be utilized in the School Bus Safety Training Program by 9/30/2025
- Conduct 12 School bus transportation personnel trainings in the Bus Safety Training Program by 9/30/2025
- Conduct 1 School Bus Safety Training Conference by 9/30/2025
- Conduct 8 PreK-5th grade School Bus Safety Program Trainings to Students by 9/30/2025

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	\$200,000.00	\$0.00	\$0.00	\$52,386.00	\$252,386.00

Speed Control

SC

Goals

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

Strategies

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

Project Descriptions

Task: **Enforcement**

Speed Control SC - 13

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-TxDOT-G-1YG-0185	TRF-TS	TxDOT - Traffic Safety

Primary Countermeasure Strategy ID : Speed Control Enforcement

Title / Desc. **STEP Speed**

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

Communities Served : Statewide

Budget:

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

Task: **Public Information Campaigns**

Speed Control SC - 13

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2025-SMAM-SOW-0004	TRF-TS	Sherry Matthews Advocacy Marketing

Primary Countermeasure Strategy ID : Speed Control Public Information Campaigns

Title / Desc. **"Be Safe. Drive Smart." Speed: Speeding Public Education and Awareness Campaign**

A statewide multimedia public safety awareness and education campaign aimed at addressing challenging driving conditions across the state, educating drivers about the rules of the road, and promoting safe driving practices.

Communities Served : Statewide

Budget:

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

Traffic Records

TR

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 - 14
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<i>Planned Activity Name</i> 2025-TTI-G-1YG-0054	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **Linking the Six Core Traffic Databases using the Unique ID Pilot Project Dataset**

Integrating data from the other three core traffic records databases into the linked crash and EMS/Trauma dataset created as part of the FY24 RAC A&B Unique ID Pilot Project.

Communities Served : Statewide

Objectives

- Create 1 final report by 9/30/2025
- Create 1 linked dataset with data from four core traffic record databases by 8/15/2025

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	\$152,149.00	\$0.00	\$0.00	\$38,061.02	\$190,210.02

Task: **Evaluation**

Traffic Records TR - 14

Planned Activity Name Division Organization Name
 2025-TTI-G-1YG-0055 TRF-TS Texas A&M Transportation Institute

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

To provide technical assistance to the Texas TRCC by coordinating the FY2025 Traffic Records Program Assessment and providing technical assistance to TxDOT including maintaining data dashboards.

Communities Served : Statewide

Objectives

- Produce 1 final report by 9/30/2025
- Update 2 TRCC web data tools including TxSTORM and other data dashboards by 9/30/2025
- Complete 1 set of STRAP questions related to up to two of the core traffic record datasets by 9/15/2025
- Produce 1 Update of the Texas Traffic Records Information System (TSIS) Strategic Plan with Data Quality Progr by 5/31/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$155,000.00	\$0.00	\$0.00	\$38,774.22	\$193,774.22

Planned Activity Name Division Organization Name
 2025-TDPS-G-1YG-0138 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.

Communities Served : Statewide

Objectives

- Provide 80% of analytic deliverables generated by the established deadline by 9/30/2025
- Maintain 98% citation data with no inaccurate critical data elements by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,099,659.37	\$0.00	\$0.00	\$366,553.13	\$1,466,212.50

Task: **Evaluation** Traffic Records TR - 14

Planned Activity Name: 2025-TDSHS-G-1YG-0128 Division: TRF-TS Organization Name: Texas Department of State Health Services

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

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

Communities Served : Statewide

Objectives

- Provide 1 Update on the FY2023 EMSTR strategic plan implementation goals by 9/30/2025
- Maintain 2 National data standards by 9/30/2025
- Produce 3 Motor vehicle crash (MVC) annual trend reports by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$788,826.63	\$0.00	\$0.00	\$260,310.05	\$1,049,136.68

Planned Activity Name: 2025-TMPA-G-1YG-0005 Division: TRF-TS Organization Name: Texas Municipal Police Association

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

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

Communities Served : Statewide

Objectives

- Improve 1 Statewide DWI Tracking Database by 9/30/2025
- Conduct 125 LEADRS trainings/presentations to law enforcement, prosecutors, judges, and other stakeholders by 9/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$2,350,000.00	\$0.00	\$0.00	\$593,010.00	\$2,943,010.00

Task: **Program Management** Traffic Records TR - 14

Planned Activity Name: 2025-CRIS-G-1YG-0193 Division: TRF-TS Organization Name: CRIS

Primary Countermeasure Strategy ID : Traffic Records Program Management

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

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

Communities Served : Statewide

Budget:

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

Task: **Program Management** Traffic Records TR - 14

Planned Activity Name Division Organization Name
 2025-CRIS-G-1YG-0194 TRF-TS CRIS

Primary Countermeasure Strategy ID : Traffic Records Program Management

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

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

Communities Served : Statewide

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 - 14

Planned Activity Name Division Organization Name
 2025-IADLEST-G-1YG-0142 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, Analysis, & Training to Reduce Crashes and Social Harms and Save Lives**

Increase law enforcement agencies' data and analytical capacity to allow for a data-driven strategy to be utilized and to provide training and assistance, thereby reducing crashes and social harm.

Communities Served : Statewide

Objectives

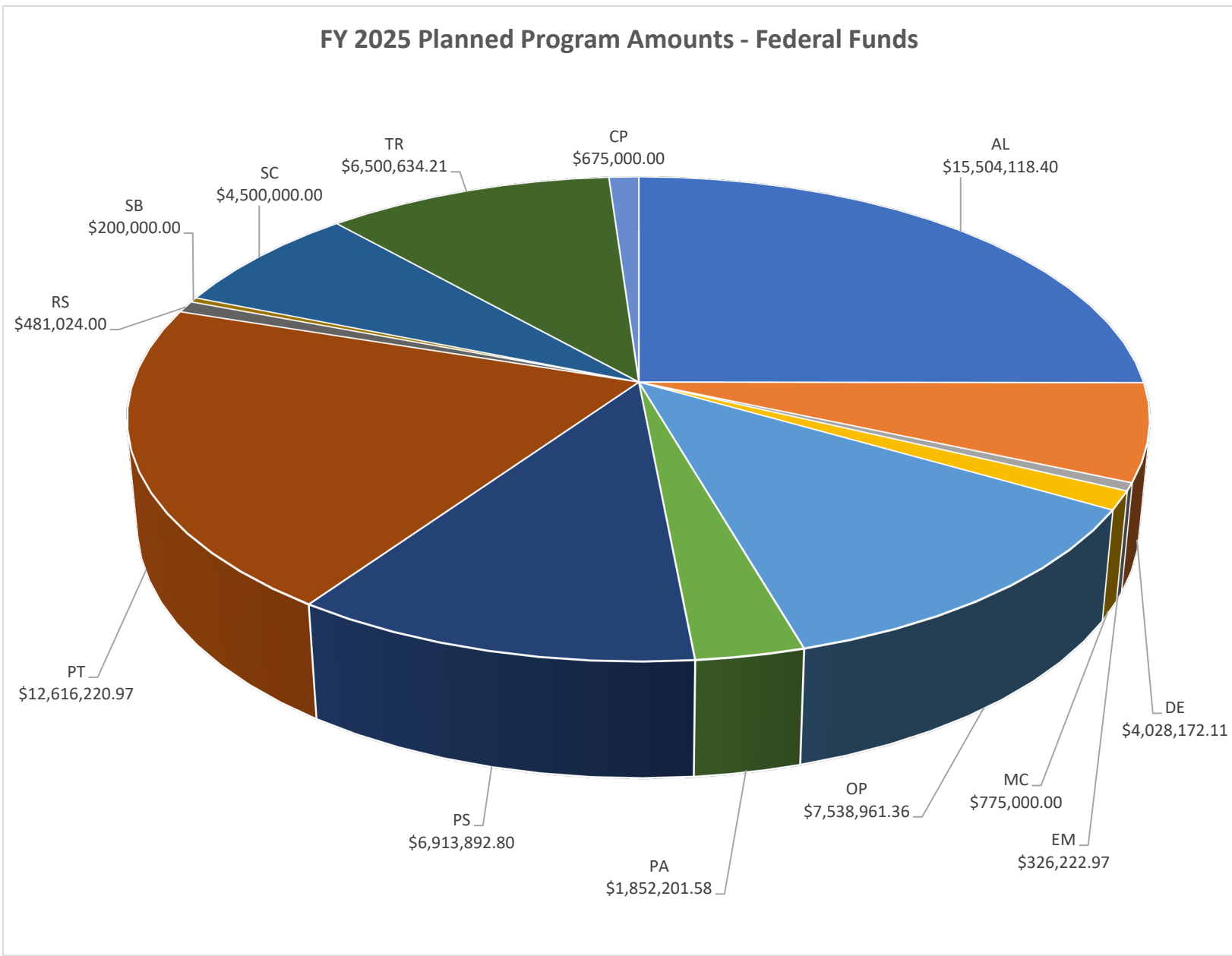
- Provide 280 hrs of onsite or remote analytical agency assistance in support of initiating a driven-driven model by 9/30/2025
- Conduct 50 hours of analytical web based training workshops by 9/30/2025
- Teach 270 hours of in-person and virtual training workshops by 9/30/2025
- Develop 1 Strategic Operation Plan that outlines the project by 11/30/2024

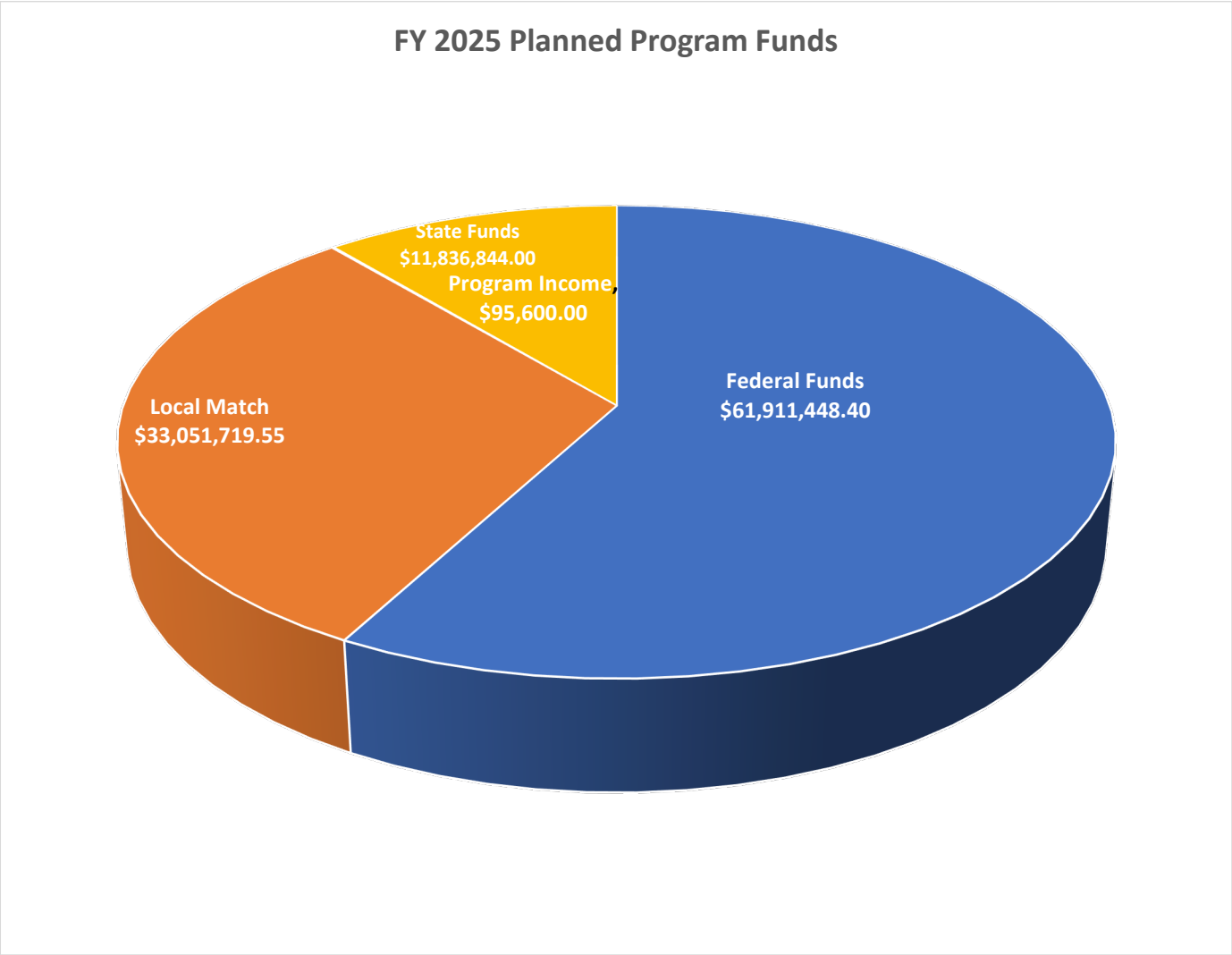
Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	\$579,999.21	\$0.00	\$0.00	\$145,222.00	\$725,221.21

SUMMARY OF PLANNED FUNDING

Program Area	# Proj	Total	FEDERAL						MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F	405G	STATE	INCOME	LOCAL	
Alcohol and Other Drug Counter Measures	74	\$23,879,934.61	\$3,307,838.21			\$12,196,280.19			\$250,000.00	\$15,000.00	\$8,110,816.21	\$590,081.42
Community Traffic Safety Programs	1	\$859,309.68	\$675,000.00						\$0.00	\$0.00	\$184,309.68	
Driver Education and Behavior	10	\$5,819,652.60	\$4,028,172.11						\$0.00	\$0.00	\$1,791,480.49	\$184,000.00
Emergency Medical Services	1	\$1,087,655.60	\$326,222.97						\$0.00	\$0.00	\$761,432.63	
Motorcycle Safety	4	\$1,868,819.95	\$455,000.00				\$320,000.00		\$330,000.00	\$0.00	\$763,819.95	
Occupant Protection	57	\$11,716,720.48	\$2,755,461.36	\$4,783,500.00					\$0.00	\$0.00	\$4,177,759.12	\$359,259.00
Pedestrian and Bicyclist Safety	16	\$12,308,918.69	\$4,808,892.80				\$2,105,000.00		\$0.00	\$5,600.00	\$5,389,425.89	\$302,775.62
Planning and Administration	6	\$7,550,558.41	\$1,852,201.58						\$5,585,844.00	\$75,000.00	\$37,512.83	
Police Traffic Services	161	\$16,049,099.94	\$12,616,220.97						\$0.00	\$0.00	\$3,432,878.97	\$11,291,315.65
Roadway Safety	4	\$5,959,991.36	\$481,024.00						\$2,671,000.00	\$0.00	\$2,807,967.36	
School Bus	1	\$252,386.00	\$200,000.00						\$0.00	\$0.00	\$52,386.00	
Speed Control	41	\$8,600,000.00	\$4,500,000.00						\$0.00	\$0.00	\$4,100,000.00	\$4,500,000.00
Traffic Records	8	\$10,942,564.63	\$579,999.21		\$5,920,635.00				\$3,000,000.00	\$0.00	\$1,441,930.42	
TOTALS:	384	\$106,895,611.95	\$36,586,033.21	\$4,783,500.00	\$5,920,635.00	\$12,196,280.19	\$320,000.00	\$2,105,000.00	\$11,836,844.00	\$95,600.00	\$33,051,719.55	\$17,227,431.69





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>
2025-BexarCoD-G-1YG-0106			AL	405D	M5BAC	\$24,773.00	\$0.00	\$0.00	\$20,077.30	\$44,850.30
2025-DentonPD-PG-00002			AL	402	AL	\$150,000.00	\$0.00	\$0.00	\$37,500.00	\$187,500.00
2025-FortBend-G-1YG-0079			AL	405D	M5BAC	\$41,626.55	\$0.00	\$0.00	\$10,406.81	\$52,033.36
2025-HarrisDA-G-1YG-0132			AL	405D	M5HVE	\$257,600.68	\$0.00	\$0.00	\$64,400.18	\$322,000.86
2025-HarrisDA-G-1YG-0134			AL	405D	M5OT	\$247,146.86	\$0.00	\$0.00	\$121,729.04	\$368,875.90
2025-MCDAO-G-1YG-0012			AL	402	AL	\$139,899.00	\$0.00	\$0.00	\$100,840.30	\$240,739.30
2025-Mission-PG-00003			AL	402	AL	\$149,999.78	\$0.00	\$0.00	\$37,558.10	\$187,557.88
2025-TABC-G-1YG-0013			AL	405D	M5HVE	\$498,990.00	\$0.00	\$0.00	\$359,052.70	\$858,042.70
2025-TDPS-G-1YG-0011			AL	405D	M5HVE	\$1,105,038.11	\$0.00	\$0.00	\$385,110.00	\$1,490,148.11
2025-TxDOT-G-1YG-0183			AL	405D	M5HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	\$600,000.00
2025-TxDOT-G-1YG-0184			OP	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$100,000.00	\$600,000.00
2025-TxDOT-G-1YG-0185			SC	402	SC	\$500,000.00	\$0.00	\$0.00	\$100,000.00	\$600,000.00
CMV STEP										
2025-AmarilloPD-S-CMV-00041			PT	402	PT	\$58,909.00	\$0.00	\$0.00	\$15,133.90	\$74,042.90
2025-Arlington-S-CMV-00004			PT	402	PT	\$81,391.36	\$0.00	\$0.00	\$20,350.00	\$101,741.36
2025-AustinPD-S-CMV-00027			PT	402	PT	\$31,922.00	\$0.00	\$0.00	\$7,980.50	\$39,902.50
2025-BertramPD-S-CMV-00014			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,177.12	\$15,177.12
2025-Chambers-S-CMV-00023			PT	402	PT	\$11,573.45	\$0.00	\$0.00	\$3,650.63	\$15,224.08
2025-DeerPark-S-CMV-00002			PT	402	PT	\$15,348.32	\$0.00	\$0.00	\$3,943.20	\$19,291.52
2025-EdinbuPD-S-CMV-00043			PT	402	PT	\$11,998.51	\$0.00	\$0.00	\$3,224.00	\$15,222.51
2025-FBCoCP3-S-CMV-00032			PT	402	PT	\$11,995.87	\$0.00	\$0.00	\$3,416.75	\$15,412.62
2025-FBCoSO-S-CMV-00005			PT	402	PT	\$11,976.00	\$0.00	\$0.00	\$4,138.83	\$16,114.83
2025-FortBendPct1-S-CMV-00007			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,687.44	\$15,687.44
2025-Fortworth-S-CMV-00019			PT	402	PT	\$85,601.13	\$0.00	\$0.00	\$21,534.78	\$107,135.91
2025-GrandPra-S-CMV-00040			PT	402	PT	\$103,752.75	\$0.00	\$0.00	\$25,972.97	\$129,725.72
2025-GrapevinePD-S-CMV-00039			PT	402	PT	\$11,591.36	\$0.00	\$0.00	\$3,074.95	\$14,666.31
2025-Harlingen-S-CMV-00022			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,002.77	\$15,002.77
2025-HarrisCo-S-CMV-00038			PT	402	PT	\$110,018.79	\$0.00	\$0.00	\$27,530.23	\$137,549.02
2025-HarrisP1-S-CMV-00020			PT	402	PT	\$54,992.40	\$0.00	\$0.00	\$13,756.17	\$68,748.57
2025-HarrisP5-S-CMV-00035			PT	402	PT	\$50,033.28	\$0.00	\$0.00	\$12,539.12	\$62,572.40

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>
2025-HoustonPD-S-CMV-00013			PT	402	PT	\$766,260.00	\$0.00	\$0.00	\$196,615.27	\$962,875.27
2025-KylePD-S-CMV-00036			PT	402	PT	\$11,910.00	\$0.00	\$0.00	\$3,222.10	\$15,132.10
2025-LaPorte-S-CMV-00017			PT	402	PT	\$11,975.25	\$0.00	\$0.00	\$3,386.60	\$15,361.85
2025-LaredoPD-S-CMV-00018			PT	402	PT	\$104,375.50	\$0.00	\$0.00	\$32,356.41	\$136,731.91
2025-McAllenPD-S-CMV-00028			PT	402	PT	\$72,153.31	\$0.00	\$0.00	\$18,904.17	\$91,057.48
2025-MercedesPD-S-CMV-00042			PT	402	PT	\$11,991.02	\$0.00	\$0.00	\$3,111.08	\$15,102.10
2025-Mission-S-CMV-00003			PT	402	PT	\$29,975.00	\$0.00	\$0.00	\$7,814.41	\$37,789.41
2025-MissouriPD-S-CMV-00015			PT	402	PT	\$11,930.00	\$0.00	\$0.00	\$3,726.50	\$15,656.50
2025-MooreCoSO-S-CMV-00046			PT	402	PT	\$11,970.05	\$0.00	\$0.00	\$4,370.27	\$16,340.32
2025-MtBelvieuPD-S-CMV-00021			PT	402	PT	\$11,948.58	\$0.00	\$0.00	\$4,186.87	\$16,135.45
2025-NewBraun-S-CMV-00012			PT	402	PT	\$24,434.01	\$0.00	\$0.00	\$6,108.50	\$30,542.51
2025-PasadePD-S-CMV-00016			PT	402	PT	\$13,320.00	\$0.00	\$0.00	\$13,320.00	\$26,640.00
2025-pearlaPD-S-CMV-00048			PT	402	PT	\$11,986.00	\$0.00	\$0.00	\$4,135.17	\$16,121.17
2025-PharrPD-S-CMV-00037			PT	402	PT	\$14,990.00	\$0.00	\$0.00	\$4,327.57	\$19,317.57
2025-RosenbPD-S-CMV-00031			PT	402	PT	\$15,000.00	\$0.00	\$0.00	\$4,589.82	\$19,589.82
2025-Sugarland-S-CMV-00030			PT	402	PT	\$12,004.00	\$0.00	\$0.00	\$3,424.40	\$15,428.40
2025-SullivanPD-S-CMV-00044			PT	402	PT	\$14,997.00	\$0.00	\$0.00	\$3,827.99	\$18,824.99
2025-Tomgreen-S-CMV-00011			PT	402	PT	\$13,600.00	\$0.00	\$0.00	\$3,412.81	\$17,012.81
2025-WallerCOSO-S-CMV-00024			PT	402	PT	\$27,528.56	\$0.00	\$0.00	\$8,667.65	\$36,196.21
		Subtotals		# of Projects: 36		\$1,879,452.50	\$0.00	\$0.00	\$505,620.94	\$2,385,073.44
Comprehensive STEP										
2025-Abilene-S-1YG-00073			PT	402	PT	\$59,995.00	\$0.00	\$0.00	\$16,499.17	\$76,494.17
2025-AltonPD-S-1YG-00013			PT	402	PT	\$20,000.00	\$0.00	\$0.00	\$6,102.00	\$26,102.00
2025-AlvinPD-S-1YG-00070			PT	402	PT	\$11,980.00	\$0.00	\$0.00	\$3,799.31	\$15,779.31
2025-AmarilloPD-S-1YG-00113			PT	402	PT	\$151,455.00	\$0.00	\$0.00	\$38,116.53	\$189,571.53
2025-AngletonPD-S-1YG-00115			PT	402	PT	\$9,797.76	\$0.00	\$0.00	\$2,991.73	\$12,789.49
2025-AnsonPD-S-1YG-00083			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,120.00	\$15,120.00
2025-Arlington-S-1YG-00006			PT	402	PT	\$260,700.00	\$0.00	\$0.00	\$65,175.00	\$325,875.00
2025-AustinPD-S-1YG-00050			PT	402	PT	\$370,000.00	\$0.00	\$0.00	\$92,500.00	\$462,500.00
2025-Beaumont-S-1YG-00076			PT	402	PT	\$92,162.00	\$0.00	\$0.00	\$29,943.43	\$122,105.43

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>
2025-BertramPD-S-1YG-00023			PT	402	PT	\$11,933.32	\$0.00	\$0.00	\$3,027.96	\$14,961.28
2025-BexarCoSO-S-1YG-00125			PT	402	PT	\$325,470.44	\$0.00	\$0.00	\$83,549.55	\$409,019.99
2025-BexarPR3-S-1YG-00041			PT	402	PT	\$15,000.00	\$0.00	\$0.00	\$3,750.50	\$18,750.50
2025-BordenCoSO-S-1YG-00080			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,261.78	\$15,261.78
2025-BrownsPD-S-1YG-00062			PT	402	PT	\$74,586.97	\$0.00	\$0.00	\$19,063.06	\$93,650.03
2025-BullardPD-S-1YG-00024			PT	402	PT	\$11,999.22	\$0.00	\$0.00	\$3,242.75	\$15,241.97
2025-CameronCo-S-1YG-00133			PT	402	PT	\$52,440.00	\$0.00	\$0.00	\$16,225.94	\$68,665.94
2025-CdrPrkPD-S-1YG-00043			PT	402	PT	\$11,230.42	\$0.00	\$0.00	\$2,944.22	\$14,174.63
2025-Chambers-S-1YG-00039			PT	402	PT	\$19,419.10	\$0.00	\$0.00	\$6,097.28	\$25,516.38
2025-ClydePD-S-1YG-00063			PT	402	PT	\$11,971.50	\$0.00	\$0.00	\$3,252.24	\$15,223.74
2025-CollinSO-S-1YG-00056			PT	402	PT	\$13,579.68	\$0.00	\$0.00	\$3,686.88	\$17,266.56
2025-ColonyPD-S-1YG-00026			PT	402	PT	\$11,944.00	\$0.00	\$0.00	\$3,745.64	\$15,689.64
2025-ColStaPD-S-1YG-00084			PT	402	PT	\$36,886.50	\$0.00	\$0.00	\$9,257.60	\$46,144.10
2025-ComancheCOSO-S-1YG-00065			PT	402	PT	\$7,310.00	\$0.00	\$0.00	\$2,129.82	\$9,439.82
2025-CorpusPD-S-1YG-00074			PT	402	PT	\$99,976.50	\$0.00	\$0.00	\$30,234.37	\$130,210.87
2025-CrockettPD-S-1YG-00004			PT	402	PT	\$9,933.00	\$0.00	\$0.00	\$3,317.62	\$13,250.62
2025-CrossRdPD-S-1YG-00100			PT	402	PT	\$11,954.60	\$0.00	\$0.00	\$3,073.11	\$15,027.71
2025-Dallas-S-1YG-00036			PT	402	PT	\$788,382.00	\$0.00	\$0.00	\$219,253.20	\$1,007,635.20
2025-DeerPark-S-1YG-00002			PT	402	PT	\$48,984.00	\$0.00	\$0.00	\$18,533.04	\$67,517.04
2025-DimmittPD-S-1YG-00058			PT	402	PT	\$11,993.00	\$0.00	\$0.00	\$3,272.89	\$15,265.89
2025-EarlyPD-S-1YG-00068			PT	402	PT	\$11,917.60	\$0.00	\$0.00	\$3,104.35	\$15,021.95
2025-EastlaPD-S-1YG-00069			PT	402	PT	\$11,970.00	\$0.00	\$0.00	\$3,078.12	\$15,048.12
2025-EdinbuPD-S-1YG-00126			PT	402	PT	\$36,999.58	\$0.00	\$0.00	\$9,941.79	\$46,941.37
2025-EIPasoPD-S-1YG-00052			PT	402	PT	\$219,957.48	\$0.00	\$0.00	\$55,207.70	\$275,165.18
2025-Euleless-S-1YG-00097			PT	402	PT	\$51,955.91	\$0.00	\$0.00	\$12,998.33	\$64,954.24
2025-FBCoCP3-S-1YG-00089			PT	402	PT	\$19,677.92	\$0.00	\$0.00	\$5,255.83	\$24,933.75
2025-FBCoSO-S-1YG-00009			PT	402	PT	\$11,976.00	\$0.00	\$0.00	\$4,138.83	\$16,114.83
2025-FortBendPct1-S-1YG-00011			PT	402	PT	\$21,875.00	\$0.00	\$0.00	\$6,146.32	\$28,021.32
2025-Fortworth-S-1YG-00040			PT	402	PT	\$281,927.41	\$0.00	\$0.00	\$74,355.10	\$356,282.51
2025-FranklinCOSO-S-1YG-00110			PT	402	PT	\$13,985.20	\$0.00	\$0.00	\$4,195.56	\$18,180.76

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>
2025-FreerPD-S-1YG-00016			PT	402	PT	\$13,264.64	\$0.00	\$0.00	\$3,316.16	\$16,580.80
2025-FriscoPD-S-1YG-00053			PT	402	PT	\$70,959.03	\$0.00	\$0.00	\$17,775.37	\$88,734.40
2025-GalCOSO-S-1YG-00049			PT	402	PT	\$29,748.23	\$0.00	\$0.00	\$9,546.20	\$39,294.43
2025-Galveston-S-1YG-00118			PT	402	PT	\$39,325.70	\$0.00	\$0.00	\$10,087.04	\$49,412.74
2025-GarlandPD-S-1YG-00045			PT	402	PT	\$96,241.05	\$0.00	\$0.00	\$24,332.71	\$120,573.76
2025-GrandPra-S-1YG-00114			PT	402	PT	\$89,991.99	\$0.00	\$0.00	\$22,523.31	\$112,515.30
2025-GrapevinePD-S-1YG-00111			PT	402	PT	\$11,591.36	\$0.00	\$0.00	\$3,074.95	\$14,666.31
2025-HarkerHPD-S-1YG-00018			PT	402	PT	\$19,987.89	\$0.00	\$0.00	\$4,996.97	\$24,984.86
2025-Harlingen-S-1YG-00048			PT	402	PT	\$50,000.00	\$0.00	\$0.00	\$12,549.09	\$62,549.09
2025-Harris4-S-1YG-00117			PT	402	PT	\$49,851.48	\$0.00	\$0.00	\$12,639.41	\$62,490.89
2025-HarrisCo-S-1YG-00071			PT	402	PT	\$435,804.60	\$0.00	\$0.00	\$109,419.80	\$545,224.40
2025-HarrisP1-S-1YG-00037			PT	402	PT	\$74,996.71	\$0.00	\$0.00	\$18,749.21	\$93,745.92
2025-HarrisP5-S-1YG-00108			PT	402	PT	\$50,033.28	\$0.00	\$0.00	\$12,537.87	\$62,571.15
2025-HawleyPD-S-1YG-00067			PT	402	PT	\$9,999.36	\$0.00	\$0.00	\$2,547.38	\$12,546.74
2025-HoustonPD-S-1YG-00010			PT	402	PT	\$1,599,993.24	\$0.00	\$0.00	\$422,619.59	\$2,022,612.83
2025-InglesidePD-S-1YG-00107			PT	402	PT	\$11,990.00	\$0.00	\$0.00	\$3,036.32	\$15,026.32
2025-IngramPD-S-1YG-00127			PT	402	PT	\$11,995.20	\$0.00	\$0.00	\$2,998.80	\$14,994.00
2025-Irving-S-1YG-00008			PT	402	PT	\$97,289.20	\$0.00	\$0.00	\$24,606.56	\$121,895.76
2025-JacintPD-S-1YG-00093			PT	402	PT	\$11,996.47	\$0.00	\$0.00	\$3,018.31	\$15,014.78
2025-JacksboroPD-S-1YG-00116			PT	402	PT	\$11,956.79	\$0.00	\$0.00	\$3,023.28	\$14,980.07
2025-JacksonvIPD-S-1YG-00035			PT	402	PT	\$13,970.00	\$0.00	\$0.00	\$4,354.45	\$18,324.45
2025-JeffersonCoSO-S-1YG-00119			PT	402	PT	\$24,888.15	\$0.00	\$0.00	\$7,030.90	\$31,919.05
2025-KatyPD-S-1YG-00061			PT	402	PT	\$41,860.82	\$0.00	\$0.00	\$12,701.50	\$54,562.32
2025-KempnerPD-S-1YG-00137			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,053.35	\$15,053.35
2025-KerrvillePD-S-1YG-00051			PT	402	PT	\$14,574.64	\$0.00	\$0.00	\$3,643.66	\$18,218.30
2025-KilleenPD-S-1YG-00077			PT	402	PT	\$41,958.00	\$0.00	\$0.00	\$14,539.45	\$56,497.45
2025-KylePD-S-1YG-00101			PT	402	PT	\$17,220.00	\$0.00	\$0.00	\$4,697.95	\$21,917.95
2025-LaJoyaPD-S-1YG-00088			PT	402	PT	\$14,000.00	\$0.00	\$0.00	\$5,020.40	\$19,020.40
2025-LaPorte-S-1YG-00027			PT	402	PT	\$26,648.12	\$0.00	\$0.00	\$7,030.69	\$33,678.81

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>
2025-LaredoPD-S-1YG-00028			PT	402	PT	\$109,459.00	\$0.00	\$0.00	\$33,932.29	\$143,391.29
2025-LongviPD-S-1YG-00042			PT	402	PT	\$49,945.00	\$0.00	\$0.00	\$12,571.61	\$62,516.61
2025-ManorPD-S-1YG-00032			PT	402	PT	\$11,955.00	\$0.00	\$0.00	\$3,058.18	\$15,013.18
2025-MarshallPD-S-1YG-00020			PT	402	PT	\$31,986.75	\$0.00	\$0.00	\$8,947.70	\$40,934.45
2025-McAllenPD-S-1YG-00060			PT	402	PT	\$90,944.36	\$0.00	\$0.00	\$23,827.43	\$114,771.79
2025-McKinney-S-1YG-00095			PT	402	PT	\$62,074.46	\$0.00	\$0.00	\$19,377.72	\$81,452.18
2025-MercedesPD-S-1YG-00096			PT	402	PT	\$11,991.02	\$0.00	\$0.00	\$3,111.08	\$15,102.10
2025-MeridianPD-S-1YG-00066			PT	402	PT	\$11,985.00	\$0.00	\$0.00	\$3,306.46	\$15,291.46
2025-Mesquite-S-1YG-00012			PT	402	PT	\$38,748.60	\$0.00	\$0.00	\$10,713.99	\$49,462.59
2025-Mission-S-1YG-00003			PT	402	PT	\$37,000.00	\$0.00	\$0.00	\$9,417.02	\$46,417.02
2025-MissouriPD-S-1YG-00104			PT	402	PT	\$22,308.00	\$0.00	\$0.00	\$6,841.92	\$29,149.92
2025-MoCoP1Co-S-1YG-00007			PT	402	PT	\$24,237.52	\$0.00	\$0.00	\$6,072.10	\$30,309.62
2025-MontgoSO-S-1YG-00005			PT	402	PT	\$146,620.40	\$0.00	\$0.00	\$47,902.35	\$194,522.75
2025-MooreCoSO-S-1YG-00134			PT	402	PT	\$11,606.93	\$0.00	\$0.00	\$4,237.69	\$15,844.62
2025-MtBelvieuPD-S-1YG-00079			PT	402	PT	\$11,948.58	\$0.00	\$0.00	\$4,186.87	\$16,135.45
2025-MtVernonPD-S-1YG-00081			PT	402	PT	\$13,996.00	\$0.00	\$0.00	\$3,593.12	\$17,589.12
2025-NewBraun-S-1YG-00021			PT	402	PT	\$41,886.86	\$0.00	\$0.00	\$10,471.72	\$52,358.58
2025-NRichland-S-1YG-00034			PT	402	PT	\$31,246.08	\$0.00	\$0.00	\$8,264.18	\$39,510.26
2025-Odessa-S-1YG-00090			PT	402	PT	\$45,367.34	\$0.00	\$0.00	\$11,449.44	\$56,816.78
2025-OlneyPD-S-1YG-00131			PT	402	PT	\$11,970.49	\$0.00	\$0.00	\$2,996.02	\$14,966.51
2025-PalestinePD-S-1YG-00017			PT	402	PT	\$11,828.09	\$0.00	\$0.00	\$3,383.83	\$15,211.92
2025-PasadePD-S-1YG-00025			PT	402	PT	\$89,057.00	\$0.00	\$0.00	\$89,057.00	\$178,114.00
2025-pearlaPD-S-1YG-00141			PT	402	PT	\$11,986.00	\$0.00	\$0.00	\$4,135.17	\$16,121.17
2025-Pflugerville-S-1YG-00135			PT	402	PT	\$20,667.25	\$0.00	\$0.00	\$5,232.33	\$25,899.58
2025-PharrPD-S-1YG-00106			PT	402	PT	\$14,990.00	\$0.00	\$0.00	\$4,699.30	\$19,689.30
2025-PlanoPD-S-1YG-00099			PT	402	PT	\$119,973.15	\$0.00	\$0.00	\$33,832.43	\$153,805.58
2025-PortArthur-S-1YG-00072			PT	402	PT	\$18,682.09	\$0.00	\$0.00	\$5,972.67	\$24,654.76
2025-ProsperPD-S-1YG-00057			PT	402	PT	\$11,959.20	\$0.00	\$0.00	\$3,114.18	\$15,073.38
2025-RanchoViejoPD-S-1YG-00075			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,014.60	\$15,014.60
2025-RefugioPD-S-1YG-00139			PT	402	PT	\$11,981.34	\$0.00	\$0.00	\$3,602.76	\$15,584.10

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>	
2025-RichlandHillsPD-S-1YG-00128			PT	402	PT	\$11,969.37	\$0.00	\$0.00	\$3,156.71	\$15,126.08	
2025-RobinsonPD-S-1YG-00064			PT	402	PT	\$9,991.00	\$0.00	\$0.00	\$3,107.20	\$13,098.20	
2025-RosenbPD-S-1YG-00087			PT	402	PT	\$15,000.00	\$0.00	\$0.00	\$4,589.82	\$19,589.82	
2025-SanAntPD-S-1YG-00014			PT	402	PT	\$1,200,000.00	\$0.00	\$0.00	\$300,032.00	\$1,500,032.00	
2025-SansomPD-S-1YG-00092			PT	402	PT	\$11,961.00	\$0.00	\$0.00	\$2,996.54	\$14,957.54	
2025-ShenanPD-S-1YG-00105			PT	402	PT	\$22,423.58	\$0.00	\$0.00	\$6,202.36	\$28,625.94	
2025-SomervillePD-S-1YG-00046			PT	402	PT	\$11,900.00	\$0.00	\$0.00	\$3,335.35	\$15,235.35	
2025-SouthlakePD-S-1YG-00102			PT	402	PT	\$24,975.60	\$0.00	\$0.00	\$6,515.46	\$31,491.06	
2025-SouthSPD-S-1YG-00033			PT	402	PT	\$11,640.00	\$0.00	\$0.00	\$2,910.35	\$14,550.35	
2025-SplendoraPD-S-1YG-00047			PT	402	PT	\$11,358.60	\$0.00	\$0.00	\$2,962.17	\$14,320.77	
2025-Sugarland-S-1YG-00082			PT	402	PT	\$54,978.32	\$0.00	\$0.00	\$15,549.04	\$70,527.36	
2025-SullivanPD-S-1YG-00130			PT	402	PT	\$14,997.00	\$0.00	\$0.00	\$3,827.99	\$18,824.99	
2025-TDPS-S-1YG-00029			PT	402	PT	\$171,482.14	\$0.00	\$0.00	\$42,870.54	\$214,352.68	
2025-TexarkPD-S-1YG-00122			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,832.67	\$15,832.67	
2025-TexasCityPD-S-1YG-00091			PT	402	PT	\$18,387.10	\$0.00	\$0.00	\$18,387.10	\$36,774.20	
2025-TomballPD-S-1YG-00129			PT	402	PT	\$23,955.63	\$0.00	\$0.00	\$8,806.09	\$32,761.72	
2025-Tomgreen-S-1YG-00019			PT	402	PT	\$43,400.00	\$0.00	\$0.00	\$10,857.06	\$54,257.06	
2025-Tyler PD-S-1YG-00086			PT	402	PT	\$81,968.49	\$0.00	\$0.00	\$22,001.88	\$103,970.37	
2025-VictoriaPD-S-1YG-00109			PT	402	PT	\$18,862.20	\$0.00	\$0.00	\$5,264.23	\$24,126.43	
2025-WacoPD-S-1YG-00059			PT	402	PT	\$109,788.44	\$0.00	\$0.00	\$27,489.98	\$137,278.42	
2025-WallerCOSO-S-1YG-00054			PT	402	PT	\$39,976.75	\$0.00	\$0.00	\$12,663.53	\$52,640.28	
2025-WhartonPD-S-1YG-00132			PT	402	PT	\$12,242.16	\$0.00	\$0.00	\$3,505.10	\$15,747.26	
2025-WhitePD-S-1YG-00031			PT	402	PT	\$11,945.99	\$0.00	\$0.00	\$3,008.49	\$14,954.48	
2025-WichitaPD-S-1YG-00022			PT	402	PT	\$50,993.52	\$0.00	\$0.00	\$13,222.39	\$64,215.91	
2025-WillowParkPD-S-1YG-00103			PT	402	PT	\$11,902.46	\$0.00	\$0.00	\$3,013.85	\$14,916.31	
2025-Wylie-S-1YG-00055			PT	402	PT	\$11,900.25	\$0.00	\$0.00	\$11,900.25	\$23,800.50	
Subtotals		# of Projects:		124		\$9,411,863.15	\$0.00	\$0.00	\$2,595,390.53	\$12,007,253.68	

Enforcement 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>
		289	\$15,406,389.63	\$0.00	\$0.00	\$4,537,685.90	\$19,944,075.53

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>
2025-TDPS-G-1YG-0138			TR	405C	M3DA	\$1,099,659.37	\$0.00	\$0.00	\$366,553.13	\$1,466,212.50
2025-TDSHS-G-1YG-0128			TR	405C	M3DA	\$788,826.63	\$0.00	\$0.00	\$260,310.05	\$1,049,136.68
2025-TMPA-G-1YG-0005			TR	405C	M3DA	\$2,350,000.00	\$0.00	\$0.00	\$593,010.00	\$2,943,010.00
2025-TTI-G-1YG-0031			AL	402	AL	\$324,000.00	\$0.00	\$0.00	\$81,030.69	\$405,030.69
2025-TTI-G-1YG-0035			PS	402	PS	\$126,906.36	\$0.00	\$0.00	\$31,748.85	\$158,655.21
2025-TTI-G-1YG-0054			TR	405C	M3DA	\$152,149.00	\$0.00	\$0.00	\$38,061.02	\$190,210.02
2025-TTI-G-1YG-0055			TR	405C	M3DA	\$155,000.00	\$0.00	\$0.00	\$38,774.22	\$193,774.22
2025-TTI-G-1YG-0073			AL	405D	M5OT	\$349,222.00	\$0.00	\$0.00	\$87,336.53	\$436,558.53
2025-TTI-G-1YG-0088			OP	405B	M1OP	\$64,500.00	\$0.00	\$0.00	\$16,130.59	\$80,630.59
2025-TTI-G-1YG-0090			OP	405B	M1OP	\$86,000.00	\$0.00	\$0.00	\$21,507.84	\$107,507.84
2025-TTI-G-1YG-0091			OP	405B	M1OP	\$333,000.00	\$0.00	\$0.00	\$83,276.92	\$416,276.92
2025-TTI-G-1YG-0093			DE	402	DE	\$114,000.00	\$0.00	\$0.00	\$28,509.29	\$142,509.29
2025-TTI-G-1YG-0094			DE	402	DE	\$45,800.00	\$0.00	\$0.00	\$11,459.75	\$57,259.75
2025-TTI-G-1YG-0095			OP	405B	M1OP	\$40,000.00	\$0.00	\$0.00	\$10,003.55	\$50,003.55
2025-UTMBG-G-1YG-0135			AL	402	AL	\$86,934.20	\$0.00	\$0.00	\$22,926.94	\$109,861.14

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>
	15	\$6,115,997.56	\$0.00	\$0.00	\$1,690,639.37	\$7,806,636.93

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>
2025-CRIS-G-1YG-0193			TR	State	State	\$0.00	\$3,000,000.00	\$0.00	\$0.00	\$3,000,000.00
2025-CRIS-G-1YG-0194			TR	405C	M3DA	\$1,375,000.00	\$0.00	\$0.00	\$0.00	\$1,375,000.00
2025-TxDOT-G-1YG-0177			PA	State	State	\$0.00	\$5,530,844.00	\$0.00	\$0.00	\$5,530,844.00
2025-TxDOT-G-1YG-0178			PA	402	PA	\$709,500.00	\$0.00	\$0.00	\$0.00	\$709,500.00
2025-TxDOT-G-1YG-0180			DE	402	DE	\$160,000.00	\$0.00	\$0.00	\$0.00	\$160,000.00
2025-TxDOT-G-1YG-0181			PA	State	State	\$0.00	\$55,000.00	\$0.00	\$0.00	\$55,000.00
2025-TxDOT-G-1YG-0182			PA	402	PA	\$692,701.58	\$0.00	\$0.00	\$0.00	\$692,701.58
2025-TxDOT-G-1YG-0202			PA	402	PA	\$300,000.00	\$0.00	\$75,000.00	\$0.00	\$375,000.00

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>
	8	\$3,237,201.58	\$8,585,844.00	\$75,000.00	\$0.00	\$11,898,045.58

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>
2025-DCMCCT-G-1YG-0098			OP	402	OP	\$500,570.36	\$0.00	\$0.00	\$125,142.74	\$625,713.10
2025-DrisHosp-G-1YG-0022			OP	402	OP	\$274,999.00	\$0.00	\$0.00	\$136,366.40	\$411,365.40
2025-DrisHosp-G-1YG-0023			OP	402	OP	\$274,950.77	\$0.00	\$0.00	\$106,738.13	\$381,688.90
2025-EIPasoDA-G-1YG-0014			AL	405D	M5OT	\$49,990.00	\$0.00	\$0.00	\$17,256.70	\$67,246.70
2025-FriscoPD-G-1YG-0120			AL	405D	M5PEM	\$60,000.00	\$0.00	\$0.00	\$16,986.93	\$76,986.93
2025-GDC-SOW-0010			OP	405B	M1PE	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$2,000,000.00
2025-Ghisallo-G-1YG-0075			PS	402	PS	\$188,465.23	\$0.00	\$0.00	\$48,949.00	\$237,414.23
2025-Ghisallo-G-1YG-0076			PS	402	PS	\$199,907.09	\$0.00	\$0.00	\$72,424.00	\$272,331.09
2025-HaCoCMP1-G-1YG-0008			PS	402	PS	\$92,597.50	\$0.00	\$0.00	\$108,030.00	\$200,627.50
2025-HarrisCo-G-1YG-0114			PS	402	PS	\$85,778.00	\$0.00	\$0.00	\$27,120.36	\$112,898.36
2025-LubbockP-G-1YG-0172			PS	402	PS	\$24,798.50	\$0.00	\$5,600.00	\$14,904.50	\$45,303.00
2025-SMAM-SOW-0001			RS	State	State	\$0.00	\$2,671,000.00	\$0.00	\$2,671,000.00	\$5,342,000.00
2025-SMAM-SOW-0002			PS	405G	BGPE	\$1,750,000.00	\$0.00	\$0.00	\$1,750,000.00	\$3,500,000.00
2025-SMAM-SOW-0003			PS	402	PS	\$2,900,000.00	\$0.00	\$0.00	\$2,900,000.00	\$5,800,000.00
2025-SMAM-SOW-0004			SC	402	SC	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	\$8,000,000.00
2025-SMAM-SOW-0005			OP	405B	M1PE	\$1,600,000.00	\$0.00	\$0.00	\$1,600,000.00	\$3,200,000.00
2025-SMAM-SOW-0006			MC	405F	M11X	\$320,000.00	\$0.00	\$0.00	\$320,000.00	\$640,000.00
2025-SMAM-SOW-0007			MC	State	State	\$0.00	\$330,000.00	\$0.00	\$330,000.00	\$660,000.00
2025-SMAM-SOW-0008			DE	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	\$2,400,000.00
2025-SMAM-SOW-0009			AL	405D	M5PEM	\$3,765,000.00	\$0.00	\$0.00	\$3,765,000.00	\$7,530,000.00
2025-TCH-G-1YG-0112			OP	402	OP	\$300,000.00	\$0.00	\$0.00	\$207,556.88	\$507,556.88
2025-TCH-G-1YG-0113			PS	402	PS	\$110,000.00	\$0.00	\$0.00	\$77,184.28	\$187,184.28
2025-TCINC-G-1YG-0151			AL	405D	M5PEM	\$78,000.00	\$0.00	\$0.00	\$42,155.97	\$120,155.97
2025-TCINC-G-1YG-0152			AL	405D	M5PEM	\$53,300.00	\$0.00	\$0.00	\$28,904.42	\$82,204.42
2025-TDSHS-G-1YG-0131			OP	405B	M1PE	\$1,000,000.00	\$0.00	\$0.00	\$350,000.00	\$1,350,000.00
2025-Texas Ag-G-1YG-0117			OP	402	OP	\$1,249,940.35	\$0.00	\$0.00	\$364,690.95	\$1,614,631.30
2025-Texas Ag-G-1YG-0118			AL	402	AL	\$1,073,497.07	\$0.00	\$0.00	\$274,561.30	\$1,348,058.37
2025-Texas Ag-G-1YG-0119			CP	402	CP	\$675,000.00	\$0.00	\$0.00	\$184,309.68	\$859,309.68
2025-Travis C-G-1YG-0105			AL	402	AL	\$150,182.64	\$0.00	\$0.00	\$184,079.73	\$334,262.37
2025-TTI-G-1YG-0033			MC	402	MC	\$340,000.00	\$0.00	\$0.00	\$85,051.98	\$425,051.98

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>
2025-TTI-G-1YG-0034			PS	402	PS	\$350,000.00	\$0.00	\$0.00	\$87,554.69	\$437,554.69
2025-TTI-G-1YG-0043			PS	405G	BGPE	\$130,000.00	\$0.00	\$0.00	\$32,511.70	\$162,511.70
2025-TTI-G-1YG-0045			PS	402	PS	\$225,000.00	\$0.00	\$0.00	\$56,279.21	\$281,279.21
2025-TTI-G-1YG-0050			DE	402	DE	\$126,331.00	\$0.00	\$0.00	\$31,602.05	\$157,933.05
2025-TTI-G-1YG-0052			PS	402	PS	\$250,000.00	\$0.00	\$0.00	\$62,530.78	\$312,530.78
2025-TTI-G-1YG-0056			DE	402	DE	\$1,250,000.00	\$0.00	\$0.00	\$312,610.40	\$1,562,610.40
2025-TTI-G-1YG-0058			OP	402	OP	\$44,750.00	\$0.00	\$0.00	\$11,191.85	\$55,941.85
2025-TTI-G-1YG-0060			AL	405D	M5PEM	\$100,000.00	\$0.00	\$0.00	\$25,015.62	\$125,015.62
2025-TTI-G-1YG-0072			MC	402	MC	\$115,000.00	\$0.00	\$0.00	\$28,767.97	\$143,767.97
2025-TTI-G-1YG-0089			RS	402	RS	\$45,000.00	\$0.00	\$0.00	\$11,259.27	\$56,259.27
2025-TTI-G-1YG-0092			PA	402	PA	\$150,000.00	\$0.00	\$0.00	\$37,512.83	\$187,512.83
2025-TxDOT-G-1YG-0179			AL	State	State	\$0.00	\$250,000.00	\$0.00	\$0.00	\$250,000.00
2025-TxDOT-G-1YG-0192			DE	402	DE	\$200,000.00	\$0.00	\$0.00	\$0.00	\$200,000.00
2025-TxDOT-G-1YG-0201			OP	405B	M1CPS	\$160,000.00	\$0.00	\$0.00	\$0.00	\$160,000.00
2025-TxHSTF-G-1YG-0141			OP	402	OP	\$25,990.88	\$0.00	\$0.00	\$6,529.99	\$32,520.87
2025-TxOpLife-G-1YG-0101			RS	402	RS	\$76,999.00	\$0.00	\$0.00	\$24,343.89	\$101,342.89
2025-TXSDY-G-1YG-0157			AL	402	AL	\$350,000.00	\$0.00	\$0.00	\$92,028.04	\$442,028.04
2025-WISH-G-1YG-0099			OP	402	OP	\$75,000.00	\$0.00	\$0.00	\$32,995.28	\$107,995.28

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>
		48	\$26,991,047.39	\$3,251,000.00	\$5,600.00	\$22,861,147.52	\$53,108,794.91

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>
2025-ESCVI-G-1YG-0016			SB	402	SB	\$200,000.00	\$0.00	\$0.00	\$52,386.00	\$252,386.00
2025-ESCVI-G-1YG-0018			DE	402	DE	\$200,000.00	\$0.00	\$0.00	\$52,299.00	\$252,299.00
2025-FortBend-G-1YG-0081			PS	402	PS	\$124,400.12	\$0.00	\$0.00	\$31,125.23	\$155,525.35
2025-IADLEST-G-1YG-0142			TR	402	TR	\$579,999.21	\$0.00	\$0.00	\$145,222.00	\$725,221.21
2025-MADD-G-1YG-0002			AL	405D	M5OT	\$674,999.87	\$0.00	\$0.00	\$224,694.40	\$899,694.27
2025-NSC-G-1YG-0078			DE	402	DE	\$548,041.11	\$0.00	\$0.00	\$155,000.00	\$703,041.11
2025-SafetyCi-G-1YG-0155			OP	402	OP	\$9,260.00	\$0.00	\$0.00	\$5,628.00	\$14,888.00
2025-TAC-G-1YG-0109			AL	405D	M5CS	\$174,590.84	\$0.00	\$0.00	\$48,283.62	\$222,874.46
2025-TCINC-G-1YG-0150			AL	402	AL	\$98,400.00	\$0.00	\$0.00	\$81,055.77	\$179,455.77
2025-TCJ-G-1YG-0085			AL	405D	M5CS	\$786,061.00	\$0.00	\$0.00	\$648,569.23	\$1,434,630.23
2025-TDCAA-G-1YG-0025			AL	405D	M5CS	\$768,960.47	\$0.00	\$0.00	\$336,779.33	\$1,105,739.80
2025-TEEXESTI-G-1YG-0029			EM	402	EM	\$326,222.97	\$0.00	\$0.00	\$761,432.63	\$1,087,655.60
2025-TJCTC-G-1YG-0126			AL	402	AL	\$124,925.52	\$0.00	\$0.00	\$31,260.38	\$156,185.90
2025-TMCEC-G-1YG-0084			AL	402	AL	\$660,000.00	\$0.00	\$15,000.00	\$150,040.03	\$825,040.03
2025-TMPA-G-1YG-0004			AL	405D	M5CS	\$1,100,000.00	\$0.00	\$0.00	\$316,700.00	\$1,416,700.00
2025-TMPA-G-1YG-0006			AL	405D	M5TR	\$1,149,980.81	\$0.00	\$0.00	\$296,665.00	\$1,446,645.81
2025-TMPA-G-1YG-0007			PT	402	PT	\$1,324,905.32	\$0.00	\$0.00	\$331,867.50	\$1,656,772.82
2025-TTI-G-1YG-0046			PS	402	PS	\$131,040.00	\$0.00	\$0.00	\$32,789.83	\$163,829.83
2025-TTI-G-1YG-0062			PS	405G	BGTR	\$225,000.00	\$0.00	\$0.00	\$56,273.46	\$281,273.46
2025-TTI-G-1YG-0067			AL	405D	M5TR	\$100,000.00	\$0.00	\$0.00	\$25,012.56	\$125,012.56
2025-TTI-G-1YG-0069			AL	405D	M5TR	\$91,000.00	\$0.00	\$0.00	\$22,764.22	\$113,764.22
2025-TTI-G-1YG-0070			AL	405D	M5II	\$220,000.00	\$0.00	\$0.00	\$55,034.37	\$275,034.37
2025-TxDOT-G-1YG-0204			DE	402	DE	\$184,000.00	\$0.00	\$0.00	\$0.00	\$184,000.00
2025-UTatArli-G-1YG-0127			RS	402	RS	\$359,025.00	\$0.00	\$0.00	\$101,364.20	\$460,389.20

Training Task Summary	<i># Projects:</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
	24	\$10,160,812.24	\$0.00	\$15,000.00	\$3,962,246.76	\$14,138,059.00

Section 405 Grant Applications

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The State applied for the following incentive grants:

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

405(b) Occupant Protection Grant

Eligibility Determination

In addressing 23 CFR 1300.21(c), Texas is eligible to apply for a grant under this section as a high seat belt use rate by having a rate of 90.57% as reported in 2023. The rate will be re-evaluated by September 30, 2024.

2023 Seat Belt Use in Texas

	All Passenger Vehicles	Passenger Cars	Pickups
Front Seat--Estimated Safety Belt Use	90.57	91.92	87.26
Standard Error	0.34	0.38	0.49
Upper 95% confidence limit	91.24	92.66	88.22
Lower 95% confidence limit	89.90	91.18	86.30
Driver--Estimated Safety Belt Use	90.57	91.94	86.91
Standard Error	0.32	0.38	0.48
Upper 95% confidence limit	91.20	92.68	87.85
Lower 95% confidence limit	89.94	91.20	85.97
Passenger--Estimated Safety Belt Use	90.89	91.13	92.34
Standard Error	0.89	1.02	2.06
Upper 95% confidence limit	92.63	93.13	96.38
Lower 95% confidence limit	89.15	89.13	88.30

Source: *Texas Statewide Survey of Seat Belt Use – 2023*; Texas A&M Transportation Institute Center for Transportation Safety

Occupant Protection Plan

In addressing 23 CFR 1300.21(d)(1)(i) and (ii), the program area listed below contains the countermeasure strategies and planned projects and activities that will be implemented to address those problems. Please refer to the [Occupant Protection](#) section for further information on the projects and planned activities.

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

Planned Participation in Click-it-or-Ticket (CIOT) National Mobilization

In addressing 23 CFR 1300.21(d)(2), Texas plans to coordinate and conduct a 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 the largest cities in Texas.

TxDOT is also 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.

Participating Agencies

Planned 40 participating law enforcement agencies.

Agency
City of Alton Police Department
City of Alvarado Police Department
City of Bedford Police Department
City of Dallas Police Department
City of Euless Police Department
City of Garland Police Department
City of Gun Barrel City Police Department
City of Hamilton Police Department
City of Harlingen Police Department
City of Houston Police Department
City of Katy Police Department
City of Kilgore Police Department
City of La Joya Police Department
City of Laredo Police Department
City of Linden Police Department
City of McAllen Police Department
City of Mission Police Department
City of Montgomery Police Department
City of Mustang Ridge Police Department
City of Olney Police Department

Agency
City of Palestine Police Department
City of Pharr Police Department
City of Rusk Police Department
City of San Benito Police Department
City of Snyder Police Department
City of Socorro Police Department
City of Sullivan City Police Department
City of Sweetwater Police Department
City of Wichita Falls Police Department
City of Winters Police Department
Fort Bend County Constable Precinct 1
Harris County Constable Precinct 4
Harris County Sheriff's Office
Hill County Sheriff's Office
Montgomery County Sheriff's Office
Nacogdoches County Sheriff's Office
Panola County Sheriff's Office
San Patricio County Sheriff's Office
Town of Horizon City Police Department
Ward County Sheriff Office

Child Restraint Inspection Stations

In addressing 23 CFR 1300.21(d)(3) and (3)(i), Texas has an active network of child passenger safety inspection stations and planned inspection events through several planned activities. The program area listed below contains the countermeasure strategies and planned projects and activities that will be implemented to address those problems. Please refer to the Occupant Protection section for further information on the projects and planned activities.

Countermeasure Strategy
Occupant Protection Training

Unique Identifier	Planned Activity Name
117396	2025-DrisHosp-G-1YG-0022
117397	2025-DrisHosp-G-1YG-0023
117576	2025-DCMCCT-G-1YG-0098
117578	2025-WISH-G-1YG-0099
117645	2025-TCH-G-1YG-0112
117899	2025-Texas Ag-G-1YG-0117
117996	2025-TDSHS-G-1YG-0131

In addressing 23 CFR 1300.21(d)(3)(i)(A) and 23 CFR 1300.21(d)(3)(i)(B), below are the total number of planned inspection stations and/or events in the State and which populations they will serve:

Planned inspection stations and/or events	235
Urban Populations Served	85
Rural Populations Served	150
At Risk Populations Served	161

Certification

In addressing 23 CFR 1300.21(d)(3)(ii), Texas certifies that the inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child Passenger Safety Technicians

In addressing 23 CFR 1300.21(d)(4), the program area listed below contains the countermeasure strategies and planned projects and activities that include planned activities for recruiting, training, and maintaining a sufficient number of child passenger safety technicians. Please refer to the section Occupant Protection for further information on the projects and planned activities.

Countermeasure Strategy
Occupant Protection Training

Unique Identifier	Planned Activity Name
117396	2025-DrisHosp-G-1YG-0022
117397	2025-DrisHosp-G-1YG-0023
117576	2025-DCMCCT-G-1YG-0098
117578	2025-WISH-G-1YG-0099
117645	2025-TCH-G-1YG-0112
117899	2025-Texas Ag-G-1YG-0117
117996	2025-TDSHS-G-1YG-0131

In addressing 23 CFR 1300.21(d)(4), below is an estimate of the total number of classes, 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	24
Estimated total number of technicians	380

405(c) State Traffic Safety Information System Improvements Grant

Qualification Criteria

In addressing 23 CFR 1300.22(b), Texas is applying for State Traffic Safety Information System Improvement Grants by providing the items required in 23 CFR 1300.22(b)(1) and (b)(2) to qualify for funding.

Certification

In addressing 23 CFR 1300.22(b)(1)(i), Texas maintains a functioning traffic records coordinating committee (TRCC) that meets at least three times each year. The following meeting dates occurred during the last 12 months.

Meeting Date
May 9, 2023
October 25, 2023
February 28, 2024
May 8, 2024

In addressing 23 CFR 1300.22(b)(1)(ii), Texas’s designated traffic records coordinating committee coordinator is Larry Krantz, Traffic Records Program Manager of the Behavioral Traffic Safety Section, TxDOT.

In addressing 23 CFR 1300.22(b)(1)(iii), the *Texas Traffic Records Information System Strategic Plan* is included below. The plan was reviewed by the TRCC and describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

Quantitative Improvement

In addressing 23 CFR 1300.22(b)(2)(i) and (ii), the plan includes

- (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; 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.

FY24

TEXAS TRAFFIC RECORDS INFORMATION SYSTEM **STRATEGIC PLAN**

,.TEXASTRCC

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Acronyms

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

TxSTORM – Texas State Trend Over-Representation Model

STRAP – State Traffic Records Assessment Program

VIN – Vehicle Identification Number

Introduction

The FY 2024 update to the Texas Traffic Records Information System Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute (TTI) to advance the performance and quality of the State's traffic records data.

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

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

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

TRCC Governance

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

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;
- b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and

- f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up to date.

Executive Charter

Whereas the State of Texas and local governmental agencies have concluded and recognized the need to create a committee to assist with the integration of Traffic Records information to enhance decision making in order to save lives and injuries on Texas highways;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Improvement Program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And, whereas the State of Texas and local governmental agencies have agreed to collaborate in the development and implementation of a Traffic Safety Information Systems Strategic Plan to assure that all components of the State Traffic Safety Information System Improvement Program are coordinated;

Therefore, the following Charter is hereby established to help in direction of a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies.

A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Department of Motor Vehicles (TxDMV) whose purpose is to provide executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS) and the Traffic Safety Information Systems Improvement Program within the State.

B. TRCC Goals

To improve the timeliness, accuracy, completeness, uniformity, and accessibility of the data of the state that is needed to identify priorities for national, state, and local highways and traffic safety programs.

To provide for the comprehensive collection, maintenance, and dissemination of Texas traffic safety related data in order to set the direction for traffic safety improvement measures.

To ensure that all Traffic Safety Information Systems improvement projects move forward on schedule and within budget.

C. TRCC Authority

The TRCC operates under the authority of TxDOT and shall consist of voting members from TxDPS, TxDOT, DSHS, and TxDMV.

Each member shall serve at the discretion of their Department Director and shall have the authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement

Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation.

D. TRCC Purpose

To evaluate the effectiveness of the committee's efforts to make improvements as needed.

To provide oversight to link state data systems within the state, such as systems that contain medical, economic data and crash information.

To provide oversight and investigate linking crash data to other crash data systems within the state with information relevant to crashes.

To ensure that all Traffic Safety Information System improvement projects meet and/or exceed the expectations of the above stated purposes.

To provide oversight to the development of the State's Traffic Safety Information System Strategic Plan.

E. TRCC Duties and Responsibilities

The duties of the TRCC include but are not limited to:

The TRCC will provide executive direction and oversight for the current Traffic Safety Information Systems.

The TRCC will provide executive direction and oversight for the Traffic Safety Information System Improvement Program.

The TRCC will provide executive direction, oversight, and formal approval of the Traffic Safety Information System Strategic Plan.

The TRCC will have the authority to review any of the State's highway safety data and traffic records systems and to review changes to the systems before the changes are implemented.

The TRCC will provide a forum for discussion and reporting of highway safety data and traffic records issues back to the agencies and organizations that created maintain and use highway safety data and traffic records.

The TRCC will consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

The TRCC will represent the interests of the agencies and organizations within the traffic records system to outside organizations.

The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

I, Michael Chacon, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within.

DocuSigned by:
Michael A. Chacon, P.E.
06D7ED6C5CEC46B...

Michael A. Chacon, P.E.
Director, Traffic Safety Division Texas
Department of Transportation TRCC
Coordinator and Chair

6/4/2024

Date

Executive Committee Members

TRCC members include administrative staff from TxDOT, representatives from the core traffic records databases, and the technical advisor. The table below identifies each member and their role/database they represent.

TRCC Administrators

The following people help administer the TRCC by coordinating and leading meetings, overseeing the annual update to the TSIS, and coordinating efforts among the members when applicable.

Name	Title	Agency	TRCC Role
Michael Chacon	Director of the Traffic Safety Division	TxDOT	Chair
Cathy Kratz	Deputy Director of the Traffic Safety Division	TxDOT	Vice-Chair
Larry Krantz	Police Traffic Services Program Manager	TxDOT	Coordinator
Eva Shipp	Associate Professor / Affiliate	TAMU SPH / TTI	Technical Advisor

TRCC Voting Members

The following individuals represent the needs of their respective databases and agencies and vote on all TRCC matters that require a vote.

Name	Title	Agency	TRCC Role
Capt. Jodie Tullos	Director of the Highway Safety Operations Center	TxDPS	Citation/Adjudication
Jim Markham	Director of the Crash Data and Analysis Section	TxDOT	Crash
Valery Wakefield	Assistant Manager of Driver License Division/Enforcement & Compliance Service	TxDPS	Driver
Jia Benno	Director of the Injury Prevention Unit	DSHS	Injury Surveillance
Jeremy Rogers	Roadway Inventory Branch Manager	TxDOT	Roadway
Roland Luna	Deputy Executive Director	TxDMV	Vehicle

TRCC Non-Voting Members

The following individuals actively participate in the TRCC by regularly attending meetings and completing TRCC related tasks. These individuals can serve as substitutes for their respective voting member when that member is unable to attend a meeting.

Name	Title	Agency	TRCC Role
Letty von Rossum	Director of the Behavioral Traffic Safety Section, Traffic Safety Division	TxDOT	Budget Advisor
Lt. James Taylor	Lieutenant at Highway Safety Operations Center	TxDPS	Citation/Adjudication

Name	Title	Agency	TRCC Role
Larbi Hanni	Branch Manager of Data Integrity and Analysis	TxDOT	Crash
Nadia Bekka	Epidemiologist at EMS/Trauma Registry Group, Office of Injury Prevention	DSHS	Injury Surveillance
Clint Thompson	Deputy Director of Vehicle Titles and Registration Division	TxDMV	Vehicle

TRCC Strategic Plan

Texas employs a single tier model for its Traffic Records Coordinating Committee (TRCC) commonly referred to as the TRCC Executive Committee. The committee meets quarterly and consists of member agencies who have custodial responsibility for the core traffic records systems. A basic charter signed by the TxDOT Traffic Safety Division Director formally establishes the TRCC and outlines its authority, purpose, and overarching goals. The committee primarily focuses its quarterly meetings on high level planning activities and the development of improvement projects each year for NHTSA Section 405(c) grants. Time is also allocated across meetings for updates on existing traffic records improvement projects. In addition to the Executive Committee and its quarterly meetings, the State also benefits from a designated program manager who oversees the work of qualifying for and monitoring traffic records grants.

The TRCC publishes its Texas Traffic Safety Information System Strategic Plan within the Texas Highway Safety Plan. The Plan contains useful information such as the TRCC Charter, voting members, performance measures, information on current improvement projects, and more.

STRAP (2018) Recommendations

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

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

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
1-5, 29	Restructure the TRCC to more closely align with the Traffic Records Program Assessment Advisory. The current TRCC functions as both the executive and technical TRCC. Creating a two-tier structure could improve coordination and effectiveness of the TRCC.	TRCC created three subcommittees during the prior three fiscal years. The second and third subcommittees remained active in FY24. One is to advise the development of an intersection inventory (i.e., intersection subcommittee). The second is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). This	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		subcommittee is actively advising on the development of a dashboard which will display layered traffic records data on a map by county and month. In FY22, a third subcommittee was created to focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee). In FY24, the subcommittee also played an integral role in a unique identifier pilot project designed to improve the linkage of crash records to trauma registry records.	
6	Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would interact with a policy-focused executive tier would be in order.	This effort will be pursued at a later date following the completion of higher priority objectives.	None
10	Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21 and beyond, TTI will provide technical assistance to maintain and expand the use of performance measures through implementing a data quality program. This will begin with the identification of goals for each performance measure.	Ongoing
12	Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	<p>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.</p>		
12	<p>Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data.</p>	<p>A basic flow chart was developed in FY19 and updated in FY22.</p>	Complete
20-24	<p>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.</p>	<p>This effort was developed as part of TTI's FY19 technical assistance to the TRCC.</p>	Complete
1-5, 29	<p>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.</p>	<p>TRCC created three subcommittees, of which two remained active in FY24. One is to advise the development of an intersection inventory (i.e., intersection subcommittee). The other is to provide traffic record user stakeholder advice to the TRCC (i.e., advisory subcommittee). These subcommittees included engineers, law enforcement, researchers, and other stakeholders. In FY22, a third subcommittee was created to focus on improving accessibility to EMS and trauma data (i.e., EMS subcommittee).</p>	Ongoing
20-24	<p>Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the</p>	<p>This effort was developed as part of TTI's FY19 technical assistance to the TRCC.</p>	Complete

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	<p>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.</p>		
32	<p>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.</p>	<p>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.</p>	Ongoing

Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve the Texas TRCC and Strategic Planning and the strategies/action steps necessary to achieve those objectives.

The Texas TRCC Administration plans to continue to promote subcommittees to provide technical guidance. This includes an advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC, and an EMS subcommittee that is focused on improving accessibility to EMS and trauma data. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC sub-committees.	<ul style="list-style-type: none"> • Create project development subcommittee (i.e., advisory 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). • Create an EMS subcommittee that is focused on improving accessibility to EMS and trauma data. 	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. Data Quality program completed.
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. 	Ongoing
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. 	Ongoing

Data Systems Strategic Plan

Crash Data System

The Texas Department of Transportation (TxDOT) is the custodial agency for crash report processing in the State and law enforcement agencies are required to submit all investigated crashes to TxDOT within 10 business days. Crash records are stored in a central repository called the Crash Records Information System (CRIS). CRIS v.27 rolled out on 14 January 2024.

Law enforcement can submit crash reports electronically to TxDOT via the Crash Reporting and Analysis for Safer Highways (CRASH) application or via E-Submission. 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. The CRIS Mobile Application has been discontinued, as the usage rate dwindled, and the primary CRASH application features have improved to meet the needs of the Mobile Application users. CRASH and E-Submission requires crash reports be validated by over 800 business rules prior to submission. The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 5 definition for Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and Fatal Injury.

CRIS maintains the crash data in multiple relational datasets. The Crash Report Online Purchase System (CROPS) is a component of CRIS that enables the purchase of Texas crash reports using a credit, debit, or the state's Automated Clearing House (ACH), which allows for the processing of bank drafts electronically. Redacted crash reports can also be purchased through CROPS. CROPS is open and available to the public 24 hours, 7 days a week. The CRIS Query component is an externally facing application, open to the public, that allows users to pull publicly available crash data, summarize, visualize, export, and map Texas crashes statewide and for specific areas. TxDOT has licensed the AASHTOWare Safety suite of applications to aid internal TxDOT users, Texas law enforcement agencies, and state and local government entities in large-scale crash data visualization and analysis. 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.

STRAP (2018) Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Crash data section received a score of 64.6%. Crash data is very strong in the “Description and Contents” and “Applicable Guidelines” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
96.4%	80.0%	70.0%	66.7%	33.3%	48.6%	64.6%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
48-51	Improve and expand the data dictionary to include all the data elements and their attributes, as well as the data edit checks and validation rules. The State could then also incorporate the business logic (documented separately) into the dictionary for ease of use.	The data dictionary, including the definitions and allowable values are documented in one document. Business rules are documented separately. This is more user friendly, and a single combined document would be cumbersome due to frequent updates to the business rules.	None
66-73	Develop performance measures for all six attributes of the crash data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. There were already four crash performance measures included in the TSIS. After review, no additional performance measures were added in FY20.	Complete
74-79	Establish audit procedures using the performance measures developed under the data quality control program.	Many audit procedures are applied to CRIS to improve data quality. The specific audit procedures are modified over time as in alignment with changes to CRIS.	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
58-62	Develop interfaces/integrate with other core traffic records.	Efforts to integrate/interface with other core traffic records. Current efforts include: (1) linking trauma registry records to crash records in collaboration with DSHS and (2) linking records for drivers in multiple crashes with citation records in collaboration with TTI and DPS.	Ongoing
74	The procedures for returning rejected crash reports is well documented but there is no mechanism to track returned reports. In addition to developing such a tracking system, the State could also begin to track high frequency errors and omissions to address improved training and system enhancements.	The mobile app deployed in Aug. 2019 tracks reports that are returned to LEOs and will keep track of which reports have been returned and which have been re-submitted. This will include tracking L1 (main component) and L2 (business rule) returns. TxDOT reviews business rules for potential changes and kicked off efforts to train law enforcement on the high frequency errors.	Ongoing
47	The crash system uses the guidelines from FARS, ANSI D16.1, and MMUCC for their injury and fatal crash definitions. The State is already using the MMUCC version 4 definition for "suspected serious injury" but has chosen not to adopt the other injury severity definitions.	TxDOT aligned the label and definition for Suspected Minor Injury, Possible Injury, and Fatal Injury.	Complete

Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas crash data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
3.1 Develop performance measures for the crash data system.	<ul style="list-style-type: none"> • 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. 	Complete
3.2 Establish crash data audit procedures using the performance measures developed under the data quality control program.	<ul style="list-style-type: none"> • Develop performance measures (3.1). • Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program. 	Complete
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. 	TxDOT has hired an Information Systems Security Officer to restore CJIS compliance for CRIS in order to re-establish data links with LE data sources. Map-in-CRASH ability for officers to directly select crash location was released with 27.0.
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. • Review MMUCC Assessment conducted by TTI. • Develop an action plan detailing which recommendations will be pursued. 	TxDOT is examining high value fields for priority alignment and identifying fields where alignment could be achieved via future automated data collection. Additionally, TxDOT is developing a TXMMUCC to delineate how our crash data is categorized, and what efforts are in place to improve data intake (regardless of MMUCC

Objective	Strategies/Action Steps	Timeline
3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and Consistency.	<ul style="list-style-type: none"> • An Automated Training Program is planned, which will assist in ongoing and updated training for CRASH users. • TxDOT is in progress developing a curriculum for law enforcement to address timeliness, completeness, accuracy, and uniformity. 	alignment). Ongoing; TxDOT has a manual training program on how to best complete the CR-3, which is TCOLE certified; TxDOT is assessing the feasibility of developing an online introductory and refresher version; TxDOT is also developing a quick start version of the CR-100 for easy reference on-scene.
3.6 Work to include crash typing in the pedestrian crash reporting. Use the Pedestrian Crash Analysis Tool (PBCAT) for categories on crash typing.	<ul style="list-style-type: none"> • TxDOT implemented new interpreted fields to capture pedestrian and pedal cyclist information. • TxDOT tested in CY2020 and in production CY2021. 	Complete
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 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 meets the requirements for Enhanced participation in the Performance and Registration Information Systems Management (PRISM) program under the Federal Motor Carrier Safety Administration.

The State's vehicle system data is not completely processed in real-time. Some transactions such as issuance of temporary registration may be updated to the database in near real-time while title transfers and registration renewals are tied to batch processes. The time to update records through batch processes range from 24 to 48 hours. Texas has automated edit checks and validation procedures during various stages of the data entry process. Only specific staff at the State and County level have the State's permission to correct the vehicle system data. Further, the State maintains different error reports that are regularly reviewed by staff and used to evaluate needs for procedural or programming changes, updates to the State documentation, and/or training modifications. The Vehicle Data Management staff has principal responsibility for error corrections within the vehicle data system. In addition, Texas has well established protocols (e.g., information bulletins and webinars) to communicate error occurrences and updates with key users and to receive users' inputs about potential changes or updates. The State also uses a change management process to triage and assess inputs that are received from key users and to initiate and prioritize further actions.

STRAP (2018) 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.	None

		However, the State does not have established automated processes to validate vehicle information during the initial creation of a citation or crash report.	
107-113	Develop performance measures for all six attributes of the vehicle data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY20 technical assistance to the TRCC. Two vehicle data performance measures were identified.	Complete
114-118	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures. The effort includes assessing automation of the reporting process.	Ongoing
99-103	Develop interfaces/integrations with other core traffic records.	Efforts to integrate/interface with other core traffic records will be pursued when appropriate. Linking with driver license (DL) data can help validate DL at time of registration and titling.	Ongoing

Strategic Plan Objectives

TxDMV and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDMV. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
4.1 Develop performance measures for the vehicle data system.	<ul style="list-style-type: none"> • TRCC provided funding to TTI for technical assistance which includes developing performance measures in FY20. • TTI researched performance measures from other states to identify examples for Texas. • TTI worked with each TRCC member to develop performance measures for their agency. 	Completed
4.2 Establish vehicle data audit procedures using the performance measures developed under the data quality control program.	<ul style="list-style-type: none"> • Develop performance measures (4.1). • Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program. 	TBD
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. • Programming was implemented in June 2020 to collect information on damaged component parts to reduce salvage title fraud. Additional programming enhancements are being prioritized to expand the information being collected to further address fraud. 	Underway
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 (may have reliability issues) or law enforcement. • Identify how to link odometer reading data to the vehicle record. 	TBD

Driver License System (DLS) Data

The Texas Department of Public Safety (TxDPS), Driver License Division has custodial responsibility of the Texas driver license system data, which contains over 23 million records. DLS maintains all critical information including driver's personal information, license type, endorsements, status, conviction history, crash involvement and driver training.

The State's driver license system data interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the American Association of Motor Vehicle Administrators (AAMVA) data dictionary are documented with each field defined and value depicted. The driver license system also has edit checks and data collection guidelines. Updates to the AAMVA data dictionary and edit checks are all documented and tracked.

Crash data is transmitted to the DLS quarterly in a batch file. Citation data is sent electronically from certain courts and vendors for placement on the record. In addition to crash data and citation data, a third-party vendor is responsible for the reporting of criminal convictions to the DLS.

Texas maintains accurate and up-to-date procedural manuals regarding the issuance of the driver credentials and the reporting and recording of driver education training. These procedures are maintained electronically in a Resource Guide. TxDPS maintains documentation called Evaluate Enforcement Action for further action related to changes in driver license status, which includes an audit log for any changes made. The Cherwell Service Management documents errors and resolutions by tracking customer interactions. Documented procedures are also maintained for the recording of traffic and non- traffic convictions.

Texas has established model procedures to detect fraud pertaining to the driver license system. Facial recognition software is used for all photos captured daily, AAMVA fraudulent document recognition training is provided to all front-line staff and documents are validated through the Systematic Alien Verification of Entitlements (SAVE) program. Internal fraud is monitored through weekly audits of issuance transactions and the iWatch Program, which allows employees and customers to anonymously report fraudulent activity. Texas has established procedures to prevent Commercial Driver License (CDL) fraud and appropriately maintain system and information security.

Texas has an interface link between the Driver License System (DLS) and the Problem Driver Pointer System (PDPS), State to State (S2S), 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 DLS to personnel from other states, except for information that is provided through PDPS and Commercial Driver License Information System (CDLIS).

STRAP (2018) Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Driver data section received a score of 67.5%. Driver data was rated perfectly in the “Applicable Guidelines” and “Data Dictionary” sections but opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
76.7%	100.0%	100.0%	82.4%	57.1%	45.3%	67.5%

Below is a summary of the STRAP crash data recommendations and responses.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
136	Explore the creation of policy for purging of obsolete data in driver system.	The record retention requirement in Texas is 125 years. There are no plans to create a purge policy.	None
134	Create a process flow diagram outlining the driver system’s key data process flow, including inputs from other components.	All process flows are documented in written use cases and specification documents. Diagrams are not part of these documents. There are no plans to create diagrams at this time.	None
143-149	Develop interfaces/integrate with other core traffic records.	The State’s crash and citation data is not electronically linked to the driver system. However, crash occurrence is transmitted in a daily batch file to the driver system. Citation data is sent electronically from certain courts and vendor. Improved links will be explored as part of ongoing TRCC efforts.	None
150-158	Develop performance measures for all six attributes of the driver data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were evaluated as part of TTI's FY22 technical assistance to the TRCC and no driver data performance measures were identified. In FY22, efforts continued with new performance measures developed.	Ongoing
159-163	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following the development of the performance measures.	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
137, 145	Develop a DUI Tracking Database.	Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database.	Planned

Strategic Plan Objectives

The TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP. The following table summarizes specific objectives to improve the Texas driver data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
5.1 Develop performance measures for the driver data system.	<ul style="list-style-type: none"> • TRCC has provided funding to TTI for technical assistance which includes developing performance measures. • 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. 	Ongoing
5.2 Establish driver data audit procedures using the performance measures developed under the data quality control program.	<ul style="list-style-type: none"> • Develop performance measures (5.1). • Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program. 	Ongoing
5.3 Develop interfaces/integrations with other core traffic records.	<ul style="list-style-type: none"> • Linkages with driver data 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 2022 (Federal Highway Administration), TxDOT maintains 80,997 miles of state-owned highways. This mileage represents 25% of the 323,364 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 323,364 miles of public road and enables linkages between road, traffic data, bridge, and pavement condition databases in the Geospatial Roadway Inventory Database (GRID). TxDOT is entering into the vendor selection phase for the initiative named RIVaL (Roadway Inventory Video and Lidar). RIVaL will be a major achievement in that it leverages technological advances to collect data on various roadway attributes (such as number of lanes and shoulder width). This will be done by collecting high resolution imagery and LiDAR for all State maintained roads, and all non-state maintained roads that are either functionally classified and/or on the National Highway System. Roadway attribute data will be extracted from the LiDAR point cloud to provide extremely accurate and precise roadway data which will be loaded into GRID. RIVaL supports six key categories for improving data as defined in the TSIS (accessibility, accuracy, completeness, consistency, timeliness, and uniformity) since it does not depend on as much human effort to catalogue roadway attributes. As all the information contained within GRID is maintained by TxDOT, the data will be collected according to a set of collection, management, and submission standards to ensure similar information quality.

TxDOT maintains a data dictionary for all data elements including many of the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). MIRE FDE elements required by the Highway Performance Monitoring System (HPMS) are included and documented.

STRAP (2018) 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. Considerable progress has been made for county streets. TxDOT is assessing development of an intersection inventory.	Ongoing
168	TxDOT should further their safety analyses by interfacing the available data, such as crash data, via the LRS.	Roadway data is linked to crash data in the Crash Records Information System (CRIS) but crash data is not linked to roadway data in the roadway database. There are no plans to pursue this linkage at this time. Other stakeholders routinely link crash and roadway data for safety and other planning purposes.	None
190-201	Develop performance measures for all six attributes of the roadway data system: timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete

186-189	Establish audit procedures using the performance measures developed under the data quality control program.	Baselines for each performance measure were established using FY21 data and annual evaluation is beginning in FY22 and ongoing.	Ongoing
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Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT. The following table summarizes specific objectives to improve the Texas roadway data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Over the past few years, support for GRID has continued to be provided from TxDOT's IT vendor. TPP expects to continue to work with TxDOT's IT vendor to make a series of high-priority enhancements to the GRID application. Currently, a geometry editing module is in the user testing phase.

Objective	Strategies/Action Steps	Timeline
6.1 Include the remaining Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs).	<ul style="list-style-type: none"> Participation by counties in submitting roadway inventory updates through TPP's online Data Sharing and Updates Application (DUSA) system increased from 38 in 2022 to 72 in 2023. The number of updates increased from 3,712 to 7,774. 	Ongoing
6.2 Develop an intersection database.	<ul style="list-style-type: none"> TxDOT's GIS staff are assessing development of an intersection database. 	Ongoing
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. 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. 	Complete
6.4 Establish roadway data audit procedures using the performance measures developed under the data quality control program.	<ul style="list-style-type: none"> Develop performance measures (Completed in FY20) (6.3). Work with TRCC Technical Advisor (i.e., TTI) to establish a data quality control program. Baselines for each performance measure were established in FY21 and will be evaluated annually beginning in FY22. 	Ongoing
6.5 GRID Enhancements.	<ul style="list-style-type: none"> Identify and prioritize enhancements (Complete). TxDOT IT vendor continues to make enhancements to GRID. Geometry Editing Module added in 2023 which allows the roadway geometry to be edited directly within the GRID application. Query Module to allow users to generate reports with GRID data to be completed in 2024. Work with TxDOT IT to ensure long term support exists for remaining enhancements, continue making enhancements, and adding a geometry module. 	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

Objective	Strategies/Action Steps	Timeline
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.	Ongoing
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 (complete), number of lanes (complete), shoulder width, and roadbed width. Much of this data will be updated with RIVaL.	In Progress

Citation and Adjudication Data System

Texas does not have a unified court system and lacks a statewide citation system. Instead, courts and law enforcement agencies are independent of one another regarding the management of citations. There are numerous court management systems (CMS) and records management systems (RMS) in use by courts and law enforcement agencies around the state. Consequently, there is no citation data uniformity across the state and records are created and stored by each individual agency instead of in a central reporting system and repository.

The Office of Court Administration (OCA), through TRCC funding, explored the development of a citation repository that would collect information on all citations issued in the state, but not the adjudication. The project was canceled in FY 2018 due to the costs of further development and projected post-development maintenance. Texas OCA has not been an active member of the TRCC since the project was canceled.

Although TxDPS is not a central repository for citation data, TxDPS' Texas Highway Patrol is the largest law enforcement agency in the state and primary duties include enforcement of traffic laws. In FY23, TxDPS rolled out Versaterm, its new CAD/RMS. Their new CAD/RMS represents a significant advancement for TxDPS with respect to the six measures of data quality and completeness as outlined in the TSIS (accessibility, accuracy, completeness, consistency, timeliness, and uniformity). For example, CAD/RMS links dispatch and e-citation records with the internal case report. The initial rollout of CAD/RMS started January 16, 2023. TxDPS is bringing each of the TxDPS districts into the new system one at a time through on-site training in FY2023. TxDPS has representatives on the TRCC to represent the needs and interests of law enforcement as the TRCC explores ways to improve citation reporting.

STRAP (2018) 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 exist, including that funding for maintenance once the database was created could not be identified. There are no plans in the immediate future to pursue a statewide citation database.	None
244-253	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC.	Complete
244-253	Establish audit procedures using the performance measures developed under the data quality control program.	This effort will be pursued following transition to new records management system.	Planned

229-230	Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism.	Data on BAC level, collection type (blood/breath), and test location (Hospital, PD, etc.) is collected in DPS' records management system. DPS has developed procedures to identify reports missing BACs and is posting that information for commanders to review monthly.	Ongoing
229-230	Develop a DUI Tracking Database.	The Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database.	Planned

Strategic Plan Objectives

TxDPS and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of DPS, OCA, courts, and law enforcement around the state. The following table summarizes specific objectives to improve the Texas citation and adjudication data system over the next five years and the strategies/action steps necessary to achieve those objectives.

Objective	Strategies/Action Steps	Timeline
7.1 Develop baseline measures for aspects of data quality before implementation of the new citation system, in an effort to demonstrate data improvements that are attributable to the new system.	<ul style="list-style-type: none"> • Work with TxDPS to identify data elements that should be measured and tracked. 	Planned
3.8 Modify pre-existing data dictionary to be NIEM compliant to demonstrate data improvements that are attributable to the new system.	<ul style="list-style-type: none"> • Review National Information Exchange Model (NIEM) standards to identify a list of necessary modifications. 	TBD
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 continuing to develop and refine performance measure. 	TxDPS has created Completeness and Accuracy Performance Measures.
7.3 Establish citation data audit procedures using the performance measures developed under the data quality control program.	<ul style="list-style-type: none"> • Continue developing and refining performance measures (7.2) • Work with TRCC Technical Advisor (i.e., TTI) to maintain a data quality control program. 	TxDPS is monitoring its Completeness and Accuracy Performance Measures monthly.
7.4 Collect accurate BACs for DUI arrests, rather than ranges, in order to ascertain the role of high BAC in recidivism.	<ul style="list-style-type: none"> • 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"> • The Texas Impaired Driving Taskforce voted in FY23 to support LEADRS in the development of a statewide DUI Tracking Database. TxDPS transitioned to a new CAD/RMS that is more flexible for inputting, linking, and analyzing crash, citation, and data containing DUI clues including BAC values and ticket numbers allowing for the updating of lab values. (Transition initiated January 16, 2023; completed September 2023). 	Planned
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 including the use of standardized coding. 	On hold

Injury Surveillance Data System

Texas has the five major components of a traffic records injury surveillance system (pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records). Most of that data is available and accessible to traffic safety partners, as well as the public through either aggregate summary tables, public use data files, department approved data use agreements, or approval through an approved protocol through the DSHS Institutional Review Board, depending on the database. The traffic safety community in Texas has used the available data sets collaboratively to identify problems and evaluate programs, such as pedestrian safety, which illustrates the strength and effect of having such data available.

The pre-hospital EMS data collection system is managed by the Department of State Health Services' (DSHS) Injury Prevention Unit in the EMS and Trauma Registries Group (EMSTR). All data is submitted electronically to the registry system. The data management system is NEMESIS-compliant. EMSTR launched a new data system at the end of 2023 which includes NEMESIS version 3.5. NEMESIS version 3.5 incorporates a UUID (Universally Unique Identifier). The UUID will enable the identification and tracking of patient care reports and could facilitate the linkage of EMS, trauma, and crash data records. Texas also implemented the Texas Wristband Number, which will electronically link pre-hospital to hospital patient records throughout the continuum of care and resolve any extenuating circumstances with patient accountability during disaster related incidents, mass casualties, and evacuations. The data management system incorporates appropriate edit checks and validations to ensure that the data falls within acceptable parameters. EMSTR provides a data dictionary and user manuals to providers. By statute, EMS agencies have up to 90 days to report their runs to DSHS EMSTR.

The statewide emergency department and hospital discharge data systems are managed by the Texas Health Care Information Collection (THCIC) within the DSHS' Center for Health Statistics (CHS). DSHS' Injury Prevention Unit and CHS have working agreements to share data. In addition, there are publicly available documents related to these systems, including data dictionaries.

There is a statewide trauma registry that is also managed within the DSHS Injury Prevention EMSTR program. It is compliant with the National Trauma Data Bank (NTDB)/ International Trauma Data Exchange (ITDX) 2020 and 2023 hospital data standards and has a data dictionary.

The DSHS' Vital Statistics Section and the DSHS' CHS are responsible for managing all vital statistics data including death certificates. The Texas Electronic Vital Events Registry (TxEVER) is used to manage that data. As with most other States, Texas collects death certificates from hospitals, funeral homes, and medical examiners/ justices of the peace and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes.

Of note, EMSTR launched a new reporting system in fall 2023. EMSTR retired the previous Maven system on November 10, 2023 and launched the new EMSTR reporting system on November 20, 2023. This new EMSTR reporting system is managed by the Health and Human Services Commission (HHSC) IT Public Health Applications (ITPHA) team instead of an external vendor. The update should result in improvements in data quality and completeness over time.

STRAP (2018) 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%

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.	100% of Trauma and EMS records are submitted electronically. These records are automatically checked against the schema and web validation checks which were updated in 2020 to meet new standards. Rejected records are automatically returned to the sender along with a feedback report detailing the reason for the rejection. Currently less than .5% of records are returned due to various errors. DSHS is developing ways to monitor and reach out to customers who have rejected records.	Complete

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
318-324, 334-339, 350-356, 366-372	Establish a formal and comprehensive data quality control program including the development of performance measures.	Performance measures were developed as part of TTI's FY2020 technical assistance to the TRCC. DSHS was previously providing one Completeness performance measure to the TSIS. For the FY2021 TSIS, DSHS identified six additional performance measures in Timeliness, Accuracy, and Accessibility. In FY2023, DSHS changed the performance measures to align with EMSTR's data quality work more closely.	Complete
325-330, 341-346, 357-362, 373-378	Establish audit procedures using the performance measures developed under the data quality control program.	In FY2020, DSHS developed additional performance measures. In FY2021, DSHS began providing the metrics for these performance measures to be included in the TSIS along with commentary as needed to describe past, current, or future efforts to improve the performance measures. In FY2023, DSHS changed the indicators to align with EMSTR work more closely.	Complete
330, 346, 362, 378	Participate in and share data quality metrics with the Traffic Records Coordinating Committee.	DSHS provides data quality metrics requested by the TRCC.	Ongoing
312-314	Expand (or create) a relationship between the Department of State Health Services Vital Statistics section and the Fatality Analysis Reporting System analyst.	DSHS will continue to assess processes that could be used to match EMS and death certificate data from Vital Statistics with FARS.	Ongoing
312-314	Develop interfaces/integrate with other core traffic records.	DSHS receives crash data from TxDOT that is linked with EMS data, which is then linked with Trauma data.	Ongoing

Strategic Plan Objectives

DSHS and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of DSHS. The following table summarizes specific objectives to improve the Texas vehicle data system over the next five years and the strategies/action steps necessary to achieve those objectives.

As the EMSTR moves forward the program will focus on finding ways to collect data more efficiently and leveraging the use of valuable EMS and trauma data. EMSTR will also utilize new tools to access and analyze data faster and more efficiently. This includes evaluating patient records for schematron errors on a continuous basis. 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 continuing to develop and refine performance measures. 	Completed
8.3 Establish injury surveillance data audit procedures using the performance measures developed under the data quality control program.	<ul style="list-style-type: none"> Continue developing and refining performance measures (8.3) . Work with TRCC Technical Advisor (i.e., TTI) to continue establishing a data quality control program. 	Ongoing
8.4 Collaborate with TxDOT to improve FARS data completeness.	<ul style="list-style-type: none"> Identify FARS variables that the EMS and Trauma Registry can help inform. Determine the feasibility of matching FARS records to EMS and Trauma registry records. Develop data sharing procedures and policies to share data across both systems. Monitor data quality enhancement and integration of both FARS and Trauma Registry. 	On hold; DSHS already links the CRIS records to the EMSTR records.

Objective	Strategies/Action Steps	Timeline
8.5 Continue the many uses of the EMSTR, 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 Trauma Registry Summary Reports and making presentations at Texas Public Health Association, Texas Trauma Coordinator’s Forum; and the Governor’s EMS and Trauma Council (GETAC) meetings (Injury Prevention subcommittee, EMS subcommittee, Trauma Systems subcommittee, Cardiac subcommittee, and general council). • 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 FY2022 • Received approval from TxDOT for funding the FY2023 grant • Received approval from TxDOT for funding for the FY2024 grant 	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 obtained hospital discharge data through 2022. This project is currently on hold. • 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"> • EMSTR has successfully linked EMS and trauma hospitalizations with crash data for 2010 - 2022. The 2023 data linkage will be completed in 2024. • In progress: EMSTR will use the UUID and Wristband number to link patients between the EMS and trauma datasets. EMSTR will work with TTI to evaluate including the Wristband number in the CRIS dataset to improve linkage between EMS, trauma, and crash records. 	Ongoing
8.9 Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood.	<ul style="list-style-type: none"> • 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 	Ongoing

Objective	Strategies/Action Steps	Timeline
	<p>data for 2010-2021.</p> <ul style="list-style-type: none"> • Work with TxDOT and other traffic safety stakeholders to identify traffic safety related questions DSHS should assess. • Create a more formal communications plan or platform to better disseminate the data and analysis. 	
<p>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.</p>	<ul style="list-style-type: none"> • Collaborating with Texas A&M Transportation Institute (TTI) , local hospitals, and local public health agencies to study factors contributing to injury crashes. • Collaborating with TTI and TxDOT on a project to pilot test the inclusion of a crash identifier into the EMS file in the Texas Panhandle (Regional Advisory Councils A and B). 	Ongoing
<p>8.11 Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System</p>	<ul style="list-style-type: none"> • Program has been able to obtain hospital discharge data and has data through 2022. DSHS is evaluating the ability to link records to hospital discharge data in the future. 	Ongoing

Data Use and Integration Section

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in May 2018. The Data Use and Integration Section received a score of 48.5%. Given legislative constraints in Texas, there are barriers for the TRCC to make considerable progress with respect to Data Use and Integration. Consequently, the TRCC is working towards building relationships and showing the value of integrated data sources.

2018 STRAP Recommendations

Below is a summary of the STRAP Data Use and Integration recommendations and responses.

STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
379, 383, 386, 388-391	Capitalize on the existing culture of willingness to share traffic records data sets.	The TRCC created the Data User Subcommittee to advise on the development and use of the TRCC Data Dashboards/TxSTORM.	Ongoing
385, 387	Ensure the findings from their FY 2018 TTI plan includes the means of establishing standardized data access and use policies across TRCC represented agencies.	The TRCC established data sharing processes and procedures across TxDOT and DSHS. The TRCC is assessing barriers to similar data sharing agreements across the other agencies.	Ongoing
384	Consider a TRCC goal of telling the story of what has been accomplished and highlight plans to enhance further accessibility and integration.	TTI developed a framework for a TRCC newsletter for communicating TRCC successes to a broader audience of traffic record users.	Ongoing
381-382	Establish TRCC goals around data accessibility and integration to reduce preventable death and injury based on data-driven decision making.	The TRCC established objectives 9.1-9.3 to begin addressing the issue of data accessibility and integration. In FY24, the TRCC started a pilot project to evaluate the feasibility of incorporating a unique identifier from the crash report into the EMS run report.	Ongoing

Strategic Plan Objectives

TxDOT and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDOT and the TRCC. The following table summarizes specific objectives to improve data use and integration.

Objective	Strategies/Action Steps	Timeline
9.1 Develop a data hub to house and layer aggregated data from the TRCC agencies.	<ul style="list-style-type: none"> • TRCC agencies agreed to share aggregate data to support the data dashboards/TxSTORM. • TTI developed an initial structure for the data dashboards/TxSTORM. • TTI is revising the data dashboard structure and content based on feedback from the TRCC agencies and other stakeholders. • In collaboration with DSHS, TTI developed an EMS Dashboard and posted it to the TRCC website. 	Ongoing
9.2 Demonstrate the value of layering data from the different TRCC agencies.	<ul style="list-style-type: none"> • TTI finalized the TxSTORM and is continuing to update it on a quarterly basis. • TTI developed a repeated crashers database and is developing an accompanying data dashboard. • TTI linked the repeated crashers data with DPS Citation data. 	Ongoing
9.3 Assess barriers to data sharing at a granular level for each agency and identify strategies to reduce barriers.	<ul style="list-style-type: none"> • Discussions continue within the TRCC and subcommittees. • TTI merged DPS citation data with crash records to better understand the profile of drivers who repeatedly crash. 	Ongoing
9.4 Document traffic safety projects in Texas that highlight the benefits of data integration and how it can accelerate progress in crash and injury prevention.	<ul style="list-style-type: none"> • TRCC has a registered website, texastrcc.org, and plans to use it to promote TRCC-based data projects and related articles about data use in Texas. 	Ongoing

Performance Measures

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

Summary of Performance Measures Meeting NHTSA's Qualifications

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

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

(i) A written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated; and

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

Below is a table of Texas TRCC performance measures meeting the above requirements for the FY25 application. For each performance measure, the table identifies the relevant data base, performance attribute (i.e., timeliness, accuracy, completeness, uniformity, integration, and/or accessibility), data for the most recent and current years and a summary of the observed improvement.

Performance Measure	Database	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Summary of Improvement
Average number of days between date of crash and availability in warehouse.	Crash	Timeliness	8.63	8.57	The average number of days between the crash date and availability in the warehouse decreased.
Percentage of crashes located by system on digital road network upon submission.	Crash	Accuracy	84.3%	86.0%	The percentage of crashes located by the system on digital road network upon submission improved by increasing.
Number of title application transactions not	Vehicle	Timeliness	1,850,173	1,792,768	The number of title application transaction not processed within 72 hours

Performance Measure	Database	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Summary of Improvement
processed within 72 hours of receipt of application.					of receipt of application improved by decreasing.
Number of days to process salvage and nonrepairable title applications.	Vehicle	Timeliness	4.5	3.7	The number of days to process salvage and nonrepairable title applications improved by decreasing.
Percent of CMV convictions reported within 10 days.	License	Timeliness	9.71%	12.64%	The percent of CMV convictions improved by increasing.
Are roadway geometry changes for year-end completed by Dec. 31 of each year?	Roadway	Timeliness	No (January 15, 2023)	Yes	Roadway geometry changes for year-end completed by Dec 31 improved by meeting the deadline.
Number of counties participating in annual call for updates.	Roadway	Completeness	38	72	The number of counties participating improved by increasing.
Number of bridges in NBI not in Roadway Inventory.	Roadway	Integration	29,634	28,777	The number of bridges not in NBI improved by decreasing.
Date which roadway annual data is published.	Roadway	Accessibility	9/28/22	9/1/23	The date which roadway annual data is published improved by becoming sooner.
Percentage of DPS districts using the new RMS.	Citation	Completeness	60.00%	100.00%	The percentage of DPS districts using the new RMS improved by increasing.
The number of data requests from users and external stakeholders.	Injury	Accessibility	56	58	The number of data requests from external stakeholders improved by increasing.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	20	22	The number of agencies receiving monthly reports improved by increasing.

Performance Measure	Database	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Summary of Improvement
Number of data fields reported in agency data reports.	LEADRS	Accessibility	15	100+	The number of data fields reported in agency reports improved by increasing.
Percentage of cases with no missing critical defendant information.	LEADRS	Completeness	99.87%	99.88%	The percentage of cases with no missing critical defendant information improved by increasing.

Crash Data System

Current Performance Measures

TxDOT has established five performance measures. The final measure, indicated with an asterisk, was added in FY23.

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted.	Completeness	638,251	635,738	3.5, 3.7	Pending	This is the reporting denominator
The number of crash reports available for reporting within 30 days of the date of the crash.	Timeliness	622,310	619,597	3.5, 3.7	Pending	Pending
Average number of days between date of crash and availability in warehouse.	Timeliness	8.63	8.57	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	97.50%	97.46%	3.5, 3.7	Pending	Pending
*Percentage of crashes located by system on digital road network upon submission.	Accuracy	84.3%	86.0%	3.5, 3.7	95%	Map-in-CRASH functionality being tested for roll-out in version 27.0

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
Number of crash reports submitted.	528,479	568,328	611,788	629,541	619,372	632,119	644,822
Number of crash records available for reporting within 30 days of the date of crash.	463,100	525,189	557,682	595,814	593,644	600,397	626,752
Average number of days between date of crash and availability in warehouse.	20.81	17.52	22.99	12.13	11.14	13.29	10.04
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash.	87.63%	92.41%	91.16%	94.64%	95.85%	94.98%	97.20%
Percentage of crashes located by system on digital road network upon submission.	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Performance Measure	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Number of crash reports submitted.	535,489	647,539	638,251
Number of crash records available for reporting within 30 days of the date of crash.	519,669	632,647	622,310
Average number of days between date of crash and availability in warehouse.	9.60	8.72	8.63
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash.	97.05%	97.70%	97.50%
Percentage of crashes located by system on digital road network upon submission.	n/a	81.4%	84.3%

Vehicle Data System

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.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	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	1,850,173 Note: These numbers exclude certain title transactions for off-highway vehicles.	1,792,768	4.1, 4.2	72 hours or less. Per Transportation Code, §501.023, the assessor-collector shall enter the application into the department's titling system within 72 hours after receipt of the application	The TxDMV does not have the authority to enforce the statutory timeframe on county tax assessor-collector offices. The TxDMV will begin to monitor the number of transactions that are processed outside the statutory 72 hours and inform the applicable counties, to encourage compliance. The TxDMV encourages compliance through use of this performance measure in our voluntary Performance Quality Recognition Program that

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
						a county tax assessor-collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	4.5	3.7	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate.	The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV exceeded this benchmark in the first reporting period and met the benchmark in the second reporting period, while still being under the statutorily required timeframe. The TxDMV monitors this KPI on a monthly basis to ensure the benchmark is met or exceeded.

Historical Performance Measures

Performance Measure	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Number of title application transactions not processed within 72 hours of receipt of application.	1,387,925	1,907,030	1,850,173
Number of days to process salvage and nonrepairable title applications.	4	3	4.5

Driver License System (DLS) Data

DPS has worked diligently to identify performance measures with goals and plans to improve them through court education. Reporting improved by 5.62% increase of courts reporting CMV convictions within the mandated 10 days. The performance measure below was developed in FY23.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percent of CMV convictions reported within 10 days.	Timeliness	7.02% reported within 10 days	12.64% reported within 10 days	5.1, 5.2 49 CFR 384.209(c)	10 days or less	Ongoing (FMCSA grant pending - vendor portal for conviction reporting to increase timeliness)

Historical Performance Measures

Performance Measure	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Percent of CMV convictions reported within 10 days.	9.71%	7.02%

Roadway Data System

TxDOT's Transportation Planning and Programming Division identified performance measures in all six of the performance areas along with goals and plans for improvement.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Are roadway geometry changes for year-end completed by Dec. 31 of each year?	Timeliness	No (January 15, 2023)	Yes	6.8	Dec. 31 of each year	Streamline editing process (editing in GRID directly, other ARs); GEM (geometry editing module) 95% complete; AR (application request) enhancements continue
Number of line segments that need to be realigned annually based upon annual PMIS data collection.	Accuracy	Not performed in 2023	Not performed in 2024	6.8	0	Ongoing (informal assessments and communication with districts)
Percentage of miles of road having consistent surface type with annual PMIS data collection.	Accuracy	Not performed in 2022-23 but referenced	Not performed in 2023-24 but referenced	6.8	99%	Update GRID per PMIS data, either through normal, manual update procedures or automated means
Number of counties participating in annual call for updates.	Completeness	38	72	6.1	Maximum of 254; but goal changes annually based on only	Continually Improve communication and related tools

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
					counties that made updates)	
Number of MIRE elements that can be reported on.	Uniformity	Not performed in 2022-23	Not performed in 2023-24	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	29,634	28,777	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published.	Accessibility	9/28/22	9/1/23	6.8	Current target annual by July 1	Streamline HPMS submittal and Annual Data Report generation processes

Historical Performance Measures

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Are roadway geometry changes for year-end completed by Dec. 31 of each year?	No	No	No (April 13, 2021)	No (January 15, 2023)
Number of line segments that need to be realigned annually based upon annual PMIS data collection.	80	n/a	Not performed in 2021	Not performed in 2023
Percentage of miles of road having consistent surface type with annual PMIS data collection.	n/a	n/a	Not performed in 2021	Not performed in 2022-23 but referenced
Number of counties	74	62	50	38

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
participating in annual call for updates.				
Number of MIRE elements that can be reported on.	n/a	n/a	Not performed in 2021	Not performed in 2022-23
Number of bridges in NBI not in Roadway Inventory.	n/a	n/a	27,985	29,634
Date which roadway annual data is published.	12/3/19	10/28/20	8/17/21	9/28/22

Citation and Adjudication Data System

The Highway Safety Operations Center has identified two performance measures in the completeness category. The second measure was developed in FY23.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	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	98.51%	*No data due to change in RMS.	7.2, 7.3	DPS' goal is to achieve/ maintain at minimum 98% of citation records with no missing critical data elements.	DPS continues to achieve its goal for this performance measure and has no plans to improve at the moment.
Percentage of districts using Versaterm.	Completeness	60%	100.00%	7.2, 7.3	100% of districts	DPS continues to train districts to achieve 100% coverage.
Percentage of DPS citation records linked to CAD calls for service within the RMS.	Quality	*No data due to change in RMS.	*No data due to change in RMS.	7.2, 7.3	88% of citations	To regularly assess reporting issues and provide corrective training and tools to THP personnel.

Historical Performance Measures

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Percentage of DPS citation records with no missing critical data Elements.	98.68%	98.77%	98.51%	98.44%	98.51%
Percentage of districts using Versaterm.	n/a	n/a	n/a	n/a	60.00%

Injury Surveillance Data System

DSHS has identified performance measures in the performance areas of completeness, timeliness, accuracy and accessibility.

Of note, EMSTR launched a new reporting system in fall 2023. EMSTR retired the previous Maven system on November 10, 2023, and launched the new EMSTR reporting system on November 20, 2023. Therefore, performance measures data are split, since the system update may impact the comparability of these measures over time.

Current Performance Measures

Performance Measure	Performance Attribute	*EMS - April 1, 2021 – March 31, 2023	*EMS -April 1, 2023 – March 31, 2024		Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
			April 1, 2023-Nov 10, 2023	Nov 20, 2023-March 31, 2024			
Percentage of EMS Providers submitting data to EMSTR.	Completeness	702/745 = 94.2%	691/745 = 92.8%	96/745 = 12.9%	8.5, 8.8, 8.9	95%	New Indicator to monitor completeness
Percent of EMS records received within 30 days.	Timeliness	81.82%	83.2%	69.7%	8.5, 8.8, 8.9	85%	New Indicator to monitor timeliness
Percent of EMS records received within 90 days.	Timeliness	84.31%	84.3%	77.1%	8.5, 8.8, 8.9	88%	New Indicator to monitor timeliness
Percentage of records where the PSAP call date is after the date the record was created.	Accuracy	0.41%	0.49%	0.00%	8.5, 8.8, 8.9	0.25%	Implemented a new EMSTR reporting system
The number of data requests from users and external stakeholders.	Accessibility	56	58		8.10	10	Tracking all data requests

Note: EMSTR launched a new reporting system on November 20, 2024 and continue to onboard EMS agencies and trauma facilities in the new system. 2023 and 2024 data are provisional and pulled for this request on April 29, 2024. Statute allows EMS agencies up to 90 days to report runs and datasets are closed approximately 4-5 months after the end of the calendar year, so the dataset used for this chart is subject to change.

Historical Performance Measures

Performance Measure	April 1, 2018 – March 31, 2019	April 1, 2019 – March 31, 2020 / Jan. 1, 2019 – Dec. 31, 2020*	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Percentage of EMS Providers submitting data to EMSTR.	n/a	n/a	n/a	89.3%	94.2%
Percent of EMS records received within 30 days.	n/a	n/a	n/a	n/a	81.82%
Percent of EMS records received within 90 days.	n/a	n/a	n/a	n/a	84.31%
Percentage of records where the PSAP call date is after the date the record was created.	n/a	0.01%*	0.11%	0.38%	0.41%
The number of data requests from users and external stakeholders.	n/a	n/a	21	37	56

Law Enforcement Advanced Data Reporting System

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 serve as a baseline for future year's measurements.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	20	22	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	15	100+	11	Increase the number of data fields moving forward, specifically the number of cases involving a search warrant and specimen refusal rate. More fields will be included as requests continue to come in.
Percentage of total time system is up and available for end users.	Accessibility	99.92%	99.78%	95.00% system uptime	Time system updates and patches appropriately so that these processes do not bring the system down for long.
Percentage of cases with no missing critical defendant information.	Completeness	99.87%	99.88%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical offense information.	Completeness	96.80%	96.74%	95.00%	Provide training and system configurations that prevent an officer from submitting an incomplete report.
Percentage of cases with no missing critical warrant information.	Completeness	78.99%	78.00%	95.00%	Make warrant information a required field in the system moving forward. Provide training and system configurations that prevent an officer from submitting an incomplete report.

Historical Performance Measures

Performance Measure	April 1, 2019 – March 31, 2020	April 1, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Number of agencies receiving monthly data reports.	n/a	9	10	20
Number of data fields reported in agency data reports.	n/a	9	11	15
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%	99.92%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%	99.87%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%	96.80%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%	78.99%

Fiscal Year 2025 Funded Projects

This section provides an overview of projects recommended for funding in FY25.

Project ID	Organization	Title	TxDOT Funds Requested
TBD-CRIS	TxDOT	CRIS Help Desk	\$1,375,000.00
2025-IADLEST-G-1YG-0142*	International Association of Directors of Law Enforcement Standards and Training	Using Data-Driven Strategies, Analysis, & Training to Reduce Crashes and Social Harms and Save Lives	\$579,999.21
2025-TTI-G-1YG-0055	Texas A&M Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	\$155,000.00
2025-TTI-G-1YG-0054	Texas A&M Transportation Institute	Linking the Six Core Traffic Databases using the Unique ID Pilot Project Dataset	\$152,149.00
2025-TDPS-G-1YG-0138	Texas Department of Public Safety	State Traffic Records System Improvement and Expansion of Crash Data Analysis	\$1,099,659.37
2025-TDSHS-G-1YG-0128	Texas Department of State Health Services	DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System	\$788,826.63
2025-TMPA-G-1YG-0005	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	\$2,350,000.00
2025-TTI-G-1YG-0073	Texas A&M Transportation Institute	Developing a Comprehensive Impaired Driving Tracking System Framework for Texas	\$349,222.00

*- Not Funded with 405c Funds.

Crash Records Information System (CRIS) Projects and Help Desk

Funding supports various aspects of CRIS, including the training of law enforcement to use the online reporting system CRASH and updates to CRASH and CRIS. Additional, funding covers reviewing the current standards for NEIM, CJIS, and MMUCC to enhance CRIS and ensure compliance, support automated spatial loading, and the help desk.

The help desk serves as the initial point of contact for law enforcement, TxDOT, and other users experiencing issues with the supported CRIS applications. The help desk is responsible for logging all calls, providing assistance, routing calls to second level support as appropriate, documenting issues in an accurate and timely fashion, and tracking all calls to ensure they are resolved. The help desk serves test, development, and production environments.

IADLIST – Using Data Driven Strategies and Agency and Analytical Training to Reduce Crashes and Social Harms

The Using Data-Driven Strategies, Analysis, & Training to Reduce Crashes and Social Harms and Save Lives Project takes aim at an agency's data-related issues by assessing and then addressing data collection and quality issues as well as data analytical capabilities. The intent is to remove as many individual and agency-level barriers as possible, such as funding and the knowledge to build sustainable quality data collection and analytical capabilities within the agency. The project is laid out so agency personnel progress through the Building Analytical Capacity Training Series to develop a minimum knowledge and analytical proficiency standard before the agency moves into the operational training phase, where agency members use analysis to develop operational strategies for engaging the community.

With the goal of improving crash-data reporting and analysis, the project offers a series of virtual and nationally certified in-person training courses, based in large part on the statewide analytical training needs survey conducted in FY 2024, throughout the year allowing analytical personnel to expand their skill set. Further, IADLEST will develop a 4-part analytical training webinar series addressing specific knowledge gaps that come to light throughout FY 2024 and in early FY 2025. Additionally, IADLEST will provide law enforcement agencies with the Data-Driven Decision Making for Commanders, Supervisors and Analysis: Analysis Driven Deployment course to help decision-makers understand the importance of quality data and what a fully functioning analytical component can provide their current and future operations agency-wide. Of note, IADLEST continues to develop a group of Subject Matter Experts (SME), several of whom are active Texas law enforcement officials, to act as facilitators and instructors for these workshops.

Additionally, IADLEST has identified travel-related costs as a barrier to agency participation. So, in addition to emphasizing the available remote learning opportunities, it will provide travel/per-diem assistance to several agencies who may not otherwise be able to attend the in-person training.

TTI - Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)

Through the proposed project, the proposer will provide ongoing technical assistance to the TRCC Chair and Coordinator to ensure successful continuation of the TRCC and that all federal requirements for FY2025 are met. The ongoing assistance will be in four key target areas: (a) meeting facilitation and member outreach and communication, (b) the required state traffic records program assessment (STRAP), which will be completed on a rolling basis, (c) the annual update of the Traffic Safety Information System (TSIS) Strategic Plan and data quality program, and (d) updating and maintaining the TRCC website and data tools.

TTI - Linking the Six Core Traffic Databases using the Unique ID Pilot Project Dataset

This project will expand the record linkage completed by DSHS of crash and EMS/Trauma Registry data to include data from three additional core traffic record databases that are actively involved in the TRCC. Those databases and their custodianship are: citation/judication (Texas Department of Public Safety (TxDPS)), (2) Driver (TxDPS), and Vehicle (TxDMV). The team will also explore the feasibility of including citation/adjudication from the Office of Court Administration.

These efforts will result in a dataset with linked data from RAC A&B for the time period in which the FY24 pilot project was conducted (i.e., Spring/Summer, of 2024). At minimum, this linked dataset will have variables from the following datasets: CRIS, Vehicle Registration, Licensing, and Citation data from TxDPS. Additional roadway attributes from the Roadway Inventory will also be present. This database will be poised to be linked to the EMS & Trauma Registry data, which would be completed by DSHS (outside the scope of this project).

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 30 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; 6) continue to develop our employee's skillsets by seeking out and attending training relative to cleaning and analyzing traffic records and 7) 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.

DSHS – DSHS' Emergency Medical Services and Trauma Center Registry Data System

In FY2024, EMSTR launched a new registry reporting platform for an improved and more secure user experience. This new platform streamlines the data submission process, provides more secure EMSTR access for online data entry and file upload users and a more user-friendly design.

In 2023, EMSTR held trainings to prepare stakeholders and vendors for enhanced security features and the Texas Wristband Initiative and Universal Unique Identifier (UUID) projects. The two projects will connect MVC patients from their prehospital to hospital care. In FY2024, EMSTR will support the Texas Transportation Institute (TTI) with their UUID crash linkage project to link MVC patients from a crash to EMS response through trauma facilities. This will provide a more complete treatment and response picture. In FY2025, EMSTR will continue similar initiatives with TTI and other Texas Traffic Records Coordinating Committee organizations to effectively assess MVC determinants. EMSTR anticipates additional crash data linkages to better isolate MVC factors and assist with data-informed approaches.

In statute, EMS agencies and trauma facilities have 90 days to submit data to EMSTR. EMSTR contacts facilities lagging beyond the 90-day requirement and offers technical assistance to improve data submissions. These communications improve data submission quality and allows real-time analysis of Texas trends like heat activations, respiratory illnesses, and unintentional injury. This process will continue through FY 2025.

TMPA - Law Enforcement Advanced Data Reporting System (LEADRS)

The inception of the Law Enforcement Advanced Data Reporting System (LEADRS) by the Texas Municipal Police Association (TMPA) in 2004 marked a groundbreaking advancement in DWI reporting procedures for Texas officers. LEADRS has significantly transformed administrative tasks, boasting an impressive 74% of users completing DWI reports within two hours. As the TMPA strives to broaden its adoption, targeting officers, judicial prosecutors, and judges across the state, LEADRS stands poised as a vital tool in the law enforcement arsenal.

Utilizing cutting-edge technology, LEADRS prompts users to input comprehensive information, enhancing the quality of DWI reports. Its features extend to facilitating the accessibility of blood search warrants through electronic signatures on mobile devices. Beyond mere efficiency in reporting, LEADRS plays a crucial role in disseminating DWI statistical data to law enforcement, prosecutors, judges, and the public. This facilitates the refinement of enforcement strategies and the identification of trends, contributing to an overall improvement in public safety.

TTI - Developing a Comprehensive Impaired Driving Tracking System Framework for Texas

Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) is a data tracking system created by the Texas Municipal Police Association (TMPA). LEADRS has been identified as a potential solution for a statewide impaired driving tracking system. It has seen early success in the law enforcement community, but Texas needs to identify data collection/integration options before investing significant funding. Contributors to a tracking system and their data processes must be identified with any constraints related to record handling, storage, privacy, and integration.

This project will address the goals and strategies related to Traffic Reports as well as those in the Alcohol and Other Drug Countermeasures (reduce the number of driving under the influence of alcohol and other drug-related crashes, fatalities, and serious injuries). The strategies addressed will be training for law enforcement officers, DWI processing procedures as well as improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers.

405(d) Impaired Driving Countermeasures Grants

Eligibility Determination

In addressing 23 CFR 1300.23(c), Texas is classified as a mid-range state for FY2025 according to *FY 2025 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)* from NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019-2021 FINAL

State	2019-2021			
	Fatalities	VMT	Rate**	Classification
Oregon	573	104,948	0.5462705	Mid-Range
Pennsylvania	955	293,532	0.3254841	Mid-Range
Puerto Rico	272	42,341	0.6424033	High-Range
Rhode Island	76	21,971	0.3450002	Mid-Range
South Carolina	1,000	169,403	0.5901312	Mid-Range
South Dakota	129	29,659	0.4335952	Mid-Range
Tennessee	966	241,880	0.3995370	Mid-Range
Texas	4,792	833,837	0.5746807	Mid-Range
Utah	174	96,800	0.1794421	Low-Range
Vermont	47	19,978	0.2367604	Low-Range
Virginia	804	241,644	0.3326381	Mid-Range
Washington	654	173,985	0.3756646	Mid-Range
West Virginia	196	51,210	0.3821519	Mid-Range
Wisconsin	593	188,931	0.3138712	Mid-Range
Wyoming	113	31,105	0.3645716	Mid-Range

*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.

**These determinations identify States as either low-, mid- or high-range States in accordance with statutory requirements. States with low-range States are those with an average impaired driving fatality rate of 0.30 or lower; mid-range States are those with an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60; and high-range States are those that have an average impaired driving fatality rate of 0.60 or higher. The agency will not round any rates for the purposes of determining how a State should be classified among these ranges.

Source: *FY 2025 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)*, NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations

Qualification Criteria: Mid-Range State

In addressing, 23 CFR 1300.23(e), Texas is providing the assurances in part 3 of appendix B to the above-mentioned regulation through this signed application that the State will use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized. Those signed [Certifications and Assurances](#) are found in Section V of this document.

Impaired Driving Plan

In addressing 23 CFR 1300.23(e)(1)(i), (ii) and (iii), included below is the Texas Impaired Driving Plan. The plan includes:

(i) a section 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;

(ii) a list that contains names, titles, and organizations of all task force members, including the required stakeholders listed in 23 CFR 1300.23(e)(1)(ii)(A-F); and

(iii) a strategic plan covering:

(A) program management and strategic planning,

(B) prevention, including community engagement and coalitions,

(C) criminal justice systems,

(D) communication programs,

(E) alcohol and other drug misuse, including screening, treatment, assessment, and rehabilitation,

(F) program evaluation and data.

2024 TEXAS

IMPAIRED DRIVING PLAN

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE



Project Coordinating Agency
Texas A&M Transportation Institute
3135 TAMU
College Station, TX 77843-3135
www.texasimpaireddrivingtaskforce.org

This plan was developed and approved by the Texas Impaired Driving Task Force.

DocuSign Envelope ID: F172436D-EF61-4067-9E77-264C2BB2C5AC



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

June 1, 2024

To Whom It May Concern:

According to the Fatal Accident Reporting System (FARS), in 2022 there were 1,869 alcohol-impaired driving fatalities in Texas, which is a decrease of 52 people from the 1,921 who lost their lives in 2021. These alcohol-impaired driving fatalities account for 42% of overall fatalities in the state. Because of these tragic figures, the efforts from the Texas Department of Transportation (TxDOT) and our various traffic safety partners must persist so that we can reduce impaired driving crashes, injuries, and deaths on Texas roadways.

In August 2022, the National Highway Traffic Safety Administration (NHTSA) joined us in Austin to conduct an Impaired Driving Program Assessment. The NHTSA assessment team provided a new set of insightful recommendations to help improve our efforts. We are addressing the suggestions and will work to complete as many of the recommendations as possible over the coming years. You will find the status of the recommendations in this strategic guiding document.

The Texas Impaired Driving Task Force (TxIDTF) is a collective group of traffic safety stakeholders that meet several times a year to identify gaps and develop strategies to combat the consequences of impaired driving. Membership includes professionals from law enforcement, prosecution, judiciary, education, prevention, research, licensing, and others. Together with representatives from the State's Highway Safety Office, we all continue to work together toward the common goal of eliminating injuries and deaths caused by impaired driving.

In closing, the Texas Impaired Driving Plan has been developed and approved by the TxIDTF in accordance with Fixing America's Surface Transportation (FAST) Act. The plan has been submitted to the TxDOT and subsequently to the NHTSA. TxDOT serves as the Governor's Highway Safety Office representative for the state of Texas, and I fully support the efforts of the TxIDTF.

Sincerely,

DocuSigned by:
Michael A. Chacon, P.E.
0607F06C9CEC46B

Michael A. Chacon, P.E.
Division Director, Traffic Safety Division
Texas Department of Transportation

cc: Letty von Rossum, BTS Section Director, Traffic Safety Division, TxDOT
Carol Campa, BTS Branch Supervisor, Traffic Safety Division, TxDOT

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LIST OF AGENCY/ORGANIZATION ACRONYMS

AAA Texas—American Automobile Association Texas

CADES—Center for Alcohol and Drug Education Studies

CSCD—Community Supervision Corrections Department, also known as probation

DSHS—Department of State Health Services

ESC—Education Service Center—Region 6

FACTS—Families Acting for Community Traffic Safety

FCCLA—Family, Career and Community Leaders of America

IACP—International Association of Chiefs of Police

LEADRS—Law Enforcement Advanced DUI/DWI Reporting System

MADD—Mothers Against Drunk Driving

NHTSA—National Highway Traffic Safety Administration

NSC—National Safety Council

OCA—Office of Court Administration

SHSO—State Highway Safety Office

TABC—Texas Alcoholic Beverage Commission

TAC—Texas Association of Counties

TCJ—Texas Center for the Judiciary

TDCAA—Texas District and County Attorneys Association

TDLR—Texas Department of Licensing and Regulation

TEA—Texas Education Agency

TJCTC—Texas Justice Court Training Center

TMCEC—Texas Municipal Courts Education Center

TMPA—Texas Municipal Police Association

TPCA – Texas Police Chiefs Association

TRCC—Traffic Records Coordinating Committee

TRF-BTS—Traffic Safety Division—Behavioral Traffic Safety Section

TTI—Texas A&M Transportation Institute

TxDOT—Texas Department of Transportation

TxDPS—Texas Department of Public Safety

TxIDTF—Texas Impaired Driving Task Force

TxSDY—Texans for Safe and Drug-Free Youth

YLC—Youth Leadership Council

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INTRODUCTION

With contribution and approval by the Texas Impaired Driving Task Force (TxIDTF), the annual Texas Impaired Driving Plan (hereafter referred to as the Plan) is designed to provide a comprehensive strategy for preventing and reducing impaired driving in Texas. The Plan provides readers with a complete overview of the impaired driving crash problem, documents the progress of ongoing initiatives and campaigns, and lists potential countermeasures and strategies to improve impaired driving roadway safety.

The Plan is provided to the Texas Department of Transportation (TxDOT) for final submission to the National Highway Traffic Safety Administration (NHTSA). It is based on the requirements of the Fixing America's Surface Transportation (FAST) Act, Section 405(d), and NHTSA's *Uniform Guidelines for State Highway Safety Programs—Highway Safety Program Guideline No. 8*.

The Impaired Driving Problem

Texas continues to make significant efforts to reduce impaired driving fatalities, injuries, and crashes. The percentage of motor vehicle fatalities resulting from impaired driving were stable from 2012–2020. Fatal crashes and deaths increased in 2021 but then declined slightly in 2022.

To address the rise in fatal crashes and deaths, Texas must continue to seek and apply innovative and evidence-based solutions. Despite the implementation of proven strategies and countermeasures, the number of impaired driving fatalities and injuries in Texas continues to be unacceptable. Texas remains dedicated to reducing all incidences of impaired driving.

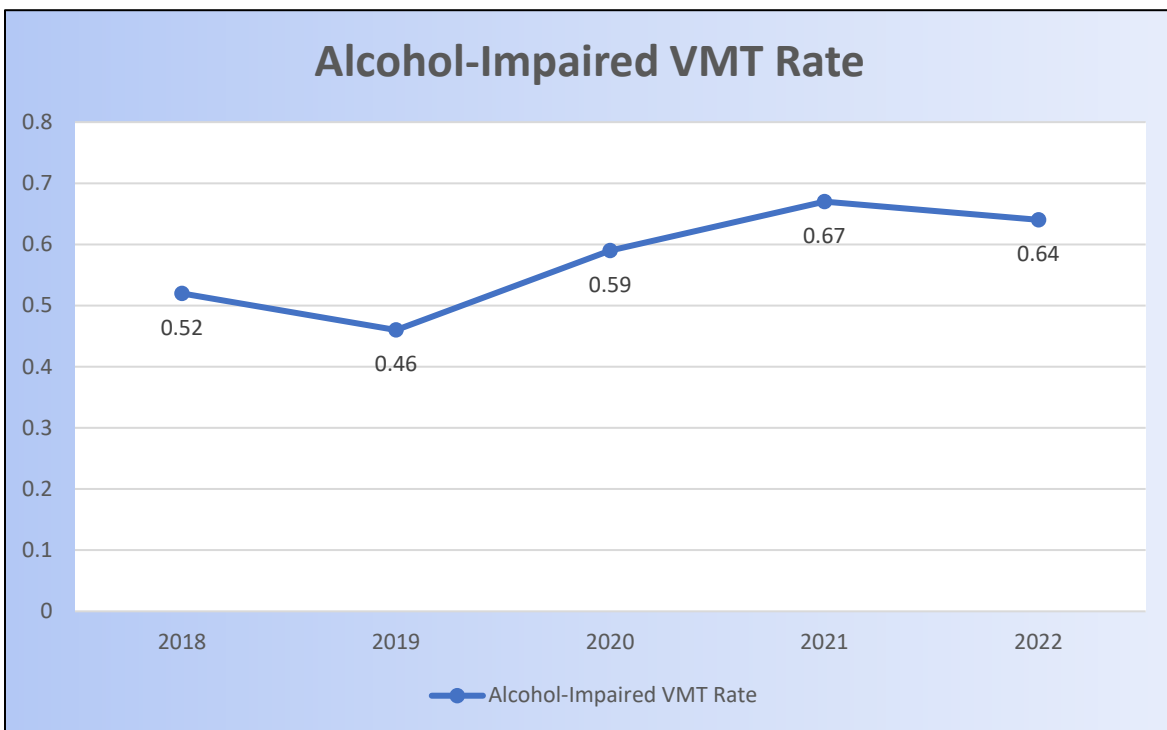


Impaired driving continues to be a significant issue in the state of Texas.

The submission of this Plan is based upon the state’s average impaired driving fatality rate. As defined by the Code of Federal Regulations § 1200.23, the average impaired driving fatality rate is “the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration (BAC) of at least 0.08 percent for every 100 million vehicle miles traveled (VMT), based on the most recently reported three calendar years of final data from the Fatality Analysis Reporting System (FARS).”¹

Texas is considered a mid-range state for fiscal year (FY) 2025 because its estimated alcohol-impaired driving fatality rate is 0.57 based on FARS data from 2019–2021.

Figure 1 illustrates the NHTSA estimated alcohol-impaired driving fatality rate per 100 million VMT from 2018–2022 in Texas. Texas ranks in the top 10 states nationally for estimated alcohol-related fatalities per 100 million VMT for 2022 (the current year for which data are available). Preliminary data suggest that Texas will once again be in the top 10 states nationally in 2023.

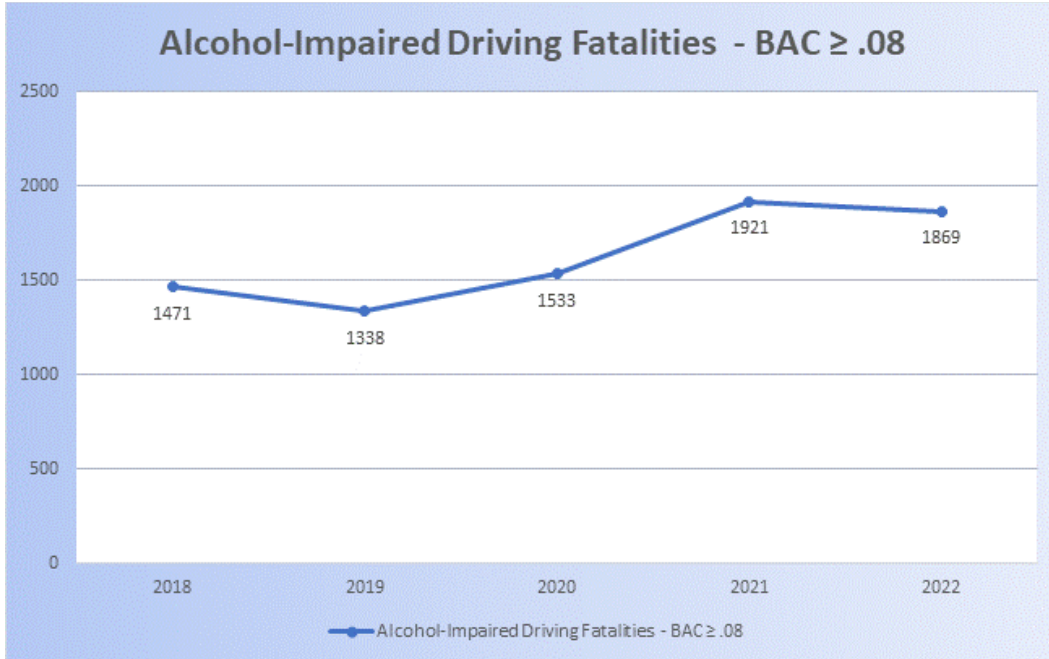


Source: Fatality Analysis Reporting System (May 14, 2024)

Figure 1. Texas Estimated Alcohol-Impaired Driving Fatality Rate per VMT, 2018–2022

As shown in Figure 2, there were 1,869 NHTSA estimated alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater in 2022 in Texas. Current FARS data suggest that estimated alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater have declined slightly. Compounding the problem, impairment has been shown to be present at BACs lower than 0.08 g/dL.

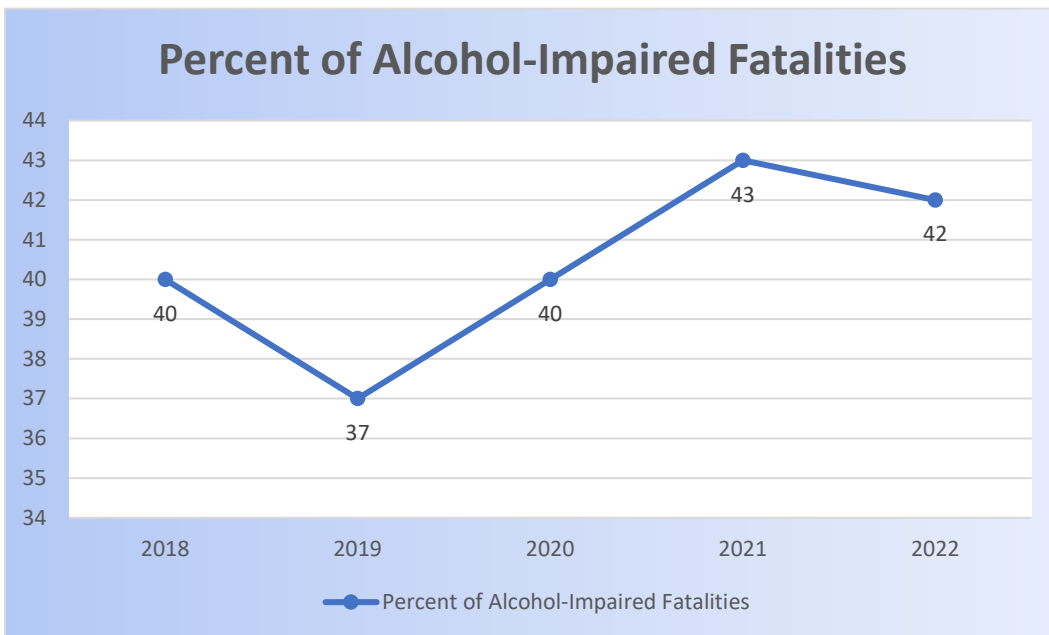
¹ Uniform Procedures for State Highway Safety Grant Programs, 23 C.F.R. § 1200.23. <https://www.govinfo.gov/content/pkg/FR-2022-09-15/pdf/2022-18995.pdf>



Source: Fatality Analysis Reporting System (May 14, 2024)

Figure 2. Texas Estimated Alcohol-Impaired Driving Fatalities, BAC 0.08+, 2018–2022

Figure 3 illustrates the percent of NHTSA estimated alcohol-impaired driving fatalities from 2018–2022. In 2022, estimated alcohol-impaired driving fatalities represented 42 percent of the state’s motor vehicle fatalities, which is the third highest percentage in the nation, after Rhode Island and South Carolina.



Source: Fatality Analysis Reporting System (May 14, 2024)

Figure 3. Percent of Estimated Alcohol-Impaired Driving Fatalities in Texas, 2018–2022

Alcohol-impaired driving crashes are only part of the impaired driving problem. Drug-impaired driving continues to be a factor in motor vehicle crashes as well. Recent trends also indicate polysubstance use (more than one drug) as a growing contributing factor. The extent to which drug-impaired driving is responsible for serious injuries and fatalities in traffic crashes is not fully documented. Resources required for extensive toxicology testing cannot meet the demand, and Texas traffic safety stakeholders continue to collaborate to address and seek solutions for this concerning issue.

Plan Structure

The subsequent sections of the Plan focus on the components of the state's impaired driving program and meet the strategies recommended by NHTSA's *Uniform Guidelines for State Highway Safety Programs—Highway Safety Program Guideline No. 8*. The Plan's components are:

- Program Management and Strategic Planning
- Program Evaluation and Data
- Prevention
- Criminal Justice System (including Laws, Enforcement, Prosecution, Adjudication, Administrative Sanctions, and Driver Licensing Programs)
- Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
- Communication Program

Additionally, recommendations from the previous NHTSA Impaired Driving Program Technical Assessment (2022) can be found at the end of each respective section of the Plan. Sections that do not include recommendations are informational and specific to Texas traffic safety stakeholders' strategies.

Since the 2022 assessment, the TxIDTF has reviewed the assessor recommendations to prioritize implementation and track progress. The TxIDTF has assigned an implementation status and provided context concerning how each recommendation is being further pursued or reasons for inactivity. The TxIDTF has developed and used the following statuses:

- **Ongoing**—The TxIDTF or a member organization is actively planning or working to complete the recommendation. If a recommendation has been achieved but requires any level of maintenance, it has been designated ongoing, as opposed to complete.
- **Complete**—The TxIDTF or a member organization has accomplished the recommendation, and no level of maintenance is required.
- **Not Currently Being Addressed**—The TxIDTF has either completed actions that resulted in no forward progress or is not currently pursuing action. However, this does not mean that the recommendation will not be addressed in the future.
- **Requires Legislative Action**—The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level. Recommendations designated with this status are beyond the scope of the TxIDTF or require additional laws to be passed or a different interpretation of current laws. The TxIDTF views its role as being an educator of objective impaired driving safety issues. The TxIDTF works to ensure that those stakeholders who can engage in legislative activity have data-driven, evidence-based information on which to base their decisions.
- **Jurisdictional Condition**—The TxIDTF or a member organization educates and informs impaired driving safety stakeholders, including judges and prosecutors. Regular trainings with judges and prosecutors take place throughout the state so that they better understand current impaired driving laws and processes; however, the TxIDTF recognizes how imperative judicial and prosecutorial discretion is.



PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Task Forces or Commissions

The TxIDTF is a partnership of impaired driving safety stakeholders from across the state who are committed to eliminating deaths and injuries caused by impaired driving. The TxIDTF is used as a forum for strategic planning and coordination of programs and projects that target impaired driving.

Authority and Basis for Operation

The TxIDTF is sponsored and supported through a TxDOT Behavioral Traffic Safety Grant that is administered by the Texas A&M Transportation Institute (TTI).

Mission

To eliminate injury and death caused by impaired driving in Texas through the identification and strategic distribution of partner resources to critical areas.

Charter

The TxIDTF has existed in some capacity for 19 years, operating mostly under an informal set of policies and procedures. As the TxIDTF evolved, it became necessary to develop a formal charter that clearly communicated expectations and responsibilities. In February 2018, the TxIDTF voted to approve a formal charter. The charter was subsequently revised in 2023 and is linked below. Unless otherwise noted, all subsequent TxIDTF documents can be found online at www.texasimpaireddrivingtaskforce.org.

- [Texas Impaired Driving Task Force Charter—Revised 2023](#)

Membership

The TxIDTF has evolved into a multifaceted representation of individuals and organizations. Currently, the TxIDTF consists of 41 members, representing:

- State Highway Safety Office (SHSO)
- Breath Alcohol and Toxicology
- Communication
- Data and Traffic Records
- Driver Licensing
- Education
- Emergency Medical Services
- Enforcement
- Ignition Interlock Programs
- Judiciary
- Prevention
- Prosecution
- Research

The TxIDTF continually assesses weaknesses and gaps in membership expertise. If an area of the impaired driving safety problem is not represented through current membership, then the TxIDTF has reached out to leaders in the community with an invitation to join. The TxIDTF membership is comprised of knowledgeable impaired driving safety stakeholders and subject matter experts. The TxIDTF membership meets the requirements of the FAST Act and includes all appropriate stakeholders. Members voluntarily serve on the TxIDTF and can do so for as long as they are capable. The link below contains details on the member programs of the TxIDTF.

- [Texas Impaired Driving Task Force Membership—FY 2024](#)

Following is a list of the names, titles, and organizations of all TxIDTF members.

- Clay Abbott, DWI Resource Prosecutor, Texas District and County Attorneys Association
- Christine Adams, Assistant Research Scientist, Texas A&M Transportation Institute
- Robert Anchondo, Judge, County Criminal Court at Law #2 El Paso
- Annette Beard, National Account Manager, Smart Start Inc.
- Trevis Beckworth, Scientific Director, Texas Department of Public Safety Crime Laboratory
- Mark Busbee, Lead Instructor, DITEP/ADAPT/FRIDAY, Texas Municipal Police Association
- Carlos Champion, DRE Program Coordinator, Texas Drug Recognition Program
- Debra Coffey, Vice President, Government Affairs, Smart Start Inc.
- David Doggett, Deputy Chief, Field Operations Bureau, Texas Alcoholic Beverage Commission
- Holly Doran, TxDOT Program Director, Texas Center for the Judiciary
- Emma Dugas, MADD Program Manager, Mothers Against Drunk Driving
- Chief Gene Ellis (Ret.), Executive Director, Texas Police Chiefs Association
- Brian Grubbs, Program Manager, LEADRS
- Taylor Vanegas, Chief, Vehicular Crimes, Montgomery County District Attorney's Office
- Kevin Harris, Lieutenant, College Station Police Department
- Nicole Holt, Chief Executive Officer, Texans for Safe and Drug-Free Youth
- Richard Hoover, Lieutenant, Texas Department of Public Safety, Highway Patrol
- Larry Krantz, Program Manager, Texas Department of Transportation
- Debra Marable, State Program Director, Mothers Against Drunk Driving
- Jim Markham, Director, Crash Data & Analysis Section, Texas Department of Transportation
- Sarah Martinez, Director, Travis County Attorney's Underage Drinking Prevention Program
- David McGarah, Program Manager, Texas Standardized Field Sobriety Testing
- Ned Minevitz, Grant Administrator, Texas Municipal Courts Education Center
- Lisa Minjares-Kyle, Associate Research Scientist, Texas A&M Transportation Institute

- Anna Mudd, Toxicology Section Supervisor, Austin, Texas Department of Public Safety Crime Laboratory
- Katie Mueller, Senior Program Manager, National Safety Council
- April Ramos, Program Manager, National Safety Council
- Chief Scott Rubin (Ret.), Assistant Director, Texas Police Chiefs Association
- Nina Saint, Education Director, SafeWay Driving Systems
- Joseph Schmider, State EMS Director, Texas Department of State Health Services
- Joseph Thompson, Program Supervisor, Texas Department of Public Safety, Conviction Reporting, Driver License Division
- Emmaline Shields, Associate Transportation Researcher, Texas A&M Transportation Institute
- Kara Thorp, Public Affairs Specialist, AAA–Texas and New Mexico
- Bronson Tucker, General Counsel, Texas Justice Court Training Center
- Jodie Tullos, Captain, Texas Department of Public Safety, Highway Patrol
- Esther Vasquez, Program Supervisor, Texas Department of Public Safety, Administrative Action, Driver License Division
- Letty Von Rossum, Behavioral Traffic Safety Section Director, Texas Department of Transportation
- Troy Walden, Director of Center for Alcohol and Drug Education Studies, Texas A&M Transportation Institute
- Laura Weiser, Judicial Resource Liaison, Texas Center for the Judiciary
- Liz Wilde, Account Director–Creative Agency, Sherry Matthews Group
- Tramer Woytek, Judicial Resource Liaison and County Relation Officer, Texas Association of Counties

Meetings

Due to its large membership and the state’s geography, in the past, the TxIDTF met in person biannually. In FY 2023, the task force moved to quarterly meetings. Email correspondence and subcommittee meetings, as necessary, supplement work completed at the in-person meetings. In the past 12 months, the TxIDTF met on the dates listed below, and the meeting minutes are linked. The last meeting of FY 2024 will be held on July 25, 2024. Due to the timing of the Plan’s submission, some meeting notes included may be from a previous fiscal year.

- [Meeting Minutes July 27, 2023](#)
- [Meeting Minutes November 2, 2023](#)
- [Meeting Minutes February 22, 2024](#)
- [Meeting Minutes April 25, 2024](#)

Executive Committee Members

In FY 2023, executive committee (EC) members were identified to represent and lead stakeholder groups. The EC members provide a report during each of the quarterly meetings. They are responsible for voting on task force recommendations and signing off on the final Impaired Driving Plan. They also have the ability to convene and oversee subcommittees that work on specific topics in between task force meetings. The EC members and stakeholder group representation are listed below:

- Clay Abbott, Prosecution and Legislative Affairs
- Trevis Beckworth, Forensic Testing
- Carlos Champion, Impaired Driving Enforcement Training and Detection
- David Doggett, Retailer Enforcement and Education
- Jim Markham, Impaired Driving Data
- Troy Walden, Research, Treatment, and Prevention
- Judge Laura Weiser, Judicial and Bond Conditions

Subcommittees

The TxIDTF is currently supported by three subcommittees: Legislative, Research, and Prevention. Each subcommittee has arisen out of an identified need. Subcommittees drill down into specific areas that time

does not afford during in-person meetings. Subcommittees can include representatives from any relevant organization that has an interest or knowledge in the impaired driving issue; however, the subcommittee chairman or co-chairmen must be members of the TxIDTF. Each subcommittee meets as often as needed via virtual meetings and email correspondence.

As new areas for support are identified and goals are achieved, subcommittees will convene or disband. Below is a brief description of subcommittee work, as well as meeting dates and notes. Due to the timing of the Plan's submission, some meeting notes included may be from a previous fiscal year.

Legislative

The Legislative Subcommittee is chaired by Texas DWI Resource Prosecutor Clay Abbott, with the Texas District & County Attorneys Association (TDCAA). The committee is comprised of current and retired members of the judiciary and prosecution, advocates, and others with a strong working knowledge of state legislature operations. The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level; however, some member organizations are able to engage in lobbying activities as a part of work with their individual organizations. Because of these parameters, the TxIDTF views its role as being an educator and informer of objective impaired driving, transportation safety, and public health data and information.

The purpose of the Legislative Subcommittee is to educate and inform members of the TxIDTF about legislation that has the potential to affect impaired driving in the state. The subcommittee continuously tracks the status of and provides summaries for proposed impaired driving bills while the legislature is in session. For any bills that are approved and become law, the subcommittee provides further detail about anticipated outcomes and consequences.

The Legislative Subcommittee meets frequently in the same years when the state legislature is in session and as necessary when the state legislature is not in session. Below are the meeting notes of the Legislative Subcommittee in FY 2023.

- [Meeting Minutes January 4, 2023](#)
- [Meeting Minutes February 20, 2023](#)
- [Meeting Minutes June 12, 2023](#)
- [Meeting Minutes September 28, 2023](#)
- [88th Texas Legislature—Summation of Impaired Driving Bills Passed](#)

Cannabis and Alcohol (Temporary Committee)

Texas allows for a low-dose medical program that permits physicians to prescribe cannabis products that contain no more than 1 percent THC to patients with certain qualifying conditions. Adult use of cannabis is strictly prohibited except for hemp-derived impairing substances. These products are the result of an exploitation in the Federal Farm Bill, and subsequently the Texas Industrial Hemp Program. With the proliferation of businesses selling these hemp-derived intoxicating products, the restaurant, bar, and brewing industry has capitalized on the opportunity to sell both impairing substances—THC and alcohol—in one setting. This practice is of specific concern to the TxIDTF because even with limited toxicology data, cannabis becomes the number one category of drugs in fatality and serious injury crashes with alcohol involved. From 2018–2022, this category represented 28.2 percent of Texas drivers involved in motor vehicle crashes involving drugs. The task force has agreed to convene a temporary subcommittee to address this concern. The notes of this subcommittee will not be public facing on the website, but the meeting dates were as follows:

- December 21, 2023
- January 24, 2024
- March 20, 2024
- April 11, 2024
- May 21, 2024

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. The committee is chaired by EC member Dr. Troy Walden, Texas A&M Transportation Institute. Below are the subcommittee's research article summaries.

- Evaluation of Field Sobriety Tests for Identifying Drivers: Under the Influence of Cannabis
- Risk of Motor Vehicle Collision with Cannabis and Alcohol Use Among Patients Presenting for Emergency Care

Language Barrier (Temporary Committee)

During the July 27, 2023, task force meeting, Judge Matt Hand, Potter County Court at Law #2, met with the TxIDTF to discuss the language barriers he is experiencing in his court. He was seeking assistance with the Somali and Burmese defendants who have been ordered to complete the DWI Education Program mandated by statute. It is not equitable to waive these requirements for non-English/Spanish speakers. This is a statewide issue, with other cultures and languages prevalent in other jurisdictions as well. The TxIDTF agreed to convene a temporary subcommittee to address the issue of language barriers to aid Judge Hand and other courts across the state. Below are the subcommittee meeting notes.

- Meeting Minutes September 25, 2023
- Meeting Minutes October 10, 2023

Prevention

The Prevention Subcommittee, which transitioned from the Education Subcommittee, is chaired by Lisa Minjares-Kyle from the Youth Transportation Safety Program at TTI. This committee is inclusive of all prevention stakeholders. The meeting notes can be accessed below. Due to the timing of the Plan's submission, some meeting notes included may be from a previous fiscal year.

- Meeting Minutes September 14, 2023
- Meeting Minutes February 15, 2024
- Meeting Minutes April 10, 2024

One of the recommendations from the state's 2015 Impaired Driving Program Technical Assessment was to "coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs." As a result, the former Education Subcommittee compiled a reference book that provides program summaries of evidence-based alcohol and drug prevention programs available for implementation in schools. The subcommittee chose to include Texas Essential Knowledge and Skills (TEKS), which are the Texas Education Agency (TEA) state standards for what students should understand, gain knowledge in, and be able to apply upon completion of a course. The reference book also includes promising TxDOT-sponsored programs that are not necessarily evidence-based. The reference book has been distributed at numerous educational trainings and conferences. Below is the most recent version of the reference book.

- Recommendations for Alcohol and Drug Prevention Programs K-12th Grade (Updated September 2023)

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Acquire official status by a governor-issued Executive Order officially establishing the TxIDTF with the stated intent of validating strategies to combat impaired driving-related vehicle crashes, serious injuries, and fatalities on Texas roadways.

Status: Ongoing

Background: TxDOT intends to present this request to the administration, and subsequently to the Texas Transportation Commission, who will present it to the governor.

- B. **Priority Recommendation:** Expand the composition of the TxIDTF to fill representation gaps created by the lack of experts in the fields of local public health, emergency medicine, and alcohol and other drug treatment and prevention programs. Other groups to be considered for membership should include representatives from the military, veterans, employers, and community groups, especially those representing diverse populations.

Status: Ongoing

Background: The TxIDTF continues to fill gaps in areas as needs arise and potential members are identified. Since the 2022 Impaired Driving Assessment, two members have been added from the Texas Department of Public Safety (TxDPS) Driver License Division (DLD), representing the areas of administrative license revocation (ALR) and conviction reporting. Additionally, the director of emergency medical services from the Department of State Health Services (DSHS) has also joined the TxIDTF.

- C. **Recommendation:** Expand the TxIDTF to include an executive council consisting of a variety of high-ranking state officials to elevate the profile and status of the task force within the governmental framework.

Status: Ongoing

Background: TxDOT intends to present this request to the administration.

- D. **Recommendation:** Leverage the executive authority of the TxIDTF to provide the governor and key members of the state’s Senate and House of Representatives with an in-person account of the group’s work along with an educational report on the status of impaired driving–related crashes to include associated data and research regarding the carnage of human lives lost and associated costs.

Status: Ongoing

Background: TxDOT intends to present this request to the administration.

Strategic Planning

A key component for improving the impaired driving challenge and increasing traffic safety includes enhanced decision-making. Impacting decision-making is a key part of improving the impaired driving challenge and overall driver and traffic safety. Incorporating elements of engineering, education, enforcement, encouragement, and evaluation is imperative to further achieve and improve reductions in impaired driving crash injuries and deaths.

The most recent planning session for the TxDOT Traffic Safety Division—Behavioral Traffic Safety Section (TRF-BTS) addressed strategic highway safety planning for FY 2022–2027. In cooperation with local, state, federal, and other public- and private-sector safety stakeholders, the state has developed a comprehensive Texas Strategic Highway Safety Plan (SHSP), which is available online at <https://www.texasshsp.com/>.

The Texas SHSP is a coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on all TxDOT-maintained public roads. The safety plan addresses seven traffic safety emphasis areas, with impaired driving being one of them. The safety plan also lists the state’s key safety needs and guides investment decisions through identified strategies and countermeasures with the most potential to save lives and prevent injuries. Table 1 lists the SHSP strategies and countermeasures for which action plans were developed.

Table 1. SHSP Strategies and Countermeasures, Impaired Driving

STRATEGY 1: Increase education for all road users on the impact of impaired driving and its prevention	
Survey	Deploy robust, longitudinal survey activities to measure the attitudes related to impaired driving and the impact of educational and/or media campaigns on targeted audiences. Publish results to stakeholders and program partners.
Impact of Impairment	Educate road users on how alcohol and/or other drugs negatively impact driving behavior.

Education and Enforcement	Implement effective countermeasures (education and enforcement) specifically addressing driving under the influence (DUI)—which applies to drivers under 21 with any detectable amount of alcohol—with an emphasis on zero tolerance.
Community Data	Demonstrate to all types of road users the consequences associated with violations, including the magnitude of the impact of impaired driving crashes on fatality rates, by making comparisons with other causes of death (e.g., murder rate). Emphasize target audience based on data/community.
STRATEGY 2: Increase officer contacts with impaired drivers through regular traffic enforcement	
Traffic Enforcement	Educate law enforcement officers, community leaders, the public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired crashes. Focus on agency administration and local government entities to establish local priorities.
Data-Driven Approach	Use a data-driven approach to optimize areas and times for enforcement. Increase the deployment of Data Driven Approaches to Crime and Traffic Safety training and local implementation.
Community Data	Educate communities with data through earned media and other means to communicate the impact of impaired driving in local areas.
Law Enforcement Training	Identify training opportunities for law enforcement at the state and local levels in locations with a high probability for alcohol and/or other drug use that frequently leads to impaired driving (including events, communities, entertainment districts, etc.).
STRATEGY 3: Increase data, training, and resources for prosecutors and officers in the area of drugged driving	
Standardized Field Sobriety Testing, Drug Recognition Expert Training, and Roadside Drug Testing	Train law enforcement in effective driving while intoxicated (DWI) detection, including Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Evaluation and Classification (DEC) Program. Include preparation for testimony.
Prosecution	Train prosecutors in the DWI trial process and presentation of evidence. Implement joint training for law enforcement, prosecutors, and laboratory personnel (forensic toxicologists) to assist in presenting scientific evidence of alcohol and/or drug impairment in court.
Judiciary	Educate judges on the DWI process, with joint training for judges and appropriate court personnel on the impairing effects of alcohol and/or other drugs on driving, DUI processes (under 21), DWI detection process, and monitoring options (ignition interlock devices, testing, etc.).
Community Supervision	Train community supervision personnel on the impairing effects of alcohol and/or other drugs on driving and the use of ignition interlock devices/testing (condition of probation).
Toxicology	Provide additional resources for laboratories to address testing capacity for evidence associated with DWIs and availability to provide expert testimony.
Resources—DUI Identification	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Form a senior executive council for the SHSP, led by the governor’s representative for highway safety, that consists of less than a dozen top-ranking officials from key stakeholder groups including NHTSA, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, TxDOT’s Traffic Safety Division, select senior law enforcement, and other commissioners from other agencies critical to implementing the strategies of the plan.

Status: Complete

Background: Although this recommendation is complete, the SHSP process in Texas will continue to consider including other stakeholders on the Texas SHSP Executive Committee, especially for the 2027 revision of the Texas SHSP. The EC is intended to represent the primary stakeholders in the SHSP process, including federal agencies, law enforcement leadership, the Governor’s Highway Safety Office, city/county planning and/or engineering offices, and metropolitan planning organizations.

Figure 4 displays the organization of SHSP stakeholders.

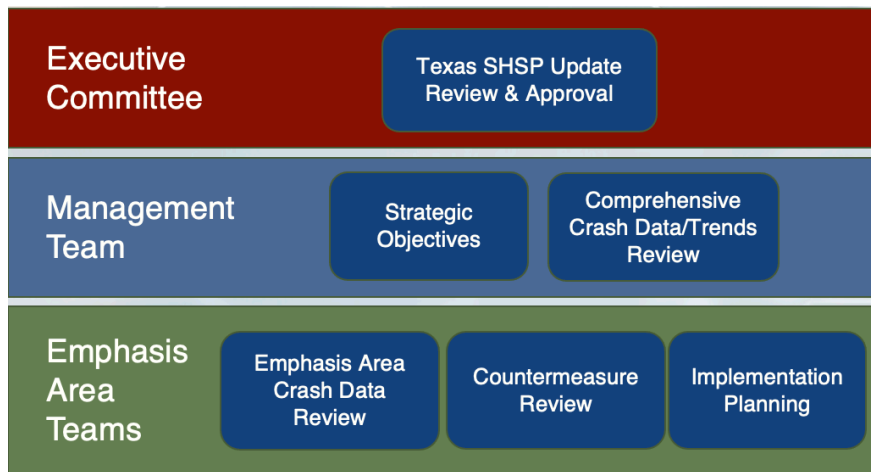


Figure 4. Organization of SHSP Stakeholders

Table 2 lists the individuals representing the transportation safety community in Texas who are active members of the Texas SHSP Executive Committee.

Table 2. Texas SHSP Executive Committee Membership

Stakeholder Type	First Name	Last Name	Organization
State Department of Transportation (DOT)	Michael	Chacon	Texas Department of Transportation—Traffic Safety Division
Federal DOT	Al	Alonzi	Federal Highway Administration
Federal DOT (Behavioral)	Maggi	Gunnels	National Highway Traffic Safety Administration Regional Office
State Law Enforcement	Jodie	Tullos	Texas Department of Public Safety
Licensing	Daniel	Avita	Texas Department of Motor Vehicles
Public Health	Michael	Spencer	Texas Department of State Health Services
Regional Planning	Cameron	Walker	Permian Basin Metropolitan Planning Organization
Regional Planning	Natalie	Bettger	North Central Texas Council of Governments
Local Planning—City	TBD	TBD	Previous member (now retired) was from City of Austin; in the process of replacing the city planning representative
Local Law Enforcement	Frank	Dixon	Denton Police Department
Local Planning—County	Joe	Trammel	Texas Association of County Engineers and Road Administrators
Safety Advocate—National	Kara	Throp	American Automobile Association
Safety Advocate—State	Kathy	Sokolic	Central Texas Families for Safe Streets

Note: Representatives are replaced when internal changes are made within these organizations. Additions to the EC are made based on strategies and countermeasures included in the SHSP.

- B. **Recommendation:** Develop a regular meeting schedule for the SHSP Senior Executive Council to review the progress of the state in moving toward its stated goals and to hear from emphasis area team leaders on progress and challenges they face, especially those that might be addressed by the senior executives in the group.

Status: Complete

Background: Although this recommendation is complete, the SHSP Executive Committee continues to meet periodically to address progress toward the performance goals as well as discuss strategy for the implementation of the SHSP. During the years that the SHSP is revised, the EC will approve the approach, ensure emphasis area team alignment, and review/approve the SHSP prior to it being signed/approved by the TxDOT Executive Director and presented to the Texas Transportation Commission for concurrence.

- C. **Recommendation:** Expand the standing SHSP executive group to include senior representatives from the state’s Department of Insurance along with officials from major industries and/or corporations, or their representative professional associations.

Status: Ongoing

Background: The composition of the SHSP Executive Committee must be periodically reviewed to consider the addition of new members as well as agencies/organizations. The suggestion of adding a representative from the Texas Department of Insurance is reasonable and will be considered at the next EC meeting in August 2024.

- D. **Recommendation:** Affect closer coordination of the Highway Safety Improvement Program (HSIP) and the Impaired Driving Plan to identify specific engineering treatments that might be implemented in corridors of overrepresented DWI-related crashes based on crash causation data. These engineering treatments, once applied, should include collaboration with the appropriate law enforcement partners directing their efforts to the areas of such improvements, along with signage and media strategies.

Status: Ongoing

Background: This type of consideration is already part of the SHSP and HSIP development process. It would be helpful if an impaired driving crash analysis was commissioned (similar to what was done with motorcycles and other crash variables) to locations where improvements might be considered. Impaired driving crashes are unique in that overrepresentation within a geographic corridor may not be primarily due to the roadway since alcohol and other drug impairment can affect a driver's ability to navigate a corridor. It seems reasonable to address enforcement and source investigation countermeasures according to overrepresented corridors prior to or in conjunction with HSIP approaches. By completing a comprehensive impaired driving crash analysis for the state, appropriate countermeasures—behavioral and infrastructure—can be prioritized to address these overrepresented corridors.

Program Management

SHSO is managed by TRF-BTS. Program staff members are located at the headquarters in Austin and in all 25 TxDOT districts. TRF-BTS develops and implements traffic safety initiatives aimed at reducing fatalities and serious injuries from motor vehicle crashes. Specifically, the TxDOT Alcohol and Other Drug Countermeasures Program supports the development and implementation of programs aimed at reducing fatalities and injuries involving impaired driving.

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with individuals and organizations that affiliate with the TRF-BTS program. This network of safety professionals addresses the goals and strategies associated with the Alcohol and Other Drug Countermeasure Program and provides expertise in an ad hoc capacity. This network is structured within the body of the TxDOT, which works with TxDOT to create a multifaceted, cohesive impaired driving program.

In FY 2023, TxDOT required all subgrantees involved in the Alcohol and Other Drug Countermeasures Program to create a plan outlining the strategic deployment of resources to critical areas within the state. Stakeholders are expected to report contacts and efforts deployed to these critical areas. This information aids in partner understanding of how the impaired driving program activities constructively impact areas with concentrated fatalities caused by impaired driving.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Recommendation:** Schedule regular meetings with the executive director of TxDOT, who serves as the governor's highway safety representative, with deference to all existing chain-of-command protocols, to maintain the current profile and momentum of the state's highway safety and impaired driving efforts.
- Status:** Ongoing
- Background:** TxDOT intends to present this request to the administration.
- B. **Recommendation:** Expand the Texas Safe Communities initiative to involve more local coalitions in areas of overrepresented DWI-related crashes in each of the TxDOT districts.
- Status:** Ongoing
- Background:** Each district has a traffic safety coalition, led by a TxDOT traffic safety specialist, that works toward reducing crashes, fatalities, and serious injuries on Texas roads.
- C. **Recommendation:** Utilize published tools for highway safety office directors created by the Governors Highway Safety Association to identify strategies for expanding collaboration with senior law enforcement executives within the Texas Police Chiefs Association and the Sheriffs' Association of Texas.
- Status:** Ongoing
- Background:** TxDOT will continue to work with law enforcement agencies and police/sheriff associations and expand collaboration efforts to reduce crashes, fatalities, and serious injuries on Texas roads.

Resources

In FY 2024, TxDOT awarded 388 traffic safety grants to state and local governmental agencies, colleges and universities, and nonprofit agencies across Texas. Of these, 72 Alcohol and Other Drug Countermeasures projects were awarded. Below is a link to the project list.

- [TxDOT Alcohol and Other Drug Countermeasures Program Area—FY 2024](#)

Funded projects are based on thorough problem identification that utilizes state and federal crash data, as well as other data related to geographic and demographic aspects of traffic safety and driver behavior. Table 3 provides a fiscal summary for FY 2023–2025.

Table 3. Fiscal Summary for FY 2023–2025

	FY 2023 Awarded	FY 2024 Awarded	FY 2025 Planned
Federal Funds	\$13,123,607.80	\$13,937,743.80	\$59,541,380.85
State Match	\$250,000.00	\$250,000.00	\$11,636,844.00
Local Match	\$7,523,795.79	\$7,422,644.93	\$31,911,007.41
Program Income	\$8,225.00	\$15,000.00	\$20,600.00
Total	\$20,905,628.59	\$21,625,388.73	\$103,109,832.26

Recommendations from the 2022 Impaired Driving Technical Assessment

- Recommendation:** Leverage the executive authority of the TxIDTF to provide the governor and key members of the state’s Senate and House of Representatives with a regular educational report on the status of impaired driving–related crashes to include associated data and research regarding the carnage of human lives lost and associated costs.
Status: Not currently being addressed
Background: TxDOT is prohibited from lobbying.
- Recommendation:** Engage private and grassroots local groups to provide education and information to legislators regarding the state’s impaired driving problems.
Status: Not currently being addressed
Background: TxDOT is prohibited from lobbying.
- Recommendation:** Dedicate state funding through legislation to the impaired driving program through either existing or increased financial penalties for DWI offenses.
Status: Not currently being addressed
Background: TxDOT is prohibited from lobbying.
- Recommendation:** Develop partnerships with major corporations, or their representative professional associations, to expand the reach of the impaired driving program and potential funding and/or incentive opportunities.
Status: Ongoing
Background: TxDOT will continue to develop partnerships and expand collaboration efforts to reduce crashes, fatalities, and serious injuries on Texas roads.
- Recommendation:** Utilize the Network of Employers for Traffic Safety, in addition to the National Safety Council, to identify strategies for working with the state’s employers to provide impaired driving information and materials for their employees to reduce the number of traffic crashes and their related effect both on and off the job.
Status: Ongoing
Background: TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads.



PROGRAM EVALUATION AND DATA

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the state. The TxIDTF and the TxDOT Alcohol and Other Drug Countermeasures Program rely primarily on crash data from FARS and from the Texas Crash Records Information System (CRIS) database. As projects and programs develop, program partners initiate surveys that explore attitudes and reactions to laws, educational campaigns, and cultural issues related to impaired driving.

When programs or processes are evaluated in relation to impaired driving, researchers use additional data from criminal histories, driver licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the state. For the purpose of research and evaluation, efforts are being made to connect data from criminal histories and driver licensing so that stakeholders can assess the impact of countermeasures on DWI and, more specifically, recidivism. While the Traffic Records Coordinating Committee (TRCC) is currently working to coordinate CRIS, 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 currently not in place. However, creating an impaired driving database continues to be a priority need for TxDOT, and TxDOT continues to seek assistance to address this need.

Evaluation

TRF-BTS administers \$103.3 million in federal traffic safety funds through a structured process that includes problem identification and subsequent program evaluation. The process is used to create objectives for the Triennial Highway Safety Plan (3HSP), SHSP, and other guiding documents promoting traffic safety in the state.

Traffic safety funds are distributed to state, county, and local jurisdictions for projects that support the state's highway safety objectives, with approximately 20 percent of funds being directed to local agencies.

TRF-BTS utilizes a structured risk evaluation process to determine projects to be funded based on priority ranking of needs versus available funds. Funded programs are evaluated using a process method to ensure that funded activity hours or activities meet specific objectives. TRF is divided into six sections, though all areas do not have an impaired driver-related component. However, TRF-BTS and Crash Data and Analysis Sections conduct significant activities that contribute to impaired driver countermeasure and deterrence programs. Each year, TRF-BTS conducts problem identification analyses and prioritization of program areas. Analyses are performed from data contained in CRIS and are supplemented by other state datasets related to location and some driver demographics. Serious injury crashes are evaluated along with fatal crashes since serious injuries may have become a fatality if only a small characteristic of the crash or emergency response had been different.

Additionally, the Texas State Trend Over-Representation Model (TxSTORM), a predictive modeling tool developed by TRF-BTS, is utilized to identify high crash occurrence locations based on a normalizing algorithm to determine where additional enforcement activity may be beneficial. TRF-BTS then proactively solicits agencies to apply for funded activities to mitigate high crash occurrence locations identified by TxSTORM.

TRF-BTS process evaluations include documentation and tracking of deliverables for each project, with the grantee complying with monitoring and auditing practices. Impaired driving-related law enforcement activities require the reporting of arrests and citations issued during funded hours. TRF-BTS produces an annual report for NHTSA and provides it to state and local partners. The report includes outcome evaluations for funded projects and provides overall analyses of safety metrics.

TRF-BTS has a public information component delivering public information campaigns concurrent with highway safety projects. The office has contracted with a commercial marketing firm to continue delivering safety messaging through paid media, earned media time, and targeted social media platforms. Public information campaign plans, ad buys, and post-campaign effectiveness reports are prepared by the media contractor in an effort to influence public attitudes and behaviors.

Recommendations from the 2022 Impaired Driving Technical Assessment

No recommendations for this section.

Data and Records

The primary source of data used for traffic safety programs originates from reportable information collected by law enforcement officers (via Form CR-3) at a crash site. Officers input the crash information into CRIS. Reportable motor vehicle crashes are crashes involving a motor vehicle in transport that occur or originate on a traffic way, result in injury to or death of any person, or cause damage to the property of any one person to the apparent extent of \$1,000.

Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete data. These upgrades range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed at identifying and quantifying targeted local and statewide traffic safety problems. Because of minor differences in coding rules and data certification, FARS data reported at the national level lags behind CRIS data.

CRIS data are combined with other data sources, including the U.S. Census, FARS, and other localized databases, to ensure that the state's impaired driving program is fully supported with data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, emergency response, and evaluation activities throughout the state.

This part of the impaired driving program also satisfies the need for integration with TRCC. TRCC is comprised of designees from TxDOT, TTI (technical advisor), DSHS, TxDPS, and Texas Department of Motor Vehicles, many of whom are also members of the TxIDTF. In FY 2022, TRCC launched the aforementioned TxSTORM tool,

which was designed to allow stakeholders to identify crash-related trends and facilitate the strategic deployment of resources.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Enact a statute that establishes a DWI tracking system by giving strong incentives to all keepers of impaired driving offenses data to make sure that the records systems communicate data to each other to track every DWI offense.
Status: Requires legislative action
Background: The Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) team has presented information to TRCC as well as the TxIDTF detailing what systems they have in place and what expansion would need to take place to complete this recommendation. The TxIDTF EC members have recommended LEADRS as a foundational component of a statewide DWI tracking system.

Under Articles 17.51 and 17.52 of the Code of Criminal Procedure, which took effect in 2022, all bond conditions set by magistrates are required to be reported to a statewide database maintained by the Department of Public Safety. This mandatory inclusion into the Texas Crime Information Center represents a positive step toward a statewide DWI tracking system.

- B. **Priority Recommendation:** Evaluate the Ignition Interlock Device program to determine if its current processes are effective and consider whether a more centralized approach would provide for broader participation and compliance.
Status: Jurisdictional condition
Background: Even when required by statute, Texas law allows judicial discretion to waive an interlock requirement if not in the “best interest of justice” or “not necessary for the safety of the community.” Additionally, information on if an interlock has been ordered *and* installed is difficult to obtain.
- C. **Priority Recommendation:** Centralize the monitoring of compliance and establish a single source of records to evaluate the effectiveness of the Ignition Interlock Device program as an impaired driver recidivism reduction program.
Status: Requires legislative action
Background: Texas is a judicial state (as opposed to administrative) with regard to ignition interlock devices. Administrative states are better suited to require a single source of records. The oversight agency, TxDPS, will have to receive legislative authority to require such a program. TxDPS is interested in understanding how other states have automated this process.
- D. **Recommendation:** Reestablish access to the driver and vehicle data files to validate CRIS data and enhance CRIS data accuracy.
Status: Ongoing
Background: TxDOT is in the process of re-establishing linkage to the Driver and Vehicle data files to enhance accuracy and reduce officer cognitive load during data entry.
- E. **Recommendation:** Automate the transmission of conviction reports and court orders between court clerks and TxDPS DLD.
Status: Not currently being addressed
Background: Courts send conviction reports and court orders by email or fax. TxDPS reviews the records manually for accuracy. TxDPS then makes necessary driver record history changes but does not link any court data to TxDPS data. For instance, if an interlock is ordered, TxDPS ensures it has the correct court documentation and then selects interlock as a requirement. The defendant is provided the option to comply with the requirement by providing a \$10 license issuance fee or else the record will be canceled. If the defendant provides the issuance fee, the license is issued with a restriction on the defendant’s license; however, this only indicates that the individual should have an ignition interlock device installed in their vehicle.

At this time, TxDPS is not moving forward to automate. However, TxDPS is interested in understanding how other states have automated this process.

Driver Records Systems

TxDPS DLD maintains all driver license and driver history information for state residents. All traffic convictions, including impaired driving, are transmitted from the courts to DLD and posted to the driver record. Implied consent violation documentation is also transmitted to DLD for appropriate driver license revocation actions. Conviction information includes the type of offense (charge), if treatment is required (yes/no), and court-imposed sanctions; however, BAC information is not recorded on the driver history. DLD enforces driver license suspension and revocation actions based on conviction information and orders from courts and magistrates related to Ignition Interlock Device program compliance and the issuance of occupational licenses. Additionally, all reported crash involvement is recorded on the driver record.

DLD provides law enforcement and court data systems with driver information in real time. Driver system data can be auto-populated to crash and citation reports when the law enforcement agency software is equipped with this functionality. Driver history information allows for accurate evaluation of driver status both at the roadside and in the courtroom. The driver data system complies with national standards and systems in place to reduce identity fraud and track commercial drivers. DLD uses image verification software to prevent fraud by validating the facial image of new licensees with the image on file and by evaluating images of new licensees against all the images on file.

Recommendations from the 2022 Impaired Driving Technical Assessment

No recommendations for this section.



PREVENTION

NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a diverse and culturally responsive set of approaches including public health, advocacy, communication campaigns, alcohol service restrictions, employer programs, safe community initiatives, driver education, and educational outreach. These prevention approaches are achieved through local, state, and national partnerships that utilize evidence-based strategies and best practices.

Promotion of Responsible Alcohol Service

The TxIDTF works with other local and state organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, alcohol service to minors, and overservice. Education is promoted and provided by the TxIDTF, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization that works to promote responsible alcohol service is the Texas Alcoholic Beverage Commission (TABC). TABC regulates third-party seller-server schools available throughout Texas, both in person and online. The program curriculum covers underage and overservice laws, as well as prevention strategies. By the end of FY 2023, TABC-approved seller-server schools had trained 486,944 people. TABC seller-server instructors are currently training an average of 42,000 people per month. Certification is valid for two years. Currently, Texas law does not require seller-servers to be certified. However, license holders may avoid administrative sanctions to their license/permit if they require the certification of their employees and meet other minimum standards.

The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers. This program provides owners, managers, and general employees of retail establishments the opportunity to reap the benefits of continued education and compliance with the state's alcoholic beverage laws. Hosted by TABC, the two-hour program addresses

common issues related to minors and intoxicated patrons. The course covers both on- and off-premise scenarios in one training environment and is easily customizable to individual training needs.

The program is designed to create a dialogue between TABC and all levels of alcoholic beverage retail staff within an educational environment. TABC agents and auditors cover topics to retrain even the most seasoned employees while also asking for feedback and questions, so those involved leave with a better understanding of possible problem areas and solutions. The goal of REAP is to help all alcoholic beverage retailers promote responsible alcoholic beverage sales and service.

Promotion of Risk-Based Enforcement

TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business practices that could lead to serious violations. This process includes looking for predetermined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are increased inspection frequency for retailers with past histories of public safety violations, greater emphasis on after-hours establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of complaint investigations involving allegations of public safety offenses.

Promotion of Priority Inspection

TABC identifies retailers whose premises have been the scene of an offense with public safety implications or who have been the subject of multiple complaints. Once identified, these retailers are assigned one of five priority levels, which determines the frequency of TABC inspections. Priority levels are assigned based on the severity and number of past violations or complaints and the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes and no new violations are observed, retailers will progress downward through the priority tiers, with inspections becoming less frequent at each tiered level. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when leaving a licensed premises. Public safety violations include alcohol age-law offenses, intoxication offenses, prohibited hours offenses, drug-related offenses, disturbances of the peace, and human trafficking. Vice offenses, such as prostitution, are also considered public safety violations when being assigned a priority status. Violations indicative of retailer financial stress are also reviewed because such offenses have been found to occur concurrently with or as a precursor to actual public safety offenses.

As part of this program, TABC provides free training opportunities to retail managers and employees in an attempt to deter and prevent future violations. Field offices are required to offer training opportunities to all retailers qualifying for the two highest tiers but routinely make classes available to all other retailers as well. During these classes, retail managers and employees are trained on illegal sales recognition and best-practice techniques for safety violation prevention.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Enact a \$0.10 per drink excise tax.

Status: Requires legislative action

Background: While the body of evidence supports raising alcohol prices results in fewer impaired driving crashes, there is concern that there will be opposition for increasing taxes, fees, and/or charges by the decision making body. The excise tax is not calculated according to a percentage of the price of the alcohol but rather by the gallon. The "dime a drink" idiom is used to simplify the discussion of the strategy. There is no discussion to change the methodology of the tax, only to raise the tax per gallon.

In 2015, Texans for Safe and Drug-Free Youth (TxSDY) developed a report called *The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas*. The report was updated to reflect more recent data. According to the report, 10,647 Texans die each year from excessive alcohol use, and 1,495 of those deaths are due to alcohol-related crashes. Additionally, excessive drinking costs Texas \$22 billion per year

(roughly \$740 per Texan), primarily in law enforcement and health-related impacts. Of that total, underage drinking costs Texas \$2.4 billion per year.²

A 10-cent tax increase per drink would result in the following benefits every year:

- An additional \$917 million in revenue for Texas.
- 706 lives saved, including:
 - 131 fewer traffic deaths.
 - 86 fewer cancer deaths.
 - Over 40,000 fewer underage drinkers.
 - 364 fewer teen pregnancies.
 - 5,347 fewer sexual assault cases (in cases where alcohol was used by the perpetrator).

In 2022, TxSDY commissioned Baseline & Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results showed that a majority of registered voters in Texas (55 percent) favor increasing alcohol excise taxes to support public health and safety. TxSDY educates the public and leaders on this important prevention strategy.

Promotion of Transportation Alternatives

TxDOT supports several projects related to responsible transportation choices, including media campaigns and programs that directly support alternatives to driving after drinking. TxDOT has implemented the Statewide Impaired Driving (SWID) media campaign, which includes the following (formerly individual) campaigns aimed at preventing impaired driving: Football Season, Christmas/New Year Holidays, College and Young Adult (Spring Break), Spring/Early Summer Holidays (Cinco De Mayo, Graduation, Memorial Day, and Summer), Faces of Drunk Driving (Fourth of July), and Labor Day.

Additionally, the Youth Transportation Safety (YTS) Program and the university peer-to-peer program U in the Driver Seat (UDS), both under TTI, focus outreach messaging to promote transportation alternatives through education and peer-to-peer outreach. Program leaders have worked with stakeholders on nearly 167 campuses throughout the state.

At a regional level, TxDOT created a sober ride program to specifically focus Governor's Highway Safety Act grant funds on the Houston region due to the high volume of impaired driving crashes. TxDOT dedicated \$20,000 in funding to provide Uber ride credits. The goal was to provide 1,000 ride credits in \$20 increments between the Thanksgiving and Christmas holiday periods, with an additional campaign for New Year's Eve. The promotion focused on spreading the message through social media and via paper materials at local bars and sports bars. The goal of the campaign was to reduce impaired driving fatalities for the period of the campaign in Houston.

The campaign kicked off December 17, 2021, with a digital webpage launch, posts on TxDOT Houston District's social media, and notifications to influencers and news outlets. Engagement through Facebook and Reddit had the strongest social media impact. The campaign was highlighted through 11 news sources and influencers. All 1,000 \$20 Uber credits were redeemed within a week of launch. Uber contributed an additional \$14,373.56 to the \$20,000 grant funds during the campaign period, totaling \$34,373.56 in funding to help Houstonians choose a sober ride during the December holiday period. The campaign assisted over 1,718 Houstonians with obtaining a sober ride as opposed to drinking and driving.

² Texans for Safe and Drug-Free Youth. *The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas*. https://txsdy.org/wp-content/uploads/2020/07/TxSDY_Effects_Alcohol_Excise_Report.pdf

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Recommendation:** Ensure that all designated driver programs stress “no use” of alcohol, marijuana, or other substances messages for the designated driver.
Status: Ongoing
Background: Currently part of TxDOT’s messaging in state safety campaigns.
- B. **Recommendation:** Ensure alternative transportation programs do not encourage or enable excessive consumption of alcohol, marijuana, or other substances.
Status: Not currently being addressed
Background: Mothers Against Drunk Driving® (MADD) staff partners with DWI taskforces, coalitions, and other stakeholders to promote rideshare, such as Uber/Lyft, campaigns to educate the public to plan ahead by using alternative transportation programs to ensure a safe ride home. In addition, they educate the public during those campaigns on the dangers and consequences of excessive consumption of alcohol, marijuana, or other substances.
- C. **Recommendation:** Ensure that both designated driver and safe ride programs prohibit consumption of alcohol, marijuana, or other substances by underage individuals and do not unintentionally promote or enable overconsumption.
Status: Not currently being addressed
Background: MADD staff offer underage drinking prevention programs as well as a teen influencer program. These programs educate parents and teens about the dangers and consequences of underage drinking and cover strategies for being prepared for unsafe situations, such as not getting into an impaired driver’s car. In addition, MADD’s teen influencers urge their peers not to consume alcohol, marijuana, or other substances and encourage them to not get into an impaired driver’s car and to use safe ride programs as an option when in an unsafe situation.

Reduction in Underage Access to Alcohol in Social Settings

Social hosts are individuals who provide a setting, whether a home or private property, where underage drinking occurs. Social use settings can result in numerous negative consequences, including vandalism, impaired driving, alcohol poisoning, and sexual assault. Emergency responses to these settings place a costly burden on communities—especially police, fire, and emergency medical services.

TxSDY train and work with coalitions across the state to educate communities on the dangers of underage drinking parties and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors as well as the importance of youth abstention until 21 to reduce the likelihood of negative consequences associated with use, such as alcohol addiction and impaired driving.

TxSDY also trains law enforcement on controlled party dispersal so law enforcement can respond to parties and ensure the safety of youth attendees and the surrounding community. Where social host ordinances have been passed, TxSDY provides support to law enforcement and communities to develop standard operating procedures for enforcing those laws.

Conduct of Community-Based Programs

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Driver Education Programs—Public and Private
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers

- Public Health Institutions
- Schools—Public, Private, and Charter (inclusive of K–12 and Institutions of Higher Education)
- Statewide Organizations

Schools and Education

In educational environments, community-based programs use public information, education materials and simulators, and training initiatives to engage students in learning. The goal is to educate and train parents and caregivers, school staff, support personnel, employers, and employees to change social norms by reducing alcohol and drug misuse and abuse as well as impaired driving.

Texas driver education schools licensed or certified by the Texas Department of Licensing and Regulation (TDLR) and public-school driver education providers certified with the State Board for Educator Certification provide Texas' young drivers alcohol and drug awareness instruction. This is a segment that is included in the state driver education course curriculum. This early education is designed to prevent young drivers from getting behind the wheel while impaired.

The Region 6 Education Service Center (ESC) has been providing professional development training to Texas driver education instructors for over 15 years. This four-hour training is required and approved by TDLR and meets the state industry standard requirements for keeping an instructor license renewed annually. The partnership with TxDOT and TDLR allows Region 6 ESC to meet this instructor training need as subject matter experts in the industry. Training includes a segment on what is current in impaired driving, with an emphasis on state law and legislation updates.

In addition, through the YTS program, Texas provides a variety of programs to address impaired driving needs in schools across three age levels. YTS deploys peer-to-peer programs throughout the state at the junior high, high school, and college levels. These TxDOT-funded projects focus on empowering youth to become safety advocates within their schools and address some of the main causes of car crashes, particularly impaired driving. The Teens in the Driver Seat® (TDS) and UDS programs use health prevention and behavior change theories to drive program focus areas and educational resource development. The YTS program has made an impact by reaching over 1,286 high schools and junior highs in Texas.

Similarly, the National Safety Council (NSC) Alive at 25 Program has been incorporated into some municipal courts, and teens may be required to participate in the program. Alive at 25 has also been incorporated into training programs with businesses that employ people under 25 years in age as well as employees who have teens.

The TxDOT-funded Travis County Underage Drinking Prevention Program (TCUDPP) provides underage drinking prevention/anti-DWI/DUI presentations to youth and parents/guardians in Travis, Hays, and Williamson Counties. The TCUDPP presentations are given at the elementary, high school, and early college levels.

The Take the Wheel initiative, a TxDOT-funded program administered by MADD, is a multidimensional awareness initiative that focuses on key segments of law enforcement, community stakeholders, and at-risk populations in highly impaired driving threat areas. The program aims to engage the community, schools, law enforcement, and local stakeholders. MADD's program specialists are active with local coalitions, community organizations, and school districts in conducting presentations and participating in community and law enforcement support and outreach.

MADD implements three underage drinking prevention programs: Power of Parents®, Power of You(th)®, and Power of Me! The Power of Parents® program empowers parents of middle school and high school students with evidence-based strategies to have ongoing, intentional conversations about the dangerous consequences of underage drinking and other drug use. The Power of You(th)® program provides teens and young adults (ages 12–20) with research-based information on the dangers of underage drinking and other drug use. MADD wants to prepare teens and young adults to resist peer pressure, empower them to take the next step, and influence their friends to make the right choices. Under the Power of You(th)® program, MADD has a teen influencer program. The teen influencer program is a group of committed alcohol- and drug-free high school

students who serve as the youth voice for underage drinking prevention in their local area. They work to support quality prevention efforts in schools and communities by implementing youth-centered projects. The Power of Me! program is for students in Grades 4 and 5 (ages 8–11) and involves a classroom- or auditorium-based alcohol use prevention and vehicle safety presentation.

The American Automobile Association Texas (AAA Texas) conducts Dare to Prepare teen driver workshops to educate teens on the risks associated with teen driving, including alcohol- and drug-impaired driving.

Texas A&M AgriLife Extension educates students, faculty and staff, parents, and community members on underage drinking prevention strategies and the dangers of vaping, impaired driving, marijuana, and other drugs. Education is done through a short presentation followed by hands-on activities.

TxSDY educates and trains communities and leaders on evidence-based strategies that prevent alcohol and other drug misuse among youth and young adults, as well as the associated negative consequence impaired driving. They work to implement population-level strategies that make it more difficult for youth to obtain impairing substances and easier for them to make healthier and safer choices. In addition to providing training, TxSDY conducts technical assistance, regional events, conferences, stakeholder meetings, media advocacy, and media campaigns. The organization also monitors and evaluates policies that affect youth access to impairing substances and/or have an impact on impaired driving and makes recommendations for improved public health and safety (e.g., the [Community Alcohol-to-Go Research Tool \[CART\]](#)).

Finally, the Texas Association Family, Career and Community Leaders of America's (FCCLA's) Families Acting for Community Traffic Safety (FACTS) program puts the brakes on impaired driving and traffic crashes through peer education that encourages friends and family to drive safely.

Other community-based programs include public outreach efforts by various social service entities and organizations as a part of their core public health and safety mission. Along with that mission, community-based programs encourage and enhance health and wellness by educating communities. This includes activities launched by municipal courts, hospitals, regional education service centers, social advocacy groups, higher education institutions, and private companies. An example is municipal court programs' utilization of judges and court staff as resources on impaired driving issues in schools and communities.

Health and quality of life rely on many community systems and factors, not simply on a well-functioning health and medical care system. Making changes within existing systems, such as improving school health programs and policies, can significantly improve the health of many in the community.

Drug Impairment Training for Educational Professionals

The Texas Municipal Police Association (TMPA) received the Drug Impairment Training for Educational Professionals (DITEP) program grant from TxDOT beginning in FY 2022 (October 1, 2021). The original DITEP program developed in 1996 was designed as a two-day course in which instructors presented information on drugs that impair and taught the practical application of the International Association of Chiefs of Police (IACP) assessment process. This assessment process included eye examinations, vital signs, and divided attention testing. Training also included demonstration and practice involving the application and interpretation of various tests.

The reinstated two-day DITEP training course also included a one-day DITEP refresher class for those who had been through the two-day training in the past. The refresher training could also be taken by individuals who would not be carrying out an impairment assessment but would benefit from the knowledge provided by the course.

From January through September 7, 2022, DITEP program instructors taught 24 two-day DITEP classes to 528 school personnel and 13 one-day DITEP refresher classes to another 267 personnel, for a total of 37 classes and 795 personnel taught. The second year of the program saw TMPA combine DITEP with the SFST and Advanced DWI Investigation Training program grants. During that effort, 11 two-day DITEP classes were taught to 258 school personnel and 13 one-day DITEP refresher classes were taught to 320 personnel, for a total of

578 school personnel trained. Additionally, TMPA scheduled 12 two-day and 7 one-day DITEP classes while also considering 15 other requests for training. TMPA has also received out-of-state requests from nurses in New Mexico, Connecticut, South Carolina, Nevada, and Virginia because the training is not available in their home state.

The explosion of DITEP class interest was rooted in the significant number of student assessments that school nursing personnel were being asked to perform. Many of the nurses reported carrying out multiple assessments in a single day, with several being conducted at elementary schools. Though there is a great demand statewide for DITEP training, scheduling classes can be difficult because many of the areas have limited training date availability due to other training saturation. In addition, the scarcity of available instructional personnel who are Texas Commission on Law Enforcement licensed instructors and trained Drug Recognition Expert (DRE) program instructors makes it difficult to meet the needs for hosting training.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Provide DITEP to school staff throughout Texas.

Status: Ongoing

Background: TMPA provides training to school personnel through the DITEP program. TxDOT grant-funded DITEP classes are either 8 or 16 hours in length. The 16-hour DITEP basic course is focused on training school nurses, administrators, counselors, and school-based law enforcement in how to properly carry out drug assessments and identify impaired students using the IACP-developed DITEP assessment process. The assessment process involves determining the influence or impairment level of a student gathered from the assessor's observation of the student's vital signs, examination of their eyes, and notation of their actions during a series of divided attention tests. From this and their other observations and interaction with the student, the nurses and others involved in the assessment can develop an opinion as to whether the student is impaired and if they are safe to remain in the classroom. The assessment is not a disciplinary tool, but rather is meant to identify and address students who may be using or under the influence of drugs in order to ensure a safe learning environment. The 8-hour DITEP is taught as either a refresher for those who have previously attended a 16-hour basic course or as new information for personnel who will not be carrying out an assessment but would benefit from the knowledge provided by the course. School-based law enforcement officers can also take advantage of the Focus on Reducing Impaired Driving Among Youth (FRIDAY) course for law enforcement, which covers drug effects and indicators, DWI and alcohol laws, TABC rules and regulations, and information on underage alcohol and drug use enforcement strategies.

- B. **Recommendation:** Provide Texas-specific impaired driving information for use in evidence-based prevention programs and other health and safety learning standards programs in schools throughout Texas.

Status: Ongoing

Background: The TxIDTF provides a variety of impaired driving information and educational programs for Grades K–12 statewide. Topics can include vaping, marijuana, alcohol, and other drugs. Much of this effort is led by TEA and TDLR through TxDOT-sponsored and other non-sponsored projects, such as TDS, UDS, Region 6 ESC, TCUDPP, Watch UR BAC, TABC, AAA Texas, and the Texas FCCLA FACTS and driver education providers.

- C. **Recommendation:** Promote and support placement of school resource officers (SROs) in schools throughout Texas.

Status: Ongoing

Background: In an effort to promote and support the placement of SROs in schools, Texas traffic safety stakeholders must first understand the SROs' role in deterring impaired driving. The TxIDTF will work toward inviting stakeholders from TEA, school boards, and other school district leadership to the table to better understand key issues, such as where the funding is coming from to place SROs in schools and the intended outcomes of SROs in schools as they relate to impaired driving. With a better understanding of SROs, the task force can better assist and support the placement of SROs in schools throughout Texas. The Prevention Subcommittee will work on inviting these stakeholders to the working group meetings.

- D. **Recommendation:** Promote and support student organizations intended to reduce underage drinking and promote traffic safety.

Status: Ongoing

Background: TxIDTF provides a variety of impaired driving information and educational programs for Grades K–12 statewide. Topics can include vaping, marijuana, alcohol, and other drugs. Much of this effort is led by TEA and TDLR through TxDOT-sponsored and other non-sponsored projects, such as TDS, UDS, MADD, Region 6 ESC, TCUDPP, Watch UR BAC, TABC, AAA Texas, and the Texas FCCLA FACTS and driver education providers.

TTI's peer-to-peer traffic safety program emphasizes zero-tolerance education, focusing on underage drinking prevention in schools and student organizations. This program also enhances self-efficacy across student leaders through evidence-informed training that focuses on achieving meaningful and lasting changes in behavior related to alcohol use.

TxSDY's Youth Leadership Council (YLC) empowers young leaders and helps them develop skills to become active, engaged citizens. The YLC is chosen from a group of talented applicants, ages 16–20, from across the state. YLC members are passionate, driven youth who are rising leaders in substance use prevention. They play active roles in the TxSDY Statewide Coalition and work closely with local coalitions to create community change. They are excellent impaired driving prevention advocates and spokespersons.

MADD provides underage drinking prevention programs and a teen influencer program. MADD's underage drinking programs are designed to educate parents and teens about the dangers and consequences of underage drinking and other drug use. In addition, the programs provide teens with tools to resist peer pressure and offer strategies on how to be prepared in unsafe situations. The teen influencer program is a group of committed alcohol- and drug-free high school students (ages 13–19) statewide who serve as the youth voice for underage drinking and other drug use prevention in their local area. They are trained in social media, community outreach, and MADD's Power of You(th)[®] program, which teaches them to create and conduct youth-centered projects and implement peer-to-peer prevention efforts in schools, in communities, and through social media campaigns.

- E. **Recommendation:** Promote Screening Brief Intervention and Referral to Treatment (SBIRT) on college and university campuses.

Status: Ongoing

Background: TxSDY has an evidence-based program for college campuses, created in 2009, that helps reduce underage and risky drinking behaviors among students. Program evaluations show that after participating in the program, students drink less and engage in fewer risky behaviors, such as impaired driving. TxSDY continues this beneficial SBI program for college campuses in a limited capacity due to funding. At present, one university is participating in TxSDY's SBI campus program this year.

Employers

Building an ongoing traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of workplace fatalities and incidents. Since 80 percent of Texans are employed or live with someone who is employed, and employees drive to and from work and may drive as a part of their job, utilizing the employer is critical to addressing impairment. The Network of Employers for Traffic Safety reported that in 2019, employers paid \$8 billion due to alcohol-impaired driving.³ Annually, employers pay significantly as a result of lawsuits and fines that may be imposed.

The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, productivity, poor performance, rehiring and training costs, and potential legal liability. Employers are driven to assist employees in making lifestyle changes as a result of exposure to liability, costs, and impacts to their bottom line. Impaired

³ 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>

driving has a significant impact on the employer—whether it occurs on or off the job. Impaired driving that occurs within someone’s family can also impact the worker, co-workers, and employer. Therefore, employer training, ongoing education using a multifaceted approach and messaging, employee assistance programs, and employee health fairs offer important opportunities to address driver behavior in the area of impairment.

NSC develops and delivers evidence-based training on substance misuse and the impact to the workplace in the programs Our Driving Concern (ODC) and Workplace Impairment Training (WIT). These education programs focus on the risks and costs associated with impaired driving, as well as the promotion of substance use and misuse policies, including impaired driving. All programming is customized with Texas data, and resources are deployed according to the TxDOT-identified priority areas outlined in the HSP.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Recommendation:** Provide employer programs with Texas-specific information related to impaired driving and DWI offenses.

Status: Ongoing

Background: NSC offers employer-based programs to increase awareness of the risks of impaired driving and the impacts on workplace costs. Impairment can be caused by many factors—including drug or alcohol impairment, fatigue, over-the-counter medications, and mental distress—and it impacts people on and off the job. NSC promotes policies and procedures that define workplace impairment as anything that could impede one’s ability to function normally or safely, regardless of cause.

The ODC WIT, a free program of NSC, explores the different causes of impairment and discusses how impairment affects organizations, along with best practices for addressing it. Specifically, the WIT program explores the effects of alcohol and other drugs on driving and workplace performance. This training highlights costs and lifestyle impacts of a DWI arrest. The training includes realistic scenarios, and practice activities help participants recognize the many types of impairment. Additional resources include guidance on how to educate employees on traffic safety to help reduce the number of alcohol- and drug-related incidents and develop or improve organizational substance use policies, prevention programs, and best practices to address impairment within the workplace. This education is grant funded by TxDOT, and there is no charge to participants. Training is offered in various formats, including in person, live webinar, and recorded webinar. NSC also offers cost calculators to estimate the impacts of substance misuse in the workplace as well as other contributing factors to impaired driving crashes, such as fatigue and distraction.

Community Coalitions and Traffic Safety Programs

In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of organizations to raise awareness and purposefully impact behavior. These organizations include those groups that both have and have not historically addressed traffic safety.

TxDOT has worked to create and facilitate the continuation of local coalitions. The local nature and membership diversity of these coalitions allow for effective dissemination of information and provide for input at the state level for strategic and operational initiatives.

Many of the 25 TxDOT districts support local traffic safety coalitions, which includes focusing on impaired driving. The TxIDTF participates in these and other local community coalitions to educate stakeholders about the impaired driving problem and serve as a conduit of information between the state and local stakeholders.

TxSDY works with community coalitions throughout the state, including those funded to prevent underage alcohol use and associated consequences such as impaired driving. TxSDY’s work includes hosting regional forums and trainings based on initiatives that start at the community level to address impaired driving. Also, TxSDY assessed community coalitions and built an [online, searchable tool](#) that allows organizations to connect with coalitions in order to identify areas of potential collaboration. This provides organizations opportunities to leverage efforts and resources to reduce underage alcohol use and impaired driving.

Because youth are crucial stakeholders in preventing underage alcohol use and impaired driving, TxSDY maintains its YLC with members from communities around the state. TxSDY teaches YLC members how to select and implement effective prevention strategies and trains them in public speaking, strategic planning, and leadership skills. This successful program has resulted in YLC members receiving recognition from national groups for their leadership and contributions to prevention. Current YLC members and YLC alum model effective leadership and collaboration by co-training and facilitating with TxSDY staff at these events.

The YTS program has also established two advisory boards consisting of both high school and college students known as the Teen Advisory Board and Collegiate Advisory Board. These boards serve as leadership opportunities for youth to work with other youth engaged in prevention across the state. Members of the advisory board often work directly with community or school partners and assist YTS with development of new initiatives and resources.

The Take the Wheel initiative, a TxDOT-funded program administered by MADD, works closely with community coalitions and DWI task forces throughout the state on the goal of DWI/DUI prevention. Program staff also participate in community outreach events to educate their local communities about the prevention of impaired driving. Each program specialist conducts a law enforcement recognition and award luncheon to recognize local law enforcement, prosecutors, judges, and community stakeholders for exceptional service in enforcing and supporting Texas DWI/DUI laws and their diligent work to eliminate drunk and drugged driving. MADD conducts law enforcement outreach at police department briefings, trainings, forums, and meetings to convey current and evolving DWI/DUI and underage drinking prevention, detection, and enforcement information to local law enforcement officers. Additionally, MADD produces impaired driving roundtable activities, inviting judges, prosecutors, probation officers, law enforcement, and community stakeholders to collectively discuss drunk and drugged driving (DWI/DUI) in the community.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Recommendation:** Increase collaboration and integrate the prevention efforts and strategies of local traffic safety programs (e.g., Safe Communities Coalitions) with the strategies of local underage drinking and substance abuse prevention coalitions.

Status: Ongoing

Background: TxSDY has a community coalition database that is being continuously updated. Stakeholders, such as TTI's TDS and UDS programs, TCUDPP, TxSDY, and TABC, all participate and collaborate with local coalitions. Additionally, 25 TxDOT safety coalitions exist, and all grant holders are invited to those local coalition meetings. It is recommended that stakeholders attend, network, and collaborate with community coalition partners on a monthly basis to extend the reach in educating the community.



CRIMINAL JUSTICE SYSTEM

The impaired driving program in Texas engages all facets of the criminal justice system, including law enforcement, prosecution, judiciary, and community supervision correction departments (CSCDs, or probation). This section details how Texas addresses the engagement of the criminal justice system in the state's impaired driving program.

Laws

The Texas statute information is detailed according to the following:

- Penal Code (PC)—Comprised of laws relating to crimes and offenses and the penalties associated with their commission.
- Transportation Code (TC)—Comprised of definitions, rules, offenses, and penalties for activities related to the transportation system as well as safety requirements.
- Alcoholic Beverage Code (ABC)—Comprised of statutes related to the sale and consumption of alcoholic beverages and age-related alcohol offenses, including DUI by a minor.
- Code of Criminal Procedure (CCP)—Comprised of statutes related to the procedure for the administration of criminal law.
- Health and Safety Code (HSC)—Comprised of statutes and regulations related to controlled substances, healthcare rules and regulations, and offenses related to the same.

The state legislative branch enacts impaired driving laws that are sound, rigorous, and enforceable. These laws are clearly defined in offenses and contain provisions that facilitate effective enforcement while establishing effective consequences. Details related to these laws and how Texas criminal justice stakeholders address each are included in Table 4.

Table 4. NHTSA Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving

NHTSA Recommendations	Texas Statutes and/or Commentary
Driving while impaired by alcohol or other drugs (whether illegal, prescription or over the counter) and treating both offenses similarly.	PC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.” This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything. This is perhaps the most inclusive statute in the nation.
Driving with a BAC limit of .08 grams per deciliter, making it illegal “per se” to operate a vehicle at or above this level without having to prove impairment.	PC 49.01(1) and (2)(B) Definitions TC 724.001(9) Definitions
Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense.	PC 49.04(d) DWI First-time offenders with a BAC over 0.15 or more at the time of testing may be charged with a Class A misdemeanor, the highest misdemeanor punishment under the law. CCP 42A.102(b)(1)(B) First-time offenders with a BAC over 0.15 at the time of testing are not eligible for a deferred adjudication sentence. CCP 42A.408(c)(1) Requires an ignition interlock device, as a condition of community supervision, for offenders convicted of DWI with a BAC over 0.15.
Zero tolerance for underage drivers, making it illegal “per se” for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater).	ABC 106.041 Driving or Operating Watercraft Under the Influence of Alcohol by a Minor Texas statute provides that a person <21 commits an offense if they operate a motor vehicle in a public place with any detectable amount of alcohol. Minors can be charged with the higher offense of DWI if their BAC is 0.08 or above, or if they were “intoxicated” (loss of normal use of mental or physical faculties due to the introduction of alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body).
Repeat offender with increasing sanctions for each subsequent offense.	PC 49.09 Enhanced Offenses and Penalties and ABC 106.041(c) Driving or Operating Watercraft Under the Influence of Alcohol by a Minor. Texas frequently sentences its worst repeat DWI offenders with life sentences.
BAC test refusal with sanctions at least as strict or stricter than a high BAC offense.	TC 524.022 Period of Suspension While there is no criminal penalty for refusing to submit to BAC testing, jurisdictions have implemented “no-refusal” programs where magistrates are on call to issue blood search warrants for impaired driving suspects that refuse testing. The refusal itself may also be admissible in a subsequent prosecution (TC 724.015(a)(1)) and may result in automatic license suspension (TC 724.015(a)(2)).

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions.</p>	<p>TC 521.202(a)(1) Ineligibility for License Based on Certain Convictions TC 521.292 Department’s Determination for License Suspension TC 521.457 Driving While License Invalid</p>
<p>Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270).</p>	<p>PC 49.04(c) Driving While Intoxicated (enhances punishment in DWI cases for open container) PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle (standalone violation)</p>
<p>Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.</p>	<p>TC 545.413 Safety Belts; Offense TC 545.412 Child Passenger Safety Seat Systems; Offense</p>
<p>Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs).</p>	<p>Texas does not have a statute allowing sobriety checkpoints to be conducted in the state. Texas courts have ruled sobriety checkpoints cannot be established without legislative enactment. Repeated attempts to pass such a law have failed.</p>
<p>Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers.</p>	<p>Use of passive alcohol sensors is permitted, but the quantitative results are not admissible in court; however, the results can be used to establish the basis for probable cause to arrest or for a search warrant if a subject refuses to provide a specimen.</p>
<p>Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs.</p>	<p>TC 724.012(a) Taking of Specimen An officer may obtain one or more samples of breath and/or blood.</p>
<p>Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.</p>	<p>TC 724.012(b) Taking of a Specimen Texas has requirements for a mandatory specimen for certain offenses, including fatalities. The original law allowed officers to take a specimen without a warrant, including if the defendant refused to voluntarily provide one. While Missouri v. McNeely no longer allows involuntary blood draws to occur without either exigent circumstances or a warrant, the Texas law itself still requires that a specimen be taken for those certain offenses. For that reason, law enforcement frequently applies for a blood search warrant in such circumstances.</p>
<p>Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test.</p>	<p>TC Chapter 524 Administrative Suspension of Driver’s License for Failure to Pass Test for Intoxication TC 724.015(a)(2) Automatic Suspension of At Least 180 Days for Refusing to Give a Specimen</p>

NHTSA Recommendations	Texas Statutes and/or Commentary
<p>Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the state’s “per se” level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.</p>	<p>TC 724.032 Officer Duties for License Suspension; Written Refusal Report 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</p>
<p>Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment.</p>	<p>PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock Device Requirements TC 521.248 Order Requirements TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial CCP 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</p>
<p>Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring.</p>	<p>Texas does not have a statute that requires assessment for alcohol or other drug abuse problems specifically for all impaired driving offenders. However, for all community supervision cases, CCP 42A.257 and 42A.402 mandate evaluations for alcohol and drug rehabilitation. Also, CCP 17.15 allows for reasonable bail conditions that can and often do include an assessment for alcohol or drug abuse, abstention from drugs and alcohol, random drug testing, and sometimes treatment. CCP 17.441 also lays out when a motor vehicle ignition interlock device is required as a condition of bond.</p>
<p>Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.</p>	<p>ABC 106.02 Purchase of Alcohol by Minor ABC 106.071 Punishment for Alcohol Related Offense by Minor ABC 106.04 Consumption of Alcohol by Minor ABC 106.05 Possession of Alcohol by Minor ABC 106.07 Misrepresentation of Age by a Minor ABC 106.115 Successfully Complete an Alcohol Awareness Course; License Suspension</p>

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Enact a statute that establishes a DWI tracking system by giving strong incentives to all keepers of impaired driving offense data to make sure that the records systems communicate data to each other to track every DWI offense.

Status: Requires legislative action

Background: HB 2043 was filed in this legislative session (88th Regular Session). This statute would have established a statewide database for the criminal justice system detailing pretrial and sentencing data. This bill was left pending in committee. A companion bill, SB 875, was referred to the Criminal Justice Committee. No further action was taken.

Enforcement

Texas law enforcement includes officers/agents from TxDPS (including but not limited to Texas Highway Patrol), TABC, Texas Parks and Wildlife, police agencies (municipalities, universities, school districts, special districts, etc.), sheriff's offices, and constable precincts. One of the primary goals of the 2022 Impaired Driving Technical Assessment was to increase driving while intoxicated/driving under the influence of drugs training to Texas law enforcement officers. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to recognize DWI as an important component of their enforcement activities.

Texas has provided long-standing programs on DWI topics, including boating while intoxicated (BWI), drugged driving offenses, SFST, courtroom testimony, and blood search warrant procedures on a statewide basis. Texas also supports the Drug Evaluation Classification Program (DECP), which provides opportunities for law enforcement officers to become DREs. Opportunities for training in ARIDE and DITEP are also available.

Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities. One of the tools that law enforcement officers use is LEADRS. LEADRS was designed by prosecutors, law enforcement officers, and judges to assist law enforcement officers in DWI report writing.

TABC's TRACE Program

TABC has implemented a program called Target Responsibility for Alcohol Connected Emergencies (TRACE). TRACE is a law enforcement operation that investigates the source of DWIs resulting in serious bodily injury and/or death and other alcohol-related emergencies resulting in serious bodily injury and/or death. All local law enforcement and first responders may contact TABC for assistance when investigating an alcohol-related incident resulting in serious bodily injury or death that involves a minor or someone suspected of being served at a TABC-licensed location. To facilitate incident reporting, TABC has established a hotline for emergency responders and law enforcement personnel. Any Texas emergency responder or law enforcement personnel may use the number to contact TABC regardless of location. Calls will be dispatched to TABC law enforcement personnel located throughout Texas. TABC agents will determine where the alcoholic beverages were acquired, purchased, or served.

Publicizing High-Visibility Enforcement

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to initiate media campaigns in the form of events, distributed education materials, and earned/purchased media.

One example of implementing high-visibility enforcement is the no-refusal strategy. No-refusal is a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement can quickly obtain search warrants from on-call magistrates to take blood samples from suspected intoxicated drivers who refuse breath or blood tests. While a driver has the right to refuse a breath or blood test, the consequence for doing

so is the suspension of driving privileges through the [Administrative License Revocation Program](#). No-refusal initiatives thus take away the driver's ability to refuse to provide scientific evidence of intoxication.

High-visibility enforcement initiatives are publicized at the local level in conjunction with when the activities are deployed (i.e., full time, holidays, or weekends). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives. No-refusal initiatives currently operate in different jurisdictions throughout the state. Impaired driving mobilization initiatives are a good example of how high-visibility enforcement is publicized using local and statewide media.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Recruit additional DREs and provide agency priority in counties or jurisdictions with no DREs.
Status: Ongoing
Background: As of April 2024, there were over 400 DREs in Texas, with 129 practicing DECP agencies and 43 instructors. In October 2021, when TMPA began management of the DECP, there were 297 DREs and less than 100 DECP agencies. This represents an approximate 24 percent increase in the total number of DREs from October 2021 to April 2024. The Texas DECP coordinator conducted four DECP schools in 2024. Moreover, the Texas DECP coordinator works closely with the Texas DWI resource prosecutor to promote the importance of the DECP and to make DREs available as expert witnesses in court. In addition, the Texas DECP coordinator strategically plans training opportunities in areas of the state where there are limited DREs in order to increase the footprint of the program. Areas selected for DECP trainings are chosen based on data from TxSTORM and from drug-impaired crash data. The goal is to populate underserved counties with DREs who can address the overrepresentation of drug-impaired driving crashes. The Texas DECP is working on changing agency attitudes to support DRE officers through networking and presentations at conferences.
- B. **Priority Recommendation:** Create and fund DWI officer positions to focus on impaired driving enforcement.
Status: Ongoing
Background: In Texas, police agencies are locally funded, so the TxIDTF does not have the authority to create these extra officer positions. While the TxIDTF stakeholders do support specialized DWI officer positions, they do not have the authority to fund them. By working with police chiefs and sheriffs, the TxIDTF membership can support and provide guidance to develop dedicated DWI teams and specialized officer positions across the state.
- C. **Priority Recommendation:** Support the expansion of LEADRS.
Status: Ongoing
Background: TxIDTF's EC voted to consider LEADRS as a foundational component for a DWI tracking system. The innovative system already reduces DWI reporting time for officers and collects hundreds of data points, which when analyzed, can help local authorities understand DWI trends in their communities and across the state. If FY 2025 projects are approved as submitted, TTI will conduct a feasibility study in FY 2025 to determine the best ways to move forward in developing a statewide DWI tracking system that includes input from across the DWI spectrum. Additionally, with project approval, TxDOT has increased LEADRS funding in FY 2025 to begin positioning the existing database for expansion in the coming years.
- D. **Priority Recommendation:** Increase forensic laboratory capacity to screen and confirm toxicological specimens submitted by law enforcement *and* produce timely toxicology reports.
Status: Ongoing
Background: The 86th Texas Legislature provided a few additional positions in 2019 that allowed the TxDPS crime lab to reduce the turnaround time for blood alcohol analysis to 30 days or less across the state. The reduction of the blood alcohol backlog and turnaround time had downstream effects. This caused the drug toxicology backlog to grow tremendously. The TxDPS crime lab currently receives more drug toxicology evidence than it has the capacity to work. The TxDPS crime lab requested additional personnel, lab space, and equipment to assist in backlog reduction of drug toxicology cases from the 88th Texas Legislature. While additional positions and funding were received, the impact will not be

immediate. There will be a need to hire and train new personnel and renovate the existing laboratory to accommodate the additional personnel and equipment. Both TxDPS and traffic safety stakeholders are well aware of the needs of the toxicology division and are making concerted efforts to focus resources to help reduce the backlog in drug toxicology.

- E. **Recommendation:** Enhance law enforcement's ability to receive grant funds to focus on impaired driving efforts.
Status: Ongoing
Background: Texas has removed any barriers to agencies receiving funding except for those administratively disqualified based on risk assessments or debarment in FY 2019. Any qualified law enforcement agency in Texas can receive funding for any selective traffic enforcement program (STEP) project variant provided it can accommodate the standard 20 percent match requirement.
- F. **Recommendation:** Mandate drug recognition experts to provide consultation services when investigating a serious injury or fatal collision involving a suspected impaired driver.
Status: Requires legislative action
Background: This recommendation cannot be addressed by the TxIDTF since it requires legislative action. However, officers and prosecutors have the ability to conduct a DECP post-incident review, and training is encouraged across the state. DREs may act as expert witnesses and are encouraged to provide service when called upon. Texas is too large of a state to require DREs to provide consultation services. Currently, there are simply not enough DREs to do so, but Texas is working to create a more robust DEC program.
- G. **Recommendation:** Encourage the Texas Chiefs of Police Association and the Sheriffs' Association of Texas to develop traffic safety committees.
Status: Ongoing
Background: The TxIDTF has extended an invitation for membership to the Texas Police Chiefs Association. The executive director and assistant director have accepted the invitation and agreed to join the membership. They have been invited to begin attending meetings in July 2024.
- H. **Recommendation:** Require the Law Enforcement Liaison (LEL) Program to focus more on impaired driving and developing relationships at the city and county government levels.
Status: Ongoing
Background: Texas LELs are primarily tasked with assisting STEP agencies with grant-funded operations and questions and providing related training opportunities. As part of every encounter with law enforcement agencies, LELs are directed to promote grant-funded SFST, ARIDE, and DRE projects in progress around the state. While TxDOT does ask LELs to work collaboratively with law enforcement and their civilian administrators, the local liaison role as described in the recommendation is more in the purview of the TxDOT traffic safety specialists than the LELs in their current tasking. That said, TxDOT will be looking at options moving forward that will allow the LELs to focus more on impaired driving.

Prosecution

Texas has strong support at the state and local level prosecuting DWI and DUI offenders. TDCAA supports the traffic safety resource prosecutor (TSRP). This association provides technical assistance, training, education, and case resources for prosecutors handling impaired driving cases. The TSRP has been a long-standing, critical member of the TxIDTF and is instrumental in integrating representatives from law enforcement through adjudication to improve DWI prosecution. The TSRP has also been a significant champion of no-refusal initiatives by providing training and technical assistance throughout the state.

At the local level, prosecutors have implemented integrated approaches to address their jurisdiction's impaired driving problem. Texas elected prosecutors hold DWI prosecution to be a priority of their offices. Prosecutors are members of the TxIDTF and provide a practical perspective related to processing DWI cases through the criminal justice system. Many of these prosecutors are responsible for implementing no-refusal programs in their jurisdictions, devote time and resources to developing localized DWI task forces, and work to train law enforcement on DWI procedures and enforcement strategies.

The Texas Municipal Courts Education Center (TMCEC) trains and provides technical assistance to prosecutors on prosecuting juvenile DUI cases. The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in prosecuting DWI cases.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Write a white paper setting out the requirements and rationale for a complete DWI tracking system.

Status: In progress

Background: In the fall of 2024, the TxIDTF will be partnering with TTI to create a set of requirements and rationale for creating a DWI tracking system for Texas. To that end, the TxIDTF and TTI will create a questionnaire and survey all stakeholder groups (prosecution, toxicology, judiciary, etc.) on the requirements and rationale for a DWI tracking system. This process will help define the data elements to be captured, verify the integration compatibility of data capturing systems, and determine how much funding may be needed. A white paper/technical report will be generated as part of the investigation.

- B. **Recommendation:** Create a forward-looking plan to attract and retain DWI prosecutors.

Status: Ongoing

Background: TDCAA recognized this problem and created a diversity and retention committee in 2009. The committee has met multiple times in each year since and has helped draft legislation, provided local resources, created joint office interviews at Texas Law Schools, created lively and well-attended assistant district attorney listening sessions, and tackled many other initiatives.

One committee recommendation that TDCAA has adopted is a policy of providing training on self-care addressing compassion fatigue, vicarious trauma, PTSD, burnout, suicide prevention, and substance abuse. These topics have been addressed and included in all major training programs since 2018. This important part of training is having a heartrendingly visible impact on DWI prosecutors and will continue to proliferate.

TDCAA continues to create public reports about prosecutors' circumstances, caseloads, and responsibilities. These reports are designed to inform decision makers and the public of obligations facing Texas prosecutors. TDCAA's efforts have led to the creation of a state assistant prosecutor longevity fund and, more importantly, have continued to retain funding for over a decade. The DWI Resource Prosecutor grant is heavy in Category 600 contractual services provided by experienced traffic safety prosecutors. This plan by TDCAA to use Category 600 subcontractors rather than expand to more full-time or part-time employees is 100 percent about retaining the best prosecutors the state has to offer.

Attracting and retaining qualified prosecutors in every area of prosecution is a continuing and profound issue. TDCAA must remain vigilant in addressing this issue. The DWI resource prosecutor (i.e., the TSRP) will continue targeting and recognizing the best impaired driving prosecutors by inviting them to become trainers, engaging them with project work, and acknowledging their accomplishments through award ceremonies.

- C. **Recommendation:** Obtain technical assistance to determine if and how the prosecutor case management systems currently in use can share data and what other agencies might be included in the sharing.

Status: Ongoing

Background: The TxIDTF suggests creating a questionnaire to survey prosecutor offices on the requirements and rationale for a DWI tracking system. This process could also help determine how much funding may be needed. Each Texas prosecutor office (over 300) contracts separately, or with its county, for case management software.

- D. **Recommendation:** Engage prosecutors in a visioning process to design a comprehensive plan to advance the prosecution of DWI cases.

Status: Completed

Background: Since 2018, TDCAA has hosted the DWI Prosecutor Task Force that meets annually. Minutes are shared with the TxIDTF. Members of the TxIDTF have attended meetings to hear from or be heard by

prosecutors. This group of 20 Texas prosecutors is made up of representatives from offices of all sizes and is comprised of jurisdictions throughout the state. All members have expertise in impaired driving. Elected prosecutors and TDCOA leadership are both represented on the task force. The DWI Prosecutor Task Force has been successful in providing information to other traffic safety groups and carrying back new information and trends to prosecutors across the state.

Adjudication

Different types of courts have specific roles in dealing with the impaired driving problem in the state. The TxDOT Alcohol and Other Drug Countermeasures Program has worked to improve communication between each of these courts.

The Texas court system becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriates conditions of bond, including mandatory controlled substance testing and/or installation of an ignition interlock device.

Bond conditions are important in DWI cases because the 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 processed through the criminal justice system.

After a charging instrument is filed with a trial court, that court oversees the disposition of the case. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial. However, the majority of DWI cases will be disposed via plea bargain. Trial courts include specialized treatment courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff, with the goal of addressing the root cause of impaired driving: abuse of alcohol and other drugs. Specialty courts also address other issues, such as lack of work, family problems, and potential presence of an addiction.

Courts without a specialized treatment method use more traditional approaches to DWI case management. These courts are encouraged to ensure the close monitoring of DWI offenders through the use of ignition interlocks and other alcohol monitoring and detection devices.

Each of the different courts has a statewide association that is funded to provide technical assistance and education specifically related to impaired driving. These different associations come together once a year to provide education to all courts on issues impacting adjudication of impaired driving cases. This aggregation of the judiciary and practical continuing education has proven to be a critical catalyst in advancing solutions that address 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 trained judges in smaller jurisdictions to employ the precepts of treatment protocols from these specialty treatment courts to create hybrid approaches.

Courts that handle underage alcohol offenses and public intoxication can prevent individuals from driving impaired in the first place. TMCEC trains judges, prosecutors, and clerks on effectively handling underage alcohol and public intoxication offenses. TMCEC also provides municipal courts with technical assistance in implementing "teen court," which is an alternative sentencing option wherein a jury of the teen defendant's peers decides the sentence. Teen court has proven very effective at reducing recidivism due to its positive power of peer influence.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Work with LEADRS and other justice information systems to design a path forward to have a DWI tracking system.
Status: Ongoing

Background: LEADRS has presented information to the Traffic Records Committee as well as the TxIDTF detailing what systems it has in place and what expansion would need to take place to complete this recommendation.

Under Articles 17.51 and 17.52 of the Code of Criminal Procedure, which took effect in 2022, all bond conditions (including those requiring ignition interlock devices) set by magistrates are required to be reported to a statewide database maintained by TxDPS. This mandatory inclusion into the Texas Crime Information Center represents a positive step toward a statewide DWI tracking system.

- B. **Recommendation:** Invite the tribal court judges and staff to attend the Texas DWI training.

Status: Ongoing

Background: Correspondence has been sent to the three tribal community courts in Texas: Ysleta del Sur Pueblo, Alabama-Coushatta, and Kickapoo. The tribes have been invited to participate in the TxIDTF meetings. Although no response has been received, the TxIDTF will continue to extend invitations to collaborate, attend meetings, and participate in judicial trainings.

- C. **Recommendation:** Inventory the information systems currently in use by all existing courts that adjudicate DWI cases.

Status: Not currently being addressed

Background: Due to the size of the state and the variety of case management systems being utilized in the 254 counties, this task will require significant resources.

Community Supervision

Offenders who have been convicted of an impaired driving offense have three sentencing options: jail time, community supervision (also known as probation), and deferred adjudication with community supervision for some offenders. In most cases, the offender is placed on community supervision for a period of 6–24 months. During this time, the offender will likely be required to:

- Complete a state-approved DWI education course within the first six months of supervision.
- Attend a victim impact panel.
- Complete community service (no less than 24 hours, no more than 100 hours).
- Complete an alcohol and drug evaluation to determine any substance abuse issues and/or complete random substance testing (usually urinalysis and/or breathalyzer).
- Install interlock as a condition of bond, probation, occupational driver's license, and deferred adjudication.
- Report to a CSCD officer or designated monitoring authority.
- Pay any fines, court costs, CSCD fees, and treatment costs ordered.

These general community supervision conditions can be amended by the court or prosecution (prior to disposition) to allow for the unique needs of each offender to be met.

Additionally, post-disposition, the court may amend these conditions at its discretion. The most common addition to the community supervision conditions is the installation of an ignition interlock device in the offender's vehicle. Depending on the type of offense, 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 86th legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

In 2019, HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This

legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is in part replaced by a state fine in DWI cases that applies on final conviction, which will not include probation or deferred adjudication. This fine makes it much more expensive to take a jail-time-served plea and cheaper to take a probation offer, which gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

In the mid-1980s, deferred adjudication was removed as an alternative on DWI cases. That change created several nonjudicial collateral consequences to apply to DWI convictions, including loss of employment, increased insurance, and public record convictions on background checks. The reason for this prohibition was to prevent masking and the fact that under the laws at that time, deferred adjudication could not be used to enhance a subsequent DWI. Over 10 years ago, Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

In 2019, HB 3582 paved the way for deferred adjudication in certain DWI offenses. All deferrals, however, are eligible to enhance subsequent DWIs. Second offenses, cases with a BAC over 0.15, and drivers with commercial driver's licenses are not eligible. The deferral will require ignition interlock but will remove all nonjudicial collateral consequences.

Parole

Parole is the discretionary release of an offender, by a Board of Pardons and Paroles decision, to serve the remainder of a sentence in the community under supervision. Some offenders convicted of impaired driving offenses are sentenced to prison. Once they have been released from prison, these offenders may be required to have an ignition interlock as a condition of their parole.

Ignition Interlock Program

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an ignition interlock is ordered if the offender re-offends or if the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if the offender receives deferred adjudication or probation, had a 0.15+ BAC, or the charge is a subsequent impaired driving offense.

For offenders placed on community supervision for DWI with a child passenger (after September 1, 2019), intoxication assault, or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also receive 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 given an ignition interlock when placed on probation.

Typically, an offender who is ordered to receive an ignition interlock will be required to have the device installed within 30 days of judgment, or if ordered as a condition of bond, an offender must keep the device on until the case has been adjudicated. Offenders are required to keep the device installed for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement. TTI, TMCEC, Texas Center for the Judiciary (TCJ), Texas Justice Court Training Center (TJCTC), and Texas Association of Counties train judges and court staff on ignition interlock laws.

Administrative Sanctions and Driver Licensing Programs

Texas utilizes administrative sanctions related to impaired driving offenses for both adult and underage individuals. The license sanctions are intended to serve as both general and specific deterrence tactics to prevent impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. Information on graduated driver licensing, zero-tolerance laws, and ignition

interlock device requirements is integrated into the administrative sanctions and driver licensing program in Texas. This information is included as part of the driver education curriculum.

ALR is a traffic safety countermeasure that authorizes law enforcement to confiscate the driver’s license of an individual who is arrested on suspicion of DWI/DUI and who either refuses to submit to a chemical test (breath or blood) or has test results that indicate a BAC above the per se limit of 0.08 g/dL. Drivers are given a notice of suspension that allows them to drive temporarily, and during such time, the suspension may be challenged through an administrative hearing. If the suspension is either not challenged through the hearing process or is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work. Table 5 lists the ALR sanctions for adults, and Table 6 lists the ALR sanctions for minors.

In addition to these administrative initiatives, Texas works with prosecution, judiciary, and community supervision professionals to maximize the use of ignition interlock devices to reduce recidivism associated with impaired driving.

Table 5. ALR Sanctions for Adults

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater following an arrest for DWI/BWI	90 days	First offense
	1 year	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest

Table 6. ALR Sanctions for Minors

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount) following an arrest for DWI/BWI or was not requested to provide a specimen following an arrest for an offense	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code, or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code, or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

Recommendations from the 2022 Impaired Driving Technical Assessment

No recommendations for this section.



ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Screening, assessment, treatment, and rehabilitation are vital components to curb the impaired driving problem. Many alcohol users are risky drinkers that both perceive themselves to be moderate drinkers and underestimate the amount of alcohol it takes to cause impairment. This overconsumption results in impaired driving. With these individuals, screening and brief intervention is extremely effective. However, impaired driving behavior can also be a symptom of a more significant alcohol or drug misuse issue. When clinical needs (i.e., alcohol and other drug misuse) get in the way of a person making safe driving decisions, services should be available to address the substance misuse and therefore, reduce repeat impaired driving behavior. Identifying and providing appropriate sanctions and services to individuals who are more likely to pose a threat to public safety and have further clinical needs are steps in the direction of increasing community safety and reducing recidivism in Texas.

Evidence-based screening tools provide preliminary data on an offender's potential clinical needs or risk levels. At the same time, assessment tools identify the nature of those clinical needs and intervention levels. Assessment data inform criminal justice professionals and the mental health community about which sanctions, treatment, and rehabilitation plans are appropriate for an individual offender.

The American Psychological Association defines psychological treatment as the exclusive purview of trained mental health professionals to yield healthy and adaptive change in a person's behavior, thoughts, and emotions. The major types of mental health professionals are psychologists, counselors, clinicians, therapists, clinical social workers, psychiatrists, and mental health nurse practitioners. In general, these practitioners are allowed to screen and assess individuals for clinical needs and develop treatment plans for offenders.

According to the World Health Organization, rehabilitation is a set of interventions designed to optimize a person's functioning and health. Some examples of rehabilitative interventions offered to DWI offenders in the

state are DWI education classes, community service, monitoring and supervision, victim impact panels, peer support groups, and interlock or transdermal monitoring. These rehabilitation options can be offered by any members of the legal system and the community as a whole. These services are often offered and regulated by jails, courts, CSCDs, community providers, licensing boards, and mental health providers.

The TxIDTF has members who conduct screening assessments and prescribe and directly provide rehabilitation services to DWI offenders. Currently, the task force has no representatives of the treatment community.

Screening and Assessment

Screening and assessment data allow the criminal justice system to make informed decisions about an offender's clinical needs and risk levels, which directly correlate to a community's safety and recidivism rates. It is important to note that there is a difference between correctional and clinical screenings and assessments. Correctional screenings and assessments tend to focus on criminal risk-taking, with less attention placed on an offender's clinical needs. Still, the main focus is to determine an offender's criminal risk level to the public and quantify the levels of supervision needed. In contrast, clinical screening and assessment tools focus on an offender's clinical needs and levels of rehabilitation and treatment needed.

Screenings and further assessment can be done at any point in the DWI pipeline. Jailers, prosecutor offices, magistrates, judges, community supervisors, and treatment providers can request appropriate screening and assessment of DWI offenders. In Texas, DWI offender screenings and assessments are done mainly by outreach, screening, assessment, and referral centers; private licensed providers; jailers; and CSCDs. CSCDs throughout the state handle screening of DWI offenders differently. Some CSCDs screen offenders in-house, while others refer offenders to licensed providers within the community. Each CSCD follows the policies and procedures established by the courts in its jurisdiction. CSCDs are statutorily required to use specific risk/assessment screening and assessment tools, with only a tiny minority adding DWI-validated screening and assessment tools to the evaluation process. Some of the DWI-validated screening and assessment tools are the Computerized Assessment and Referral System, Impaired Driving Assessment, and DUI Risk and Needs Triage. DWI-validated tools are preferred over generalized instruments since they were validated for the DWI offenders and present more accurate needs/risk results for this population.

Training the Criminal Justice System on Screening, Assessment, Treatment, and Rehabilitation

The task force has members involved in training the criminal justice community on the importance of using evidence-based screening and assessment tools, treatment, and rehabilitation. The Center for Alcohol and Drug Education Studies (CADES) has the Texas Ignition Interlock Training, Outreach, and Evaluation Program and the CADES Training and Assistance for Criminal Justice Professionals on DWI Treatment Interventions. TMCEC offers training through its Municipal Traffic Safety Initiatives, TJCTC through its Texas Justice Court Traffic Safety Initiative, and TCJ through its Texas Judicial Resource Liaison and Impaired Driving Judicial Education.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Enact a statute that establishes a DWI data tracking system and incentivize all keepers of impaired driving offense data to share the data to track every DWI offense.

Status: Legislative action required

Background: There are thousands of elected local officials (judges, sheriffs, district attorneys, county attorneys, district clerks, county clerks, and more) who are responsible for entering core DWI data. They report to no statewide administrative agency, but rather to voters locally. Most of them are funded locally and not through the state. There are also thousands of municipal, county, regional, and state agencies (TxDPS, Texas Parks and Wildlife, regional water districts, city police departments, school and university police departments, and more) that report core impaired driving data. City agencies receive very little state funding. When the state government requires through legislation activities that must be carried out by local elected office holders and locally funded and administered agencies without funding, the mandate generally does not work well. Texas is deliberately, constitutionally, and quite effectively decentralized. This makes centralized, uniform, mandatory

record keeping difficult. The solution here will require local multidisciplinary, multilevel, rural, and urban buy-in and design. This process has been initiated and will continue through the TxIDTF.

- B. **Priority Recommendation:** Identify, train, and support qualified assessment and evaluation professionals in underserved areas.

Status: Ongoing

Background: Training resources that can be accessed for underserved areas are available online. TCJ has reached out to 90 counties identified by TxDOT as being high risk for impaired driving crashes. TCJ has offered to customize training for the judiciary in these counties. Several counties have responded with training requests. It is unknown how well these resources are being utilized in underserved populations. An opportunity exists to identify how (or if) these resources are being promoted to underserved areas. The TxIDTF can support these efforts in promoting training resources to underserved areas.

Screening and Brief Intervention in Medical and Other Settings

CSCDs often use the Texas Risk Assessment System screening and assessment tool to determine an offender's risk and needs levels. The results point to which rehabilitation interventions will be used. CSCDs also tend to supplement offenders' evaluations with clinical screening tools such as the Substance Abuse Subtle Screening Inventory. The El Paso jurisdiction is pioneering a project to add a DWI-validated screening and assessment tool into its DWI court program.

One evidence-based intervention tool used for reducing alcohol misuse that has been implemented is Screening and Brief Intervention Referral to Treatment (SBIRT), or Screening and Brief Intervention (SBI). SBIRT involves a short, standardized screening designed to provide a score to the participant reflective of the person's alcohol use (e.g., abstainer/low risk, high risk, etc.). The score is then used to discuss, through a short motivational interview with a trained individual, the behaviors that accompany a participant's alcohol use and the options for changing behavior.

Usually, SBIRT and SBI are offered in healthcare settings. In the traffic safety community, SBIRT or SBI is being offered to the college student population through TxSDY's Screening and Brief Intervention for Risky Alcohol Use and DUI Among College Students program and Screening and Brief Intervention for Marijuana Use Among College Students programs.

The TxIDTF strongly considers SBIRT and SBI to be effective countermeasures against alcohol-impaired driving. The TxIDTF would like to see additional SBIRT and SBI programming that provides for universal screening and record keeping, training additional professionals in brief interventions to motivate reduced alcohol use, and identifying linkages with other institutions where SBIRT or SBI are routinely used. Recent programs are attempting to solve this issue by improving the referral process from SBIRT to specialized treatment. While these approaches focus on offenders, universal screening is intended to reach the broader population of drivers to address clinical needs prior to impaired driving. Moving upstream to prevention requires use of SBIRT in the general population such as primary or other healthcare settings.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Recommendation:** Assess the extent of utilization of SBIRT in hospitals and other settings in Texas and determine the level of fidelity of implementation.

Status: Not currently being addressed

Background: Research indicates SBIRT in hospital settings is a highly effective way to reduce impaired driving. For that reason, Level 1 Trauma Centers are required by federal law to implement an SBIRT process. However, the law does not provide universal requirements for implementing an SBIRT program, so programs and implementation vary across hospital/trauma rooms. Additionally, few hospitals appear to be aware of the Medicaid and Medicare codes they can activate related to covering SBIRT expenses in an emergency room setting. If funding is available, it would be beneficial to educate hospitals and other healthcare providers on the most effective ways to (a) implement SBIRT programming, and (b) utilize Medicaid and Medicare codes to cover related expenses.

Additionally, research indicates that administering SBIRT programs in criminal justice settings increases the likelihood of DWI offenders receiving this intervention. Therefore, it would also be beneficial to support SBIRT programs in a criminal/judicial setting, however, these programs are cost prohibitive.

The Texas Health and Human Services Commission has secured a contract to implement SBIRT in several hospitals: Dell Children's, Ben Taub, Dell Seton, and Be Well Texas at UT Health San Antonio. UT Health San Antonio contracts with the Health Behavior Research and Training Institute at The University of Texas at Austin, which is in contract with the hospitals listed above to develop policies and procedures for implementing SBIRT in the healthcare setting (including the development of a training plan for implementation of SBIRT). This program is for all substance use disorders and includes alcohol. Patient navigators follow up on those who need a plan for referral to treatment. The goal is to provide support throughout the referral process to increase treatment.

Input from administrators from systems delivering SBIRT would be helpful to ensure there is no adverse impact on their ability to perform their functional role in additional settings.

- B. **Recommendation:** Promote and support the use of SBIRT in hospitals, healthcare facilities, and other settings in Texas.

Status: Ongoing

Background: There are a variety of programs that promote the adoption of tools for assessment and evaluation professionals in underserved areas. However, these programs typically are aimed at the healthcare sector and are funded by federal agencies (e.g., the Substance Abuse and Mental Health Services Administration and the Health Resources & Services Administration) that are not focused on traffic safety. As a result, there are fundamental jurisdictional divisions and limited cross-sector collaborations to leverage these resources for DWI offenders or the systems serving them.

- C. **Recommendation:** Assess the impediments to connecting people who have treatment needs identified by SBIRT with referrals to services.

Status: Ongoing

Background: Texas has made significant investments in expanding access to community care for behavioral health needs, including treatment for the misuse of alcohol and other drugs. While a DWI offender may voluntarily seek out these services themselves, the services are not designed to be integrated within the DWI pipeline. Mandating their care for DWI offenders would create a scarcity of services for persons who are not involved in criminal proceedings. This problem is seen in a different legal context: competency restoration. The court mandate of competency restoration slots has overwhelmed the state's hospital system, and now the majority of state hospital beds are focused solely on competency cases rather than on the broader array of treatment services needed by the general public with high acuity psychiatric needs.

- D. **Recommendation:** Expand the composition of the TxIDTF to fill representation gaps created by the lack of experts in the fields of local public health, emergency medicine, and alcohol and other drug treatment and prevention programs. Other groups to be considered for membership should include representatives from the military, veterans, employers, and community groups, especially those representing diverse populations.

Status: Ongoing

Background: The TxIDTF continues work to expand its membership. Since the 2022 NHTSA assessment, the director of emergency medical services has joined the task force. Work continues to include alcohol and other drug treatment providers.

Treatment and Rehabilitation

Following screening and assessments, DWI offenders receive an intervention that will include a rehabilitation plan and, depending on the need, a treatment plan as well. All jurisdictions in Texas, through CSCDs, offer rehabilitation options to DWI offenders. Some jurisdictions provide treatment and rehabilitation services

through pretrial intervention programs, specialty courts, and community supervision. For example, the Harris County CSCD offers a comprehensive set of treatment and rehabilitation options to DWI offenders. Jurisdictions such as Bexar, Brazoria, Brown, Collin, Dallas, Denton, El Paso, Fort Bend, Harris, Hidalgo, Kaufman, Lubbock, McLennan, Midland, Montgomery, Tarrant, Travis, Val Verde, Victoria, Webb, and Williamson Counties have DWI courts. Specialty DWI courts are known to offer screening, assessment, treatment, and rehabilitation services to DWI offenders. The task force has representatives from several of these DWI courts. Most DWI courts only accept felony DWI offenders, with a few exceptions: Dallas, Fort Bend, Hidalgo, and Tarrant Counties have misdemeanor DWI courts. Local courts use minor-in-possession and public intoxication citations to employ early intervention. These courts deal with DUI-minor cases. These judges cannot impose treatment options on minors; they can only impose rehabilitation options such as DWI classes. Effective January 1, 2025, fine-only misdemeanors committed by individuals under 17, including Public Intoxication and DUI by a Minor, are required to be diverted in many circumstances. Justice and municipal courts have a wide range of diversion strategies available in these cases, including requiring rehabilitation programs, mental health screenings and clinical assessments, drug and alcohol testing, and substantial compliance with treatment ordered by a physician or other health professional.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Enact a statute that establishes a DWI data tracking system and incentivize all keepers of impaired driving offense data to share the data to track every DWI offense.

Status: Legislative action required

Background: The TxIDTF suggests creating a questionnaire to survey treatment and rehabilitation providers on the requirements and rationale for a DWI tracking system. This process could also help determine how much funding may be needed.

- B. **Priority Recommendation:** Conduct an impact evaluation of DWI courts.

Status: Ongoing

Background: House Bill 1256 of the 87th Texas Legislature requires 1 percent tax on some mixed beverages to be allocated to specialty court programs. In October 2023, the TxIDTF began communications with a representative of the Governor’s Specialty Court Advisory Council (SCAC). The council is responsible for evaluation and funding recommendations to the Governor’s Criminal Justice Division.

Judge Elizabeth Rainey, Midland, offered to liaise between the TxIDTF and the SCAC. She reported to the membership that in 2024, there are two DWI courts that will receive evaluations: Dallas County misdemeanor and felony DWI courts. Additionally, SCAC is seeking separation of DWI courts from adult drug courts in statute.

- C. **Recommendation:** Document the lack of access and impediments to treatment services.

Status: Ongoing

Background: Both federal (Health Resources & Services Administration) and state (Texas DSHS) agencies monitor and publish on health workforce shortage areas and medically underserved areas/populations.

One access issue identified by the courts in FY 2023 was a concern for language barriers experienced by non-English speaking defendants ordered to complete alcohol education training as a condition of sentencing. A subcommittee to the larger TxIDTF was convened to investigate and address this concern. A white paper was drafted that addresses the language barrier concerns of the court while also advocating potential solutions to ensure that all non-English speaking defendants have access to training and services in their native languages.

- D. **Recommendation:** Conduct a feasibility study of providing increased access to treatment for DWI offenders, especially in underserved areas.

Status: Not currently being addressed

Background: The TxIDTF will plan to invite professionals to discuss the issues and create and distribute a questionnaire to determine available services across the state.

Monitoring Impaired Drivers

In Texas, DWI offenders can be ordered to submit to alcohol monitoring through court-ordered probation or as a pretrial bond condition. Alcohol monitoring may include ignition interlock, transdermal alcohol monitoring, remote alcohol monitoring, portable breathalyzer, chemical assessment, and any combination of these approaches. Orders for alcohol monitoring and sanctions for alcohol infractions are typically applied on a case-by-case basis. More systematic procedures for determining who receives which type of monitoring and how alcohol infractions are responded to will increase the effectiveness of curbing alcohol use and impaired driving behavior.

Some CSCDs have a specialized DWI caseload to monitor DWI offenders. These caseloads usually emerge as a need to monitor interlock devices. Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. However, the Office of Court Administration (OCA) does track the number of DWI felony and misdemeanor cases that are active and inactive, as well as how cases are adjudicated. In addition, OCA tracks the number of ignition interlock devices that are issued as a condition of bond in justice and municipal courts.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

A more holistic form of monitoring is done through specialty courts. Texas has established funding for specialty treatment courts that integrate screening and assessment, treatment, and rehabilitation components into monitoring practices. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.



COMMUNICATION PROGRAM

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multilingual materials, Texas has taken care to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 7. 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 7. Impaired Driving Communication Projects and Campaigns

Project Title	FY 2023	FY 2024	Planned FY 2025
Statewide Impaired Driving Campaign*	X	X	X
Impaired Driving Mobilization STEP Grant Program	X	X	X
Project Celebration	X	X	X

*Football Season, Christmas/New Year Holiday, Labor Day, College and Young Adult/Spring Break, Spring and Early Summer Holidays, Faces of Drunk Driving, and Labor Day. These communication campaigns existed as separate impaired driving campaigns until their consolidation in FY 2016.

TxDOT has developed strong relationships with the following types of organizations and has worked with them in the past to maximize the impact of all communications:

- Alternative transportation opportunities—public transportation, rideshare companies, cabs.
- Community outreach activities—National Night Out, health fairs, coalitions, sporting events, etc.
- Corporations—Texas Association of Broadcasters, NCC Media, Fox Sports Southwest, iHeart, Punchdrunk Digital, IMG, All Over Media and Billups.
- Business and professional associations—representing restaurants, convenience stores, colleges, business alliances, chambers of commerce, etc.
- Distributor’s campaign and education programs.
- Festival and event groups—San Antonio’s Fiesta Oyster Bake, Lockheed Martin Armed Forces Bowl, WBCA Jalapeno Festival, Corpus Christi Brewery Festival, Brady Goat Cook-off, West Texas State Fair, East Texas State Fair, BFD Concert, Bison Music Festival, and college football tailgating and game time.
- Judicial networks (teen courts, TCCA, judges/clerks, etc.).
- NSC’s employer network, safe communities, and teen coalitions.

- Youth and college groups—Teens/U in the Driver Seat and other young driver programs, Texas FLCAA FACTS, new student orientation programs, athletic departments, and residence hall/housing programs at universities such as University of Texas Austin, Texas A&M University, Texas Tech, etc.

TxDOT focuses on educating Texans about the important issue of impaired driving by reaching the public through a variety of means. These include:

- Press Releases and Media and Outreach Events
- News Interviews (Print, TV, Online)
- Billboards
- Bar and Restaurant Advertising (Posters, Clings, Coasters, Digital Jukebox, Connected TV Video)
- Convenience Store Advertising (Posters and Clings)
- Posters, Notepads, Mesh Banners, and Information Cards
- Traditional TV & Radio Public Service Announcements (PSAs)
- Digital Radio (Pandora, Soundcloud, Spotify, TuneIn Radio, and Univision)
- Digital Advertising (YouTube, Mobile Video, Dating Apps, Connected TV)
- Social Media (Facebook, Instagram)—Paid and Organic
- Influencer Program—Paid and Organic
- Website Featuring Interactive “Consequences Spinner” and Testimonials

Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the SWID campaign in FY 2023–2024 and is tasked with building a year-long integrated marketing and communications effort.

In addition to these mass media tactics, the communications program includes a serious grassroots campaign to educate the public through word of mouth. The 25 TxDOT districts are staffed with traffic safety specialists (TSSs) who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high schools and colleges, sponsor parade floats, and distribute educational materials to local employers. Many of the TSSs have organized their own local safety coalitions 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 online showing the consequences of drinking and driving. These materials include testimonial videos by survivors of drunk driving and by those who have been charged with a DWI, as well as other print and digital resources that share the real costs of drunk driving and the many ways to find or plan for a sober ride.

Utilizing available qualitative and quantitative data, TxDOT and ad agency partners regularly perform market studies to determine what messages and tactics will best reach target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month. Based on this important research, subtle changes to campaigns have been made. One example is messaging that addresses the “bulletproof” feeling of many young adults by reinforcing the fact that there are real, life-altering consequences to driving after drinking that can happen to them. Another example is replacing the term “designated driver” with “sober ride” since frequently the designated driver is selected because they are the person who has consumed the *least* amount of alcohol instead of the person who has not consumed *any* amount of alcohol. It also reminds people that there are many transportation options available if everyone in their group has been drinking (cab, rideshare, bus, etc.). Another recent change was to increase the core target audience age from 18–34 to 18–44. Through regular studies, data have shown that males age 35–44 are also at a high risk for drunk driving because they have more expendable incomes that allow them to drink outside of the home more often, and they may be more overconfident in their ability to drive after drinking since they may have years of experience doing so.

Recommendations from the 2022 Impaired Driving Technical Assessment

- A. **Recommendation:** Expand the current ongoing efforts of NSC and the TSSs in providing information, both in materials and face-to-face seminars, to employers.

Status: Ongoing

Background: In FY 2021, 326 Texas employers from various sectors, including municipalities, healthcare, transportation, education, energy, and more, were trained on the Drug Impairment Training for Texas Employers program. In FY 2022, 400 Texas employers were trained, and program growth is expected to continue as funding allows. NSC will also continue to work toward expanding its online resources available to employers. New resources for FY 2023 include expanded micro-learnings and learning management system improvements to include evidence-based habit building and an employer mobile application provided at no cost to employers.

- B. **Recommendation:** Utilize the Network of Employers for Traffic Safety in addition to NSC to identify strategies for working with the state's employers to provide impaired driving information and materials for their employees to diminish the number of traffic crashes and their related effect.

Status: Ongoing

Background: TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads.

- C. **Recommendation:** Develop a cadre of partners and stakeholders, beginning with state-level organizations, who can advocate for impaired driving countermeasures among their membership at the community level, and provide template materials (e.g., press releases, letters to the editor, social media posts and graphics, etc.) to make it easy for those who wish to become engaged in supporting impaired driving prevention programs at the local level.

Status: Ongoing

Background: TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads.

- TxDOT is partnering with MADD to provide personal stories for media during *Drive Sober. No Regrets.* press events.
- TxDOT is providing *Drive Sober. No Regrets.* digital campaign toolkits so that statewide partners can share social media posts, print outreach materials, and encourage their followers to attend outreach events happening in their communities. Six digital campaign toolkits are available throughout the year, one for each flight of the marketing campaign. Four digital campaign toolkits designed specifically for use by law enforcement agencies during the heightened enforcement periods are also available. These toolkits include a press release template that can be customized for the local area.
- TxDOT is partnering with campus-based U in the Driver Seat and student leaders across Texas to reinforce campaign messages with their classmates during pre-Spring Break events on campus.
- TxDOT has partnered with residence life programs at universities statewide for assistance in distributing educational materials to students, including door hangers, flyers, and branded notebooks.

- D. **Recommendation:** Conduct a training conference for officials from program partners (law enforcement, TxDOT, health departments, etc.) who are responsible for the dissemination of public information. Utilize this opportunity to provide data and information on the impaired driving problem within the state and highlight existing marketing campaigns, and to inform them of the most useful manner in which to coordinate their messaging with existing campaigns.

Status: Ongoing

Background: Sherry Matthews Group presented at the TxIDTF meeting in July 2023 on behalf of TxDOT about the *Drive Sober. No Regrets.* marketing campaign. The presentation covered the marketing campaign efforts and resources available to partners, such as the digital campaign toolkits and testimonial videos. A breakout session on this topic will be included at the 2025 Texas Impaired Driving Forum.

- E. **Recommendation:** Analyze crash, survey, socioeconomic, and demographic data to narrow the intended audience for paid media to those most at risk for impaired driving crashes to ensure sufficient message saturation, frequency, and reach of the advertisements to change behavior.

Status: Ongoing

Background: In addition to the continuous review of the latest crash statistics and demographic data of Texas, Sherry Matthews Group has conducted eight online surveys and 16 individual in-depth interviews since 2020 to support the communication program in determining the target audience and the messages that will most motivate behavioral change. The multifaceted paid media plan is designed to meet the target audience where they are most likely to consume and retain campaign messages. The creative changes through the year are initiated to match key timeframes when impaired driving messages are most critical.

- F. **Recommendation:** Establish a public information officer within TxDOT strictly for coordinating highway safety messaging, both engineering and behavioral.

Status: Complete

Background: TxDOT has established a public information officer position within SHSO for coordinating highway safety messaging.

- G. **Recommendation:** Establish partnerships with major corporations, or their representative professional associations, to expand the reach of the impaired driving program and amplify its messaging.

Status: Ongoing

Background: TxDOT will continue to educate and collaborate with partners to reduce crashes, fatalities, and serious injuries on Texas roads. In November and December of 2023, TxDOT partnered with Walmart to kick off its holiday season campaign with a press conference at one of its stores in Austin, Texas. Walmart not only offered the space but also provided a spokesperson who participated in the conference. Walmart also provided at no cost prime space in its parking lots throughout the state for TxDOT to host 10 outreach events that helped educate patrons on the importance of always finding a sober ride.



SUMMARY

The TxIDTF has evolved over the last 18 years to include all aspects of the impaired driving challenge continuum. The TxIDTF has developed the Texas Impaired Driving Plan—which encompasses the areas of program management and strategic planning, program evaluation and data, prevention, criminal justice, alcohol and other drug misuse, and communications—to affect the issue of impaired driving. By taking a comprehensive approach, the TxIDTF can significantly impact impaired driving in the state. New and innovative projects are funded each year by TxDOT’s Behavioral Traffic Safety Alcohol and Other Drug Countermeasures Program to address all the diverse components of a comprehensive impaired driving program. As processes and laws change in the state, the TxIDTF will continue to evolve to further reduce impaired driving fatalities, injuries, and crashes.

APPENDIX A: SIGNATURES OF APPROVAL

DocuSigned by:

20D4002F4303463
5/21/2024

Clay Abbott
DWI Resource Prosecutor
Texas District and County Attorneys Association

DocuSigned by:

5C78ED635E6347A
5/21/2024

Trevis Beckworth
Scientific Director
Texas Department of Public Safety Crime Lab

DocuSigned by:

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5/30/2024

Carlos Champion
Statewide Program Coordinator
Texas Drug Recognition Expert Program

DocuSigned by:

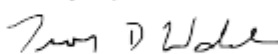
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5/24/2024

David Doggett
Deputy Chief, Field Operations Bureau
Texas Alcoholic Beverage Commission

DocuSigned by:

8DE5542712044E0
5/30/2024

Jim Markham
Crash Data & Analysis Section Director
Texas Department of Transportation

DocuSigned by:

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5/22/2024

Troy Walden, PhD
Director, Center for Alcohol and Drug Education
Studies
Texas A&M Transportation Institute

DocuSigned by:

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5/21/2024

Honorable Laura Weiser
Judicial Resource Liaison
Texas Center for the Judiciary

405(f) Motorcyclist Safety Grants

Qualification Criteria

In addressing 23 CFR 1300.25(d), Texas is demonstrating compliance with the following two criteria: 23 CFR 1300.25(e) "Motorcycle Rider Training Course" and 23 CFR 1300.25(f) "Motorcyclist Awareness Program."

Motorcycle Rider Training Course

Certification

In addressing 23 CFR 1300.25(e)(1), Texas is certifying that the designated State authority agency is the Texas Department of Licensing and Regulation (TDLR), and the designated State authority name and title is Keith Rovell, Presiding Officer, Motorcycle Safety Advisory Board, TDLR. The introductory rider curricula adopted by Texas is a curriculum that has been approved by the designated State authority and NHTSA as meeting NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training. 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.

In addressing 23 CFR 1300.25(e)(2), below is a list of the counties in Texas where motorcycle rider training courses will be conducted during the fiscal year and the number of registered motorcycles according to official State motor vehicle records.

County	Registered Motorcycles 5/29/2024	County	Registered Motorcycles 5/29/2024	County	Registered Motorcycles 5/29/2024
ANDERSON	625	GARZA	47	MOORE	288
ANDREWS	321	GILLESPIE	573	MORRIS	168
ANGELINA	882	GLASSCOCK	11	MOTLEY	14
ARANSAS	574	GOLIAD	102	NACOGDOCHES	701
ARCHER	164	GONZALES	203	NAVARRO	571
ARMSTRONG	30	GRAY	428	NEWTON	190
ATASCOSA	646	GRAYSON	2,924	NOLAN	240
AUSTIN	691	GREGG	1,599	NUECES	3,958
BAILEY	41	GRIMES	489	OCHILTREE	147
BANDERA	849	GUADALUPE	3,120	OLDHAM	25
BASTROP	1,580	HALE	327	ORANGE	1,443
BAYLOR	25	HALL	22	PALO PINTO	529
BEE	264	HAMILTON	160	PANOLA	340
BELL	6,905	HANSFORD	46	PARKER	3,519
BEXAR	19,773	HARDEMAN	41	PARMER	81
BLANCO	323	HARDIN	1,097	PECOS	177
BORDEN	5	HARRIS	32,768	POLK	1,167
BOSQUE	361	HARRISON	1,026	POTTER	1,660
BOWIE	1,221	HARTLEY	80	PRESIDIO	96
BRAZORIA	4,923	HASKELL	52	RAINS	258
BRAZOS	2,425	HAYS	3,409	RANDALL	2,684
BREWSTER	323	HEMPHILL	59	REAGAN	38
BRISCOE	12	HENDERSON	1,689	REAL	98
BROOKS	36	HIDALGO	5,551	RED RIVER	168
BROWN	581	HILL	666	REEVES	133

TEXAS ANNUAL GRANT APPLICATION FOR FISCAL YEAR 2025

County	Registered Motorcycles 5/29/2024
BURLESON	356
BURNET	1,050
CALDWELL	551
CALHOUN	298
CALLAHAN	267
CAMERON	3,197
CAMP	161
CARSON	122
CASS	521
CASTRO	51
CHAMBERS	760
CHEROKEE	682
CHILDRESS	75
CLAY	201
COCHRAN	26
COKE	58
COLEMAN	142
COLLIN	12,169
COLLINGSWORTH	41
COLORADO	267
COMAL	4,545
COMANCHE	183
CONCHO	41
COOKE	839
CORYELL	1,528
COTTLE	14
CRANE	65
CROCKETT	40
CROSBY	61
CULBERSON	27
DALLAM	109
DALLAS	16,246
DAWSON	106
DEAF SMITH	181
DELTA	77
DENTON	12,039
DEWITT	251
DICKENS	43
DIMITT	122
DONLEY	57
DUVAL	81
EASTLAND	334
ECTOR	2,047
EDWARDS	41
EL PASO	10,565
ELLIS	3,179

County	Registered Motorcycles 5/29/2024
HOCKLEY	316
HOOD	1,420
HOPKINS	553
HOUSTON	249
HOWARD	474
HUDSPETH	26
HUNT	1,881
HUTCHINSON	514
IRION	23
JACK	116
JACKSON	183
JASPER	540
JEFF DAVIS	52
JEFFERSON	2,458
JIM HOGG	34
JIM WELLS	355
JOHNSON	3,654
JONES	245
KARNES	126
KAUFMAN	2,265
KENDALL	993
KENEDY	2
KENT	11
KERR	1,170
KIMBLE	71
KINNEY	47
KLEBERG	319
KNOX	31
LAMAR	783
LAMB	134
LAMPASAS	566
LASALLE	70
LAVACA	245
LEE	204
LEON	258
LIBERTY	1,328
LIMESTONE	300
LIPSCOMB	45
LIVE OAK	157
LLANO	557
LUBBOCK	3,464
LYNN	57
MADISON	140
MARION	202
MARTIN	56
MASON	58

County	Registered Motorcycles 5/29/2024
REFUGIO	78
ROBERTS	25
ROBERTSON	209
ROCKWALL	1,785
RUNNELS	109
RUSK	762
SABINE	193
SAN AUGUSTINE	100
SAN JACINTO	613
SAN PATRICIO	1,083
SAN SABA	46
SCHLEICHER	33
SCURRY	239
SHACKELFORD	37
SHELBY	254
SHERMAN	31
SMITH	3,191
SOMERVELL	199
STARR	192
STEPHENS	77
STERLING	18
STONEWALL	18
SUTTON	32
SWISHER	76
TARRANT	23,068
TAYLOR	2,162
TERRELL	19
TERRY	123
THROCKMORTON	23
TITUS	379
TOM GREEN	1,892
TRAVIS	12,250
TRINITY	286
TYLER	362
UPSHUR	799
UPTON	52
UVALDE	309
VAL VERDE	517
VAN ZANDT	999
VICTORIA	1,152
WALKER	819
WALLER	840
WARD	207
WASHINGTON	519
WEBB	1,703
WHARTON	490

County	Registered Motorcycles 5/29/2024	County	Registered Motorcycles 5/29/2024	County	Registered Motorcycles 5/29/2024
ERATH	550	MATAGORDA	474	WHEELER	67
FALLS	160	MAVERICK	449	WICHITA	2,137
FANNIN	670	MCCULLOCH	119	WILBARGER	126
FAYETTE	325	MCLENNAN	3,259	WILLACY	123
FISHER	48	MCMULLEN	7	WILLIAMSON	8,345
FLOYD	79	MEDINA	853	WILSON	964
FOARD	17	MENARD	14	WINKLER	112
FORT BEND	7,165	MIDLAND	2,213	WISE	1,726
FRANKLIN	211	MILAM	332	WOOD	934
FREESTONE	268	MILLS	68	YOAKUM	71
FRIO	238	MITCHELL	84	YOUNG	352
GAINES	371	MONTAGUE	462	ZAPATA	91
GALVESTON	6,401	MONTGOMERY	10,405	ZAVALA	87

Motorcyclist Awareness Program

Certification

In addressing 23 CFR 1300.25(f)(1), Texas maintains a statewide program to enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists. The designated State authority agency over motorcyclist safety is the Texas Department of Transportation (TxDOT) and the head of the designated Texas authority over motorcyclist safety issues is Michael A. Chacon, P.E., Director of Traffic Safety Division, TxDOT.

In addressing 23 CFR 1300.25(f)(2), the following are performance measures and corresponding performance targets developed for motorcycle awareness in the FY24-FY26 Texas 3HSP.

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start	Target End	Target Value
7	C-7	Number of motorcyclist fatalities (FARS)	Annual	2025	2025	449
8	C-8	Number of Unhelmeted motorcyclist fatalities (FARS)	Annual	2025	2025	203

In addressing 23 CFR 1300.25(f)(3), the program area listed below contains the countermeasure strategies and planned projects and activities that will be implemented to address those problems. Please refer to the Motorcycle section for further information on the projects and planned activities.

Countermeasure Strategy
Motorcycle Safety Public Information and Education

The table below lists the counties and political subdivisions within Texas with the Motor Vehicle Traffic Total Crashes Involving a Motorcycle and Another Motor Vehicle in 2022 ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision. This information was gathered from the CRIS.

County	Total Crashes
Harris	826
Dallas	405
Bexar	386
Tarrant	354
Travis	276
El Paso	190
Denton	145
Collin	120
Montgomery	111
Galveston	97
Williamson	95
Hidalgo	94
Lubbock	73
Nueces	71
Smith	69
Bell	68
Fort Bend	59
Jefferson	50
Midland	49
Cameron	47
Brazos	46
Johnson	44
Brazoria	41
Hays	41
McLennan	40
Ector	39
Gregg	38

County	Total Crashes
Van Zandt	9
Hood	8
Kendall	8
Burnet	7
Chambers	7
Jasper	7
Polk	7
San Jacinto	7
Wilson	7
Anderson	6
Brown	6
Cherokee	6
Deaf Smith	6
Harrison	6
Hopkins	6
Lamar	6
Matagorda	6
Montague	6
Atascosa	5
Austin	5
Cooke	5
Gaines	5
Grimes	5
Hale	5
Howard	5
Jim Wells	5
Lampasas	5

County	Total Crashes
Martin	2
McCulloch	2
Mitchell	2
Newton	2
Real	2
Somervell	2
Titus	2
Uvalde	2
Willacy	2
Winkler	2
Andrews	1
Armstrong	1
Blanco	1
Bosque	1
Calhoun	1
Callahan	1
Carson	1
Clay	1
Coleman	1
Crockett	1
Dallam	1
Dewitt	1
Dimmit	1
Duval	1
Eastland	1
Edwards	1
Fannin	1

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.

405(g) Nonmotorized Safety Grants

Eligibility Determination

In addressing 23 CFR 1300.26(b)(1), Texas is eligible for Nonmotorized Safety Grants in FY 2025 according to *FY 2025 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)* from NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.

National Highway Traffic Safety Administration Regional Operations and Program Delivery Office of Grants Management and Operations				
FY 2025 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)				
MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND PERCENT OF TOTAL, BY STATE FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
North Dakota	101	13	12.87%	Ineligible
Ohio	1,354	211	15.58%	Eligible
Oklahoma	762	124	16.27%	Eligible
Oregon	599	112	18.70%	Eligible
Pennsylvania	1,230	222	18.05%	Eligible
Puerto Rico	337	107	31.75%	Eligible
Rhode Island	63	9	14.29%	Ineligible
South Carolina	1,198	222	18.53%	Eligible
South Dakota	148	15	10.14%	Ineligible
Tennessee	1,327	207	15.60%	Eligible
Texas	4,500	942	20.93%	Eligible
Utah	332	53	15.96%	Eligible
Vermont	74	9	12.16%	Ineligible
Virginia	973	149	15.31%	Eligible
Washington	674	166	24.63%	Eligible
West Virginia	282	45	15.96%	Eligible
Wisconsin	620	76	12.26%	Ineligible
Wyoming	110	12	10.91%	Ineligible

Qualification Criteria

In addressing 23 CFR 1300.26(c), the program area listed below contains the countermeasure strategies and planned projects and activities that will be implemented to address those problems. Please refer to the Pedestrian and Bicyclist Safety section for further information on the projects and planned activities.

Countermeasure Strategy
Pedestrian and Bicyclist Safety Evaluation
Pedestrian and Bicyclist Safety Public Information and Education
Pedestrian and Bicyclist Safety Training

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Texas

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by [SAM.gov](https://sam.gov));
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324 et seq.](#)), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and *49 CFR parts 37 and 38*;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST**(applies to subrecipients as well as States)****GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. 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 annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature



9/4/2024

Signature Governor's Representative for Highway Safety

Date

Marc D. Williams, P.E.

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Texas

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Section IV: 405(b) Occupant Protection Grants- Occupant Protection Plan (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Section IV: 405(b) Occupant Protection Grants- Planned Participation in Click It or Ticket National Mobilization (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Section IV: 405(b) Occupant Protection Grants- Child Restraint Inspection Stations (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Section IV: 405(b) Occupant Protection Grants- Child Passenger Safety Technicians (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

- Coverage of all passenger motor vehicles;

- Minimum fine of at least \$25;

- Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);

- o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);

- o The name and title of the State's designated occupant protection coordinator is _____.

- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
Section IV: 405(c) State Traffic Safety Information System Improvement Grants _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/1/24 (date). Specifically:

- Annual grant application at _____ (location) Section IV: 405(d) Impaired Driving Countermeasures Grants describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) Section IV: 405(d) Impaired Driving Countermeasures Grants contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) Section IV: 405(d) Impaired Driving Countermeasures Grants contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
-

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from texting ban.

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from handheld phone use ban.

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from youth cell phone use ban

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;

- Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Keith Rovell, Presiding Officer- Motorcycle Safety Advisory Board, TDLR
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at Section IV: 405(f) Motorcyclist Safety Grants (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Michael Chacon, P.E., TxDOT.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Section IV: 405(f) Motorcyclist Safety Grants (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Section IV: 405(f) Motorcyclist Safety Grants (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

- Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
 - Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
 - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs
[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
 - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s):

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
Legal citation(s):

- Applying as a Data State—
 - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
 Section IV: 405(g) Nonmotorized Safety Grants _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
 _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
 _____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
 _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—
 - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
 - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]


[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature





Signature Governor's Representative for Highway Safety

Date

Marc D. Williams, P.E.

Printed name of Governor's Representative for Highway Safety