



Texas Annual Grant Application

Fiscal Year 2026



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Governor, State of Texas

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I. Updates to the Triennial HSP

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

Adjustments to Countermeasure Strategy for Programming Funds

In addressing 23 CFR 1300.12(b)(1)(i), Texas has no adjustments to our countermeasure strategy for programming funds. No adjustments are being made because 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, BTS requests proposals for the Texas AGA projects through its annual Request for Proposals (RFP). The General Traffic Safety proposals were solicited between November 2024 through January 2025. Proposals for the Driver Education Grants (DEG) Initiative were solicited between the period of November 2024 through February 2025. The Selective Traffic Enforcement Program (STEP) proposals were solicited between the period of March 2025 through April 2025. All RFPs were posted on the Texas Register. We also contract with media agencies to create traffic safety campaigns and partner with law enforcement to support these campaigns through high-visibility enforcement mobilizations.

Program Areas

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 2026-BexarCoD-G-1YG-0124 District SAT Organization Name Bexar County District Attorney's Office

Organization Type : Local Government/Transit District

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;

Activities

- Provide prosecutors handling DWI related offenses training on DWI blood draw laws and procedures by 9/30/2026
- Produce press releases for local media on a monthly basis with data related to the No-Refusal program by 9/30/2026
- Obtain convictions on cases of those individuals charged with misdemeanor DWIs with quarterly goals by 9/30/2026
- Obtain pleas on misdemeanor DWI cases, reducing the number of hours police officers are required to testify by 9/30/2026
- Analyze voluntary breathalyzer tests from those arrested for misdemeanor DWI related offenses by 9/30/2026
- Analyze arrest records of individuals charged with misdemeanor DWI related offenses with quarterly goals by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4CS	\$24,391.00	\$0.00	\$0.00	\$6,647.42	\$31,038.42

Planned Activity Name 2026-DentonPD-G-1YG-0174 District DAL Organization Name City of Denton Police Department

Organization Type : Local Government/Transit District

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;

Activities

- Collect DWI blood draws between hours 8PM-4AM M-W & 8PM-6AM Th-Su, done in-house safely and to save time by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4PEM	\$100,000.00	\$0.00	\$0.00	\$25,000.00	\$125,000.00

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-HarrisDA-G-1YG-0146 District HOU Organization Name Harris County District Attorney

Organization Type : Local Government/Transit District

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 expanding the blood search warrant process for officers who are investigating impaired drivers.

Communities Served : Harris County;

Activities

- Develop Strategic Operation Plan by 11/30/2025
- Coordinate Shifts of No Refusal by 9/30/2026
- Conduct Press Release/Media Events About No Refusal Program by 9/30/2026
- Obtain Blood Search Warrants for Arresting DWI Officers by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4CS	\$351,200.91	\$0.00	\$0.00	\$87,800.23	\$439,001.14

Planned Activity Name 2026-HarrisDA-G-1YG-0155 District HOU Organization Name Harris County District Attorney

Organization Type : Local Government/Transit District

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

Title / Desc. **Intoxication Source Prevention**

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

Communities Served : Harris County;

Activities

- Conduct Training Sessions to Local Law Enforcement and/or Retailers by 9/30/2026
- Distribute Press Release/Media Events About Intoxication Source Investigation & Prevention Program by 9/30/2026
- Participate in Criminal Complaints Filed Against Alcohol Source Establishments and/or Individuals by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4CS	\$411,529.79	\$0.00	\$0.00	\$133,524.60	\$545,054.39

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-MCDAO-G-1YG-0090	HOU	Montgomery County District Attorney's Office

Organization Type : Local Government/Transit District*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;**Activities**

- Conduct No Refusal Enforcement Operations with Drug Recognition Expert resources during the fiscal year by 9/30/2026
- Conduct outreach activities to educate the public on No Refusal and Driving While Intoxicated by 9/30/2026
- Conduct No Refusal Enforcement Operations during the fiscal year by 9/30/2026
- Evaluate No Refusal blood search warrant cases to determine the samples effect on disposition and efficiency by 9/30/2026
- Train groups of law enforcement officers on Driving While Intoxicated and No Refusal topics by 9/30/2026
- Evaluate Driving While Intoxicated (DWI) arrests for the suitability of obtaining a blood warrant by 9/30/2026
- Acquire Blood Samples from Driving While Intoxicated (DWI) refusal suspects during No Refusal Operations by 9/30/2026

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	B4CS	\$162,650.00	\$0.00	\$0.00	\$106,859.28	\$269,509.28

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name
2026-TABC-G-1YG-0092

Division
TRF-TS

Organization Name
Texas Alcoholic Beverage Commission

Organization Type : State Agency

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

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

TABCs' project will work to reduce alcohol impaired crashes and fatalities. Activities include enforcement, compliance and the education of law enforcement, retailers, and communities.

Communities Served : Statewide

Activities

- Produce video series to increase TABC education efforts to reduce sales to minors or intoxicated persons by 9/30/2026
- Develop Strategic Operational Plan that provides a data driven approach to achieving grant objectives by 9/30/2026
- Create toolkit for law enforcement, retailers and the public to be distributed by 9/30/2026
- Conduct inspections, including TRACE investigations, at licensed alcoholic beverage locations by 9/30/2026
- Train commissioned peace officers on alcoholic beverage enforcement operations/laws, including TRACE by 9/30/2026
- Educate employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M4OT	\$508,765.25	\$0.00	\$0.00	\$260,007.16	\$768,772.41

Planned Activity Name
2026-TDPS-G-1YG-0132

Division
TRF-TS

Organization Name
Texas Department of Public Safety

Organization Type : State Agency

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

Activities

- Develop strategic plan that addresses the implementation of overtime, intoxilyzers, and operator classes by 11/30/2025
- Achieve months maintaining or increasing percentage of driving drug toxicology cases released under 90 days by 9/30/2026
- Achieve months maintaining or increasing percentage of driving alcohol cases released under 30 days by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4BAC	\$1,165,388.45	\$0.00	\$0.00	\$417,000.00	\$1,582,388.45

Task: **Enforcement**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-TxDOT-G-1YG-0200 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

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	M4HVE	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-TTI-G-1YG-0023 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

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

Activities

- Complete Impaired Driving Program Technical Assessment by 9/20/2026
- Support Texas Impaired Driving Task Force Meetings by 9/30/2026
- Revise Texas Impaired Driving Plan by 9/30/2026
- Plan Texas Impaired Driving Forum by 5/15/2026
- Develop Strategic Operational Plan by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$469,200.00	\$0.00	\$0.00	\$117,373.32	\$586,573.32

Task: **Evaluation**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-TTI-G-1YG-0038 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

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

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

Support the continued development, implementation, and data integration of the Texas Impaired Driving Database and its data.

Communities Served : Statewide

Activities

- Support development and rollout of version(s) of the Texas Impaired Driving Database by 9/30/2026
- Support integration of data from the Texas Impaired Driving Database and other core traffic record databases by 9/30/2026
- Maintain multi-year Framework & Implementation Plan for the Texas Impaired Driving Database by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M4IS	\$265,875.00	\$0.00	\$0.00	\$66,498.42	\$332,373.42

Planned Activity Name 2026-UTMBG-G-1YG-0190 Division TRF-TS Organization Name The University of Texas Medical Branch at Galveston

Organization Type : Educational Institution

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

Activities

- Develop To develop Impaired driving motor vehicle scenario live event by 9/30/2026
- Conduct To conduct 5 Is It Worth It? programs on college campuses by 9/30/2026
- Conduct To conduct 8 Is It Worth It? programs at middle and high school events by 9/30/2026
- Administer To administer 150 Is It Worth It? participant pre/post questionnaires to participants ages 15+ by 9/30/2026
- Coordinate Is It Worth It? driving simulators and/or impaired goggles during Red Ribbon Week by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$89,747.30	\$0.00	\$0.00	\$23,864.24	\$113,611.54

Task: **Public Information and Education**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-FriscoPD-G-1YG-0189	DAL	City of Frisco Police Department

Organization Type : Local Government/Transit District

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

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

Communities Served : Collin County; Denton County;

Activities

- Produce social media posts per month with approved graphic including voucher access by 9/30/2026
- Analyze months of DUI data provided by TxDOT to evaluate the effectiveness of voucher availability by 9/30/2026
- Administer 0 by 11/1/2025
- Distribute rideshare vouchers up to \$30.00 to the community by 9/30/2026

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	M4OT	\$60,000.00	\$0.00	\$0.00	\$15,000.00	\$75,000.00

Task: **Public Information and Education**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TXSDY-G-1YG-0178	TRF-TS	Texans for Safe and Drug Free Youth

Organization Type : Non-Profit Organization

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

Title / Desc. **Youth Impaired Driving Prevention Champions, Public Education, & Conference to Reduce Youth DUI/DWI**

To reduce DUI/DWI, this project trains youth advocates, educates the public on strategies to prevent DUI/DWI, and hosts a conference on enforcement of underage drinking and drug-impaired driving laws.

Communities Served : Statewide

Activities

- Support Community Training & Education Project by promoting it to broader communities by 9/30/2026
- Develop Strategic Operational Plan by 9/30/2026
- Evaluate statewide Enforcing Underage Drinking and Drug-Impaired Driving Laws Conference by 9/30/2026
- Evaluate trainings provided by Texans for Safe and Drug-Free Youth by 9/30/2026
- Conduct statewide Enforcing Underage Drinking and Drug-Impaired Driving Laws Conference by 9/30/2026
- Provide trainings to educate communities on youth alcohol & marijuana use, DUI/DWI, related laws & solutions by 9/30/2026
- Support Youth Impaired Driving Prevention Champions in educating communities on impaired driving by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$545,093.90	\$0.00	\$0.00	\$181,664.00	\$726,757.90

Task: **Public Information and Education**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-Texas Ag-G-1YG-0087	TRF-TS	Texas A&M Agrilife Extension Service

Organization Type : Educational Institution

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

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

Communities Served : Statewide**Activities**

- Train Reality Education for Driver (RED) trainers within high priority areas by 9/30/2026
- Develop strategic operation plan that outlines the Watch UR BAC program by 9/30/2026
- Utilize social media and/or online public outreach platforms for informative dissemination by 9/30/2026
- Conduct Reality Education for Drivers programs to increase traffic safety education for drivers ages 15-25 by 9/30/2026
- Conduct programs to educate law enforcement and school personnel on current alcohol and drug trends by 9/30/2026
- Conduct adult programs to increase the awareness of alcohol and drug trends by 9/30/2026
- Participate in events to educate the public about the dangers of impaired and drugged driving and underage drinking by 9/30/2026

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	\$1,158,424.02	\$0.00	\$0.00	\$298,035.13	\$1,456,459.15

Task: **Public Information and Education**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TCINC-G-1YG-0197	TRF-TS	The Coalition, Inc.

Organization Type : Non-Profit Organization

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

Title / Desc. **Drug-Free All Star (DFAS) & Drug-Free Council (DFC) for Angelina, Polk & Cherokee 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, Polk & Cherokee Counties.

Communities Served : Statewide

Activities

- Provide youth with alternative activities and information regarding the dangers of underage alcohol use by 9/30/2026
- Educate youth on the dangers of underage alcohol use through presentations by 9/30/2026
- Complete Project Sticker Shock campaigns to warn adults of alcohol consequences by 9/30/2026
- Implement new Drug-Free Council (DFC) student group as an expansion of the Drug-Free All Star program by 9/30/2026
- Maintain Drug-Free Council (DFC) student groups by 9/30/2026
- Coordinate alcohol compliance checks in conjunction with local law enforcement agency by 9/30/2026
- Educate adults on the dangers of underage alcohol use by 9/30/2026

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	M4OT	\$248,999.93	\$0.00	\$0.00	\$165,143.80	\$414,143.73

Task: Public Information and Education

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-Travis C-G-1YG-0113 *District* AUS *Organization Name* Travis County Attorney's UDPP

Organization Type : Local Government/Transit District

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

Provide underage drinking prevention/anti-DWI/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;

Activities

- Conduct year round public information and education (PI&E) campaign in the tri-county area by 9/30/2026
- Coordinate Underage Drinking Prevention Task Force and/or coordinate other community prevention meetings by 9/30/2026
- Maintain partnerships with agencies that collaborate with UDPP on underage drinking prevention by 9/30/2026
- Collect months of underage drinking/DUI crash statistics in Travis, Hays, and Williamson Counties and US by 9/30/2026
- Participate in community events in Travis, Hays, and Williamson Counties by 9/30/2026
- Conduct classes of underage drinking prevention/anti-DUI presentations to youth and adults by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$142,987.60	\$0.00	\$0.00	\$174,871.94	\$317,859.54

Planned Activity Name 2026-TxDOT-G-1YG-0203 *Division* TRF-TS *Organization Name* TxDOT - Traffic Safety

Organization Type : State Agency

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

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-TxDOT-SOW-0009 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

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

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

Develop and implement a statewide impaired driving campaign that integrates six fledgling 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	B4PEM	\$4,000,000.00	\$0.00	\$0.00	\$0.00	\$4,000,000.00

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-DallasCo-G-1YG-0133 District DAL Organization Name Dallas County District Attorney's Office

Organization Type : Local Government/Transit District

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

Title / Desc. **Dallas County: Improving Investigation, Processing & Prosecution of Intoxication Manslaughter Cases**

It seeks to streamline vehicular intoxicated manslaughter cases by having a dedicated prosecutor and investigator. Thus, it increases DWI law enforcement visibility and improves processing procedures.

Communities Served : Dallas County;

Activities

- Conduct and assist law enforcement agencies with the investigation of 20 fatality crashes by 9/30/2026
- Evaluate alcohol/drug involved vehicular homicide cases to determine what charges to file and prosecute by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4CS	\$169,098.90	\$0.00	\$0.00	\$56,135.30	\$225,234.20

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-MADD-G-1YG-0008	TRF-TS	Mothers Against Drunk Driving

Organization Type : Non-Profit Organization

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 prevention, law enforcement, community stakeholders and at-risk populations in highly impaired driving threat areas across Texas.

Communities Served : Statewide

Activities

- Develop Strategic Operational Plan by 9/30/2026
- Develop Teen Influencer Programs in High Risk Regions. (Dallas, Houston, Austin) by 9/30/2026
- Implement Social Media and Public Relations posts and/or Media Activities by 9/30/2026
- Conduct Power of Parents and Power of Youth Presentations and mass handbook distribution events by 9/30/2026
- Participate in DWI Task Force/Impaired Driving Coalition/ TSS Coalition Meetings by 9/30/2026
- Conduct Law Enforcement Outreach (LEO) activities statewide by 9/30/2026
- Conduct Impaired Driving Roundtables for Law Enforcement, Judicial Partners and Community Stakeholders by 9/30/2026
- Conduct Community Outreach Activities to educate the public regarding impaired driving prevention by 9/30/2026

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	M4OT	\$744,398.53	\$0.00	\$0.00	\$199,194.40	\$943,592.93

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name
2026-TTI-G-1YG-0024

Division
TRF-TS

Organization Name
Texas A&M Transportation Institute

Organization Type : Educational Institution

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

Activities

- Submit Final Report by 9/30/2026
- Complete In-depth Analysis of a Jurisdiction Ready to Start a Local 24/7 Sobriety Monitoring Program by 9/30/2026
- Evaluate Jurisdictions' Impaired Driving Data by 9/30/2026
- Conduct Coaching Sessions by 9/15/2026
- Educate Stakeholders about the 24/7 Sobriety Monitoring Program by 9/15/2026
- Create On-Demand Learning Modules 24/7 Sobriety Program by 9/15/2026
- Complete Strategic Plan by 9/15/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M4SP	\$105,000.00	\$0.00	\$0.00	\$26,266.41	\$131,266.41

Planned Activity Name
2026-TTI-G-1YG-0045

Division
TRF-TS

Organization Name
Texas A&M Transportation Institute

Organization Type : Educational Institution

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

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

Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders.

Communities Served : Statewide

Activities

- Attend conference on impaired driving that discusses ignition interlocks by 9/30/2026
- Participate in outreach events to educate target audience about ignition interlock devices by 9/30/2026
- Update Guide for counties on best practices to support indigent defendants unable to afford IID devices by 9/30/2026
- Conduct ignition interlock trainings for criminal justice system personnel by 9/30/2026
- Create strategic plan by 12/31/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M4II	\$232,400.00	\$0.00	\$0.00	\$58,136.32	\$290,536.32

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TDCAA-G-1YG-0121	TRF-TS	Texas District and County Attorneys Association

Organization Type : Non-Profit Organization

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

Activities

- Provide specialized course's attendees with a TDCAA publication as additional course material by 9/1/2026
- Conduct week-long Prosecutor Trial Skills programs and provide students with publications by 7/31/2026
- Develop Strategic Plan by 11/30/2025
- Conduct statewide Task Force meeting of DWI prosecutors by 8/1/2026
- Conduct regional DWI programs for prosecutors and police officers by 9/15/2026
- Provide publications to all Texas Prosecutors or all Texas prosecutor offices by 9/30/2026
- Provide DWI Resource Prosecutor to provide technical assistance to Prosecutors and Traffic Safety Partners by 9/15/2026

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	B4CS	\$703,682.25	\$0.00	\$0.00	\$187,100.22	\$890,782.47

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

Planned Activity Name 2026-TJCTC-G-1YG-0157 Division TRF-TS Organization Name Texas Justice Court Training Center

Organization Type : Educational Institution

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

Activities

- Participate in Impaired Driving Task Force by 9/30/2026
- Develop strategic operational plan by 9/30/2026
- Participate in seminar focusing on DWI law and impaired driving issues impacting all levels of the judiciary by 9/30/2026
- Distribute multi-media articles related to project areas to all clientele by 9/30/2026
- Provide hours of instruction to judges and court personnel through in-person or virtual and online programs by 9/30/2026
- Provide hours of education to all new justices of the peace at new judge seminars in three stages by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4CS	\$124,923.02	\$0.00	\$0.00	\$32,518.74	\$157,441.76

Planned Activity Name 2026-TMPA-G-1YG-0004 Division TRF-TS Organization Name Texas Municipal Police Association

Organization Type : Non-Profit Organization

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

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

Provide alcohol and drug 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

Activities

- Update set of training materials for students attending training by 9/30/2026
- Develop Strategic Operational Plan by 10/30/2025
- Conduct Hours of impaired driving and/or drug impairment training by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	B4PEM	\$1,500,000.00	\$0.00	\$0.00	\$374,900.00	\$1,874,900.00

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 01

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TMPA-G-1YG-0006	TRF-TS	Texas Municipal Police Association

Organization Type : Non-Profit Organization

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

Title / Desc. **Drug Recognition Expert (DRE) / Advanced Roadside Impaired Driving Enforcement (ARIDE) Program**

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

Activities

- Manage Drug Recognition Expert Certifications by 9/30/2026
- Complete Strategic training plan by 11/30/2025
- Conduct Hours of impaired driving and/or drug impairment training by 9/30/2026

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	B4PEM	\$1,469,059.40	\$0.00	\$0.00	\$380,315.00	\$1,849,374.40

Task: Public Information and Education				Safe Communities Traffic Safety Programs CP - 02			
Planned Activity Name		Division		Organization Name			
2026-Texas Ag-G-1YG-0088		TRF-TS		Texas A&M Agrilife Extension Service			
Organization Type : Educational Institution							
Primary Countermeasure Strategy ID : Safe Communities Traffic Safety Programs Public Information and Education							
Title / Desc. Mature Driver Program							
The Mature Driver Program (MDP) will focus on traffic safety programming targeting drivers ages 55+, their family members/caregivers, direct care providers & safety advocates.							
Communities Served : Statewide							
Activities							
▪ Create social media posts & digital content to increase education & awareness of traffic safety issues by 9/15/2026 ▪ Develop Strategic Operational Plan by 9/30/2026 ▪ Participate in events, fairs, activities & other community-based programming to promote traffic safety by 9/30/2026 ▪ Conduct educational presentations on mature driver traffic safety related topics by 9/30/2026 ▪ Participate in CarFit Technician trainings and CarFit events to assist mature drivers in optimal driving safety by 9/30/2026 ▪ Distribute medical toolkits/posters to senior focused/geriatric clinics, facilities and pharmacies by 8/1/2026							
Budget:							
# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	CP	\$841,901.95	\$0.00	\$0.00	\$286,023.35	\$1,127,925.30

Task: **Training**

Safe Communities Traffic Safety Programs CP - 02

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-SafetyCi-G-1YG-0091	ABL	Safety City Abilene

Organization Type : Local Government/Transit District*Primary Countermeasure Strategy ID :* Safe Communities Traffic Safety Programs*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;Lampasas County;Mason County;Mitchell County;Nolan County;Palo Pinto County;Runnels County;Scurry County;Shackelford County;Stephens County;Stonewall County;Taylor County;Throckmorton County;Tom Green County;Young County;*Activities*

- Educate School age children through a variety of after school, summer, and other outreach programs by 9/30/2026
- Educate School age children pedestrian, bicycle, railroad, bus, seatbelt, and traffic safety in 29 counties by 9/30/2026
- Distribute Educational material to enhance pedestrian, bicycle, railroad, bus, seat belt, and traffic safety by 9/30/2026
- Develop Strategy for Safety City by 12/31/2025

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	CP	\$27,450.00	\$0.00	\$0.00	\$16,884.00	\$44,334.00

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

Planned Activity Name
2026-TTI-G-1YG-0052

Division
TRF-TS

Organization Name
Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Driver Education and Behavior Evaluation

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

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

Communities Served : Statewide

Activities

- Conduct surveys of driver cell phone use in Texas cities by 9/30/2026
- Plan observational survey of cell phone use in Texas cities by 11/30/2025
- Conduct statewide survey of driver electronic device use in Texas by 9/30/2026
- Plan statewide survey of driver electronic device use in Texas by 2/28/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$124,000.00	\$0.00	\$0.00	\$31,009.80	\$155,009.80

Task: **Evaluation**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-TTI-G-1YG-0053 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Driver Education and Behavior Evaluation

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

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

Activities

- Analyze set of results of statewide attitude and awareness survey and submit findings to TxDOT by 9/30/2026
- Plan statewide survey of Texans on the subject of traffic safety issues by 6/30/2026
- Complete survey of a minimum of 2400 Texans throughout the State on traffic safety issues by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$50,000.00	\$0.00	\$0.00	\$12,505.34	\$62,505.34

Task: **Public Information and Education**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-TTI-G-1YG-0034 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

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

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

This project targets improving transportation safety for senior drivers aged 80 years old and older through a safety assessment and educational outreach focused on intersection safety.

Communities Served : Statewide

Activities

- Conduct Educational sessions at the communities experiencing high volume of crashes by 9/30/2026
- Develop Brochure of Traffic Safety Facts and Recommendations by 9/10/2026
- Complete Safety Assessment using the Dataset Prepared by 3/31/2026
- Provide Summary of Literature Review on Safety Issues of Senior Drivers by 1/5/2026
- Develop Strategic Operational Plan by 9/30/2026
- Acquire The Institutional Review Board Approval by 11/10/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$132,527.00	\$0.00	\$0.00	\$33,152.60	\$165,679.60

Task: Public Information and Education

Driver Education and Behavior DE - 03

Planned Activity Name 2026-TTI-G-1YG-0039 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

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

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

Activities

- Revise program resources related to distracted driving, speeding, or seat belt for youth in Texas by 8/31/2026
- Maintain smartphone app that reduces distracted driving among drivers ages 16-25 in Texas by 9/30/2026
- Conduct youth traffic safety summit with the theme of reducing all risks by 1/31/2026
- Develop training for SROs to engage teens in changing campus culture around distracted driving and speeding by 9/30/2026
- Implement modification plan for U in the Driver Seat to enhance outreach and education to college-aged youth by 8/28/2026
- Develop Strategic Operational Plan by 9/30/2026
- Distribute outreach resources & peer leadership opportunities to student teams in Texas focused on safety by 9/30/2026
- Develop young driver crash dashboard to target high-risk, underserved communities in Texas by 8/31/2026
- Complete Evaluations of YTS Peer Programs' impact on participants' risk perspectives and driving behavior by 9/30/2026
- Coordinate interactive safe driving leadership presentations and traffic safety outreach activities by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$1,335,208.00	\$0.00	\$0.00	\$334,022.95	\$1,669,230.95

Planned Activity Name 2026-TxDOT-SOW-0006 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

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

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

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

Communities Served : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$1,300,000.00	\$0.00	\$0.00	\$1,300,000.00	\$2,600,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-AbileneISD-DEG-00013 District ABL Organization Name Abilene ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Taylor County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name 2026-AdrianISD-DEG-00019 District AMA Organization Name Adrian ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Oldham County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-AnsonISD-DEG-00021 District ABL Organization Name Anson ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Jones County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name 2026-BastropISD-DEG-00016 District AUS Organization Name Bastrop ISD

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Bastrop County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-CastleBrylSD-DEG-00017 District FTW Organization Name Castleberry ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name 2026-CentrallSD-DEG-00018 District LKF Organization Name Central ISD

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Angelina County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-ClydeISD-DEG-00009 District ABL Organization Name Clyde ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Callahan County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name 2026-ColoradoISD-DEG-00005 District ABL Organization Name Colorado ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Mitchell County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-ComancheISD-DEG-00020 District BWD Organization Name Comanche ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Comanche County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name 2026-DeLeonISD-DEG-00022 District BWD Organization Name De Leon ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Comanche County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-ESCVI-G-1YG-0078 Division TRF-TS Organization Name Education Service Center, Region VI

Organization Type : Educational Institution

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

Activities

- Revise Training Manual for Driver Education Instructor Continuing Education and Train the Trainers by 9/30/2026
- Develop Strategic Operation Plan by 9/30/2026
- Analyze Pre & Post Assessments to determine overall effectiveness of Driver Education Training Program by 9/30/2026
- Provide Driver Education Phase 2 Ready SET Drive Behind the Wheel Packets to Students by 9/30/2026
- Provide Driver Education Phase 1 Open Roads Online Courses by 9/30/2026
- Conduct Continuing Education Trainings for Driver Education Instructors by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$230,000.00	\$0.00	\$0.00	\$62,064.00	\$292,064.00

Planned Activity Name 2026-GHSA-G-1YG-0209 Division TRF-TS Organization Name Governors Highway Safety Association

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Ford Driving Skills for Life**

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 : Statewide

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$207,500.00	\$0.00	\$0.00	\$0.00	\$207,500.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name District Organization Name
 2026-HawleyISD-DEG-00002 ABL Hawley ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Jones County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name District Organization Name
 2026-HaysISD-DEG-00008 AUS Hays CISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Caldwell County;Hays County;Travis County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-HuntingtonISD-DEG-00010 District LKF Organization Name Huntington ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Angelina County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name 2026-LaredoISD-DEG-00014 District Organization Name Laredo ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Webb County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-LockhartISD-DEG-00015 District AUS Organization Name Lockhart ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Caldwell County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Planned Activity Name 2026-MerkelISD-DEG-00012 District ABL Organization Name Merkel ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Taylor County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Task: **Training**

Driver Education and Behavior DE - 03

<i>Planned Activity Name</i> 2026-NSC-G-1YG-0074	<i>Division</i> TRF-TS	<i>Organization Name</i> National Safety Council
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Organization Type : Non-Profit Organization*Primary Countermeasure Strategy ID :* Driver Education and Behavior Training*Title / Desc.* **Our Driving Concern – Texas Employer Traffic Safety***Our Driving Concern – Employer Traffic Safety Program works with employers to promote safe driving practices among their employees, both on and off the job.**Communities Served :* Statewide*Activities*

- Conduct Texas Employer Traffic Safety Awards Program by 9/20/2026
- Provide Engagement opportunities monthly for Texas Employers by 9/20/2026
- Provide Training to 4000 drivers operating in the state of Texas by 9/20/2026
- Update Our Driving Concern training resources and complimentary materials by 9/20/2026
- Develop Strategy for Employer Traffic Safety Program Our Driving Concern by 9/20/2026

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	\$591,018.93	\$0.00	\$0.00	\$155,000.00	\$746,018.93

Task: **Training**

Driver Education and Behavior DE - 03

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TMCEC-G-1YG-0096	TRF-TS	Texas Municipal Courts Education Center

Organization Type : Non-Profit Organization*Primary Countermeasure Strategy ID :* Driver Education and Behavior 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**Activities**

- Conduct workshops for educators based on MTSI concepts by 9/30/2026
- Conduct teacher traffic safety academy based on MTSI concepts by 9/30/2026
- Conduct workshop to educate municipal courts on using teen court to promote traffic safety by 9/30/2026
- Update units of MTSI curriculum and/or other traffic safety resources by 9/30/2026
- Conduct training courses on traffic safety issues to judicial professionals based on MTSI concepts by 9/30/2026
- Produce traffic safety related articles in TMCEC's quarterly legal journal based on MTSI concepts by 9/30/2026
- Develop Strategic Operational Plan by 9/30/2026
- Conduct statewide traffic safety conference and awards ceremony (MTSI Conference) by 8/31/2026
- Conduct joint impaired driving symposium for judges by 9/30/2026

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	\$717,395.61	\$0.00	\$21,600.00	\$157,705.87	\$896,701.48

Task: **Training**

Driver Education and Behavior DE - 03

Planned Activity Name 2026-UTatArli-G-1YG-0139 Division TRF-TS Organization Name The University of Texas at Arlington

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driving Education and Training for Neurodivergent Teenagers and Young Adults**

Driving training programs for neurodivergent teenagers, including those with ADHD, ASD, and Dyspraxia, using (i) AI-driven interactive learning, (ii) driving simulation, and (iii) parent education.

Communities Served : Statewide

Activities

- Develop set of strategic operation plans by 9/30/2026
- Develop set of learning module revision strategies by 9/30/2026
- Analyze sets of training learning outcomes by 8/31/2026
- Implement training sessions with participants by 6/30/2026
- Enroll training participants by 3/15/2026
- Develop interactive learning modules by 3/15/2026
- Conduct outreach efforts for study participant recruitment by 1/31/2026
- Conduct literature reviews by 11/30/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$128,369.53	\$0.00	\$0.00	\$43,287.64	\$171,657.17

Planned Activity Name 2026-WHouseISD-DEG-00007 District TYL Organization Name Whitehouse ISD

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Driver Education and Behavior Training

Title / Desc. **Driver Education Grant**

Traffic crashes are a leading cause of death and serious injury for young people (ages 15 - 18). This is most often due to younger drivers having the most limited driving experience and training and results in risk-taking behind the wheel. 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 : Smith County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

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

Planned Activity Name 2026-TEEXESTI-G-1YG-0083 Division TRF-TS Organization Name Texas Engineering Extension Service ESTI

Organization Type : Educational Institution

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

Activities

- Produce students who become certified EMS providers by 9/30/2026
- Train students in an initial EMS education course by 9/30/2026
- Create Strategic Operation Plan - Texas Highway Safety Program by 9/30/2026
- Collect monthly reports showing views to the EMS website by 9/30/2026
- Conduct hours of continuing education (CE) training by 9/30/2026
- Provide groups information to distribute and promote the grant by 9/30/2026
- Conduct EMS education courses by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	EM	\$348,806.25	\$0.00	\$0.00	\$835,576.35	\$1,184,382.60

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 and Education**

Motorcycle Safety MC - 05

Planned Activity Name 2026-TTI-G-1YG-0025 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information and Education

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

Activities

- Evaluate Strategic Operational Plan and Outreach Activities by 9/30/2026
- Support TMSC Task Force in Preparing for the NHTSA Motorcycle Safety Program Assessment by 9/11/2026
- Participate in TxDOT Traffic Safety Specialist Activities by 9/18/2026
- Provide Statewide Motorcycle Safety Forum by 9/18/2026
- Create New Social Media and Website Content Updates and Perform Website Support as Needed by 9/25/2026
- Implement NHTSA Motorcycle Safety Program Assessment by 9/28/2026
- Conduct Texas Motorcycle Safety Coalition Task Force Activities by 8/28/2026
- Conduct Texas Motorcycle Safety Coalition Activities by 9/18/2026
- Attend Statewide Motorist and Motorcyclist Events to Distribute Awareness and Educational Materials by 9/11/2026
- Develop Strategic Operational Plan by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$392,000.00	\$0.00	\$0.00	\$98,061.00	\$490,061.00

Task: **Public Information and Education**

Motorcycle Safety MC - 05

Planned Activity Name 2026-TTI-G-1YG-0046 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information and Education

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

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

Communities Served : Statewide

Activities

- Participate in national traffic safety, motorcycle safety, or traffic records conference by 9/30/2026
- Educate Texas motorcycle traffic safety stakeholders on project implementation and findings by 9/30/2026
- Coordinate mailing campaign to untrained riders in the State by 9/15/2026
- Evaluate previous mailing campaign by 9/30/2026
- Survey set of riders as they complete motorcycle safety training by 9/30/2026
- Create strategic plan by 12/31/2025

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$121,000.00	\$0.00	\$0.00	\$30,268.91	\$151,268.91

Planned Activity Name 2026-TxDOT-SOW-0007 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information and Education

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

This statewide campaign raises awareness that motorcyclists are an especially 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 and Education**

Motorcycle Safety MC - 05

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TxDOT-SOW-0008	TRF-TS	TxDOT - Traffic Safety

Organization Type : State Agency

Primary Countermeasure Strategy ID : Motorcycle Safety Public Information and Education

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

This statewide campaign raises awareness that motorcyclists are an especially 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	M11MA	\$370,000.00	\$0.00	\$0.00	\$370,000.00	\$740,000.00

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> 2026-TxDOT-G-1YG-0202	<i>Division</i> TRF-TS	<i>Organization Name</i> TxDOT - Traffic Safety
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Organization Type : State Agency

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	402	OP	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00

Task: **Evaluation**

Occupant Protection OP - 06

Planned Activity Name 2026-TTI-G-1YG-0049 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

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

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

Activities

- Conduct city surveys of nighttime seat belt use with additional nighttime cell phone use included by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$92,500.00	\$0.00	\$0.00	\$23,138.18	\$115,638.18

Planned Activity Name 2026-TTI-G-1YG-0050 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

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

This grant includes a statewide observational seat belt use survey, a front seat occupant restraint use survey, and a child restraint use observational survey.

Communities Served : Statewide

Activities

- Conduct survey of front seat occupant restraint use in 18 cities by 9/30/2026
- Conduct survey of child restraint use in 14 Texas cities by 9/30/2026
- Conduct statewide survey in counties throughout Texas using NHTSA approved survey sampling and protocol by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$360,000.00	\$0.00	\$0.00	\$90,028.22	\$450,028.22

Task: **Evaluation**

Occupant Protection OP - 06

Planned Activity Name 2026-TTI-G-1YG-0054 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Occupant Protection Evaluation

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

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

Communities Served : Statewide

Activities

- Conduct survey of youth occupant protection and other traffic safety behaviors in 9 Texas cities by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$43,300.00	\$0.00	\$0.00	\$10,828.42	\$54,128.42

Planned Activity Name 2026-TTI-G-1YG-0055 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

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

Activities

- Submit Summary memos reporting Teen and Statewide CIOT survey results by 8/31/2026
- Conduct Observational survey waves in conjunction with Click It or Ticket campaigns by 6/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$70,000.00	\$0.00	\$0.00	\$17,509.70	\$87,509.70

Task: **Program Management**

Occupant Protection OP - 06

Planned Activity Name 2026-TxDOT-G-1YG-0212 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

Primary Countermeasure Strategy ID : Occupant Protection Program Management

Title / Desc. **Child Passenger Safety Seat Education and Distribution**

Child Passenger Safety Seat Education and Distribution

Communities Served : Statewide

Budget:

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

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-DCMCCT-G-1YG-0085	AUS	Dell Children's Medical Center of Central Texas

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

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

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

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

Activities

- Produce social media posts or other web-based content to promote KIC services by 9/30/2026
- Distribute printed CPS information cards to organizations and caregivers in the 5-county service area by 9/30/2026
- Conduct NHTSA approved CPST courses by 9/30/2026
- Conduct NHTSA approved CPST renewal testing courses by 9/30/2026
- Conduct KIC partnership coalition meetings to support local partner development and operations by 9/30/2026
- Teach continuing education units (CEUs) for CPSTs to maintain certification by 9/30/2026
- Participate in community education events to share CPS information to caregivers by 9/30/2026
- Distribute child safety seats at events in the 5-county service area by 9/30/2026
- Conduct child safety seat inspections at events in the 5-county service area by 9/30/2026
- Develop Strategic Operational Plan by 9/30/2026

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	\$426,310.61	\$0.00	\$0.00	\$109,832.07	\$536,142.68

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-DrisHosp-G-1YG-0073	CRP	Driscoll Children's Hospital

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

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

This program educates families, community members, and professionals on traffic safety topics to include: child passenger safety, 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;

Activities

- Educate school aged students on proper school bus etiquette both when riding the bus and around buses by 9/30/2026
- Educate parents, guardians, and professionals in classes/events/presentations on traffic safety topics by 9/30/2026
- Support National Safety Campaigns by 9/30/2026
- Conduct Child Passenger Safety Certification courses by 9/30/2026
- Conduct distracted driving events utilizing Fatal Vision Distracted Driving Goggles/Kit by 9/30/2026
- Maintain Child Passenger Safety Technician Mentorship Program by 9/30/2026
- Distribute car seats to underserved caregivers through education/events/classes emphasizing proper seat use by 9/30/2026
- Distribute bicycle helmets to underserved communities through education/events promoting safe riding habits by 9/30/2026

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	\$303,831.06	\$0.00	\$0.00	\$132,372.09	\$436,203.15

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-DrisHosp-G-1YG-0141	PHR	Driscoll Children's Hospital

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

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

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

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

Activities

- Develop Strategic Operational Plan by 11/30/2025
- Educate parents, guardians and professionals in classes/events on traffic safety topics by 9/30/2026
- Support National Safety Campaigns by 9/30/2026
- Conduct National Child Passenger Safety Courses by 9/30/2026
- Conduct distracted driving and impaired driving and events by 9/30/2026
- Maintain child passenger safety technician mentorship program by 9/30/2026
- Distribute car seats to underserved caregivers through education/events/appointment emphasizing proper seat use by 9/30/2026
- Distribute bicycle helmets to underserved communities through education/events promoting safe riding habits by 9/30/2026

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	\$272,696.78	\$0.00	\$0.00	\$172,558.14	\$445,254.92

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-Texas Ag-G-1YG-0086	TRF-TS	Texas A&M Agrilife Extension Service

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education*Title / Desc.* **Passenger Safety and KidSafe Initiatives**

A program to increase child restraint and seat belt usage in low use populations, provide mentorship for current child passenger safety technicians & assist with retention/recertification statewide.

Communities Served : Statewide**Activities**

- Develop Strategic Operational Plan by 9/30/2026
- Conduct Child Passenger Safety Technician Certification Trainings by 9/30/2026
- Participate in educational programs on occupant protection, child passenger safety and in & around vehicle safety by 9/30/2026
- Produce digital CPS focused content to promoting public information and education resources by 9/30/2026
- Participate in child safety seat checkup events in historically low-use and/or high need communities by 9/30/2026
- Distribute child safety seats to underserved caregivers participating in educational programs & appointments by 9/30/2026
- Conduct child safety seat in-person/virtual inspections by 9/30/2026
- Develop CPS Technician retention and mentoring program by 9/30/2026

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	\$1,562,281.86	\$0.00	\$0.00	\$526,159.30	\$2,088,441.16

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0047	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education*Title / Desc.* **Data Driven Approach to Address Child Passenger Safety Gaps in Use***This project aims to increase education by disseminating size and age-appropriate guidance on correct child restraint use at pediatric clinics, Head Starts and Title 1 schools, and community events.**Communities Served :* Statewide**Activities**

- Evaluate outreach project for improving correct child restraint use by 9/30/2026
- Conduct outreach activities at child care/early education centers, pediatric centers, or community events by 9/30/2026
- Create social media messages and an updated website by 9/30/2026
- Conduct focus group sessions and use data to prepare outreach materials addressing non-use by 8/15/2026
- Distribute sets of materials to pediatric clinics/medical offices. (1 set each for 4 offices) by 6/30/2026
- Identify Houston TxDOT District areas of low child restraint use and high misuse for outreach by 11/30/2025

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	\$49,220.00	\$0.00	\$0.00	\$12,309.38	\$61,529.38

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-TCH-G-1YG-0079	HOU	Texas Children's Hospital

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

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; Fort Bend County; Galveston County; Harris County; Montgomery County;

Activities

- Conduct media exposures related to child passenger safety by 9/30/2026
- Educate law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2026
- Provide educational materials on child passenger safety to the community by 9/30/2026
- Conduct child safety seat inspections at community events and inspection stations by 9/30/2026
- Distribute child restraint systems for distribution at inspection stations and events by 9/30/2026
- Coordinate Child Passenger Safety Technician training courses by 9/30/2026
- Conduct Child Passenger Safety Checkup Events by 9/30/2026
- Conduct CEU and specialized training classes focused on CPS technician retention by 9/30/2026
- Teach car seat safety classes for parents and professionals by 9/30/2026
- Implement surveys of parents and caregivers who attend a local inspection station by 9/30/2026

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	\$303,790.18	\$0.00	\$0.00	\$217,655.30	\$521,445.48

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TDSHS-G-1YG-0168	TRF-TS	Texas Department of State Health Services

Organization Type : State Agency*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education*Title / Desc.* **DSHS' Safe Riders Child Passenger Safety Program**

Statewide child passenger safety program targeting low-income families for car seat education and distribution and offer training, retention, and sustainability to certified technicians in Texas.

Communities Served : Statewide**Activities**

- Develop Strategic Operational Plan that outlines Safe Riders outreach by 9/30/2026
- Develop occupant safety materials for Safe Riders toolkit and distribute to partners by 9/30/2026
- Coordinate Texas Child Passenger Safety Technician retention strategy by 9/30/2026
- Support National CPS Week by 9/30/2026
- Conduct statewide trainings for traffic safety partners and technicians by 9/30/2026
- Conduct program meetings/trainings/site visits with distribution partner sites by 9/30/2026
- Distribute car seats to underserved caregivers through local program partners that provide education by 9/30/2026

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 and Education

Occupant Protection OP - 06

Planned Activity Name 2026-TxHSTF-G-1YG-0148 *Division* TRF-TS *Organization Name* Texas Heatstroke Task Force

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

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

A network of individuals across Texas supported by a Chair and Board of Directors who incorporate child vehicular heatstroke education into their day-to-day work to prevent heatstroke deaths.

Communities Served : Statewide

Activities

- Maintain volunteer members in the THTF by 9/30/2026
- Conduct temperature comparison displays at public venues by 9/30/2026
- Develop strategic operational plan by 9/30/2026
- Conduct virtual statewide member meetings or trainings for THTF members by 8/30/2026
- Produce social media postings on THTF social media pages by 9/30/2026
- Distribute rapid response kits to THTF members following a PVH death by 9/30/2026
- Conduct media interviews about child vehicular heatstroke prevention by 9/30/2026
- Conduct presentations on child vehicular heatstroke prevention to groups and conferences by 9/30/2026
- Distribute activity logs to THTF members by 9/30/2026
- Produce email updates for THTF members by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	OP	\$37,945.50	\$0.00	\$0.00	\$9,732.28	\$47,677.78

Planned Activity Name 2026-TxDOT-SOW-0005 *Division* TRF-TS *Organization Name* TxDOT - Traffic Safety

Organization Type : State Agency

Primary Countermeasure Strategy ID : Occupant Protection Public Information and Education

Title / Desc. **Occupant Protection Campaign**

This comprehensive statewide multimedia campaign 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	\$3,000,000.00	\$0.00	\$0.00	\$3,000,000.00	\$6,000,000.00

Task: **Public Information and Education**

Occupant Protection OP - 06

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-WISH-G-1YG-0104	DAL	Women & Infants Specialty Health

Organization Type : Non-Profit Organization*Primary Countermeasure Strategy ID :* Occupant Protection Public Information and Education*Title / Desc.* **TxDOT Traffic Safety Program***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;*Activities*

- Conduct Child Passenger Safety (CPS) Certification Training Courses by 9/28/2026
- Implement Mentoring program for North Texas Child Passenger Safety (CPS) technicians by 9/30/2026
- Coordinate Meetings with local CPS coalitions or other local traffic safety partners to support CPS initiatives by 9/25/2026
- Educate families with children 0-8 years of age at PH or through other community partners by 9/30/2026
- Create Child Passenger Safety (CPS) update newsletters and distribute them to CPS technicians by 9/20/2026
- Conduct community car seat/booster seat check-up events by 9/28/2026
- Conduct Child Passenger Safety Advocate (CPSA) presentations for Parkland staff or other community advocates by 9/25/2026
- Provide Child Passenger Safety Continuing Education Unit (CEU) opportunities for re-certifying technicians by 9/28/2026
- Conduct Child occupant restraint use observations of newborns discharged at Parkland Health by 9/28/2026
- Conduct Child occupant restraint use observations of children 0-8 years of age at PH COPC clinic by 9/28/2026

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	\$84,460.80	\$0.00	\$0.00	\$37,631.37	\$122,092.17

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: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i> 2026-CFRS-G-1YG-0180	<i>Division</i> TRF-TS	<i>Organization Name</i> Citizens for Road Safety
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Organization Type : Non-Profit Organization

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

Title / Desc. **Stop & Yield: Raising Statewide Awareness of the new Texas Crosswalk Law: The Lisa Torry Smith Act.**

This project will raise awareness of the new Texas Crosswalk Law - the Lisa Torry Smith Act - in several counties throughout Texas with high rates of pedestrian injury and fatalities.

Communities Served : Statewide

Activities

- Conduct Pedestrian and Texas Crosswalk Law Trainings in El Paso, Amarillo, Lubbock and Pharr Districts by 9/30/2026
- Develop Audience Specific Texas Crosswalk Law Training and Materials by 11/28/2025
- Conduct Pedestrian and Texas Crosswalk Law Trainings in San Antonio District by 9/30/2026
- Conduct Pedestrian and Texas Crosswalk Law Trainings in Houston District by 9/30/2026
- Conduct Pedestrian and Texas Crosswalk Law Trainings in Dallas District by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405G	BGPE	\$212,088.75	\$0.00	\$0.00	\$127,180.50	\$339,269.25

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i> 2026-Ghisallo-G-1YG-0130	<i>District</i> AUS	<i>Organization Name</i> Ghisallo Foundation
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Organization Type : Non-Profit Organization*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **AUS: All Ages and Abilities Bicycle and Pedestrian Education and Safety Instruction***Bicycle education programs utilizing classes, clinics, presentations, and event-based instruction for youth and adults, in addition to pedestrian safety instruction.**Communities Served :* Hays County; Travis County; Williamson County;*Activities*

- Develop strategic operation plan that demonstrates a data-driven project by 11/30/2025
- Educate youth participants on in--depth bicycle safety skills and TX State Laws via Bike Clubs by 9/30/2026
- Educate youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2026
- Distribute reflective stickers during community engagement to individuals at risk of crashes at night by 9/30/2026
- Distribute PI&E materials covering relevant Texas State laws and rights and responsibilities by 9/30/2026
- Distribute helmets to low income/vulnerable populations in conjunction with a safety presentation by 9/30/2026
- Conduct earned media segment airings covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2026
- Distribute bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2026
- Educate adult participants about bike safety and Texas State Law via clinics and presentations by 9/30/2026

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	\$248,171.00	\$0.00	\$0.00	\$85,931.20	\$334,102.20

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i> 2026-Ghisallo-G-1YG-0131	<i>District</i> SAT	<i>Organization Name</i> Ghisallo Foundation
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Organization Type : Non-Profit Organization*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **SAN: All Ages and Abilities Bicycle and Pedestrian Education and Safety Instruction***Bicycle education programs utilizing classes, clinics, presentations, and event-based instruction for youth and adults, in addition to pedestrian safety instruction.**Communities Served :* Bexar County;Comal County;Guadalupe County;**Activities**

- Develop strategic operation plan that demonstrates a data-driver project by 11/30/2025
- Distribute reflective stickers during community engagement to individuals at risk of crashes at night by 9/30/2026
- Distribute bike lights to riders without lights to ensure Texas State Law night time riding compliance by 9/30/2026
- Distribute helmets to low income/vulnerable populations in conjunction with a safety presentation by 9/30/2026
- Conduct earned media segments covering rights, responsibilities, and bicycle or pedestrian safety by 9/30/2026
- Distribute PI&E materials covering relevant Texas State laws and rights and responsibilities by 9/30/2026
- Participate in community events to provide PI&E related to driver, cyclist, and pedestrian safety by 9/30/2026
- Educate adult participants about bike safety and Texas State Law via clinics and presentations by 9/30/2026
- Educate youth participants about bike safety and Texas State Law via clinics and presentations by 9/30/2026
- Educate youth participants on in--depth bicycle safety skills and TX State Laws via Bike Clubs by 9/30/2026

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	\$232,760.36	\$0.00	\$0.00	\$77,906.20	\$310,666.56

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

Planned Activity Name 2026-HaCoCMP1-G-1YG-0103 District HOU Organization Name Harris County Commissioner Pct 1

Organization Type : Local Government/Transit District

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

Title / Desc. **Ride One**

Ride One's goals are to bring pedestrian and bike safety to underserved communities, provide opportunities to learn how to stay safe to ultimately reduce pedestrian and biking injury and fatalities.

Communities Served : Harris County;

Activities

- Educate people on motor vehicle safety around bikes and pedestrians by 9/30/2026
- Create Mobile Training Trailer for members of the community to borrow to learn about bike/pedestrian safety by 9/30/2026
- Teach people of all ages to ride a bike and participate in a bike rodeo by 9/30/2026
- Train Individuals to become Bike Safety Instructors by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$124,772.56	\$0.00	\$0.00	\$115,388.29	\$240,160.85

Planned Activity Name 2026-SMAM-SOW-0002 Division TRF-TS Organization Name Sherry Matthews Advocacy Marketing

Organization Type : For-Profit Organization

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

Title / Desc. **"Be Safe. Drive Smart." Pedestrian and Bicycle State Laws Public Education and Awareness Campaign**

This public outreach campaign is aimed at educating drivers, pedestrians, and bicyclists on state laws applicable to pedestrian and bicyclist 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 2026-SMAM-SOW-0003 Division TRF-TS Organization Name Sherry Matthews Advocacy Marketing

Organization Type : For-Profit Organization

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

Title / Desc. **"Be Safe. Drive Smart." Pedestrian Safety Public Education and Awareness Campaign**

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

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 and Education*Pedestrian and Bicyclist Safety PS - 07*

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0027	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **Statewide Pedestrian and Motorist Outreach and Support to Address Pedestrian Safety Behaviors***Public education and information outreach employing pedestrian safety groups and pedestrians to raise both pedestrian and motorists' knowledge of pedestrian safety and associated laws.**Communities Served :* Statewide*Activities*

- Evaluate Pedestrian Campaign Outreach by 9/26/2026
- Maintain Pedestrian Safety Resource Library by 8/29/2026
- Coordinate Pedestrian Safety Taskforce (PSTF) Subcommittee by 8/1/2026
- Coordinate Pedestrian Safety Taskforce (PSTF) by 9/30/2026
- Conduct Pedestrian Safety Webinars by 9/20/2026
- Conduct Pedestrian Safety Forum by 9/17/2026
- Provide Traffic Safety Specialist Coalition Presentations by 9/18/2026
- Conduct Statewide Pedestrian Safety Coalition Meetings by 9/18/2026
- Create Pedestrian Support and Strategic Outreach Plan by 3/31/2026

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	\$350,000.00	\$0.00	\$0.00	\$87,559.74	\$437,559.74

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0028	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **Improving Pedestrian Safety Near Bus Stops in Lubbock**

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 : Statewide**Activities**

- Evaluate information and education outreach program for pedestrians near bus stops by 9/30/2026
- Distribute Types of outreach materials by 9/12/2026
- Develop outreach materials (e.g., pedestrian fact sheet, driver fact sheet, bus poster) by 6/30/2026
- Develop list of 60 high risk bus stop locations by 4/30/2026
- Obtain geometric, environment, land use, demographic, income and traffic variables at bus stops by 3/31/2026
- Identify Sets of bus stops in Lubbock with and without pedestrian crash history by 12/31/2025
- Develop Strategic operational plan by 9/30/2026

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$120,000.00	\$0.00	\$0.00	\$30,026.94	\$150,026.94

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0031	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws***This project aims to identify barriers to understanding pedestrian and bicycle safety laws in Texas, as well as educate the public and law enforcement on these laws.**Communities Served :* Statewide**Activities**

- Update Toolkit contents based on feedback from FY25 interviews with providers by 5/31/2026
- Coordinate Meeting with the Texas Department of Licensing and Registration or Texas Department of Public Safety by 9/15/2026
- Conduct Training workshops for law enforcement on pedestrian and bicyclist laws by 9/15/2026
- Produce Final report by 9/15/2026
- Update Curriculum for workshops with law enforcement on state pedestrian and bicyclist laws by 1/31/2026
- Develop Strategic operational plan by 9/15/2026
- Attend Community coalition meetings to promote the resources and materials developed under the grant by 9/15/2026
- Distribute Toolkits to driver education providers and other educational stakeholders by 9/15/2026
- Produce Infographic summary of survey findings by 8/31/2026
- Survey Texans on pedestrian and bicycle state laws by 6/30/2026

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	\$140,000.00	\$0.00	\$0.00	\$35,012.67	\$175,012.67

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0032	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **Walk. Bike. Safe. Texas**

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

Communities Served : Statewide**Activities**

- Complete Final report by 9/15/2026
- Develop Strategic operational plan by 9/15/2026
- Produce Safety video covering electric bicycle safety by 8/31/2026
- Produce Safety video covering senior pedestrian safety issues by 5/31/2026
- Achieve Social media engagements by 9/15/2026
- Distribute Safety messages to adult and senior pedestrians, cyclists and motorists via social media by 9/15/2026
- Conduct Bicycle/Pedestrian Safety Presentations to Adult and Senior Texans by 9/15/2026
- Conduct Analysis of bike crashes to compare e-bike crashes and traditional bike crashes by 5/31/2026

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	\$225,000.00	\$0.00	\$0.00	\$56,299.29	\$281,299.29

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0036	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **Statewide Pedestrian and Bicycle Safety Education for Youth***To raise awareness of the dangers young pedestrians, bicyclists, and drivers face by facilitating and supporting related outreach on state laws and the respect for all road users.**Communities Served :* Statewide**Activities**

- Develop Strategic Operational Plan by 12/23/2025
- Administer pedestrian obstacle courses to student teams or community organizations for safety awareness by 9/15/2026
- Update Texas youth pedestrian & bicyclist Power BI data visualization dashboard to include junior high data by 9/15/2026
- Develop new activity that educates youth about bicycle laws and helmet safety by 9/15/2026
- Coordinate pedestrian safety education element into U in the Driver Seat program for college students by 9/15/2026
- Administer pedestrian and bike safety presentations (in-person/virtual) to educate youth by 9/15/2026
- Support collaborative partnership outreach events in Texas to focus on pedestrian & bicyclists' safety by 9/15/2026
- Provide activities that educate youth on motorists, pedestrian and bicyclists' responsibilities & state laws by 9/15/2026
- Provide print educational toolkits to student teams by 9/15/2026

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	\$265,000.00	\$0.00	\$0.00	\$66,307.74	\$331,307.74

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>District</i>	<i>Organization Name</i>
2026-TCH-G-1YG-0084	HOU	Texas Children's Hospital

Organization Type : Non-Profit Organization*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **Pedestrian and Bicycle Safety Education and Outreach***To reduce the number of pediatric pedestrian and bicyclist fatalities and injuries in greater Houston.**Communities Served :* Brazoria County; Fort Bend County; Galveston County; Harris County; Montgomery County;*Activities*

- Coordinate Pedestrian safety events by 9/30/2026
- Coordinate Media exposures about pedestrian and/or bicycle safety by 9/30/2026
- Distribute Helmets to children with bicycles, that are in need of appropriately fitted helmets by 9/30/2026
- Distribute Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2026
- Conduct Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2026
- Educate Children about safe pedestrian and/or bicyclist skills and behaviors by 9/30/2026
- Coordinate Bicycle safety events and/or bicycle rodeos by 9/30/2026
- Conduct Surveys focused on the walking or biking behaviors of children and adults by 9/30/2026

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	\$120,543.80	\$0.00	\$0.00	\$73,750.24	\$194,294.04

Task: **Public Information and Education**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TxTechLB-G-1YG-0122	TRF-TS	Texas Tech University Lubbock

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Pedestrian and Bicyclist Safety Public Information and Education*Title / Desc.* **An Education Program to Improve Pedestrian and Bicyclist Safety Through Data-driven Insights***This proposal seeks to establish a data-driven outreach and education program to enhance pedestrian and bicyclist safety in Lubbock and its surrounding rural counties in West Texas.**Communities Served :* Statewide*Activities*

- Conduct educational workshops by 9/30/2026
- Develop sets of educational materials for eight workshops at eight selected communities and schools by 5/31/2026
- Conduct survey to gather community insights and develop customized educational materials by 4/30/2026
- Complete activities to examine the relation between pedestrian/bicyclist behavior and roadway conditions by 4/30/2026
- Complete activities to collect and analyze pedestrian/bicyclist behavioral data using LiDAR technology by 4/30/2026
- Complete activities to identify hotspot locations and analyze KAB types of pedestrian/bicyclist crash data by 10/31/2025

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	\$157,828.62	\$0.00	\$0.00	\$39,731.19	\$197,559.81

Task: **Training**

Pedestrian and Bicyclist Safety PS - 07

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0041	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*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*Activities*

- Develop ped/bike safety maps and distribute to university campus and bounded cultural area groups by 5/15/2026
- Develop law enforcement mobilization plan that addresses pedestrian and bicycle traffic law enforcement by 7/31/2026
- Distribute pedestrian and bicycle traffic law training to at least 150 university-based stakeholders by 9/15/2026
- Develop ped/bike law pocket guide for distribution to students, staff, and campus safety stakeholders by 5/15/2026
- Establish group of local traffic safety stakeholders to serve in an advisory capacity by 8/31/2026
- Conduct focus group meetings with stakeholders who use proximate university roadway systems by 4/30/2026
- Conduct crash analysis for a selected university campus by 4/15/2026
- Survey university events to measure frequency of ped/bike state law violations by 8/31/2026
- Develop digital media that highlights laws related to pedestrian and bicycle safety by 8/31/2026
- Develop Strategic Operational Plan by 9/30/2026

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	\$231,079.00	\$0.00	\$0.00	\$57,805.87	\$288,884.87

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				Division			Organization Name		
2026-BeeHive-PO-00001				TRF-TS			Beehive Specialty		
Organization Type : For-Profit Organization									
Primary Countermeasure Strategy ID : Planning and Administration Program Management									
Title / Desc. Beehive PI&E Management									
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	PA	\$150,000.00	\$0.00	\$0.00	\$0.00	\$150,000.00		
Planned Activity Name				Division			Organization Name		
2026-InnovEM-G-1YG-0210				TRF-TS			Innovation Event Management		
Organization Type : For-Profit Organization									
Primary Countermeasure Strategy ID : Planning and Administration Program Management									
Title / Desc. Child Passenger Safety Conference									
To plan and conduct a Statewide Child Passenger Safety. 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	\$188,000.00	\$0.00	\$0.00	\$0.00	\$188,000.00		

Task: **Program Management**

Planning and Administration PA - 08

Planned Activity Name 2026-InnovEM-G-1YG-0211 Division TRF-TS Organization Name Innovation Event Management

Organization Type : For-Profit Organization

Primary Countermeasure Strategy ID : Planning and Administration Program Management

Title / Desc. **Traffic Safety Conference**

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	\$222,760.25	\$0.00	\$0.00	\$0.00	\$222,760.25

Planned Activity Name 2026-RhyanTech-PO-00002 Division TRF-TS Organization Name Rhyan Tech

Organization Type : For-Profit Organization

Primary Countermeasure Strategy ID : Planning and Administration Program Management

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

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

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

Planned Activity Name 2026-TxDOT-G-1YG-0204 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

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	\$6,000,000.00	\$0.00	\$0.00	\$6,000,000.00

Task: **Program Management**

Planning and Administration PA - 08

Planned Activity Name 2026-TxDOT-G-1YG-0205 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

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	\$692,000.00	\$0.00	\$0.00	\$0.00	\$692,000.00

Planned Activity Name 2026-TxDOT-G-1YG-0206 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

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

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 and Activities

- 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.
- Conduct high visibility enforcement related to speed, impaired driving, occupant protect, distracted driving, pedestrian safety, and other TxDOT approved grant related traffic safety activities.
- Conduct public education, outreach, and media campaigns related to enforcement activities.
- Host/Attend training and conferences.

Project Descriptions

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-AngelinaCoSO-S-1YG-00141 Angelina County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Angelina County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$31,328.56	\$0.00	\$0.00	\$8,129.60	\$39,458.16

Planned Activity Name District Organization Name
 2026-BexarCoSO-S-1YG-00142 Bexar County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Bexar County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$457,105.84	\$0.00	\$0.00	\$114,488.88	\$571,594.72

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-BordenCoSO-S-1YG-00086 Borden County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Borden County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,968.50	\$0.00	\$0.00	\$3,009.42	\$14,977.92

Planned Activity Name District Organization Name
 2026-CaldwellCoP3-S-1YG-00078 Caldwell County Constable Precinct 3

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Caldwell County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$6,972.00	\$0.00	\$0.00	\$1,743.00	\$8,715.00

Planned Activity Name District Organization Name
 2026-Chambers-S-1YG-00130 Chambers County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Chambers County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$19,109.44	\$0.00	\$0.00	\$6,355.79	\$25,465.23

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-Chambers-S-CMV-00045 Chambers County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Chambers County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,477.05	\$0.00	\$0.00	\$3,817.24	\$15,294.29

Planned Activity Name District Organization Name
 2026-Abilene-S-1YG-00125 City of Abilene Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Jones County; Taylor County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$59,976.00	\$0.00	\$0.00	\$15,856.95	\$75,832.95

Planned Activity Name District Organization Name
 2026-AlicePD-S-1YG-00067 City of Alice Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Jim Wells County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,968.93	\$0.00	\$0.00	\$2,992.23	\$14,961.16

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-AlpinePD-S-1YG-00027 City of Alpine Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Brewster County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$12,026.25	\$0.00	\$0.00	\$3,047.17	\$15,073.42

Planned Activity Name District Organization Name
 2026-AltonPD-S-1YG-00028 City of Alton Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$9,988.50	\$0.00	\$0.00	\$3,146.38	\$13,134.88

Planned Activity Name District Organization Name
 2026-AmarilloPD-S-1YG-00092 City of Amarillo Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Potter County;Randall County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$149,980.50	\$0.00	\$0.00	\$38,605.40	\$188,585.90

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-AmarilloPD-S-CMV-00038 City of Amarillo Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Potter County;Randall County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$57,942.00	\$0.00	\$0.00	\$14,928.27	\$72,870.27

Planned Activity Name District Organization Name
 2026-Arlington-S-1YG-00012 City of Arlington Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$286,750.00	\$0.00	\$0.00	\$71,688.00	\$358,438.00

Planned Activity Name District Organization Name
 2026-Arlington-S-CMV-00005 City of Arlington Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$89,524.00	\$0.00	\$0.00	\$22,381.00	\$111,905.00

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-AustinPD-S-1YG-00044 City of Austin Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$449,914.11	\$0.00	\$0.00	\$112,499.54	\$562,413.65

Planned Activity Name District Organization Name
 2026-AustinPD-S-CMV-00016 City of Austin Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$39,919.20	\$0.00	\$0.00	\$10,010.27	\$49,929.47

Planned Activity Name District Organization Name
 2026-Baytown-S-1YG-00084 City of Baytown Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Chambers County;Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,913.61	\$0.00	\$0.00	\$3,729.46	\$18,643.07

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-Beaumont-S-1YG-00061 City of Beaumont Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Jefferson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$98,900.00	\$0.00	\$0.00	\$24,725.00	\$123,625.00

Planned Activity Name District Organization Name
 2026-Bedford-S-1YG-00127 City of Bedford Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$45,019.74	\$0.00	\$0.00	\$11,608.51	\$56,628.25

Planned Activity Name District Organization Name
 2026-BertramPD-S-1YG-00150 City of Bertram Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Burnet County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,965.46	\$0.00	\$0.00	\$3,237.28	\$15,202.74

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-BertramPD-S-CMV-00056 City of Bertram Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Burnet County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,965.46	\$0.00	\$0.00	\$3,237.28	\$15,202.74

Planned Activity Name District Organization Name
 2026-BrownsPD-S-1YG-00039 City of Brownsville Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Cameron County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$69,990.37	\$0.00	\$0.00	\$17,498.56	\$87,488.93

Planned Activity Name District Organization Name
 2026-BrownsPD-S-CMV-00017 City of Brownsville Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Cameron County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$29,989.37	\$0.00	\$0.00	\$7,498.41	\$37,487.78

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-BrownwoodPD-S-1YG-00117 City of Brownwood Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Brown County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,956.11	\$0.00	\$0.00	\$3,260.34	\$15,216.45

Planned Activity Name District Organization Name
 2026-CdrPrkPD-S-1YG-00058 City of Cedar Park Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Williamson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$19,040.65	\$0.00	\$0.00	\$4,838.89	\$23,879.54

Planned Activity Name District Organization Name
 2026-ClydePD-S-1YG-00138 City of Clyde Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Callahan County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,973.74	\$0.00	\$0.00	\$3,179.36	\$15,153.10

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-CorpusPD-S-1YG-00024 City of Corpus Christi Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Nueces County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$106,064.00	\$0.00	\$0.00	\$29,263.69	\$135,327.69

Planned Activity Name District Organization Name
 2026-CuneyPD-S-CMV-00043 City of Cuney Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Cherokee County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,995.00	\$0.00	\$0.00	\$3,079.89	\$15,074.89

Planned Activity Name District Organization Name
 2026-Dallas-S-1YG-00004 City of Dallas Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Collin County;Dallas County;Denton County;Kaufman County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$840,132.00	\$0.00	\$0.00	\$214,672.34	\$1,054,804.34

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
2026-DeerPark-S-1YG-00075 City of Deer Park Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$53,051.76	\$0.00	\$0.00	\$17,802.00	\$70,853.76

Planned Activity Name District Organization Name
2026-DeerPark-S-CMV-00030 City of Deer Park Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$16,701.48	\$0.00	\$0.00	\$4,747.20	\$21,448.68

Planned Activity Name District Organization Name
2026-EarlyPD-S-1YG-00136 City of Early Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Brown County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,981.50	\$0.00	\$0.00	\$3,017.90	\$14,999.40

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-EastlaPD-S-1YG-00132 City of Eastland Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Eastland County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,934.00	\$0.00	\$0.00	\$3,057.19	\$14,991.19

Planned Activity Name District Organization Name
 2026-EdcouchPD-S-1YG-00087 City of Edcouch Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$47,325.00	\$0.00	\$0.00	\$13,689.00	\$61,014.00

Planned Activity Name District Organization Name
 2026-EdcouchPD-S-CMV-00035 City of Edcouch Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$10,650.00	\$0.00	\$0.00	\$3,714.00	\$14,364.00

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-EdinbuPD-S-1YG-00129 City of Edinburg Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$36,597.50	\$0.00	\$0.00	\$10,261.95	\$46,859.45

Planned Activity Name District Organization Name
 2026-EdinbuPD-S-CMV-00050 City of Edinburg Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$9,022.72	\$0.00	\$0.00	\$2,529.98	\$11,552.70

Planned Activity Name District Organization Name
 2026-EIPasoPD-S-1YG-00037 City of El Paso Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : El Paso County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$238,189.95	\$0.00	\$0.00	\$60,242.24	\$298,432.19

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-Eules-S-1YG-00038 City of Eules Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$47,953.89	\$0.00	\$0.00	\$12,017.71	\$59,971.60

Planned Activity Name District Organization Name
 2026-FalfurriasPD-S-1YG-00033 City of Falfurrias Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Brooks County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$63,972.48	\$0.00	\$0.00	\$15,993.12	\$79,965.60

Planned Activity Name District Organization Name
 2026-Fortworth-S-1YG-00034 City of Fort Worth Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$341,386.96	\$0.00	\$0.00	\$85,398.74	\$426,785.70

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-Fortworth-S-CMV-00015 City of Fort Worth Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$96,807.48	\$0.00	\$0.00	\$24,299.12	\$121,106.60

Planned Activity Name District Organization Name
 2026-FreerPD-S-1YG-00149 City of Freer Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Duval County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$71,025.75	\$0.00	\$0.00	\$17,756.44	\$88,782.19

Planned Activity Name District Organization Name
 2026-FriscoPD-S-1YG-00111 City of Frisco Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Collin County;Denton County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$70,431.34	\$0.00	\$0.00	\$17,698.26	\$88,129.60

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
2026-FulshearPD-S-1YG-00143 City of Fulshear Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$13,786.50	\$0.00	\$0.00	\$3,590.00	\$17,376.50

Planned Activity Name District Organization Name
2026-Galveston-S-1YG-00081 City of Galveston Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Galveston County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$41,852.50	\$0.00	\$0.00	\$10,735.17	\$52,587.67

Planned Activity Name District Organization Name
2026-GarlandPD-S-1YG-00107 City of Garland Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Dallas County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$149,910.00	\$0.00	\$0.00	\$39,448.00	\$189,358.00

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-Georgetown PD-S-1YG-00042 City of Georgetown Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Williamson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$30,432.23	\$0.00	\$0.00	\$7,906.16	\$38,338.39

Planned Activity Name District Organization Name
 2026-GrandPra-S-1YG-00052 City of Grand Prairie Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Dallas County;Ellis County;Johnson County;Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$94,951.50	\$0.00	\$0.00	\$25,072.76	\$120,024.26

Planned Activity Name District Organization Name
 2026-GrandPra-S-CMV-00023 City of Grand Prairie Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Dallas County;Ellis County;Tarrant County;Johnson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$89,844.84	\$0.00	\$0.00	\$22,466.32	\$112,311.16

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-GrapevinePD-S-1YG-00025 City of Grapevine Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$12,744.99	\$0.00	\$0.00	\$3,334.55	\$16,079.54

Planned Activity Name District Organization Name
 2026-HarkerHPD-S-1YG-00022 City of Harker Heights Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Bell County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$25,943.46	\$0.00	\$0.00	\$6,485.86	\$32,429.32

Planned Activity Name District Organization Name
 2026-Harlingen-S-1YG-00096 City of Harlingen Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Cameron County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$54,990.00	\$0.00	\$0.00	\$13,750.00	\$68,740.00

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
2026-Harlingen-S-CMV-00039 City of Harlingen Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Cameron County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,985.00	\$0.00	\$0.00	\$3,747.00	\$18,732.00

Planned Activity Name District Organization Name
2026-HawleyPD-S-1YG-00116 City of Hawley Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Jones County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$9,988.62	\$0.00	\$0.00	\$2,610.86	\$12,599.48

Planned Activity Name District Organization Name
2026-HoustonPD-S-1YG-00005 City of Houston Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$1,711,419.04	\$0.00	\$0.00	\$448,131.21	\$2,159,550.25

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
2026-JacksonvIPD-S-1YG-00110 City of Jacksonville Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Cherokee County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$16,484.00	\$0.00	\$0.00	\$4,121.00	\$20,605.00

Planned Activity Name District Organization Name
2026-KatyPD-S-1YG-00099 City of Katy Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Fort Bend County; Harris County; Waller County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$54,145.32	\$0.00	\$0.00	\$15,571.34	\$69,716.66

Planned Activity Name District Organization Name
2026-KempnerPD-S-1YG-00139 City of Kempner Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Lampasas County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,991.00	\$0.00	\$0.00	\$3,170.72	\$15,161.72

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-KilgorePD-S-1YG-00041 City of Kilgore Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Gregg County;Rusk County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,964.00	\$0.00	\$0.00	\$3,741.00	\$18,705.00

Planned Activity Name District Organization Name
 2026-KylePD-S-1YG-00054 City of Kyle Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hays County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$26,122.00	\$0.00	\$0.00	\$6,611.49	\$32,733.49

Planned Activity Name District Organization Name
 2026-KylePD-S-CMV-00027 City of Kyle Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hays County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$17,356.00	\$0.00	\$0.00	\$4,392.81	\$21,748.81

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-LaJoyaPD-S-1YG-00133 City of La Joya Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,000.00	\$0.00	\$0.00	\$5,458.46	\$19,458.46

Planned Activity Name District Organization Name
 2026-LaPorte-S-1YG-00020 City of La Porte Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$29,871.91	\$0.00	\$0.00	\$7,763.13	\$37,635.04

Planned Activity Name District Organization Name
 2026-LaPorte-S-CMV-00009 City of La Porte Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,946.97	\$0.00	\$0.00	\$3,742.93	\$18,689.90

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-LaredoPD-S-1YG-00048 City of Laredo Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Webb County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$115,600.00	\$0.00	\$0.00	\$35,836.00	\$151,436.00

Planned Activity Name District Organization Name
 2026-LaredoPD-S-CMV-00020 City of Laredo Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Webb County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$109,500.00	\$0.00	\$0.00	\$33,945.00	\$143,445.00

Planned Activity Name District Organization Name
 2026-LongviPD-S-1YG-00135 City of Longview Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Gregg County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$67,978.00	\$0.00	\$0.00	\$16,994.50	\$84,972.50

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-MarshallPD-S-1YG-00065 City of Marshall Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harrison County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$8,024.25	\$0.00	\$0.00	\$2,006.06	\$10,030.31

Planned Activity Name District Organization Name
 2026-McAllenPD-S-1YG-00098 City of McAllen Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$89,975.00	\$0.00	\$0.00	\$22,494.47	\$112,469.47

Planned Activity Name District Organization Name
 2026-McAllenPD-S-CMV-00033 City of McAllen Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$69,967.00	\$0.00	\$0.00	\$18,008.11	\$87,975.11

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
2026-MercedesPD-S-1YG-00082 City of Mercedes Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$7,996.52	\$0.00	\$0.00	\$2,058.00	\$10,054.52

Planned Activity Name District Organization Name
2026-MeridianPD-S-1YG-00109 City of Meridian Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Bosque County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,915.50	\$0.00	\$0.00	\$2,978.91	\$14,894.41

Planned Activity Name District Organization Name
2026-Mesquite-S-1YG-00007 City of Mesquite Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Dallas County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$50,771.04	\$0.00	\$0.00	\$14,926.68	\$65,697.72

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-Mission-S-1YG-00051 City of Mission Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$45,000.00	\$0.00	\$0.00	\$11,476.86	\$56,476.86

Planned Activity Name District Organization Name
 2026-Mission-S-CMV-00022 City of Mission Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$35,000.00	\$0.00	\$0.00	\$9,127.66	\$44,127.66

Planned Activity Name District Organization Name
 2026-MissouriPD-S-1YG-00009 City of Missouri City Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Fort Bend County; Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$23,152.00	\$0.00	\$0.00	\$5,788.00	\$28,940.00

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-MissouriPD-S-CMV-00004 City of Missouri City Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Fort Bend County; Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,992.00	\$0.00	\$0.00	\$3,006.00	\$14,998.00

Planned Activity Name District Organization Name
 2026-MtBelvieuPD-S-1YG-00105 City of Mont Belvieu Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Chambers County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,948.58	\$0.00	\$0.00	\$4,186.87	\$16,135.45

Planned Activity Name District Organization Name
 2026-MtBelvieuPD-S-CMV-00011 City of Mont Belvieu Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Chambers County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,948.58	\$0.00	\$0.00	\$4,186.87	\$16,135.45

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-MtVernonPD-S-1YG-00055 City of Mount Vernon Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Franklin County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,968.00	\$0.00	\$0.00	\$3,742.00	\$18,710.00

Planned Activity Name District Organization Name
 2026-Nacogdoches-S-CMV-00010 City of Nacogdoches Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Nacogdoches County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$4,684.50	\$0.00	\$0.00	\$1,266.41	\$5,950.91

Planned Activity Name District Organization Name
 2026-navasota-S-1YG-00144 City of Navasota Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Brazos County;Grimes County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$9,062.45	\$0.00	\$0.00	\$2,358.97	\$11,421.42

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-navasota-S-CMV-00042 City of Navasota Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Grimes County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$9,062.45	\$0.00	\$0.00	\$2,358.97	\$11,421.42

Planned Activity Name District Organization Name
 2026-NewBrau-S-1YG-00030 City of New Braunfels Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Comal County;Guadalupe County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$79,853.28	\$0.00	\$0.00	\$19,963.32	\$99,816.60

Planned Activity Name District Organization Name
 2026-NewBrau-S-CMV-00013 City of New Braunfels Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Comal County;Guadalupe County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$63,882.62	\$0.00	\$0.00	\$15,970.66	\$79,853.28

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-NRichland-S-1YG-00108 City of North Richland Hills Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$33,284.10	\$0.00	\$0.00	\$10,287.51	\$43,571.61

Planned Activity Name District Organization Name
 2026-Odessa-S-1YG-00056 City of Odessa Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Ector County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$70,993.48	\$0.00	\$0.00	\$18,727.83	\$89,721.31

Planned Activity Name District Organization Name
 2026-Odessa-S-CMV-00025 City of Odessa Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Ector County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$9,912.60	\$0.00	\$0.00	\$2,636.06	\$12,548.66

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-OlneyPD-S-1YG-00079 City of Olney Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Young County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$7,984.00	\$0.00	\$0.00	\$1,996.00	\$9,980.00

Planned Activity Name District Organization Name
 2026-PalestinePD-S-1YG-00088 City of Palestine Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Anderson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$13,990.00	\$0.00	\$0.00	\$3,497.50	\$17,487.50

Planned Activity Name District Organization Name
 2026-PalmviewPD-S-1YG-00049 City of Palmview Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$46,336.00	\$0.00	\$0.00	\$11,586.90	\$57,922.90

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-PalmviewPD-S-CMV-00021 City of Palmview Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$37,536.00	\$0.00	\$0.00	\$9,384.67	\$46,920.67

Planned Activity Name District Organization Name
 2026-PasadePD-S-1YG-00008 City of Pasadena Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$95,060.00	\$0.00	\$0.00	\$95,060.00	\$190,120.00

Planned Activity Name District Organization Name
 2026-PasadePD-S-CMV-00003 City of Pasadena Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,200.00	\$0.00	\$0.00	\$14,200.00	\$28,400.00

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-pearlaPD-S-1YG-00085 City of Pearland Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Brazoria County; Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$13,161.50	\$0.00	\$0.00	\$3,408.82	\$16,570.32

Planned Activity Name District Organization Name
 2026-pearlaPD-S-CMV-00046 City of Pearland Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Brazoria County; Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$13,161.50	\$0.00	\$0.00	\$3,408.82	\$16,570.32

Planned Activity Name District Organization Name
 2026-PharrPD-S-1YG-00131 City of Pharr Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$15,100.00	\$0.00	\$0.00	\$5,160.90	\$20,260.90

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-PharrPD-S-CMV-00051 City of Pharr Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$15,100.00	\$0.00	\$0.00	\$5,160.90	\$20,260.90

Planned Activity Name District Organization Name
 2026-PlanoPD-S-1YG-00137 City of Plano Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Collin County;Denton County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$123,051.26	\$0.00	\$0.00	\$42,637.27	\$165,688.53

Planned Activity Name District Organization Name
 2026-PortArthur-S-1YG-00047 City of Port Arthur Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Jefferson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$19,959.05	\$0.00	\$0.00	\$6,819.41	\$26,778.46

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-RefugioPD-S-1YG-00094 City of Refugio Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Refugio County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$16,918.00	\$0.00	\$0.00	\$4,248.77	\$21,166.77

Planned Activity Name District Organization Name
 2026-RichlandHillsPD-S-1YG-00118 City of Richland Hills Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,946.31	\$0.00	\$0.00	\$2,998.82	\$14,945.13

Planned Activity Name District Organization Name
 2026-RockpoPD-S-1YG-00032 City of Rockport Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Aransas County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,710.50	\$0.00	\$0.00	\$2,962.31	\$14,672.81

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-RosenbPD-S-1YG-00013 City of Rosenberg Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$16,500.00	\$0.00	\$0.00	\$5,004.83	\$21,504.83

Planned Activity Name District Organization Name
 2026-RosenbPD-S-CMV-00006 City of Rosenberg Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$16,500.00	\$0.00	\$0.00	\$5,004.83	\$21,504.83

Planned Activity Name District Organization Name
 2026-Rowlet PD-S-1YG-00015 City of Rowlett Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Dallas County;Rockwall County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$40,047.82	\$0.00	\$0.00	\$10,107.17	\$50,154.99

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-SnyderPD-S-1YG-00123 City of Snyder Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Scurry County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,961.97	\$0.00	\$0.00	\$3,059.22	\$15,021.19

Planned Activity Name District Organization Name
 2026-SouthlakePD-S-1YG-00068 City of Southlake Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Dallas County;Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$27,470.40	\$0.00	\$0.00	\$6,868.46	\$34,338.86

Planned Activity Name District Organization Name
 2026-SouthSPPD-S-1YG-00045 City of Southside Place Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,974.78	\$0.00	\$0.00	\$3,117.42	\$15,092.20

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-SplendoraPD-S-1YG-00090 City of Splendora Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Montgomery County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$15,001.50	\$0.00	\$0.00	\$4,050.20	\$19,051.70

Planned Activity Name District Organization Name
 2026-Sugarland-S-1YG-00023 City of Sugar Land Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$74,140.00	\$0.00	\$0.00	\$18,767.28	\$92,907.28

Planned Activity Name District Organization Name
 2026-Sugarland-S-CMV-00007 City of Sugar Land Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$16,850.00	\$0.00	\$0.00	\$4,745.51	\$21,595.51

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
2026-SullivanPD-S-1YG-00147 City of Sullivan City Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,997.00	\$0.00	\$0.00	\$4,132.50	\$19,129.50

Planned Activity Name District Organization Name
2026-SullivanPD-S-CMV-00054 City of Sullivan City Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Hidalgo County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,997.00	\$0.00	\$0.00	\$4,132.50	\$19,129.50

Planned Activity Name District Organization Name
2026-TexarkPD-S-1YG-00146 City of Texarkana Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Bowie County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,988.00	\$0.00	\$0.00	\$3,801.19	\$15,789.19

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-TexasCityPD-S-1YG-00050 City of Texas City Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Galveston County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$24,966.40	\$0.00	\$0.00	\$24,966.40	\$49,932.80

Planned Activity Name District Organization Name
 2026-ColonyPD-S-1YG-00059 City of The Colony Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Denton County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,950.00	\$0.00	\$0.00	\$3,737.50	\$18,687.50

Planned Activity Name District Organization Name
 2026-Tyler PD-S-1YG-00115 City of Tyler Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Smith County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$89,949.00	\$0.00	\$0.00	\$22,488.25	\$112,437.25

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-VanPD-S-CMV-00044 City of Van Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Van Zandt County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,950.00	\$0.00	\$0.00	\$3,738.50	\$18,688.50

Planned Activity Name District Organization Name
 2026-VictoriaPD-S-1YG-00122 City of Victoria Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Victoria County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$25,103.00	\$0.00	\$0.00	\$6,779.95	\$31,882.95

Planned Activity Name District Organization Name
 2026-WacoPD-S-1YG-00036 City of Waco Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : McLennan County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$109,384.25	\$0.00	\$0.00	\$27,489.98	\$136,874.23

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-WhartonPD-S-1YG-00126 City of Wharton Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Wharton County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$12,610.20	\$0.00	\$0.00	\$3,610.56	\$16,220.76

Planned Activity Name District Organization Name
 2026-WhitePD-S-1YG-00040 City of White Settlement Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tarrant County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,943.60	\$0.00	\$0.00	\$3,010.97	\$14,954.57

Planned Activity Name District Organization Name
 2026-WichitaPD-S-1YG-00113 City of Wichita Falls Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Wichita County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$50,993.52	\$0.00	\$0.00	\$14,212.38	\$65,205.90

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-WillowParkPD-S-1YG-00121 City of Willow Park Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Parker County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,844.41	\$0.00	\$0.00	\$3,104.30	\$14,948.71

Planned Activity Name District Organization Name
 2026-ComancheCOSO-S-1YG-00029 Comanche County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Comanche County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$6,998.40	\$0.00	\$0.00	\$1,899.56	\$8,897.96

Planned Activity Name District Organization Name
 2026-ComancheCOSO-S-CMV-00014 Comanche County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Comanche County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$3,973.05	\$0.00	\$0.00	\$1,074.96	\$5,048.01

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-EIPPct4-S-1YG-00148 El Paso County Constable's Office, Pct. 4

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : El Paso County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$68,663.70	\$0.00	\$0.00	\$17,182.14	\$85,845.84

Planned Activity Name District Organization Name
 2026-FloydCoSO-S-1YG-00076 Floyd County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Floyd County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,945.28	\$0.00	\$0.00	\$3,660.81	\$15,606.09

Planned Activity Name District Organization Name
 2026-FortBendPct1-S-1YG-00003 Fort Bend County Constable Precinct 1

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$21,875.00	\$0.00	\$0.00	\$5,692.00	\$27,567.00

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-FortBendPct1-S-CMV-00002 Fort Bend County Constable Precinct 1

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,173.00	\$15,173.00

Planned Activity Name District Organization Name
 2026-FBCoCP3-S-1YG-00043 Fort Bend County Constable Precinct 3

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,424.34	\$0.00	\$0.00	\$5,266.47	\$19,690.81

Planned Activity Name District Organization Name
 2026-FBCoCP3-S-CMV-00018 Fort Bend County Constable Precinct 3

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Fort Bend County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,995.87	\$0.00	\$0.00	\$3,403.29	\$15,399.16

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-FranklinCOSO-S-1YG-00060 Franklin County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Franklin County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$14,970.00	\$0.00	\$0.00	\$3,743.40	\$18,713.40

Planned Activity Name District Organization Name
 2026-FrioCoSO-S-1YG-00089 Frio County Sheriff's Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Frio County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$23,980.72	\$0.00	\$0.00	\$5,995.18	\$29,975.90

Planned Activity Name District Organization Name
 2026-GalCOSO-S-1YG-00006 Galveston County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Galveston County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$29,748.23	\$0.00	\$0.00	\$9,546.21	\$39,294.44

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-HarrisP1-S-1YG-00062 Harris County Constable Precinct 1

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$79,217.09	\$0.00	\$0.00	\$19,902.02	\$99,119.11

Planned Activity Name District Organization Name
 2026-HarrisP1-S-CMV-00026 Harris County Constable Precinct 1

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$57,755.98	\$0.00	\$0.00	\$14,484.37	\$72,240.35

Planned Activity Name District Organization Name
 2026-Harris4-S-1YG-00145 Harris County Constable Precinct 4

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$49,856.81	\$0.00	\$0.00	\$12,774.27	\$62,631.08

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-HarrisP5-S-1YG-00046 Harris County Constable Precinct 5

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$49,991.98	\$0.00	\$0.00	\$12,796.43	\$62,788.41

Planned Activity Name District Organization Name
 2026-HarrisP5-S-CMV-00019 Harris County Constable Precinct 5

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$49,991.98	\$0.00	\$0.00	\$12,796.43	\$62,788.41

Planned Activity Name District Organization Name
 2026-HarrisP7-S-1YG-00014 Harris County Constable Precinct 7

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$97,371.55	\$0.00	\$0.00	\$26,980.98	\$124,352.53

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
2026-HarrisCo-S-1YG-00053 Harris County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$665,667.19	\$0.00	\$0.00	\$166,444.22	\$832,111.41

Planned Activity Name District Organization Name
2026-HarrisCo-S-CMV-00048 Harris County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$55,852.94	\$0.00	\$0.00	\$14,048.47	\$69,901.41

Planned Activity Name District Organization Name
2026-HoustonCoSO-S-1YG-00091 Houston County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Houston County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,417.00	\$0.00	\$0.00	\$3,082.59	\$14,499.59

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-JeffersonCoSO-S-1YG-00074 Jefferson County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Jefferson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$25,878.30	\$0.00	\$0.00	\$7,030.90	\$32,909.20

Planned Activity Name District Organization Name
 2026-LampasasCSO-S-1YG-00134 Lampasas County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Lampasas County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$8,250.00	\$0.00	\$0.00	\$2,062.50	\$10,312.50

Planned Activity Name District Organization Name
 2026-LampasasCSO-S-CMV-00052 Lampasas County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Lampasas County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$4,087.50	\$0.00	\$0.00	\$1,050.00	\$5,137.50

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-MVPDTX-S-1YG-00097 Memorial Villages Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Harris County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,931.47	\$0.00	\$0.00	\$2,989.72	\$14,921.19

Planned Activity Name District Organization Name
 2026-MoCoP1Co-S-1YG-00017 Montgomery County Constables Office Pct 1

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Montgomery County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$24,123.18	\$0.00	\$0.00	\$6,073.25	\$30,196.43

Planned Activity Name District Organization Name
 2026-MoCoP2Co-S-1YG-00019 Montgomery County Constables Office Pct 2

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Montgomery County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$22,709.67	\$0.00	\$0.00	\$6,003.53	\$28,713.20

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-MontgoSO-S-1YG-00011 Montgomery County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Montgomery County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$183,947.00	\$0.00	\$0.00	\$46,044.33	\$229,991.33

Planned Activity Name District Organization Name
 2026-MooreCoSO-S-1YG-00104 Moore County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Moore County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$19,969.36	\$0.00	\$0.00	\$5,391.71	\$25,361.07

Planned Activity Name District Organization Name
 2026-MooreCoSO-S-CMV-00041 Moore County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Moore County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$19,969.36	\$0.00	\$0.00	\$5,391.71	\$25,361.07

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-TDPS-S-1YG-00010 Texas Department of Public Safety

Organization Type : State Agency

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Anderson County; Andrews County; Angelina County; Aransas County; Archer County; Armstrong County; Atascosa County; Austin County; Bailey County; Bandera County; Bastrop County; Baylor County; Bee County; Bell County; Bexar County; Blanco County; Borden County; Bosque County; Bowie County; Brazoria County; Brazos County; Brewster County; Briscoe County; Brooks County; Brown County; Burleson County; Burnet County; Caldwell County; Calhoun County; Callahan County; Cameron County; Camp County; Carson County; Cass County; Castro County; Chambers County; Cherokee County; Childress County; Clay County; Cochran County; Coke County; Coleman County; Collin County; Collingsworth County; Colorado County; Comal County; Comanche County; Concho County; Cooke County; Coryell County; Cottle County; Crane County; Crockett County; Crosby County; Culberson County; Dallam County; Dallas County; Dawson County; Deaf Smith County; Delta County; Denton County; DeWitt County; Dickens County; Dimmit County; Donley County; Duval County; Eastland County; Ector County; Edwards County; El Paso County; Ellis County; Erath County; Falls County; Fannin County; Fayette County; Fisher County; Floyd County; Foard County; Fort Bend County; Franklin County; Freestone County; Frio County; Gaines County; Galveston County; Garza County; Gillespie County; Glasscock County; Goliad County; Gonzales County; Gray County; Grayson County; Gregg County; Grimes County; Guadalupe County; Hale County; Hall County; Hamilton County; Hansford County; Hardeman County; Hardin County; Harris County; Harrison County; Hartley County; Haskell County; Hays County; Hemphill County; Henderson County; Hidalgo County; Hill County; Hockley County; Hood County; Hopkins County; Houston County; Howard County; Hudspeth County; Hunt County; Hutchinson County; Irion County - San Ang

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$167,830.66	\$0.00	\$0.00	\$41,957.66	\$209,788.32

Planned Activity Name District Organization Name
 2026-CelinaPD-S-1YG-00112 The City of Celina Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Collin County; Denton County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$12,183.42	\$0.00	\$0.00	\$3,227.51	\$15,410.93

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-MineolaPD-S-1YG-00073 The City of Mineola Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Wood County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$17,887.24	\$0.00	\$0.00	\$4,471.81	\$22,359.05

Planned Activity Name District Organization Name
 2026-VenusPD-S-1YG-00140 The City of Venus Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Ellis County;Johnson County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$18,529.83	\$0.00	\$0.00	\$4,632.46	\$23,162.29

Planned Activity Name District Organization Name
 2026-Tomgreen-S-1YG-00114 Tom Green County

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Tom Green County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$59,400.00	\$0.00	\$0.00	\$15,404.05	\$74,804.05

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-Tomgreen-S-CMV-00032 Tom Green County

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Tom Green County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$19,800.00	\$0.00	\$0.00	\$5,018.46	\$24,818.46

Planned Activity Name District Organization Name
 2026-CrossRdPD-S-1YG-00026 Town of Cross Roads Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Denton County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$13,869.86	\$0.00	\$0.00	\$3,599.71	\$17,469.57

Planned Activity Name District Organization Name
 2026-ProsperPD-S-1YG-00071 Town of Prosper Police Department

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Collin County;Denton County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$15,615.00	\$0.00	\$0.00	\$4,066.15	\$19,681.15

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-TravisCoCP2-S-1YG-00103 Travis County Constable Precinct 2

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Travis County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$61,256.83	\$0.00	\$0.00	\$15,314.21	\$76,571.04

Planned Activity Name District Organization Name
 2026-Travis County SO-S-1YG-00077 Travis County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Travis County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$219,137.13	\$0.00	\$0.00	\$57,272.17	\$276,409.30

Planned Activity Name District Organization Name
 2026-WallerCOSO-S-1YG-00072 Waller County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Waller County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$46,751.50	\$0.00	\$0.00	\$12,622.91	\$59,374.41

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-WallerCOSO-S-CMV-00029 Waller County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Waller County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$32,926.08	\$0.00	\$0.00	\$8,810.84	\$41,736.92

Planned Activity Name District Organization Name
 2026-WiseCounty S. O.-S-1YG-00035 Wise County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Wise County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$11,992.34	\$0.00	\$0.00	\$3,080.21	\$15,072.55

Planned Activity Name District Organization Name
 2026-ZapataCoSO-S-1YG-00100 Zapata County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP Comprehensive**

Communities Served : Zapata County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$12,015.78	\$0.00	\$0.00	\$3,244.26	\$15,260.04

Task: **Enforcement**

Police Traffic Services PT - 09

Planned Activity Name District Organization Name
 2026-ZapataCoSO-S-CMV-00040 Zapata County Sheriff's Office

Organization Type : Local Government/Transit District

Primary Countermeasure Strategy ID : Police Traffic Services Enforcement

Title / Desc. **STEP CMV**

Communities Served : Zapata County;

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$12,015.78	\$0.00	\$0.00	\$3,244.26	\$15,260.04

Task: **Training**

Police Traffic Services PT - 09

Planned Activity Name Division Organization Name
 2026-IADLEST-G-1YG-0175 TRF-TS International Association of Directors of Law Enforcement Standards and Training

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Police Traffic Services 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

Activities

- Teach hours of in-person and online training by 9/30/2026
- Implement Strategic Operation Plan that outlines the project. by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$575,059.94	\$0.00	\$0.00	\$144,489.00	\$719,548.94

Task: **Training**

Police Traffic Services PT - 09

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TMPA-G-1YG-0007	TRF-TS	Texas Municipal Police Association

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Police Traffic Services Training

Title / Desc. **Texas Law Enforcement Liaison Program**

The Law Enforcement Liaison (LEL) Program supports the TxDOT Traffic Safety Specialists with STEP grants and traffic safety events. We also instruct several traffic safety courses.

Communities Served : Statewide

Activities

- Teach Training hours to law enforcement and civilians by 9/30/2026
- Attend Traffic Safety Specialist or Highway Safety Partner events by 9/30/2026
- Develop Strategic Plan for deploying personnel and resources by 11/30/2025

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	PT	\$1,599,952.39	\$0.00	\$0.00	\$400,035.00	\$1,999,987.39

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 and Education**

Roadway Safety RS - 11

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-SMAM-SOW-0001	TRF-TS	Sherry Matthews Advocacy Marketing

Organization Type : For-Profit Organization

Primary Countermeasure Strategy ID : Roadway Safety Public Information and Education

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

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

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 and Education**

Roadway Safety RS - 11

Planned Activity Name 2026-TTI-G-1YG-0048 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Roadway Safety Public Information and Education

Title / Desc. **Mitigating Highway-Rail Crossing Risks Through 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

Activities

- Complete outreach events by 8/31/2026
- Plan public engagement event by 7/31/2026
- Identify local communities, neighborhoods, or other areas in proximity to high-risk crossings by 5/30/2026
- Complete Final report of project activities and outcomes by 9/30/2026
- Analyze County level crossing data sets (train and vehicle traffic) and identify high-risk areas by 4/30/2026
- Collect Train and vehicle grade-crossing counts in 5 Bryan District Counties by 3/9/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	\$49,670.00	\$0.00	\$0.00	\$12,425.25	\$62,095.25

Planned Activity Name 2026-TxOpLife-G-1YG-0162 Division TRF-TS Organization Name Texas Operation Lifesaver

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Roadway Safety Public Information and Education

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

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

Communities Served : Statewide

Activities

- Develop Strategic Plan for reducing KA crashes at highway-rail grade crossings by 11/30/2025
- Conduct Classes and programs from Texas Operation Lifesaver list of services by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	RS	\$76,469.00	\$0.00	\$0.00	\$30,103.44	\$106,572.44

Task: **Training**

Roadway Safety RS - 11

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-UTatArli-G-1YG-0134	TRF-TS	The University of Texas at Arlington

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Roadway Safety Training*Title / Desc.* **FY 2026 Work Zone Safety Training Program**

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

Communities Served : Statewide**Activities**

- Educate Texas city and county workers on work zone traffic safety by 9/30/2026
- Conduct classes for Texas city and county workers on work zone traffic control safety by 9/30/2026
- Develop data-driven strategic operational plan to work zone traffic solutions by 9/30/2026

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	\$383,476.55	\$0.00	\$0.00	\$105,127.66	\$488,604.21

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>	<i>Division</i>	<i>Organization Name</i>
2026-ESCVI-G-1YG-0077	TRF-TS	Education Service Center, Region VI

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : School Bus Training

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

Bus Safety Education aims to reduce school transportation injuries & fatalities by providing education to transportation personnel & students through training, simulation & an emergency response event

Communities Served : Statewide

Activities

- Develop Strategic Operation Plan by 9/30/2026
- Identify set of content training material to be utilized in the School Bus Safety Training Program by 9/30/2026
- Conduct School bus transportation personnel trainings in the Bus Safety Training Program by 9/30/2026
- Conduct School Bus Safety Training Conference by 9/30/2026
- Teach PreK-5th grade students in the School Bus Safety Program by 9/30/2026
- Conduct Operation STEER (Student Transportation Emergency Education & Response) Event by 9/30/2026

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	\$250,000.00	\$0.00	\$0.00	\$66,459.00	\$316,459.00

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

Planned Activity Name 2026-TxDOT-G-1YG-0201 Division TRF-TS Organization Name TxDOT - Traffic Safety

Organization Type : State Agency

Primary Countermeasure Strategy ID : Speed Control Enforcement

Title / Desc. **STEP Operation Slowdown**

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	\$0.00	\$500,000.00

Task: **Public Information and Education**

Speed Control SC - 13

Planned Activity Name 2026-SMAM-SOW-0004 Division TRF-TS Organization Name Sherry Matthews Advocacy Marketing

Organization Type : For-Profit Organization

Primary Countermeasure Strategy ID : Speed Control Public Information and Education

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

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

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

Task: **Public Information and Education**

Speed Control SC - 13

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0030	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution*Primary Countermeasure Strategy ID :* Speed Control Public Information and Education*Title / Desc.* **Addressing Speeding through Online Education and Outreach***Data-driven outreach and educational initiative focused on reducing the incidence of speeding through online and social media messaging.**Communities Served :* Statewide**Activities**

- Complete Summary report of project outcomes by 9/30/2026
- Develop Strategic operational plan by 9/30/2026
- Create Project push card to promote the project resources and materials by 6/30/2026
- Achieve Social media engagements by 9/30/2026
- Develop Project website by 8/31/2026
- Distribute Safety messages regarding speeding on social media by 9/30/2026
- Produce Short traffic safety video covering speeding by 7/31/2026
- Conduct Focus groups on speeding by 4/30/2026
- Conduct Crash analysis of crashes involving speeding over the most recent 5 years by 4/30/2026

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	SC	\$70,000.00	\$0.00	\$0.00	\$17,508.99	\$87,508.99

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

<i>Planned Activity Name</i>	<i>Division</i>	<i>Organization Name</i>
2026-TTI-G-1YG-0037	TRF-TS	Texas A&M Transportation Institute

Organization Type : Educational Institution

Primary Countermeasure Strategy ID : Traffic Records Evaluation

Title / Desc. **Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier (UUID), Phase III**

Planning and coordination to support a future pilot test of the integration of the Texas Wristband Number into the Crash Report in Houston's East End District.

Communities Served : Statewide

Activities

- Create final report that includes a detailed implementation plan for FY26 by 9/30/2026
- Develop stakeholder network that would support a broader Houston expansion by 9/30/2026
- Coordinate planning effort with local EED stakeholders and statewide representatives by 9/30/2026

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	\$172,000.00	\$0.00	\$0.00	\$43,037.29	\$215,037.29

Task: **Evaluation**

Traffic Records TR - 14

Planned Activity Name 2026-TTI-G-1YG-0043 Division TRF-TS Organization Name Texas A&M Transportation Institute

Organization Type : Educational Institution

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 FY2026 Traffic Records Program Assessment and providing technical assistance to TxDOT including maintaining data dashboards.

Communities Served : Statewide

Activities

- Produce Final Report by 9/30/2026
- Update TRCC web data tools including TxSTORM and other data dashboards by 9/30/2026
- Complete Set of STRAP questions related to up to two of the core traffic record datasets by 9/30/2026
- Produce Update the Texas Traffic Records Information System (TSIS) Strategic Plan with Data Quality Program by 5/31/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$175,840.00	\$0.00	\$0.00	\$43,994.84	\$219,834.84

Planned Activity Name 2026-TDPS-G-1YG-0082 Division TRF-TS Organization Name Texas Department of Public Safety

Organization Type : State Agency

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

Activities

- Conduct months of on-time analytic deliverable generation of 80% or greater by 9/30/2026
- Conduct months of citation data collection with 98% having no critical errors by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,132,717.28	\$0.00	\$0.00	\$377,572.42	\$1,510,289.70

Task: **Evaluation**

Traffic Records TR - 14

Planned Activity Name 2026-TDSHS-G-1YG-0167 Division TRF-TS Organization Name Texas Department of State Health Services

Organization Type : State Agency

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

Activities

- Provide Update on the FY 2023 EMSTR strategic plan implementation goals by 9/30/2026
- Achieve months of EMS trauma variable alignment in both data standards by 9/30/2026
- Produce Motor Vehicle Crash (MVC) annual trend data products by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$802,153.26	\$0.00	\$0.00	\$272,784.09	\$1,074,937.35

Planned Activity Name 2026-TMPA-G-1YG-0005 Division TRF-TS Organization Name Texas Municipal Police Association

Organization Type : Non-Profit Organization

Primary Countermeasure Strategy ID : Traffic Records Evaluation

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

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

Communities Served : Statewide

Activities

- Administer Statewide DWI Tracking Database by 9/30/2026
- Conduct LEADRS trainings/presentations to law enforcement, prosecutors, judges, and other stakeholders by 9/30/2026

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	TR	\$2,927,316.42	\$0.00	\$0.00	\$733,538.00	\$3,660,854.42

Task: **Program Management**

Traffic Records TR - 14

Planned Activity Name 2026-CRIS-G-1YG-0207 Division TRF-TS Organization Name CRIS

Organization Type : State Agency

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

Planned Activity Name 2026-CRIS-G-1YG-0208 Division TRF-TS Organization Name CRIS

Organization Type : State Agency

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

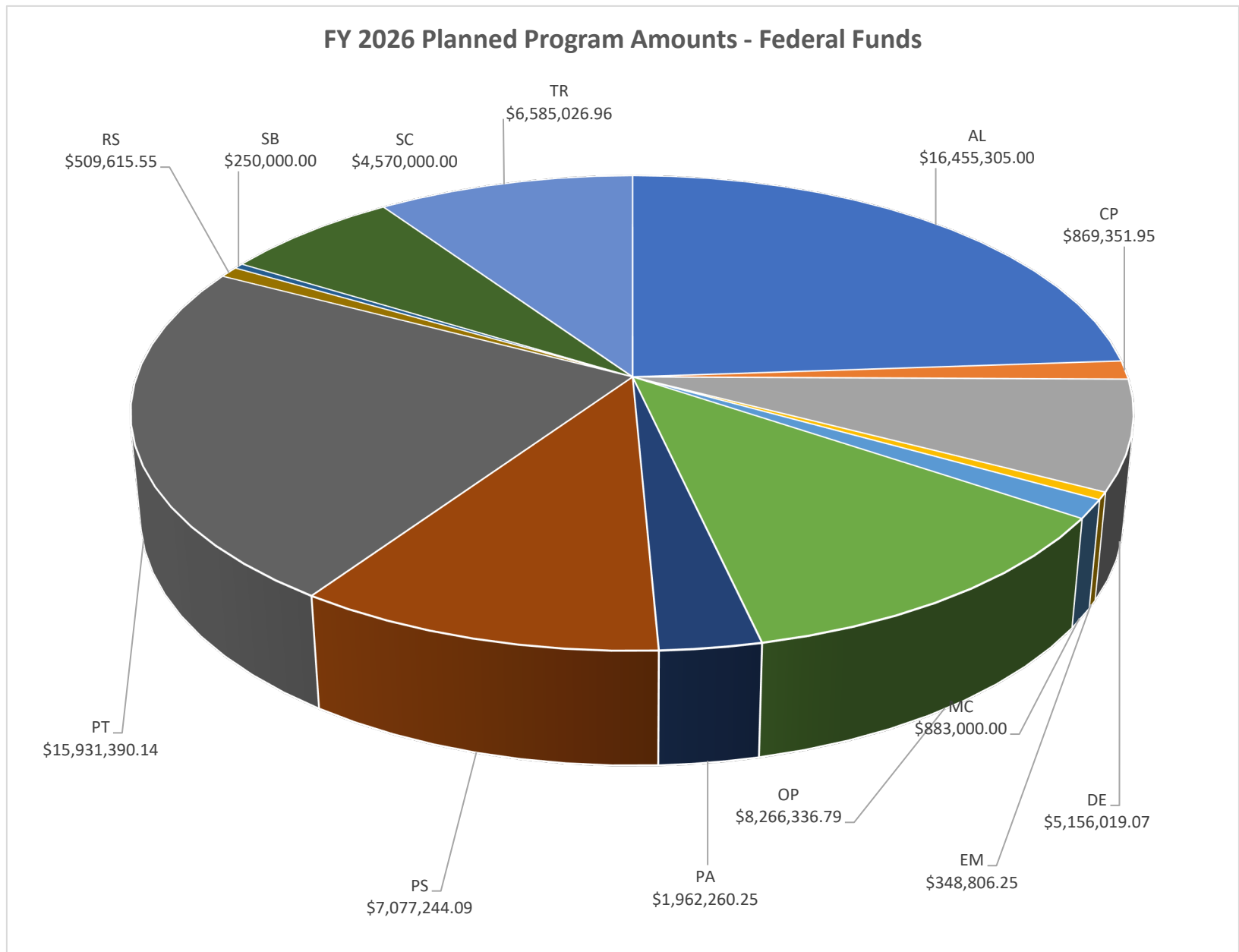
Communities Served : Statewide

Budget:

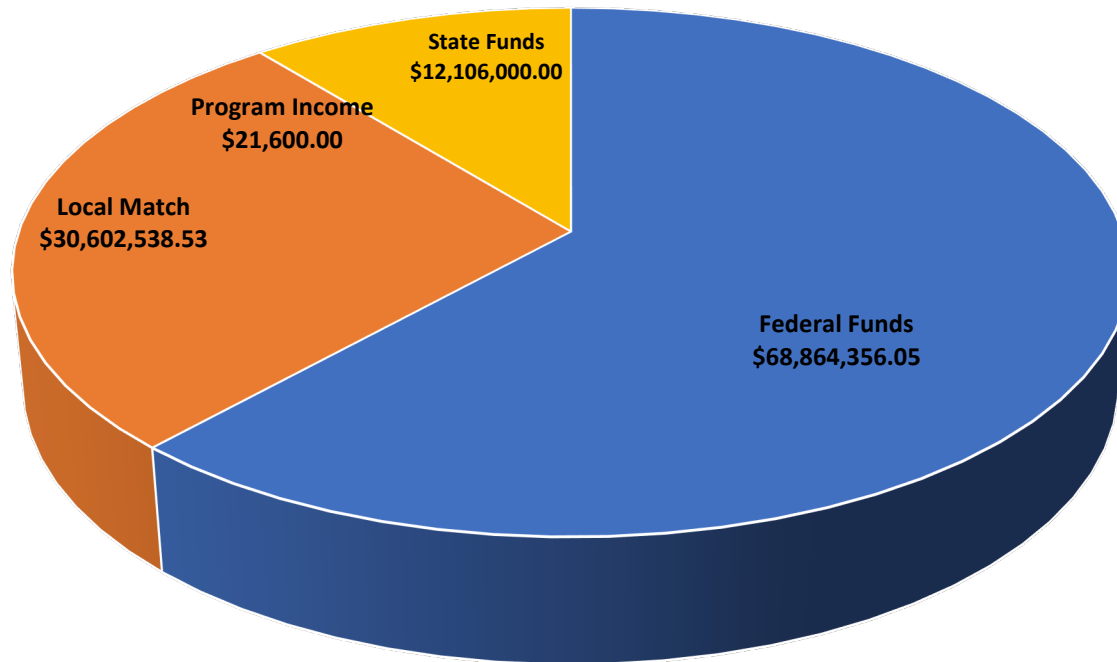
# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	\$2,800,000.00

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	69	\$20,410,082.83	\$2,405,452.82			\$14,049,852.18			\$250,000.00	\$0.00	\$3,704,777.83	\$142,987.60
Community Traffic Safety Programs	2	\$1,172,259.30	\$869,351.95						\$0.00	\$0.00	\$302,907.35	\$27,450.00
Driver Education and Behavior	27	\$7,306,367.27	\$5,156,019.07						\$0.00	\$21,600.00	\$2,128,748.20	\$340,000.00
Emergency Medical Services	1	\$1,184,382.60	\$348,806.25						\$0.00	\$0.00	\$835,576.35	
Motorcycle Safety	4	\$2,041,329.91	\$513,000.00				\$370,000.00		\$330,000.00	\$0.00	\$828,329.91	
Occupant Protection	55	\$12,976,091.24	\$3,836,336.79	\$4,430,000.00					\$0.00	\$0.00	\$4,709,754.45	\$388,291.86
Pedestrian and Bicyclist Safety	14	\$12,580,143.96	\$4,048,532.54					\$3,028,711.55	\$0.00	\$0.00	\$5,502,899.87	\$124,772.56
Planning and Administration	7	\$8,017,260.25	\$1,962,260.25						\$6,055,000.00	\$0.00	\$0.00	
Police Traffic Services	181	\$20,147,383.73	\$15,931,390.14						\$0.00	\$0.00	\$4,215,993.59	\$13,756,377.81
Roadway Safety	4	\$5,999,271.90	\$509,615.55						\$2,671,000.00	\$0.00	\$2,818,656.35	
School Bus	1	\$316,459.00	\$250,000.00						\$0.00	\$0.00	\$66,459.00	
Speed Control	42	\$8,587,508.99	\$4,570,000.00						\$0.00	\$0.00	\$4,017,508.99	\$4,000,000.00
Traffic Records	7	\$10,855,953.60	\$2,927,316.42		\$3,657,710.54				\$2,800,000.00	\$0.00	\$1,470,926.64	
TOTALS:	414	\$111,594,494.58	\$43,328,081.78	\$4,430,000.00	\$3,657,710.54	\$14,049,852.18	\$370,000.00	\$3,028,711.55	\$12,106,000.00	\$21,600.00	\$30,602,538.53	\$18,779,879.83



FY 2026 Planned Program Funds



Project Cross Reference**Enforcement Projects**

<i>Planned Activity Name</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2026-Abilene-S-1YG-00125			PT	402	PT	\$59,976.00	\$0.00	\$0.00	\$15,856.95	\$75,832.95
2026-AlicePD-S-1YG-00067			PT	402	PT	\$11,968.93	\$0.00	\$0.00	\$2,992.23	\$14,961.16
2026-AlpinePD-S-1YG-00027			PT	402	PT	\$12,026.25	\$0.00	\$0.00	\$3,047.17	\$15,073.42
2026-AltonPD-S-1YG-00028			PT	402	PT	\$9,988.50	\$0.00	\$0.00	\$3,146.38	\$13,134.88
2026-AmarilloPD-S-1YG-00092			PT	402	PT	\$149,980.50	\$0.00	\$0.00	\$38,605.40	\$188,585.90
2026-AmarilloPD-S-CMV-00038			PT	402	PT	\$57,942.00	\$0.00	\$0.00	\$14,928.27	\$72,870.27
2026-AngelinaCoSO-S-1YG-00141			PT	402	PT	\$31,328.56	\$0.00	\$0.00	\$8,129.60	\$39,458.16
2026-Arlington-S-1YG-00012			PT	402	PT	\$286,750.00	\$0.00	\$0.00	\$71,688.00	\$358,438.00
2026-Arlington-S-CMV-00005			PT	402	PT	\$89,524.00	\$0.00	\$0.00	\$22,381.00	\$111,905.00
2026-AustinPD-S-1YG-00044			PT	402	PT	\$449,914.11	\$0.00	\$0.00	\$112,499.54	\$562,413.65
2026-AustinPD-S-CMV-00016			PT	402	PT	\$39,919.20	\$0.00	\$0.00	\$10,010.27	\$49,929.47
2026-Baytown-S-1YG-00084			PT	402	PT	\$14,913.61	\$0.00	\$0.00	\$3,729.46	\$18,643.07
2026-Beaumont-S-1YG-00061			PT	402	PT	\$98,900.00	\$0.00	\$0.00	\$24,725.00	\$123,625.00
2026-Bedford-S-1YG-00127			PT	402	PT	\$45,019.74	\$0.00	\$0.00	\$11,608.51	\$56,628.25
2026-BertramPD-S-1YG-00150			PT	402	PT	\$11,965.46	\$0.00	\$0.00	\$3,237.28	\$15,202.74
2026-BertramPD-S-CMV-00056			PT	402	PT	\$11,965.46	\$0.00	\$0.00	\$3,237.28	\$15,202.74
2026-BexarCoD-G-1YG-0124			AL	405D	B4CS	\$24,391.00	\$0.00	\$0.00	\$6,647.42	\$31,038.42
2026-BexarCoSO-S-1YG-00142			PT	402	PT	\$457,105.84	\$0.00	\$0.00	\$114,488.88	\$571,594.72
2026-BordenCoSO-S-1YG-00086			PT	402	PT	\$11,968.50	\$0.00	\$0.00	\$3,009.42	\$14,977.92
2026-BrownsPD-S-1YG-00039			PT	402	PT	\$69,990.37	\$0.00	\$0.00	\$17,498.56	\$87,488.93
2026-BrownsPD-S-CMV-00017			PT	402	PT	\$29,989.37	\$0.00	\$0.00	\$7,498.41	\$37,487.78
2026-BrownwoodPD-S-1YG-00117			PT	402	PT	\$11,956.11	\$0.00	\$0.00	\$3,260.34	\$15,216.45
2026-CaldwellCoP3-S-1YG-00078			PT	402	PT	\$6,972.00	\$0.00	\$0.00	\$1,743.00	\$8,715.00
2026-CdrPrkPD-S-1YG-00058			PT	402	PT	\$19,040.65	\$0.00	\$0.00	\$4,838.89	\$23,879.54
2026-CelinaPD-S-1YG-00112			PT	402	PT	\$12,183.42	\$0.00	\$0.00	\$3,227.51	\$15,410.93
2026-Chambers-S-1YG-00130			PT	402	PT	\$19,109.44	\$0.00	\$0.00	\$6,355.79	\$25,465.23
2026-Chambers-S-CMV-00045			PT	402	PT	\$11,477.05	\$0.00	\$0.00	\$3,817.24	\$15,294.29
2026-ClydePD-S-1YG-00138			PT	402	PT	\$11,973.74	\$0.00	\$0.00	\$3,179.36	\$15,153.10
2026-CockrelPD-S-1YG-00120			PT	402	PT	\$45,955.50	\$0.00	\$0.00	\$11,626.73	\$57,582.23
2026-ColonyPD-S-1YG-00059			PT	402	PT	\$14,950.00	\$0.00	\$0.00	\$3,737.50	\$18,687.50

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>
2026-ColStaPD-S-1YG-00083			PT	402	PT	\$36,886.50	\$0.00	\$0.00	\$9,304.62	\$46,191.12
2026-ComancheCOSO-S-1YG-00029			PT	402	PT	\$6,998.40	\$0.00	\$0.00	\$1,899.56	\$8,897.96
2026-ComancheCOSO-S-CMV-00014			PT	402	PT	\$3,973.05	\$0.00	\$0.00	\$1,074.96	\$5,048.01
2026-CorinthPD-S-1YG-00031			PT	402	PT	\$39,750.00	\$0.00	\$0.00	\$10,127.54	\$49,877.54
2026-CorpusPD-S-1YG-00024			PT	402	PT	\$106,064.00	\$0.00	\$0.00	\$29,263.69	\$135,327.69
2026-CrossRdPD-S-1YG-00026			PT	402	PT	\$13,869.86	\$0.00	\$0.00	\$3,599.71	\$17,469.57
2026-CuneyPD-S-CMV-00043			PT	402	PT	\$11,995.00	\$0.00	\$0.00	\$3,079.89	\$15,074.89
2026-Dallas-S-1YG-00004			PT	402	PT	\$840,132.00	\$0.00	\$0.00	\$214,672.34	\$1,054,804.34
2026-DeerPark-S-1YG-00075			PT	402	PT	\$53,051.76	\$0.00	\$0.00	\$17,802.00	\$70,853.76
2026-DeerPark-S-CMV-00030			PT	402	PT	\$16,701.48	\$0.00	\$0.00	\$4,747.20	\$21,448.68
2026-DentonPD-G-1YG-0174			AL	405D	B4PEM	\$100,000.00	\$0.00	\$0.00	\$25,000.00	\$125,000.00
2026-EarlyPD-S-1YG-00136			PT	402	PT	\$11,981.50	\$0.00	\$0.00	\$3,017.90	\$14,999.40
2026-EastlaPD-S-1YG-00132			PT	402	PT	\$11,934.00	\$0.00	\$0.00	\$3,057.19	\$14,991.19
2026-EdcouchPD-S-1YG-00087			PT	402	PT	\$47,325.00	\$0.00	\$0.00	\$13,689.00	\$61,014.00
2026-EdcouchPD-S-CMV-00035			PT	402	PT	\$10,650.00	\$0.00	\$0.00	\$3,714.00	\$14,364.00
2026-EdinbuPD-S-1YG-00129			PT	402	PT	\$36,597.50	\$0.00	\$0.00	\$10,261.95	\$46,859.45
2026-EdinbuPD-S-CMV-00050			PT	402	PT	\$9,022.72	\$0.00	\$0.00	\$2,529.98	\$11,552.70
2026-ElPasoPD-S-1YG-00037			PT	402	PT	\$238,189.95	\$0.00	\$0.00	\$60,242.24	\$298,432.19
2026-ElPPct4-S-1YG-00148			PT	402	PT	\$68,663.70	\$0.00	\$0.00	\$17,182.14	\$85,845.84
2026-EulesS-S-1YG-00038			PT	402	PT	\$47,953.89	\$0.00	\$0.00	\$12,017.71	\$59,971.60
2026-FalfurriasPD-S-1YG-00033			PT	402	PT	\$63,972.48	\$0.00	\$0.00	\$15,993.12	\$79,965.60
2026-FBCoCP3-S-1YG-00043			PT	402	PT	\$14,424.34	\$0.00	\$0.00	\$5,266.47	\$19,690.81
2026-FBCoCP3-S-CMV-00018			PT	402	PT	\$11,995.87	\$0.00	\$0.00	\$3,403.29	\$15,399.16
2026-FloydCoSO-S-1YG-00076			PT	402	PT	\$11,945.28	\$0.00	\$0.00	\$3,660.81	\$15,606.09
2026-FortBend-G-1YG-0098			AL	405D	B4CS	\$42,599.86	\$0.00	\$0.00	\$10,649.97	\$53,249.83
2026-FortBendPct1-S-1YG-00003			PT	402	PT	\$21,875.00	\$0.00	\$0.00	\$5,692.00	\$27,567.00
2026-FortBendPct1-S-CMV-00002			PT	402	PT	\$12,000.00	\$0.00	\$0.00	\$3,173.00	\$15,173.00
2026-Fortworth-S-1YG-00034			PT	402	PT	\$341,386.96	\$0.00	\$0.00	\$85,398.74	\$426,785.70
2026-Fortworth-S-CMV-00015			PT	402	PT	\$96,807.48	\$0.00	\$0.00	\$24,299.12	\$121,106.60
2026-FranklinCOSO-S-1YG-00060			PT	402	PT	\$14,970.00	\$0.00	\$0.00	\$3,743.40	\$18,713.40

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>
2026-FreerPD-S-1YG-00149			PT	402	PT	\$71,025.75	\$0.00	\$0.00	\$17,756.44	\$88,782.19
2026-FrioCoSO-S-1YG-00089			PT	402	PT	\$23,980.72	\$0.00	\$0.00	\$5,995.18	\$29,975.90
2026-FriscoPD-S-1YG-00111			PT	402	PT	\$70,431.34	\$0.00	\$0.00	\$17,698.26	\$88,129.60
2026-FulshearPD-S-1YG-00143			PT	402	PT	\$13,786.50	\$0.00	\$0.00	\$3,590.00	\$17,376.50
2026-GalCOSO-S-1YG-00006			PT	402	PT	\$29,748.23	\$0.00	\$0.00	\$9,546.21	\$39,294.44
2026-Galveston-S-1YG-00081			PT	402	PT	\$41,852.50	\$0.00	\$0.00	\$10,735.17	\$52,587.67
2026-GarlandPD-S-1YG-00107			PT	402	PT	\$149,910.00	\$0.00	\$0.00	\$39,448.00	\$189,358.00
2026-Georgetown PD-S-1YG-00042			PT	402	PT	\$30,432.23	\$0.00	\$0.00	\$7,906.16	\$38,338.39
2026-GrandPra-S-1YG-00052			PT	402	PT	\$94,951.50	\$0.00	\$0.00	\$25,072.76	\$120,024.26
2026-GrandPra-S-CMV-00023			PT	402	PT	\$89,844.84	\$0.00	\$0.00	\$22,466.32	\$112,311.16
2026-GrapevinePD-S-1YG-00025			PT	402	PT	\$12,744.99	\$0.00	\$0.00	\$3,334.55	\$16,079.54
2026-HarkerHPD-S-1YG-00022			PT	402	PT	\$25,943.46	\$0.00	\$0.00	\$6,485.86	\$32,429.32
2026-Harlingen-S-1YG-00096			PT	402	PT	\$54,990.00	\$0.00	\$0.00	\$13,750.00	\$68,740.00
2026-Harlingen-S-CMV-00039			PT	402	PT	\$14,985.00	\$0.00	\$0.00	\$3,747.00	\$18,732.00
2026-Harris4-S-1YG-00145			PT	402	PT	\$49,856.81	\$0.00	\$0.00	\$12,774.27	\$62,631.08
2026-HarrisCo-S-1YG-00053			PT	402	PT	\$665,667.19	\$0.00	\$0.00	\$166,444.22	\$832,111.41
2026-HarrisCo-S-CMV-00048			PT	402	PT	\$55,852.94	\$0.00	\$0.00	\$14,048.47	\$69,901.41
2026-HarrisDA-G-1YG-0146			AL	405D	B4CS	\$351,200.91	\$0.00	\$0.00	\$87,800.23	\$439,001.14
2026-HarrisDA-G-1YG-0155			AL	405D	B4CS	\$411,529.79	\$0.00	\$0.00	\$133,524.60	\$545,054.39
2026-HarrisP1-S-1YG-00062			PT	402	PT	\$79,217.09	\$0.00	\$0.00	\$19,902.02	\$99,119.11
2026-HarrisP1-S-CMV-00026			PT	402	PT	\$57,755.98	\$0.00	\$0.00	\$14,484.37	\$72,240.35
2026-HarrisP5-S-1YG-00046			PT	402	PT	\$49,991.98	\$0.00	\$0.00	\$12,796.43	\$62,788.41
2026-HarrisP5-S-CMV-00019			PT	402	PT	\$49,991.98	\$0.00	\$0.00	\$12,796.43	\$62,788.41
2026-HarrisP7-S-1YG-00014			PT	402	PT	\$97,371.55	\$0.00	\$0.00	\$26,980.98	\$124,352.53
2026-HawleyPD-S-1YG-00116			PT	402	PT	\$9,988.62	\$0.00	\$0.00	\$2,610.86	\$12,599.48
2026-HoustonCoSO-S-1YG-00091			PT	402	PT	\$11,417.00	\$0.00	\$0.00	\$3,082.59	\$14,499.59
2026-HoustonPD-S-1YG-00005			PT	402	PT	\$1,711,419.04	\$0.00	\$0.00	\$448,131.21	\$2,159,550.25
2026-HoustonPD-S-CMV-00008			PT	402	PT	\$799,998.22	\$0.00	\$0.00	\$211,647.59	\$1,011,645.81
2026-InglesidePD-S-1YG-00064			PT	402	PT	\$11,966.64	\$0.00	\$0.00	\$2,991.90	\$14,958.54
2026-ItalyPD-S-1YG-00093			PT	402	PT	\$17,979.00	\$0.00	\$0.00	\$4,555.87	\$22,534.87

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>
2026-Jacksonville PD-S-1YG-00110			PT	402	PT	\$16,484.00	\$0.00	\$0.00	\$4,121.00	\$20,605.00
2026-Jefferson County SO-S-1YG-00074			PT	402	PT	\$25,878.30	\$0.00	\$0.00	\$7,030.90	\$32,909.20
2026-Katy PD-S-1YG-00099			PT	402	PT	\$54,145.32	\$0.00	\$0.00	\$15,571.34	\$69,716.66
2026-Kempner PD-S-1YG-00139			PT	402	PT	\$11,991.00	\$0.00	\$0.00	\$3,170.72	\$15,161.72
2026-Kilgore PD-S-1YG-00041			PT	402	PT	\$14,964.00	\$0.00	\$0.00	\$3,741.00	\$18,705.00
2026-Kyle PD-S-1YG-00054			PT	402	PT	\$26,122.00	\$0.00	\$0.00	\$6,611.49	\$32,733.49
2026-Kyle PD-S-CMV-00027			PT	402	PT	\$17,356.00	\$0.00	\$0.00	\$4,392.81	\$21,748.81
2026-La Joya PD-S-1YG-00133			PT	402	PT	\$14,000.00	\$0.00	\$0.00	\$5,458.46	\$19,458.46
2026-Lampasas County SO-S-1YG-00134			PT	402	PT	\$8,250.00	\$0.00	\$0.00	\$2,062.50	\$10,312.50
2026-Lampasas County SO-S-CMV-00052			PT	402	PT	\$4,087.50	\$0.00	\$0.00	\$1,050.00	\$5,137.50
2026-La Porte-S-1YG-00020			PT	402	PT	\$29,871.91	\$0.00	\$0.00	\$7,763.13	\$37,635.04
2026-La Porte-S-CMV-00009			PT	402	PT	\$14,946.97	\$0.00	\$0.00	\$3,742.93	\$18,689.90
2026-Laredo PD-S-1YG-00048			PT	402	PT	\$115,600.00	\$0.00	\$0.00	\$35,836.00	\$151,436.00
2026-Laredo PD-S-CMV-00020			PT	402	PT	\$109,500.00	\$0.00	\$0.00	\$33,945.00	\$143,445.00
2026-Longview PD-S-1YG-00135			PT	402	PT	\$67,978.00	\$0.00	\$0.00	\$16,994.50	\$84,972.50
2026-Marshall PD-S-1YG-00065			PT	402	PT	\$8,024.25	\$0.00	\$0.00	\$2,006.06	\$10,030.31
2026-McAllen PD-S-1YG-00098			PT	402	PT	\$89,975.00	\$0.00	\$0.00	\$22,494.47	\$112,469.47
2026-McAllen PD-S-CMV-00033			PT	402	PT	\$69,967.00	\$0.00	\$0.00	\$18,008.11	\$87,975.11
2026-MCDAO-G-1YG-0090			AL	405D	B4CS	\$162,650.00	\$0.00	\$0.00	\$106,859.28	\$269,509.28
2026-Mercedes PD-S-1YG-00082			PT	402	PT	\$7,996.52	\$0.00	\$0.00	\$2,058.00	\$10,054.52
2026-Meridian PD-S-1YG-00109			PT	402	PT	\$11,915.50	\$0.00	\$0.00	\$2,978.91	\$14,894.41
2026-Mesquite-S-1YG-00007			PT	402	PT	\$50,771.04	\$0.00	\$0.00	\$14,926.68	\$65,697.72
2026-Mineola PD-S-1YG-00073			PT	402	PT	\$17,887.24	\$0.00	\$0.00	\$4,471.81	\$22,359.05
2026-Mission-G-1YG-0163			AL	405D	B4PEM	\$145,964.00	\$0.00	\$0.00	\$37,558.10	\$183,522.10
2026-Mission-S-1YG-00051			PT	402	PT	\$45,000.00	\$0.00	\$0.00	\$11,476.86	\$56,476.86
2026-Mission-S-CMV-00022			PT	402	PT	\$35,000.00	\$0.00	\$0.00	\$9,127.66	\$44,127.66
2026-Missouri PD-S-1YG-00009			PT	402	PT	\$23,152.00	\$0.00	\$0.00	\$5,788.00	\$28,940.00
2026-Missouri PD-S-CMV-00004			PT	402	PT	\$11,992.00	\$0.00	\$0.00	\$3,006.00	\$14,998.00
2026-MoCo P1 Co-S-1YG-00017			PT	402	PT	\$24,123.18	\$0.00	\$0.00	\$6,073.25	\$30,196.43
2026-MoCo P2 Co-S-1YG-00019			PT	402	PT	\$22,709.67	\$0.00	\$0.00	\$6,003.53	\$28,713.20

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>
2026-MontgoSO-S-1YG-00011			PT	402	PT	\$183,947.00	\$0.00	\$0.00	\$46,044.33	\$229,991.33
2026-MooreCoSO-S-1YG-00104			PT	402	PT	\$19,969.36	\$0.00	\$0.00	\$5,391.71	\$25,361.07
2026-MooreCoSO-S-CMV-00041			PT	402	PT	\$19,969.36	\$0.00	\$0.00	\$5,391.71	\$25,361.07
2026-MtBelvieuPD-S-1YG-00105			PT	402	PT	\$11,948.58	\$0.00	\$0.00	\$4,186.87	\$16,135.45
2026-MtBelvieuPD-S-CMV-00011			PT	402	PT	\$11,948.58	\$0.00	\$0.00	\$4,186.87	\$16,135.45
2026-MtVernonPD-S-1YG-00055			PT	402	PT	\$14,968.00	\$0.00	\$0.00	\$3,742.00	\$18,710.00
2026-MVPD TX-S-1YG-00097			PT	402	PT	\$11,931.47	\$0.00	\$0.00	\$2,989.72	\$14,921.19
2026-Nacogdoches-S-CMV-00010			PT	402	PT	\$4,684.50	\$0.00	\$0.00	\$1,266.41	\$5,950.91
2026-navasota-S-1YG-00144			PT	402	PT	\$9,062.45	\$0.00	\$0.00	\$2,358.97	\$11,421.42
2026-navasota-S-CMV-00042			PT	402	PT	\$9,062.45	\$0.00	\$0.00	\$2,358.97	\$11,421.42
2026-NewBraun-S-1YG-00030			PT	402	PT	\$79,853.28	\$0.00	\$0.00	\$19,963.32	\$99,816.60
2026-NewBraun-S-CMV-00013			PT	402	PT	\$63,882.62	\$0.00	\$0.00	\$15,970.66	\$79,853.28
2026-NRichland-S-1YG-00108			PT	402	PT	\$33,284.10	\$0.00	\$0.00	\$10,287.51	\$43,571.61
2026-Odessa-S-1YG-00056			PT	402	PT	\$70,993.48	\$0.00	\$0.00	\$18,727.83	\$89,721.31
2026-Odessa-S-CMV-00025			PT	402	PT	\$9,912.60	\$0.00	\$0.00	\$2,636.06	\$12,548.66
2026-OlneyPD-S-1YG-00079			PT	402	PT	\$7,984.00	\$0.00	\$0.00	\$1,996.00	\$9,980.00
2026-PalestinePD-S-1YG-00088			PT	402	PT	\$13,990.00	\$0.00	\$0.00	\$3,497.50	\$17,487.50
2026-PalmviewPD-S-1YG-00049			PT	402	PT	\$46,336.00	\$0.00	\$0.00	\$11,586.90	\$57,922.90
2026-PalmviewPD-S-CMV-00021			PT	402	PT	\$37,536.00	\$0.00	\$0.00	\$9,384.67	\$46,920.67
2026-PasadePD-S-1YG-00008			PT	402	PT	\$95,060.00	\$0.00	\$0.00	\$95,060.00	\$190,120.00
2026-PasadePD-S-CMV-00003			PT	402	PT	\$14,200.00	\$0.00	\$0.00	\$14,200.00	\$28,400.00
2026-pearlaPD-S-1YG-00085			PT	402	PT	\$13,161.50	\$0.00	\$0.00	\$3,408.82	\$16,570.32
2026-pearlaPD-S-CMV-00046			PT	402	PT	\$13,161.50	\$0.00	\$0.00	\$3,408.82	\$16,570.32
2026-PharrPD-S-1YG-00131			PT	402	PT	\$15,100.00	\$0.00	\$0.00	\$5,160.90	\$20,260.90
2026-PharrPD-S-CMV-00051			PT	402	PT	\$15,100.00	\$0.00	\$0.00	\$5,160.90	\$20,260.90
2026-PlanoPD-S-1YG-00137			PT	402	PT	\$123,051.26	\$0.00	\$0.00	\$42,637.27	\$165,688.53
2026-PortArthur-S-1YG-00047			PT	402	PT	\$19,959.05	\$0.00	\$0.00	\$6,819.41	\$26,778.46
2026-ProsperPD-S-1YG-00071			PT	402	PT	\$15,615.00	\$0.00	\$0.00	\$4,066.15	\$19,681.15
2026-RefugioPD-S-1YG-00094			PT	402	PT	\$16,918.00	\$0.00	\$0.00	\$4,248.77	\$21,166.77
2026-RichlandHillsPD-S-1YG-00118			PT	402	PT	\$11,946.31	\$0.00	\$0.00	\$2,998.82	\$14,945.13

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>
2026-RockpoPD-S-1YG-00032			PT	402	PT	\$11,710.50	\$0.00	\$0.00	\$2,962.31	\$14,672.81
2026-RosenbPD-S-1YG-00013			PT	402	PT	\$16,500.00	\$0.00	\$0.00	\$5,004.83	\$21,504.83
2026-RosenbPD-S-CMV-00006			PT	402	PT	\$16,500.00	\$0.00	\$0.00	\$5,004.83	\$21,504.83
2026-Rowlet PD-S-1YG-00015			PT	402	PT	\$40,047.82	\$0.00	\$0.00	\$10,107.17	\$50,154.99
2026-SanAntPD-S-1YG-00002			PT	402	PT	\$1,750,000.00	\$0.00	\$0.00	\$437,619.20	\$2,187,619.20
2026-SansomPD-S-1YG-00016			PT	402	PT	\$6,030.00	\$0.00	\$0.00	\$1,553.70	\$7,583.70
2026-ShenanPD-S-1YG-00057			PT	402	PT	\$39,610.56	\$0.00	\$0.00	\$10,694.85	\$50,305.41
2026-SnyderPD-S-1YG-00123			PT	402	PT	\$11,961.97	\$0.00	\$0.00	\$3,059.22	\$15,021.19
2026-SouthlakePD-S-1YG-00068			PT	402	PT	\$27,470.40	\$0.00	\$0.00	\$6,868.46	\$34,338.86
2026-SouthSPPD-S-1YG-00045			PT	402	PT	\$11,974.78	\$0.00	\$0.00	\$3,117.42	\$15,092.20
2026-SplendoraPD-S-1YG-00090			PT	402	PT	\$15,001.50	\$0.00	\$0.00	\$4,050.20	\$19,051.70
2026-Sugarland-S-1YG-00023			PT	402	PT	\$74,140.00	\$0.00	\$0.00	\$18,767.28	\$92,907.28
2026-Sugarland-S-CMV-00007			PT	402	PT	\$16,850.00	\$0.00	\$0.00	\$4,745.51	\$21,595.51
2026-SullivanPD-S-1YG-00147			PT	402	PT	\$14,997.00	\$0.00	\$0.00	\$4,132.50	\$19,129.50
2026-SullivanPD-S-CMV-00054			PT	402	PT	\$14,997.00	\$0.00	\$0.00	\$4,132.50	\$19,129.50
2026-TABC-G-1YG-0092			AL	405D	B4TST	\$508,765.25	\$0.00	\$0.00	\$260,007.16	\$768,772.41
2026-TDPS-G-1YG-0132			AL	405D	B4BAC	\$1,165,388.45	\$0.00	\$0.00	\$417,000.00	\$1,582,388.45
2026-TDPS-S-1YG-00010			PT	402	PT	\$167,830.66	\$0.00	\$0.00	\$41,957.66	\$209,788.32
2026-TexarkPD-S-1YG-00146			PT	402	PT	\$11,988.00	\$0.00	\$0.00	\$3,801.19	\$15,789.19
2026-TexasCityPD-S-1YG-00050			PT	402	PT	\$24,966.40	\$0.00	\$0.00	\$24,966.40	\$49,932.80
2026-Tomgreen-S-1YG-00114			PT	402	PT	\$59,400.00	\$0.00	\$0.00	\$15,404.05	\$74,804.05
2026-Tomgreen-S-CMV-00032			PT	402	PT	\$19,800.00	\$0.00	\$0.00	\$5,018.46	\$24,818.46
2026-Travis County SO-S-1YG-00077			PT	402	PT	\$219,137.13	\$0.00	\$0.00	\$57,272.17	\$276,409.30
2026-TravisCoCP2-S-1YG-00103			PT	402	PT	\$61,256.83	\$0.00	\$0.00	\$15,314.21	\$76,571.04
2026-TxDOT-G-1YG-0200			AL	405D	M4HVE	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00
2026-TxDOT-G-1YG-0201			SC	402	SC	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00
2026-TxDOT-G-1YG-0202			OP	402	OP	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00
2026-Tyler PD-S-1YG-00115			PT	402	PT	\$89,949.00	\$0.00	\$0.00	\$22,488.25	\$112,437.25
2026-VanPD-S-CMV-00044			PT	402	PT	\$14,950.00	\$0.00	\$0.00	\$3,738.50	\$18,688.50
2026-VenusPD-S-1YG-00140			PT	402	PT	\$18,529.83	\$0.00	\$0.00	\$4,632.46	\$23,162.29

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>
2026-VictoriaPD-S-1YG-00122			PT	402	PT	\$25,103.00	\$0.00	\$0.00	\$6,779.95	\$31,882.95
2026-WacoPD-S-1YG-00036			PT	402	PT	\$109,384.25	\$0.00	\$0.00	\$27,489.98	\$136,874.23
2026-WallerCOSO-S-1YG-00072			PT	402	PT	\$46,751.50	\$0.00	\$0.00	\$12,622.91	\$59,374.41
2026-WallerCOSO-S-CMV-00029			PT	402	PT	\$32,926.08	\$0.00	\$0.00	\$8,810.84	\$41,736.92
2026-WhartonPD-S-1YG-00126			PT	402	PT	\$12,610.20	\$0.00	\$0.00	\$3,610.56	\$16,220.76
2026-WhitePD-S-1YG-00040			PT	402	PT	\$11,943.60	\$0.00	\$0.00	\$3,010.97	\$14,954.57
2026-WichitaPD-S-1YG-00113			PT	402	PT	\$50,993.52	\$0.00	\$0.00	\$14,212.38	\$65,205.90
2026-WillowParkPD-S-1YG-00121			PT	402	PT	\$11,844.41	\$0.00	\$0.00	\$3,104.30	\$14,948.71
2026-WiseCounty S. O.-S-1YG-00035			PT	402	PT	\$11,992.34	\$0.00	\$0.00	\$3,080.21	\$15,072.55
2026-ZapataCoSO-S-1YG-00100			PT	402	PT	\$12,015.78	\$0.00	\$0.00	\$3,244.26	\$15,260.04
2026-ZapataCoSO-S-CMV-00040			PT	402	PT	\$12,015.78	\$0.00	\$0.00	\$3,244.26	\$15,260.04

		<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
Enforcement Task Summary	# Projects: 308	\$18,168,867.07	\$0.00	\$0.00	\$4,756,516.35	\$22,925,383.42

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>
2026-TDPS-G-1YG-0082			TR	405C	M3DA	\$1,132,717.28	\$0.00	\$0.00	\$377,572.42	\$1,510,289.70
2026-TDSHS-G-1YG-0167			TR	405C	M3DA	\$802,153.26	\$0.00	\$0.00	\$272,784.09	\$1,074,937.35
2026-TMPA-G-1YG-0005			TR	402	TR	\$2,927,316.42	\$0.00	\$0.00	\$733,538.00	\$3,660,854.42
2026-TTI-G-1YG-0023			AL	402	AL	\$469,200.00	\$0.00	\$0.00	\$117,373.32	\$586,573.32
2026-TTI-G-1YG-0037			TR	405C	M3DA	\$172,000.00	\$0.00	\$0.00	\$43,037.29	\$215,037.29
2026-TTI-G-1YG-0038			AL	405D	M4IS	\$265,875.00	\$0.00	\$0.00	\$66,498.42	\$332,373.42
2026-TTI-G-1YG-0043			TR	405C	M3DA	\$175,840.00	\$0.00	\$0.00	\$43,994.84	\$219,834.84
2026-TTI-G-1YG-0049			OP	402	OP	\$92,500.00	\$0.00	\$0.00	\$23,138.18	\$115,638.18
2026-TTI-G-1YG-0050			OP	405B	M1OP	\$360,000.00	\$0.00	\$0.00	\$90,028.22	\$450,028.22
2026-TTI-G-1YG-0052			DE	402	DE	\$124,000.00	\$0.00	\$0.00	\$31,009.80	\$155,009.80
2026-TTI-G-1YG-0053			DE	402	DE	\$50,000.00	\$0.00	\$0.00	\$12,505.34	\$62,505.34
2026-TTI-G-1YG-0054			OP	402	OP	\$43,300.00	\$0.00	\$0.00	\$10,828.42	\$54,128.42
2026-TTI-G-1YG-0055			OP	405B	M1OP	\$70,000.00	\$0.00	\$0.00	\$17,509.70	\$87,509.70
2026-UTMBG-G-1YG-0190			AL	402	AL	\$89,747.30	\$0.00	\$0.00	\$23,864.24	\$113,611.54

Evaluation Task Summary

Projects: 14

<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
\$6,774,649.26	\$0.00	\$0.00	\$1,863,682.28	\$8,638,331.54

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>
2026-BeeHive-PO-00001			PA	402	PA	\$150,000.00	\$0.00	\$0.00	\$0.00	\$150,000.00
2026-CRIS-G-1YG-0207			TR	405C	M3DA	\$1,375,000.00	\$0.00	\$0.00	\$0.00	\$1,375,000.00
2026-CRIS-G-1YG-0208			TR	State	State	\$0.00	\$2,800,000.00	\$0.00	\$0.00	\$2,800,000.00
2026-InnovEM-G-1YG-0210			PA	402	PA	\$188,000.00	\$0.00	\$0.00	\$0.00	\$188,000.00
2026-InnovEM-G-1YG-0211			PA	402	PA	\$222,760.25	\$0.00	\$0.00	\$0.00	\$222,760.25
2026-RhyanTech-PO-00002			PA	402	PA	\$709,500.00	\$0.00	\$0.00	\$0.00	\$709,500.00
2026-TxDOT-G-1YG-0204			PA	State	State	\$0.00	\$6,000,000.00	\$0.00	\$0.00	\$6,000,000.00
2026-TxDOT-G-1YG-0205			PA	402	PA	\$692,000.00	\$0.00	\$0.00	\$0.00	\$692,000.00
2026-TxDOT-G-1YG-0206			PA	State	State	\$0.00	\$55,000.00	\$0.00	\$0.00	\$55,000.00
2026-TxDOT-G-1YG-0212			OP	402	OP	\$160,000.00	\$0.00	\$0.00	\$0.00	\$160,000.00

		<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
Program Management Task Summary	<i># Projects:</i> 10	\$3,497,260.25	\$8,855,000.00	\$0.00	\$0.00	\$12,352,260.25

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>
2026-CFRS-G-1YG-0180			PS	405G	BGPE	\$212,088.75	\$0.00	\$0.00	\$127,180.50	\$339,269.25
2026-DCMCCT-G-1YG-0085			OP	402	OP	\$426,310.61	\$0.00	\$0.00	\$109,832.07	\$536,142.68
2026-DrisHosp-G-1YG-0073			OP	402	OP	\$303,831.06	\$0.00	\$0.00	\$132,372.09	\$436,203.15
2026-DrisHosp-G-1YG-0141			OP	402	OP	\$272,696.78	\$0.00	\$0.00	\$172,558.14	\$445,254.92
2026-FriscoPD-G-1YG-0189			AL	405D	M4OT	\$60,000.00	\$0.00	\$0.00	\$15,000.00	\$75,000.00
2026-Ghisallo-G-1YG-0130			PS	402	PS	\$248,171.00	\$0.00	\$0.00	\$85,931.20	\$334,102.20
2026-Ghisallo-G-1YG-0131			PS	402	PS	\$232,760.36	\$0.00	\$0.00	\$77,906.20	\$310,666.56
2026-HaCoCMP1-G-1YG-0103			PS	402	PS	\$124,772.56	\$0.00	\$0.00	\$115,388.29	\$240,160.85
2026-SMAM-SOW-0001			RS	State	State	\$0.00	\$2,671,000.00	\$0.00	\$2,671,000.00	\$5,342,000.00
2026-SMAM-SOW-0002			PS	405G	BGPE	\$1,750,000.00	\$0.00	\$0.00	\$1,750,000.00	\$3,500,000.00
2026-SMAM-SOW-0003			PS	402	PS	\$2,900,000.00	\$0.00	\$0.00	\$2,900,000.00	\$5,800,000.00
2026-SMAM-SOW-0004			SC	402	SC	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	\$8,000,000.00
2026-TCH-G-1YG-0079			OP	402	OP	\$303,790.18	\$0.00	\$0.00	\$217,655.30	\$521,445.48
2026-TCH-G-1YG-0084			PS	405G	BGPE	\$120,543.80	\$0.00	\$0.00	\$73,750.24	\$194,294.04
2026-TCINC-G-1YG-0197			AL	405D	M4OT	\$248,999.93	\$0.00	\$0.00	\$165,143.80	\$414,143.73
2026-TDSHS-G-1YG-0168			OP	405B	M1PE	\$1,000,000.00	\$0.00	\$0.00	\$350,000.00	\$1,350,000.00
2026-Texas Ag-G-1YG-0086			OP	402	OP	\$1,562,281.86	\$0.00	\$0.00	\$526,159.30	\$2,088,441.16
2026-Texas Ag-G-1YG-0087			AL	402	AL	\$1,158,424.02	\$0.00	\$0.00	\$298,035.13	\$1,456,459.15
2026-Texas Ag-G-1YG-0088			CP	402	CP	\$841,901.95	\$0.00	\$0.00	\$286,023.35	\$1,127,925.30
2026-Travis C-G-1YG-0113			AL	402	AL	\$142,987.60	\$0.00	\$0.00	\$174,871.94	\$317,859.54
2026-TTI-G-1YG-0025			MC	402	MC	\$392,000.00	\$0.00	\$0.00	\$98,061.00	\$490,061.00
2026-TTI-G-1YG-0027			PS	405G	BGPE	\$350,000.00	\$0.00	\$0.00	\$87,559.74	\$437,559.74
2026-TTI-G-1YG-0028			PS	402	PS	\$120,000.00	\$0.00	\$0.00	\$30,026.94	\$150,026.94
2026-TTI-G-1YG-0030			SC	402	SC	\$70,000.00	\$0.00	\$0.00	\$17,508.99	\$87,508.99
2026-TTI-G-1YG-0031			PS	405G	BGPE	\$140,000.00	\$0.00	\$0.00	\$35,012.67	\$175,012.67
2026-TTI-G-1YG-0032			PS	405G	BGPE	\$225,000.00	\$0.00	\$0.00	\$56,299.29	\$281,299.29
2026-TTI-G-1YG-0034			DE	402	DE	\$132,527.00	\$0.00	\$0.00	\$33,152.60	\$165,679.60
2026-TTI-G-1YG-0036			PS	402	PS	\$265,000.00	\$0.00	\$0.00	\$66,307.74	\$331,307.74
2026-TTI-G-1YG-0039			DE	402	DE	\$1,335,208.00	\$0.00	\$0.00	\$334,022.95	\$1,669,230.95
2026-TTI-G-1YG-0046			MC	402	MC	\$121,000.00	\$0.00	\$0.00	\$30,268.91	\$151,268.91

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>
2026-TTI-G-1YG-0047			OP	402	OP	\$49,220.00	\$0.00	\$0.00	\$12,309.38	\$61,529.38
2026-TTI-G-1YG-0048			RS	402	RS	\$49,670.00	\$0.00	\$0.00	\$12,425.25	\$62,095.25
2026-TxDOT-G-1YG-0203			AL	State	State	\$0.00	\$250,000.00	\$0.00	\$0.00	\$250,000.00
2026-TxDOT-SOW-0005			OP	405B	M1PE	\$3,000,000.00	\$0.00	\$0.00	\$3,000,000.00	\$6,000,000.00
2026-TxDOT-SOW-0006			DE	402	DE	\$1,300,000.00	\$0.00	\$0.00	\$1,300,000.00	\$2,600,000.00
2026-TxDOT-SOW-0007			MC	State	State	\$0.00	\$330,000.00	\$0.00	\$330,000.00	\$660,000.00
2026-TxDOT-SOW-0008			MC	405F	M11MA	\$370,000.00	\$0.00	\$0.00	\$370,000.00	\$740,000.00
2026-TxDOT-SOW-0009			AL	405D	B4PEM	\$4,000,000.00	\$0.00	\$0.00	\$0.00	\$4,000,000.00
2026-TxHSTF-G-1YG-0148			OP	402	OP	\$37,945.50	\$0.00	\$0.00	\$9,732.28	\$47,677.78
2026-TxOpLife-G-1YG-0162			RS	402	RS	\$76,469.00	\$0.00	\$0.00	\$30,103.44	\$106,572.44
2026-TXSDY-G-1YG-0178			AL	402	AL	\$545,093.90	\$0.00	\$0.00	\$181,664.00	\$726,757.90
2026-TxTechLB-G-1YG-0122			PS	402	PS	\$157,828.62	\$0.00	\$0.00	\$39,731.19	\$197,559.81
2026-WISH-G-1YG-0104			OP	402	OP	\$84,460.80	\$0.00	\$0.00	\$37,631.37	\$122,092.17

Public Information Campaigns Task Summary

Projects: 43

<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
\$28,730,983.28	\$3,251,000.00	\$0.00	\$20,360,625.29	\$52,342,608.57

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>
2026-AbileneISD-DEG-00013			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-AdrianISD-DEG-00019			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-AnsonISD-DEG-00021			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-BastropISD-DEG-00016			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-CastleBryISD-DEG-00017			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-CentralISD-DEG-00018			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-ClydeISD-DEG-00009			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-ColoradoISD-DEG-00005			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-ComancheISD-DEG-00020			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-DallasCo-G-1YG-0133			AL	405D	B4CS	\$169,098.90	\$0.00	\$0.00	\$56,135.30	\$225,234.20
2026-DeLeonISD-DEG-00022			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-ESCVI-G-1YG-0077			SB	402	SB	\$250,000.00	\$0.00	\$0.00	\$66,459.00	\$316,459.00
2026-ESCVI-G-1YG-0078			DE	402	DE	\$230,000.00	\$0.00	\$0.00	\$62,064.00	\$292,064.00
2026-GHSA-G-1YG-0209			DE	402	DE	\$207,500.00	\$0.00	\$0.00	\$0.00	\$207,500.00
2026-HawleyISD-DEG-00002			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-HaysISD-DEG-00008			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-HuntingtonISD-DEG-00010			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-IADLEST-G-1YG-0175			PT	402	PT	\$575,059.94	\$0.00	\$0.00	\$144,489.00	\$719,548.94
2026-LaredoISD-DEG-00014			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-LockhartISD-DEG-00015			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-MADD-G-1YG-0008			AL	405D	M4OT	\$744,398.53	\$0.00	\$0.00	\$199,194.40	\$943,592.93
2026-MerkelISD-DEG-00012			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
2026-NSC-G-1YG-0074			DE	402	DE	\$591,018.93	\$0.00	\$0.00	\$155,000.00	\$746,018.93
2026-SafetyCi-G-1YG-0091			CP	402	CP	\$27,450.00	\$0.00	\$0.00	\$16,884.00	\$44,334.00
2026-TAC-G-1YG-0093			AL	405D	B4CS	\$194,426.06	\$0.00	\$0.00	\$52,713.83	\$247,139.89
2026-TCJ-G-1YG-0105			AL	405D	B4CS	\$819,499.83	\$0.00	\$0.00	\$210,000.00	\$1,029,499.83
2026-TDCAA-G-1YG-0121			AL	405D	B4CS	\$703,682.25	\$0.00	\$0.00	\$187,100.22	\$890,782.47
2026-TEEXESTI-G-1YG-0083			EM	402	EM	\$348,806.25	\$0.00	\$0.00	\$835,576.35	\$1,184,382.60
2026-TJCTC-G-1YG-0157			AL	405D	B4CS	\$124,923.02	\$0.00	\$0.00	\$32,518.74	\$157,441.76
2026-TMCEC-G-1YG-0096			DE	402	DE	\$717,395.61	\$0.00	\$21,600.00	\$157,705.87	\$896,701.48

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>
2026-TMPA-G-1YG-0004			AL	405D	B4PEM	\$1,500,000.00	\$0.00	\$0.00	\$374,900.00	\$1,874,900.00
2026-TMPA-G-1YG-0006			AL	405D	B4PEM	\$1,469,059.40	\$0.00	\$0.00	\$380,315.00	\$1,849,374.40
2026-TMPA-G-1YG-0007			PT	402	PT	\$1,599,952.39	\$0.00	\$0.00	\$400,035.00	\$1,999,987.39
2026-TTI-G-1YG-0024			AL	405D	M4SP	\$105,000.00	\$0.00	\$0.00	\$26,266.41	\$131,266.41
2026-TTI-G-1YG-0041			PS	405G	BGPE	\$231,079.00	\$0.00	\$0.00	\$57,805.87	\$288,884.87
2026-TTI-G-1YG-0045			AL	405D	M4II	\$232,400.00	\$0.00	\$0.00	\$58,136.32	\$290,536.32
2026-UTatArli-G-1YG-0134			RS	402	RS	\$383,476.55	\$0.00	\$0.00	\$105,127.66	\$488,604.21
2026-UTatArli-G-1YG-0139			DE	402	DE	\$128,369.53	\$0.00	\$0.00	\$43,287.64	\$171,657.17
2026-WHouseISD-DEG-00007			DE	402	DE	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00

Training Task Summary

Projects: 39

<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
\$11,692,596.19	\$0.00	\$21,600.00	\$3,621,714.61	\$15,335,910.80

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 Grants

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 90.09% as reported in 2024. The rate will be re-evaluated by September 30, 2025.

Table 1. 2024 Seat Belt Use in Texas

	All Passenger Vehicles	Passenger Cars	Pickups
Front Seat—Estimated Seat Belt Use	90.09	91.32	87.31
Standard Error	0.37	0.48	0.80
Upper 95% confidence limit	90.88	92.35	89.00
Lower 95% confidence limit	89.29	90.30	85.61
Driver—Estimated Seat Belt Use	89.88	91.35	86.86
Standard Error	0.36	0.47	0.90
Upper 95% confidence limit	90.64	92.35	88.78
Lower 95% confidence limit	89.11	90.34	84.94
Passenger—Estimated Seat Belt Use	90.98	91.19	90.53
Standard Error	0.90	0.79	1.39
Upper 95% confidence limit	92.88	92.86	93.48
Lower 95% confidence limit	89.07	89.52	87.58

Source: *Texas Statewide Survey of Seat Belt Use - 2024*; 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 Click It or Ticket campaign.

Participating Agencies

Texas has earmarked \$500,000 in federal funds to fund approximately 55 law enforcement agencies. We will provide a final list of the agencies, including project agreement numbers and amounts via amendment once they have been selected but the planned agencies include:

Blanco County Sheriff's Office
City of Alton Police Department
City of Anthony Police Department
City of Aransas Pass Police Department
City of Arlington Police Department
City of Austin Police Department
City of Baytown Police Department
City of Brownsville Police Department
City of Corinth Police Department
City of Cuney Police Department
City of Dallas Police Department
City of Donna Police Department
City of Edcouch Police Department
City of Escobares Police Department
City of Euless Police Department
City of Fort Stockton Police Department
City of Freer Police Department
City of Garland Police Department
City of Georgetown Police Department
City of Hallsville Police Department
City of Harlingen Police Department
City of Houston Police Department
City of Kilgore Police Department
City of Kirby Police Department
City of Lacy Lakeview Police Department
City of Lamesa Police Department
City of Laredo Police Department
City of McAllen Police Department

City of Mission Police Department
City of Missouri City Police Department
City of Montgomery Police Department
City of Nacogdoches Police Department
City of Navasota Police Department
City of Odessa Police Department
City of Palestine Police Department
City of Palmview Police Department
City of Pearland Police Department
City of Pharr Police Department
City of Rio Grande City Police Department
City of Robstown Police Department
City of San Benito Police Department
City of Snyder Police Department
City of Sugar Land Police Department
City of Van Police Department
City of Wichita Falls Police Department
El Paso County Constable's Office, Pct. 4
El Paso County Sheriff's Office
Floyd County Sheriff's Office
Fort Bend County Constable Precinct 1
Harris County Constable Precinct 4
Houston County Sheriff's Office
Montgomery County Constables Office Pct 2
Montgomery County Sheriff's Office
The City of Mineola Police Department
Travis County Sheriff's Office

Child Restraint Inspection Stations

In addressing 23 CFR 1300.21(d)(3), 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

Planned Activity Name	Title
2026-DrisHosp-G-1YG-0073	Keeping Families Safe in Traffic
2026-DrisHosp-G-1YG-0141	Safe On All Roads (SOAR)
2026-DCMCCT-G-1YG-0085	Dell Children's Medical Center (DCMC) Kids in Cars Program
2026-WISH-G-1YG-0140	TX DOT Traffic Safety Program
2026-TCH-G-1YG-0079	Increasing Child Restraint in Greater Houston
2026-Texas Ag-G-1YG-0086	Passenger Safety and KidSafe Initiatives
2026-TDSHS-G-1YG-0168	DSHS Safe Riders Child Passenger Safety Program

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:

Total Planned inspection stations and/or events	402
Urban Populations Served	81
Rural Populations Served	120
At Risk Populations Served	149
Unconfirmed Populations Served	52

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

Planned Activity Name	Title
2026-DrisHosp-G-1YG-0073	Keeping Families Safe in Traffic
2026-DrisHosp-G-1YG-0141	Safe On All Roads (SOAR)
2026-DCMCCT-G-1YG-0085	Dell Children's Medical Center (DCMC) Kids in Cars Program
2026-WISH-G-1YG-0140	TX DOT Traffic Safety Program
2026-TCH-G-1YG-0079	Increasing Child Restraint in Greater Houston
2026-Texas Ag-G-1YG-0086	Passenger Safety and KidSafe Initiatives
2026-TDSHS-G-1YG-0168	DSHS Safe Riders Child Passenger Safety Program

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	27
Estimated total number of technicians	440

405(c) State Traffic Safety Information System Improvements Grants

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 8, 2024
October 26, 2024
February 26, 2025
May 7, 2025

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.

TEXAS TRAFFIC RECORDS INFORMATION SYSTEM STRATEGIC PLAN

.. **TEXASTRCC**

FY25

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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
 TxDPSS – Texas Department of Public Safety

TxSTORM – Texas State Trend Over-Representation Model

STRAP – State Traffic Records Assessment Program

UUID – Universal Unique Identifier

VIN – Vehicle Identification Number

Introduction

The FY 2025 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.

Signed by:

Michael A. Chacon, P.E.

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7/9/2025

Michael A. Chacon, P.E.

Director, Traffic Safety Division Texas
Department of Transportation TRCC
Coordinator and Chair

Date

Executive Committee Members

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

TRCC Administrators

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

Name	Title	Agency	TRCC Role
Michael Chacon	Director of the Traffic Safety Division	TxDOT	Chair
Cathy Kratz	Deputy Director of the Traffic Safety Division	TxDOT	Vice-Chair
Larry Krantz	Police Traffic Services Program Manager	TxDOT	Coordinator
Eva Shipp	Senior Research Scientist	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
Lt. James Taylor	Interim 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
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
Annette Quintero	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 Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) for all six data sources and for the Texas TRCC overall in 2018. Beginning in FY24, Texas elected to select at least one data source each year for participation in a STRAP in partnership with NHTSA. Recent STRAP reviews are:

- FY24: Crash Data System
- FY25: Roadway Data System (currently underway)

In 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 TRCC overall STRAP and Strategic Planning recommendations and updated 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.	Currently, the TRCC maintains two subcommittees. First, the stakeholder advisory committee provides input on TRCC dashboards/TxSTORM and TRCC activities. Second, the EMS subcommittee was initiated in FY22 and plays an integral role in helping the TRCC support efforts to get a unique identifier into both crash and trauma registry records to support record linkage. A third subcommittee was sunsetted in FY25, the Intersection subcommittee,	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		because the Roadway Data System developed an intersection database. Finally in FY25, the TRCC supported the new Impaired Driving Database subcommittee.	
6	Execute a more detailed charter expressly agreed to by all member agencies. Any efforts to enhance the structure of the committee in order to improve effectiveness and overall impact should include a significant expansion of the charter. Additional detail around roles and authority, specific member agencies and their representatives, and how a more technical-focused team would interact with a policy-focused executive tier would be in order.	This effort will be pursued at a later date following the completion of higher priority objectives.	None
10	Implement a performance measurement and quality control program. System-specific quality control programs such as high-frequency error reports, sample-based audits, and data quality feedback surveys will ensure the TRCC can readily identify data system deficiencies and capitalize on opportunities for improvement.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21 and beyond, TTI provides technical assistance to maintain and expand the use of performance measures through implementing a data quality program. This includes the identification of goals for each performance measure.	Ongoing
12	Create a comprehensive Traffic Records Inventory. An effective inventory would provide high-level overviews of each system and its sub-systems, basic flowcharts or diagrams to illustrate how data are collected and processed, a description of the technical architecture, easy-to-use data dictionaries, and contact information for system administrators or managers.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
12	Create a comprehensive Traffic Records Process Flow showing inputs and outputs for all traffic records related data.	A basic flow chart was developed in FY19 and updated in FY22.	Complete
20-24	Restructure the TRCC Strategic Plan to more closely align with the Program Advisory and better serve the State. A restructured Plan would clearly define the policy goals and objectives of the Executive TRCC and the technical goals and objectives of the Technical TRCC.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
1-5, 29	Allow the existing committee to take on tasks that are excluded by virtue of being "technical committee" work. Add both executive and technical members to broaden the scope. Reflect these changes in the TRCC Strategic Plan. The current TRCC membership has no local agency highway engineers or technicians, first responders, or traffic safety enforcement personnel. It gets no direct input from local data collectors and users.	TRCC created four subcommittees, of which three remained active in FY25 (stakeholder advisory, EMS subcommittees, and Impaired Driving Database subcommittee). The intersection subcommittee was sunsetted since the Roadway Data System created an intersection database). Additional subcommittees are created as needed on a rolling basis.	Ongoing
20-24	Revise the organization and presentation format of the Plan to highlight key inter-relationships of the Plan and improve the readability of some Plan sections. The Plan should contain format changes that better highlight the relationships between State goals, identified deficiencies, the project action plan for the current year plus two more, and progress over time. It should explain processes and methods used to arrive at program decisions, and it should expand performance measures.	This effort was developed as part of TTI's FY19 technical assistance to the TRCC.	Complete
32	Texas should consider scheduling a special event lasting one to two days during which small and large	The TRCC created the advisory subcommittee which includes various stakeholders	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	group planning exercises are led by a professional strategic planning facilitator. Such an event should include stakeholders beyond the current TRCC makeup. It should be viewed as an opportunity for outreach, education, and inclusion. The results from such a facilitated meeting are not set in stone but offer TRCC planners a wealth of information to augment the assessment results and use them in developing the next strategic plan.	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.	

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 overall and Strategic Planning and the strategies/action steps necessary to achieve those objectives.

The Texas TRCC Administration plans to continue to promote subcommittees to provide technical guidance. This includes an advisory subcommittee which will bring in a diverse number of stakeholders to provide advice to the TRCC, an EMS subcommittee that is focused on improving accessibility to EMS and trauma data, and an Impaired Driving Database subcommittee that provides input on the initiative to create a statewide system that collects impaired driving data. These subcommittees will allow the TRCC to broaden the number of people and positions contributing to the TRCC.

Objective	Strategies/Action Steps	Timeline
1.1 Create TRCC subcommittees.	• 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). (Sunsetted in FY25) • Create an EMS subcommittee that is focused on improving accessibility to EMS and trauma data. • Create an Impaired Driving Database subcommittee to support the development of the statewide impaired driving data system.	Ongoing
1.2 Create a TRCC performance measure and quality control program.	• Create performance measures and data quality control programs for each database. • Develop plan for the TRCC to periodically review the performance measures.	Complete
1.3 Create a comprehensive Traffic Records Inventory.	• Collect data dictionaries from each database. • Summarize into one document.	Ongoing
1.4 Create a Process Flow Chart of the Texas Traffic Records System.	• 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.	• 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.	• Identify additional members to add to the TRCC.	Annually
2.1 Update the TRCC Strategic Plan to follow the same format as the STRAP.	• Update the Strategic Plan based on the input of each TRCC member.	Complete
2.2 Annually update the objectives of the TRCC Strategic Plan.	• Meet with each TRCC member to identify completed objectives, modifications to current objectives, and additional objectives to add.	Annually

Objective	Strategies/Action Steps	Timeline
2.3 Update the TRCC charter.	• 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.28.0.6 rolled out on 24 November 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 the Fatality Analysis Reporting System (FARS), American National Standard (ANSI) D16.1, and Model Minimum Uniform Crash Criteria (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 (2024) Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of the Crash Data System in 2024. The Crash data section received an overall score of 64.6% in the 2018 STRAP for questions meeting the Advisory ideal. The score increased substantially to 75.0% with an additional 10.4% partially meeting the Advisory ideal. The “Description and Contents,” “Applicable Guidelines,” “Data Dictionaries,” and “Procedures / Process Flow” sections received a perfect score of 100% met. This reflects a substantial improvement from the 2018 STRAP for each of these sections. Opportunities for improvement exist in the “Interfaces” and “Data Quality Control Program” sections. However, both of these sections also improved markedly since the 2018 STRAP. The STRAP included the following commendation:

The State is to be commended on its proactive approach to addressing issues noted in this assessment during its course. Management that meets the challenges assertively and with positive effort and outcome are more than likely to succeed in whatever it is they strive to achieve.

STRAP Sections						
Description and Contents	Applicable Guidelines	Data Dictionaries	Procedures / Process Flow	Interfaces	Data Quality Control Programs	Overall
100.0% met	100.0% met	100.0% met	100.0% met	20.0% met; 40.0% partially meets	55.6% met; 16.7% partially meets	75.0% met; 10.4% partially meets

The full STRAP includes 328 questions. Question numbers 28 to 75 focus on the Crash Data System. Below is a summary of the STRAP crash data recommendations and responses for questions rated as partially meets or does not meet the Advisory ideal.

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
53, 54, 56, 57	Develop interfaces with other core traffic records (i.e., driver, vehicle, citation/adjudication, EMS).	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 and (3) conducting a pilot study to include the same unique identifier in crash reports and EMS run reports in collaboration with TTI, DSHS/EMS providers, and DPS.	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
60	The State has developed a process to return rejected crashes. There is no way to track rejected crash reports that have been resubmitted to ensure that they are properly added to the original crash. The issue is that the processor may not be aware of whether the crash report s/he is working on is an original or a returned report.	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
64, 65, 66	Develop performance measures tailored to the needs of data managers and data users for completeness, uniformity, and integration. For uniformity, a performance measures could be the percent of crash reports subject to the same business rules and edit checks given that the system is 100% electronic. For integration, a measure could focus on the number of traffic record component systems that are interfaced or integrated.	For completeness, TxDOT established goals and metrics in FY24 and will be collecting the tracking data in FY25. For uniformity, TxDOT established a new measure in FY25 for percent of crash reports subject to the same business rules and edit checks. For integration, due to security requirements, no interfaces are planned. However, in FY25, TxDOT established a new measure for the number of traffic record component systems that are integrated or interfaced.	Ongoing
68	The Texas Strategic Plan for Traffic Records does show some numeric goals; for example, the accessibility goal is 99.67 percent, with actual results being 99.92 percent. However, the completeness measure has changed, and some goals are listed as pending in the plan. A reasonable goal should be set for each measure and effort should be made to see improvement, or at least to prevent degradation of services.	Under review	Ongoing

STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	Measurement is especially important when services are excellent, as they can tend to degrade slowly over time without notice and are difficult to return to standard when discovered.		
69	The State notes that it conducts business rule meetings monthly with individual law enforcement agencies when the error rate rises above 1 percent. In case of significant issues, contact with a specific agency may occur immediately. This is an excellent practice, but there is no mention of a timeliness feedback.	TxDOT Monthly Business Rule meetings are conducted when error rates climb above 1%. This threshold is sufficiently low as to maintain good reporting results, without over-taxing agencies with requests to improve what amounts to excellent overall reporting.	Ongoing
71	Texas does not currently have quality control reviews for narrative, collision diagram, and coded content. They are in the process of developing some. Such reviews, if completed, can provide information useful for training content, and help ensure user needs are met.	TxDOT conducts a 100% review of all fatal crashes, to include narrative, diagram, and coded content. Additionally, 10% of all crashes are audited for completeness and correctness. Notable failures are highlighted and passed from the Audit team to the training team for integration into ongoing training.	Ongoing
72	Sample-based audits are reportedly not conducted on the crash database contents currently, due to volume and the pre-screening conducted by the business edits.	Many audit procedures are applied to CRIS to improve data quality. The specific audit procedures are modified over time in alignment with changes to CRIS.	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. 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.	• 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.	• 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.	• 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.	• 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
		alignment).
3.5 Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and Consistency.	• 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.	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.	• 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.	• 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.	• 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 identifying vehicle information to include (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 proprietary vehicle registration sticker is barcoded using the 2D standard which allows law enforcement to rapidly and accurately collect vehicle information. The State also includes a PDF-417 barcode on the registration renewal notice that can be scanned during the registration renewal process.

The State provides title information for original Texas titles, 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. Texas also performs an NMVTIS query for each vehicle sold by a licensed Texas dealership to ensure the vehicle is not stolen, a salvage vehicle, or a non-repairable vehicle, and to ensure the vehicle is roadworthy. 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.

On July 1, 2025, various forms of temporary paper tags will be eliminated. Temporary tags serve as form of registration and reflective in RTS and searchable by law enforcement in the Texas Law Enforcement Telecommunication System (TLETS). After July 1, general issue metal plates will be assigned by dealers to purchasers at the time of sale, and available in RTS and searchable in TLETS in real time.

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 TxDMV has an active RTS Modernization effort underway to replace the existing RTS that is nearly 30 years old. Thus far, an assessment of existing systems that make up RTS was completed and an evaluation of other modernization efforts from other state DMV offices was conducted. The following table summarizes specific objectives to improve the Texas vehicle data system and will be expanded upon in the next biennium to include improvements identified as part of the RTS modernization effort.

Objective	Strategies/Action Steps	Timeline
4.1 Develop performance measures for the vehicle data system.	• 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.	• 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.	• 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.	• 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 credential and the reporting and recording of driver education training. These procedures are maintained electronically in a Resource Guide. TxDPS maintains documentation called Evaluate Enforcement Action for further action related to changes in driver license status, which includes an audit log for any changes made. The Cherwell Service Management documents errors and resolutions by tracking customer interactions. Documented procedures are also maintained for the recording of traffic and non- traffic convictions.

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

Texas has an interface link between the Driver License System (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. In FY25, TxDOT funded a project to 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. A TRCC subcommittee was also set up to support this effort.	Ongoing

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.	• 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.	• 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.	• Linkages with driver license data are being explored as part of ongoing TRCC efforts.	Ongoing

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).	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.	TxDOT's GIS staff developed an intersection inventory that is currently undergoing Beta testing.	Ongoing
6.3 Develop performance measures for the roadway data system.	- 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.	- 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.	- 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.	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.	• 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.	• 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 whose 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 data attributes outlined in the TSIS. For example, CAD/RMS now links dispatch and e-citation records with the internal case report, which improves data integration and accessibility. Rollout of CAD/RMS initiated on January 16, 2023 and was fully implemented as of September 1, 2023. 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 did 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. TRCC is working to re-engage OCA.
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. However, the recent efforts to develop a DUI tracking database may influence the development of a statewide citation tracking system.	TRCC is working to re-engage OCA.
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 and are reviewed and modified as needed annually.	Ongoing

244-253	Establish audit procedures using the performance measures developed under the data quality control program.	This effort is being pursued now that the transition to the new records management system is complete.	Ongoing
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. Actual values are entered rather than ranges.	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. In FY25, TxDOT funded a project to 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. A TRCC subcommittee was also set up to support this effort.	Ongoing

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.	• Work with TxDPS to identify data elements that should be measured and tracked. • TRCC is working to re-engage OCA.	Ongoing
3.8 Modify pre-existing data dictionary to be NIEM compliant to demonstrate data improvements that are attributable to the new system.	• 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.	• 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.	• 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.	• 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.	• 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). • In FY25, the TRCC started working alongside LEADRS to document and assess the DUI critical path in Texas, as well as the related processes and	Ongoing

	resulting data sources. NHTSA's Model Impaired Driving Records Information Systems (MIDRIS) document is guiding this effort.	
7.6 Promote both correct and uniform charging language.	• 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 NEMSIS-compliant. EMSTR launched a new data system at the end of 2023 which includes NEMSIS version 3.5 updates. NEMSIS version 3.5 incorporates a UUID (Universally Unique Identifier). The UUID will enable the unique identification and tracking of patient care reports and could facilitate the linkage of EMS, trauma, and crash data records. Texas also implemented the State Wristband Number, which is applied to virtually every EMS patient, and will electronically link pre-hospital to hospital patient records throughout the continuum of care. It also can be utilized for field triage and to resolve any extenuating circumstances with patient accountability during disaster related incidents and evacuations. The data management system incorporates appropriate (live) validation checks to ensure that the data falls within acceptable parameters. EMSTR provides a data dictionary and several, regularly updated 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.

As part of the new EMSTR reporting system, DSHS developed twelve reports for use by system users. EMSTR system users can utilize reports to verify number and type of submissions, monitor valid and invalid records, and see line level data for their facilities. In fall 2024, DSHS launched the EMS custom

report, where agencies can compare their EMS request times (time between unit service requested and unit arrived on scene) for motor vehicle crashes, cardiac arrests, and strokes against statewide averages, with filters for incident type, disposition and day of week.

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. In FY24, DSHS, TTI, and TxDOT partnered on a UUID project, which will improve linkages between EMS, trauma, and crash records using a unique identifier. DSHS will evaluate the effectiveness of this project and determine whether it is worth expanding into other Texas communities.	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.	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.	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.	- 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.	- 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.	- 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.	- Secured DSHS matching funding for TxDOT e-Grant for FY2022 - Secured DSHS matching funding for TxDOT e-Grant for FY2023 grant - Secured DSHS matching funding for TxDOT e-Grant for the FY2024 grant - Received approval from TxDOT for funding the FY2025 grant.	Ongoing
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.	- Program obtained hospital discharge data through 2023. 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.	- EMSTR has successfully linked EMS and trauma hospitalizations with crash data for 2010 - 2023. The 2024 data linkage will be completed in 2025. - 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	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	Ongoing

Objective	Strategies/Action Steps	Timeline
motor vehicle crashes in Texas can be better understood.	Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2024. • 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.	
8.10 Collaborate with all data-sharing partners in the developing protocols, memoranda of understanding, and data sharing agreements and methodologies that will enable the injury prevention and traffic safety community to conduct analytical and research activities as authorized users. This should be done under the guidance of the TRCC.	• Collaborating with Texas A&M Transportation Institute (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). DSHS is evaluating the effectiveness of this pilot initiative and will share the results back with TTI.	Ongoing
8.11 Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System	• Program has been able to obtain hospital discharge data and has data through 2023. 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 Stakeholder Advisory 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. The newsletter started to be produced and disseminated in FY23.	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 and FY25, the TRCC started conducting pilot projects to evaluate the feasibility of incorporating a unique identifier from the crash report into the EMS run report and connecting these data sources to the other TRCC data sources for the pilot area.	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.	- 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.	- 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. - TTI developed a census indicators and crash dashboard. - DSHS, TTI, and TxDOT initiated a UUID pilot project in FY24, which could improve linkages between EMS, trauma, and crash records using a unique identifier. This pilot project continued in FY25 to evaluate the feasibility of adding Drive License, Citation and Vehicle Registration Data for the pilot area.	Ongoing
9.3 Assess barriers to data sharing at a granular level for each agency and identify strategies to reduce barriers.	- 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.	TRCC has a registered website, texastrcc.org, and uses 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 in 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 FY26 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, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Summary of Improvement
Average number of days between date of crash and availability in warehouse.	Crash	Timeliness	8.57	8.54	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	84.9%%	85.4%	The percentage of crashes located by the system on digital road network upon submission improved by increasing.

Performance Measure	Database	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Summary of Improvement
Number of days to process salvage and nonrepairable title applications.	Vehicle	Timeliness	3.7	3.4	The number of days to process salvage and nonrepairable title applications improved by decreasing.
Number of MIRE elements that can be reported on.	Roadway	Uniformity	Not performed in 2023-24	All MIRE FDE's can be reported once linked to intersection inventory	The number of MIRE elements improved by increasing from none to all.
Date which roadway annual data is published.	Roadway	Accessibility	9/1/23	8/1/24	The date which roadway annual data is published improved by becoming sooner.
Percentage of EMS Providers submitting data to EMSTR.	Injury	Completeness	92.8% / 12.9%	94.1%	The percentage of EMS providers submitting data to EMSTR improved by increasing.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	22	51	The number of agencies receiving monthly reports improved by increasing.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	100+	200+	The number of data fields reported in agency reports improved by increasing.
Percentage of cases with no missing critical defendant information.	LEADRS	Completeness	99.88%	99.90%	The percentage of cases with no missing critical defendant information improved by increasing.
Percentage of cases with no missing critical warrant information.	Citation	Completeness	78.18%	95.00%	The percentage of cases with no missing critical warrant 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, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted.	Completeness	635,738	625,196	3.5, 3.7	N/A	N/A
The number of crash reports available for reporting within 30 days of the date of the crash.	Timeliness	619,597	609,166	3.5, 3.7	N/A (see measure below)	See efforts below
Average number of days between date of crash and availability in warehouse.	Timeliness	8.57	8.54	3.5, 3.7	7 days	Working AI coding of interpreted fields to eliminate 2 days of lag
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.	Timeliness	97.46%	97.44%	3.5, 3.7	99%	Improve CRASH system functionality to reduce cognitive load required to file reports
Percentage of crashes located by system on digital road network upon submission.†	Accuracy	84.9%%	85.4%	3.5, 3.7	95%	Map-in-CRASH functionality being tested for roll-out in version 27.0

†Note: Performance measure updated to include adjusted values for percent of crashes located for previous years based on more specific rules. TxDOT started counting system batch located reportable crashes over all reportable crashes since non-reportable often occur off the road network.

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	April 1, 2023 – March 31, 2024
Number of crash reports submitted.	535,489	647,539	638,251	638,251
Number of crash records available for reporting within 30 days of the date of crash.	519,669	632,647	622,310	622,310
Average number of days between date of crash and availability in warehouse.	9.60	8.72	8.63	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%	97.50%
Percentage of crashes located by system on digital road network upon submission.	n/a	81.4%	83.9%	84.9%

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, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	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	1,792,768 Note: These numbers exclude certain title transactions for off-highway vehicles.	1,889,954	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, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	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	3.7	3.4	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title application, accompanied by the statutory application fee and the required documentation, the department will, before the sixth business day after the date of receipt, issue a nonrepairable or salvage vehicle title, as appropriate.	The TxDMV has a key performance indicator (KPI) with a benchmark set at 4 days for the issuance of salvage or nonrepairable vehicle titles. The TxDMV exceeded this benchmark in the first reporting period and met the benchmark in the second reporting period, 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	April 1, 2023 – March 31, 2024
Number of title application transactions not processed within 72 hours of receipt of application.	1,387,925	1,907,030	1,850,173	1,792,768
Number of days to process salvage and nonrepairable title applications.	4	3	4.5	3.7

Driver License System (DLS) Data

DPS has worked diligently to identify performance measures with goals and plans to improve them through court education. The performance measure below was developed in FY23.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percent of CMV convictions reported within 10 days.	Timeliness	12.64% reported within 10 days	11.37% 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	April 1, 2023 – March 31, 2024
Percent of CMV convictions reported within 10 days.	9.71%	7.02%	12.64%

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, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	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	Yes	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 2024	Process began	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 2023-24 but referenced	Not performed in 2024-25 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	72	51	6.1	Maximum of 254; but goal changes annually based on only counties that made	Continually Improve communication and related tools

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
					updates)	
Number of MIRE elements that can be reported on.	Uniformity	Not performed in 2023-24	All MIRE FDE's can be reported once linked to intersection inventory	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	28,777	29,071	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published.	Accessibility	9/1/23	8/1/2024	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	April 1, 2023 – March 31, 2024
Are roadway geometry changes for year-end completed by Dec. 31 of each year?	No	No	No (April 13, 2021)	No (January 15, 2023)	Yes
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	Not performed in 2024

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	April 1, 2023 – March 31, 2024
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	Not performed in 2023-24 but referenced
Number of counties participating in annual call for updates.	74	62	50	38	72
Number of MIRE elements that can be reported on.	n/a	n/a	Not performed in 2021	Not performed in 2022-23	Not performed in 2023-24
Number of bridges in NBI not in Roadway Inventory.	n/a	n/a	27,985	29,634	28,777
Date which roadway annual data is published.	12/3/19	10/28/20	8/17/21	9/28/22	9/1/23

Citation and Adjudication Data System

The Highway Safety Operations Center has identified three performance measures in the quality, accessibility, and completeness categories. One measure, pertaining to compliance with Verseterm, achieved 100% in FY24 and was sunsetted in FY25.

Current Performance Measures

Performance Measure	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	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	*No data due to change in RMS.	98.68%	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 DPS citation records linked to CAD calls for service within the RMS.	Quality	*No data due to change in RMS.	90.93%	7.2, 7.3	88% of citations	To regularly assess reporting issues and provide corrective training and tools to THP personnel.
Percentage of high value data set variables included in the public - facing data dictionary	Accessibility	*No data; new measure	1 variable (violation codes)	7.2	100% of key variables (approx. 69 variables)	As of FY25, only the violation codes are defined and posted publicly online. DPS plans to assess this performance measure starting in FY25 and plans to define the origin of each key variable and its code definitions.

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	April 1, 2023 – March 31, 2024
Percentage of DPS citation records with no missing critical data elements.	98.68%	98.77%	98.51%	98.44%	98.51%	*No data due to change in RMS
Percentage of districts using Versaterm.	n/a	n/a	n/a	n/a	60.00%	100%
Percentage of DPS citation records linked to CAD calls for service within the RMS.	n/a	n/a	n/a	n/a	n/a	New measures in FY24
Percentage of high value data set variables included in the public -facing data dictionary	n/a	n/a	n/a	n/a	n/a	n/a

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 for the 2023 to 2024 reporting period, since the system update may impact the comparability of these measures over time.

Current Performance Measures

Performance Measure	Performance Attribute	*EMS -April 1, 2023 – March 31, 2024		April 1, 2024 – March 31, 2025	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.	Complete-ness	691/745 = 92.8%	96/745 = 12.9%	696/740 = 94.1%	8.5, 8.8, 8.9	95%	Reaching out to all EMS agencies not submitting data
Percent of EMS records received within 30 days.	Timeliness	83.2%	69.7%	63.42%	8.5, 8.8, 8.9	85%	Reaching out to all EMS agencies not submitting data or with submission gaps
Percent of EMS records received within 90 days.	Timeliness	84.3%	77.1%	75.62%	8.5, 8.8, 8.9	88%	Reaching out to all EMS agencies not submitting data or with submission gaps
Percentage of records where the PSAP call date is after the date the record was created.	Accuracy	0.49%	0.00%	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	58	53	8.10	10	Tracking all data requests
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Note: EMSTR launched a new reporting system on November 20, 2023 and continue to onboard EMS agencies and trauma facilities in the new system. 2024 and 2025 data are provisional and pulled for this request on April 15, 2025. 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, 2020 – March 31, 2021	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	April 1, 2023 - Nov 10, 2023	Nov 20, 2023 - March 31, 2024
Percentage of EMS Providers submitting data to EMSTR.	n/a	89.3%	94.2%	691/745 = 92.8%	96/745 = 12.9%
Percent of EMS records received within 30 days.	n/a	n/a	81.82%	83.2%	69.7%
Percent of EMS records received within 90 days.	n/a	n/a	84.31%	84.3%	77.1%
Percentage of records where the PSAP call date is after the date the record was created.	0.11%	0.38%	0.41%	0.49%	0.00%
The number of data requests from users and external stakeholders.	21	37	56	58	

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, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	22	51	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	100+	200+	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	99.78%	99.26%	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	99.88%	99.90%	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	96.74%	96.08%	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	78.00%	78.18%	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	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024
Number of agencies receiving monthly data reports.	n/a	9	10	20	20	22
Number of data fields reported in agency data reports.	n/a	9	11	15	15	100+
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%	99.92%	99.92%	99.78%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%	99.87%	99.87%	99.88%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%	96.80%	96.80%	96.74%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%	78.99%	78.99%	78.00%

Fiscal Year 2026 Funded Projects

This section provides an overview of projects recommended for funding in FY26.

Project ID	Organization	Title	TxDOT Funds Requested
2026-CRIS	TxDOT	CRIS Help Desk	\$1,375,000.00
2026-TTI-G-1YG-0043	Texas A&M Transportation Institute	Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	\$219,834.84
2026-TTI-G-1YG-0037	Texas A&M Transportation Institute	Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier (UUID), Phase III	\$215,037.29
2026-TDPS-G-1YG-0082	Texas Department of Public Safety	State Traffic Records System Improvement and Expansion of Crash Data Analysis	\$1,510,290.00
2026-TDSHS-G-1YG-0167	Texas Department of State Health Services	DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System	\$1,075,456.75
2026-TMPA-G-1YG-0005	Texas Municipal Police Association	Law Enforcement Advanced Data Reporting System (LEADRS)	\$3,660,854.42
2026-TTI-G-1YG-0038	Texas A&M Transportation Institute	Developing a Comprehensive Impaired Driving Tracking System Framework for Texas	\$332,373.00

*- Not Funded with 405c Funds.

405(d) Impaired Driving Countermeasures Grants

Eligibility Determination

In addressing 23 CFR 1300.23(c), Texas is classified as a high-range state for FY2026 according to *FY 2026 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)* from NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.

FY 2026 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)				
ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020-2022 FINAL				
State	2020-2022			
	Fatalities	VMt	Rate**	Classification
Texas	5,336	836,500	0.637931859	High-Range

Source: *FY 2026 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)*; NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations

Qualification Criteria: High-Range State

In addressing, 23 CFR 1300.23(f), 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.

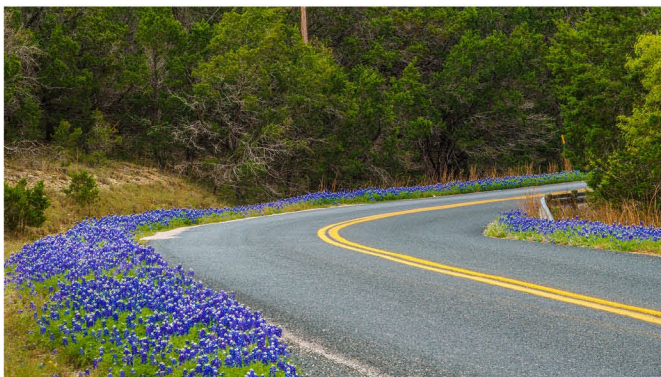
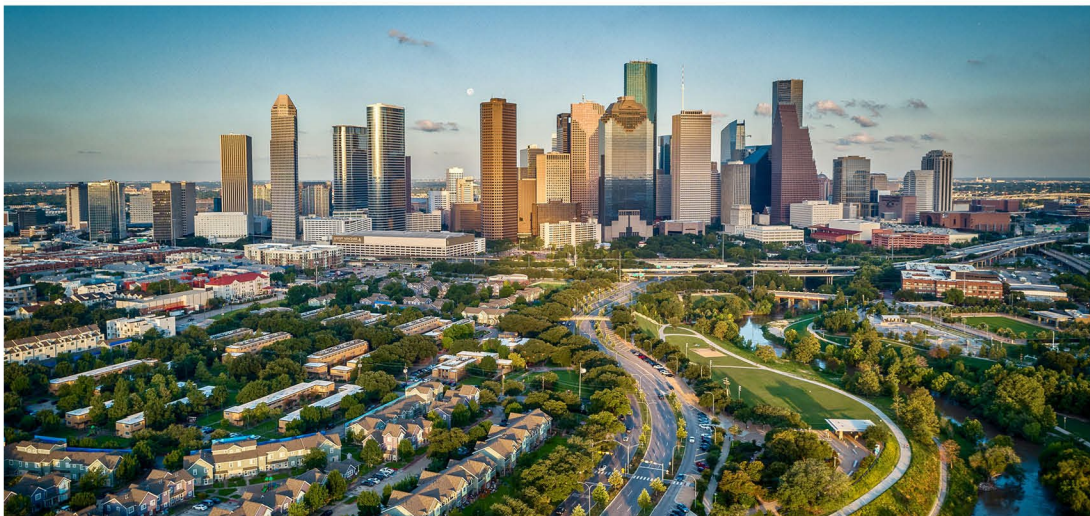
In addressing, 23 CFR 1300.25(f), Texas completed an [impaired driving assessment in FY 2022](#) from August 16-19, 2022. Texas has plans to conduct another assessment in FY 2026.

Impaired Driving Plan

In addressing 23 CFR 1300.23(f)(1)(i-iii), included below is the 2025 Texas Impaired Driving Plan. The plan includes the items outlined in 23 CFR 1300.23(e)(1)(i-iii) as well as the proposed uses of special 405D funding as required for high-range states as outlined in 23 CFR 1300.23(j)(4)(ii).

2025 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.

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

June 1, 2025

To Whom It May Concern:

According to the Fatal Accident Reporting System (FARS), in 2023 there were 1,699 alcohol-impaired driving fatalities in Texas, which is a decrease of 182 people from the 1,881 who lost their lives in 2022. These alcohol-impaired driving fatalities account for 40% of overall fatalities in the state. Because of these tragic figures, the efforts from the Texas Department of Transportation (TxDOT) and our various traffic safety partners must persist so that we can reduce impaired driving crashes, injuries, and deaths on Texas roadways.

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

The TxIDTF is a collective group of traffic safety stakeholders that meet several times a year to identify gaps and develop strategies to combat the consequences of impaired driving. Membership includes professionals from law enforcement, prosecution, judiciary, education, prevention, 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 Infrastructure Investment and Jobs Act (IIJA). The plan has been submitted to the TxDOT and subsequently to the NHTSA. TxDOT serves as the Governors Highway Safety Office representative for the state of Texas, and I fully support the efforts of the TxIDTF.

Sincerely,

Signed by:

Michael A. Chacon, P.E.

0607FD6C5CFC460

Michael A. Chacon, P.E.

Director, Traffic Safety Division

Texas Department of Transportation

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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

GHSA—Governors Highway Safety Association

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

SCAC—Specialty Court Advisory Council

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 Infrastructure Investment and Jobs Act (IIJA), Section 402, 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 percentages of motor vehicle fatalities resulting from impaired driving were stable from 2012–2019. Fatal crashes and deaths increased in 2020 but then began a slight decline in 2022 and continued the downward trend in 2023.

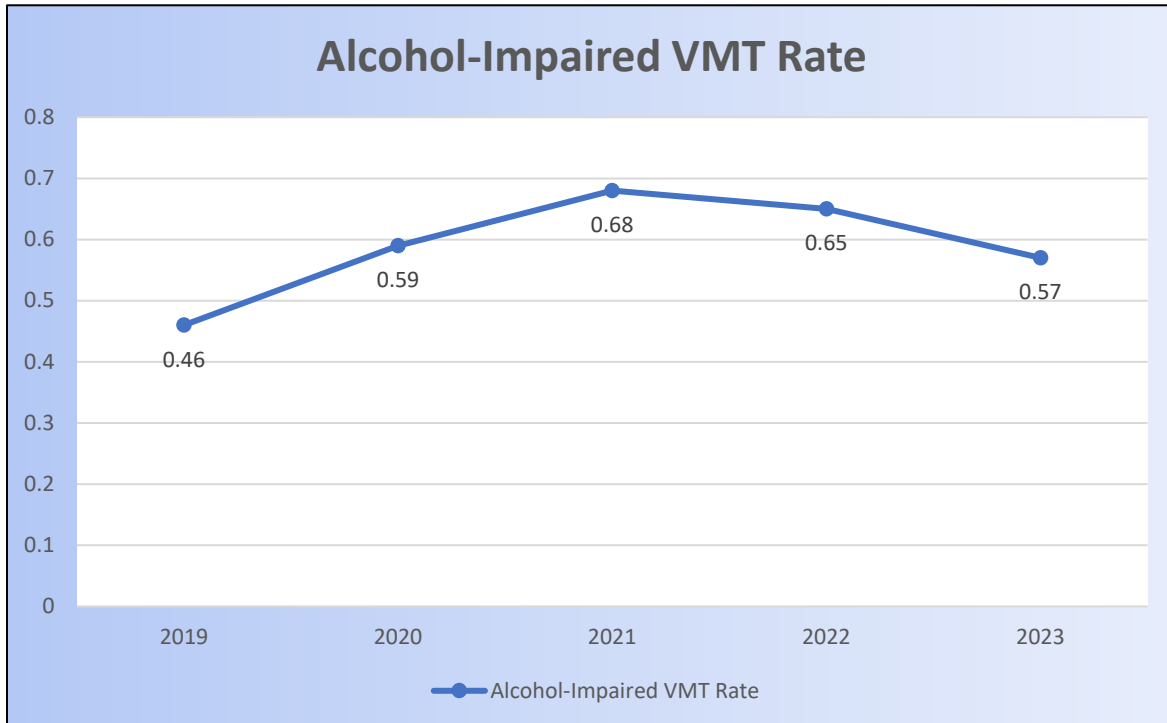
To address the rise in fatal crashes and deaths, Texas must continue to seek and apply innovative and evidence-based solutions. Despite the implementation of proven strategies and countermeasures, the number of impaired driving fatalities and injuries in Texas continues to be unacceptable. Texas remains 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 § 1300.23, 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 estimates from the Fatality Analysis Reporting System (FARS)."¹

Texas is considered a high-range state for fiscal year (FY) 2026 because its alcohol-impaired driving fatality rate is 0.64 based on FARS estimates from 2020–2022. Figure 1 illustrates the estimated alcohol-impaired driving fatality rate per 100 million VMT from 2019–2023 in Texas. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for 2023 (the current year for which data are available). Preliminary data suggest that Texas will once again be in the top 10 states nationally in 2024.

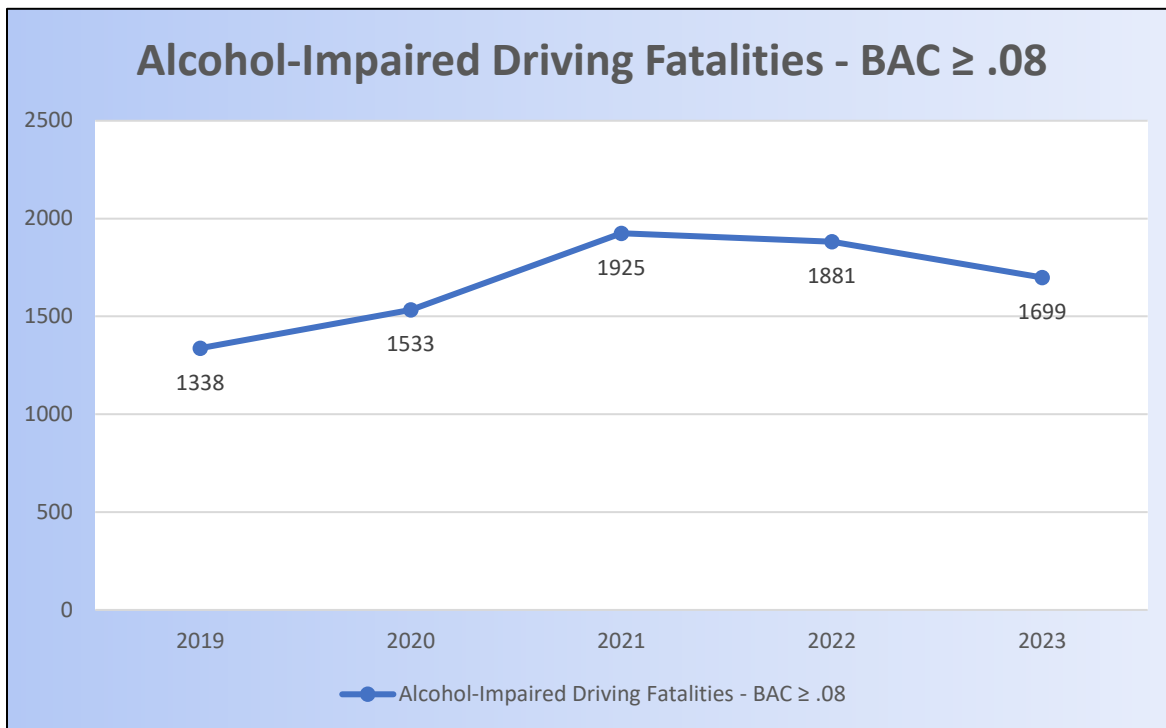


Source: Fatality Analysis Reporting System (April 16, 2025)

Figure 1. Texas Alcohol-Impaired Driving Fatality Rate per VMT, 2019–2023

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>

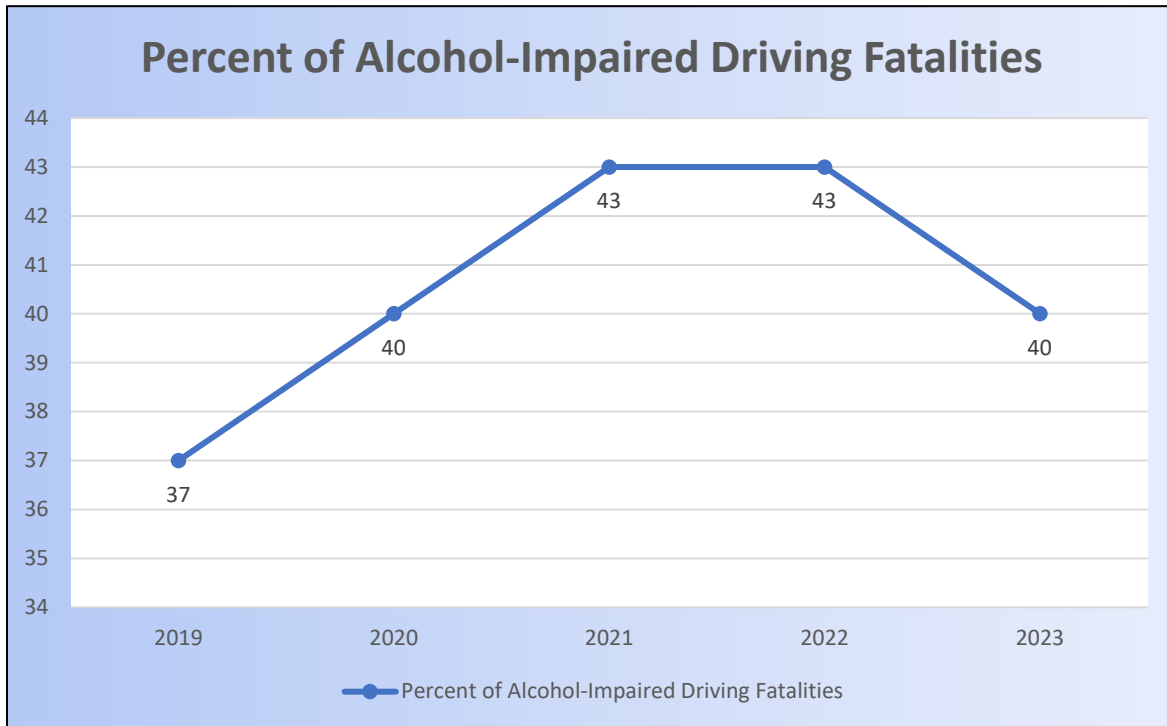
As shown in Figure 2, FARS multiple-imputation methodology estimated that there were 1,699 alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater in 2023 in Texas. Current FARS data suggest that alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater are trending downward. However, compounding the problem, impairment has been shown to be present at BACs lower than 0.08 g/dL.



Source: Fatality Analysis Reporting System (April 16, 2025)

Figure 2. Texas Alcohol-Impaired Driving Fatalities, BAC 0.08+, 2019–2023

Figure 3 illustrates the estimated percent of alcohol-impaired driving fatalities from 2019–2023. In 2023, alcohol-impaired driving fatalities represented 40 percent of the state's motor vehicle fatalities, which is the second highest percentage in the nation, after Hawaii at 42 percent. The national average for impaired driving fatalities is 30 percent of total fatalities.



Source: Fatality Analysis Reporting System (April 16, 2025)

Figure 3. Percent of Alcohol-Impaired Driving Fatalities in Texas, 2019–2023

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 assessors' 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 20 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 39 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
- Education and Prevention
- Probation and Parole
- 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 IIJA, Section 402, 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 2025](#)

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, Assistant Lab Director, Texas Department of Public Safety Crime Laboratory
- 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
- Chris Heartsill, Regional Toxicology Liaison, Mid-South Region
- Andrea Henderson, Probation and Parole Outreach Liaison, Region 6
- 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
- Anna Mudd, Toxicology Section Supervisor, Austin, Texas Department of Public Safety Crime Laboratory
- 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
- Cody Stewart, Senior Program Manager, National Safety Council
- 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 Tulos, Captain, Texas Department of Public Safety, Highway Patrol
- Esther Vasquez, Program Supervisor, Texas Department of Public Safety, Administrative Action, Driver License Division
- 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 2025 will be held on July 17, 2025. Due to the timing of the Plan's submission, some meeting notes included may be from a previous fiscal year.

- [Meeting Minutes July 25, 2024](#)
- [Meeting Minutes October 17, 2024](#)
- [Meeting Minutes March 6, 2025](#)
- [Meeting Minutes April 17, 2025](#)

Executive Committee Members

In FY 2023, executive committee (EC) members were identified to represent and lead stakeholder groups. The EC members provide reports during the quarterly meetings. They are responsible for voting on task force recommendations and signing off on the final 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
- Emma Dugas, Education and Prevention
- Jim Markham, Impaired Driving Data
- Judge Laura Weiser, Judicial and Bond Conditions

Subcommittees

The TxIDTF is currently supported by three subcommittees: Legislative, Cannabis and Alcohol, and Education 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 chairperson or co-chairpersons 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 and 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 can 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 details 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 2025. The next meeting will be held in June 2025, when the subcommittee will draft the summation of bills passed during the 89th Texas Legislature.

- [Meeting Minutes January 8, 2025](#)
- [Meeting Minutes April 7, 2025](#)

Cannabis and Alcohol (Temporary Committee)

The Cannabis and Alcohol Subcommittee is co-chaired by Clay Abbott, TDCAA, and Christine Adams, TTI. 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 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:

- June 20, 2024
- July 24, 2024
- August 22, 2024
- October 4, 2024
- November 13, 2024

This committee will reconvene once the 89th Legislature concludes.

Education and Prevention

The Education and Prevention Subcommittee is chaired by Emma Dugas from Mothers Against Drunk Driving® (MADD). This committee is inclusive of all prevention and education 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 April 10, 2024](#)
- [Meeting Minutes September 24, 2024](#)
- [Meeting Minutes December 4, 2024](#)
- [Meeting Minutes February 21, 2025](#)

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. The director of emergency medical services from the Department of State Health Services (DSHS) has also joined the TxIDTF. Two representatives from the Texas Police Chiefs Association have agreed to join the membership. Additionally, two regional liaisons representing toxicology as well as parole and probation have begun contributing to the task force's efforts.
- 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 involves enhanced decision-making. Impactful 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 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 eight traffic safety emphasis areas, one of which is impaired driving. 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 impaired driving-related strategies and countermeasures for which action plans were developed.

Table 1. SHSP Strategies and Countermeasures, Impaired Driving 2025

STRATEGY 1: Increase education for all road users on the impact of impaired driving and its prevention.	
Data Analysis	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community, and Texas Alcoholic Beverage Commission licensing data.
STRATEGY 2: Increase officer contacts with impaired drivers through regular traffic enforcement.	
Impact of Impairment	Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).
STRATEGY 3: Increase data, training, and resources for law enforcement officers, prosecutors, toxicologists, judges, and community supervision personnel in the area of alcohol and/or other drugged driving.	
Traffic Enforcement	Educate the police, community leaders, the public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers, and encourage their use to reduce impaired crashes. Identify trends in driving under the influence (DUI) arrests, and compare the data to trends in citations and crashes for use in education.
Data-Driven Approach	Use a data-driven approach to optimize areas and times for enforcement.
Law Enforcement Training	Identify training gaps for police on locations with a high probability for alcohol and drug use that lead to impaired driving (e.g., breaking up/preventing underage drinking parties).
Sobriety Checkpoints	Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired driving penalties; document practices, short- and long-term results, and acceptance of checkpoints across the nation; develop a report on the survey results and impaired driving countermeasure effectiveness; and share the reports with lawmakers and the public.

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.

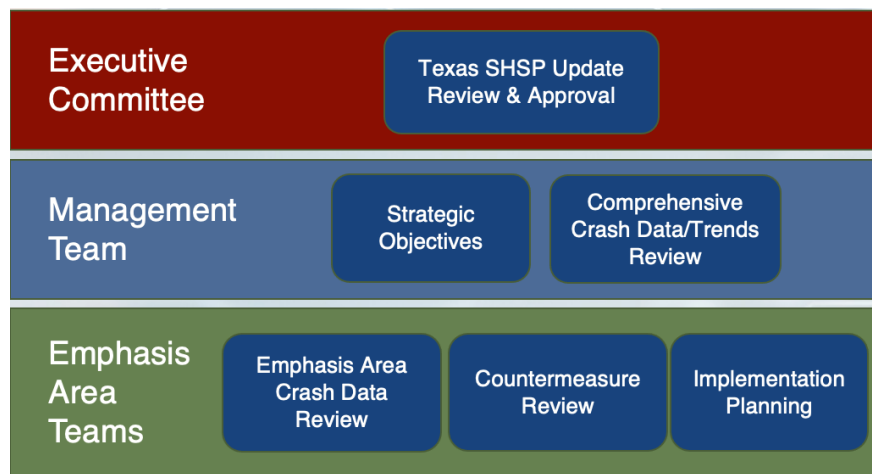


Figure 4. Organization of SHSP Stakeholders

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	TBD	TBD	Federal Highway Administration <i>Current member Al Alonzi is retiring; his successor will be added to the EC</i>
Federal DOT (Behavioral)	Maggi	Gunnels	National Highway Traffic Safety Administration Regional Office
State Law Enforcement	Jodie	Tullos	Texas Department of Public Safety
Licensing	TBD	TBD	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	TBD
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 to address progress toward the performance goals as well as discuss strategies for 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. SHSP leadership does not currently have contacts within the Department of Insurance, but this addition will be considered.

- 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 driving while intoxicated (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. Commission of an impaired driving crash analysis (similar to what was done with motorcycles and other crash variables) would be helpful for 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 affiliated with the TRF-BTS program. This network of safety professionals addresses the goals and strategies associated with the Alcohol and Other Drug Countermeasures 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 (GHSA) 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 2025, TxDOT awarded 385 traffic safety grants to state and local governmental agencies, colleges and universities, and nonprofit agencies across Texas. Of these, 76 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 2025](#)

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 2024–2026. To address 23 CFR 1300.23(j)(4)(ii), Texas is implementing a number of programs and projects designed to reduce impaired driving based on problem identification. A list of these projects is included in Appendix B.

Table 3. Fiscal Summary for FY 2024–2026

	FY 2024 Awarded	FY 2025 Awarded	FY 2026 Planned
Federal Funds	\$13,937,743.80	\$15,571,630.07	\$16,600,712.46
State Match	\$250,000.00	\$250,000.00	\$250,000.00
Local Match	\$7,422,644.93	\$8,128,631.94	\$8,393,605.02
Program Income	\$15,000.00	\$15,000.00	\$0.00
Total	\$21,625,388.73	\$23,965,262.01	\$25,244,317.48

Recommendations from the 2022 Impaired Driving Technical Assessment

- Recommendation:** Leverage the executive authority of the TxDOT 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 \$107.8 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 the 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 and that result in injury to or death of any person or cause damage to the property of any one person to the apparent extent of \$1,000.

Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete data. These upgrades range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed at identifying and quantifying targeted local and statewide traffic safety problems. Because of minor differences in coding rules and data certification, FARS data reported at the national level are not always in sync with CRIS data.

CRIS data are combined with other data sources, including the U.S. Census, FARS, and other localized databases, to ensure that the state's impaired driving program is fully supported with data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, emergency response, and evaluation activities throughout the state.

This part of the impaired driving program also satisfies the need for integration with TRCC. TRCC is comprised of designees from TxDOT, TTI (technical advisor), DSHS, 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 completed detailing the systems and the expansion that 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.

Since that recommendation, LEADRS has begun a series of enhancements to expand its ability to connect and integrate with various critical systems. The system will be able to share data with the public and stakeholders. These enhancements include a single sign-on identity provider configuration that allows for seamless navigation and improved connectivity between LEADRS and other systems. The team has also made improvements to data accessibility by creating a process that allows users to have a holistic view of impaired driving-related data. LEADRS is in the process of drafting a solution design document for a statewide tracking system as well as proof of concept of integrating with essential databases. These steps will serve as foundational components of the 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 TxDPS. 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. Each of the Texas judicial education entities regularly includes in its curriculum the conditions of bond and supervision that require or permit an ignition interlock device order.

- 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 going through CRIS data to certify accuracy and correct any inaccuracies found.

- E. **Recommendation:** Automate the transmission of conviction reports and court orders between court clerks and TxDPS DLD.

Status: Ongoing

Background: TRCC and the LEADRS program are working together to explore ways of automating record-sharing within the DWI pipeline. Both teams are focused on conviction reporting, court orders, and the transmission of these orders to TxDPS DLD.

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; otherwise, 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 DLD is developing a new web-based conviction reporting interface. Courts will be able to report convictions by entering one conviction at a time or by providing a file with multiple convictions to the interface. The conviction will then be placed directly on the driver record. Currently, DPS receives convictions that are placed on the driver record via an automated process. However, this process has limitations and requires that some convictions be submitted on the Notice of Convictions (DL-117) form. The web-based conviction reporting interface is expected to be more efficient and user friendly for the courts and TxDPS.

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 set of community-responsive 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 2024, TABC-approved seller-server schools had trained 447,706 people. TABC seller-server instructors are currently training an average of 37,308 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. TABC has seen a rise in unlicensed locations operating as nightclubs. These unlicensed clubs increase the risk to public safety because TABC does not have regulatory authority or the resources to conduct investigations into state law violations. Typically, these types of clubs cater to young adults and usually operate after the legal hours of sale. TABC will continue to assist local law enforcement agencies to combat illegal, unlicensed clubs that pose a significant public safety risk.

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 confirms that raising alcohol prices results in fewer impaired driving crashes, there is concern that opposition will exist for increased 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. The TxDOT-created sober ride program specifically focuses GHSA grant funds on the reduction of impaired driving crashes using the Statewide Impaired Driving (SWID) media campaign. The SWID 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.

From October 2021 through January 2022, the SWID campaign distributed \$25,000 in Lyft credits to motivate football fans in Texas to get a sober ride after watching a game. The objective was to engage the target audience in three different ways to distribute the Lyft credits, including via digital placement, in person at outreach events, and via coasters at game-day bar events. The program resulted in successfully giving away 2,362 sober rides (\$25,000 in Lyft credits), and the digital ad received over 1,600,000 impressions and almost 11,000 clicks.

In 2023, the campaign spent \$5,791.90 on Facebook/Instagram newsfeed video ads that ran from August 21 through December 3, promoting key campaign messages and directing users to SoberRides.org. The statewide ad targeted men ages 18 to 34, on both mobile and desktop devices, who had entered a liquor store, club, or bar. Labor costs to build, manage, and report on the ad were provided as added value. Through this placement, over 900,000 impressions and almost 33,000 clicks were expected.

TxDOT partnered with GHSA once again to distribute Uber ride vouchers through its SWID campaign that ran from June through December of 2023. The goal was to give out \$25,000 worth of Uber rides to the target audience to prevent drunk driving.

Ride credit vouchers were distributed during outreach events for three SWID campaign flights, including Faces of Drunk Driving in June (six events), Football Season in October and November (six events), and Christmas/New Year Holidays in November and December (10 events). Events were conducted throughout the

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

state in the top six markets for DUI/alcohol-related fatalities (AUS, DFW, HOU, ELP, RGV, and SA), plus the Bryan/College Station and Lubbock markets.

The credits were given out via printed voucher cards to individuals who had direct interaction with staff or engaged in onsite event activities. During the June events, each voucher was valued at \$25 in Uber rides, and the QR code was a general code for anyone who scanned it. During the football and holiday events, the vouchers were valued at \$40 each and had unique QR codes. Uber sent multiple reminders to participants to use the credits before their expiration date.

In total, 1,856 Uber ride credit voucher cards were distributed at 22 events. Of those distributed, 1,755 were scanned by attendees into their Uber app. The total ride value of the cards distributed was \$61,295. The final value of rides taken was \$19,862.16, resulting in a 32.40 percent redemption rate. A total of 1,329 trips were taken using the vouchers. The labor and production hard costs for the effort by the marketing agency managing the process (Sherry Matthews Group) contributed added value to GHSA.

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: 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 trains and works with coalitions across the state to educate communities on the dangers of underage drinking parties and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors as well as the importance of youth waiting to consume alcohol until age 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, thereby 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 Youth Transportation Safety (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 U in the Driver Seat (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 and their parents on the risks associated with teen driving, including alcohol- and drug-impaired driving. The organization also works with coalitions and the media to educate people on impaired driving dangers and to encourage safe rides.

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 (including related NHTSA recommended countermeasures) that prevent alcohol and other drug misuse among youth and young adults, as well as the associated negative consequences of impaired driving. TxSDY works 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](#)).

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 reinstituted 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 October through August 2023, DITEP program instructors taught 24 two-day DITEP classes to 25 police officers and 598 school personnel as well as 20 one-day DITEP refresher classes to another 85 police officers and 475 school personnel, for a total of 44 classes and 1,183 personnel taught. The second year of the program saw TMPA combine DITEP with the Standardized Field Sobriety Testing (SFST) and Advanced DWI Investigation Training program grants. From October through August 2024, 19 two-day DITEP classes were taught to 63 officers and 359 school personnel, and 11 one-day DITEP refresher classes were taught to 31 officers and 248 school personnel, for a total of 30 classes and 701 personnel taught. 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.

The recent Texas State NHTSA assessment highlights the critical role of youth prevention programs in combating impaired driving. MADD and the DITEP training program for law enforcement will effectively partner to enhance these efforts. MADD's extensive experience in advocacy and education, combined with DITEP's specialized training for law enforcement and educational professionals, creates a comprehensive approach to preventing drug and alcohol impairment among youth. This partnership will focus on educational initiatives, community outreach, and law enforcement training to ensure a safer environment for young individuals.

Additionally, representatives from MADD will attend the National Association of School Resource Officers School Safety Conference in Grapevine, Texas, from July 6–11, 2025. This conference will provide an excellent platform to share insights, collaborate with other safety professionals, and further strengthen their commitment to youth prevention.

The DITEP program is designed to equip school personnel with the skills to recognize and address drug impairment among students. Following is a description of how the training is implemented:

- **Course Structure:** DITEP training is conducted as either a one-day or a two-day course, tailored to the specific needs of each school or district. The first day typically provides an overview of current drug trends and societal impacts, while the second day focuses on practical skills for identifying and managing impairment.
- **Participants:** The training is intended for a wide range of school staff, including school resource officers, administrators, nurses, teachers, counselors, and other educational professionals. This scope ensures a comprehensive approach to drug impairment detection and intervention.

- **Training Content:** The program includes modules on recognizing signs of drug impairment, understanding the effects of various substances, and employing systematic evaluation techniques. It is derived from the Drug Evaluation and Classification Program (DECP) used by law enforcement.
- **Implementation:** Schools coordinate with their state's DECP coordinator to schedule and facilitate the training sessions.

The training materials and curriculum are provided by IACP and NHTSA. By implementing DITEP training and partnering with MADD, schools can proactively address drug impairment, reduce disruptions, and create a safer learning environment for students.

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, TCUDPP, Watch UR BAC, and the Texas FCCLA FACTS; TABC courses; Region 6 ESC training; AAA Texas workshops; and driver education programs.

- 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 Education and 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: 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, TCUDPP, Watch UR BAC, and the Texas FCCLA FACTS; TABC courses; Region 6 ESC training; AAA Texas workshops; and driver education programs.

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. Through the YLC, members can also become a specialized impaired driving prevention champion (IDPC) to promote and educate their peers and adults on evidence-based prevention strategies that have a positive impact on reducing impaired driving.

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 Screening and Brief Intervention (SBI) program for college campuses in a limited capacity due to funding. At present, one campus can participate in TxSDY's SBI campus program a 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.

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>

The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, productivity, poor performance, rehiring and training costs, and potential legal liability. Employers are driven to assist employees in making lifestyle changes as a result of exposure to liability, costs, and impacts to their bottom line. Impaired driving has a significant impact on the employer—whether it occurs on or off the job. Impaired driving that occurs within someone’s family can also impact the worker, co-workers, and employer. Therefore, employer training, ongoing education using a multifaceted approach and messaging, employee assistance programs, and employee health fairs offer important opportunities to address driver behavior in the area of impairment.

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 that include a focus 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 and cannabis 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 and cannabis 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, YLC IDPCs, 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, funded by TxDOT and administered by MADD, is dedicated to educating communities about the prevention of DWI and DUI. The program staff collaborate closely with TxDOT community coalitions and DWI task forces across the state, actively participating in community outreach events. These events provide a platform to share important information on preventing impaired driving.

Additionally, the initiative engages in law enforcement outreach, equipping local law enforcement officers with the latest information on DWI/DUI and underage drinking prevention, detection, and enforcement. MADD also organizes impaired driving roundtable discussions that bring together judges, prosecutors, probation officers, law enforcement officials, and community stakeholders to collectively address issues related to drunk and drugged driving 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
Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions.	TC 521.202(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
Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270).	PC 49.04(c) Driving While Intoxicated (enhances punishment in DWI cases for open container) PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle (standalone violation)
Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.	TC 545.413 Safety Belts; Offense TC 545.412 Child Passenger Safety Seat Systems; Offense
Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs).	Texas does not have a statute allowing sobriety checkpoints to be conducted in the state. Texas courts have ruled sobriety checkpoints cannot be established without legislative enactment. Repeated attempts to pass such a law have failed.
Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers.	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.
Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs.	TC 724.012(a) Taking of Specimen An officer may obtain one or more samples of breath and/or blood.
Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.	TC 724.012(b) Taking of a Specimen Texas 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.
Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test.	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

NHTSA Recommendations	Texas Statutes and/or Commentary
Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the state's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.	TC 724.032 Officer Duties for License Suspension; Written Refusal Report TC 724.033 Issuance by Department of Notice of Suspension or Denial of License TC 724.035 Suspension or Denial of License TC 524.022 Period of Suspension TC 521.2465 Restricted License
Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment.	PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock Device Requirements TC 521.248 Order Requirements TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial CCP 42A.408 Use of Ignition Interlock Devices CCP 17.441 Conditions Requiring Motor Vehicle Ignition Interlock TC 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication TC 521.457 Driving While License Invalid TC 521.2465 Restricted License
Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring.	Texas does not have a statute that requires assessment for alcohol or other drug abuse problems 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.
Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.	ABC 106.02 Purchase of Alcohol by Minor ABC 106.071 Punishment for Alcohol Related Offense by Minor ABC 106.04 Consumption of Alcohol by Minor ABC 106.05 Possession of Alcohol by Minor ABC 106.07 Misrepresentation of Age by a Minor ABC 106.115 Successfully Complete an Alcohol Awareness Course; License Suspension

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: House Bill (HB) 2043 was filed in the last 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, Senate Bill 875, was referred to the Criminal Justice Committee. No further action was taken.

In FY 2025, TxDOT sponsored a project to establish a DWI tracking system. This project is currently underway.

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 for 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 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 specialists 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 the end of April 2025, there were 420 DREs in Texas, with 148 practicing DECP agencies and 55 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 30 percent increase in the total number of DREs from October 2021 to April 2025. There are currently 157 Texas law enforcement agencies with at least one DRE on staff. 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: The TxIDTF 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. In FY 2025, TTI is conducting a feasibility study 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 2026 to begin positioning the existing database for expansion in the coming years. This will include a full solution design as well as proof of concept for the statewide tracking system.
- 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 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. New personnel have been hired and are in training, and renovations of the existing laboratory are in progress 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.

Laboratories that are not part of the TxDPS system perform a considerable portion of the impaired driving tests in Texas. Collaboration with these labs would enhance and expand the understanding of the needs regarding capacity to screen and confirm toxicological samples submitted for investigation of driving under the influence of drugs. A state toxicology assessment would provide the desired understanding of those laboratories not previously included in the 2022 Texas Impaired Driving Assessment by promoting communication among traffic safety professionals and toxicology labs and identifying barriers to testing and investigation. The Regional Toxicology Liaison (RTL) program has conducted such assessments in several states and could facilitate them in selected regions in Texas. The toxicology assessment would bring together toxicology laboratories and other partners to discuss the specific operation and needs of the toxicology laboratory, providing a better understanding of how samples are processed, how results are reported, and what requests the laboratory has to meet the needs of the customers. The RTL toxicology assessment was presented at the TxIDTF meeting in April, and the membership has agreed that this effort should be pursued.

- E. **Recommendation:** Enhance law enforcement's ability to receive grant funds to focus on impaired driving efforts.
Status: Complete
Background: Texas has eliminated all barriers to funding for law enforcement agencies, with the exception of those disqualified due to risk assessments or debarment. Any qualified agency in the state is eligible to receive funding for any variant of the Selective Traffic Enforcement Program (STEP), provided it meets 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.

LEADRS is currently rolling out an electronic DRE module that will capture all data points of a DRE evaluation for statewide tracking. The pilot is in the final stages of field testing and due to roll out statewide by the state DRE coordinator in FY25. All data reports are being made available to the DRE program and all certified DREs.

- 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.

- 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 FY25, TxDOT funded a project to create a DWI tracking system for Texas. The TxIDTF, TRCC, LEADRS, and TxDOT will partner with TTI researchers to develop a set of requirements and rationale for creating the 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 to engage jurisdictions across Texas. 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, post-traumatic stress disorder, burnout, suicidal thoughts, 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 TDCAA 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 TRCC as well as the TxIDTF detailing what systems it has in place and what expansion would need to take place to complete this recommendation.

As a result, LEADRS has expanded its capabilities to allow users to query the LEADRS database to be able to determine if defendants are repeat offenders. Additionally, LEADRS has completed a proof of concept for scraping case disposition data from county websites to show the outcome of DWI cases. An additional case disposition data scrape is planned for the current FY25 in pilot counties.

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.

Additionally, the SFST training program provides essential training to the tribal police officers and other law enforcement officers of the Kickapoo Traditional Tribe of Texas. Each year, the tribe is invited to participate in the 8-hour SFST refresher course and the 24-hour SFST practitioner course. Additionally, the program offers ongoing assistance and training to other American Indian nations, including the Alabama-Coushatta Tribes of Texas and the Ysleta Del Sur Pueblo of Texas. These efforts collectively strengthen community ties and support networks, contributing to a safer and more cohesive community.

- 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 arrest an individual who is suspected 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, and mandatory recordkeeping 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 for reducing alcohol misuse that has been implemented is the SBIRT, or 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 program.

The TxIDTF strongly considers SBIRT and SBI to be effective countermeasures against alcohol-impaired driving. The TxIDTF would like to see additional SBIRT and SBI programming that provides for universal screening and recordkeeping, 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 in primary healthcare or other non-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 hospitals/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, but 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 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 includes 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: HB 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 SCAC. She reported to the membership that in 2024, two DWI courts received evaluations: Dallas County misdemeanor and felony DWI courts. Additionally, SCAC is seeking separation of DWI courts from adult drug courts in statute.

A meeting in 2025 with the Office of Court Administration (OCA) uncovered that there is no current method available to evaluate specialty courts in Texas aside from SCAC's peer review. OCA is in the process of building a database to track the outcomes of specialty courts in Texas. The specialty court coordinator at OCA has agreed to begin attending TxIDTF and TRCC meetings.

- 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 TxDOT 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, 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 endeavors. 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 2024	FY 2025	Planned FY 2026
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, and 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, NCM Hispanic Cinema Network, 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—TDS/UDS and other young driver programs, Texas FLCAA FACTS, student health fairs, 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, and Online)
- Billboards
- Bar and Restaurant Advertising (Posters, Clings, Coasters, Digital Jukebox, and Connected TV Video)
- Convenience Store Advertising (Posters and Clings)
- Posters, Notepads, Mesh Banners, and Information Cards
- Traditional TV and Radio Public Service Announcements (PSAs)
- Cinema Advertising (PSAs)
- Digital Radio (Pandora, Soundcloud, Spotify, TuneIn Radio, and Univision)
- Digital Advertising (YouTube, Mobile Video, Dating Apps, and Connected TV)
- Social Media (Facebook and 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 2024–2025 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-learning 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.

- 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 a breakout session at the Texas Impaired Driving Forum in March 2025 on behalf of TxDOT about the *Drive Sober. No Regrets.* marketing campaign. The presentation covered the research behind the campaign, marketing campaign efforts, and resources available to partners, such as the digital campaign toolkits and testimonial videos.

Discussion at the TxIDTF meeting in March 2025 determined that further presentations on this topic could be beneficial in future forums, town halls, and coalition meetings.

- 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 10 online surveys, nine in English and one in Spanish, 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. Another survey in English and Spanish is targeting distribution in June 2025. 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 and 2024, TxDOT partnered with Walmart to kick off its holiday season campaign with a press conference at one of its stores in Austin. 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 20 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.

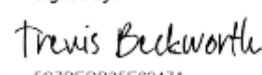
To address 23 CFR 1300.23(f)(1)(ii), Texas is implementing the projects found in Appendix B of the Impaired Driving Plan. These projects are focused on impaired driving reduction activities. The proposed funding for the projects will support high-visibility enforcement, training, and public information and education focused on impaired driving. By combining enforcement, education and training, these investments are expected to reduce the incidence of impaired driving and therefore address Texas's impaired driving performance target.

APPENDIX A: SIGNATURES OF APPROVAL

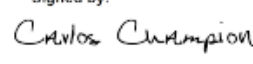
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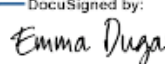
Clay Abbott
 DWI Resource Prosecutor
 Texas District and County Attorney Association

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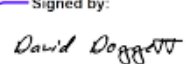
Trevis Beckworth
 Assistant Lab Director
 Texas Department of Public Safety Crime Lab

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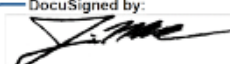
Carlos Champion
 Statewide Program Coordinator
 Texas DRE & ARIDE Program

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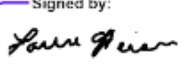
Emma Dugas
 Statewide Program Manager
 Mothers Against Drunk Driving

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David Doggett
 Deputy Chief, Field Operations Bureau
 Texas Alcoholic Beverage Commission

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 5/29/2025

Jim Markham
 Crash & Data Analysis Section Director
 Texas Department of Transportation

Signed by:

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 5/28/2025

Honorable Laura Weiser
 Judicial Resource Liaison
 Texas Center for the Judiciary

APPENDIX B: ALCOHOL COUNTERMEASURES PROJECT LIST

To address 23 CFR 1300.23(f)(1)(ii), Texas is implementing the following projects focused on impaired driving reduction activities.

Category	Agency	eGrants ID	Title	FY 2026 Recommended Award	Fund Code	Fund Source	Task
General	Bexar County District Attorney's Office	2026-BexarCoD-G-1YG-0124	Bexar County No-Refusal Initiative	\$24,391.00	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Dallas County District Attorney's Office	2026-DallasCo-G-1YG-0133	Dallas County: Improving Investigation, Processing & Prosecution of Intoxication Manslaughter Cases	\$158,846.66	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	City of Denton Police Department	2026-DentonPD-G-1YG-0174	DWI Phlebotomy Program	\$100,000.00	B4PEM	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Fort Bend County District Attorney's Office	2026-FortBend-G-1YG-0098	Stop Impaired Drivers: Fort Bend County District Attorney's No Refusal Program	\$44,000.00	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	City of Frisco Police Department	2026-FriscoPD-G-1YG-0189	Frisco Rideshare Project	\$60,000.00	M4OT	FS405D	Alcohol and Other Drugs Countermeasures—Public Information Campaigns
General	Harris County District Attorney	2026-HarrisDA-G-1YG-0146	Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program	\$351,200.91	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Harris County District Attorney	2026-HarrisDA-G-1YG-0155	Intoxication Source Prevention	\$411,563.00	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Mothers Against Drunk Driving	2026-MADD-G-1YG-0008	Mothers Against Drunk Driving Take the Wheel Initiative	\$744,218.71	M4OT	FS405D	Alcohol and Other Drugs Countermeasures—Training
General	Montgomery County District Attorney's Office	2026-MCDAO-G-1YG-0090	Search Warrants Stop Impaired Drivers: MCDAO No Refusal Program	\$162,650.00	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	City of Mission Police Department	2026-Mission-G-1YG-0163	Mission Police Phlebotomy Program	\$145,964.00	B4PEM	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Texas Alcoholic Beverage Commission	2026-TABC-G-1YG-0092	Texas Alcoholic Beverage Commission (TABC) DUI and DWI Reduction Project	\$508,765.25	B4TST	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Texas Association of Counties	2026-TAC-G-1YG-0093	County Judges Impaired Driving Liaison Project	\$194,426.06	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Training
General	The Coalition, Inc.	2026-TCINC-G-1YG-0197	Drug-Free All Star (DFAS) & Drug-Free Council (DFC) for Angelina, Polk, & Cherokee County	\$249,000.00	M4OT	FS405D	Alcohol and Other Drugs Countermeasures—Public Information Campaigns
General	Texas Center for the Judiciary	2026-TCJ-G-1YG-0105	Texas Judicial Resource Liaison and Impaired Driving Judicial Education	\$819,499.83	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Training
General	Texas District and County Attorneys Association	2026-TDCAA-G-1YG-0121	DWI Resource Prosecutor	\$715,682.25	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Training

Category	Agency	eGrants ID	Title	FY 2026 Recommended Award	Fund Code	Fund Source	Task
General	Texas Department of Public Safety	2026-TDPS-G-1YG-0132	Evidential Drug, Blood, and Breath Alcohol Toxicology Testing	\$1,165,388.45	B4BAC	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Texas A&M AgriLife Extension Service	2026-Texas Ag-G-1YG-0087	Texas A&M AgriLife Extension Watch UR BAC Alcohol and Drug Awareness Program	\$1,158,424.02	AL	FS402	Alcohol and Other Drugs Countermeasures—Public Information Campaigns
General	Texas Justice Court Training Center	2026-TJCTC-G-1YG-0157	Texas Justice Court Traffic Safety Initiative	\$124,923.02	B4CS	FS405D	Alcohol and Other Drugs Countermeasures—Training
General	Texas Municipal Police Association	2026-TMPA-G-1YG-0004	SFST Refresher, Practitioner, Instructor, DITEP, Advanced DWI Investigation & Enforcement, Training	\$1,500,000.00	B4PEM	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Texas Municipal Police Association	2026-TMPA-G-1YG-0006	Drug Recognition Expert (DRE)/Advanced Roadside Impaired Driving Enforcement (ARIDE) Program	\$1,469,059.40	B4PEM	FS405D	Alcohol and Other Drugs Countermeasures—Enforcement
General	Travis County Attorney's UDPP	2026-Travis C-G-1YG-0113	Comprehensive Underage Drinking Prevention Program (UDPP)	\$142,987.60	AL	FS402	Alcohol and Other Drugs Countermeasures—Public Information Campaigns
General	Texas A&M Transportation Institute	2026-TTI-G-1YG-0023	Texas Impaired Driving Task Force	\$469,200.00	AL	FS402	Alcohol and Other Drugs Countermeasures—Evaluation
General	Texas A&M Transportation Institute	2026-TTI-G-1YG-0024	24/7 Sobriety Monitoring Program Dissemination Project	\$105,000.00	M4SP	FS405D	Alcohol and Other Drugs Countermeasures—Training
General	Texas A&M Transportation Institute	2026-TTI-G-1YG-0038	Developing a Comprehensive Impaired Driving Tracking Framework for Texas	\$265,875.00	M4IS	FS405D	Alcohol and Other Drugs Countermeasures—Evaluation
General	Texas A&M Transportation Institute	2026-TTI-G-1YG-0045	Texas Ignition Interlock Training, Outreach, and Evaluation Program	\$232,400.00	M4II	FS405D	Alcohol and Other Drugs Countermeasures—Training
General	Texans for Safe and Drug Free Youth	2026-TXSDY-G-1YG-0178	Youth Impaired Driving Prevention Champions, Public Education, & Conference to Reduce Youth DUI/DWI	\$437,500.00	AL	FS402	Alcohol and Other Drugs Countermeasures—Public Information Campaigns
General	The University of Texas Medical Branch at Galveston	2026-UTMBG-G-1YG-0190	Is It Worth It?: Speaking Up About Drinking and Drugged Driving	\$89,747.30	AL	FS402	Alcohol and Other Drugs Countermeasures—Public Information Campaigns
SOW	SOW	SWID	Statewide Impaired Driving Campaign	\$4,000,000.00	B4PEM	FS405D	Alcohol and Other Drugs Countermeasures—Public Information Campaigns
STEP IDM	TxDOT	STEP IDM Grants	STEP Impaired Driving Mobilization	\$500,000.00	PT	FS402	Alcohol and Other Drugs Countermeasures—Enforcement
General	TxDOT	Project Celebrations	Project Celebrations	\$250,000.00	AL	State	Alcohol and Other Drugs Countermeasures—Public Information Campaigns

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(g) "Helmet law" and 23 CFR 1300.25(k) "Use of fees collected from motorcyclists for motorcycle programs."

Helmet Law

In addressing 23 CFR 1300.25(g), the Texas Transportation Code §§ Sec. 661.003: OFFENSES RELATING TO NOT WEARING PROTECTIVE HEADGEAR, states that a person commits an offense if the person is under the age of 21 and operates or rides as a passenger on a motorcycle on a public street or highway and is not wearing protective headgear that meets safety standards adopted by the department.

Use of Fees

In addressing 23 CFR 1300.25(k), the Texas Transportation Code §§ Sec. 662.011: MOTORCYCLE EDUCATION FUND ACCOUNT, states that \$5 of the fees collected from the renewal of a Class M license or renewal of a license that includes authorization to operate a motorcycle shall be sent to the comptroller for deposit to the credit of the motorcycle education fund account. According to Texas Transportation Code §§ Sec. 662.011(b), money may only be used for administering the motorcycle operator training and safety program and conducting the motorcyclist safety and share the road campaign.

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 highest number of fatal motor vehicle crashes involving a motorcycle in 2024 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 Crash Reporting Information System (CRIS) on April 17, 2025.

2024					
County	Total Crashes	County	Total Crashes	County	Total Crashes
Harris	908	Gaines	10	Jasper	2
Dallas	438	Rusk	10	San Jacinto	2
Bexar	433	Nacogdoches	9	Deaf Smith	2
Tarrant	402	Val Verde	9	Nolan	2
Travis	238	Victoria	8	Bee	2
El Paso	202	Bandera	8	Freestone	2
Collin	168	Van Zandt	8	Cass	2
Denton	142	Polk	8	Uvalde	2
Montgomery	139	Cherokee	8	Andrews	2
Hidalgo	116	Matagorda	8	Blanco	2
Williamson	106	Cooke	8	Frio	2
Galveston	95	Maverick	8	Hockley	2
Nueces	86	Erath	8	Llano	2
Lubbock	75	Wood	8	Starr	2
Fort Bend	74	Aransas	7	Young	2
Bell	73	Chambers	7	Parmer	2
Midland	63	Austin	7	Wheeler	2
Jefferson	62	Lampasas	7	Zapata	2
Smith	61	Titus	7	Montague	1
Ector	53	Coryell	6	Fayette	1
Comal	48	Burnet	6	Kleberg	1
Taylor	46	Atascosa	6	Panola	1
Hays	45	Medina	6	Camp	1
Potter	45	Colorado	6	Falls	1
Brazoria	44	Palo Pinto	6	Hutchinson	1
McLennan	44	Upshur	6	Martin	1

Brazos	42	Kerr	5	Mitchell	1
Cameron	40	Anderson	5	Real	1
Webb	40	Howard	5	Winkler	1
Guadalupe	33	Leon	5	Armstrong	1
Gregg	31	Gillespie	5	Bosque	1
Ellis	29	Washington	5	Carson	1
Randall	28	Gray	5	Clay	1
Wichita	26	Houston	5	Coleman	1
Parker	25	Milam	5	Dallam	1
Tom Green	24	Brown	4	Dewitt	1
Kaufman	23	Grimes	4	Dimmit	1
Grayson	22	Jim Wells	4	Edwards	1
Johnson	21	Caldwell	4	Jack	1
Hunt	21	Wharton	4	Jones	1
Bowie	19	Madison	4	Oldham	1
Waller	19	Somervell	4	Reeves	1
Orange	17	Callahan	4	Stephens	1
Wise	15	Franklin	4	Tyler	1
Hardin	15	Wilson	3	Childress	1
Rockwall	14	Hopkins	3	Dawson	1
Hood	14	Hale	3	Glasscock	1
Walker	13	Limestone	3	Gonzales	1
Lamar	13	Moore	3	Hamilton	1
Hill	13	Burleson	3	Hudspeth	1
Liberty	12	Comanche	3	Jackson	1
San Patricio	11	McCulloch	3	Lamb	1
Bastrop	11	Calhoun	3	La Salle	1
Navarro	11	Eastland	3	Lipscomb	1
Henderson	10	Fannin	3	Throckmorton	1
Angelina	10	Pecos	3	Ward	1
Kendall	10	Trinity	3	Wilbarger	1
Harrison	10	Shelby	3		

405(g) Nonmotorized Safety Grants

Eligibility Determination

In addressing 23 CFR 1300.26(b)(1), Texas is eligible for Nonmotorized Safety Grants in FY 2026 according to *FY 2026 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)* from NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.

FY 2026 Nonmotorized Safety Grants Eligibility (23 CFR 1300.26)				
MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND PERCENT OF TOTAL, BY STATE FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2022 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Texas	4,408	928	21.05%	Eligible

Source: *Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)*, NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations

Qualification Criteria

In addressing 23 CFR 1300.26(c), the program areas listed below contain 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

IV. Formal Requests to NHTSA

Equipment over \$10,000

In addressing 23 CFR 1300.31(d)(1), the following projects are requesting equipment with a useful life of more than one year and an acquisition cost of \$10,000 or more. Prior approval from NHTSA is being requested for this equipment.

Project Agreement Number	Project Title	Agency	Equipment Description	Quantity	Amount
2026-TxTechLB-G-1YG-0122	An Education Program to Improve Pedestrian and Bicyclist Safety Through Data-driven Insights	Texas Tech University Lubbock	Ouster OST-OS1-64R7 LiDAR and accessories	1	\$14,800.00
2026-TDPS-G-1YG-0132	Evidential Drug, Blood, and Breath Alcohol Toxicology Testing	Texas Department of Public Safety	Headspace Gas Chromatograph Instrument	1	\$70,000.00
2026-TDPS-G-1YG-0132	Evidential Drug, Blood, and Breath Alcohol Toxicology Testing	Texas Department of Public Safety	Intoxilyzer 9000 Breath Alcohol Instruments	10	\$110,000.00 (\$11,000 each)

Program Income

In addressing 23 CFR 1300.34(d)(2), the following projects are requesting to use program income to meet cost sharing or matching requirements. Prior approval from NHTSA is being requested for the use of program income as match on the following projects.

Project Agreement Number	Project Title	Agency	Description	Amount
2026-TMCEC-G-1YG-0096	Municipal Traffic Safety Initiatives	Texas Municipal Police Association	Conference Program Income: Registration Fees for Participants	\$21,600.00
2026-InnovEM-G-1YG-0210	Child Passenger Safety Conference	Innovation Event Management	To plan and conduct a Statewide Child Passenger Safety.	\$38,000.00
2026-InnovEM-G-1YG-0211	Traffic Safety Conference	Innovation Event Management	To plan and conduct a Statewide Traffic Safety Conference.	\$81,500.00

V. 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: 2026

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**);
- 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](#).

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) [\[U\]](#) 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

DocuSigned by:

 0E1B35AE191749E...

7/16/2025

Signature Governor's Representative for Highway Safety

Date

Marc D Williams

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: 2026

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 405 Grant Applications: 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 405 Grant Applications: 405(b) Occupant Protection Grants- Click-it-or-Ticket (CIOT) National Mobilization (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Section 405 Grant Applications: 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 405 Grant Applications: 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.

○ *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.

○ *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:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - 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 405 Grant Applications: 405(c) State Traffic Safety System Improvement Grants- Quantitative Improvement (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 _____ (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.
- ☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- ☒ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/1/25 (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on 8/19/22 (date). Specifically:
- Annual grant application at Section 405 Grant Applications: 405(d) Impaired Driving Countermeasures- Impaired Driving Plan (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at Section 405 Grant Applications: 405(d) Impaired Driving Countermeasures- Impaired Driving Plan (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at Section 405 Grant Applications: 405(d) Impaired Driving Countermeasures- Impaired Driving Plan (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at Section 405 Grant Applications: 405(d) Impaired Driving Countermeasures- Impaired Driving Plan (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at Section 405 Grant Applications: 405(d) Impaired Driving Countermeasures- Impaired Driving Plan (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at
Section 405 Grant Applications: 405(d) Impaired Driving Countermeasures- Impaired Driving Plan _____ (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).

☐ **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.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Identify all alcohol-ignition interlock use exceptions.
-

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

-
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
- _____
- Identify all alcohol-ignition interlock use exceptions.
- _____

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- ☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
 - _____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
 - _____

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☐ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- ☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- ☐ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- ☐ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *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.

○ *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 _____

- 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 _____
(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 A. Chacon, P.E..
- 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 Program Areas: Motorcycle Safety (MC) (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 Program Areas: Motorcycle Safety (MC) (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 9/1/95 (date) and last amended on 9/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

▪ *Legal citation(s):*

Texas Transportation Code § 661.003



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):

Texas Transportation Code § 662.011 _____.

AND

The State's law appropriating funds for FY 26 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):

Senate Bill 1, General Appropriations Act, 89th Lege., R.S., p.VIII-26 (2025) _____.

☐ 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 _____ (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).

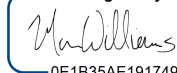
☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local 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

DocuSigned by:


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7/16/2025

Signature Governor's Representative for Highway Safety

Date

Marc D Williams

Printed name of Governor's Representative for Highway Safety