

Texas Triennial Highway Safety Plan

Fiscal Years 2027-2029

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1. Highway Safety Planning Process and Problem Identification

Planning Process and Data Sources

The Texas highway safety planning process consists of a series of ongoing steps focused on review, assessment, and modification. This is an ongoing process of updates and adjustments based on available data and input.

The process involves the following:

- Review of past and current data and trends.
- Review of past performance with program area managers.
- Meetings with and input from traffic safety partners.
- Review of crash data analysis compiled by the Texas Department of Transportation (TxDOT) and others.
- Validation of draft strategies and targets.

Partner and stakeholder input is gathered through multiple channels, including TRCC meetings, coordination with state and local agencies, task forces and coalitions, and collaboration with federal partners such as NHTSA and FHWA. Additional input is informed by grant monitoring, research from academic institutions, and public feedback from outreach and media efforts. This coordination supports the identification of highway safety priorities and development of countermeasure strategies.

Data sources used for problem identification and target development include the Fatality Analysis Reporting System (FARS), the Texas Crash Records Information System (CRIS), and other statewide safety data systems. Where available, the most recent data was used for each performance measure.

State data from the CRIS, including 2025 data, were used for measures where finalized FARS data are not yet available. FARS data were used for measures requiring nationally consistent reporting and are available through 2024.

Data analysis and subgrantee requirements guide the identification and prioritization of Texas's traffic safety problems for inclusion in the Triennial Highway Safety Plan (3HSP).

Available data are used to identify and prioritize traffic safety problems, emphasis areas, and other topics to be addressed, with the overall goal of reducing crashes, fatalities and injuries on Texas roadways over the three-year plan period.

The performance planning process identifies high-priority traffic safety needs and is developed through the strategic planning process with input from TxDOT Behavioral Traffic Safety (BTS) Program and Project Managers.

Using information from the strategic planning process, Texas develops the 3HSP for the three-year plan period, taking into consideration:

- Comprehensive statewide problem identification pinpointing and prioritizing program areas to be addressed.
- Review and selection of appropriate, evidence-based performance measures.
- Review and selection of appropriate, data-driven targets for selected performance measures.
- Selection of emphasis areas for priority funding consideration.
- Analysis of available resources including federal, state, and local funding sources.
- A performance report consisting of the previous year's activities and performance measures.

Statewide Highway Safety Problem Analysis

Texas conducts a comprehensive, data-driven problem identification process using the most recent available crash, fatality, and injury data. Analysis of statewide and local trends reveals that traffic fatalities and serious injuries remain a significant public safety concern, with identifiable patterns in driver's behavior, crash types, roadway characteristics, and vulnerable populations.

Overall Crash Trends

In 2024, Texas recorded 4,162 traffic fatalities, a 3.0 percent decrease from 2023. Despite this decline, fatalities remain elevated compared to pre-2020 levels, with at least one fatality occurring every day.

The fatality rate remains high, with a five-year average of 1.47 fatalities per 100 million vehicle miles traveled (VMT). Serious injuries also remain significant, with 18,237 people injured in 2024.

Travel demand continues to increase, placing added pressure on the transportation system and contributing to ongoing safety challenges.

Geographic Distribution

Traffic fatalities occur across the state, with differences between rural and urban areas. In 2024, 50.12 percent of fatalities occurred in rural areas, where fatality rates per VMT are consistently higher than in urban areas.

Fatalities are also concentrated geographically, with the top ten counties accounting for approximately 44 percent of total fatalities, while the remaining counties reflect a broad statewide distribution.

These patterns highlight both high-crash urban areas and elevated risk in rural regions, requiring a balanced statewide approach.

Crash Characteristics

Analysis of crash types identifies several high-risk conditions contributing to fatalities:

- Single vehicle crashes accounted for over 32 percent of fatalities (1,353 deaths).
- Roadway departure crashes accounted for 1,897 fatalities.
- Speeding-related crashes accounted for 1,496 fatalities.
- Intersection-related crashes resulted in 1,050 deaths.

These trends demonstrate that lane departure, speed, and intersection conflicts remain among the most critical crash factors.

Behavioral Risk Factors

Behavioral factors continue to be primary contributors to traffic fatalities:

Impaired Driving: 1,053 fatalities involved alcohol impairment, representing 25.37 percent of all deaths. FARS data indicates approximately 40 percent of fatalities involve impaired driving (BAC ≥ .08) when measured over time.

Speeding and Aggressive Driving: Speeding contributed to 1,496 fatalities in 2024, making it one of the most significant contributing factors.

Occupant Protection: Of fatalities where restraint use was known, 45.34 percent were unrestrained and more than 1,000 unrestrained occupant fatalities were recorded in 2024.

Distracted Driving: 380 fatalities were attributed to distracted driving, indicating continued concern despite recent decreases.

Vulnerable Road Users: There were 768 pedestrian fatalities (18 percent of total fatalities) and 79 bicyclist fatalities.

Motorcyclists: There were 583 motorcyclist fatalities, representing approximately 14 percent of all fatalities. Approximately 37 percent were not wearing helmets.

These findings demonstrate increased risk among unprotected roadway users, particularly in high-speed or urban environments.

Temporal Trends and Exposure

Crash data also indicates patterns in timing and exposure:

- Peak impaired driving crashes occur during late-night hours, particularly between 2:00–2:59 a.m.
- Fatal crashes are more frequent during weekends and high-travel periods
- Certain months (e.g., October) show increased fatality counts
- One fatality every 2 hours and 7 minutes
- One injury every 2 minutes and 5 seconds

These patterns highlight the importance of time-specific enforcement and education strategies.

Summary of Key Problem Areas

Based on the analysis of available data, Texas has identified the following core traffic safety problem areas:

- Impaired driving
- Speeding and aggressive driving
- Lack of occupant restraint use
- Distracted driving
- Vulnerable road user safety (pedestrians, bicyclists, motorcyclists)
- Rural roadway safety
- Roadway departure and single-vehicle crashes

These areas represent the most significant contributors to fatalities and serious injuries and form the basis for performance targets and countermeasure strategies in the 3HSP.

2. Performance Plan

Core Performance Measures and Targets

The following data-driven, quantifiable, and measurable triennial performance targets demonstrate improved performance over the three-year period of the 3HSP and are based on program areas identified during the planning process. The targets incorporate required Universal Core (UC) performance measures, applicable Strategic Core (SC) measures aligned to selected countermeasure strategies, and state-developed measures used to address additional program areas not captured by national standards.

The FY 2027–2029 projected targets were developed using recent crash trends, current performance levels, and a structured methodology designed to ensure targets are reasonable, achievable, and reflect continuous improvement in highway safety outcomes.

For UC-1, UC-2, UC-3, and the School Bus (SB) measure, the most recent five-year average was used as the baseline. Targets for FY 2027–2029 apply a 1 percent annual reduction to support steady, achievable improvement.

For UC-4, UC-5, UC-6, UC-7, and related behavioral and special condition measures including SC-1, SC-2, SC-3, SC-4, and SC-6, the 2025 current safety level was used as the baseline. Targets apply a 1 percent annual reduction, with adjustments for low-frequency measures to account for variability and maintain achievable performance.

For B-1 and related survey-based measures, the most recent statewide survey was used as the baseline. Targets reflect incremental increases consistent with historical trends.

For Emergency Medical Services (EM), the FY 2025 number of trained EMS providers was used as the baseline as provided by the Texas A&M Engineering Extension Service Emergency Services Training Institute (TEEXESTI). Targets apply a 3 percent annual increase to support expansion.

For Traffic Records (TR), the FY 2025 baseline for timely crash report entry was used. Targets apply a 0.1 percent annual increase to support incremental improvement in data timeliness.

This methodology ensures that all performance targets:

- Reflect current trends and current performance levels.
- Are data-driven and quantifiable.
- Represent incremental and achievable improvements.
- Align with Texas's identified traffic safety priorities and program capacity.

Target selection was based on recent performance, past crash trends, and factors such as enforcement efforts, public education programs, and available resources. The targets are designed to be realistic, achievable, and aligned with NHTSA Core Outcome Measures and the Uniform Guidelines for State Highway Safety Programs.

UC-1: Number of fatalities (FARS):

Actual					5-Year Average	Current Level	Targets		
2020	2021	2022	2023	2024	2020-2024	2024	2027	2028	2029

3,876	4,500	4,408	4,294	4,160	4,248	4,160	4,206	4,163	4,122

UC-2: Number of serious injuries (CRIS)

Actual					5-Year Average	Current Level	Targets		
2021	2022	2023	2024	2025	2021-2025	2025	2027	2028	2029
19,456	18,890	18,767	18,238	17,419	18,556	17,429	18,370	18,187	18,005

UC-3: Fatalities per 100-million vehicle miles travelled (FARS)

Actual					5-Year Average	Current Level	Targets		
2020	2021	2022	2023	2024	2020-2024	2024	2027	2028	2029
1.49	1.58	1.52	1.43	1.35	1.47	1.35	1.46	1.44	1.43

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

Actual					Current Level	Targets		
2020	2021	2022	2023	2024	2024	2027	2028	2029
1,018	1,172	1,175	1,118	1,014	1,014	1,004	994	984

UC-5: Number of fatalities involving a driver or motorcycle operator with a BAC over .08 (FARS)

Actual	Current Level	Targets

2020	2021	2022	2023	2024	2024	2027	2028	2029
1,533	1,925	1,881	1,676	1,676	1,676	1,659	1,643	1,626

UC-6: Number of speeding-related fatalities (FARS)

Actual					Current Level	Targets		
2020	2021	2022	2023	2024	2024	2027	2028	2029
1,443	1,571	1,525	1,486	1,496	1,496	1,481	1,466	1,452

UC-7: Number of pedestrian fatalities (FARS)

Actual					Current Level	Targets		
2020	2021	2022	2023	2024	2024	2027	2028	2029
688	817	796	801	763	763	755	748	740

SC-1: Number of bicyclist and other cyclist fatalities (FARS)

Actual					Current Level	Targets		
2020	2021	2022	2023	2024	2024	2027	2028	2029
79	91	91	106	79	79	78	77	76

SC-2: Number of motorcyclist fatalities (FARS)

Actual					Current Level	Targets		
2020	2021	2022	2023	2024	2024	2027	2028	2029

484	524	564	598	583	583	577	571	566

SC-3: Number of drivers aged 20 or younger involved in fatal crashes (FARS)

Actual					Current Level	Targets		
2020	2021	2022	2023	2024	2024	2027	2028	2029
518	535	566	598	558	558	552	547	541

SC-4: Number of drivers aged 65 and older involved in fatal crashes (CRIS)

Actual					Current Level	Targets		
2021	2022	2023	2024	2025	2025	2027	2028	2029
868	849	869	875	851	851	842	834	826

SC-6: Number of roadside fatalities (CRIS)

Actual					Current Level	Targets		
2021	2022	2023	2024	2025	2025	2027	2028	2029
2	4	1	2	4	4	4	4	3

EM: Students certified as initial EMS providers (TEEXESTI)

Actual					Current Level	Targets		
2021	2022	2023	2024	2025	2025	2027	2028	2029

68	76	30	98	67	67	69	71	73

SB: School bus passenger fatalities (CRIS)

Actual					5-Year Average	Current Level	Targets		
2021	2022	2023	2024	2025	2021-2025	2025	2027	2028	2029
0.67	0.50	0.40	0.80	0.80	0.63	0.80	0.62	0.62	0.61

TR: Percent of crash reports entered into the database within 30 days after the crash (TSIS)

Actual					Current Level	Targets		
2021	2022	2023	2024	2025	2025	2027	2028	2029
97.3%	97.7%	97.7%	97.4%	97.4%	97.4%	97.5%	97.6%	97.7%

3. Countermeasure Strategy for Programming Funds

Texas identifies and selects countermeasure strategies based on a data-driven analysis of traffic safety problems, as described in the Problem Identification section, and in alignment with statewide performance goals.

All countermeasures included in this plan are evidence-based, drawn from NHTSA's *Countermeasures That Work* and aligned with the Uniform Guidelines for State Highway Safety Programs. Strategies are designed to address key contributing factors to fatalities and serious injuries and are implemented using a comprehensive approach that includes:

- **Enforcement**: Enforcement will be supported through high-visibility outreach, stakeholder coordination, and public education that increases awareness of applicable traffic safety laws and penalties, strengthening deterrence by increasing the perceived risk of detection. These efforts are consistent with *Countermeasures That Work* and applicable Uniform Guidelines, which emphasize that visible, well-communicated enforcement improves compliance across traffic safety program areas.
- **Evaluation**: Efforts will focus on improving data quality and use to support problem identification, targeting, and performance measurement, ensuring programs are data-driven and effective. These activities align with applicable Uniform Guidelines related to records systems and program management.
- **Public Information and Education (PI&E)**: Public Information and Education efforts will emphasize outreach, education, and stakeholder engagement to increase awareness and understanding of traffic safety risks and laws, supporting behavior change.
- **Training**: Training will support traffic safety professionals and stakeholders in effectively implementing programs and countermeasures, consistent with applicable Uniform Guidelines related to training and program management.
- **Targeted programmatic strategies**: Targeted programmatic strategies will address behaviors using evidence-based approaches, with additional detail provided within each program area section, consistent with *Countermeasures That Work* and applicable Uniform Guidelines.

Efforts are targeted toward overrepresented populations and high-risk geographic areas identified through crash, citation, and demographic data.

Program effectiveness will be evaluated using crash data, observational data, enforcement activity, and program-specific performance measures. These strategies are designed to directly support reductions in the identified behavioral performance measures and achievement of established targets.

The project selection process for each of these countermeasure strategies is through the use data of data, performance reviews, and stakeholder collaboration to identify priorities and strategies that reduce crashes.

Program Area	Countermeasure Strategy Description	Uniform Guidelines Reference	Countermeasures That Work Reference	Funding Source	Performance Target
Alcohol and Other Drugs Countermeasures (AL)	Data and Evaluation	Uniform Guideline No. 8	NA	405D 402	UC-5
	Enforcement				
	Public Information and Education (PI&E)				
	Training				
	Program Management and Strategic Planning				
	Criminal Justice Systems				
	Prevention				
	Screening, Assessment, Treatment and Rehabilitation				
Driver Education and Behavior (DE)	Data and Evaluation	NA	Countermeasures That Work, Distracted Driving, Enforcement, High-Visibility Cell Phone Enforcement	402	UC-2, SC-3, SC-4
	Enforcement	Uniform Guideline No. 4	NA		
	Public Information and Education (PI&E)				
	Training				
Emergency Medical Services (EM)	Data and Evaluation	Uniform Guideline No. 11	NA	402	EM
	Public Information and Education (PI&E)				
	Training				

Program Area	Countermeasure Strategy Description	Uniform Guidelines Reference	Countermeasures That Work Reference	Funding Source	Performance Target
Motorcycle Safety (MC)	Data and Evaluation	Uniform Guideline No. 3	NA	405F 402	SC-2
	Enforcement				
	Public Information and Education (PI&E)				
	Training				
	Motorcycle Rider Education and Training				
Occupant Protection (OP)	Data and Evaluation	Uniform Guideline No. 20	NA	405B 402	UC-4
	Enforcement				
	Public Information and Education (PI&E)				
	Training				
	Occupant Protection for Children				
	Children in Unattended Vehicles	Allowable per 23 CFR 1300.13(d)			
Pedestrian and Bicyclist Safety (PS)	Data and Evaluation	Uniform Guideline No. 14	NA	405G 402	UC-7, SC-1
	Enforcement				
	Public Information and Education (PI&E)				
	Training				
Planning and Administration (PA)	Administration and Oversight	Allowable under 1300.13(a)(1)	NA	402	UC-1
	Program and Project Management				
	Coordination, Technical Assistance, Data and Evaluation				
	Financial Management and Reimbursement Processing				

Program Area	Countermeasure Strategy Description	Uniform Guidelines Reference	Countermeasures That Work Reference	Funding Source	Performance Target
Police Traffic Services (PT)	Data and Evaluation	Uniform Guideline No. 15	NA	402	UC-4, UC-5, UC-6
	Public Information and Education (PI&E)				
	Training				
	Enforcement	Uniform Guideline No. 8, 19, 20	Countermeasures That Work, Distracted Driving, Enforcement, High-Visibility Cell Phone Enforcement		
Roadway Safety (RS)	Training	Allowable per 23 CFR 1300.27(e)(2)	NA	402	SC-6
	Data and Evaluation	Uniform Guideline No. 21			
	Public Information and Education (PI&E)				
School Bus (SB)	Data and Evaluation	Uniform Guideline No. 17	NA	402	SB
	Public Information and Education (PI&E)				
	Training				
Speed Control (SC)	Data and Evaluation	Uniform Guideline No. 19	NA	402	UC-6
	Enforcement				
	Public Information and Education (PI&E)				
	Training				
Traffic Records (TR)	Data and Evaluation	Uniform Guideline No. 10	NA	405C 402	TR
	Public Information and Education (PI&E)				
	Training				
	Traffic Records System Information Components				
	Traffic Records System Information Quality				
	Traffic Safety Data Analysis				
	Traffic Records System Management				

Planned 3-Year Funding Estimates

Program Area	FY 2027	FY 2028	FY 2029
Alcohol and Other Drugs Countermeasures (AL)	$26,500,000.00	$27,295,000.00	$28,113,850.00
Driver Education and Behavior (DE)	$16,100,000.00	$16,583,000.00	$17,080,490.00
Emergency Medical Services (EM)	$900,000.00	$927,000.00	$954,810.00
Motorcycle Safety (MC)	$2,300,000.00	$2,369,000.00	$2,440,070.00
Occupant Protection (OP)	$10,900,000.00	$11,227,000.00	$11,563,810.00
Pedestrian and Bicyclist Safety (PS)	$8,500,000.00	$8,755,000.00	$9,017,650.00
Planning and Administration (PA)	$8,400,000.00	$8,652,000.00	$8,911,560.00
Police Traffic Services (PT)	$22,500,000.00	$23,175,000.00	$23,870,250.00
Roadway Safety (RS)	$6,000,000.00	$6,180,000.00	$6,365,400.00
School Bus (SB)	$300,000.00	$309,000.00	$318,270.00
Speed Control (SC)	$4,600,000.00	$4,738,000.00	$4,880,140.00
Traffic Records (TR)	$6,500,000.00	$6,695,000.00	$6,895,850.00

4. Performance Report

Texas evaluated performance outcomes for the most recent reporting period using data from the Fatality Analysis Reporting System (FARS), Crash Records Information System (CRIS), and other program data sources. This assessment reflects progress toward performance targets established in the FY 2024–2026 3HSP and provides the basis for program adjustments in the FY 2027–2029 3HSP.

Overall Performance Summary

In FY 2025, Texas met 6 of 23 performance targets (26 percent) during the reporting period, while 17 targets (74 percent) were not met. At the time of this report, FY 2026 has not concluded so reporting is not available.

Key outcome measures including total fatalities, serious injuries, and the fatality rate per 100 million vehicle miles traveled did not meet established targets and remain above desired levels. Fatalities reached 4,248 compared to a target of 3,379, and serious injuries reached 18,004 compared to a target of 17,062.

These findings indicate that while targeted efforts are in place, Texas continues to face challenges in reducing traffic fatalities and serious injuries, particularly those associated with high-risk driving behaviors.

The table below provides a comprehensive assessment of the 23 performance measures contained in the Texas Triennial Highway Safety Plan, including target values, current results, and whether each performance target was achieved during the reporting period.

FY 2025							
Sort Order	**PM ID**	**Performance Measure**	**Target Period**	**Target Year(s)**	**Benchmark Value for FY25 listed in 3HSP**	**Data Source/ FY25 Progress**	**On Track to Meet FY25 Benchmark: Y/N/In-Progress**
1	C-1	**Traffic Fatalities**	5-year	2021-2025	3,379	2020-2024 FARS 4,248	N
2	C-2	**Serious Injuries**	5-year	2021-2025	17,062	2020-2024 CRIS 18,004	N
4	C-4	**Unrestrained Passenger Fatalities**	Annual	2025	1,058	2024 FARS 1,099	N
5	C-5	**Alcohol-Impaired Driving Fatalities – BAC ≥ .08%**	Annual	2025	1,446	2024 FARS 1,738	N
6	C-6	**Speeding-Related Fatalities**	Annual	2025	1,322	2024 FARS 1,504	N
7	C-7	**Motorcyclist Fatalities**	Annual	2025	449	2024 FARS 550	N
8	C-8	**Unhelmeted Motorcyclist Fatalities**	Annual	2025	203	2024 FARS 227	N
9	C-9	**Drivers Involved in Fatal Crashes Aged Under 21**	Annual	2025	434	2024 FARS 555	N
10	C-10	**Pedestrian Fatalities**	Annual	2025	708	2024 FARS 773	N
11	C-11	**Bicyclist Fatalities**	Annual	2025	78	2024 FARS 89	N
12	B-1	**Observed Seat Belt Usage Rate (State Survey)**	Annual	2025	90.20%	2025 State Survey 90.02%	N
16	PA	**Serious Injury Rate / 100M VMT**	5-year	2021-2025	6.39	2020-2024 CRIS 6.22	Y – on track
17	PS	**Non-Motorized Fatalities and Serious Injuries**	5-year	2021-2025	2,357	2020-2024 CRIS 2,607	N
1	EM	**Students Certified as EMS Providers**	Annual	2025	75	2025 eGrants 67	N
2	OP	**Child Passenger Restraint Usage Rate (Survey)**	Annual	2025	84.80%	2025 State Survey 89.2%	Y – on track
3	PT	**Distracted Driving - Fatal Crashes**	Annual	2025	372	2024 CRIS 355	Y – on track
4	RH	**Fatalities in Railroad Crossing Crashes**	Annual	2025	19	2024 CRIS 17	Y – on track
5	RS	**Work Zone Fatalities**	Annual	2025	210	2024 CRIS 220	N
6	RS	**Large Truck Fatalities**	Annual	2025	459	2024 CRIS 438	Y – on track
7	SA	**Community Coalitions in Texas**	Annual	2025	22	2025 BTS 23	Y – on track
8	SB	**School Bus Passenger Fatalities**	5-year	2021-2025	0.67	2020-2024 CRIS 0.48	Y – on track
9	TR	**Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash**	Annual	2025	97.49%	2025 TSIS 97.44%	N

Contribution of Highway Safety Program Activities

Texas implemented a comprehensive traffic safety program consisting of over 400 projects across multiple program areas, including enforcement, education, emergency medical services, and traffic records.

Enforcement

The Selective Traffic Enforcement Program (STEP) supported high-visibility enforcement statewide, including:

- 129,000 enforcement hours
- 342,000 vehicle stops
- 97,000 speeding citations
- 5,600 safety belt citations

These enforcement efforts targeted high-risk behaviors and locations using data-driven methods.

Mobilizations

Statewide mobilizations reinforced enforcement efforts:

- Click It or Ticket: 5,446 hours, 13,918 stops
- Impaired Driving Mobilization: 9,989 hours, 20,419 stops
- Operation Slowdown: 5,840 hours, 15,055 stops

Public Information and Education

Major statewide campaigns such as Drive Sober. No Regrets., Be Safe. Drive Smart., and Click It or Ticket delivered extensive outreach:

- Hundreds of millions of media impressions
- Hundreds of outreach events and community engagements
- Strong earned media value exceeding campaign investments

High-visibility enforcement, targeted mobilizations, and statewide public information and education campaigns were implemented to address the primary behavioral risk factors identified during the planning process, including impaired driving, speeding, and failure to use occupant restraints. These strategies focused on increasing compliance with traffic safety laws, raising public awareness, and influencing driver behavior through a coordinated combination of enforcement and education.

These countermeasure strategies contributed to measurable improvements in select performance measures, particularly those related to occupant protection and distracted driving, and supported incremental progress toward achieving established highway safety targets. Enforcement activities, including the Selective Traffic Enforcement Program (STEP) and statewide mobilizations, increased visibility, and deterrence, while public information and education campaigns reinforced key safety messages and promoted behavior change across high-risk populations.

Despite these efforts, overall results indicate that the implemented countermeasure strategies were not sufficient to achieve reductions in total fatalities and serious injuries at the desired level. Behavioral factors, including impaired driving, speeding, and lack of restraint use, continue to be primary contributors to traffic fatalities and remain areas requiring sustained and enhanced intervention.

These findings demonstrate that while current strategies are contributing to progress in specific areas, additional emphasis on high-risk behaviors, targeted populations, and data-driven deployment of resources is necessary to achieve long-term improvements in highway safety outcomes.

This 3HSP reflects Texas's ongoing commitment to reducing traffic crashes, injuries, and fatalities through a data-driven and coordinated approach. By aligning performance measures, targets, and countermeasure strategies with

identified safety priorities, Texas continues to focus resources where they can have the greatest impact. Through sustained collaboration with partners at the local, state, and federal levels, Texas will continue to evaluate progress, refine strategies, and work toward achieving meaningful and lasting improvements in roadway safety.