

Texas Department of Transportation

Texas Annual Grant Application

Fiscal Year 2027

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Texas Department of Transportation

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Executive Summary

The Texas Department of Transportation (TxDOT) Behavioral Traffic Safety (BTS) Section submits this Fiscal Year (FY) 2027 Annual Grant Application (AGA) to support implementation of the FY 2027–2029 Texas Triennial Highway Safety Plan (3HSP). As the first year of the approved 3HSP, the FY 2027 highway safety program plans to implement established goals, performance measures, and evidence-based countermeasure strategies designed to reduce traffic fatalities and serious injuries.

This application supports statewide efforts addressing impaired driving, speeding, occupant protection, distracted driving, vulnerable road user safety, motorcycle safety, emergency medical services, traffic records, and other priority traffic safety issues. Projects were selected through a competitive process and align with identified highway safety needs, performance targets, and countermeasure strategies.

Through collaboration with state, local, and community partners, Texas remains committed to advancing data-driven strategies that improve roadway safety for all users.

1. Updates to the Triennial Highway Safety Plan

FY 2027 is the first year of the FY 2027–2029 Texas Triennial Highway Safety Plan (3HSP). No adjustments have been made to the State's strategy for programming funds because the countermeasure strategies contained in the FY 2027–2029 3HSP were developed using the most recent available crash data, performance outcomes, stakeholder input, and highway safety problem identification analysis. There are no updates to the Performance Plan, Public Participation and Engagement process, Countermeasure Strategies, or Performance Report at this time.

2. Project and Subrecipient Information

Each year, the Texas Highway Safety Office solicits project proposals for inclusion in the Texas AGA through an annual Request for Proposals (RFP) process. For FY 2027, RFPs for General Traffic Safety, Driver Education Grant (DEG), and Selective Traffic Enforcement Program (STEP) projects were issued between November 2025 and January 2026. All RFP announcements were published in the Texas Register.

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

Texas funds projects within the following Traffic Safety Program Areas.

Traffic Safety Program Areas	
AL	Alcohol and Other Drug Countermeasures
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 Drugs Countermeasures (AL)

Projects in the Alcohol and Other Drugs Countermeasures program area will be funded with a combination of 402 and 405(d) funding and will perform one or more of the associated activities:

- Increase and sustain high visibility enforcement of DWI laws. (HVE)
- Training/education of criminal justice professionals to assist them in handling impaired driving cases, hiring traffic safety resource prosecutors, hiring judicial outreach liaisons, and establishing DWI courts. (CS)
- Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders. (II)
- Improve BAC testing and reporting to the State's crash records information system. (BAC)
- Paid and earned media in support of HVE of impaired driving laws. (PEM)
- Conducting SFST, ARIDE, DRE or phlebotomy training. (PEM)
- Training on the use of alcohol and drug screening and brief intervention. (TR)
- Developing impaired driving information systems. (IS)
- Creating a 24-7 program. (SP)
- Training and programs to reduce recidivism risk. (FDHDATR)
- Implementing programs to better identify, monitor, or treat impaired drivers. (TST)
- Increasing the timely and accurate reporting to federal, state and local databases of crash info, including electronic crash reporting systems. (DR)
- Evaluation or research of impaired driving countermeasures. (IDM)

- Increase public education and information on impaired driving for youth, concentrating on educating youth ages 5-20. (OT)
- Establish and convene a Driving While Impaired (DWI) advisory task force or coalition. *(Guideline No. 8: Impaired Driving, Program Management)*
- Develop and implement programs to conduct alcohol vendor compliance checks and the promotion of responsible alcohol service. *(CTW, Alcohol-Impaired Driving, Enforcement; Guideline No. 8: Impaired Driving, Prevention)*

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
Preventing Impaired Driving Through Education and Community Engagement in the Texas Panhandle	Education and community prevention strategies to reduce impaired driving crashes and fatalities in the Texas Panhandle.	Potter County - Amarillo District; Randall County - Amarillo District; Bailey County - Lubbock District; Castro County - Lubbock District; Cochran County - Lubbock District; Crosby County - Lubbock District; Dallam County - Amarillo District; Deaf Smith County - Amarillo District; Floyd County - Lubbock District; Gaines County - Lubbock District; Garza County - Lubbock District; Gray County - Amarillo District; Hale County - Lubbock	405D	2027-AndreasP-G-1YG-0136	Andrea's Project	Non-Profit Organization	$133,989.38	$46,290.50	M4OT	Public Information and Education (PI&E)

		District; Hansford County - Amarillo District; Hartley County - Amarillo District; Hemphill County - Amarillo District; Hutchinson County - Amarillo District; Lamb County - Lubbock District; Lipscomb County - Amarillo District; Lubbock County - Lubbock District; Lynn County - Lubbock District; Moore County - Amarillo District; Ochiltree County - Amarillo District; Oldham County - Amarillo District; Parmer County - Lubbock District; Roberts County - Amarillo District; Sherman County - Amarillo District; Swisher County - Lubbock District; Terry County - Lubbock District; Yoakum County - Lubbock District;									
Bexar County No-Refusal Initiative	Bexar County District Attorney's Office No-Refusal Initiative on misdemeanor DWI related	Bexar County - San Antonio District;	405D	2027-BexarCoD-G-1YG-0078	Bexar County District Attorney's Office	Local Government/Transit District	$21,128.25	$15,213.20	B4CS	Criminal Justice Systems

	charges by providing blood draw supplies and prosecutorial assistance									
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, increasing DWI law enforcement visibility.	Dallas County - Dallas District;	405D	2027-DallasCo-G-1YG-0066	Dallas County District Attorney's Office	Local Government/Transit District	$129,946.96	$60,137.35	B4CS	Criminal Justice Systems
DWI Phlebotomy Program	An in-house phlebotomy program to aid in obtaining blood draws for impaired drivers in a timely manner.	Denton County - Dallas District;	405D	2027-DentonPD-G-1YG-0138	City of Denton Police Department	Local Government/Transit District	$115,000.00	$28,750.00	B4PEM	Criminal Justice Systems
Stop Impaired Drivers: Fort Bend County District Attorney's No Refusal Program	The purpose of this project is to reduce the number of impaired drivers by continuing the No Refusal Program for major holidays and to educate citizens about the dangers of impaired driving.	Fort Bend County - Houston District;	405D	2027-FortBend-G-1YG-0062	Fort Bend County District Attorney's Office	Local Government/Transit District	$32,191.85	$8,047.97	B4CS	Criminal Justice Systems
Free Rides Program 2027	The Free Rides Program provides safe, reliable	Bexar County - San Antonio District;	405D	2027-FreeRP-G-1YG-0208	Free Rides Program	Non-Profit Organization	$7,500.00	$2,500.00	M4OT	Prevention

	transportation to individuals who may otherwise drive while impaired. The program reduces the risk of injuries and fatalities within the community.									
General - Traffic Safety	To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes and public information and education effort during the Enforcement period.	Harris County - Houston District;	405D	2027-Harris4-G-1YG-0079	Harris County Constable Precinct 4	Local Government/Transit District	$5,050.00	$3,763.50	B4CS	Criminal Justice Systems
Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program	Utilizing prosecutors and administrative assistants from the DA's Office for the sole purpose of expediting the blood search warrants process for officers who are investigating impaired drivers.	Harris County - Houston District;	405D	2027-HarrisDA-G-1YG-0076	Harris County District Attorney	Local Government/Transit District	$263,169.22	$65,792.30	B4CS	Criminal Justice Systems
Intoxication Source Prevention	I.D. locations engaging in over service and sale of alcohol to minors along with police investigation,	Harris County - Houston District;	405D	2027-HarrisDA-G-1YG-0077	Harris County District Attorney	Local Government/Transit District	$320,891.97	$80,223.00	B4CS	Criminal Justice Systems

	facilitating proper charges. Using civil law to augment law enforcement problematic locations.									
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.	Bexar County - San Antonio District; Brazoria County - Houston District; Brazos County - Bryan District; Burnet County - Austin District; Cameron County - Pharr District; Collin County - Dallas District; Comal County - San Antonio District; Dallas County - Dallas District; Denton County - Dallas District; El Paso County - El Paso District; Fort Bend County - Houston District; Galveston County - Houston District; Gregg County - Tyler District; Harris County - Houston District; Hays County - Austin District; Henderson County - Tyler District; Hidalgo County - Pharr District; Montgomery	405D	2027-MADD-G-1YG-0008	Mothers Against Drunk Driving	Non-Profit Organization	$757,800.38	$228,873.92	M4OT	Prevention

		County - Houston District; Rockwall County - Dallas District; Rusk County - Tyler District; Smith County - Tyler District; Tarrant County - Fort Worth District; Travis County - Austin District; Vân Zandt County - Tyler District; Williamson County - Austin District; Wise County - Fort Worth District;								
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.	Montgomery County - Houston District;	405D	2027-MCDAO-G-1YG-0068	Montgomery County District Attorney's Office	Local Government/Transit District	$127,800.00	$165,579.02	B4CS	Criminal Justice Systems
Mission Police Phlebotomy Program	Funding to pay for blood draw program at the Mission Police Department, for the Mission Police Department, and surrounding agencies.	Hidalgo County - Pharr District;	405D	2027-Mission-G-1YG-0117	City of Mission Police Department	Local Government/Transit District	$145,964.00	$37,558.10	B4PEM	Criminal Justice Systems

Texas Alcoholic Beverage Commission (TABC) DUI and DWI Reduction Project	TABC's project will work to reduce alcohol impaired crashes and fatalities. Activities include enforcement, compliance and the education of law enforcement, retailers, and communities.	Statewide	405D	2027-TABC-G-1YG-0149	Texas Alcoholic Beverage Commission	State Agency	$383,191.04	$260,254.36	B4TST	Enforcement
TABC TRACE Investigations Project	This project will work to reduce the time allocated to investigations by hiring additional personnel dedicated to only reviewing and analyzing evidence regarding alcohol-related incidents.	Statewide	405D	2027-TABC-G-1YG-0175	Texas Alcoholic Beverage Commission	State Agency	$164,000.52	$44,903.88	B4TST	Enforcement
County Judges Impaired Driving Liaison Project	Educate county judges on effective use of evidence-based principles to reduce impaired driving, including use of alcohol-monitoring technology.	Statewide	405D	2027-TAC-G-1YG-0071	Texas Association of Counties	Non-Profit Organization	$156,916.14	$44,202.69	B4CS	Criminal Justice Systems
Drug-Free All Star (DFAS) & Drug-Free Council (DFC) for Deep East Texas	The DFAS & DFC programs will use environmental strategies to reduce underage drinking and reduce the	Statewide	405D	2027-TCINC-G-1YG-0164	The Coalition, Inc.	Non-Profit Organization	$186,738.46	$123,693.32	M4OT	Prevention

	number of impaired driving crashes and fatalities in Angelina, Polk & Southern Cherokee counties.									
Texas Judicial Resource Liaison and Impaired Driving Judicial Education	This project improves adjudication of impaired driving cases through education, technical assistance and support materials for judges and DWI courts and maintains the Texas Judicial Resource Liaison.	Statewide	405D	2027-TCJ-G-1YG-0095	Texas Center for the Judiciary	Non-Profit Organization	$609,135.05	$155,530.05	B4CS	Criminal Justice Systems
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.	Statewide	405D	2027-TDCAA-G-1YG-0075	Texas District and County Attorneys Association	Non-Profit Organization	$575,909.77	$152,353.83	B4CS	Criminal Justice Systems
Evidential Drug, Blood, and Breath Alcohol Toxicology Testing	Improve toxicology (BAC) testing by utilizing the most current technology and methods	Statewide	405D	2027-TDPS-G-1YG-0127	Texas Department of Public Safety	State Agency	$1,325,015.81	$353,700.00	B4BAC	Criminal Justice Systems

	available to analyze blood and breath samples in driving while intoxicated cases.									
Watch UR BAC	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.	Statewide	405D	2027-Texas Ag-G-1YG-0073	Texas A&M Agrilife Extension Service	Educational Institution	$1,017,499.76	$255,175.24	M4OT	Prevention
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.	Statewide	405D	2027-TJCTC-G-1YG-0166	Texas Justice Court Training Center	Educational Institution	$117,352.87	$30,244.45	B4CS	Criminal Justice Systems
SFST, ARIDE, DRE, DITEP, and Advanced DWI Investigation & Enforcement	Provide alcohol and drug detection, assessment training, and arresting skills to Texas peace officers, prosecutors, judges, and education professionals to produce cases	Statewide	405D	2027-TMPA-G-1YG-0004	Texas Municipal Police Association	Non-Profit Organization	$2,256,954.52	$564,346.40	B4PEM	Training

	for successful case prosecution									
LEADRS (Law Enforcement Advanced DWI Reporting System)	Law Enforcement Advanced DWI Reporting System to include creating an analytical data module for analyzing data from DWI arrest through court adjudication.	Statewide	405D	2027-TMPA-G-1YG-0005	Texas Municipal Police Association	Non-Profit Organization	$1,750,000.00	$437,552.47	M4IS	Data and Evaluation
Comprehensive Underage Drinking Prevention Program	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.	Hays County - Austin District; Travis County - Austin District; Williamson County - Austin District;	405D	2027-Travis C-G-1YG-0091	Travis County Attorney's UDPP	Local Government/Transit District	$113,664.27	$139,476.18	M4OT	Prevention
Hemp and the Highways	This project establishes communication with the cannabis industry stakeholders and effectively educates strategically selected populations of the public on the dangers of	Statewide	405D	2027-TTI-G-1YG-0022	Texas A&M Transportation Institute	Educational Institution	$113,887.50	$28,489.67	M4OT	Public Information and Education (PI&E)

	cannabis-impaired driving.									
Texas Impaired Driving Task Force	Coordinate the TxIDTF and Texas Impaired Driving Plan, build a national coalition of task force administrators to advance drug-impaired driving countermeasures, and provide technical assistance.	Statewide	405D	2027-TTI-G-1YG-0023	Texas A&M Transportation Institute	Educational Institution	$351,975.00	$88,048.75	B4IDM	Program management and Strategic planning
24/7 Sobriety Monitoring Program Dissemination Project	TTI will educate and coach Texas jurisdictions on the 24/7 Sobriety Monitoring Program to disseminate an evidence-based intervention for DWI cases and ultimately reduce recidivism.	Statewide	405D	2027-TTI-G-1YG-0024	Texas A&M Transportation Institute	Educational Institution	$158,925.00	$39,756.09	M4SP	Screening, Assessment, Treatment and Rehabilitation
Technical Assistance for the Implementation and Integration of the Texas Impaired Driving Database	Support the continued development, implementation, and data integration of the Texas Impaired Driving Database and its data.	Statewide	405D	2027-TTI-G-1YG-0038	Texas A&M Transportation Institute	Educational Institution	$261,495.00	$65,427.31	M4IS	Data and Evaluation
Texas Safety Initiative: Addressing Drug-Impaired and Other Impaired Driving Catalysts	Develop educational toolkits and outreach strategies addressing drug-	Statewide	405D	2027-TTI-G-1YG-0040	Texas A&M Transportation Institute	Educational Institution	$206,500.00	$51,657.27	M4OT	Prevention

	impaired driving and evaluate local catalysts contributing to impaired driving behaviors in Texas.									
Developing a Screening, Brief Intervention Curriculum and College-Level Training for DWI Prevention	This project develops a curriculum and training for college students in Screening, Brief Intervention (SBI) to prevent alcohol and drug use and reduce DWI episodes	Statewide	405D	2027-TTI-G-1YG-0044	Texas A&M Transportation Institute	Educational Institution	$241,300.00	$60,362.72	M4TR	Prevention
Texas Ignition Interlock Program Expansion and Technical Assistance Initiative	Expanding Texas' ignition interlock program through education program delivery and statewide ignition interlock data evaluation to reduce impaired driving recidivism and improve public safety.	Statewide	405D	2027-TTI-G-1YG-0045	Texas A&M Transportation Institute	Educational Institution	$186,375.00	$46,622.88	M4II	Criminal Justice Systems
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.	Statewide	State	2027-TxDOT-G-1YG-0213	TxDOT - Traffic Safety	State Agency	$250,000.00	$0.00	AL	Prevention

STEP Impaired Driving Mobilization	Coordinate and conduct quarterly mobilizations consisting of increased DWI enforcement and earned media activities.	Statewide	405D	2027-TxDOT-G-1YG-0216	TxDOT - Traffic Safety	State Agency	$1,300,000.00	$100,000.00	M4HVE	Enforcement
SWID	Statewide Impaired Driving Campaign that focuses on a seasonal media campaign during football season, Christmas/New Years Holiday, Spring Break, Spring Holidays, July 4th and Labor Day.	Statewide	405D	2027-TxDOT-G-1YG-0220	TxDOT - Traffic Safety	State Agency	$4,000,000.00	$4,000,000.00	B4PEM	Public Information and Education (PI&E)
Youth Impaired Driving Prevention Champions, Public Education, and Institute to Reduce Youth DUI/DWI	To reduce DUI/DWI, this project trains youth advocates, educates the public on prevention strategies, and hosts an Institute to increase public education & information on youth impaired driving.	Statewide	405D	2027-TXSDY-G-1YG-0168	Texans for Safe and Drug Free Youth	Non-Profit Organization	$600,275.23	$150,033.34	M4OT	Prevention
Partnerships to Educate, Train, & Conduct Vendor Compliance Checks to Prevent Youth Impaired Driving	TxSDY will partner with TABC, local law enforcement and community coalitions to conduct vendor compliance checks and	Statewide	405D	2027-TXSDY-G-1YG-0178	Texans for Safe and Drug Free Youth	Non-Profit Organization	$490,064.35	$122,494.38	M4OT	Prevention

	provide public education to help reduce sales of alcohol to youth and related DUIs.									
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.	Brazoria County - Houston District; Chambers County - Beaumont District; Galveston County - Houston District; Hardin County - Beaumont District; Harris County - Houston District; Jasper County - Beaumont District; Jefferson County - Beaumont District; Liberty County - Beaumont District; Newton County - Beaumont District; Orange County - Beaumont District;	405D	2027-UTMBG-G-1YG-0153	The University of Texas Medical Branch at Galveston	Educational Institution	$62,536.86	$22,918.00	M4OT	Prevention

Driver Education and Behavior (DE)

Projects in the Driver Education and Behavior program area will be funded with 402 funding and will perform one or more of the associated activities:

- Develop and implement distracted driving employer programs. (CTW, Distracted Driving, Other Strategies)
- Conduct a statewide survey regarding attitudes and behaviors related to distracted driving. (CTW, Distracted Driving, Legislation and Licensing)
- Conduct a driver education program for youths of licensing age. (Guideline No. 4: Driver Education, Driver Education and Training Program)
- Develop and implement programs that engage parents/caregivers in the driver education and Graduated Driver License program. (Guideline No. 4: Driver Education, Driver Education and Training Program)
- Develop and implement electronic technology for parent/guardian monitoring of young drivers. (CTW, Young Drivers, Other Strategies)
- Conduct a program for adult drivers (age 65+) training and retraining. (Guideline No. 4: Driver Education)
- Develop and implement public information and education efforts to address older driver safety problems, including classroom and in-car training. (Guideline No. 13: Older Driver Safety, Program Management)
- Develop and implement drowsy driving employer programs (CTW, Drowsy Driving, Other Strategies)
- Develop and implement public information and education efforts to address aggressive driving behaviors. (USC, Title 23, Chapter 4, Section 402 (a)(2)(A)(vii))

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
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	Dallas County - Dallas District; Ellis County - Dallas District; Kaufman County - Dallas District;	402	2027-A+Charter-DEG-00015	A+ Charter Schools	Non-Profit Organization	$19,180.70	$0.00	DE	Training

	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.									
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	Taylor County - Abilene District;	402	2027-AbileneISD-DEG-00008	Abilene ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
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	Grimes County - Bryan District;	402	2027-AndShICISD-DEG-00016	Anderson-Shiro CISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
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-	Jones County - Abilene District;	402	2027-AnsonISD-DEG-00005	Anson ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
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	Cass County - Atlanta District;	402	2027-AtlantaISD-DEG-00014	Atlanta ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
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	Bastrop County - Austin District;	402	2027-BastropISD-DEG-00012	Bastrop ISD	Educational Institution	$20,000.00	$0.00	DE	Training

	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.									
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	Angelina County - Lufkin District;	402	2027-CentralISD-DEG-00011	Central ISD	Educational Institution	$20,000.00	$0.00	DE	Training

	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.									
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	Callahan County - Abilene District;	402	2027-ClydeISD-DEG-00006	Clyde ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
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	Polk County - Lufkin District;	402	2027-CorCamISD-DEG-00013	Corrigan Camden ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
Keeping Families Safe In Traffic	This program educates families, communities, and professionals on traffic safety topics to include: child passenger, pedestrian, bicycle, and school bus safety, and responsible vehicle operations.	Aransas County - Corpus Christi District; Bee County - Corpus Christi District; Goliad County - Corpus Christi District; Jim Wells County - Corpus Christi District; Karnes County - Corpus Christi District; Kleberg County - Corpus Christi District; Live Oak County - Corpus Christi District; Nueces County - Corpus Christi District; Refugio County - Corpus Christi District; San Patricio County - Corpus Christi District;	402	2027-DrisHosp-G-1YG-0065	Driscoll Children's Hospital	Non-Profit Organization	$323,561.20	$157,613.08	DE	Public Information and Education (PI&E)

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.	Brooks County - Pharr District; Cameron County - Pharr District; Hidalgo County - Pharr District; Jim Hogg County - Pharr District; Kenedy County - Pharr District; Starr County - Pharr District; Willacy County - Pharr District; Zapata County - Pharr District;	402	2027-DrisHosp-G-1YG-0080	Driscoll Children's Hospital	Non-Profit Organization	$305,158.48	$110,100.36	DE	Public Information and Education (PI&E)
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	Statewide	402	2027-ESCVI-G-1YG-0010	Education Service Center, Region VI	Educational Institution	$189,733.00	$47,419.00	DE	Training
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	Jones County - Abilene District;	402	2027-HawleyISD-DEG-00010	Hawley ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
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	Hays County - Austin District; Caldwell County - Austin District; Travis County - Austin District;	402	2027-HaysISD-DEG-00004	Hays CISD	Local Government/Transit District	$18,261.42	$0.00	DE	Training

	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.									
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	Cameron County - Pharr District;	402	2027-LaFeriaISDPD-DEG-00017	City of La Feria ISD Police Department	Educational Institution	$20,000.00	$0.00	DE	Training

	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.									
Providing Education Today for a Safer Tomorrow	Safety City provides pedestrian, bicycle, railroad, and speed education through proper occupant protection, restraint protocols, and general traffic safety to at-risk populations.	Bailey County - Lubbock District; Castro County - Lubbock District; Cochran County - Lubbock District; Crosby County - Lubbock District; Dawson County - Lubbock District; Floyd County - Lubbock District; Gaines County - Lubbock District; Garza County - Lubbock District; Hale County - Lubbock District; Hockley County - Lubbock District; Lamb County -	402	2027-LubbockP-G-1YG-0163	City of Lubbock Parks & Recreation	Local Government/Transit District	$18,750.00	$15,601.00	DE	Public Information and Education (PI&E)

		Lubbock District; Lubbock County - Lubbock District; Lynn County - Lubbock District; Parmer County - Lubbock District; Swisher County - Lubbock District; Terry County - Lubbock District; Yoakum County - Lubbock District;								
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	Taylor County - Abilene District;	402	2027-MerkelISD-DEG-00009	Merkel ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	traditional classroom and behind-the-wheel setting that includes the latest advances in methodology, subject matter, and technology and by certified instructors.									
Our Driving Concern – Texas Employer Traffic Safety	Our Driving Concern - Employer Traffic Safety Program works with employers to strengthen safe driving habits within their workforce, whether employees are operating a vehicle for work or personal use	Statewide	402	2027-NSC-G-1YG-0160	National Safety Council	Non-Profit Organization	$445,227.06	$113,488.78	DE	Training
Safety City-Building Safer Communities	Safety City's goal is to reduce the number of vehicle-related pedestrian, and bicyclist fatalities and serious injuries.	Baylor County - Wichita Falls District; Brown County - Brownwood District; Callahan County - Abilene District; Coke County - San Angelo District; Coleman County - Brownwood District; Comanche County - Brownwood District; Concho County - San Angelo District;	402	2027-SafetyCi-G-1YG-0139	Safety City Abilene	Local Government/Transit District	$16,710.18	$15,115.50	DE	Public Information and Education (PI&E)

		Eastland County - Brownwood District; Erath County - Fort Worth District; Fisher County - Abilene District; Haskell County - Abilene District; Howard County - Abilene District; Jones County - Abilene District; Kent County - Abilene District; Knox County - Childress District; Lampasas County - Brownwood District; Llano County - Austin District; Mason County - Austin District; Mills County - Brownwood District; Mitchell County - Abilene District; Nolan County - Abilene District; Palo Pinto County - Fort Worth District; Runnels County - San Angelo District; Scurry County - Abilene District; Shackelford County - Abilene District; Stephens County - Brownwood District; Stonewall County - Abilene District; Taylor								

		County - Abilene District; Throckmorton County - Wichita Falls District; Om Green County - San Angelo District; Young County - Wichita Falls District;								
Mature Driver Program	Mature Driver Program (MDP) provides public information and education to address older drivers, age 65+, safety problems.	Statewide	402	2027-Texas Ag-G-1YG-0074	Texas A&M Agrilife Extension Service	Educational Institution	$644,970.52	$161,245.52	DE	Public Information and Education (PI&E)
Safe Choices for All Road Users: Interactive Education to Reduce Distracted Driving Across Texas	To use an interactive, web-based game to educate and engage drivers, passengers, and pedestrians of all ages in real-world scenarios to improve decision-making and reduce distracted driving crashes.	Statewide	402	2027-TTI-G-1YG-0012	Texas A&M Transportation Institute	Educational Institution	$75,000.00	$18,761.53	DE	Public Information and Education (PI&E)
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	Statewide	402	2027-TTI-G-1YG-0039	Texas A&M Transportation Institute	Educational Institution	$1,137,639.28	$284,658.61	DE	Public Information and Education (PI&E)

	Driver Seat & U in the Driver Seat.									
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.	Statewide	402	2027-TTI-G-1YG-0052	Texas A&M Transportation Institute	Educational Institution	$96,000.00	$24,008.83	DE	Data and Evaluation
Survey of Texans' Attitudes and Awareness of Traffic Safety	Grant is to conduct a survey to assess statewide driver attitude and awareness of traffic safety programs in Texas, and to measure self-reported safety related behaviors.	Statewide	402	2027-TTI-G-1YG-0053	Texas A&M Transportation Institute	Educational Institution	$39,000.00	$9,753.59	DE	Data and Evaluation
Distracted Driving "Talk. Text. Crash." Public Information and Education Campaign	Distracted Driving "Talk. Text. Crash." Public Information and Education Campaign	Statewide	402	2027-TxDOT-G-1YG-0225	TxDOT - Traffic Safety	State Agency	$1,300,000.00	$1,300,000.00	DE	Public Information and Education (PI&E)
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	Smith County - Tyler District;	402	2027-WHouseISD-DEG-00007	Whitehouse ISD	Local Government/Transit District	$20,000.00	$0.00	DE	Training

	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.									
Municipal Traffic Safety Initiatives	MTSI provides education on traffic safety issues to municipal judges, court personnel, and prosecutors while encouraging them to participate in	Statewide	402	2027-TMCEC-G-1YG-0059	Texas Municipal Courts Education Center	Non-Profit Organization	$633,584.69	$144,560.17	DE	Public Information and Education; Training

	traffic safety outreach.									
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.	Statewide	402	2027-GHSA-G-1YG-0211	Governor's Highway Safety Association	Non-Profit Organization	$621,233.78	$0.00	DE	Training

Emergency Medical Services (EM)

Projects in the Emergency Medical Services program area will be funded with 402 funding and will perform one or more of the associated activities:

- Ensure availability of adequately trained EMS personnel. (Guideline No. 11: Emergency Medical Services, Human Resources and Training)
- Routinely monitor training programs to ensure uniformity and quality control. (Guideline No. 11: Emergency Medical Services, Human Resources and Training)
- Ensure availability of continuing education programs. (Guideline No. 11: Emergency Medical Services, Human Resources and Training)
- Develop and implement public information and education efforts about the EMS system including components and capabilities of an EMS system, the public's role in the system, the public's ability to access

the system, what to do in an emergency and EMS providers' role in injury prevention and control. (Guideline No. 11: Emergency Medical Services, Public Information and Education)

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
Rural/Frontier EMS 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.	Statewide	402	2027-TEEXESTI-G-1YG-0090	Texas Engineering Extension Service ESTI	Educational Institution	$235,915.28	$572,561.61	EM	Training

Motorcycle Safety (MC)

Projects in the Motorcycle Safety program area will be funded with a combination of 402 and 405(f) funding and will perform one or more of the associated activities:

- Conduct or facilitate motorcycle rider training. (MT) (CTW, Motorcycle Safety, Other Strategies)
- Improve the motorcyclist safety training curricula. (MC)
- Increase the recruitment or retention of motorcyclist safety training instructors. (MI)
- Develop and implement public information and education efforts to enhance driver awareness of motorcyclists. (MA)(MP)

- Develop and implement strategies to increase rider conspicuity and use of protective clothing. (CTW, Motorcycle Safety, Other Strategies)
- Develop and implement an incentive program for successful completion of motorcycle rider training courses and motorcycle licensing. (Guideline No. 3: Motorcycle Safety, Motorcycle Rider Education and Training)
- Develop and implement public information and education efforts of motorcycle operation under the influence of alcohol and other drugs. (Guideline No. 3: Motorcycle Safety, Motorcycle Operation Under The Influence of Alcohol Or Other Drugs)

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
Statewide Motorist Awareness and Motorcyclist Safety Education and Outreach Support	Public information and education outreach to raise motorists' awareness and encourage motorcyclists to reduce risk, including training, conspicuity, and riding unimpaired.	Statewide	405F	2027-TTI-G-1YG-0025	Texas A&M Transportation Institute	Educational Institution	$379,500.00	$94,934.30	M11MA	Public Information and Education (PI&E)
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 incentivize riders to complete training, and	Statewide	405F	2027-TTI-G-1YG-0046	Texas A&M Transportation Institute	Educational Institution	$99,900.00	$24,990.63	M11MP	Motorcycle Rider Education and Training

	shares information on motorcycle training.									
A Data-driven Outreach and Education Program to Improve Motorcycle Safety in Lubbock District	This proposal seeks to establish a data-driven and sustainable outreach and education program to enhance motorcycle safety in the Lubbock district and its surrounding rural counties.	Bailey County - Lubbock District; Castro County - Lubbock District; Cochran County - Lubbock District; Crosby County - Lubbock District; Dawson County - Lubbock District; Floyd County - Lubbock District; Gaines County - Lubbock District; Garza County - Lubbock District; Hale County - Lubbock District; Hockley County - Lubbock District; Lamb County - Lubbock District; Lubbock County - Lubbock District; Lynn County - Lubbock District; Parmer County - Lubbock District; Swisher County - Lubbock District; Terry County - Lubbock District; Yoakum County - Lubbock District;	402	2027-TxTechLB-G-1YG-0101	Texas Tech University Lubbock	Educational Institution	$149,180.41	$37,776.32	MC	Public Information and Education (PI&E)

Motorcycle Safety Campaign (State)	A Statewide paid media campaign and public information education reminding motorists to look twice for motorcycles and share the road.	Statewide	State	2027-TxDOT-G-1YG-0227	TxDOT - Traffic Safety	State Agency	$330,000.00	$330,000.00	State	Public Information and Education (PI&E)
Motorcycle Safety Campaign (Fed)	A Statewide paid media campaign and public information education reminding motorists to look twice for motorcycles and share the road.	Statewide	405F	2027-TxDOT-G-1YG-0228	TxDOT - Traffic Safety	State Agency	$370,000.00	$370,000.00	M11MA	Public Information and Education (PI&E)

Occupant Protection (OP)

Projects in the Occupant Protection program area will be funded with a combination of 402 and 405(b) funding and will perform one or more of the associated activities:

- Support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement. (HVE)
- Train occupant protection safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child restraints and occupant protection. (TR)
- Educate the public concerning the proper use and installation of child restraints, including related equipment and information systems. (PE)

- Provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints. (CPS)
- Purchase and distribute child restraints. (CSS)
- Establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys. (OP)
- Implement programs to recruit and train nationally certified child passenger safety technicians, educate parents and caregivers regarding child restraints, purchase and distribute child restraints. (CPS_US)
- Develop and implement occupant protection employer programs. (CTW, Seat Belts and Child Restraints, Other Strategies)
- Develop and implement occupant protection programs for older children aged 8-15. (CTW, Seat Belts and Child Restraints, Other Strategies)
- Develop and implement public information and education regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle is deactivated by the operator. (23 CFR 1300.13(d))

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
Dell Children's Medical Center (DCMC) Kids in Cars Program	This project provides child passenger safety education and fitting services in Bastrop, Caldwell, Hays, Travis, and Williamson Counties, and technician training,	Bastrop County - Austin District; Caldwell County - Austin District; Hays County - Austin District; Travis County - Austin District; Williamson County - Austin District;	405B	2027-DCMCCT-G-1YG-0086	Dell Children's Medical Center of Central Texas	Non-Profit Organization	$338,303.43	$84,927.33	M1CPS	Training; Public Information and Education (PI&E)

	certification, and capacity growth.									
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.	Brazoria County - Houston District; Fort Bend County - Houston District; Harris County - Houston District; Montgomery County - Houston District; Galveston County - Houston District;	405B	2027-TCH-G-1YG-0092	Texas Children's Hospital	Non-Profit Organization	$238,168.43	$156,033.13	M1CPS	Training; Public Information and Education (PI&E)
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.	Statewide	405B	2027-TDSHS-G-1YG-0143	Texas Department of State Health Services	State Agency	$825,000.00	$350,000.00	M1CPS	Training; Public Information and Education (PI&E)
Passenger Safety & 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.	Statewide	405B	2027-Texas Ag-G-1YG-0072	Texas A&M Agrilife Extension Service	Educational Institution	$1,000,000.00	$251,382.42	M1CPS	Training; Public Information and Education (PI&E)

Closing the Gap: Increasing Restraint Use Among Texas' Unbelted 10 Percent	This project identifies a higher-risk driver segment in the gig economy sector and develops a focused outreach approach to influence occupant protection and other driving behaviors.	Harris County - Houston District;	405B	2027-TTI-G-1YG-0029	Texas A&M Transportation Institute	Educational Institution	$46,500.00	$11,632.27	M1CPS	Training; Public Information and Education (PI&E)
Data Driven Approach to Address Child Passenger Safety Gaps in Use	Project aims to provide education on child restraint (CR) use by disseminating size/age-appropriate guidance, encouraging CR use through outreach at medical centers, schools, and community events.	Angelina County - Lufkin District; Brazoria County - Houston District; Fort Bend County - Houston District; Galveston County - Houston District; Harris County - Houston District; Houston County - Lufkin District; Montgomery County - Houston District; Nacogdoches County - Lufkin District; Polk County - Lufkin District; Sabine County - Lufkin District; San Augustine County - Lufkin District; San Jacinto County - Lufkin District; Shelby County - Lufkin District; Trinity County -	405B	2027-TTI-G-1YG-0047	Texas A&M Transportation Institute	Educational Institution	$39,918.75	$9,983.73	M1TR	Training; Public Information and Education (PI&E)

		Lufkin District; Waller County - Houston District;								
Occupant Protection Surveys	Under this grant, a statewide seat belt use survey, an urban longitudinal seat belt use survey, and a child restraint use survey will be conducted.	Statewide	405B	2027-TTI-G-1YG-0050	Texas A&M Transportation Institute	Educational Institution	$370,000.00	$92,529.85	M1OP	Data and Evaluation
STEP Click It Or Ticket	Coordinate and conduct yearly CIOT mobilization consisting of increased safety belt enforcement and earned media activities.	Statewide	405B	2027-TxDOT-G-1YG-0217	TxDOT - Traffic Safety	State Agency	$535,000.00	$100,000.00	M1HVE	Enforcement
Occupant Protection (CIOT)	TxDOT is seeking to execute a statewide Click It or Ticket (CIOT) project for paid media/public education outreach to coincide with the national NHTSA Memorial Day campaign.	Statewide	402	2027-TxDOT-G-1YG-0223	TxDOT - Traffic Safety	State Agency	$3,000,000.00	$3,000,000.00	OP	Public Information and Education (PI&E)
Child Passenger Car Seats	TxDOT's Child Passenger Safety Seat Education and Distribution Program seeks to reduce the number of children injured and killed in motor-vehicle	Statewide	405B	2027-TxDOT-G-1YG-0230	TxDOT - Traffic Safety	State Agency	$160,000.00	$0.00	M1CSS	Training; Public Information and Education (PI&E)

	crashes and to help low income and/or low-use families in Texas comply with State law requiring the use of child passenger safety seats by offering parental education on the installation and proper use of child passenger safety seats as well as safety seat inspections and free child passenger safety seats to qualified applicants									
Texas Heatstroke Task Force	Preventing pediatric vehicular heatstroke by supporting a Task Force of volunteer members across the state to educate caregivers and communities through outreach, media, and education.	Statewide	402	2027-TxHSTF-G-1YG-0082	Texas Heatstroke Task Force	Non-Profit Organization	$29,694.65	$7,478.02	OP	Children in Unattended Vehicles
TxDOT Traffic Safety Program	Child passenger safety initiative to certify child passenger technicians, educate hospital staff and caregivers, and	Collin County - Dallas District; Dallas County - Dallas District; Denton County - Dallas District; Ellis County - Dallas District;	402	2027-WISH-G-1YG-0121	Women & Infants Specialty Health	Non-Profit Organization	$68,321.76	$30,587.60	OP	Training; Public Information and Education (PI&E)

	distribute child safety seats to Dallas County families in need.	Kaufman County - Dallas District; Navarro County - Dallas District; Rockwall County - Dallas District;								

Pedestrian and Bicyclist Safety (PS)

Projects in the Pedestrian and Bicyclist Safety program area will be funded with a combination of 402 and 405(g) funding and will perform one or more of the associated activities:

- Training of law enforcement officials relating to nonmotorized road user safety, State laws applicable to nonmotorized road user safety, and infrastructure designed to improve nonmotorized road user safety. (TR)
- Support campaigns designed to enforce State traffic laws applicable to nonmotorized road user safety. (LE)
- Develop and implement public information and education designed to inform motorists and nonmotorized road users regarding nonmotorized road user safety. (PE)
- Collect data, establish and maintain data systems relating to nonmotorized road user traffic fatalities. (DA)
- Promote proper and legal riding practices and the proper use of bicycle helmets, including the proper selection, use, fit, and maintenance of bicycles and bicycle helmets through cycling clinics, bike fairs and bike rodeos. (Guideline No. 14: Pedestrian and Bicycle Safety, Communication Program) (CTW, Promote Bicycle Helmet Use with Education, Other Strategies) (CTW, Bicycle Safety Education for Children, Other Strategies)
- Establish and convene a pedestrian and bicycle safety advisory task force or coalition. (Guideline No. 14: Pedestrian and Bicycle Safety, Outreach Program)

- Develop and implement a pedestrian conspicuity enhancement program. (CTW, Pedestrian Safety, Other Strategies)

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
Ride Smart, Ride Safe	The Ride Smart, Ride Safe Program project will promote bicycle safety and injury prevention among underserved youth by increasing access to property fitted helmets and delivering targeted education.	Cameron County - Pharr District; Hidalgo County - Pharr District;	405G	2027-BGCSB-G-1YG-0199	Boys and Girls Club of San Benito	Non-Profit Organization	$42,350.00	$21,544.31	BGPE	Training; Public Information and Education (PI&E)
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 throughout Districts in Texas with high rates of pedestrian injuries and fatalities.	Statewide	405G	2027-CFRS-G-1YG-0064	Citizens for Road Safety	Non-Profit Organization	$189,400.00	$49,365.00	BGPE	Training
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,	Hays County - Austin District; Travis County - Austin District; Williamson County - Austin District;	405G	2027-Ghisallo-G-1YG-0057	Ghisallo Cycling Initiative	Non-Profit Organization	$223,846.57	$74,814.63	BGPE	Training; Public Information and Education (PI&E)

	in addition to pedestrian safety instruction.									
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.	Bexar County - San Antonio District; Comal County - San Antonio District; Guadalupe County - San Antonio District;	405G	2027-Ghisallo-G-1YG-0058	Ghisallo Cycling Initiative	Non-Profit Organization	$202,050.14	$67,396.74	BGPE	Training; Public Information and Education (PI&E)
RideOne	RideOne is designed 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.	Harris County - Houston District;	405G	2027-HaCoCMP1-G-1YG-0081	Harris County Commissioner Pct 1	Local Government/Transit District	$172,411.68	$151,944.95	BGPE	Public Information and Education (PI&E)
Pedestrian and Bicycle Safety Education and Outreach	To reduce the number of pediatric pedestrian and bicyclist fatalities and injuries in greater Houston.	Brazoria County - Houston District; Fort Bend County - Houston District; Galveston County - Houston District; Harris County - Houston District; Montgomery County - Houston District;	405G	2027-TCH-G-1YG-0093	Texas Children's Hospital	Non-Profit Organization	$102,660.65	$35,631.55	BGPE	Public Information and Education (PI&E)
Statewide Pedestrian and Motorist	Public education and information outreach	Statewide	405G	2027-TTI-G-1YG-0017	Texas A&M Transportation Institute	Educational Institution	$285,000.00	$71,294.53	BGPE	Data and Evaluation

Outreach and Support to Address Pedestrian Safety Behaviors	employing pedestrian safety groups and pedestrians to raise both pedestrian and motorists' knowledge of pedestrian safety and associated laws.									
Improving Pedestrian Safety near Bus Stops in Corpus Christi	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.	Aransas County - Corpus Christi District; Bee County - Corpus Christi District; Goliad County - Corpus Christi District; Jim Wells County - Corpus Christi District; Karnes County - Corpus Christi District; Kleberg County - Corpus Christi District; Live Oak County - Corpus Christi District; Nueces County - Corpus Christi District; Refugio County - Corpus Christi District; San Patricio County - Corpus Christi District;	405G	2027-TTI-G-1YG-0028	Texas A&M Transportation Institute	Educational Institution	$97,080.00	$24,277.65	BGPE	Public Information and Education (PI&E)
Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws	This project aims to identify barriers to understanding pedestrian, bicycle and other non-motorized road user safety	Statewide	405G	2027-TTI-G-1YG-0031	Texas A&M Transportation Institute	Educational Institution	$140,000.00	$35,024.02	BGPE	Training; Public Information and Education (PI&E)

	laws in Texas, as well as educate the public and law enforcement on these laws.									
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.	Statewide	405G	2027-TTI-G-1YG-0032	Texas A&M Transportation Institute	Educational Institution	$277,500.00	$69,403.64	BGPE	Public Information and Education (PI&E)
Elementary-Age Pedestrian and Bicyclist Safety Education (Ages 5–10)	This project will develop an educational curriculum and technology-based learning tools to teach elementary-age children essential pedestrian and bicyclist safety concepts.	Statewide	405G	2027-TTI-G-1YG-0033	Texas A&M Transportation Institute	Educational Institution	$83,424.40	$20,871.77	BGPE	Training
Statewide Pedestrian and Bicycle Safety Education for Youth	Statewide program educating youth on pedestrian and bicycle safety through data-driven outreach, peer-led activities, and awareness of traffic laws.	Statewide	405G	2027-TTI-G-1YG-0036	Texas A&M Transportation Institute	Educational Institution	$206,250.00	$51,598.34	BGPE	Training, Public Information & Education (PI&E)
Street Coaching for Pedestrians & Cyclists: Putting	The project will change pedestrian and	Statewide	405G	2027-TTI-G-1YG-0041	Texas A&M Transportation Institute	Educational Institution	$174,336.00	$43,611.25	BGPE	Public Information and Education (PI&E)

Laws Into Practice on University Campuses	bicycle safety behaviors by engaging students, staff, and law enforcement on a large university campus regarding existing pedestrian and bicycle laws.									
BSDS-Pedestrian Safety Public Education and Awareness Campaign (WALKR)	BSDS-Pedestrian Safety Public Education and Awareness Campaign (WALKR)	Statewide	402	2027-TxDOT-G-1YG-0221	TxDOT - Traffic Safety	State Agency	$2,900,000.00	$2,900,000.00	PS	Public Information and Education (PI&E)
BSDS-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 bicycle safety and encouraging safe and smart traffic behaviors.	Statewide	405G	2027-TxDOT-G-1YG-0224	TxDOT - Traffic Safety	State Agency	$1,750,000.00	$1,750,000.00	BGPE	Public Information and Education (PI&E)
The Safe Commuter Initiative: Enhancing Road Safety for Cyclists in Austin	Providing safety gear and education to cyclists from vulnerable communities to reduce crashes, injuries, and fatalities in Austin.	Travis County - Austin District; Williamson County - Austin District;	402	2027-YellowBi-G-1YG-0097	Yellow Bike Project	Non-Profit Organization	$55,590.08	$21,665.34	PS	Training; Public Information and Education (PI&E)

Planning and Administration (PA)

Projects in the Planning and Administration program area will be funded with 402 funding and will perform one or more of the associated activities:

- 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 Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
PI&E Management	Beehive Specialty will store and manage TxDOT Traffic Safety Program PI&E inventory for statewide distribution.	TRF	402	2027-BeeHive-PO-00001	Beehive Specialty	For-Profit Organization	$150,000.00	$0.00	PA	Coordination, Technical Assistance, Data and Evaluation
Statewide Public Participation and Engagement Program	This project will document, evaluate and assist with the process for conducting public	Statewide	402	2027-TTI-G-1YG-0051	Texas A&M Transportation Institute	Educational Institution	$49,125.00	$12,288.93	PA	Coordination, Technical Assistance, Data and Evaluation

	participation and engagement activities.									
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	Statewide	402	2027-TxDOT-G-1YG-0212	TxDOT - Traffic Safety	State Agency	$5,530,844.00	$0.00	PA	Administration and Oversight; Program and Project Management
eGrants Software Support Svcs	Provide software services for the maintenance support of the TxDOT Traffic Safety Electronic Grants Management System (eGrants) using Agate IntelliGrants COTS product	Statewide	402	2027-TxDOT-G-1YG-0214	TxDOT - Traffic Safety	State Agency	$60,000.00	$0.00	PA	Financial Management and Reimbursement Processing
eGrants Software Enhancement Services	Provide software development services for the continued enhancement of the TxDOT Traffic Safety Electronic Grants Management System (eGrants) using Agate IntelliGrants COTS product	Statewide	402	2027-TxDOT-G-1YG-0215	TxDOT - Traffic Safety	State Agency	$692,701.58	$0.00	PA	Financial Management and Reimbursement Processing
Life Savers	To plan and conduct the	Statewide	402	2027-TxDOT-G-1YG-0229	TxDOT - Traffic Safety	State Agency	$150,000.00	$0.00	PA	Administration and Oversight

	Lifesavers Conference. This project provides support for planning, implementing the conference.									
BTS Conferences	To plan and conduct a Statewide Traffic Safety Conference. This project provides support for planning, implementing the conference.	Statewide	402	2027-TxDOT-G-1YG-0231	TxDOT - Traffic Safety	State Agency	$338,000.00	$0.00	PA	Administration and Oversight

Police Traffic Services (PT)

Projects in the Police Traffic Services program area will be funded with 402 funding and will perform one or more of the associated activities:

- Implement a high-visibility traffic enforcement services program designed to enforce traffic laws and regulations. (Guideline No. 15: Traffic Enforcement Services, Program Management)
- Conduct training to improve traffic enforcement skills, techniques or programs. (Guideline No. 15: Traffic Enforcement Services, Training)
- Develop and implement public information and education efforts about traffic enforcement services. (Guideline No. 15: Traffic Enforcement Services, Communication Program)

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
STEP CMV	STEP CMV	Potter County - Amarillo District; Randall County - Amarillo District;	402	2027-AmarilloPD-S-CMV-00010	City of Amarillo Police Department	Local Government/Transit District	$59,995.00	$11,520.36	PT	Enforcement
STEP CMV	STEP CMV	Tarrant County - Fort Worth District;	402	2027-Arlington-S-CMV-00006	City of Arlington Police Department	Local Government/Transit District	$98,476.00	$17,437.00	PT	Enforcement
STEP CMV	STEP CMV	Hays County - Austin District; Travis County - Austin District; Williamson County - Austin District;	402	2027-AustinPD-S-CMV-00019	City of Austin Police Department	Local Government/Transit District	$51,008.66	$9,001.53	PT	Enforcement
STEP CMV	STEP CMV	Jefferson County - Beaumont District;	402	2027-Beaumont-S-CMV-00016	City of Beaumont Police Department	Local Government/Transit District	$136,852.00	$24,150.35	PT	Enforcement
STEP CMV	STEP CMV	Harris County - Houston District;	402	2027-DeerPark-S-CMV-00035	City of Deer Park Police Department	Local Government/Transit District	$22,074.00	$5,334.68	PT	Enforcement
STEP CMV	STEP CMV	Hidalgo County - Pharr District;	402	2027-EdinbuPD-S-CMV-00023	City of Edinburg Police Department	Local Government/Transit District	$11,650.50	$3,356.51	PT	Enforcement
STEP CMV	STEP CMV	Tarrant County - Fort Worth District;	402	2027-Euless-S-CMV-00041	City of Euless Police Department	Local Government/Transit District	$43,940.65	$7,935.95	PT	Enforcement
STEP CMV	STEP CMV	Fort Bend County - Houston District;	402	2027-FBCoCP3-S-CMV-00038	Fort Bend County Constable Precinct 3	Local Government/Transit District	$11,995.87	$3,416.75	PT	Enforcement
STEP CMV	STEP CMV	Fort Bend County - Houston District;	402	2027-FBCoSO-S-CMV-00009	Fort Bend County Sheriff's Office	Local Government/Transit District	$12,446.52	$4,918.72	PT	Enforcement
STEP CMV	STEP CMV	Fort Bend County - Houston District;	402	2027-FortBendPct1-S-CMV-00014	Fort Bend County Constable Precinct 1	Local Government/Transit District	$12,000.00	$3,173.00	PT	Enforcement

STEP CMV	STEP CMV	Tarrant County - Fort Worth District;	402	2027-Fortworth-S-CMV-00036	City of Fort Worth Police Department	Local Government/Transit District	$48,489.05	$12,170.88	PT	Enforcement
STEP CMV	STEP CMV	Dallas County - Dallas District; Ellis County - Dallas District; Johnson County - Fort Worth District; Tarrant County - Fort Worth District;	402	2027-GrandPra-S-CMV-00024	City of Grand Prairie Police Department	Local Government/Transit District	$134,448.79	$33,612.20	PT	Enforcement
STEP CMV	STEP CMV	Cameron County - Pharr District;	402	2027-Harlingen-S-CMV-00021	City of Harlingen Police Department	Local Government/Transit District	$14,985.00	$3,747.00	PT	Enforcement
STEP CMV	STEP CMV	Harris County - Houston District;	402	2027-HarrisCo-S-CMV-00018	Harris County Sheriff's Office	Local Government/Transit District	$60,662.29	$10,795.00	PT	Enforcement
STEP CMV	STEP CMV	Harris County - Houston District;	402	2027-HarrisP1-S-CMV-00004	Harris County Constable Precinct 1	Local Government/Transit District	$55,389.91	$13,941.80	PT	Enforcement
STEP CMV	STEP CMV	Harris County - Houston District;	402	2027-HarrisP5-S-CMV-00040	Harris County Constable Precinct 5	Local Government/Transit District	$99,738.88	$20,588.77	PT	Enforcement
STEP CMV	STEP CMV	Fort Bend County - Houston District; Harris County - Houston District; Montgomery County - Houston District;	402	2027-HoustonPD-S-CMV-00013	City of Houston Police Department	Local Government/Transit District	$880,000.00	$232,733.00	PT	Enforcement
STEP CMV	STEP CMV	Hays County - Austin District;	402	2027-KylePD-S-CMV-00025	City of Kyle Police Department	Local Government/Transit District	$18,084.00	$3,209.91	PT	Enforcement
STEP CMV	STEP CMV	Harris County - Houston District;	402	2027-LaPorte-S-CMV-00005	City of La Porte Police Department	Local Government/Transit District	$19,958.27	$3,793.74	PT	Enforcement
STEP CMV	STEP CMV	Webb County - Laredo District;	402	2027-LaredoPD-S-CMV-00015	City of Laredo Police Department	Local Government/Transit District	$115,050.00	$35,665.50	PT	Enforcement

STEP CMV	STEP CMV	Hidalgo County - Pharr District;	402	2027-McAllenPD-S-CMV-00022	City of McAllen Police Department	Local Government/Transit District	$71,974.25	$17,993.57	PT	Enforcement
STEP CMV	STEP CMV	Hidalgo County - Pharr District;	402	2027-Mission-S-CMV-00026	City of Mission Police Department	Local Government/Transit District	$45,000.00	$8,010.62	PT	Enforcement
STEP CMV	STEP CMV	Fort Bend County - Houston District; Harris County - Houston District;	402	2027-MissouriPD-S-CMV-00012	City of Missouri City Police Department	Local Government/Transit District	$13,680.00	$2,415.00	PT	Enforcement
STEP CMV	STEP CMV	Moore County - Amarillo District;	402	2027-MooreCoSO-S-CMV-00028	Moore County Sheriff's Office	Local Government/Transit District	$20,035.83	$3,606.45	PT	Enforcement
STEP CMV	STEP CMV	Chambers County - Beaumont District;	402	2027-MtBelvieuPD-S-CMV-00033	City of Mont Belvieu Police Department	Local Government/Transit District	$14,982.00	$2,643.88	PT	Enforcement
STEP CMV	STEP CMV	Nacogdoches County - Lufkin District;	402	2027-Nacogdoches-S-CMV-00017	City of Nacogdoches Police Department	Local Government/Transit District	$5,045.40	$908.17	PT	Enforcement
STEP CMV	STEP CMV	Comal County - San Antonio District; Guadalupe County - San Antonio District;	402	2027-NewBrau-S-CMV-00042	City of New Braunfels Police Department	Local Government/Transit District	$68,796.67	$17,199.17	PT	Enforcement
STEP CMV	STEP CMV	Harris County - Houston District;	402	2027-PasadePD-S-CMV-00011	City of Pasadena Police Department	Local Government/Transit District	$15,185.00	$15,185.00	PT	Enforcement
STEP CMV	STEP CMV	Brazoria County - Houston District; Fort Bend County - Houston District; Harris County - Houston District;	402	2027-pearlaPD-S-CMV-00008	City of Pearland Police Department	Local Government/Transit District	$15,920.00	$3,803.29	PT	Enforcement
STEP CMV	STEP CMV	Hidalgo County - Pharr District;	402	2027-PharrPD-S-CMV-00032	City of Pharr Police Department	Local Government/Transit District	$20,010.00	$5,787.22	PT	Enforcement

STEP CMV	STEP CMV	Fort Bend County - Houston District;	402	2027-RosenbPD-S-CMV-00037	City of Rosenberg Police Department	Local Government/Transit District	$20,000.00	$5,969.90	PT	Enforcement
STEP CMV	STEP CMV	Fort Bend County - Houston District;	402	2027-Sugarland-S-CMV-00029	City of Sugar Land Police Department	Local Government/Transit District	$8,710.80	$2,512.40	PT	Enforcement
STEP CMV	STEP CMV	Hidalgo County - Pharr District;	402	2027-SullivanPD-S-CMV-00047	City of Sullivan City Police Department	Local Government/Transit District	$12,165.00	$3,360.00	PT	Enforcement
STEP CMV	STEP CMV	Tom Green County - San Angelo District;	402	2027-Tomgreen-S-CMV-00034	Tom Green County	Local Government/Transit District	$19,800.00	$5,018.46	PT	Enforcement
STEP CMV	STEP CMV	Waller County - Houston District;	402	2027-WallerCOSO-S-CMV-00030	Waller County Sheriff's Office	Local Government/Transit District	$27,426.34	$5,764.51	PT	Enforcement
STEP CMV	STEP CMV	Zapata County - Pharr District;	402	2027-ZapataCoSO-S-CMV-00043	Zapata County Sheriff's Office	Local Government/Transit District	$12,015.78	$2,162.85	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Jones County - Abilene District; Taylor County - Abilene District;	402	2027-Abilene-S-1YG-00073	City of Abilene Police Department	Local Government/Transit District	$49,973.00	$9,169.38	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Jim Wells County - Corpus Christi District;	402	2027-AlicePD-S-1YG-00075	City of Alice Police Department	Local Government/Transit District	$11,189.36	$1,974.92	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Cherokee County - Tyler District;	402	2027-AltoPD-S-1YG-00128	City of Alto Police Department	Local Government/Transit District	$23,993.53	$4,323.38	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Brazoria County - Houston District;	402	2027-AlvinPD-S-1YG-00090	City of Alvin Police Department	Local Government/Transit District	$11,600.00	$2,383.20	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Potter County - Amarillo District; Randall County - Amarillo District;	402	2027-AmarilloPD-S-1YG-00020	City of Amarillo Police Department	Local Government/Transit District	$150,440.00	$28,947.06	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-Arlington-S-1YG-00011	City of Arlington Police Department	Local Government/Transit District	$315,423.00	$55,766.00	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Hays County - Austin District; Travis County - Austin District; Williamson County - Austin District;	402	2027-AustinPD-S-1YG-00018	City of Austin Police Department	Local Government/Transit District	$474,694.13	$83,806.35	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Jefferson County - Beaumont District;	402	2027-Beaumont-S-1YG-00009	City of Beaumont Police Department	Local Government/Transit District	$136,852.00	$24,150.35	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-Bedford-S-1YG-00115	City of Bedford Police Department	Local Government/Transit District	$44,917.14	$7,927.88	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Bexar County - San Antonio District;	402	2027-BexarCoSO-S-1YG-00167	Bexar County Sheriff's Office	Local Government/Transit District	$499,925.67	$89,266.85	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Borden County - Abilene District;	402	2027-BordenCoSO-S-1YG-00102	Borden County Sheriff's Office	Local Government/Transit District	$12,000.00	$2,521.20	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Cameron County - Pharr District;	402	2027-BrownsPD-S-1YG-00085	City of Brownsville Police Department	Local Government/Transit District	$69,949.01	$12,892.35	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Cameron County - Pharr District;	402	2027-BrownsVISD-S-1YG-00127	City of Brownsville ISD Police	Local Government/Transit District	$79,997.50	$15,999.63	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Brown County - Brownwood District;	402	2027-BrownwoodPD-S-1YG-00125	City of Brownwood Police Department	Local Government/Transit District	$11,712.04	$2,221.09	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Cherokee County - Tyler District; Smith County - Tyler District;	402	2027-BullardPD-S-1YG-00110	City of Bullard Police Department	Local Government/Transit District	$24,959.95	$4,528.71	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Caldwell County - Austin District;	402	2027-CaldwellCoP3-S-1YG-00081	Caldwell County Constable Precinct 3	Local Government/Transit District	$9,970.56	$1,794.70	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Caldwell County - Austin District;	402	2027-CaldwellCoP4-S-1YG-00141	Caldwell County Constable Precinct 4	Local Government/Transit District	$9,970.74	$1,794.73	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Kenedy County - Pharr District;	402	2027-CameronCo-S-1YG-00060	Cameron County Sheriff's Office	Local Government/Transit District	$29,959.47	$5,455.36	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Williamson County - Austin District;	402	2027-CdrPrkPD-S-1YG-00029	City of Cedar Park Police Department	Local Government/Transit District	$25,336.80	$4,500.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Collin County - Dallas District; Denton County - Dallas District;	402	2027-CelinaPD-S-1YG-00168	The City of Celina Police Department	Local Government/Transit District	$19,250.00	$4,055.98	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Chambers County - Beaumont District;	402	2027-Chambers-S-1YG-00111	Chambers County Sheriff's Office	Local Government/Transit District	$20,242.65	$3,573.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Childress County - Childress District;	402	2027-ChildressPD-S-1YG-00079	City of Childress Police Department	Local Government/Transit District	$23,474.00	$6,519.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Callahan County - Abilene District;	402	2027-ClydePD-S-1YG-00077	City of Clyde Police Department	Local Government/Transit District	$11,970.00	$4,229.83	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Denton County - Dallas District;	402	2027-ColonyPD-S-1YG-00023	City of The Colony Police Department	Local Government/Transit District	$14,950.00	$3,513.25	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Brazos County - Bryan District;	402	2027-ColStaPD-S-1YG-00005	City of College Station Police Department	Local Government/Transit District	$39,086.50	$10,194.95	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Comanche County - Brownwood District;	402	2027-ComancheCOSO-S-1YG-00145	Comanche County Sheriff's Office	Local Government/Transit District	$8,976.19	$2,189.88	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hunt County - Paris District;	402	2027-CommercePD-S-1YG-00042	City of Commerce Police Department	Local Government/Transit District	$36,973.25	$6,589.10	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Denton County - Dallas District;	402	2027-CorinthPD-S-1YG-00022	City of Corinth Police Department	Local Government/Transit District	$43,996.50	$7,919.37	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Nueces County - Corpus Christi District;	402	2027-CorpusPD-S-1YG-00064	City of Corpus Christi Police Department	Local Government/Transit District	$107,728.00	$30,105.23	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Crane County - Odessa District;	402	2027-CranePD-S-1YG-00053	City of Crane Police Department	Local Government/Transit District	$14,901.00	$2,682.18	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Denton County - Dallas District;	402	2027-CrossRdPD-S-1YG-00156	Town of Crossroads Police Department	Local Government/Transit District	$17,034.31	$3,447.21	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Collin County - Dallas District; Dallas County - Dallas District; Denton County - Dallas District; Kaufman County - Dallas District;	402	2027-Dallas-S-1YG-00007	City of Dallas Police Department	Local Government/Transit District	$870,196.26	$153,622.33	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-DeerPark-S-1YG-00099	City of Deer Park Police Department	Local Government/Transit District	$61,807.20	$17,440.30	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Eastland County - Brownwood District;	402	2027-EastlaPD-S-1YG-00117	City of Eastland Police Department	Local Government/Transit District	$11,971.35	$2,494.81	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-EdcouchPD-S-1YG-00165	City of Edcouch Police Department	Local Government/Transit District	$18,300.00	$6,300.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-EdinbuPD-S-1YG-00143	City of Edinburg Police Department	Local Government/Transit District	$38,816.90	$11,183.15	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	El Paso County - El Paso District;	402	2027-ElPasoPD-S-1YG-00044	City of El Paso Police Department	Local Government/Transit District	$250,093.64	$45,016.27	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	El Paso County - El Paso District;	402	2027-ElPPct4-S-1YG-00151	El Paso County Constable's Office, Pct. 4	Local Government/Transit District	$43,777.79	$7,725.49	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-Euless-S-1YG-00124	City of Euless Police Department	Local Government/Transit District	$47,925.21	$8,698.37	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Brooks County - Pharr District;	402	2027-FalfurriasPD-S-1YG-00153	City of Falfurrias Police Department	Local Government/Transit District	$17,712.00	$3,156.80	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District;	402	2027-FBCoCP3-S-1YG-00098	Fort Bend County Constable Precinct 3	Local Government/Transit District	$19,677.92	$5,218.43	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District;	402	2027-FBCoSO-S-1YG-00047	Fort Bend County Sheriff's Office	Local Government/Transit District	$12,206.96	$4,882.78	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Floyd County - Lubbock District;	402	2027-FloydCoSO-S-1YG-00055	Floyd County Sheriff's Office	Local Government/Transit District	$44,910.41	$11,227.60	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District;	402	2027-FortBendPct1-S-1YG-00034	Fort Bend County Constable Precinct 1	Local Government/Transit District	$21,875.00	$5,692.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-Fortworth-S-1YG-00104	City of Fort Worth Police Department	Local Government/Transit District	$341,988.68	$85,549.18	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Franklin County - Paris District;	402	2027-FranklinCOSO-S-1YG-00157	Franklin County Sheriff's Office	Local Government/Transit District	$11,393.55	$4,101.68	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Collin County - Dallas District; Denton County - Dallas District;	402	2027-FriscoPD-S-1YG-00119	City of Frisco Police Department	Local Government/Transit District	$70,407.34	$17,158.27	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District;	402	2027-FulshearPD-S-1YG-00080	City of Fulshear Police Department	Local Government/Transit District	$14,938.00	$2,688.84	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Galveston County - Houston District;	402	2027-GalCOSO-S-1YG-00126	Galveston County Sheriff's Office	Local Government/Transit District	$30,950.00	$10,327.12	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Galveston County - Houston District;	402	2027-Galveston-S-1YG-00121	City of Galveston Police Department	Local Government/Transit District	$31,353.16	$8,042.09	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Dallas County - Dallas District;	402	2027-GarlandPD-S-1YG-00089	City of Garland Police Department	Local Government/Transit District	$188,391.38	$60,043.57	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Dallas County - Dallas District; Ellis County - Dallas District;	402	2027-GrandPra-S-1YG-00056	City of Grand Prairie Police Department	Local Government/Transit District	$78,723.86	$19,680.96	PT	Enforcement

		Johnson County - Fort Worth District; Tarrant County - Fort Worth District;								
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-GrapevinePD-S-1YG-00082	City of Grapevine Police Department	Local Government/Transit District	$11,939.04	$3,167.19	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Jefferson County - Beaumont District;	402	2027-GrovesPD-S-1YG-00152	City of Groves Police Department	Local Government/Transit District	$55,010.10	$9,709.54	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harrison County - Atlanta District;	402	2027-HallsvillePD-S-1YG-00052	City of Hallsville Police Department	Local Government/Transit District	$25,346.39	$4,520.16	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Bell County - Waco District;	402	2027-HarkerHPD-S-1YG-00162	City of Harker Heights Police Department	Local Government/Transit District	$25,943.46	$6,485.86	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Cameron County - Pharr District;	402	2027-Harlingen-S-1YG-00049	City of Harlingen Police Department	Local Government/Transit District	$54,990.00	$13,750.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-Harris4-S-1YG-00033	Harris County Constable Precinct 4	Local Government/Transit District	$150,004.20	$27,976.13	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-HarrisCo-S-1YG-00019	Harris County Sheriff's Office	Local Government/Transit District	$748,566.34	$151,626.55	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-HarrisP1-S-1YG-00008	Harris County Constable Precinct 1	Local Government/Transit District	$79,487.54	$20,214.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-HarrisP5-S-1YG-00108	Harris County Constable Precinct 5	Local Government/Transit District	$99,738.88	$20,588.77	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-HarrisP7-S-1YG-00138	Harris County Constable Precinct 7	Local Government/Transit District	$94,133.14	$25,415.66	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hill County - Waco District;	402	2027-HillsboroPD-S-1YG-00025	City of Hillsboro Police Department	Local Government/Transit District	$42,000.00	$7,455.00	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District; Harris County - Houston District; Montgomery County - Houston District;	402	2027-HoustonPD-S-1YG-00004	City of Houston Police Department	Local Government/Transit District	$1,713,737.31	$372,273.64	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Angelina County - Lufkin District;	402	2027-HuntingtonPD-S-1YG-00135	City of Huntington Police Department	Local Government/Transit District	$11,976.36	$2,155.74	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Cherokee County - Tyler District;	402	2027-JacksonvlPD-S-1YG-00130	City of Jacksonville Police Department	Local Government/Transit District	$9,793.60	$2,448.40	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Jefferson County - Beaumont District;	402	2027-JeffersonCoSO-S-1YG-00097	Jefferson County Sheriff's Office	Local Government/Transit District	$26,247.69	$4,631.95	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District; Harris County - Houston District; Waller County - Houston District;	402	2027-KatyPD-S-1YG-00122	City of Katy Police Department	Local Government/Transit District	$68,467.56	$25,586.31	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Kerr County - San Antonio District;	402	2027-KerrvillePD-S-1YG-00063	City of Kerrville Police Department	Local Government/Transit District	$19,970.00	$3,594.60	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Gregg County - Tyler District; Rusk County - Tyler District;	402	2027-KilgorePD-S-1YG-00028	City of Kilgore Police Department	Local Government/Transit District	$12,055.00	$2,127.71	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Bell County - Waco District;	402	2027-KilleenPD-S-1YG-00107	City of Killeen Police Department	Local Government/Transit District	$49,827.08	$8,896.65	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hays County - Austin District;	402	2027-KylePD-S-1YG-00062	City of Kyle Police Department	Local Government/Transit District	$34,930.00	$6,200.08	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	McLennan County - Waco District;	402	2027-LacyLakeviewPD-S-1YG-00131	City of Lacy Lakeview Police Department	Local Government/Transit District	$15,000.00	$2,667.30	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-LaJoyaPD-S-1YG-00140	City of La Joya Police Department	Local Government/Transit District	$14,000.00	$3,668.04	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-LakeWorthPD-S-1YG-00006	City of Lake Worth Police Department	Local Government/Transit District	$11,960.00	$2,137.39	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-LaPorte-S-1YG-00010	City of La Porte Police Department	Local Government/Transit District	$49,982.58	$10,417.39	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Webb County - Laredo District;	402	2027-LaredoPD-S-1YG-00035	City of Laredo Police Department	Local Government/Transit District	$131,625.00	$40,803.75	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Dallas County - Dallas District; Denton County - Dallas District;	402	2027-LewisvPD-S-1YG-00030	City of Lewisville Police Department	Local Government/Transit District	$67,938.00	$12,228.84	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Gregg County - Tyler District;	402	2027-LongviPD-S-1YG-00045	City of Longview Police Department	Local Government/Transit District	$67,949.82	$12,016.89	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Travis County - Austin District;	402	2027-ManorPD-S-1YG-00100	City of Manor Police Department	Local Government/Transit District	$14,972.00	$2,694.96	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harrison County - Atlanta District;	402	2027-MarshallPD-S-1YG-00129	City of Marshall Police Department	Local Government/Transit District	$9,975.00	$1,763.95	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-McAllenPD-S-1YG-00051	City of McAllen Police Department	Local Government/Transit District	$90,957.10	$22,739.28	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	McLennan County - Waco District;	402	2027-McLennanCoSO-S-1YG-00096	McLennan County Sheriff's Office	Local Government/Transit District	$82,000.00	$14,483.95	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-MercedesPD-S-1YG-00164	City of Mercedes Police Department	Local Government/Transit District	$7,996.52	$2,058.00	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Bosque County - Waco District;	402	2027-MeridianPD-S-1YG-00149	City of Meridian Police Department	Local Government/Transit District	$19,043.71	$3,370.26	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Dallas County - Dallas District;	402	2027-Mesquite-S-1YG-00038	City of Mesquite Police Department	Local Government/Transit District	$52,231.32	$15,356.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-Mission-S-1YG-00065	City of Mission Police Department	Local Government/Transit District	$45,000.00	$7,945.62	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District; Harris County - Houston District;	402	2027-MissouriPD-S-1YG-00027	City of Missouri City Police Department	Local Government/Transit District	$24,500.00	$4,325.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Montgomery County - Houston District;	402	2027-MoCoP1Co-S-1YG-00026	Montgomery County Constables Office Pct 1	Local Government/Transit District	$26,835.40	$6,813.88	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Montgomery County - Houston District;	402	2027-MoCoP2Co-S-1YG-00041	Montgomery County Constables Office Pct 2	Local Government/Transit District	$67,907.40	$12,478.97	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Montgomery County - Houston District;	402	2027-MontgoPD-S-1YG-00013	City of Montgomery Police Department	Local Government/Transit District	$11,965.66	$2,153.82	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Montgomery County - Houston District;	402	2027-MontgoSO-S-1YG-00040	Montgomery County Sheriff's Office	Local Government/Transit District	$300,445.00	$68,113.88	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Moore County - Amarillo District;	402	2027-MooreCoSO-S-1YG-00068	Moore County Sheriff's Office	Local Government/Transit District	$20,035.83	$3,606.45	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Chambers County - Beaumont District;	402	2027-MtBelvieuPD-S-1YG-00088	City of Mont Belvieu Police Department	Local Government/Transit District	$14,982.00	$2,643.88	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Franklin County - Paris District;	402	2027-MtVernonPD-S-1YG-00109	City of Mount Vernon Police Department	Local Government/Transit District	$14,968.00	$3,742.00	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-MVPDTX-S-1YG-00032	Memorial Villages Police Department	Local Government/Transit District	$36,253.50	$6,410.02	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Nacogdoches County - Lufkin District;	402	2027-Nacogdoches-S-1YG-00037	City of Nacogdoches Police Department	Local Government/Transit District	$10,029.00	$1,805.22	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Bowie County - Atlanta District;	402	2027-Nash-S-1YG-00159	City of Nash Police Department	Local Government/Transit District	$26,025.57	$4,635.04	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Jefferson County - Beaumont District;	402	2027-NederlandPD-S-1YG-00142	City of Nederland Police Department	Local Government/Transit District	$28,108.50	$4,965.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Comal County - San Antonio District; Guadalupe County - San Antonio District;	402	2027-NewBrau-S-1YG-00123	City of New Braunfels Police Department	Local Government/Transit District	$85,995.84	$21,498.96	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-NRichland-S-1YG-00054	City of North Richland Hills Police Department	Local Government/Transit District	$37,883.83	$6,713.31	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Ector County - Odessa District;	402	2027-Odessa-S-1YG-00021	City of Odessa Police Department	Local Government/Transit District	$63,672.99	$15,699.42	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Orange County - Beaumont District;	402	2027-OrangeCoSO-S-1YG-00139	Orange County Sheriff's Office	Local Government/Transit District	$18,601.20	$3,282.56	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Anderson County - Tyler District;	402	2027-PalestinePD-S-1YG-00116	City of Palestine Police Department	Local Government/Transit District	$34,939.95	$6,296.66	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-PalmviewPD-S-1YG-00067	City of Palmview Police Department	Local Government/Transit District	$70,000.00	$17,500.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-PasadePD-S-1YG-00024	City of Pasadena Police Department	Local Government/Transit District	$100,090.00	$100,090.00	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Brazoria County - Houston District; Fort Bend County - Houston District; Harris County - Houston District;	402	2027-pearlaPD-S-1YG-00144	City of Pearland Police Department	Local Government/Transit District	$15,920.00	$3,803.29	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Ellis County - Dallas District;	402	2027-PecHlMO-S-1YG-00120	City of Pecan Hill Marshal's Office	Local Government/Transit District	$12,000.00	$2,160.00	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-PharrPD-S-1YG-00087	City of Pharr Police Department	Local Government/Transit District	$20,010.00	$5,787.22	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Collin County - Dallas District; Denton County - Dallas District;	402	2027-PlanoPD-S-1YG-00043	City of Plano Police Department	Local Government/Transit District	$126,765.54	$43,924.26	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Jefferson County - Beaumont District;	402	2027-PortArthur-S-1YG-00160	City of Port Arthur Police Department	Local Government/Transit District	$34,878.50	$6,176.47	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Collin County - Dallas District; Denton County - Dallas District;	402	2027-ProsperPD-S-1YG-00031	Town of Prosper Police Department	Local Government/Transit District	$20,700.00	$5,139.81	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Refugio County - Corpus Christi District;	402	2027-RefugioPD-S-1YG-00154	City of Refugio Police Department	Local Government/Transit District	$16,918.00	$4,248.77	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-RichlandHillsPD-S-1YG-00084	City of Richland Hills Police Department	Local Government/Transit District	$14,896.33	$2,729.11	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Nueces County - Corpus Christi District;	402	2027-Robstown-S-1YG-00078	City of Robstown Police Department	Local Government/Transit District	$25,010.00	$4,414.27	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District;	402	2027-RosenbPD-S-1YG-00105	City of Rosenberg Police Department	Local Government/Transit District	$20,000.00	$5,969.90	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Dallas County - Dallas District; Rockwall County - Dallas District;	402	2027-Rowlet PD-S-1YG-00113	City of Rowlett Police Department	Local Government/Transit District	$44,295.29	$11,094.32	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Bexar County - San Antonio District;	402	2027-SanAntPD-S-1YG-00016	City of San Antonio Police Department	Local Government/Transit District	$1,750,000.00	$437,619.20	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tarrant County - Fort Worth District;	402	2027-SansomPD-S-1YG-00086	City of Sansom Park Police Department	Local Government/Transit District	$11,960.00	$2,110.94	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Galveston County - Houston District;	402	2027-SantaFe-S-1YG-00148	City of Santa Fe Police Department	Local Government/Transit District	$14,939.87	$2,673.19	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Scurry County - Abilene District;	402	2027-ScurryCoSO-S-1YG-00134	Scurry County Sheriff's Office	Local Government/Transit District	$11,960.00	$2,159.44	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Montgomery County - Houston District;	402	2027-ShenanPD-S-1YG-00112	City of Shenandoah Police Department	Local Government/Transit District	$39,213.60	$7,058.45	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Smith County - Tyler District;	402	2027-SmithCoSO-S-1YG-00158	Smith County Sheriff's Office	Local Government/Transit District	$139,982.08	$24,711.54	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Scurry County - Abilene District;	402	2027-SnyderPD-S-1YG-00137	City of Snyder Police Department	Local Government/Transit District	$11,983.00	$2,576.34	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Denton County - Dallas District; Tarrant County - Fort Worth District;	402	2027-SouthlakePD-S-1YG-00071	City of Southlake Police Department	Local Government/Transit District	$33,160.60	$6,701.17	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Harris County - Houston District;	402	2027-SouthSPPD-S-1YG-00095	City of Southside Place Police Department	Local Government/Transit District	$24,947.40	$4,424.34	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Montgomery County - Houston District;	402	2027-SplendoraPD-S-1YG-00103	City of Splendora Police Department	Local Government/Transit District	$15,001.50	$4,050.20	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Fort Bend County - Houston District;	402	2027-Sugarland-S-1YG-00072	City of Sugar Land Police Department	Local Government/Transit District	$87,108.00	$22,506.64	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Hidalgo County - Pharr District;	402	2027-SullivanPD-S-1YG-00163	City of Sullivan City Police Department	Local Government/Transit District	$12,165.00	$3,360.00	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Statewide	402	2027-TDPS-S-1YG-00059	Texas Department of Public Safety	State Agency	$399,933.23	$70,624.22	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Bell County - Waco District;	402	2027-TemplePD-S-1YG-00101	City of Temple Police Department	Local Government/Transit District	$139,953.41	$24,806.99	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Bowie County - Atlanta District;	402	2027-TexarkPD-S-1YG-00147	City of Texarkana Police Department	Local Government/Transit District	$19,981.00	$5,765.58	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Galveston County - Houston District;	402	2027-TexasCityPD-S-1YG-00014	City of Texas City Police Department	Local Government/Transit District	$24,966.40	$24,966.40	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Tom Green County - San Angelo District;	402	2027-Tomgreen-S-1YG-00092	Tom Green County	Local Government/Transit District	$59,400.00	$15,404.05	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Travis County - Austin District;	402	2027-Travis County SO-S-1YG-00069	Travis County Sheriff's Office	Local Government/Transit District	$131,688.90	$32,922.22	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Smith County - Tyler District;	402	2027-Tyler PD-S-1YG-00046	City of Tyler Police Department	Local Government/Transit District	$147,021.62	$26,290.32	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Van Zandt County - Tyler District;	402	2027-VanPD-S-1YG-00057	City of Van Police Department	Local Government/Transit District	$24,972.27	$4,421.03	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Ellis County - Dallas District; Johnson County - Fort Worth District;	402	2027-VenusPD-S-1YG-00083	The City of Venus Police Department	Local Government/Transit District	$19,953.45	$3,521.79	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Wilbarger County - Wichita Falls District;	402	2027-VernonPD-S-1YG-00061	City of Vernon Police Department	Local Government/Transit District	$54,992.78	$9,771.79	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Victoria County - Yoakum District;	402	2027-VictoriaPD-S-1YG-00091	City of Victoria Police Department	Local Government/Transit District	$29,400.00	$5,455.78	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	McLennan County - Waco District;	402	2027-WacoPD-S-1YG-00039	City of Waco Police Department	Local Government/Transit District	$138,376.45	$24,419.37	PT	Enforcement

STEP Comprehensive	STEP Comprehensive	Waller County - Houston District;	402	2027-WallerCOSO-S-1YG-00074	Waller County Sheriff's Office	Local Government/Transit District	$46,352.34	$9,549.71	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Wharton County - Yoakum District;	402	2027-WhartonPD-S-1YG-00094	City of Wharton Police Department	Local Government/Transit District	$12,610.20	$3,476.83	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Wichita County - Wichita Falls District;	402	2027-WichitaPD-S-1YG-00012	City of Wichita Falls Police Department	Local Government/Transit District	$74,375.80	$18,108.34	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Williamson County - Austin District;	402	2027-WilliamsonCo-S-1YG-00017	Williamson County Sheriff's Office	Local Government/Transit District	$39,832.80	$9,971.07	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Parker County - Fort Worth District;	402	2027-WillowParkPD-S-1YG-00132	City of Willow Park Police Department	Local Government/Transit District	$14,846.11	$2,718.77	PT	Enforcement
STEP Comprehensive	STEP Comprehensive	Zapata County - Pharr District;	402	2027-ZapataCoSO-S-1YG-00133	Zapata County Sheriff's Office	Local Government/Transit District	$15,027.22	$2,704.90	PT	Enforcement
Texas Law Enforcement Liaison Program	Texas LEL Program supports TxDOT Traffic Safety Specialists with Selective Traffic Enforcement Programs grants and traffic safety events. We also instruct several traffic safety courses.	Statewide	402	2027-TMPA-G-1YG-0007	Texas Municipal Police Association	Non-Profit Organization	$1,318,709.76	$329,678.36	PT	Training

Roadway Safety (RS)

Projects in the Roadway Safety program area will be funded with 402 funding and will perform one or more of the associated activities:

- Develop and implement public information and education efforts of roadway-safety related issues to enhance highway safety in work zones. (Guideline No 21, Roadway Safety, Outreach Program)
- Develop and implement public information and education efforts of roadway-safety related issues to enhance highway safety at railroad grade crossings. (Guideline No 21, Roadway Safety, Outreach Program)
- Develop and implement public information and education efforts related to the "Move Over, Slow Down" law. (USC, Title 23, Chapter 4, Section 402 (a)(2)(A)(xiii))

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
Pedestrian Safety Outreach at High-Risk Rail Crossings in Bexar County	This project aims to address pedestrian railroad grade crossing fatalities and injuries in Bexar county through education and outreach.	Bexar County - San Antonio District;	402	2027-TTI-G-1YG-0020	Texas A&M Transportation Institute	Educational Institution	$46,500.00	$11,632.28	RS	Public Information & Education (PI&E)
Mitigating Highway-Rail Crossing Risks Through Public Engagement and Outreach	Highway-rail grade crossings will be surveyed and analyzed; findings combined with feedback from in-person engagement will guide tailored community safety education for key road users.	Ector County - Odessa District; Martin County - Odessa District; Midland County - Odessa District; Reeves County - Odessa District; Ward County - Odessa District; Winkler County - Odessa District;	402	2027-TTI-G-1YG-0048	Texas A&M Transportation Institute	Educational Institution	$40,944.75	$10,242.58	RS	Public Information & Education (PI&E)
Highway-Railroad Safety Awareness	Provide highway-railroad crossing safety training to	Statewide	402	2027-TxOpLife-G-1YG-0125	Texas Operation Lifesaver	Non-Profit Organization	$57,903.00	$25,485.45	RS	Public Information & Education (PI&E)

	Law Enforcement personnel and rail safety education presentations to the public. Administer the statewide rail safety program.									
FY 2027 Work Zone Safety Training Program	University of Texas at Arlington (UTA), Extension and Extended Campus (EEC) to provide work zone traffic safety training and skills to Texas city and county employees.	Statewide	402	2027-UTatArli-G-1YG-0176	The University of Texas at Arlington	Educational Institution	$399,070.98	$105,727.06	RS	Training
Being Safe Drive Smart Public Education and Awareness Campaign	Safe Driving Media Campaign conducted in the various energy sector areas in Texas, as well as the Street Smarts public service announcement series, and a work zone media campaign	Statewide	402	2027-TxDOT-G-1YG-0222	TxDOT - Traffic Safety	State Agency	$2,671,000.00	$2,671,000.00	RS	Public Information & Education (PI&E)

School Bus (SB)

Projects in the School Bus program area will be funded with 402 funding and will perform one or more of the associated activities:

- Develop and implement a program to assist schools with selecting, training, and supervising people whose primary duties involve transporting school children. (Guideline No 17, Pupil Transportation Safety, Operations)
- Develop and implement a program that provides training on safe riding practices, proper loading and unloading techniques, proper street crossing to and from school bus stops and participation in supervised and timed emergency evacuation drills. (Guideline No 17, Pupil Transportation Safety, Other Elements)

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
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	Statewide	402	2027-ESCVI-G-1YG-0009	Education Service Center, Region VI	Educational Institution	$201,165.00	$50,278.00	SB	Training

Speed Control (SC)

Projects in the Speed Control program area will be funded with 402 funding and will perform one or more of the associated activities:

- Support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement (HVE)
- Develop and implement public information and education efforts addressing the risks of speeding and aggressive driving (CTW, Speeding, Communications)
- Conduct training to enhance law enforcement effectiveness in speed enforcement strategies and techniques (Guideline No 19, Speed Management, Training)
- Implement a data-driven analysis of crash patterns and speed-related behaviors to guide enforcement and program deployment (Guideline No 19, Speed Management, Data and Evaluation)

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
Addressing Speeding and Aggressive Driving through Online Education and Outreach	Data-driven outreach and educational initiative focused on reducing the incidence of speeding and aggressive driving.	Statewide		2027-TTI-G-1YG-0030	Texas A&M Transportation Institute	Educational Institution	$57,728.25	$14,438.12	SC	Public Information & Education (PI&E)
STEP Speed	Coordinate and conduct yearly Operational Slowdown mobilization consisting of increased speed enforcement and earned media activities.	Statewide		2027-TxDOT-G-1YG-0218	TxDOT - Traffic Safety	State Agency	$535,000.00	$100,000.00	SC	Enforcement
Speed Campaign	Speed Campaign	Statewide		2027-TxDOT-G-1YG-0219	TxDOT - Traffic Safety	State Agency	$4,000,000.00	$4,000,000.00	SC	Public Information & Education (PI&E)

Traffic Records (TR)

Projects in the Traffic Records program area will be funded with a combination of 402 and 405(c) funding and will perform one or more of the associated activities:

- Make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility or integration of data in a core highway safety database (DA)
- Software or applications to identify, collect, and report data to State and local government agencies, and enter data into State core highway safety databases. (SA)
- Purchasing equipment to improve a process by which data are identified, collated and reported to State and local government agencies, including technology for use by law enforcement for near-real time, electronic reporting of crash data. (T)
- Improving the compatibility and interoperability of the core highway safety databases of the State with National data systems and data systems of other States. (C)
- Enhancing the ability of a State and the Secretary to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances. (DSA)
- Supporting traffic records improvements and expenditures for law enforcement, EMS, judicial, prosecutorial, and traffic records professionals. (SP)
- Hiring traffic records professionals for the purpose of improving traffic info systems, including a FARS liaison. (TRP)
- Adoption of the Model Minimum Uniform Crash Criteria. (MUC)

- Supporting reporting criteria relating to emerging topics including impaired driving as a result of drug, alcohol or poly-abuse; and advanced motor vehicle technology. (RPTE)
- Conducting research relating to State traffic safety information systems, including developing programs to improve core HS databases and processes by which data are defined, collected, reported to State and local govt agencies, and entered into State core safety databases. (RSRCH)

Project Name	Description	Location	Federal Funding Source	Project Agreement Number	Organization Name	Organization Type	TxDOT Reimbursable Amount	Match Amount	Eligible Use of Funds	Countermeasure Strategy
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.	Statewide	405C	2027-TDPS-G-1YG-0210	Texas Department of Public Safety	State Agency	$803,286.68	$466,337.42	M3DA	Traffic Safety Data Analysis
Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier (UUID), Phase IV	Executing the Implementation Plan developed to pilot test the integration of the Texas Wristband Number into the Crash Report in Houston's East End District.	Harris County - Houston District;	405C	2027-TTI-G-1YG-0037	Texas A&M Transportation Institute	Educational Institution	$163,822.50	$40,981.22	M3DA	Data Integration and Interoperability Improvements
DSHS Emergency Medical Services and Trauma	Statewide data registry system collecting	Statewide		2027-TDSHS-G-1YG-0142	Texas Department of	State Agency	$623,770.28	$271,887.10	B3SA	Traffic Records System

Registries Data System	emergency medical services and acute trauma data, used for analysis of health outcomes related to motor vehicle crashes as well as other related uses.				State Health Services					Information Quality
Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)	To provide technical assistance to the Texas TRCC by coordinating the FY2027 Traffic Records Program Assessment and providing technical assistance to TxDOT including maintaining data dashboards.	Statewide	405C	2027-TTI-G-1YG-0043	Texas A&M Transportation Institute	Educational Institution	$138,566.25	$34,660.72	M3DA	Traffic Records System Information Quality
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.	Statewide	State	2027-CRIS-G-1YG-0233	TxDOT - Traffic Safety	State Agency	$2,800,000.00	$0.00	TR	Traffic Records System Management
Crash Records Information System Program Operations	Support and enhance the statewide data system CRIS (Crash Record	Statewide	405C	2027-CRIS-G-1YG-0032	TxDOT-Traffic Safety	State Agency	$1,375,000.00	$0.00	B3SA	Traffic Records System Management

	Information System) which provides timely and effective data analysis to support allocation of highway safety resources									

3. Section 405 Grant Applications

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 90.02%, as reported by the Texas A&M Transportation Institute Center for Transportation Safety in the *Texas Statewide Survey of Seat Belt Use – 2025*. The rate will be re-evaluated by September 30, 2026.

Table 1. 2025 Seat Belt Use in Texas

	All Passenger Vehicles	Passenger Cars	Pickups
Front Seat—Estimated Safety Belt Use	**90.02**	**91.19**	**87.72**
Standard Error	0.45	0.50	0.54
Upper 95% confidence limit	90.90	92.17	88.78
Lower 95% confidence limit	89.14	90.21	86.66
Driver--Estimated Safety Belt Use	**90.05**	**91.04**	**88.11**
Standard Error	0.48	0.44	0.69
Upper 95% confidence limit	90.99	91.90	89.46
Lower 95% confidence limit	89.11	90.18	86.76
Passenger--Estimated Safety Belt Use	**89.73**	**91.11**	**85.50**
Standard Error	0.99	1.85	2.74
Upper 95% confidence limit	91.67	94.74	90.87
Lower 95% confidence limit	87.79	87.48	80.13

Source: Texas Statewide Survey of Seat Belt Use – 2025; Texas A&M Transportation Institute Center for Transportation Safety

The signed Certifications and Assurances related to Part 1: Occupant Protection Grants are found in Section V of this document.

Occupant Protection Plan

In addressing 23 CFR 1300.21(d)(1)(i) and (ii), the Occupant Protection program area contains the following countermeasure strategies:

- Enforcement

- Evaluation
- Public Information and Education (PI&E)
- Training
- Occupant Protection Training for Professionals
- Child Passenger Safety Education
- Community-Based Child Passenger Safety Programs
- Child Restraint Distribution Programs
- Child Passenger Safety Technician Programs
- Occupant Protection Data Systems and Surveys
- Public Education on Leaving Children Unattended in Vehicles
- Employer-Based Occupant Protection Programs
- Child Passenger Safety Programs for Older Children

The planned projects and activities that will be implemented to address those problems are found in Section 2 under the Occupant Protection subsection.

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

In addressing 23 CFR 1300.21(d)(2), Texas will coordinate and conduct a CIOT mobilization that includes enhanced safety belt enforcement and earned media activities. To support these efforts, TxDOT will also implement a statewide CIOT project featuring paid media and public education outreach aligned with NHTSA's national CIOT campaign.

Texas has earmarked $535,000 in federal funds to fund approximately 55 law enforcement agencies. Texas will provide a final list of the agencies, including project agreement numbers and amounts via amendment once they have been selected. 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 maintains an active network of child passenger safety inspection stations and will conduct planned inspection events through a variety of child passenger safety activities.

These activities are included in the Occupant Protection program area addressing the following countermeasure strategies.

Program Area	Countermeasure Strategy Description
Occupant Protection (OP)	Occupant Protection for Children
	Public Information and Education (PI&E)
	Training

Planned Activity Name	Title
2027-DrisHosp-G-1YG-0065	Keeping Families Safe in Traffic
2027-DrisHosp-G-1YG-0080	Safe On All Roads (SOAR)
2027-DCMCCT-G-1YG-0086	Dell Children's Medical Center (DCMC) Kids in Cars Program
2027-WISH-G-1YG-0121	TX DOT Traffic Safety Program
2027-TCH-G-1YG-0092	Increasing Child Restraint in Greater Houston
2027-Texas Ag-G-1YG-0072	Passenger Safety and KidSafe Initiatives
2027-TDSHS-G-1YG-0143	DSHS Safe Riders Child Passenger Safety Program

Please refer to the Occupant Protection section for further information on the projects and planned activities.

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	**462**
Urban Populations Served	**135**

Rural Populations Served	**108**
At Risk Populations Served	**214**
Unconfirmed Populations Served	**29**

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.

Program Area	Countermeasure Strategy Description
Occupant Protection (OP)	Occupant Protection for Children
	Public Information and Education (PI&E)
	Training

Planned Activity Name	Title
2027-DrisHosp-G-1YG-0065	Keeping Families Safe in Traffic
2027-DrisHosp-G-1YG-0080	Safe On All Roads (SOAR)
2027-DCMCCT-G-1YG-0086	Dell Children's Medical Center (DCMC) Kids in Cars Program
2027-WISH-G-1YG-0121	TX DOT Traffic Safety Program
2027-TCH-G-1YG-0092	Increasing Child Restraint in Greater Houston
2027-Texas Ag-G-1YG-0072	Passenger Safety and KidSafe Initiatives
2027-TDSHS-G-1YG-0143	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	**447**

The planned projects and activities that will be implemented to address those problems are found in Section 2 under the Occupant Protection subsection.

405(c) State Traffic Safety Information System Improvement 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.

The signed Certifications and Assurances related to Part 2: State Traffic Safety Information System Improvement Grants are found in Section V of this document.

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
October 22, 2025
February 25, 2026
May 27, 2026
July 29, 2026

In addressing 23 CFR 1300.22(b)(1)(ii), Texas's designated TRCC 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, which demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

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TEXAS TRAFFIC RECORDS INFORMATION SYSTEM STRATEGIC PLAN

FY2026

TEXASTRCC

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Acronyms

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

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TxSTORM – Texas State Trend Over-Representation Model
STRAP – State Traffic Records Assessment Program
UUID – Universal Unique Identifier
VIN – Vehicle Identification Number

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Introduction

The FY 2026 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. Involvement from the Texas Office of Court Administration has varied throughout the years. Although they are currently not a voting member of the TRCC, they are formally engaged through efforts to construct an impaired driving tracking system. 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

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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

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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.

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

Signed by:
George Villarreal, P.E.
A476281FEAB5416...

7/24/2026

George Villarreal, P.E.
Director, Traffic Safety Division
Texas Department of Transportation
TRCC Coordinator and Chair

Date

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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
George Villarreal	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
Capt. James Taylor	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
Gavin Sussman	EMS and Trauma Registries Manager / Community Health Improvement Division	DSHS	Injury Surveillance
Jeremy Rogers	Roadway Inventory Branch Manager	TxDOT	Roadway
Stefan Krisch	Deputy Division Director, Vehicle Titles and Registration	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

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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

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 three 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, because the Roadway Data	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		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
12	Create a comprehensive Traffic Records Process Flow showing	A basic flow chart was developed in FY19 and	Complete

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	inputs and outputs for all traffic records related data.	updated in FY22.	
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 FY26 (stakeholder advisory, EMS subcommittees, and Impaired Driving Database subcommittee). The intersection subcommittee was sunsetted in FY25 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 group planning exercises are led by a professional strategic planning facilitator. Such an event should	The TRCC created the advisory subcommittee which includes various stakeholders to provide input to the TRCC. Additionally, TRCC administration presented to	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	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.	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.	

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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 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 sub-committees.	• Create project development stakeholder subcommittee (i.e., stakeholder 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.	Ongoing
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.	On going
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

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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

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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.30.0.12 rolled out on 2 February 2026.

Law enforcement can submit crash reports electronically to TxDOT via the Crash Reporting and Analysis for Safer Highways (CRASH) application or via E-Submission. The current form is the CR-4, which is a self-building form created to consolidate data into a more coherent form flow, with location, investigator information, narrative, diagram, and then unit information sequentially built based on what officers enter into the system. Unit data is now all co-located. Instead of occupants beyond the second passenger having their data located on a separate expansion page, all occupants in each unit are listed sequentially in the same section of the form. This update completes the transition from the digitization of a physical paper form to a fully electronic form that can be printed, and which is built dynamically based on information pertinent to each individual crash. 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 6 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 crash 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 Strategic Highway Safety Plan (SHSP), the triennial Highway Safety Plan (3HSP), and the Crash Analysis and Visualization (CAVS) tool, and is used to enhance the process of selecting safety projects and submitting them for Highway Safety Improvement Plan (HSIP) funding consideration. Many law enforcement agencies are using Data-Driven Approaches to Crime and Traffic Safety (DDACTS) to make decisions on staffing and

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scheduling, which includes using crash data. TxDOT strives to make crash data available to law enforcement, engineers, analysts, researchers, and the public to promote improved traffic safety in Texas.

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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, (2) linking records for drivers in multiple crashes with citation records in collaboration with TTI and DPS, (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, DPS, and the East End District in Houston, (4) Daily upload to the TxDOT EDP housed in	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
		Snowflake, where TxDOT-funded LEADRS and DPS are currently migrating their data – TxDOT is exploring options for back-end linkage.	
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 addended 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	Performance measures and related goals were developed as part of TTI's FY20 technical assistance to the TRCC. In FY21 and beyond, TTI provides technical assistance to	Ongoing

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STRAP Numbers	STRAP Recommendation	Texas Response	Implementation Status
	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. 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.	maintain and expand the use of performance measures through implementing a data quality program. This includes the identification of goals for each performance measure.	
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

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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 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

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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

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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 were eliminated. Temporary tags serve as a form of registration, reflected in RTS, and searchable by law enforcement in the Texas Law Enforcement Telecommunication System (TLETS). Since July 1, general issue metal plates are assigned by dealers to purchasers at the time of sale, and available in RTS and searchable in TLETS in real time.

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 RTS Modernization effort has a 5-year timeline.

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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 anticipates implementing a real-time NMVTIS query process as part of the RTS Modernization effort.	Ongoing
102	Develop automated programs to use vehicle system data to verify and validate the vehicle information during initial creation of a citation or crash report.	The vehicle data system can be queried by law enforcement via the Texas Law Enforcement Telecommunications System, and the vehicle information can be used for validation purposes during the creation of citations and crash reports. However, the State does not have established automated processes to validate vehicle information during the initial	None

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		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

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Strategic Plan Objectives

TxDMV and the TRCC Technical Advisor (i.e., TTI) developed the following objectives based on the STRAP and the needs of TxDMV. The following table summarizes specific objectives to improve the Texas vehicle data system 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.	Ongoing
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. • TxDMV is supporting TTI/TRCC effort to pilot test the integration of vehicle, licensing, citation, and crash records in the Texas Panhandle region.	Ongoing
4.4 Collect odometer reading data to help enforce the Truth in Mileage Act.	•State vehicle safety inspections are no longer required in Texas as of January 1, 2025. •TxDMV currently verifies odometer readings to ensure they are not reduced at time of titling by comparing the last reported odometer reading using NMVTIS data.	Ongoing

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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). As of September 2023, TxDPS also participates in the State to State (S2S) Program. S2S enables TxDPS to meet the REAL ID Act requirement of "one driver, one card, one record" through its real time exchange of driver history information and verification service. The DLS data and documentation are aligned with the contents of the American Association of Motor Vehicle Administrators (AAMVA) data dictionary for each field defined and value depicted. The DLS 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 driver 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 in accordance with state and federal statutes. 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, AWS Connect, and Salesforce service management software tools 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 review issuance services and to prevent Commercial Driver License (CDL) fraud and appropriately maintain system and information security.

Texas has an interface link between DLS, PDPS, 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 CDLIS.

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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. In April of 2025, the TxDPS began implementing purge criteria that evaluates the driver record and purges: Convictions (from conviction date) • Major Offenses – 55 years • Out of Service Offenses – 15 years • Traffic Offenses – 5 years	Ongoing
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. TxDPS is undergoing an update process, during which this issue may be addressed.	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. In addition, the Texas Conviction Reporting Interface (TXCR) is now live. Currently, courts are being onboarded to utilize the new online platform to report convictions to DLS. Finally, improved links will be explored as part of ongoing TRCC efforts including the UUID pilot project that explored the feasibility of linking	Ongoing

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		Driver License, Citation, and Vehicle Registration files in FY25 – FY26.	
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

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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

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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

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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 2025 (Federal Highway Administration), TxDOT maintains 81,225 miles of state-owned highways. This mileage represents 25% of the 327,817 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 327,817 miles of public road and enables linkages between road, traffic data, bridge, and pavement condition databases in the Geospatial Roadway Inventory Database (GRID). TxDOT selected a vendor for the initiative named RIVaL (Roadway Inventory Video and Lidar), who started delivering data to TxDOT in FY26. 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 functionally classified above Local. 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.

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STRAP (2018) Recommendations

NHTSA completed the State Traffic Records Assessment Program (STRAP) of Texas in June 2026. The Roadway data section received a score of 61.8% for met or partially met 34 metrics across 6 submodules as shown in the table below. The STRAP assessors noted that Texas does, "An excellent job maintaining an enterprise roadway system inventory for its State-owned roadways."

STRAP Sections						
Description and Contents	**Applicable Guidelines**	**Data Dictionaries**	**Procedures / Process Flow**	**Interfaces**	**Data Quality Control Programs**	**Overall**
40.0% met; 20.0% partial ly met	100.0% partially met	75.0% partially met	33.3% met; 66.7 partially met	40.0% met; 20.0% partially met	8.3% met; 25.0% partially met	20.6% met; 41.2% partially met

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

The full STRAP includes 328 questions. Question numbers 153 to 186 focus on the Roadway 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
155-157, 171	TxDOT should further their safety analyses by interfacing the available data, (e.g., crash).	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. However, current TxDOT efforts involve uploading data into their enterprise development platform (EDP) with a goal of integrating different data sources. In addition, other stakeholders routinely link crash and roadway data for safety and other planning purposes.	Ongoing
158-161	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

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163-164,169	Document guidelines and processes for updating the data dictionary and the steps for incorporating new elements into the roadway information system that also documents the flow of information.	TxDOT's roadway attribute data dictionary lives as SharePoint wiki pages. These pages are updated routinely when new specifics about attributes are changed. New attributes are added to GRID via shared collaboration with the TxDOT IT Dev team through carefully detailed specs that include schema and validations to ensure erroneous data cannot enter the system.	Ongoing
162, 167-168, 172, 173	Evaluate and expand the current county data collection and GRID submission/acceptance process to other local, municipal, or tribal sources of roadway data that are included in the statewide roadway database and complies with the roadway data dictionary.	Since the 2000s, TxDOT has collected data through a webmap application in which the counties can update their roadways and provide basic information such as mileage from, given state mandates for counties to qualify for state funding. Although desired by TxDOT, there are barriers to obtaining similar data from local municipalities due to a lack of similar reporting requirements.	Ongoing
175-177, 179-186,	Develop a comprehensive data quality management program that supports establishing performance measures for the data quality attributes of timeliness, accuracy, completeness, uniformity, integration, and accessibility and involves documenting updates to the data dictionary to include new elements.	Performance measures were developed as part of TTI's FY20 technical assistance to the TRCC and evaluated and updated annually.	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 mapping application system increased from 51 in 2024 to 54 in 2025. The number of updates increased from 5,512 to 6,888.	Ongoing
6.2 Develop an intersection database.	• TxDOT's GIS staff developed an intersection inventory dataset 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 with annual updates. • TTI researches performance measures from other states to identify examples for Texas on an annual basis. • TTI will work with each TRCC member to develop performance measures for their agency on an annual basis.	Ongoing
6.4 Establish roadway data audit procedures using the performance measures developed under the data quality control program.	• Develop performance measures (Completed in FY20 with annual updates) (6.3). • Work with TRCC Technical Advisor (i.e., TTI) to establish/update a data quality control program annually. • Baselines for each performance measure were established in FY21 and will be evaluated annually beginning in FY22.	Ongoing
6.5 Complete 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 2027. • Work with TxDOT IT to ensure long term support exists for remaining enhancements, continue	Ongoing

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Objective	Strategies/Action Steps	Timeline
	making enhancements, and adding a geometry module.	
6.6 Upgrade to ArcGIS Pro.	• Convert custom ArcMap tools/toolbars used for editing roadway network to ArcPro	Complete
6.7 Restart the city street inventory program.	• Continue improving city street inventory quality and completeness. • 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. • Off system data is also included when feasible such as the number of through lanes for city streets and county roads classified above the local level.	Ongoing

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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. However, through efforts to construct an impaired driving tracking system discussed below, the TRCC is re-engaging with OCA.

Texas is actively working toward the recommendation to build an impaired driving tracking system referred to as the Texas Impaired Driving Database (TxIDD). Since FY2025, TxDOT has funded efforts to conceptualize and build out a system that tracks driving while intoxicated (DWI) and Driving Under the Influence (DUI) cases throughout their lifecycle. The ultimate goal is for data from crash, driver's license, criminal history, citation, adjudication, vehicle information, drug-recognition experts, and other relevant sources to be linked or federated in a manner that supports querying. The project team, with input from the TRCC and other stakeholders, has developed a framework and implementation plan that provides short-, medium-, and long-term recommendations and action steps to reach this goal. It is notable that since 2003, the Law Enforcement Advanced DWI Reporting System (LEADRS) has streamlined DWI reporting efforts for law enforcement while simultaneously building a repository of DWI data from participating agencies. In 2026, it was mandated that all Texas Drug Recognition Expert (DRE) paperwork be processed through LEADRS. Between LEADRS and TxDPS impaired driving data, key components of the impaired driving enforcement process are captured and will be leveraged in the TxIDD development process.

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.

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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

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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.	Since FY25, TxDOT has funded and the TRCC has supported the development of the Texas Impaired Driving Database (TxIDD). The TxIDD Framework & Implementation Plan outlines the recommendations and action steps to develop the comprehensive system.	Ongoing

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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.	• TRCC is working to re-engage OCA. • As researchers utilize data after implementation of the new CAD/RMS, TxDPS will record feedback from researchers on areas that could be improved. Areas for improvement will be incorporated into the data quality improvement program.	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.	Complete. 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. • As of FY26, TxDPS is developing/revising auditing procedures to improve compliance with the new CAD/RMS.	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.	• 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). • The TxIDD has been under	Ongoing

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	development since FY25. Implementation of the TxIDD Framework & Implementation Plan is underway to incrementally bring the statewide impaired driving database to fruition. Full system build-out will take time; an initial dashboard consolidating DWI metrics from disparate data sources will be published beginning in FY26 to support immediate reporting needs.	
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. • DPS uses CJIS Appendix K version 20 offense codes which is standardized across state jails and other agencies. It is not as relevant for minor offenses (e.g., speeding over limit) but supports identification of DUI and other major offenses.	On hold

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Injury Surveillance Data System

Texas has the five major components of a traffic records injury surveillance system including 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 and the public through aggregate summary tables, public use data files, department approved data use agreements, or 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 (EMSTR) program. All data is submitted electronically to the EMSTR reporting system. The EMSTR reporting system is National EMS Information System (NEMSIS) compliant. EMSTR launched a new data system at the end of 2023 which includes the NEMSIS version 3.5 data dictionary. NEMSIS version 3.5 incorporates a Universal Unique Identifier (UUID). The UUID allows the unique identification and tracking of patient care reports, patient care record updates and may also facilitate the linkage of EMS, trauma, and crash data records. This new EMSTR reporting system is managed by the Texas Health and Human Services Commission (HHSC) IT Public Health Applications (ITPHA) team instead of an external vendor. The update allows for improvements in data quality and completeness over time.

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 responses to DSHS EMSTR.

As part of the new EMSTR reporting system, DSHS developed 15 new reports for use by system users. EMSTR system users can use 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. Additional enhancements were made to this report in 2025 allowing for Regional Advisory Council involvement and analysis of prehospital stroke responses.

Texas also implemented the State Wristband Number. The goal of the wristband number is to electronically link a patient from pre-hospital to hospital care. It also can be used for field triage and to resolve any extenuating circumstances with patient accountability during disaster-related incidents and evacuations. Texas emphasizes the importance of placing a Texas wristband on all patients, not just in a disaster related event, and this will be a requirement beginning in early 2027. The EMSTR reporting system incorporates appropriate validation checks to ensure the data entered in the wristband field falls within acceptable parameters.

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) 2023 hospital data standards and has a corresponding state Data Dictionary.

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.

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The DSHS Vital Statistics Section and 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 cause-of-death ICD-10 code assignment.

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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

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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. In FY2026, EMSTR added a performance measure related to pre-hospital whole blood administration.	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. In FY2026, EMSTR added a performance measure related to pre-hospital whole blood.	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. EMSTR staff link this data with EMS and 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	Ongoing

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STRAP Number	STRAP Recommendation	Texas Response	Implementation Status
		identifier. DSHS will evaluate the effectiveness of this project and determine whether it is worth expanding into other Texas communities. In FY26, DSHS advised on a planning grant focused on inputting the Texas Wristband number into crash reports.	

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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.

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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. • Continue to disseminate information about the EMSTR data request process, where researchers, students, and other community stakeholders can request access to Public Use Data Files or aggregate data tables.	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. • Secured DSHS matching funding for TxDOT e-Grant for the FY2025 grant. • Received approval from TxDOT for the FY2026 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 2026. • 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

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Objective	Strategies/Action Steps	Timeline
8.9 Link the crash and EMS/Trauma Registry data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood.	• In progress: TxDOT provides a data extract file to DSHS to use in their EMS & Trauma Registries system to link crash data with EMS and trauma hospitalizations. The EMS and Trauma Programs have successfully linked EMS and trauma hospitalizations with Crash data for 2010-2023. • 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.	Ongoing
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. • Collaborated 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). Will collaborate with TTI and TxDOT on a project to pilot test the inclusion of the Wristband number in the Houston area.	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

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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

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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 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. • In FY26, TTI is creating a dashboard update plan.	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. In FY26, TTI initiated a pilot project to evaluate inputting the Texas Wristband into the Crash report in East Houston.	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

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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 FY27 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
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash.	Crash	Timeliness	97.24%	97.40%	The percentage of crash reports entered into the database improved by increasing.
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

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Performance Measure	Database	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Summary of Improvement
					improved by increasing.
Number of days to process salvage and nonrepairable title applications.	Vehicle	Timeliness	3.4	1.8	The number of days to process salvage and nonrepairable title applications improved by decreasing.
Percent of CMV convictions reported within 10 days.	Licensing	Timeliness	11.37%	41.90%	The percent of CMV convictions reported within 10 days improved by increasing.
Number of counties participating in annual call for updates.	Roadway	Completeness	51	54	The number of counties participating in annual call for updates improved by increasing.
Number of bridges in NBI not in Roadway Inventory	Roadway	Integration	29,071	29,050	The number of bridges in NBI but not in Roadway Inventory improved by decreasing.
Percentage of citation records with no missing critical data elements.	Citation	Completeness	98.68%	99.05%	The percentage of cases with no missing critical warrant information improved by increasing.
Percentage of DPS citation records linked to CAD calls for service within the RMS.	Citation	Quality	90.93%	94.03%	The percentage of DPS citation records linked to CAD calls for service within the RMS improved by increasing.
Percentage of EMS Providers submitting data to EMSTR.	Injury	Completeness	90.0%	92.8%	The percentage of EMS providers submitting data to EMSTR improved by increasing.

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Performance Measure	Database	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Summary of Improvement
Percentage of EMS records received within 30 days.	Injury	Timeliness	63.42%	81.0%	The percentage of EMS records received within 30 days improved by increasing.
Percentage of EMS records received within 90 days.	Injury	Timeliness	75.62%	85.0%	The percentage of EMS records received within 90 days improved by increasing.
Number of blood product transfusions.	Injury	Completeness	1,094	2,022	The number of blood product transfusions improved by increasing.
Number of agencies receiving monthly data reports.	LEADRS	Accessibility	51	122	The number of agencies receiving monthly reports improved by increasing.
Number of data fields reported in agency data reports.	LEADRS	Accessibility	200+	250	The number of data fields reported in agency reports improved by increasing.
Percentage of total time system is up and available for end users.	LEADRS	Accessibility	99.26%	99.81%	The percentage of total time that the system is up and available for end users improved by increasing.
Percentage of cases with no missing critical defendant information.	LEADRS	Completeness	99.90%	99.98%	The percentage of cases with no missing critical defendant information improved by increasing.
Percentage of cases with no missing critical offense information.	LEADRS	Completeness	96.08%	99.98%	The percentage of cases with no missing critical offense information improved by increasing.

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Performance Measure	Database	Performance Attribute	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025	Summary of Improvement
Percentage of cases with no missing critical warrant information.	LEADRS	Completeness	78.18%	83.34%	The percentage of cases with no missing critical warrant information improved by increasing.

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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, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Number of crash reports submitted.	Completeness	626,960	620,020	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	609,157	603,915	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	8.99	9.17	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	97.24%	97.40%	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	78.5%	78.8%	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.

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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	April 1, 2024 – March 31, 2025
Number of crash reports submitted.	535,534	647,690	638,382	636,960	626,438
Number of crash records available for reporting within 30 days of the date of crash.	519,669	632,647	622,310	619,586	609,157
Average number of days between date of crash and availability in warehouse.	9.73	8.99	8.84	9.11	8.99
Percentage of all crash reports entered into the database available for reporting) within 30 days after the crash.	97.05%	97.67%	97.48%	97.27%	97.24%
Percentage of crashes located by system on digital road network upon submission.	n/a	73.3%	74.4%4	77.4%	78.6%

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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, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percent of title application transactions not processed within 72 hours of receipt of application. (Note: In FY26, this performance measures was changed from a count to a percentage.)	Timeliness	30%	35%	4.1, 4.2	99%; 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 a county tax assessor- collector may apply for on an annual basis.
Number of days to process salvage and nonrepairable title applications.	Timeliness	3.4	1.8	4.1, 4.2	5 days or less. Per Transportation Code, §501.097, upon receipt of a completed nonrepairable or salvage vehicle title	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 during both

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Performance Measure	Performance Attribute	April 1, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
					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.	reporting periods. 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	April 1, 2024 – March 31, 2025
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	1,889,954 / 30%
Number of days to process salvage and nonrepairable title applications.	4	3	4.5	3.7	3.4

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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, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percent of CMV convictions reported within 10 days.	Timeliness	11.37%	41.9%	5.1, 5.2 49 CFR 384.209(c)	10 days or less	Ongoing (Developed with FMCSA grant support, TXCR went live in March 2026. Training was provided prior to implementation. DLS anticipates the percentage will continue to increase.)

Historical Performance Measures

Performance Measure	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023	April 1, 2023 – March 31, 2024	April 1, 2024 – March 31, 2025
Percent of CMV convictions reported within 10 days.	9.71%	7.02%	12.64%	11.37%

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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, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	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) 100% complete; AR (application request) enhancements continue
Percentage of line segments that need to be realigned annually based upon annual PMIS data collection.	Accuracy	Process began	TBD	6.8	10%	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 2024-25 but referenced	Data to be aligned during 2026 data year	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	51	54	6.1	Maximum of 254; but goal changes annually based on only counties that	Continually Improve communication and related tools

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Performance Measure	Performance Attribute	April 1, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
					made updates)	
Number of MIRE elements that can be reported on.	Uniformity	All MIRE FDE's can be reported once linked to Intersection inventory	All elements can now be linked to intersections	6.1	100%	Continue to work with IT to enhance GRID, and supplement with 'start- up projects' (e.g., Intersection Inventory)
Number of bridges in NBI not in Roadway Inventory.	Integration	29,071	29,050	6.8	0	Continue collaboration with BRD division
Date which roadway annual data is published.	Accessibility	8/1/2024	8/1/2025	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	April 1, 2024 – March 31, 2025
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	x
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	Process began
Percentage of miles of road having consistent surface type with annual	n/a	n/a	Not performed in 2021	Not performed in 2022-23 but	Not performed in 2023-24 but referenced	Not performed in 2024-25 but

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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	April 1, 2024 – March 31, 2025
PMIS data collection.				referenced		referenced
Number of counties participating in annual call for updates.	74	62	50	38	72	51
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	All MIRE FDE's can be reported once linked to Intersection inventory
Number of bridges in NBI not in Roadway Inventory.	n/a	n/a	27,985	29,634	28,777	29,071
Date which roadway annual data is published.	12/3/19	10/28/20	8/17/21	9/28/22	9/1/23	8/1/2024

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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, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of DPS citation records with no missing critical data elements.	Completeness	98.68%	99.05%	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	90.93%	94.03%	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	1 variable (violation codes)	1	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.

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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

Performance Measure	April 1, 2024 – March 31, 2025
Percentage of DPS citation records with no missing critical data elements.	98.68%
Percentage of DPS citation records linked to CAD calls for service within the RMS.	90.93%
Percentage of high value data set variables included in the public -facing data dictionary	1 variable (violation codes)

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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	April 1, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Strategic Plan Objective(s) to which this performance measure relates	Goal	Plan to Improve
Percentage of EMS Providers submitting data to EMSTR.	Completeness	669/743 = 90.0%	681 / 734 = 92.8%	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	63.42%	4,223,475/ 5,214,568 = 81%	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	75.62%	4,395,564/ 5,214,568 = 85%	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	0.00%	52/ 5,214,568 = 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	53	53	8.10	10	Tracking all data requests

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Documented Blood Product Transfusion(s) in the NEMSIS - Procedure Performed Field or the NEMSIS – Medications field	Completeness	1,094	2,022	8.2, 8.5, 8.8, 8.9	5,000	Distributing Guidance documents to EMS Providers via mass-email and the State EMS newsletter. Holding educational Webinars focused on this area.

Note: 2025 and 2026 data are provisional and pulled for this request on April 30, 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.

*eProcedures.03 (Procedure): Document the blood transfusion in eProcedures.03

116859006= Transfusion of Blood Product

**eMedications.03 – Medication Administered is represented by a selected group of values found in the RxNorm coding system (a standardized nomenclature for clinical drugs and drug delivery devices) used primarily in the out-of-hospital environment. Document the specific blood product transfused in eMedication.03 – Medication Administered and complete corresponding medication elements.

116762002= Administration of blood product
116795008= Transfusion of cryoprecipitate
116861002= Transfusion of fresh frozen plasma
116865006= Administration of albumin
180208003= Intravenous blood transfusion of platelets
33389009= Transfusion of whole blood
71493000= Transfusion of packed red blood cells

Resource: NASEMSO - Blood Product Administration Documentation - Best Practice Guidance

Note: This year, EMSTR updated the way that providers submitting data to EMSTR are tracked, which resulted in a slight decrease in number of providers for 2024-2025 and 2025-2026. This accounts for EMS providers with multiple accounts in EMSTR.

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	Nov 20, 2024 - March 31, 2025
Percentage of EMS Providers submitting data to EMSTR.	n/a	89.3%	94.2%	691/745 = 92.8%	96/745 = 12.9%	669/743= 90.0%
Percent of EMS records received within 30 days.	n/a	n/a	81.82%	83.2%	69.7%	63.42%
Percent of EMS records received within 90 days.	n/a	n/a	84.31%	84.3%	77.1%	75.62%
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%	0.00%

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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	Nov 20, 2024 - March 31, 2025
The number of data requests from users and external stakeholders.	21	37	56	58		53

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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, 2024 – March 31, 2025	April 1, 2025 – March 31, 2026	Goal	Plan to Improve
Number of agencies receiving monthly data reports.	Accessibility	51	122	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	200+	250	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	99.26%	99.81%	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	99.90%	99.98%	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	96.08%	99.98%	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	78.18%	83.34%	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.

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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	April 1, 2024 – March 31, 2025
Number of agencies receiving monthly data reports.	n/a	9	10	20	20	22	51
Number of data fields reported in agency data reports.	n/a	9	11	15	15	100+	200+
Percentage of total time system is up and available for end users.	n/a	99.98%	99.67%	99.92%	99.92%	99.78%	99.26%
Percentage of cases with no missing critical defendant information.	n/a	99.89%	99.97%	99.87%	99.87%	99.88%	99.90%
Percentage of cases with no missing critical offense information.	n/a	96.46%	97.06%	96.80%	96.80%	96.74%	96.08%
Percentage of cases with no missing critical warrant information.	n/a	78.86%	79.32%	78.99%	78.99%	78.00%	78.18%

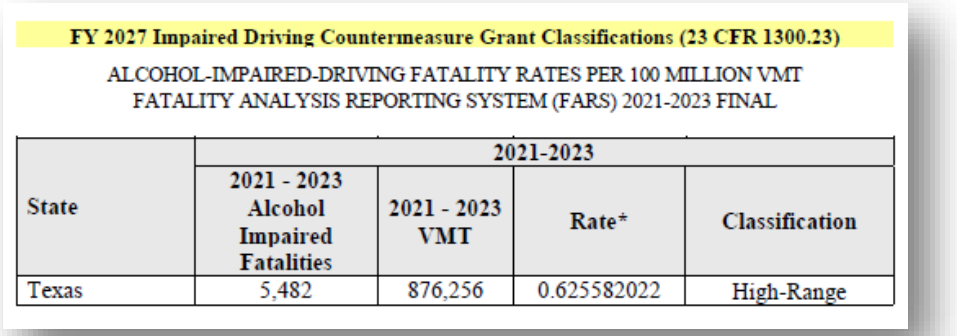
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405(d) Impaired Driving Countermeasures Grants

Eligibility Determination

In addressing 23 CFR 1300.23(c), Texas is classified as a high-range state for FY 2026 according to *FY 2027 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)* from NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.



FY 2027 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES PER 100 MILLION VMT
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021-2023 FINAL

State	2021-2023			
	2021 - 2023 Alcohol Impaired Fatalities	2021 - 2023 VMT	Rate*	Classification
Texas	5,482	876,256	0.625582022	High-Range

The signed Certifications and Assurances related to Part 3: Impaired Driving Countermeasures are found in Section V of this document.

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.

In addressing, 23 CFR 1300.25(f), Texas completed an impaired driving assessment in FY 2026 from February 23-27, 2026. Details of the assessment results are contained in the FY 2026 Texas Impaired Driving Plan.

Impaired Driving Plan

In addressing 23 CFR 1300.23(f)(1)(i-iii), included below is the FY 2026 Texas Impaired Driving Plan. The plan includes the items outlined in 23 CFR 1300.23(e)(1)(i-iii).

The planned projects and activities that will be implemented to address those problems are found in Section 2 under the Alcohol and Other Drugs Countermeasures subsection.

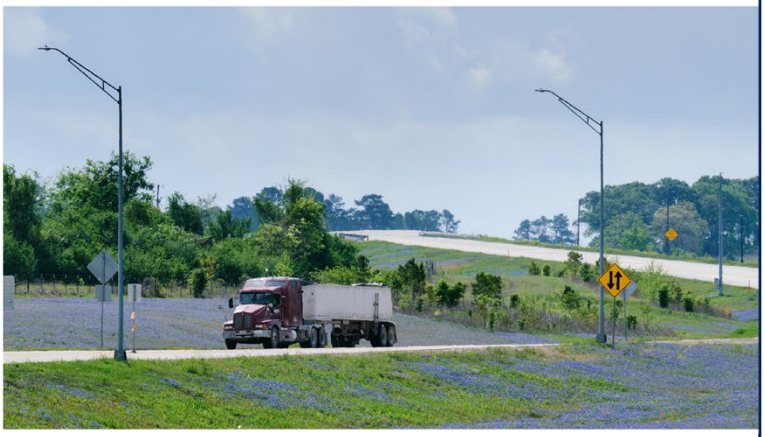
2026

TEXAS
Impaired Driving Strategic Plan

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE







TEXAS
IMPAIRED DRIVING
TASK FORCE

Save a Life™
Texas Department of Transportation

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.

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

July 23, 2026

To Whom It May Concern:

On behalf of the Texas Department of Transportation (TxDOT) and the Texas Impaired Driving Task Force (TxIDTF), I am pleased to submit the FY 2026 Texas Impaired Driving Strategic Plan. This plan reflects the collaborative efforts of Texas traffic safety partners and demonstrates our commitment to accountability, strategic alignment, and continuous improvement in addressing impaired driving across the state.

The FY 2026 Strategic Plan highlights the substantial progress Texas has made through coordinated prevention, enforcement, adjudication, treatment, communications, and data initiatives. Through the work of the TxIDTF and its partners, Texas continues to strengthen statewide collaboration, expand evidence-based countermeasures, improve data-informed decision-making, enhance criminal justice system coordination, and invest in programs designed to reduce impaired driving fatalities and injuries. The plan also documents ongoing efforts to improve resource deployment, support innovative projects, and maintain a comprehensive statewide approach to impaired driving prevention.

A significant accomplishment reflected in this plan is Texas' response to the National Highway Traffic Safety Administration Impaired Driving Program Technical Assessment conducted in February 2026. The TxIDTF has reviewed the assessment findings, established implementation priorities, assigned accountability for recommendations, and begun tracking progress across all program areas. This work demonstrates Texas' commitment to strengthening its impaired driving program while maintaining alignment with national best practices and evidence-based strategies.

While impaired driving remains a serious challenge, Texas remains committed to reducing fatalities and serious injuries through strong partnerships, innovation, and sustained stakeholder engagement. The FY 2026 Texas Impaired Driving Strategic Plan provides a roadmap for continued progress and a framework for achieving safer roadways for all Texans.

Sincerely,

Signed by:
David Palmer
0AECB2D83F474F7...

David Palmer
Director, Behavioral Traffic Safety Section
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 Strategic Plan (IDSP) is designed to provide a comprehensive strategy for preventing and reducing impaired driving in Texas. The IDSP 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 IDSP 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

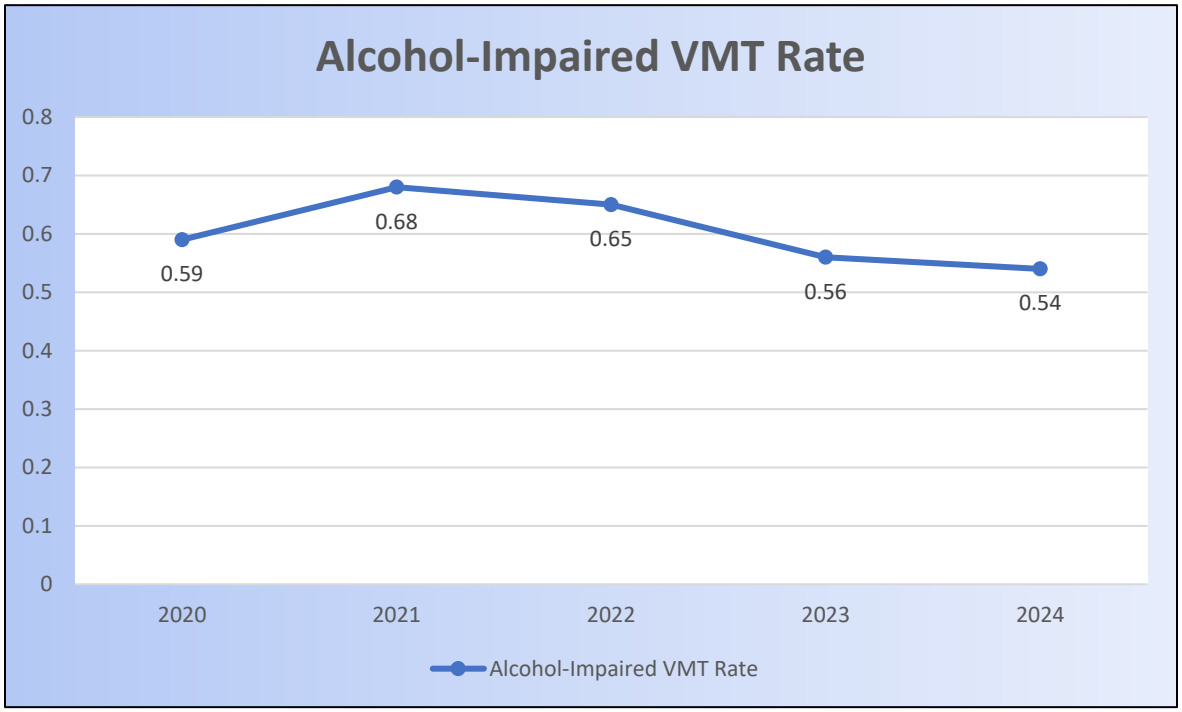
Texas continues to make significant efforts to reduce impaired driving fatalities, injuries, and crashes. The percentages of motor vehicle fatalities resulting from impaired driving were stable from 2012–2019. Fatal crashes and deaths increased in 2020 but then began a slight decline in 2022 and continued the downward trend through 2024.



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

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. The submission of the IDSP 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) 2027 because its alcohol-impaired driving fatality rate is 0.63 based on FARS estimates from 2021–2023. Figure 1 illustrates the estimated alcohol-impaired driving fatality rate per 100 million VMT from 2020–2024 in Texas. Texas ranks in the top 10 states nationally for estimated alcohol-related fatalities per 100 million VMT for 2024 (the current year for which NHTSA data id available). Preliminary estimates suggest that Texas will once again be in the top 10 states nationally in 2025.

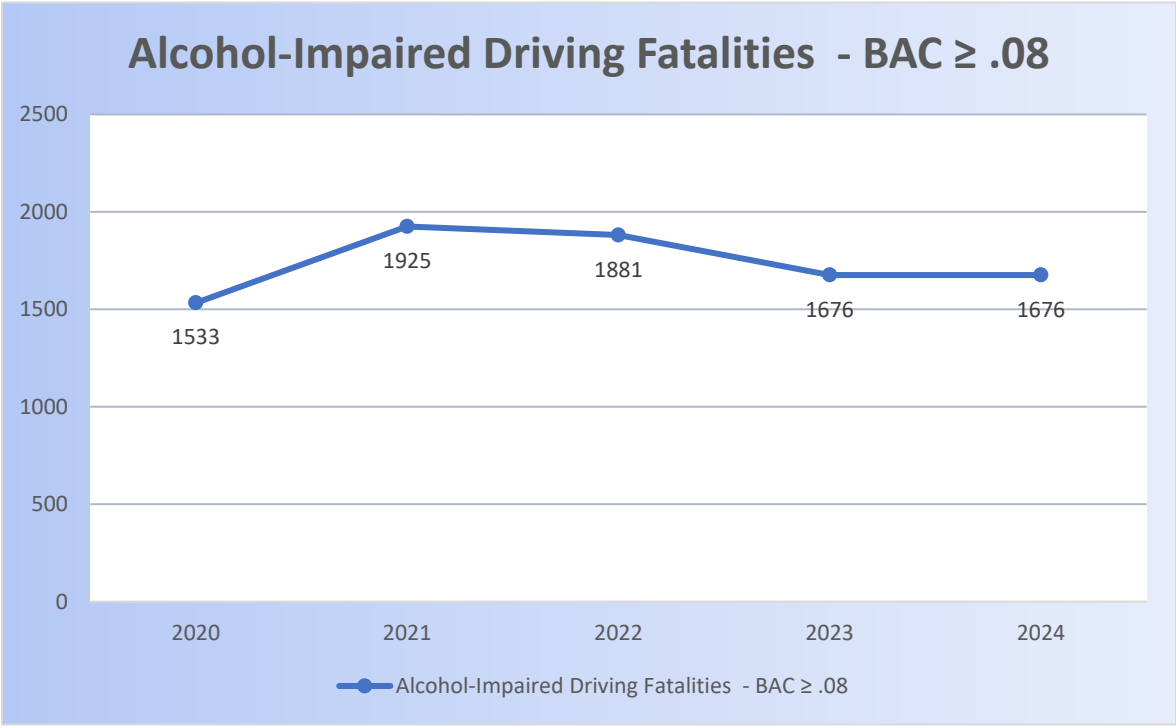


Source: Fatality Analysis Reporting System (FARS July 9, 2026)

Figure 1. Texas Alcohol-Impaired Driving Fatality Rate per VMT, 2020–2024

[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

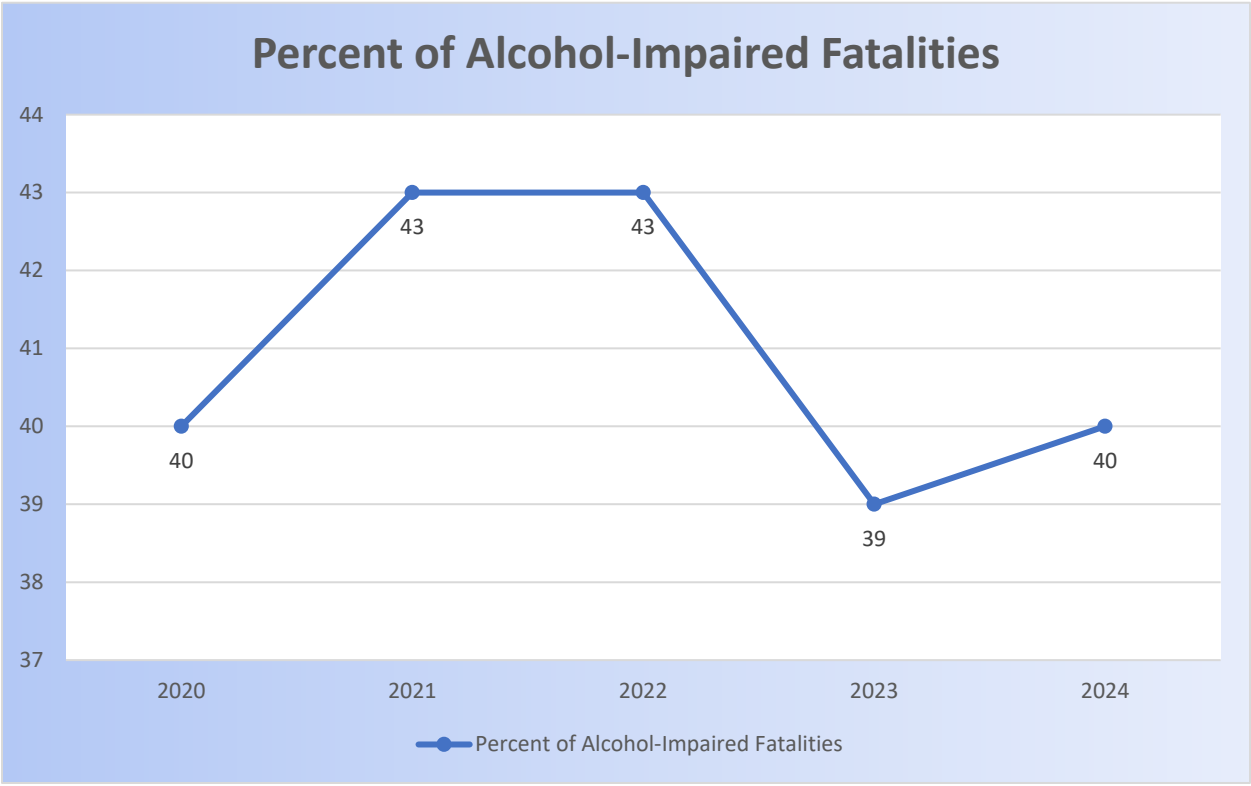
As shown in Figure 2, FARS multiple-imputation methodology estimated that there were 1,676 alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater in 2024 in Texas. Current FARS estimates suggest that alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater remained stable from 2023 to 2024. However, compounding the problem, impairment has been shown to be present at BACs lower than 0.08 g/dL.



Source: Fatality Analysis Reporting System (FARS July 9, 2026)

Figure 2. Texas Alcohol-Impaired Driving Fatalities, BAC 0.08+, 2020–2024

Figure 3 illustrates the estimated percent of alcohol-impaired driving fatalities from 2020–2024. In 2024, alcohol-impaired driving fatalities represented 40 percent of the state's motor vehicle fatalities, which is the second highest estimated percentage in the nation (shared with South Carolina), after Vermont at 41 percent. The national average for impaired driving fatalities is 30 percent of total fatalities.



Source: Fatality Analysis Reporting System (FARS July 9, 2026)

Figure 3. Percent of Alcohol-Impaired Driving Fatalities in Texas, 2020–2024

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.

IDSP Structure

The subsequent sections of the IDSP 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 IDSP 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 NHTSA Impaired Driving Program Technical Assessment (2026) can be found at the end of each respective section of the IDSP. Sections that do not include recommendations are informational and specific to Texas traffic safety stakeholders' strategies.

The 2026 assessment was held in February 2026. The TxIDTF has reviewed the assessors' recommendations to prioritize implementation and begin to 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 21 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 46 members, representing:

- State Highway Safety Office (SHSO)
- Breath Alcohol and Drug Toxicology
- Communication
- Data and Traffic Records
- Driver Licensing
- Education and Prevention
- Emergency Medical Services
- Enforcement
- Ignition Interlock Programs
- Judiciary
- 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 2026

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

- Clay Abbott, Driving While Intoxicated (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, Chief Government Affairs Officer Emeritus, 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
- Cinthya Fillips, Program Manager, Texas A&M Transportation Institute
- Brian Grubbs, Program Manager, LEADRS
- 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
- Courtney Hrncir, Research Specialist, Texas A&M Transportation Institute
- Cody Jones, Assistant Commander and Boating Law Administrator, Texas Game Wardens
- 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
- Ravonne McCray, Program Manager, Watch UR BAC Alcohol and Other Drug Awareness Program, Texas A&M AgriLife Extension Service
- Ned Minevitz, Grant Administrator, Texas Municipal Courts Education Center
- Erin Morgan, Specialty Court Program Manager, Office of Court Administration
- Anna Mudd, Toxicology Section Supervisor, Austin, Texas Department of Public Safety Crime Laboratory
- David Murphy, Lead Instructor, Drug Information Training for Educational Professionals (DITEP)
- 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
- Gavin Sussman, EMS and Trauma Registries Manager, Department of State Health Services
- James Taylor, Captain, Texas Department of Public Safety, Highway Patrol
- Joseph Thompson, Program Supervisor, Texas Department of Public Safety, Conviction Reporting, Driver License Division
- Kara Thorp, Public Affairs Specialist, AAA—Texas and New Mexico
- Bronson Tucker, General Counsel, Texas Justice Court Training Center
- Taylor Vanegas, Chief, Vehicular Crimes, Montgomery County District Attorney's Office
- 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
- Missy Williams, Program Services Specialist, Texas Standardized Field Sobriety Testing (SFST) Program
- Tramer Woytek, Judicial Resource Liaison and County Relation Officer, Texas Association of Counties

Meetings

Due to its large membership and the state's geography, the TxIDTF holds 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 2026 will be held on August 6, 2026. Due to the timing of the IDSP's submission, some meeting notes included may be from a previous fiscal year.

- Meeting Minutes July 17, 2025
- Meeting Minutes November 6, 2025
- Meeting Minutes February 5, 2026
- Meeting Minutes March 26, 2026

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 IDSP. 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. These 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 IDSP'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 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 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 from FY 2025. The 90th Texas Legislature will convene in January 2027.

- Meeting Minutes January 8, 2025
- Meeting Minutes April 7, 2025
- Meeting Minutes June 2, 2025
- 89th Texas Legislature – Summation of Impaired Driving Bills Passed

Cannabis and Alcohol

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 10 mg of tetrahydrocannabinol (THC) to patients with certain qualifying conditions.

Adult use of cannabis is strictly prohibited except for hemp-derived impairing substances. During the 89th Texas Legislature, policymakers passed a bill banning hemp-derived THC products in the state. The governor vetoed the legislation and issued Executive Order GA-56. This order directed the Texas Alcoholic Beverage Commission (TABC) and the Department of State Health Services (DSHS) to immediately set rules around hemp-derived cannabinoids to protect the public health, safety, and welfare by prohibiting sales to minors.

With the proliferation of businesses selling intoxicating hemp products, the restaurant, bar, and brewing industries have capitalized on the opportunity to sell both impairing substances—THC and alcohol—in one on-premises 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 2020–2024, this category represented 29.2 percent of Texas drivers involved in motor vehicle crashes involving drugs. The task force agreed to convene a 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:

- October 28, 2025
- November 12, 2025
- March 16, 2026

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.

- October 16, 2025
- December 16, 2025
- March 16, 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 summaries of evidence-based alcohol and drug prevention programs available for implementation in schools. The reference book also includes promising TxDOT-sponsored programs that are not necessarily evidence-based. 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 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Delegate the ability to review the progress of impaired driving initiatives by state agencies, local agencies, and non-profit organizations to the TxIDTF.
Status: Not Currently Being Addressed
Background: The TxIDTF and TxDOT plan to evaluate whether this recommendation is practical and can reasonably be implemented with appropriate safeguards.

B. **Priority Recommendation:** Engage the TxIDTF in the development of the Impaired Driving Emphasis Area for the next Strategic Highway Safety Plan (SHSP).
Status: Ongoing

Background: Historically, several members of the TxIDTF have contributed to the SHSP through participation in the Impaired Driving Emphasis Area meetings. In April 2026, TxIDTF and SHSP administrators met and agreed to formally leverage TxIDTF meetings as a venue for member input on emphasis area strategies. As a result, the afternoon working group session of the August 6, 2026, TxIDTF meeting will be dedicated to gathering task force input on strategies and countermeasures to inform the upcoming rewrite of the SHSP. There will also be a discussion about creating a TxIDTF subcommittee comprised of one member from each stakeholder group to attend the SHSP meetings and report progress back to the TxIDTF at quarterly meetings.

C. **Recommendation:** Request the TxIDTF to provide feedback on the draft versions of statewide media and outreach materials or taglines.
Status: Ongoing
Background: The TxIDTF and TxDOT are evaluating whether such involvement is practical and, if so, how the process would be implemented and maintained.

D. **Recommendation:** Create a System Overview subcommittee of the TxIDTF with a focus on monitoring the overall impaired driving countermeasure system from initial contact through disposition.
Status: Not Currently Being Addressed
Background: This recommendation will be addressed at the August 2026 meeting of the TxIDTF. Subcommittees must be initiated by an EC member and include volunteer members to participate in the subcommittee.

Strategic Planning

Key components for improving the impaired driving challenge and increasing traffic safety involve identification of statewide goals and priorities that are supported by concrete action plans. Incorporating elements of engineering, education, enforcement, emergency response, and evaluation is imperative to further achieve and improve reductions in impaired driving crash injuries and deaths.

The Traffic Engineering and Behavioral Traffic Safety sections of TxDOT's Traffic Safety Division addresses these components through strategic highway safety planning. In cooperation with local, state, federal, and other public- and private-sector safety stakeholders, the state has developed a comprehensive Texas SHSP spanning FY 2022–FY 2027, 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 for FY 2022–FY 2027.

In FY 2027, Texas will analyze crash and other safety data and gather input from stakeholders to update the SHSP based on current priorities. Early data strongly indicates that impaired driving will remain an emphasis area. The TxIDTF will be engaged in accordance with the recommendations outlined below.

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 TABC 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 2026 Impaired Driving Technical Assessment

A. **Recommendation:** Create a visual representation of the entire DWI criminal justice system, including independent pages for specific areas such as the ignition interlock process or administrative license suspension as examples.
Status: Ongoing
Background: This critical path map has been developed by the Impaired Driving Tracking Database project, funded by TxDOT. The visual representation can be found in Appendix A. TxIDTF members gave feedback on the map at the July 2025 meeting. In FY 2027, independent pages will be added outlining specific systems as mentioned.

B. **Recommendation:** Add data to the system map for each stage in the impaired driving criminal justice system.
Status: Not Currently Being Addressed
Background: As noted above, the TxIDTF and the Impaired Driving Tracking Database project team will work together to fulfill this recommendation by the end of FY 2027.

Program Management

SHSO is managed by the Traffic Safety Division—Behavioral Traffic Safety Section (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 TxIDTF, 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 2026 Impaired Driving Technical Assessment

A. **Recommendation**: Verify that the internal project grant documentation follows the same requirements and reporting as outlined in the *Program Policy Manual*.
Status: Complete
Background: Verification was completed.

Resources

In FY 2026, TxDOT awarded 414 traffic safety grants to state and local governmental agencies, colleges and universities, and nonprofit agencies across Texas. Of these, 69 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 2026

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 2 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 2. Fiscal Summary for FY 2024–2026

	FY 2025 Awarded	FY 2026 Awarded	FY 2027 Planned
Federal Funds	$15,571,630.07	$16,600,712.46	$18,377,962.42
State Match	$250,000.00	$250,000.00	$250,000.00
Local Match	$8,128,631.94	$8,393,605.02	$8,080,580.67
Program Income	$15,000.00	$0.00	$0.00
Total	$23,965,262.01	$25,244,317.48	$26,458,543.10

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation**: Initiate a conversation around the fines, fees, taxes, and penalties paid related to impaired driving for use to support impaired driving countermeasures.
Status: Not Currently Being Addressed
Background: This recommendation falls outside the scope and authority of the Texas Department of Transportation and the Texas Impaired Driving Task Force.



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, Texas Department of Public Safety (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 $108.3 million in federal traffic safety funds through a structured process that includes problem identification and subsequent program evaluation. The process is used to create objectives for the Triennial Highway Safety Plan (3HSP), SHSP, and other guiding documents promoting

traffic safety in the state. Traffic safety funds are distributed to state, county, and local jurisdictions for projects that support the state's highway safety objectives, with approximately 20 percent of funds being directed to local agencies.

TRF-BTS utilizes a structured risk evaluation process to determine projects to be funded based on priority ranking of needs versus available funds. Funded programs are evaluated using a process method to ensure that funded activity hours or activities meet specific objectives. TRF is divided into six sections, though all areas do not have an impaired driver–related component. However, TRF-BTS and 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 2026 Impaired Driving Technical Assessment

A. **Recommendation**: Implement an evaluation of public information campaigns to determine their effectiveness on influencing public attitudes and behaviors.
Status: Ongoing
Background: TxDOT periodically evaluates campaign effectiveness in influencing public attitudes and behaviors, to the extent feasible with available technology and resources.

B. **Recommendation**: Perform a dedicated analysis of impaired driving crashes through the TxSTORM to determine if there is a significant difference between the whole of all crashes.
Status: Ongoing
Background: TxDOT provides TxSTORM analyses on an ongoing basis to STEP grantee agencies across the state and additionally is conducting ongoing evaluation of all impaired driving crashes (both alcohol and drugs) using reported (not estimated) data. Additionally, TxDOT is collecting positive confirmation from officers on all K and A severity crashes as to whether the officers thought

the crash was alcohol or drug involved, which will provide increased accuracy to the NHTSA multiple imputation models through officer-provided negative results for crashes without BAC.

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 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Mandate a DWI tracking system to ensure the records systems communicate data in a unified system.
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:** Conduct an analysis of the Ignition Interlock Device (IID) Program to determine if there can be improvements made to the program design and rules that would make it a more effective tool in preventing and deterring alcohol-impaired driving.
Status: Not Currently Being Addressed
Background: A proposal was submitted for FY 2027 to address this concern. The project aims to conduct a statewide audit of IID implementation in Texas to identify opportunities for improvement. To strengthen this effort, the project will leverage insights from recent discussions with the Traffic Injury Research Foundation (TIRF) on rules, data, and policy enhancements,
and maintain collaboration to ensure audit recommendations align with national standards.

C. **Recommendation**: Reestablish access to the driver and vehicle data files to validate CRIS data and enhance CRIS data accuracy.
Status: Ongoing
Background: CRIS is not currently connected to driver and vehicle data files directly subsequent to ransomware hack of state agencies in 2020.

TxDOT is currently exploring options to access driver license lookup through common hosting solution DPS and TxDOT share – both systems can drop data into the shared data staging area and retrieve from same in order to provide lookup for officers accessing Texas license information. TxDMV is not currently using the same hosting provider, but work is underway to establish a way to load this same data from the DMV servers periodically. While this is admittedly not a direct database linkage, it accomplishes the majority of the data accuracy improvements and reduces the amount of time required for officers to write reports without introducing the additional cybersecurity attack surfaces that would be inherent in direct database-to-database connections.

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 IID 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 2026 Impaired Driving Technical Assessment

A. **Recommendation**: Conduct a review of the restricted driver license format issued to IID program participants to determine if it is readily distinguishable to law enforcement officers for enforcing a driver's IID compliance.
Status: Not Currently Being Addressed
Background: A proposal was submitted for FY 2027 to address this concern. The project aims to conduct a statewide assessment of IID implementation in Texas to identify opportunities for improvement. To strengthen this effort, the project will leverage insights from recent discussions with TIRF on rules, data, and policy enhancements, and maintain collaboration to ensure assessment recommendations align with national standards. A review of the restricted driver license format can be included in the assessment.



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 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. 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 three 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 and consumable hemp products (CHPs) 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.

Consumable Hemp Products

During the 89th Texas Legislature, policymakers passed a bill that would ban intoxicating CHPs. The governor vetoed the legislation and issued Executive Order GA-56 in September 2025. The order directed state agencies to implement strict regulations on CHPs containing THC. DSHS and TABC immediately adopted emergency rules that banned the sale of CHPs to anyone under 21 years old, requiring retailers to properly verify age with a government issued ID, and creating penalties for sales to a minor. Enforcement began on October 1, 2025. The rule making process was then initiated, with final rules adopted in February 2026. An interagency memo has been executed between DSHS and TABC, allowing TABC to enforce DSHS rules and regulations. Policies on intoxicating hemp products will be a heavily debated topic during the 90th Texas Legislature.

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Provide additional authority and resources to allow TABC to increase its efforts in educating the public and enforcing the laws on the sale of CHPs.
Status: Requires Legislative Action
Background: TABC is considering submitting a Legislative Appropriations Request to the Legislative Budget Board. The intention of the potential request is to seek funding to expand officer capacity for education on the responsible sale of CHPs and for the enforcement of applicable laws.

B. **Priority Recommendation:** Study the potential impact of creating an excise tax on CHPs in Texas to support treatment, evaluation, and prevention efforts.
Status: Ongoing
Background: In Executive Order GA-56, Governor Abbott directed TABC, DSHS, and Texas A&M University AgriLife Extension (and any other relevant agency) to jointly study the implementation of rules outlined in House Bill (HB) 309, 89th Texas Legislature, Second Called Session. In the bill draft of HB 309, there is an entire section on collecting tax for CHPs. Should the study show that HB 309 outlined appropriate methods, taxes collected would be deposited into the general revenue fund and appropriated as follows: half of the revenue to the commission for administration and enforcement, a quarter of the revenue to the crime laboratories, and a quarter of the revenue to local governments for addiction treatment and education programs.

C. **Recommendation:** Study the potential impact of increasing the excise tax on beer, wine, and distilled spirits in Texas to support treatment, evaluation, and prevention efforts.
Status: Ongoing
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 about changing 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 updated 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 Baselice & 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 projects related to responsible transportation choices, including media campaigns and programs that directly support alternatives to driving after consuming any amount of alcohol or other drugs. As such, Texas is implementing a new countermeasure strategy called “Alternative Transportation” for the FY27-29 Triennial Highway Safety Plan.

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Recommendation:** Promote the use of alternative transportation options such as Lyft, Uber, and taxi services in more remote parts of Texas.
Status: Ongoing
Background: TxDOT’s “Drive Sober. No Regrets.” statewide impaired driving campaign runs throughout the year, without break. The campaign’s call to action is “Always choose a sober ride.” Messaging focuses on the importance of finding a sober ride and the many options available. Options include getting a sober friend or family member to drive you, calling a rideshare or taxi, using public transportation, or just staying put until you are sober enough to drive. Outreach events in high-risk markets for impaired driving fatalities take place seasonally around Spring Break, the 4th of July, Labor Day, football season, and the end-of-year holidays. At events, visitors are asked to take a short five-question survey about the event exhibition and to share feedback on what more they think TxDOT can do to address impaired driving in their community. Survey participants are given an Uber rideshare gift card in the amount of $25 and are encouraged to use it in lieu of driving impaired.

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,

[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

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.

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.

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 two underage drinking prevention programs: Power of Parents® and Power of You(th)®. 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 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).

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 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.

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.

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 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 2026 Impaired Driving Technical Assessment

A. **Recommendation:** Promote Screening and Brief Intervention (SBI) programs to college personnel.
Status: Ongoing
Background: TxSDY has an evidence-based program for college campuses, created in 2009, that helps reduce underage and risky drinking behaviors among students. Program evaluations show that after participating in the program, students drink less and engage in fewer risky behaviors, such as impaired driving. TxSDY continues this beneficial SBI program for college campuses in a limited capacity due to funding. At present, one campus can participate in TxSDY's SBI campus program a year.

B. **Recommendation:** Increase funding to expand SBI programming to Texas colleges.
Status: Not Currently Being Addressed
Background: Proposals were submitted to conduct SBI activities in FY 2027. Work will begin to expand SBI programming to Texas colleges in the next fiscal year.

Employers

Building an ongoing traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of workplace fatalities and incidents. Since 80 percent of Texans are employed or live with someone who is employed, and employees drive to and from work and may drive as a part of their job, utilizing the employer is critical to addressing impairment. The Network of Employers for Traffic Safety reported that in 2019, employers paid $8 billion due to alcohol-impaired driving.[3] Annually, employers pay significantly as a result of lawsuits and fines that may be imposed.

The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, productivity, poor performance, rehiring and training costs, and potential legal liability. Employers are driven to assist employees in making lifestyle changes as a result of exposure to liability, costs, and impacts to their bottom line. Impaired 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 and Workplace Impairment Training. These education programs focus on the risks and costs associated with impaired driving, as well as the promotion of

[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

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 2026 Impaired Driving Technical Assessment

No recommendations for this section.

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 training courses based on initiatives that start at the community level to address impaired driving. 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 Youth Leadership Council (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 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Recruit leadership from the Texas treatment and mental health communities to serve on the TxIDTF.

Status: Ongoing

Background: MADD convenes roundtable discussions on impaired driving, uniting diverse community stakeholders to collaboratively address issues related to both drunk and drugged driving. MADD can engage leading treatment and mental health organizations by inviting them to participate in its local MADD Roundtable and highlighting the importance of incorporating mental health and treatment perspectives to tackle impaired driving.

Subsequently, MADD can extend an invitation to join the TxIDTF, explaining that its participation offers a meaningful platform to contribute to state policy, advocate for their communities, and broaden professional networks. MADD will further emphasize that this collaboration enables members to address the underlying causes of impaired driving, enhance public health outcomes, and benefit from shared resources.



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 and 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 3.

Table 3. NHTSA Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving

NHTSA Recommendations	Texas Statutes and/or Commentary
Driving while impaired by alcohol or other drugs (whether illegal, prescription or over the counter) and treating both offenses similarly.	PC 49.01(2) defines intoxication as caused by "alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body." This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything. 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.

NHTSA Recommendations	Texas Statutes and/or Commentary
	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)).
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 open container punishment if committed at the same time as DWI) PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle (stand-alone violation)
Primary seat belt provisions do not require 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.

NHTSA Recommendations	Texas Statutes and/or Commentary
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 still 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
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	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

NHTSA Recommendations	Texas Statutes and/or Commentary
supervision and electronic monitoring; and threat of imprisonment.	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 outlines 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.	There are mandatory license suspensions for both underage drinking-related offenses and use of illicit drugs: ABC 106.071 Punishment for Alcohol Related Offense by Minor TC 521.342(a)(4) License suspension for committing offense under the Texas Dangerous Drug Act.

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Mandate a DWI tracking system to make sure that the records systems communicate data in a unified system.
Status: Requires Legislative Action
Background: In FY 2025, TxDOT sponsored a project to establish a DWI tracking system. This project is currently underway. Additionally, 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:** Enact enhanced penalties for refusals and 0.15 and greater alcohol concentrations to give prosecutors an effective tool in obtaining DWI convictions and subsequent supervision and, if appropriate, treatment.
Status: Requires Legislative Action
Background: Currently, Texas law authorizes implied consent testing, blood draw warrants, and administrative sanctions for refusal. "No Refusal" initiatives support enforcement. Penalties for first-time DWI offenses range from a Class B misdemeanor (minimum 72 hours confinement and up

to $2,000 fine) to a Class A misdemeanor for BAC ≥ 0.15 (up to one year confinement and $4,000 fine). Enhanced penalties exist for repeat offenses and other aggravating factors.

C. **Recommendation:** Advocate for permissible DWI checkpoints to be available should law enforcement choose to utilize them.
Status: Requires Legislative Action
Background: Historically, bills proposing sobriety checkpoints in Texas do not advance beyond the House process, and many never reach a House floor vote at all. Due to long-standing constitutional and legal constraints under state law, Texas has not adopted a statutory framework authorizing sobriety checkpoints. While sobriety checkpoints are permitted and widely used in many states, Texas courts have repeatedly determined that roadside stops not based on individual suspicion, when conducted for the primary purpose of detecting impaired driving, are unlawful without explicit statewide legislative authorization. Despite opportunities to establish such a framework, the Texas Legislature has not enacted legislation authorizing sobriety checkpoints, and existing case law makes clear that local- or agency-level implementation is not permissible under current law.
As a result, Texas can consider passing legislation, but sobriety checkpoints are not a viable enforcement option in Texas and are unlikely to be adopted in the foreseeable future. In response, Texas continues to support and rely on legally permissible, evidence-based impaired-driving countermeasures, including No-Refusal initiatives, Select Traffic Enforcement Period (STEP), Impaired Driving Mobilization (IDM) multi-jurisdictional enforcement operations, and sustained public education campaigns, which collectively provide effective deterrence while remaining fully consistent with Texas constitutional standards.

D. **Recommendation:** Standardize community supervision programs to foster consistency, accountability, and evaluation for efficacy.
Status: Not Currently Being Addressed
Background: Evidence-based best practices for community supervision emphasize tailored, risk-based, and individualized approaches. These standards prioritize the use of validated assessments to identify each individual's specific risks and needs, rather than relying on one-size-fits-all policies across the supervision population. As an initial step toward strengthening these practices, jurisdictions can promote the consistent use of validated DWI assessment tools for individuals under community supervision. Implementing standardized, evidence-based DWI assessments across jurisdictions supports more informed supervision strategies, enhances public safety, and improves outcomes by aligning interventions with assessed risk and need.

E. **Recommendation:** Establish a uniform reporting process for ignition interlock violations.
Status: Not Currently Being Addressed
Background: A proposal was submitted for FY 2027 to evaluate this concern. The project aims to assess the feasibility of obtaining and linking IID data statewide to develop a standardized framework for collection and analysis. This framework will enable Texas to track compliance, violations, and recidivism, analyze patterns, compare provider performance, measure program effectiveness, and support evidence-based decision-making. These capabilities are not currently possible under the existing IID data landscape.

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 2026 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 Drug Recognition Experts (DREs). Opportunities for training in Advanced Roadside Impaired Driving Enforcement (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 Target Responsibility for Alcohol Connected Emergencies 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. IDM initiatives are a good example of how high-visibility enforcement is publicized using local and statewide media.

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Mandate a DWI tracking system to ensure the records systems communicate data in a unified system.
Status: Requires Legislative Action
Background: Texas supports improving statewide DWI data sharing across all 254 counties and recognizes the benefits of a more unified tracking approach. Better coordination could strengthen case tracking from arrest through final disposition, improve data quality, reduce duplicate reporting, and support data-driven decision-making. However, requiring all jurisdictions to adopt a single, mandated system presents practical challenges due to wide variation in existing records systems, local governance structures, funding levels, and operational needs. While collaboration and improved interoperability are achievable goals, a statewide mandate is not feasible within Texas' decentralized justice system.

B. **Priority Recommendation:** Pass legislation or change court rules to allow for video testimony by toxicologists and other lab personnel for routine testimony.
Status: Requires Legislative Action
Background: Prosecutors are collaborating with forensic laboratories and other justice system stakeholders to draft proposed legislation that would authorize the use of video testimony by toxicologists and other laboratory personnel for routine matters. This effort is intended to address staffing constraints, reduce travel and court appearance burdens on laboratory staff, minimize case delays, and promote more efficient use of limited forensic resources while preserving defendants' rights and the integrity of the judicial process.

C. **Priority Recommendation:** Require an SFST update or recertification after academy graduation and the completion of the Field Training Officer program for all officers. Require an SFST update course every three years.
Status: Not Currently Being Addressed
Background: Texas maintains that SFST proficiency must be maintained beyond initial academy training to ensure consistent, high-quality impaired-driving enforcement. Requiring an SFST update after completion of the Field Training Officer program would reinforce proper application of skills, while SFST update training every three years helps ensure officers remain current with the most recent NHTSA curricula improving the evidentiary value of SFSTs in court. The Texas Commission on Law Enforcement requires 40 total hours per two-year training cycle, including a mandated 16-hour Advanced Law Enforcement Rapid Response Training course and a 4-hour Legislative Update. Making SFST updates after academy graduation or at the completion of field training as well as every three years a mandatory requirement would be challenging and an unrealistic burden on local law enforcement agencies. The solution is to continue to make all SFST training courses available to officers and agencies at their request through the currently established state SFST Program.

D. **Recommendation:** Expand the DRE officers' geographic area they are allowed to cover to provide service to smaller agencies that lack a DRE.
Status: Not Currently Being Addressed
Background: Texas affirms the value of expanding the geographic coverage of DREs to improve access for smaller and rural agencies, particularly given the challenge of providing equitable coverage across the state's 254 counties. Texas acknowledges the need to address logistical considerations such as on-call protocols, response times, and officer safety through coordinated regional planning and mutual aid agreements, while preserving both program integrity and operational effectiveness. Those issues and the sharing of DREs with other jurisdictions are at the discretion of the agency employing the DRE and are out of control of the State Drug Evaluation and Classification Program. The state should explore the possibility of establishing an on-call system to compensate DREs performing drug influence evaluations for outside agencies.

E. **Recommendation:** Expand the use of multi-jurisdictional enforcement efforts in rural areas, allowing small local agencies to participate alongside TxDPS and the county sheriff's office.
Status: Ongoing
Background: Texas currently supports and favors the expanded use of multi-jurisdictional impaired-driving enforcement efforts, particularly in rural areas. These collaborations allow smaller local agencies to participate in high-visibility enforcement alongside TxDPS and county sheriff's offices, maximizing limited resources and increasing deterrence across broader geographic regions.

F. **Recommendation:** Consider passing legislation to allow sobriety checkpoints as another tool for those areas in which it might be effective.
Status: Requires Legislative Action
Background: Historically, bills proposing sobriety checkpoints in Texas do not advance beyond the House process, and many never reach a House floor vote at all. Due to long-standing constitutional and legal constraints under state law, Texas has not adopted a statutory framework authorizing sobriety checkpoints. While sobriety checkpoints are permitted and widely used in many states, Texas courts have repeatedly determined that roadside stops not based on individual suspicion, when conducted for the primary purpose of detecting impaired driving, are unlawful without explicit statewide legislative authorization. Despite opportunities to establish such a framework, the Texas Legislature has not enacted legislation authorizing sobriety checkpoints, and existing case law makes clear that local- or agency-level implementation is not permissible under current law.

   As a result, Texas can consider passing legislation, but sobriety checkpoints are not a viable enforcement option in Texas and are unlikely to be adopted in the foreseeable future. In response, Texas continues to support and rely on legally permissible, evidence-based impaired-driving countermeasures, including No-Refusal initiatives, STEP, IDM multi-jurisdictional enforcement operations, and sustained public education campaigns, which collectively provide effective deterrence while remaining fully consistent with Texas constitutional standards.

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.

DPS Crime Labs—Toxicology

The DPS Crime Laboratory was appropriated funding by the legislature in 2023 to enhance the capacity of toxicological services. This provided additional personnel, instrumentation, and funding to remodel the laboratory to better support the additional resources.

The laboratory has successfully added all additional personnel and is actively training while the construction is in progress. The team has purchased and validated new instrumentation and has validated new methods to improve efficiency. The backlog has been significantly reduced due to outsourcing of cases in addition to utilizing more efficient workflow processes to better streamline analysis. Once construction is complete and all new analysts are trained, the laboratory will be better suited to keep up with the increase of toxicological analysis in drug driving cases.

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Pass legislation or change court rules to allow for video testimony by toxicologists and other lab personnel for routine testimony.
Status: Requires Legislative Action
Background: Prosecutors are collaborating with forensic laboratories and other justice system stakeholders to draft proposed legislation that would authorize the use of video testimony by toxicologists and other laboratory personnel for routine matters. This effort is intended to address staffing constraints, reduce travel and court appearance burdens on laboratory staff, minimize case delays, and promote more efficient use of limited forensic resources while preserving defendants' rights and the integrity of the judicial process.

B. **Priority Recommendation:** Mandate that any DWI diversion programs be subject to judicial oversight, with specific standardized requirements.
Status: Requires Legislative Action
Background: Existing constitutional provisions constrain the judiciary's authority to supervise or mandate conditions for diversion programs. Implementation of this recommendation would require a constitutional amendment to clearly authorize such oversight and establish a consistent statewide framework.

C. **Priority Recommendation:** Mandate a DWI tracking system to ensure the records systems communicate data in a unified system.
Status: Ongoing

Background: In FY 2025 and FY 2026, TxDOT funded a project to create a DWI tracking system for Texas. 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.

D. **Recommendation:** Establish a compensation program to encourage DRE officers to assist cross-jurisdiction to alleviate the shortage of and demand for DRE officers as needed.
Status: Not Currently Being Addressed
Background: The TSRP, in coordination with the DRE Coordinator and TxDOT Administration, are discussing a potential compensation program. Stakeholders need to assess feasibility, funding mechanisms, and operational impacts of compensating DRE officers for cross-jurisdictional assistance.

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 IID.

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 IID 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 IIDs 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 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Establish accurate treatment court documentation to capture data reflecting the number and focus of each treatment court.
Status: Ongoing
Background: The Office of Court Administration (OCA) is actively working to implement this recommendation by reviewing and enhancing existing documentation and data collection processes. Efforts are focused on improving consistency, accuracy, and statewide visibility of treatment court data to better reflect program scope, population served, and operational focus. These improvements will support more informed planning, reporting, and evaluation of treatment courts across jurisdictions.

B. **Priority Recommendation:** Require judicial supervision of diversion programs.
Status: Requires Legislative Action
Background: Implementation of this recommendation would require a constitutional amendment to expand or clarify judicial authority over diversion programs. Current constitutional provisions limit the ability to mandate judicial oversight in diversion models. As a result, legislative action would be necessary before this recommendation can be implemented.

C. **Recommendation:** Implement an initiative to evaluate the efficacy of DWI courts and a strategy to expand their availability to all Texas residents.
Status: Ongoing
Background: Implementation of this recommendation is currently in progress through the collaborative efforts of the Texas Association of Specialty Courts and OCA. These efforts focus on assessing the effectiveness, outcomes, and best practices of existing DWI courts, as well as identifying opportunities and strategies to support equitable expansion statewide.

D. **Recommendation:** Establish a robust training program for court staff on technological tools utilized in supervision and compliance programs.
Status: Ongoing
Background: TxDOT provides funding to the Center for Alcohol and Drug Education Studies (CADES), which partners with Smart Start, Inc. to deliver no-cost training to criminal justice professionals. These training opportunities support effective use of technological tools associated with supervision and compliance programs and are available to judges, prosecutors, probation officers, clerks, and other court administrators statewide.
https://cades.tti.tamu.edu/trainings/ignition-interlock/

The CSCDs are offered IID education and training on other monitoring technologies for professional credits. Additionally, judges are educated on monitoring and compliance technologies through the Texas Center for the Judiciary (TCJ), who hosts an impaired driving track during its statewide conference.

Community Supervision

Offenders who have been convicted of an impaired driving offense have three sentencing options: jail time, prison time, or community supervision (also known as probation). In most cases, the offender is placed on community supervision for a period of 6–24 months. Probation in Texas is decentralized therefore DWI cases with similar circumstances may be handled differently depending on the jurisdiction. While on community supervision , an offender may be required to:

- Complete a state-approved DWI education course within the first six months of supervision.
- Attend a victim impact panel.
- Attend recovery self-help groups.
- Complete community service (no less than 24 hours, no more than 100 hours).
- Complete an alcohol and drug evaluation to determine any substance use issues and/or complete random substance testing (usually urinalysis and/or breathalyzer).
- Complete a supportive or intensive outpatient treatment program.
- Install an ignition interlock device/alcohol monitoring device as a condition of probation.
- Obtain an occupational driver's license as a condition of probation.
- Report to a community supervision officer or designated monitoring authority.
- Pay any fines, court costs, reimbursement (probation) fees , and treatment costs ordered.

Community supervision conditions can be ordered by the court or prosecution to allow for the unique needs of each offender to be met.

Additionally, post-disposition, the court may amend these conditions at its discretion. For impaired driving offenses, the most common community supervision condition is the installation of an IID in the offender's vehicle. There are instances when an IID is mandated. Among several other factors, collateral impacts of DWI convictions spur a variety of extra (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequences 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. Since this fine makes it much more expensive to take a jail-time-served plea, it is cheaper for a defendant 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 that applied 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. However, 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. Subsequent offenses, cases with a BAC over 0.15, and drivers with commercial driver's licenses are not eligible. The deferral requires ignition interlock but removes all nonjudicial collateral consequences.

Parole

Parole is a conditional and discretionary release decision made by the Texas Board of Pardons and Paroles, allowing eligible inmates to serve the remainder of their sentence under community supervision by Parole Officers. In cases where an individual was sentenced to prison for an impaired driving offense, and later granted Parole, the Board may impose specific conditions related to that offense. These conditions can vary but may include the installation and maintenance of an ignition interlock device, participation in a DWI Repeat Offender Program, driving restrictions, and required attendance in substance abuse treatment or Narcotics/Alcoholics Anonymous classes.

Ignition Interlock Program

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an IID 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, probation, had a 0.15+ BAC, the charge is a subsequent impaired driving offense, or the offender was under the age of 21 at that time of arrest.

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 IID. Effective September 1, 2015, an offender can operate a vehicle during a period of suspension if the offender installs an IID on all vehicles owned or operated by the offender. The IID must remain on all vehicles owned or operated by the offender until the suspension period is over. However, first time offenders with a BAC of 0.15 or more, or who are under the age of 21 at the time of arrest, must be given an IID when placed on probation.

Typically, an offender who is ordered to receive an IID 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 IID 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 IID requirement. TTI, TMCEC, 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 IID requirements is integrated into the administrative sanctions and driver licensing program in Texas. This information is included as part of the driver education curriculum.

Administrative license revocation (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. Drivers are given a notice of suspension that allows the suspension to 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 and/or receive an occupational license that allows them to transport themselves to and from work. Table 4 lists the ALR sanctions for adults, and Table 5 lists the ALR sanctions for minors.

In addition to these administrative initiatives, Texas works with prosecution, judiciary, and community supervision professionals to maximize the use of IIDs to reduce recidivism associated with impaired driving.

Table 4. ALR Sanctions for Adults

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	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 5. ALR Sanctions for Minors

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount) following an arrest	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code, or Sections 49.04,

for DWI/BWI or was not requested to provide a specimen following an arrest for an offense		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 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Expand the scope of the ALR Program to apply to implied consent refusal or positive chemical testing results indicating driving under the influence of substances other than alcohol.
Status: Requires Legislative Action
Background: A proposal is being drafted to incorporate implied consent and chemical testing results. Currently, there is no law for driving under the influence of substances other than alcohol. This project would seek to establish a statute to allow law enforcement to conduct statewide tests for those who are under the influence of substances other than alcohol while operating a motor vehicle. If an individual is found positive for chemical substances while operating a motor vehicle, the Texas Department of Public Safety would be able to enforce mandatory and administrative suspensions.

B. **Priority Recommendation:** Amend the Texas Zero Tolerance statute to be applicable to use or possession of all intoxicating substances.
Status: Requires Legislative Action
Background: A proposal is being drafted to amend the Zero Tolerance statute, Texas Alcohol and Beverage Code Chapter 106, to allow for additional offenses to include multiple intoxicating substances. This would allow law enforcement to cite unlawful possession of intoxicating substances other than alcohol when possessed by a minor. A conviction for an offense under this statute would result in suspensions under Texas TC 521.342 (2). This would not include offenses under Chapters 481, 483, and 485 of the Texas Health and Safety Code, which currently impose a suspension on minors from 18 to 21 years of age.



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, SBI 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, outpatient treatment, residential treatment, peer support groups, cognitive behavioral therapy programs, 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. There is a difference between correctional and clinical screenings and assessments. Correctional screenings and assessments tend to focus on criminogenic risk/needs, with less attention placed on an offender's clinical needs. Still, the main focus is to determine an offender's criminal risk level to reoffend and prioritize an offender's need domains for example substance use or peers. In contrast, clinical screening and assessment tools focus on an offender's clinical needs and levels of rehabilitation and treatment needed.

CSCDs use screeners and comprehensive assessment tools that incorporate validated instruments to determine appropriate treatment and supervision needs. Individuals placed on community supervision are assessed utilizing evidence-based clinical tools that assist licensed clinicians in identifying substance use and co-occurring disorders, assessing criminogenic risk factors, documenting diagnostic impressions, and determining the appropriate American Society Addiction Medicine level of care. The State of Texas does not have a statutory provision requiring impaired driving offenders' screening and assessment within the criminal justice system be based on standardized/validated assessment criteria.

While tools such as the Impaired Driving Assessment (IDA), DUI-RANT, or the Computerized Assessment and Referral System may be hardly used or known across the state, the Texas Department of Criminal Justice-Community Justice Assistance Division (TDCJ-CJAD) has tasked its Assessment Committee with review of the IDA to determine if they recommend its use, as mandatory or voluntary, throughout the state. Some examples of screening and assessment tools used by CSCDs are the Texas Risk Assessment System (TRAS) Alcohol and Drug Trailers, Substance Abuse Subtle Screening Inventory, Addiction Severity Index, Numerical Drinking Profile, Texas Christian University Drug Scale, and the Diagnostic and Statistical Management of Mental Disorders (DSM-5 or DSM-5-TR).

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. 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 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Use validated DWI-specific assessment tools in determining the risk and needs of impaired drivers at the pre- and post-sentencing process.
Status: Ongoing
Background: TDCJ-CJAD has participated in several trainings/meetings where the IDA has been discussed; it has also sponsored virtual meetings/trainings in collaboration with the American Probation and Parole Association Region 6 Liaison, who has been tasked with training for the IDA.

B. **Recommendation:** Ensure that all individuals ordered to have a DWI screening and assessment do so.
Status: Complete
Background: Texas Code of Criminal Procedure Article 42A.402 states a probationer placed on community supervision for DWI or an intoxication-related offense as defined in Chapter 49, Texas Penal Code, shall submit to a substance abuse evaluation, such as an Addiction Severity Index, and if alcohol/drug dependency is identified the judge must order the recommended treatment as a condition of community supervision. Upon initial placement on community supervision, probationers submit to the TRAS and the TRAS Alcohol and drug trainers to assess the most appropriate level of supervision and treatment based on their criminogenic needs. TRAS reassessments are conducted periodically and as part of an ongoing assessment process of probationers while on community supervision. Referrals for additional substance use evaluation/treatment may occur due to positive alcohol/drug tests, self-reported use, alcohol detected on alcohol monitoring devices, or assessments built into alcohol education classes.

C. **Recommendation:** Study the potential to expand DWI and Hybrid Drug Courts in Texas.
Status: Not Currently Being Addressed
Background: There are currently 29 self-identified DWI or DWI/drug hybrid specialty courts operating in Texas. While the Texas Office of Court Administration is working to further distinguish and classify specialty court types beyond current statutory categories, these programs are not yet formally registered in that manner statewide.

   DWI Courts in Texas are authorized under the same statutory framework as adult and juvenile drug courts pursuant to Texas Government Code Chapter 123. In 2007, the statute was amended to include a specific provision addressing offenses involving the operation of a motor vehicle while intoxicated. The amendment further required that counties operating a drug court, but not a dedicated DWI court, must provide services to individuals charged with DWI offenses through their existing drug court programs. As a result, many jurisdictions functionally operate hybrid DWI/drug court models even when they are not formally designated as such. Additionally, individuals charged with intoxication-related offenses are frequently served through Veterans Treatment Courts and Mental Health Courts. Collectively, Texas currently has 171 adult treatment courts with the capacity to serve individuals involved in impaired driving offenses.

   Statewide efforts are underway to increase judicial and stakeholder awareness regarding the availability and effectiveness of specialty courts as an evidence-informed strategy to reduce recidivism and improve public safety outcomes. The Texas Office of Court Administration has expanded its outreach efforts through increased participation in statewide and regional

conferences, including serving as both presenters and exhibitors, to encourage local jurisdictions to develop and implement specialty court programs.

In addition, Texas is pursuing the procurement and implementation of a statewide specialty court case management system. The development of a standardized statewide data infrastructure will strengthen the State's ability to measure program outcomes, evaluate effectiveness, and provide policymakers with reliable data regarding the impact of specialty courts on impaired driving and related criminal justice outcomes. Enhanced access to outcome data is expected to further support the expansion and sustainability of specialty court programs across the state.

D. **Recommendation:** Enact a statutory provision requiring impaired driving offenders' screening and assessment within the criminal justice system are appropriate based on the offender's age and linguistic needs.
Status: Requires Legislative Action
Background: CSCDs supervise adult offenders court-ordered to community supervision. Screenings and assessments are targeted and validated for the adult population. CSCDs ensure that screening and assessment for impaired driving offenders are appropriate for the individual's age and linguistic needs. When applicable, the CSCD uses specialized and validated assessment instruments tailored to impaired driving behaviors. CSCDs provide translators and administer screenings and assessments in the probationer's native language to ensure accurate and equitable assessment outcomes. In addition, Article 42A.514, Texas Code of Criminal Procedure, outlines specific requirements for youth under age 18 placed on community supervision for certain alcohol- or drug-related offenses. However, the State of Texas does not have a statutory provision requiring that impaired driving offenders' screening and assessment within the criminal justice system are appropriate based on the offender's age and linguistic needs.

Screening and Brief Intervention in Medical and Other Settings

CSCDs often use the TRAS screening and assessment tool to determine an offender's risk and needs levels. The results point to differential supervision and need resources used for that particular individual. CSCDs also tend to supplement offenders' evaluations with clinical screening tools such as the Substance Abuse Subtle Screening Inventory. The El Paso jurisdiction is piloting 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 Screening, Brief Intervention, and Referral to Treatment (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 2026 Impaired Driving Technical Assessment

A. **Recommendation:** Ensure that linguistically appropriate treatment services are provided throughout the state.
Status: Ongoing
Background: Linguistically appropriate intervention programs are not accessible throughout the state. CSCDs budget for interpreter services; these departments use basic supervision funding to pay for interpreters, as needed.
The CSCDs operate Community Corrections Facilities, some of which offer programming in Spanish. However, the type of language-specific programming will vary across the facilities as well. Some facilities employ Spanish-speaking counselors, while others may contract for services and provide Spanish workbooks for course work.

B. **Recommendation:** Provide additional education and expand the use of SBIRT in hospital settings.
Status: Not Currently Being Addressed
Background: Proposals were submitted to and funded by TxDOT for FY2027. Work will begin in the new fiscal year to provide additional education and expand the use of SBIRT in hospital settings.

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. 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. 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. When appropriate, DWI offenders get referred to treatment outside of the court system. The bulk of treatment is completed by the community centers (local mental health authorities).

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Require that an impaired driving offender whose license has been suspended based on a DWI conviction complete mandated treatment and meet treatment goals as a condition of full license reinstatement.
Status: Not Currently Being Addressed
Background: This recommendation would require legislative action and availability of resources.

B. **Recommendation:** Reduce treatment wait time from conviction to program entry.
Status: Requires Legislative Action
Background: Requires reprioritization and funding reallocation from the Texas Health and Human Services Commission (HHSC).

   On March 27, 2026, Lt. Governor Dan Patrick released his 2026 Interim Legislative Charges. He has asked the Criminal Justice Committee to study the following: Determine the state's authority and procedures for providing public mental health services and the intersection of those services with homelessness and addiction. Evaluate the effectiveness, consistency, and outcomes of competency restoration for criminally charged individuals awaiting trial, as well as processes for civil in-patient and out-patient commitments. Make recommendations to prioritize the most acute populations for treatment in order to reduce public safety threats.

C. **Recommendation:** Provide information on the availability of assessment, treatment, and rehabilitation services specifically for youth.
Status: Ongoing
Background: The community centers (local mental health authorities) in Texas are Certified Community Behavioral Health Centers (CCBHC). They provide information on availability of assessment, treatment, and rehabilitation services specifically for youth. These entities undergo a certification completed by the Texas HHSC. To be certified as a CCBHC, entities must demonstrate regular practices for screening, assessment, treatment, and referral for persons with substance use issues, and providers must also demonstrate commitment to provide assessment and outpatient treatment to youth. Additionally, HHSC contracts with an agency in every county that provides Outreach, Screening Assessment, and Referral services for citizens. Although, in many areas of the state, higher levels of treatment/rehabilitation services (i.e., detox, inpatient, and residential services) are limited for youth.

D. **Recommendation:** Address financial barriers that prevent individuals from participating in substance use treatment programs.
Status: Requires Legislative Action
Background: This recommendation would require legislative action to create indigent programs**.**

   On March 27, 2026, Lt. Governor Dan Patrick released his 2026 Interim Legislative Charges. He has asked the Criminal Justice Committee to study the following: Determine the state's authority and procedures for providing public mental health services and the intersection of those services with homelessness and addiction. Evaluate the effectiveness, consistency, and outcomes of competency restoration for criminally charged individuals awaiting trial, as well as processes for civil in-patient and out-patient commitments. Make recommendations to prioritize the most acute populations for treatment in order to reduce public safety threats.

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 IIDs. 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 IIDs 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 IID 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 6. 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 6. Impaired Driving Communication Projects and Campaigns

Project Title	FY 2025	FY 2026	Planned FY 2027
Statewide Impaired Driving Campaign*	X	X	X
IDM STEP Grant Program	X	X	X
Project Celebration	X	X	X

**The campaign runs year-round, with creative changing seasonally through the following flights: Football Season, End-of-Year Holidays, Labor Day, Spring Break, Spring and Early Summer Holidays, Summer/4th of July, and Labor Day.*

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 (e.g., teen courts, TDCCA, judges/clerks, etc.).
- NSC's employer network, safe communities, and teen coalitions.
- Youth and college groups—TDS/UDS and other young driver programs, 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 University, 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)
- Convenience Store Advertising (Videos, Posters, and Clings)
- Posters, Notepads, Mesh Banners, Information Cards, Hand Fans, Stickers, Clings, Koozies, and Bookmarks
- 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, Party and Event Platforms, Twitch, Mobile In-Game, and Connected TV)
- Social Media (Facebook and Instagram)—Paid and Organic
- College Campus Advertising (Digital Screens and Video)
- Liquor Store Advertising
- 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 Statewide Impaired Driving campaign in FY 2026–2027 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 impaired driving and the many ways to choose 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, changes to campaigns have been made each year.

Recommendations from the 2026 Impaired Driving Technical Assessment

A. **Priority Recommendation:** Verify if the communications and outreach programs are using the Census Tract data regarding the languages of communities across Texas.
Status: Ongoing
Background: All materials are provided statewide in both English and Spanish.

B. **Priority Recommendation:** Enhance the outreach and communication for the dangers of driving under the influence of drugs other than alcohol.
Status: Ongoing
Background: The new contract executed by TxDOT to Sherry Matthews Group contains a provision to include drug-impaired driving messaging in the campaigns. The communication team has reached out to members of the TxIDTF to understand which drugs are most prevalent in motor vehicle crashes where drugs are involved. Additionally, Ad Council presented at the Texas Impaired Driving Forum in March 2026, educated the audience on best practices when creating drug-impaired driving campaigns and how to leverage community media outlets to further educate the public.

C. **Recommendation:** Create a stand-alone impaired driving communication plan, calendar, or outline of upcoming campaigns that is shared with the impaired driving program partners.
Status: Ongoing
Background: A campaign calendar and flowchart are drafted before each fiscal year with a plan for the upcoming year in terms of public relations, outreach, research, partner tools, ad development, and paid media placements. Key timeframes throughout the year when impaired driving is at its highest risk have focused media pushes.

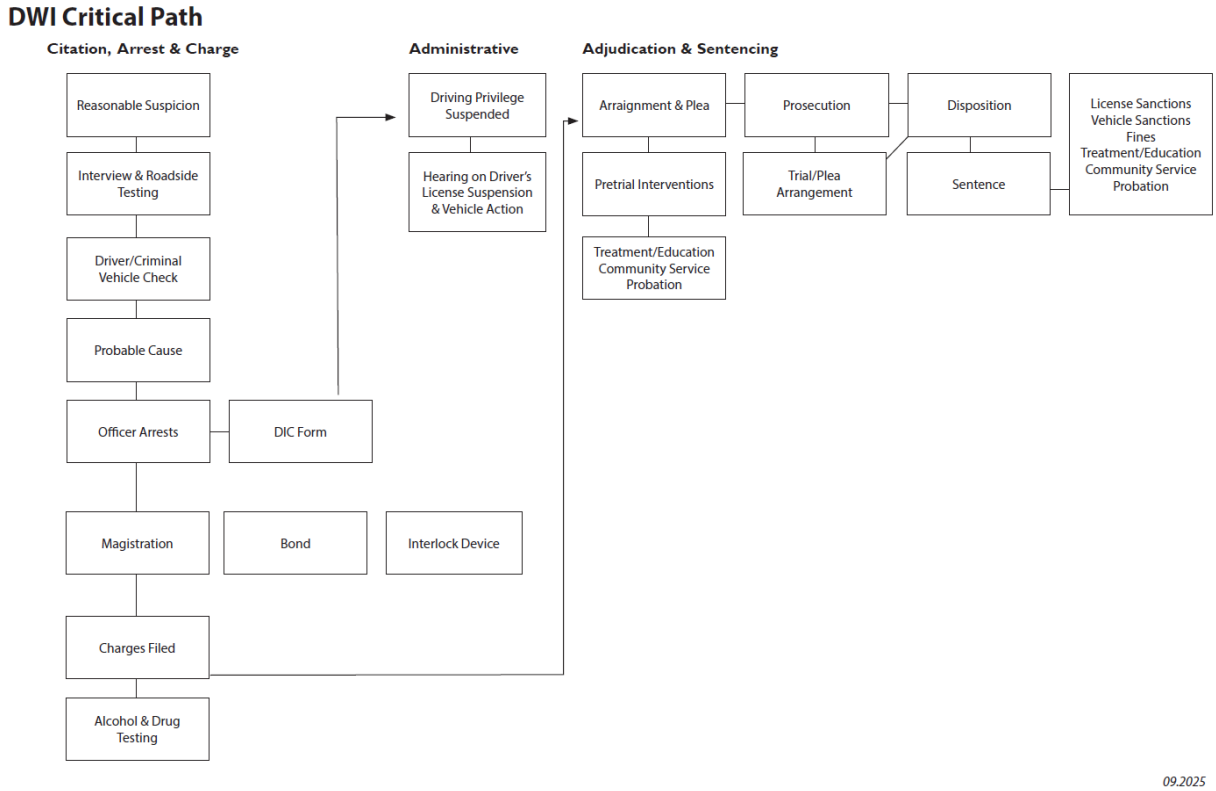
D. **Recommendation:** Coordinate campaigns with the Texas HHSC to reach a shared audience of underage substance users. Additional potential partners include the Substance Abuse and Mental Health Services Administration initiatives like the Sober Truth on Preventing Underage Drinking Act (STOP) and Strategic Prevention Framework Partnerships for Success (SPF-PFS).
Status: Not Currently Being Addressed
Background: Members of TxIDTF will work with TxDOT to connect Sherry Matthews Group to partners at HHSC. Additionally, there are several prevention stakeholders who can collaborate to ensure alignment with the STOP Act and SPF-PFS for future campaigns.



SUMMARY

The TxIDTF has evolved over the last 21 years to include all aspects of the impaired driving challenge continuum. The TxIDTF has developed the Texas IDSP—which encompasses the areas of program management and strategic planning, program evaluation and data, prevention, criminal justice, alcohol and other drug misuse, and communications—to affect the issue of impaired driving. By taking a comprehensive approach, the TxIDTF can significantly impact impaired driving in the state. New and innovative projects are funded each year by TxDOT's Behavioral Traffic Safety Alcohol and Other Drug Countermeasures Program to address all the diverse components of a comprehensive impaired driving program. As processes and laws change in the state, the TxIDTF will continue to evolve to further reduce impaired driving fatalities, injuries, and crashes.

APPENDIX A: DWI CRITICAL PATH MAP



APPENDIX B: SIGNATURES OF APPROVAL

Signed by:
Christine Adams
710E5EAF84B44FA...
7/29/2026

*Clay Abbott
DWI Resource Prosecutor
Texas District and County Attorney Association

Signed by:
Trevis Beckworth
3631820C4D394C5...
7/28/2026

Trevis Beckworth
Assistant Lab Director
Texas Department of Public Safety Crime Lab

Signed by:
Carlos Champion
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7/25/2026

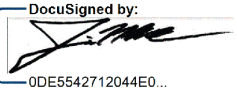
Carlos Champion
Statewide Program Coordinator
Texas DRE & ARIDE Program

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Emma Dugas
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7/29/2026

Emma Dugas
Statewide Program Manager
Mothers Against Drunk Driving

Signed by:
David Doggett
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7/27/2026

David Doggett
Deputy Chief, Field Operations Bureau
Texas Alcoholic Beverage Commission

DocuSigned by:

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7/26/2026

Jim Markham
Crash & Data Analysis Section Director
Texas Department of Transportation

Signed by:
Laura Weiser
B9CC5E4C11B847A...
7/27/2026

Honorable Laura Weiser
Judicial Resource Liaison
Texas Center for the Judiciary

*Clay Abbott was unavailable at the time of signing. Christine Adams, TxIDTF Administrator, signed on his behalf, based on verbal approval of the 2026 IDSP on May 19, 2026.

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." Also included is information regarding Texas's motorcyclist awareness program.

The signed Certifications and Assurances related to Part 7: Motorcyclist Safety Grants are found in Section V of this document.

Helmet Law

In addressing 23 CFR 1300.25(g), the Texas Transportation Code §§ Section 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 §§ Section 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 §§ Section 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)(3), Texas maintains an active motorcyclist awareness program. These activities are included in the Motorcycle Safety program area section addressing the following countermeasure strategies.

Program Area	Countermeasure Strategy Description
Motorcycle Safety (MC)	Public Information and Education
	Driver Awareness of Motorcyclists

The planned projects and activities that will be implemented to address those problems are found in Section 2 under the Motorcycle Safety subsection.

The table below lists the counties and political subdivisions within Texas with the highest number of fatal motor vehicle crashes involving a motorcycle and another vehicle in 2025. These counties are ranked in order of the highest to lowest number of crashes. The information was gathered from the Crash Reporting System (CRIS) on June 11, 2026.

2025					
County	Total Crashes	County	Total Crashes	County	Total Crashes
Harris	869	Erath	10	Wharton	3
Dallas	497	Nacogdoches	10	Wilson	3
Bexar	452	Palo Pinto	10	Young	3
Tarrant	407	Van Zandt	10	Andrews	2
Travis	239	Wise	10	Blanco	2
El Paso	175	Coryell	9	Cass	2
Collin	163	Fannin	9	Coleman	2
Denton	151	San Patricio	9	Dawson	2
Montgomery	143	Angelina	8	Frio	2

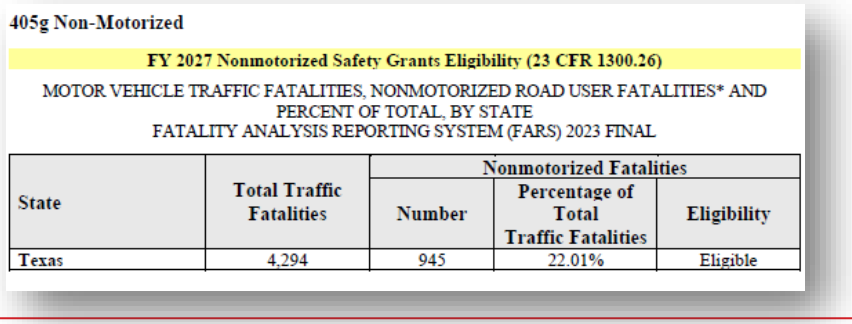
Hidalgo	117	Burnet	7	Hockley	2
Williamson	115	Gray	7	Live Oak	2
Galveston	102	Bandera	6	Montague	2
Fort Bend	90	Brown	6	Moore	2
Bell	85	Cooke	6	Pecos	2
Lubbock	75	Howard	6	Reeves	2
Nueces	71	Kendall	6	Scurry	2
Smith	71	Rusk	6	Titus	2
Midland	57	San Jacinto	6	Winkler	2
Ector	56	Somervell	6	Yoakum	2
Cameron	54	Val Verde	6	Bosque	1
Jefferson	53	Austin	5	Callahan	1
Brazos	50	Caldwell	5	Camp	1
Hays	50	Hopkins	5	Carson	1
Brazoria	48	Lamar	5	Childress	1
Comal	41	Maverick	5	Deaf Smith	1
Johnson	40	Navarro	5	Donley	1
McLennan	40	Upshur	5	Franklin	1
Potter	39	Colorado	4	Garza	1
Grayson	37	Fayette	4	Hamilton	1
Taylor	34	Gaines	4	Hartley	1
Guadalupe	31	Gillespie	4	Hudspeth	1
Ellis	30	Grimes	4	Jack	1
Rockwall	28	Hutchinson	4	Jones	1
Webb	27	Jim Wells	4	Karnes	1
Parker	25	Leon	4	La Salle	1
Liberty	23	Llano	4	Lee	1
Wichita	23	Matagorda	4	Limestone	1
Bowie	22	Medina	4	Marion	1
Bastrop	21	Trinity	4	McCulloch	1

Gregg	21	Uvalde	4	Menard	1
Hunt	21	Washington	4	Mills	1
Kaufman	19	Aransas	3	Mitchell	1
Randall	19	Burleson	3	Newton	1
Tom Green	17	Comanche	3	Nolan	1
Waller	17	Dallam	3	Panola	1
Henderson	16	Eastland	3	Presidio	1
Hood	16	Gonzales	3	Real	1
Orange	16	Hale	3	Robertson	1
Victoria	16	Hill	3	Sabine	1
Hardin	13	Jasper	3	San Augustine	1
Chambers	12	Kerr	3	Shelby	1
Harrison	12	Kleberg	3	Sherman	1
Anderson	11	Lampasas	3	Swisher	1
Atascosa	11	Madison	3	Terry	1
Cherokee	11	Milam	3	Tyler	1
Polk	11	Stephens	3	Wheeler	1
Walker	11	Ward	3	Zapata	1

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 2027 Nonmotorized Safety Grants Eligibility (23 CFR 1300.26)* from NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.



405g Non-Motorized

FY 2027 Nonmotorized Safety Grants Eligibility (23 CFR 1300.26)

MOTOR VEHICLE TRAFFIC FATALITIES, NONMOTORIZED ROAD USER FATALITIES* AND PERCENT OF TOTAL, BY STATE
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2023 FINAL

State	Total Traffic Fatalities	Nonmotorized Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Texas	4,294	945	22.01%	Eligible

The signed Certifications and Assurances related to Part 8: Nonmotorized Safety Grants are found in Section V of this document.

Qualification Criteria

In addressing 23 CFR 1300.26(c), these activities are included in the Pedestrian and Bicyclist Safety program area section addressing the following countermeasure strategies.

Program Area	Countermeasure Strategy Description
Pedestrian and Bicyclist Safety (PS)	Data and Evaluation
	Enforcement
	Public Information and Education (PI&E)
	Training

The planned projects and activities that will be implemented to address those problems are found in Section 2 under the Pedestrian and Bicyclist Safety subsection.

4. 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 requested for this equipment.

Project Agreement Number	Project Title	Agency	Equipment Description	Quantity	Amount
2027-TDPS-G-1YG-0127	Evidential Drug, Blood, and Breath Alcohol Toxicology Testing	Texas Department of Public Safety	Headspace Gas Chromatograph Instrument	1	$77,400.00

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
2027-TMCEC-G-1YG-0059	Municipal Traffic Safety Initiatives	Texas Municipal Courts Education Center (TMCEC)	Conference Program Income: Registration Fees for Participants	$13,875.00
2027-TxDOT-G-1YG-0231	BTS Conferences	TxDOT	Conference Program Income: Registration Fees for Participants	$210,000.00

5. Certifications and Assurances

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Appendix A to Part 1300, Title 23

Title 23 —Highways
Chapter III —National Highway Traffic Safety Administration, Department of Transportation
Part 1300 —Uniform Procedures for State Highway Safety Grant Programs

Authority: 23 U.S.C. 402; 23 U.S.C. 405; Sec. 1906, Pub. L. 109-59, 119 Stat. 1468, as amended by Sec. 25024, Pub. L. 117-58, 135 Stat. 879; delegation of authority at 49 CFR 1.95.
Source: 88 FR 7804, Feb. 6, 2023, unless otherwise noted.

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: 2027

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).

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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);

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• *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:

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1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

   "The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A)[1] in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

   a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

[1] *Available at https://www.faa.gov/about/office_org/headquarters_offices/acr/com_civ_support/non_disc_pr/media/dot_order_1050_2A_standard_dot_title_vi_assurances.pdf.*

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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);

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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;

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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.

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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

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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,

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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

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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)

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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.)

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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.

   (23 U.S.C. 402(b)(1)(F))

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.

DocuSigned by:
0E1B35AE191749E...

SIGN HERE

Signature Governor's Representative for Highway Safety

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7/12/2026

Date

Marc D. Williams

Printed name of Governor's Representative for Highway Safety

[88 FR 7804, Feb. 6, 2023, as amended at 90 FR 31593, July 15, 2025]

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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: 2027

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 Application: 405(b) Occupant Protection Grants- Child Restraint Inspection Station (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 Application: 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.

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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).

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☐ 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 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:

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- 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.

[*For fiscal year 2024 grant applications only.*]

☐ The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☑ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/1/26 (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on 3/23/26 (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;

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- 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).

[*For fiscal year 2024 grant applications only.*]

☐ The State's NHTSA-facilitated assessment was conducted on _____(date) (within 3 years of the application due date); OR

☐ The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

☐ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

    _____
  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

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- *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;

    _____

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- 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

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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.

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- *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

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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 _____.
- 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 _____ (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 _____ (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

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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 27 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.]

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The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
Section 405 Grant Application- 405(g) Nonmotorized Safety Grants (location(s)).

☐ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
_____ (location(s)).

☐ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
  _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
  _____ (location).

☐ **Peace Officer Training Programs**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

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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).

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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:
0E1B35AE191749E...

SIGN HERE

7/12/2026

Signature Governor's Representative for Highway Safety — Date

Marc D Williams

Printed name of Governor's Representative for Highway Safety